

UNIVERSITY CITY BV & McCULLOUGH TRANSIT STATION AREA

Map 3: CONCEPT MAP

■ University City Stations



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Concept Plan Land Use & Key Community Design



Photos shown are examples of the Concept Map's recommended pattern of development and preservation for the University City Boulevard and McCullough Station plan area.



University City Area Plans/LYNX Blue Line Extension Transit Station Area Plans Update





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Concept Plan

Land Use & Key
Community Design



*Grand Promande
Village on
McCullough Drive
has both ground
floor and second
story retail spaces.*

Plan Area 1 University City Bv & McCullough Transit Station Areas

Land Use & Key Community Design Policies

- L-1** Promote a mix of transit-supportive land uses (residential, civic, office and retail) within the University City Boulevard Transit Station area through new development and redevelopment.
 - Higher intensity pedestrian-oriented office and/or residential uses are appropriate along newly created streets within ¼ mile.
 - Transition to predominantly residential uses next to the existing single family neighborhoods off Rocky River Road and Sandy Avenue.
- L-2** Promote a mix of transit-supportive land uses with an emphasis on office and employment uses within the McCullough Transit Station area through new development and redevelopment.
 - Support opportunities for infill development and redevelopment of existing suburban-scale non-residential, particularly office, form of development to higher intensity employment based mixed uses.
 - While not discouraged, transit supportive opportunities for residential development will be limited.
- L-3** The low density residential use of the existing Hampton Park neighborhood could be preserved. Contingent on consensus from neighborhood property owners, the neighborhood may be considered for redevelopment to transit supportive residential land uses.
 - Adjacent transit supportive development should be primarily residential based, tying transit to the Hampton Park neighborhood.
 - The properties within Hampton Park are currently developed at no more than 5 DUA. If all property owners come together to sell the land, and if additional direct vehicular access to McCullough Drive and collector streets can be achieved,

the property could be considered for transit-supportive redevelopment up to the TOD development standards established by the Zoning Ordinance subject to appropriate height and buffer standards as related to the continuing single family neighborhood.

- L-4** Interchange-oriented regional serving retail uses, office and/or residential uses are appropriate.
 - Industrial/Warehouse/Distribution uses are allowed to continue and expand where they currently exist. These uses are not appropriate in other areas of the mixed use districts.
 - Multi-family residential density should be moderate, and in some cases high, typically in conjunction with a mixed use retail center. Non-residential intensity should be low to moderate.
 - Most development should be low- to mid-rise in interchange areas.
 - Any bridge constructed over I-85 into the plan area should accommodate multi-modal transportation and be made to integrate aesthetic elements into the design. The Community Design Policies, page X and *Volume 2: Implementation Guide*, page X provide additional details and guidance to achieve this goal.
- L-5** Provide an opportunity for development of moderate density residential, office, and/or retail land uses for properties in mixed use districts outside of transit station areas and interchange areas.
 - Development of individual sites may be a single-use non-residential development or integrate land uses either vertically or horizontally. These areas should be developed at a lesser intensity than those within transit station areas and will focus on serving the local community.
 - Sites should be designed to accommodate several forms of access including transit, automobile, and pedestrian systems.
 - Near University City Boulevard, moderate density residential uses may be appropriate when vertically mixed with office and/or retail uses primarily occupying the ground floor level.
 - Development occurring adjacent to single family residential land uses should be sensitive to the existing neighborhood character in terms of scale, massing, and orientation.



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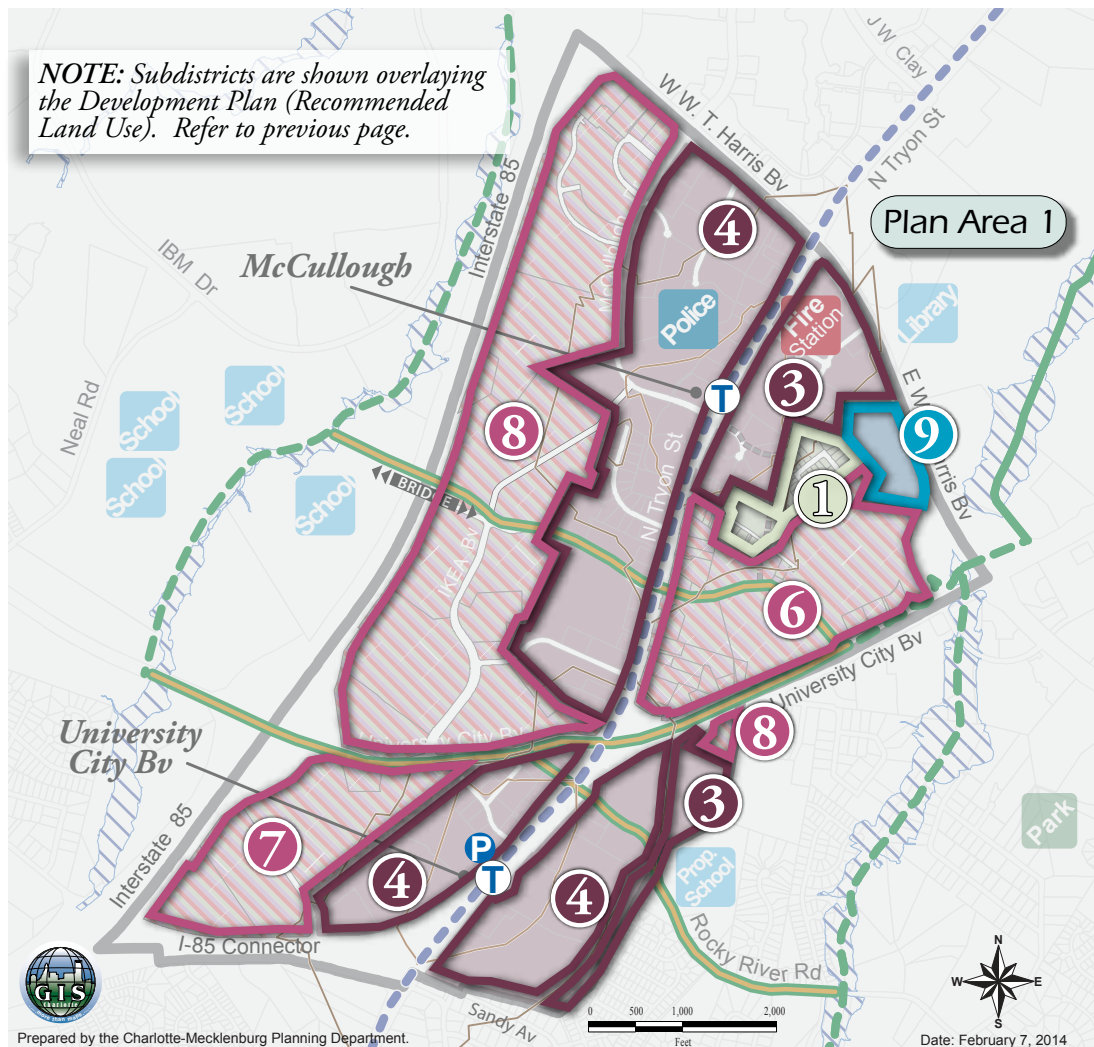
Concept Plan Land Use & Key Community Design

UNIVERSITY CITY & McCULLOUGH TRANSIT STATION AREA

Map 5: STRUCTURE PLAN

■ University City Stations

NOTE: Subdistricts are shown overlaying the Development Plan (Recommended Land Use). Refer to previous page.



SUBDISTRICTS

Sub-district	Desired Uses	Typical Building Types	Desired Height
①	Low Density Residential	Redevelop of the existing single family neighborhood of Hampton Park ONLY with consensus from property owners. If redeveloped Vertical and Horizontal Mixed Use, Retail is recommended.	Up to 50'
②	Moderate Density Residential	Single Family Houses, duplex, townhomes, condominiums, apartments	Established by Ordinance Requirements
③	Transit Supportive Uses	Vertical and Horizontal Mixed Use, Residential: <i>The base height for all districts shall be 40'. For new development adjacent to single family zoning districts, the 40' base height shall be increased 1' in height for each 10' in distance the portion of the building is from the required setback.</i>	Established by Ordinance Requirements
④	Transit Supportive Uses	Vertical and Horizontal Mixed Use	Established by Ordinance Requirements
⑤	Corridor Office	Office uses, may be mixed use development	Established by Ordinance Requirements
⑥	Corridor Mixed Uses	Retail, Office, Restaurant	Up to 50'
⑦	Corridor Mixed Uses	Retail, Office, Restaurant. Industrial permitted	Established by Ordinance Requirements
⑧	Corridor Mixed Uses	Retail, Office, Restaurant. No Industrial permitted	Established by Ordinance Requirements
⑨	Civic/Institutional	Schools, Government Offices, Museums, Community Centers	Up to 40'
⑩	Open Space/ Park/recreation	Open Space, passive and active recreation	Established by Ordinance Requirements

Subdistricts shown in gray text are not recommended for this station area.



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Concept Plan Land Use & Key Community Design



Photos shown are examples of the Concept Map's recommended pattern of development for the JW Clay Station plan area.



JW CLAY BOULEVARD TRANSIT STATION AREA

Map 6: CONCEPT MAP

■ University City Stations



JW CLAY BOULEVARD TRANSIT STATION AREA

Map 7: DEVELOPMENT PLAN

■ University City Stations



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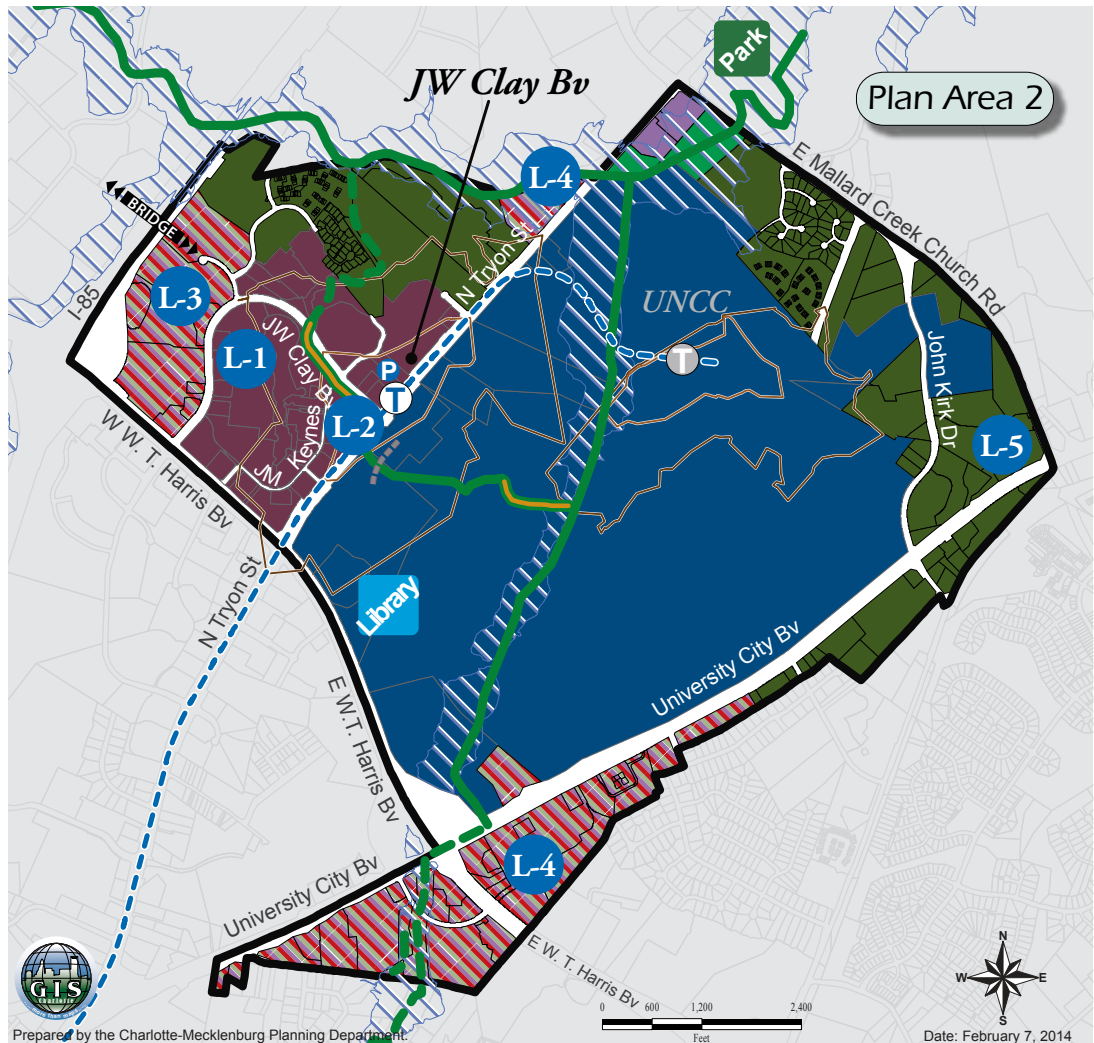
Concept Plan Land Use & Key Community Design

Recommended Land Use

- Medium Density Residential
- Institutional
- Office
- Park/Open Space
- Transit Supportive Uses
- Residential/Office/Retail

Current and Future Amenities

- Proposed Transit Station and Rail Line
- Proposed LYNX Park and Ride
- Proposed Street Connection
- Existing Greenway
- Proposed Greenway
- Overland Connector
- Proposed Bridge
- 1/4 Mile Walking Distance
- 1/2 Mile Walking Distance
- FEMA 100 Year Floodplain
- Existing Public Facility Site





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Concept Plan

Land Use & Key
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University Place's office, retail, and residential mixture of uses benefit from both passive and active lake use.

Plan Area 2 JW Clay Boulevard Transit Station Area

Land Use & Key

Community Design Policies

L-1 Promote redevelopment of parcels fronting North Tryon Street and JM Keynes Drive to include more pedestrian-oriented form of development.

- Infill should include vertically and horizontally mixed uses. Residential uses should include ground floor retail; office uses may also be considered. Minimum density in transit station areas should be 20 DUA.
- Promote expansion of institutional uses on the UNC Charlotte campus and intensification of pedestrian-oriented form along North Tryon Street and JW Clay Boulevard.
- In the northern edge of the area, adjacent to Mallard Creek Greenway, moderate density residential is appropriate. However, redevelopment to better integrate residential areas with nearby non-residential uses through bicycle and pedestrian connections should be considered in the long-term. Density between 8 and 22 DUA is appropriate.

L-2 Establish a gateway at the intersection of JW Clay and North Tryon streets.

- The University of North Carolina-Charlotte fitness trail provides access from Toby Creek Greenway to North Tryon Street. That connection should be extended to the proposed Barton Creek Greenway, with design for bicycle and pedestrian safety and experience as a primary focus.

L-3 Interchange-oriented regional serving retail uses and/or office and residential uses are appropriate.

- Promote redevelopment of shopping center, currently suburban in scale and form. Moderate to higher density residential, office, and mixed retail uses are appropriate.

- Industrial/warehouse/distribution uses are not appropriate in this interchange area.

- Any bridge constructed over I-85 into the plan area should accommodate multi-modal transportation and be made to integrate aesthetic elements into the design. The Community Design Policies, page X and *Volume 2: Implementation Guide*, page X provide additional details and guidance to achieve this goal.

L-4 Provide an opportunity for development of moderate density residential, retail, and office land uses for properties in mixed use districts outside transit station areas and interchange areas.

- Development of individual sites may be a single-use development or integrate land uses either vertically or horizontally.
- These areas should be developed at a lesser intensity than those within transit station areas and will focus on serving the local community.
- Sites should be designed to accommodate several forms of access including transit, automobile, and pedestrian systems.
- Near University City Boulevard, moderate density residential uses may be appropriate when vertically mixed with office and/or retail uses primarily occupying the ground floor level.
- Development occurring south of University City Boulevard and adjacent to the single family residential land uses should be sensitive to the existing neighborhood character in terms of scale, massing, and orientation.

L-5 Promote reinvestment in existing residential units across from/adjacent to UNC Charlotte.

- Moderate density residential is appropriate in this area.
- Principles in the *University City Boulevard Design Guidelines* should be applied to new developments and rezonings.

JW CLAY BOULEVARD TRANSIT STATION AREA

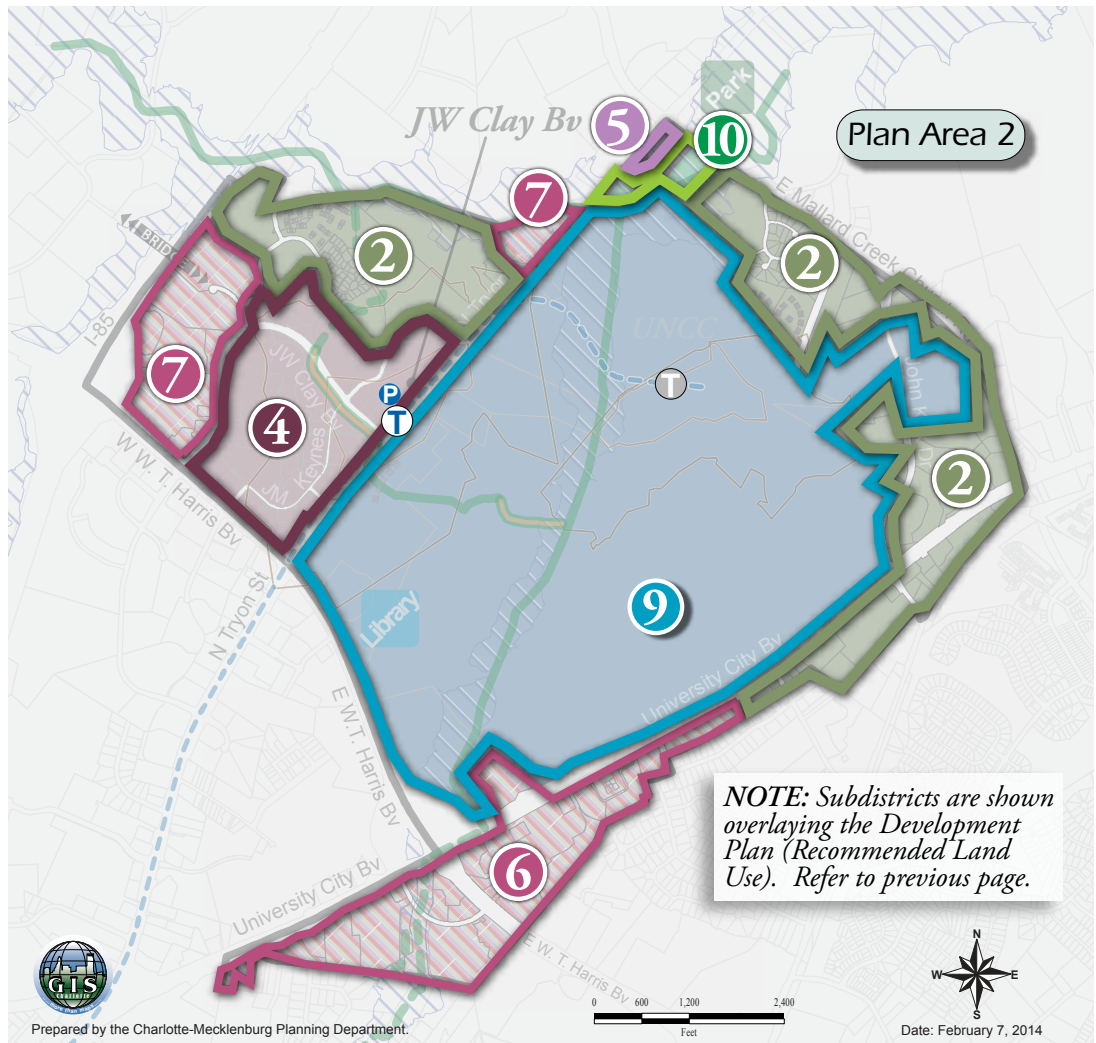
Map 8: STRUCTURE PLAN

■ University City Stations



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