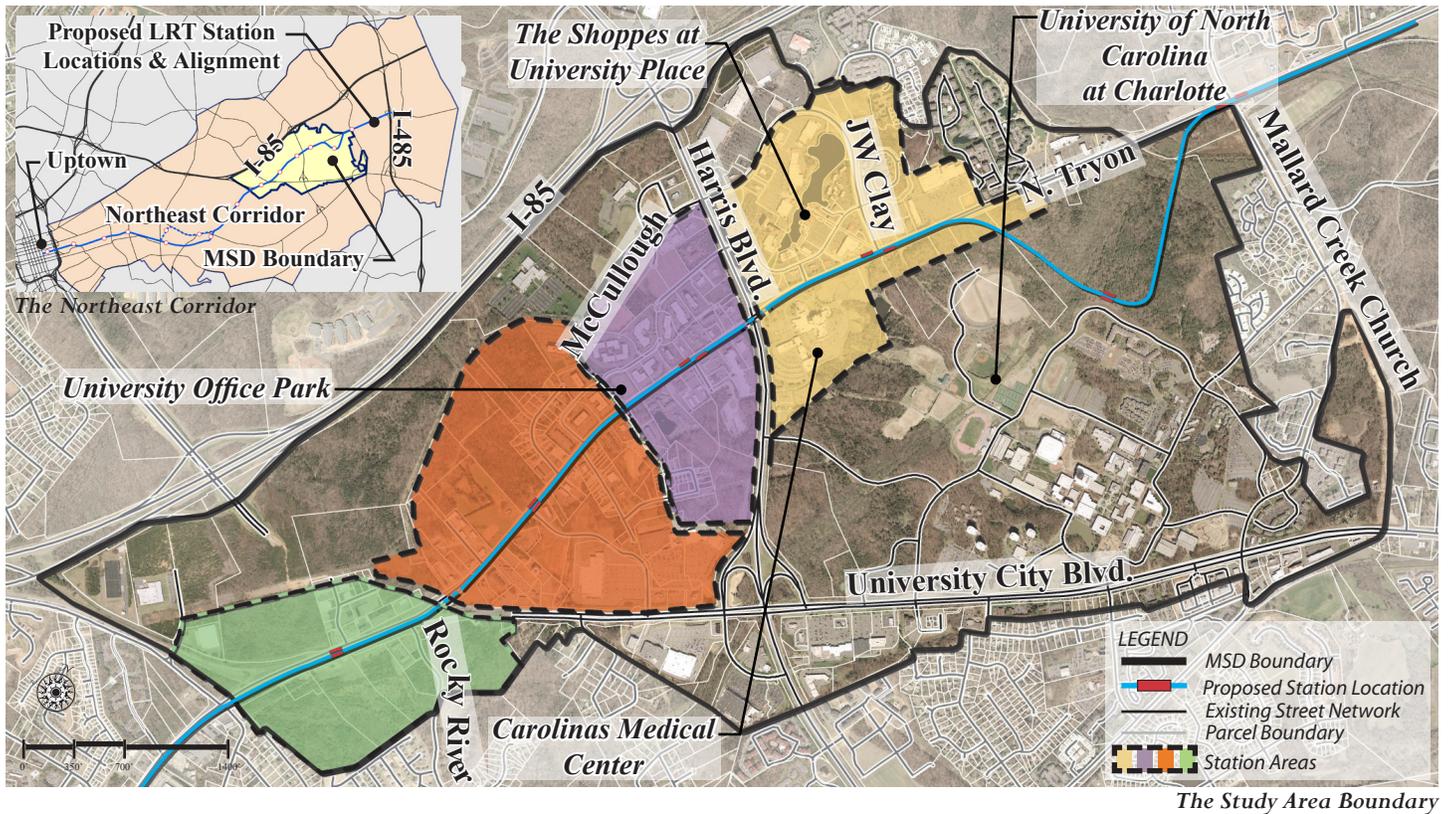


UNIVERSITY CITY AREA PLAN OVERVIEW

The Planning Process: The process began in 2005, when UCP developed an Urban Boulevard Study that focused on creating a vision and plan for the North Tryon Corridor. During this same period, the City of Charlotte undertook a detailed design study of the US29/NC49 “weave”, and was involved in the planning of the station areas for the Northeast Light Rail Corridor. The Boulevard Study was closely coordinated with the City’s project. Together, these studies provided the foundation for this area plan. A number of public forums, a design charette and numerous one-on-one interviews with property owners and other key stakeholders were held over two years to gather input for both projects.



Transportation

Vision: Station areas will have a network of transportation facilities that provide safe, appealing and convenient access to the station and development within and adjacent to the station area, including good pedestrian and bicycle connections.

Key Transit Station Area Recommendations:

- 1 Establish North Tryon as a light rail corridor;
- 2 An extensive pedestrian and bicycle system should be provided;
- 3 Crosswalks and other pedestrian safety features should be employed in congested areas; and
- 4 Surface parking should be minimized, especially within ¼ mile walking distance of stations;
- 5 Develop an internal, interconnected network of local streets to provide connectivity throughout the MSD which should be designed around a block system;
- 6 Recommended priority roadway improvements include: Extension of J.W. Clay Boulevard, McCullough Drive to NC 29/I-85 Bypass ramp, Improvements to the I-85 bridge north and south of Harris Boulevard, and the extension of Shopping Center Drive.

Land Use

Vision: Station areas will become compact, pedestrian-oriented community hubs of activity that include a mixture of high density housing, employment uses, retail, recreation and other community services.

Key Transit Station Area Recommendations:

- 7 Develop transit-supportive mixed uses (employment, retail and residential) within a 1/2 mile walking distance of each station;
- Auto-oriented businesses will be discouraged. Instead, uses that encourage pedestrian activity should be developed, particularly within ¼ mile walking distance of stations;
- A mixture of housing types with varying levels of affordability should be developed;
- 8 Existing single family neighborhoods should be preserved and enhanced with adjacent residential development;
- 9 Encourage redevelopment of properties along N. Tryon to encourage a more intensive infill development;
- 10 Potential to relocate the library to the J.W. Clay extension;
- 11 Area adjacent to I-85 should develop with large scale retail and/or office uses.

Urban Design

Vision: Station areas will have distinct identities and will be attractive, safe and convenient places.

Key Transit Station Area Recommendations:

- Buildings should front on public streets or on open spaces, with minimal setbacks;
- Surface parking should be located to the rear of buildings with pedestrian paths connecting to transit stations;
- The streetscapes should be designed to encourage pedestrian activity.

Open Space

Key Transit Station Area Recommendations:

- 12 Public open spaces or small parks should be established around transit stations and integrated within developments;
- 13 Consider creating a district park, or a portion of a district park, in the City Boulevard and Harris/North Tryon Station Area;
- 14 Consider establishing a new overland greenway along the western edge of the station area that would eventually connect the future Toby Creek Greenway to the Mallard Creek Greenway;
- 15 Create a greenway along Barton Creek on the west side of North Tryon.