



**CHARLOTTE**  
CHARLOTTE-MECKLENBURG  
PLANNING

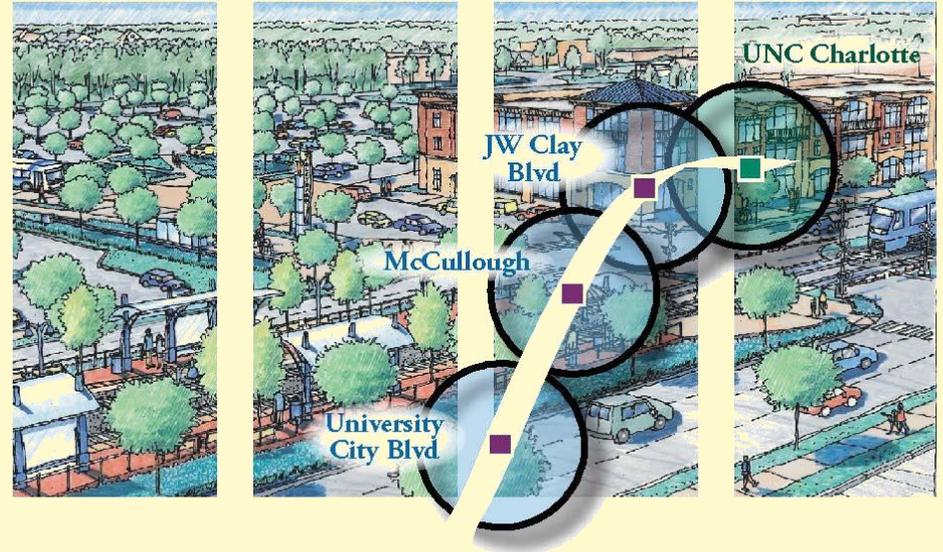
# University City Area Plan

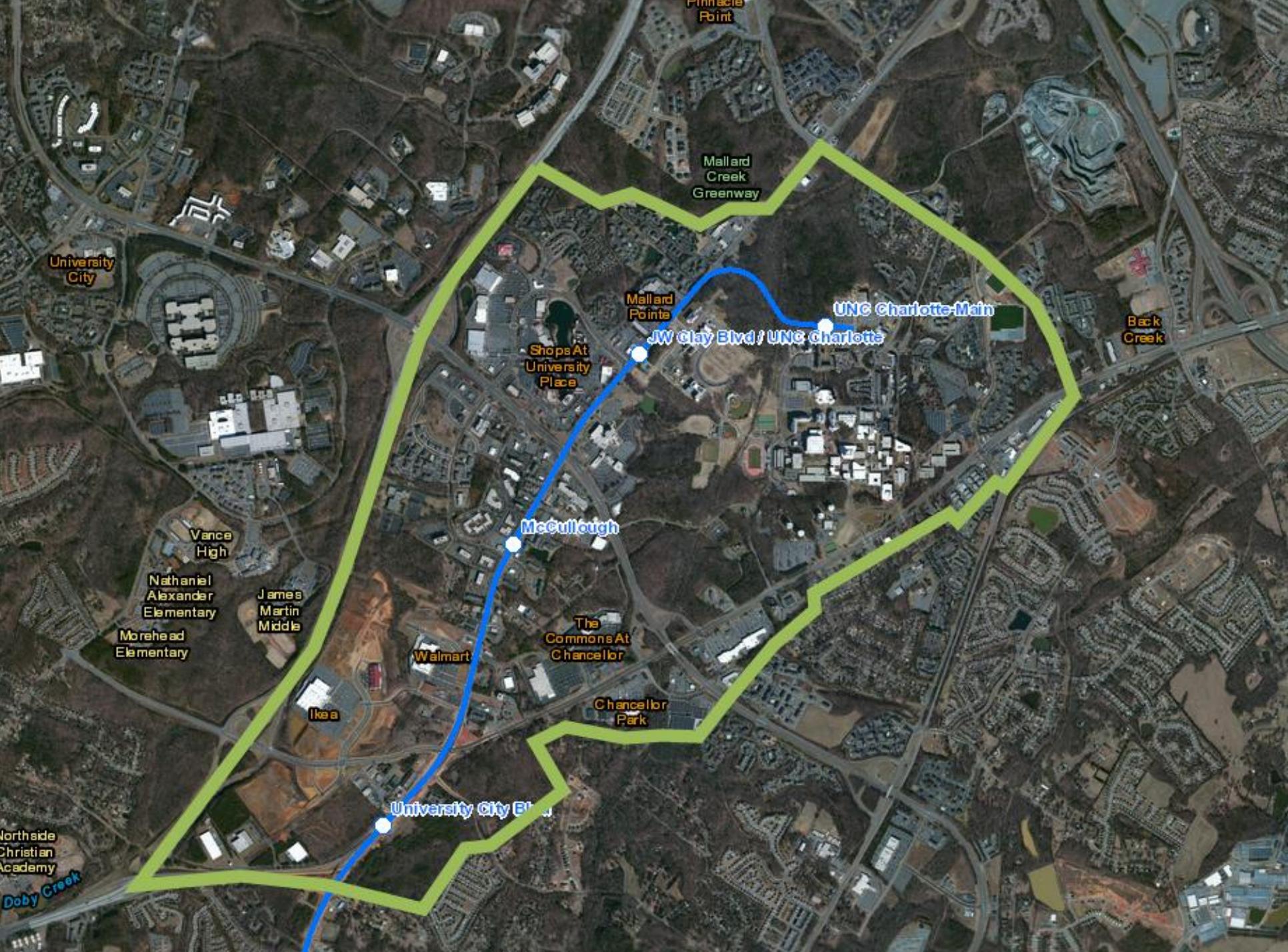
Planning Committee

Public Comment

January 20, 2015

- **Context of the Plan**
  - Growth Framework
  - Blue Line Extension
- **Overview**
  - Process
  - New techniques
  - Policy Recommendations
- **Next Steps – Review and Adoption Process**
- **Public Comment**





University City

Mallard Creek Greenway

Mallard Point

UNC Charlotte - Main

Shops At University Place

JW Clay Blvd / UNC Charlotte

Back Creek

McCullough

Vance High

Nathaniel Alexander Elementary

James Martin Middle

Morehead Elementary

The Commons At Chancellor

Walmart

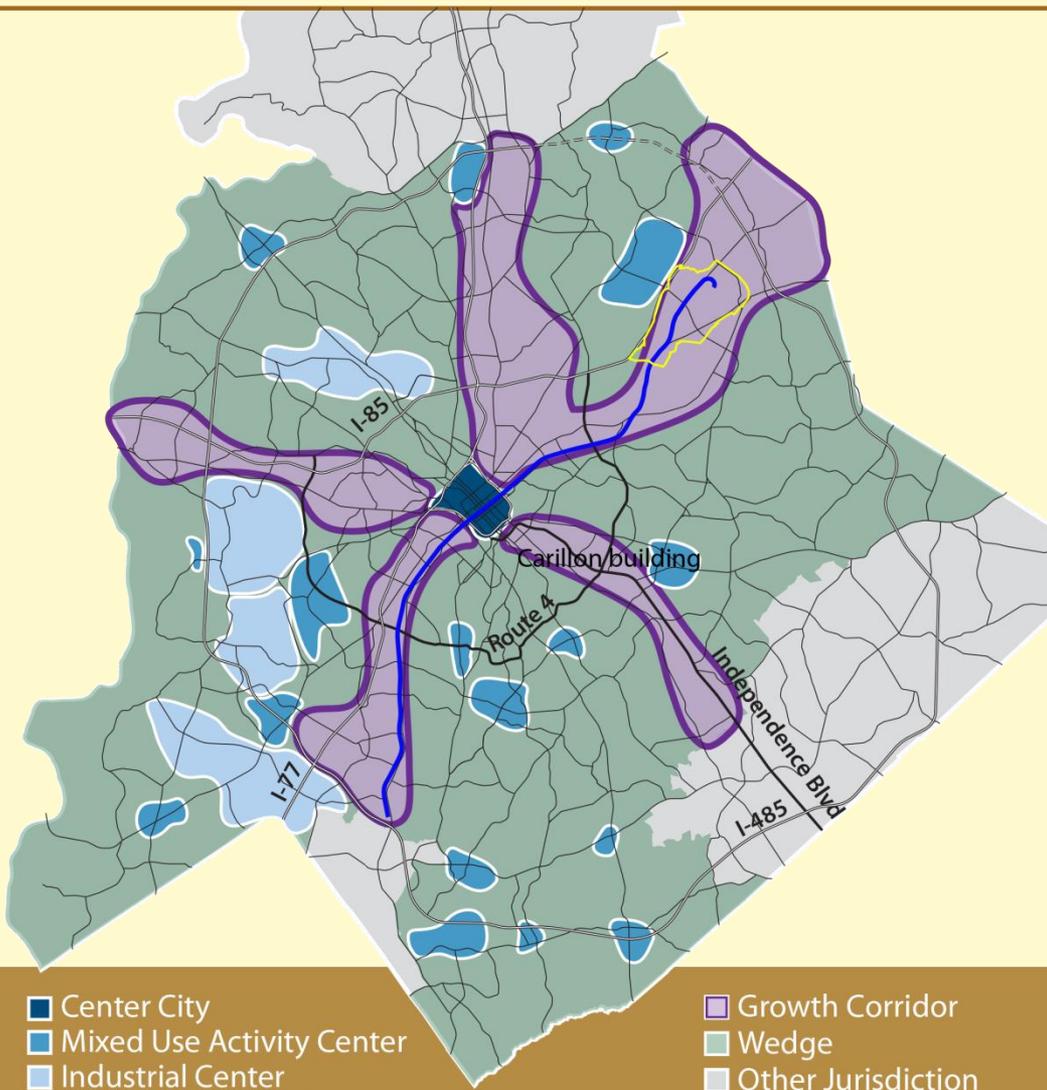
Ikea

Chancellor Park

University City Blvd

Northside Christian Academy

Doby Creek



Charlotte-Mecklenburg Planning Department, April 2010

**Growth Framework**

**Centers, Corridors & Wedges**  
(Adopted 2011)

**General Development Policies**  
(Adopted 2003)

**Vision**

**Area Plans**  
(1990 – Present)

**Urban Street Design Guidelines**  
(Adopted 2007)

**Implementation**

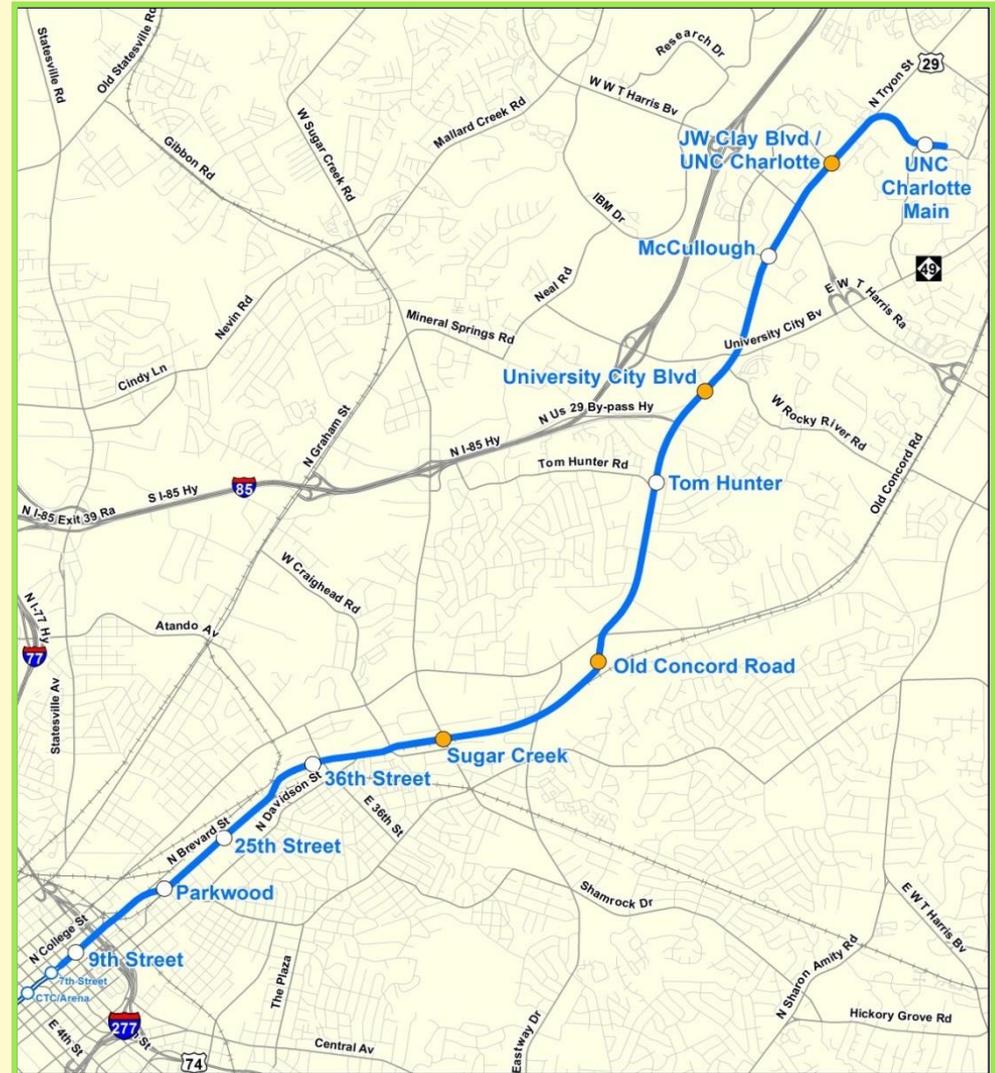
**Zoning Ordinance and Other Regulations**

**Capital Investments**

**Private Sector Development**

# LYNX Blue Line Extension (BLE) Project Overview

- 9.3 miles
- 11 stations
  - 4 park and ride facilities
- 25,000+ daily riders
- 22 minute commute from Uptown to UNC Charlotte
- Connecting bus services
- Revenue service in 2017



## 2013

- Dec. - Public Workshop 1 – Vision and Land Use
  - Introduction to Planning Commission

## 2014

- Feb. – Public Workshop 2 – Transportation and Design
- March – Public Workshop 3 – Review of Recommendations
  - Update to Planning Committee
- April to Nov. – Plan Development
- Dec. – Update to Planning Commission
  - Public Workshop 4 – Review of Draft Recommendations

## 2015

- Jan. to March – Review and Adoption

## What is different?

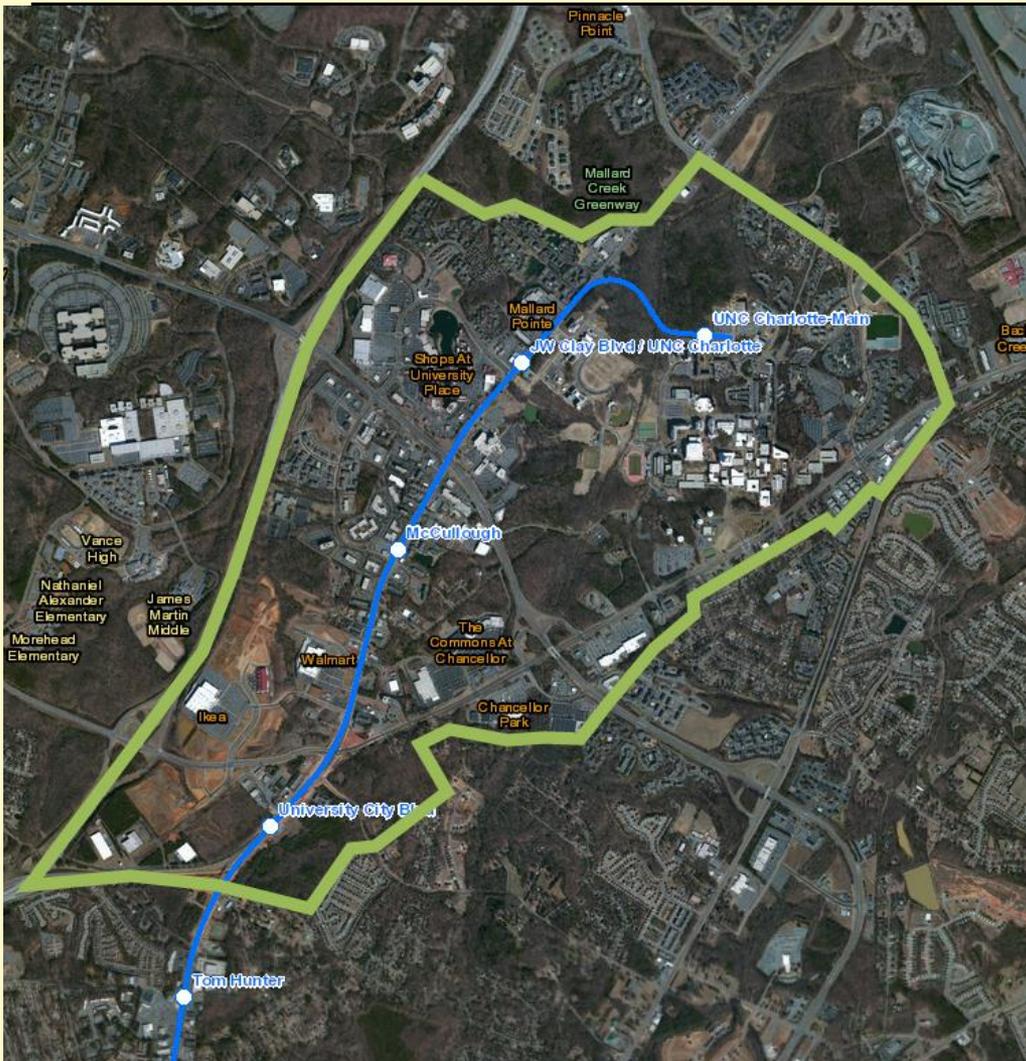
- Geographically specific policies
- More detailed guidance
- Emphasis on implementation
- Clearer language
- Flexible outreach strategies

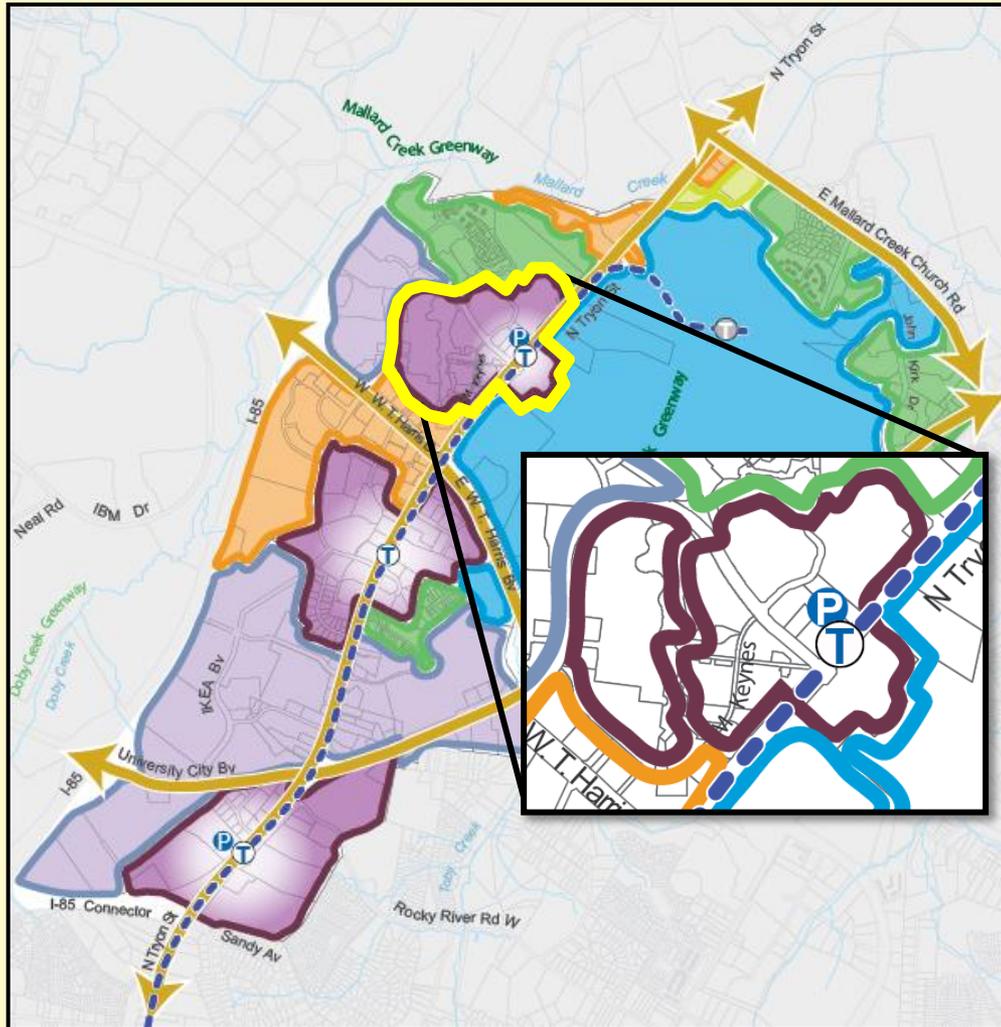
## Why:

- Key locations needed more detailed look
- Development Opportunities
- Area Planning Enhancements
- N. Tryon St. Impacts

## Character Areas

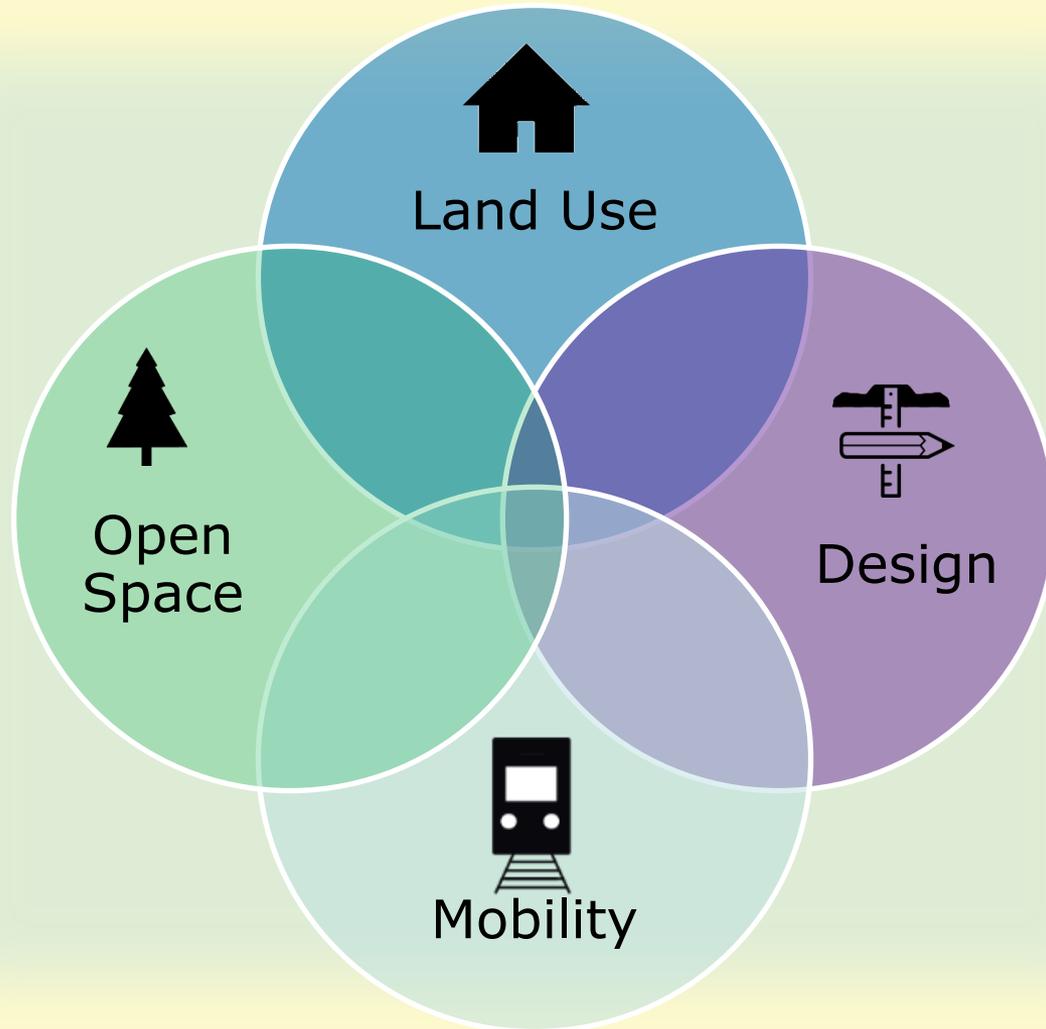
- 11 Character Areas
- General desired development patterns
- The “Big Picture”





## Policy Areas

- 23 Policy Areas
- Specific Policy Guidance
- Greater detail



## Building Blocks of Physical Form



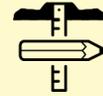
## Land Use

- Appropriate uses
- Mix of uses
- Ground floor uses
- Inappropriate uses



## Mobility

- Street connections and improvements
- Street elements – complete streets
- Multi-use paths and pedestrian crossings
- Block lengths
- Driveway access



## Community Design

- Building height, location and orientation
- Street frontage treatment
- Parking location and screening
- Ground floor treatment
- Designing for pedestrians



## Open Space

- Preservation
- Walking trails
- Consolidation of open space
- Greenways and overland connectors
- Gathering places

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**Community Development Policies for Policy Area 1b**

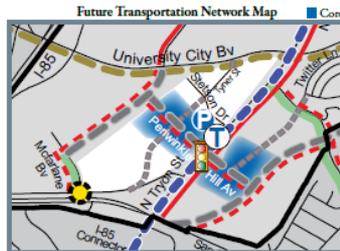
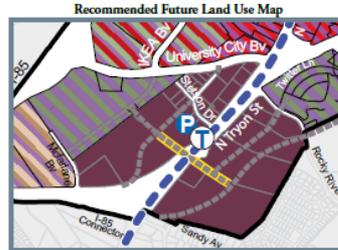
**University City Boulevard Transit Station Area includes Policies 1a, 1b, and 1c**

**Policy Area 1b** West side of N. Tryon St.

**Context:** Greenfield site anchored by the station's parking deck, establishing the initial street framework for a range of transit-oriented uses.

Policy Area shown in white on maps below.

Refer to Legends on Recommended Future Land Use, Future Transportation Network, and Public Facilities and Environmental Features Maps on pages 17, 18, and 19.



**1b Land Use and Development Policies**

1. The core (shown in blue on Transportation Network Map above, as defined in the glossary on page 12) should be the most intensely developed part of the transit station area. Development should include a mix of residential, office, hotels, civic, and/or retail uses. The ground floor of buildings on active retail streets (as indicated on the Recommended Future Land Use Map) should be activated primarily with retail and other commercial uses. Structured parking should be lined with active uses along the street or screened from view from the street and sidewalk. Commercial uses with drive-through facilities and/or gasoline pumps are not appropriate in the core of the transit station area.
2. In areas outside of the core, existing businesses are anticipated to remain in the near term. Over time, properties should be redeveloped for residential, office, hotels, and civic uses. Retail services and offices are also appropriate if located on the ground floor of multi-storied buildings. These ground floor retail uses may include drive-through facilities only if they meet the Community Design criteria below (#4). Structured parking should be lined with active uses along the street or screened from view from the street and sidewalk. Commercial uses with gasoline pumps are not appropriate in the transit station area.

**1b Community Design Policies**

3. Within the core (shown in blue on Transportation Network Map above, as defined in the glossary on page 12) of the transit station area, buildings should be a minimum of 2 stories (typically 5-10 stories) and be placed at or near the back of the sidewalk, with a greater setback when needed to accommodate outdoor seating and display. Minimize the number of driveways along streets and create a visually cohesive block with the placement of buildings and open space amenities. All surface parking should be located to the rear of buildings and should not be visible from the sidewalk.

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**Community Development Policies for Policy Area 1b**

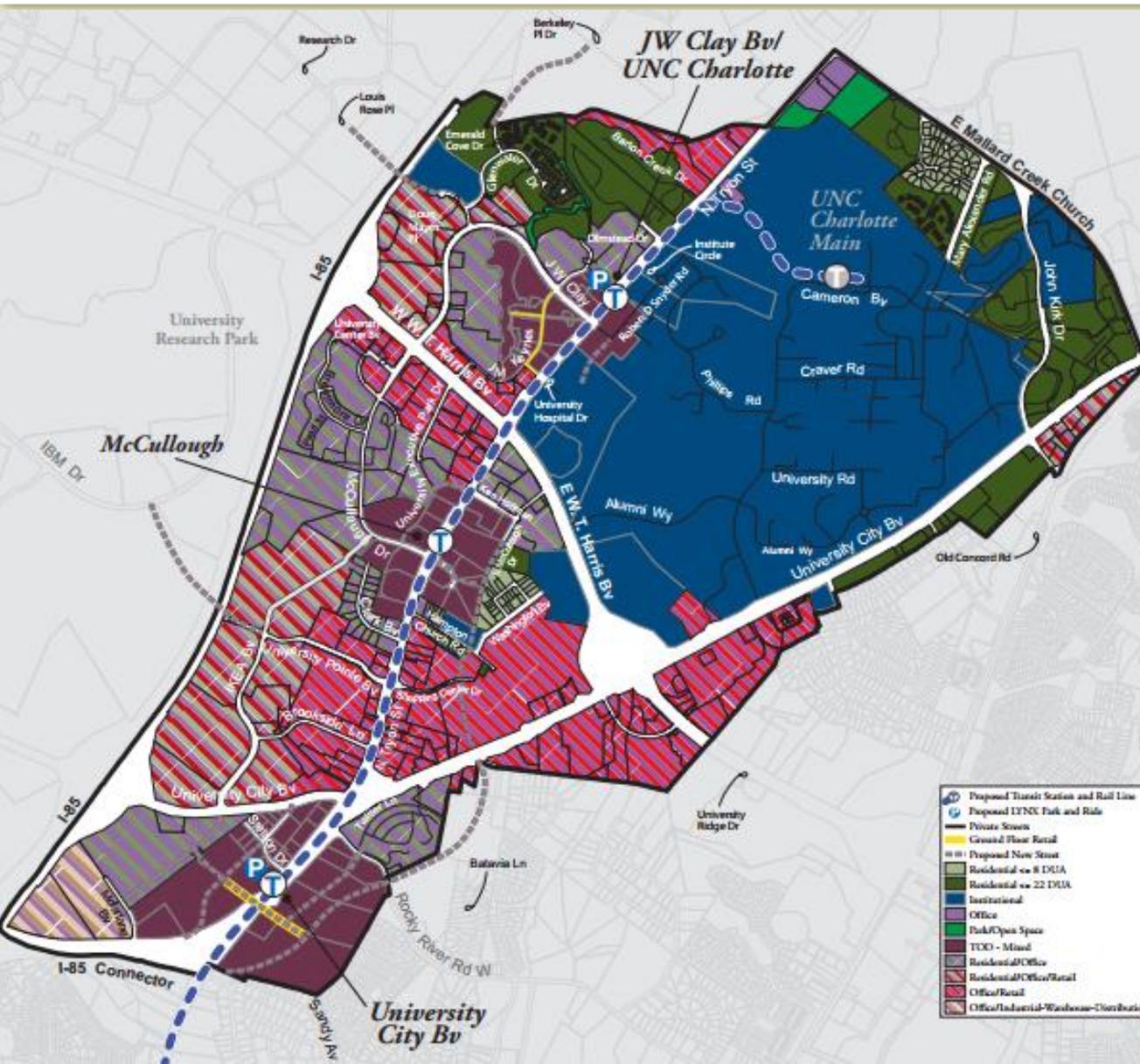
**University City Boulevard Transit Station Area includes Policies 1a, 1b, and 1c**

4. In areas outside of the core, buildings should be multi-storied (typically 3-5 stories) and be placed at or near the back of the sidewalk. Surface parking lots should be located to the rear or side of buildings. No more than 35% of a site's street frontage should be devoted to surface parking or driveway access. Drive-through facilities may be appropriate if located on the interior of a parking deck and are designed to minimize conflicts with pedestrians.
5. Development should create a cohesive corridor along N. Tryon Street, but building and landscaping placement will depend on retaining wall construction, easements, and location of right of way. See Volume 3: Implementation Guide for more detailed information about development along N. Tryon St.
6. Explore innovative parking strategies, such as shared parking agreements and publicly accessible parking facilities.
7. The ground floor of buildings should be designed to activate streets and open space through a variety of design techniques that may include, but are not limited to:
  - a. Non-residential ground floor uses should have clear glass windows and prominent entrances with operable doors allowing access from the sidewalk.
  - b. Non-residential and multi-family building facades should have architectural elements that will help distinguish the ground floor from upper stories. Building corners at street intersections should be designed to feature prominent entrances and distinctive architectural features.
  - c. Multi-family residential development should include direct connections to the sidewalk. Where feasible, ground floor units should have direct connections to the sidewalk. The front door of single-family attached and detached units should also have direct connections to the sidewalk. For the privacy of residents, ground floor residential units should include vertical separation and/or increased setbacks from the sidewalk.

**1b Mobility Policies**

Refer also to general policies starting on page 84

8. The new street to the transit station (perpendicular to N. Tryon St.) is currently designed as an avenue including bike lanes and wide sidewalks. This critical connection provides the only signalized point of pedestrian access to the transit station and the area across N. Tryon St. Minimize the number of driveways along this street; access from local streets or shared alleys is encouraged.
9. Create a new local street that connects the new local street perpendicular to N. Tryon St. to Tyner St. Extend this street south, as feasible, to the I-85 service road.
10. Reduce driveways along University City Blvd. by providing primary access from a local street or through a series of cross-access agreements or other innovative approaches, as redevelopment occurs. Minimizing driveway conflicts is particularly important to the function and safety of the multi-use path recommended along University City Blvd.
11. Construct a multi-use path on University City Blvd. as development occurs.
12. Develop an interconnected network of local streets, with typical block lengths of 400' to supplement the new streets described above.
13. Consider a street connection between MacFarlane Blvd. and I-85 connector, including a possible median opening along the I-85 connector.



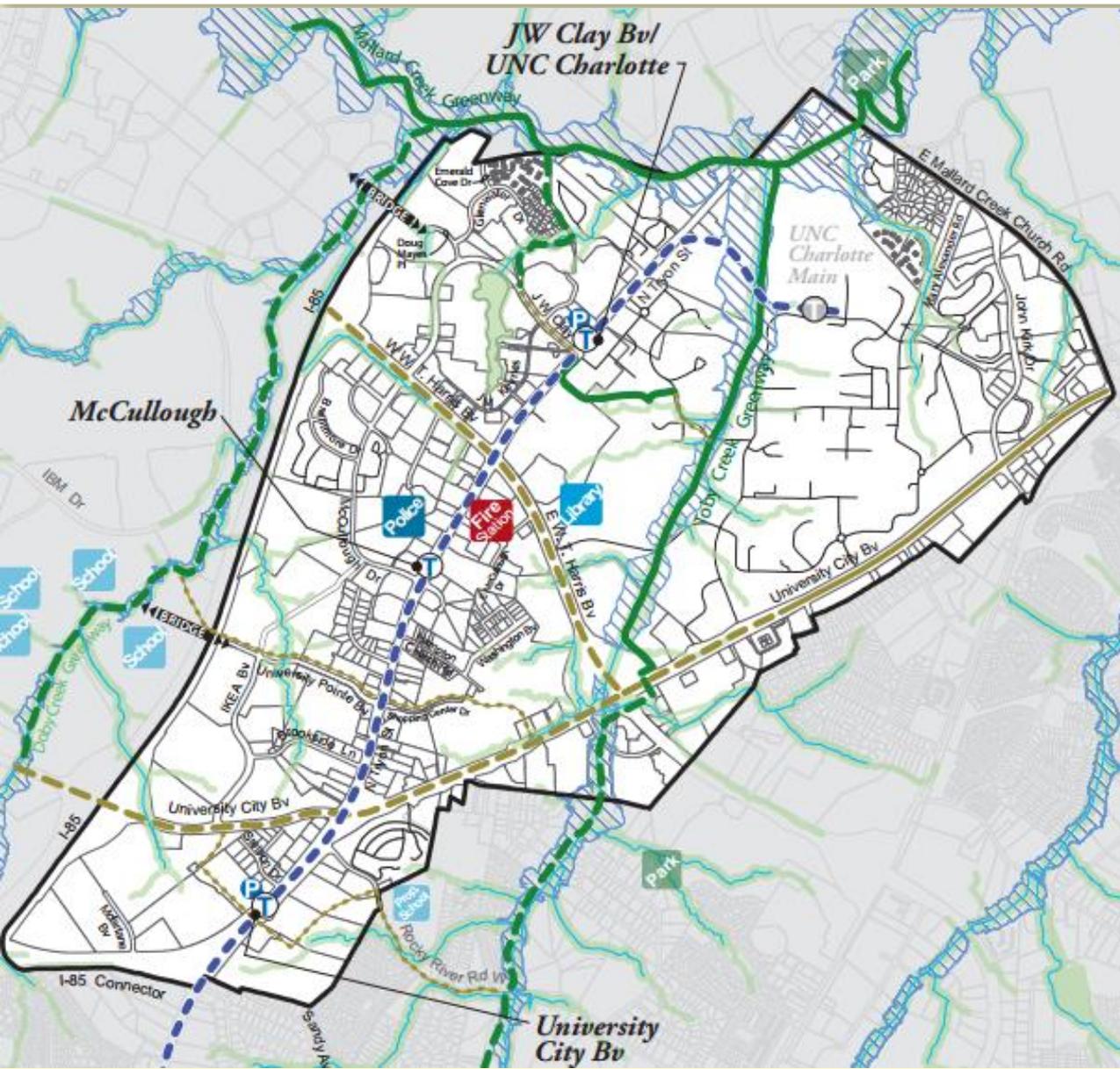
## Future Adopted Land Use

- Map illustrates general land use recommendations
- Must refer to text for complete picture – full recommendation



## Environmental Features and Public Facilities

- Existing and future greenways and bike/pedestrian connections
- Existing natural features:
  - Streams
  - Floodplains
  - Stream buffers
- Existing and proposed public facilities
  - Schools
  - Fire and police
  - Library



**Consideration for parks and open space**

Importance of ground floor retail in transit station areas

Concern for impacts on other modes of transportation with addition of BLE infrastructure

Preservation of environmentally sensitive features

Better connectivity needed for destinations (library, university, hospital, transit stations)

**Desire for “town center” concept in University City**

**Major landmark needed for University City; Gateways**

Encourage pedestrian and bicycle access, especially to/from university campus

## University City Blvd. Transit Station Area



- Intense mix of uses.
- Future transit neighborhood
- Variety of housing types



- Urban in form
- Active street fronts
- Sensitive to adjacent residential development



- Expanded street network
- Signalized intersection



- Integrated open space system
- Consolidated open space



## McCullough Transit Station Area



- Employment and supporting services
- Future mix of uses



- Increase in height
- Reduction in surface parking
- Urban form



- Expanded street network
- Increase pedestrian and bike connectivity



- Open space amenities in new development



## JW Clay Blvd./UNC Charlotte Transit Station Area



- University City's town center
- Destination for shopping, working, living, and entertainment



- Urban in form
- Active street fronts
- Build off existing assets



- Enhance pedestrian and bicycle network
- New local streets and bridge



- Consolidate required open space
- Enhance existing features
- Future Barton Creek Greenway



## Residential



- Maintain and enhance existing neighborhoods
- Variety of housing types



- Compatible buildings and site design
- Encourage pedestrian and bike activity



- Expanded street networks
- Emphasis on pedestrian and bicycle connections



- Connections to adjacent greenways
- Open space amenities



## Service Areas: Regional and Corridor



- Regional and local retail and office
- Mixed use with residential



- Serve both automobile and pedestrians/bicycles
- Safe bike and pedestrian access



- Provide alternatives to traveling on major streets
- Multi-use paths



- Connectivity to greenways
- Open space networks
- Screening



## UNC Charlotte and CMC University



- Established anchors
- Variety of uses adjacent to station



- Cohesive corridors
- Urban form adjacent to the station



- Connection between the hospital and the university
- Sidewalks along University Hospital Dr.



- Open space and walking trails
- Link to the Toby Creek Greenway







# University City Area Plan Comments

**Email [BLEStationAreaPlans@charlottenc.gov](mailto:BLEStationAreaPlans@charlottenc.gov)**

**Call Planning Staff at 704-336-5718**

**Attend Public Comment opportunities at  
Planning Committee and/or City Council  
meetings**

## 2015

Jan.

- Planning Committee public comment
- TAP Committee review

Feb. to March

- City Council public comment
- Planning Committee recommendation
- TAP Committee review, referral and recommendation

March to April

- City Council Action



# Public Comment

# Thank You!

<http://UCAP.charlotteplanning.org>

Updates for Blue Line Extension

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