University City Area Plan – Issue Matrix
Public Comments and Staff Responses
As of March 9, 2015

#	Public Comment	Location of Current Text, Map or Graphic	Staff Response
1	Plan says there are 4-1/2 million light rail transit riders in Charlotte. How is this calculated?	Pg. 154, Table: Annual Ridership Routes Serving the Northeast Corridor	Charlotte Area Transit System (CATS) generates ridership through the Automatic Passenger Counters (APC) on the Light Rail vehicles as well as an accounting of ticket sales. The 4.7 million is consistent with what we reported to the National Transit Database (NTD) in 2011, viewable through the below link. Ridership is called on the NTD report annual unlinked trips. http://www.ntdprogram.gov/ntdprogram/pubs/profiles/2011/agency_profiles/4008.pdf
7	Concern with policy area 7A – on the map, this area is recommended for a mix of office and residential uses and doesn't recognize the existing retail use. It will likely redevelop with retail uses. Having to read through the plan policies to find the full use of permitted uses and community design criteria is cumbersome.	Pg. 17, Map 4: Recommended Future Land Use Map; Pg. 56, Land Use Policy 7a #2	The intent is for this area to transition from the suburban, single-use building and form of development that currently exists to a more urban form of development near a future transit station. **Staff proposes the following changes to address the public comment and is continuing to work with the property owner and his agent:** Proposed Revision: Policy Area 3 #2 and #5; Policy Area 7a #2 and #7; Policy Area 7b #1 and #3 Map: Update Map 4: Recommended future land use map to include residential, office, and retail stripe. Land Use Policy Revision In areas outside of the core, existing businesses and residences are anticipated to remain in the near term. Over time, properties should be redeveloped with a mix of residential, office, retail, and civic/institutional uses. Residential and office uses should be the primary uses in these areas. Retail uses should complement the primary uses and be integrated into a multi- or mixed-use

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			development. Ground floor retail uses may include drive through facilities only if they meet the Community Design criteria below (#7). Structured parking should be lined with active uses along the street or screened from view from streets and sidewalks. Commercial uses with gasoline pumps are not appropriate in the transit station area. Design Policy Revision: In areas outside of the core, buildings should be multi-stories (typically 3-5 stories) and be places at or near the back of the sidewalk. Surface parking lots should be located to the rear or side of buildings. Not more than 35% of a site's street frontage should be devoted to surface parking or driveway access. Retail uses should activate the street with appropriate building orientation, accessible entrances, and space for outdoor seating and display near the sidewalk. Retail uses should not have parking located between the building and the street. Structured parking for retail uses is strongly encouraged to reduce the need for surface parking. Drive-through facilities may be appropriate in areas indicated above (#2) if located on the interior of a parking deck and are designed to minimize conflicts with pedestrians.
8	Mallard Pointe shopping center is a 15 acre center – would like it to be shown as recommended for office, retail and residential uses on the map.	Pg. 17, Map 4: Recommended Future Land Use Map; Pg. 56, Land Use Policy 7a #2	Please refer to response above.
9	Closing of Eastway bridge is causing hardship to his business and he's not sure that the business can survive more than a month with the continued closure.	n/a	We have let CATS business liaison Jennifer Duru know about your concerns.
10	Wants to stress the importance of open space from Sugar Creek Road to the community garden at	n/a – outside of plan area	This area and intersection are outside of the University City Area Plan Update geography. CDOT will respond to the question regarding Eastway Dr. directly.

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	Hidden Valley. Are there plans to redo the intersection of Eastway and North Tryon Street?		
11	Are there plans for a senior center (similar to Marion Diehl)?	Land Use and Open Space policies for All Policy Areas (Concept Plan Pg. 13-104)	Parks and Recreation has not identified a location for a senior center in this area. Area plans don't typically identify specific locations for new park/recreation, civic or institutional uses. These are appropriate in most areas as indicated in the policies. University City Partners intends to undertake a Park and Open Space analysis with Mecklenburg County Parks and Recreation.
12	Discrepancy between TOD zoning being applicable within the ½ mile walk distance, but the station area plans referring to the ¼ mile walk distance. Needs more language that addresses suburban sprawl.	Pg. 17, Map 4: Recommended Future Land Use Map; Pg. 22 Policy Area 1a, Land Use Policies; Pg. 25 Policy Area 1B Land Use Policies; Pg. 28 Policy Area 1C Land Use Policies; Pg. 41 Policy Area 3 Land Use Policies; Pg. 56 Policy Area 7a Land Use Policies; Pg. 59 Policy Area 7B Land Use Policies	The Area Plan defines Transit Station Areas as within generally 1/2 mile walk distance from each transit station. The land use policies indicate TOD land use for most of this area, however in some areas a mix of uses is shown, rather than TOD. This does not preclude property owners from seeking TOD zoning. It is meant to recognize that some areas farther from the station may redevelop to the intensity of TOD at much later intervals and the policies provide for a more realistic transition by not requiring the use of TOD zoning.

To address suburban sprawl even outside the transit station areas, land use policies generally encourage a mix of uses, designed to create more walkable environments and to allow intensification over time. The land use policies encourage a transition away from the primarily retail pattern of development we see today. |
| 13 | When will the Implementation Plan be made available? Would like to review it. | Pg. 105 | The Implementation has been available on the project website: http://UCAP.charlotteplanning.org since February 5, 2015.

Implementation Guide is not adopted by City Council and is updated periodically, as needed. |
| 14 | Need provisions for affordable housing at stations. | n/a | City Council has adopted policies that address the provision of affordable housing in transit station areas. |
| 15 | Need green architecture/LEED policies in station areas. | n/a | Environmental sustainability is an inherent characteristic of the policies for the transit station areas. These policies provide for compact, walkable development and efficient use of land and infrastructure. Further, the policies in the Natural Environment chapter encourage environmentally sensitive site design and |

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			minimizing runoff from development. Additional green architecture/LEED elements such as building architecture, internal layout and materials are not specifically addressed in area plans.
16	Supports the plan and has participated as a stakeholder with UNC Charlotte. Working on a park master plan with Land Design.	Open Space Policies for all Policy Areas (Concept Plan Pg. 13-104) and Implementation Guide (Pg. 105)	The Park Master Plan will be part of the Implementation of this area plan.
17	Language should require the redevelopment of shopping centers with an urban form.	Land Use and Design policies for All Policy Areas (Concept Plan Pg. 13-104)	The area plan recognizes that redevelopment to a more urban form may be more feasible adjacent to transit stations, especially in the short term future. Over time, other areas are expected to redevelop as well and this plan supports a transition to a more urban form in these areas as well. The policies for areas outside of transit stations emphasize designing for pedestrian mobility and transitioning to a more urban form of development by bringing buildings to the sidewalk and reducing parking lots along street frontages.
18	Consider adding language about pedestrian connectivity, pedestrian oriented uses and redevelopment without large parking lots.	Design and mobility policies for All Policy Areas (Concept Plan Pg. 13-104)	Within transit station areas (TSA), the policies emphasize pedestrian and bicycle connectivity as part of site and street design. In areas outside of TSA's, the policies are intended to address the pedestrian network and encourage providing clear, comfortable, direct connections between sidewalks along streets and building entrances. In addition, the policies will be implemented by the zoning ordinance, subdivision ordinance, and urban street design guidelines that require certain block lengths and elements like sidewalks and bike lanes where appropriate.
19	The Implementation Plan needs to include development timelines.	Pg. 105	The Implementation has been available on the project website: http://UCAP.charlotteplanning.org since February 5, 2015. It includes time-frames for the various implementation actions. Although we are not able to predict timelines for private development, we do track development in the station areas.

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| 23 | Can the plan strongly state five | Pg. 105 | An implementation guide for the area plan was made available on |

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	year increments that list specific development and redevelopment goals to accomplish each period? Can such stated development and redevelopment goals be measurable? Also can feasible 'carrots and sticks' incentives be on the plan to ensure it is realized through a strong likelihood of implementation?		February 5, 2015. It includes time-frames for the various implementation actions. Although we are not able to predict timelines for private development, we do track development in the station areas.

In terms of incentives, in addition to the light rail line itself, the City has a number of capital projects planned or underway to facilitate future development. These projects are included in the plan with anticipated timelines.

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