



**CHARLOTTE**  
CHARLOTTE-MECKLENBURG  
PLANNING

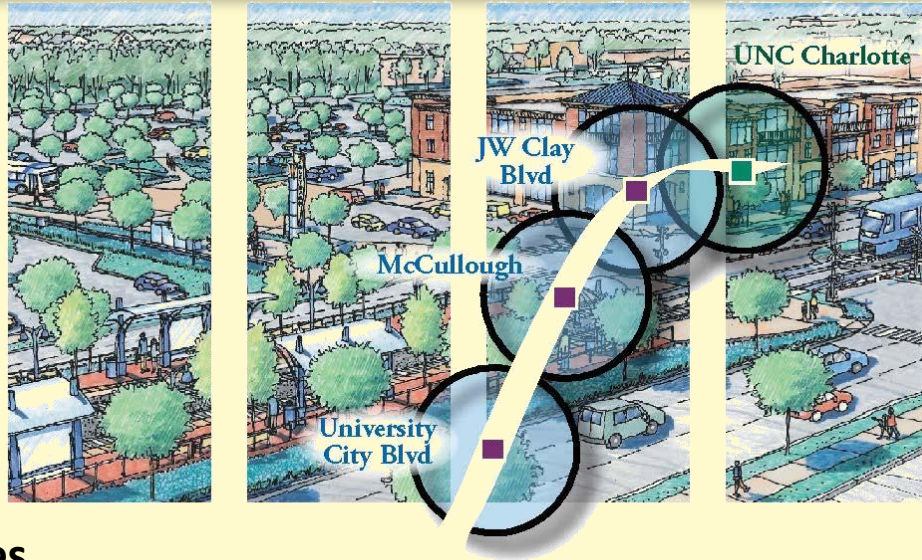
# University City Area Plan

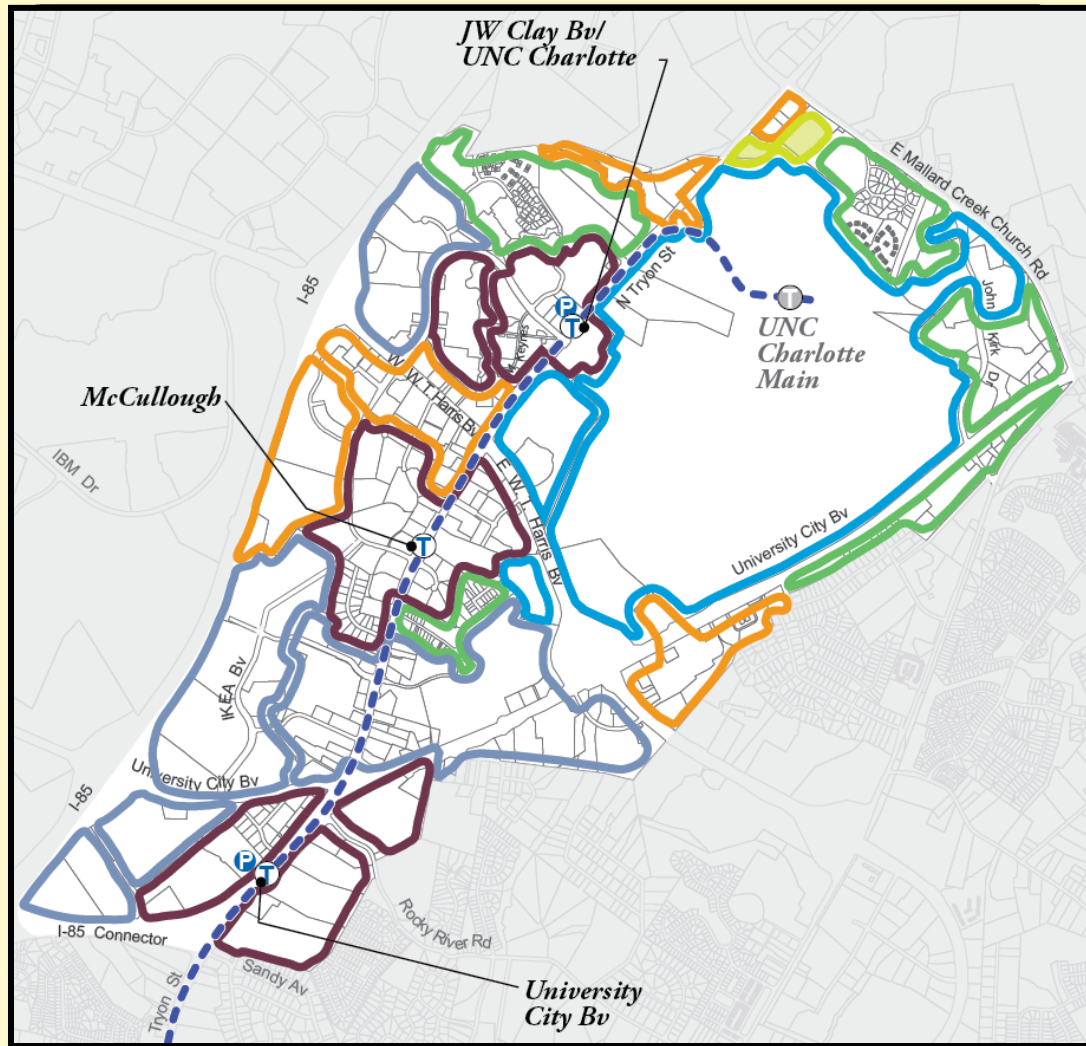
Planning Committee

Follow-up and Action

March 17, 2015

- **Context of the Plan**
  - Overview
- **Review**
  - Public Comments & Staff Responses
  - Proposed Revisions to Draft Plan
- **Next Steps – Review and Adoption Process**
  - Committee recommendation





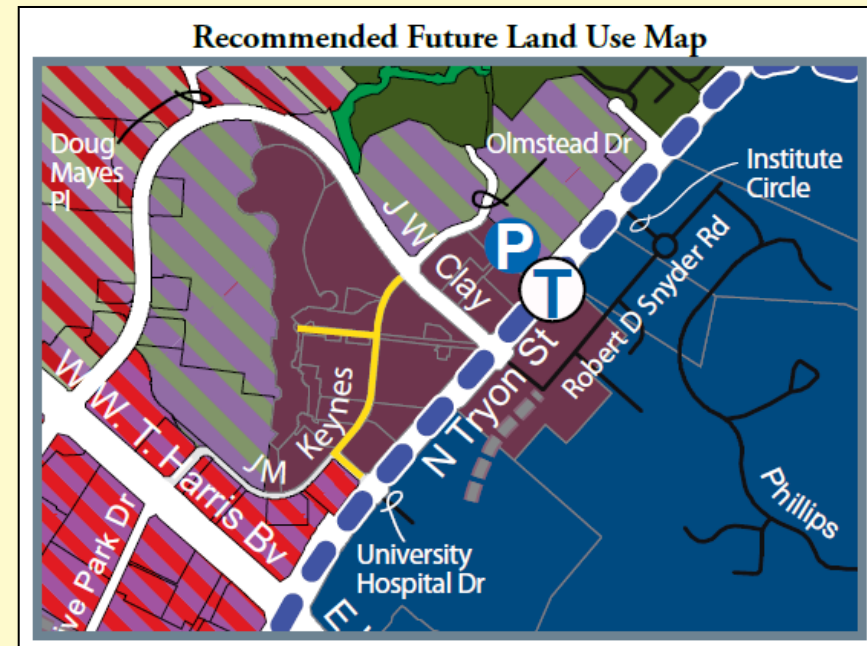
- Study Area
- Character Areas
- Policy Areas
  - 3 Transit Station Areas
  - Regional Service Areas
  - Corridor Service Areas
  - Primarily Residential
  - Institutional

## **Public Comment - What we heard:**

- Recommended Future Land Use in Policy Area 7a
- Transit Oriented Development within ½ mile of transit stations
- Suburban Sprawl
- Pedestrian Connectivity
- Open space opportunities
  - Senior center or community center?
- Affordable Housing
- Public Art, LEED buildings
- Implementation Guide

## Retail is currently the primary use but not shown on the Future Land Use Map?

- Vision is for future integration of residential, office, and possibly other uses.
- Recommending a change to the land use policy and adding community design policy to address comment.
- Recommended Future Land Use Map will reflect this change.



## Existing Policy:

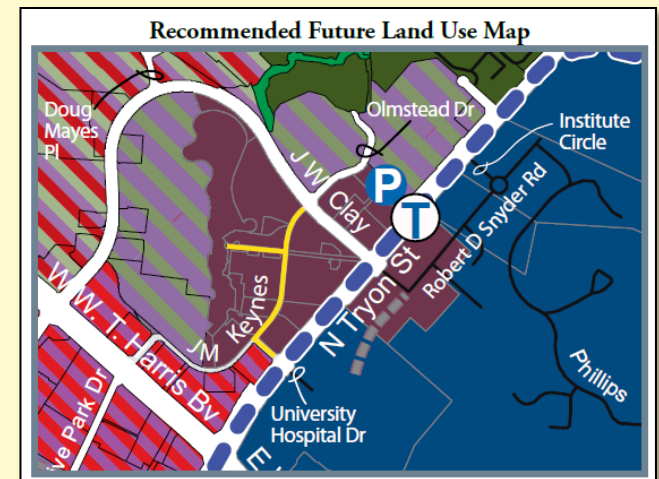
(e.g. Pg. 56, Policy Area 7a, #2)

## **Land Use Policy:**

2. In areas outside of the core, existing businesses and residences are anticipated to remain in the near term. Over time, properties should be redeveloped for residential, office, and civic/institutional uses. Retail uses are also appropriate if located within multi-storied buildings. 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.

## Intent:

The policy is intended to allow flexibility for future redevelopment, but developed in a mixed use, walkable, urban form.





# University City Area Plan Recommended Changes

## Proposed Revision:

### **Land Use Policy:**

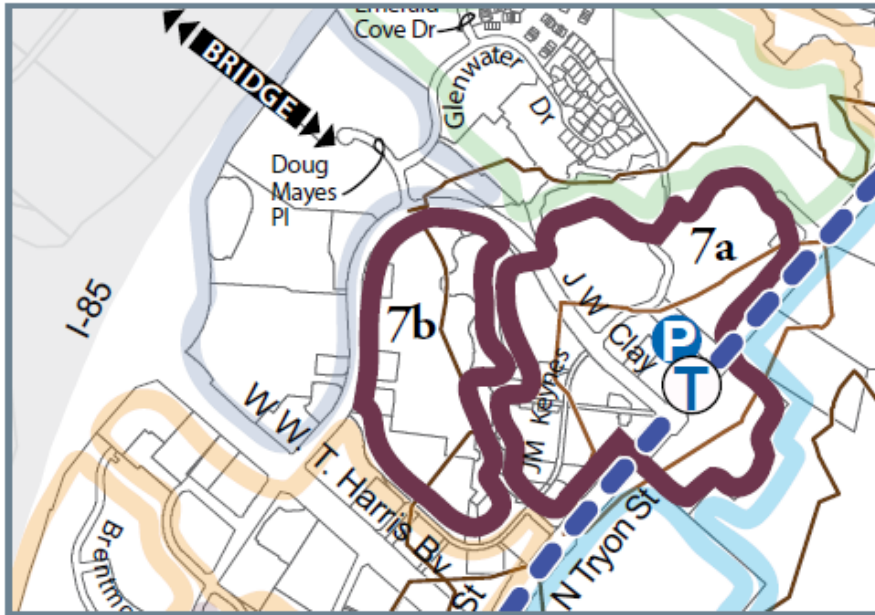
In areas outside of the core, existing businesses and residences are anticipated to remain in the near term. Over time, properties should be redeveloped with a mix of residential, office, retail, and civic/institutional uses. Residential and office uses should be the primary uses in these areas. Retail uses should complement the primary uses and be integrated into a multi- or mixed-use 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.

***Also Change Rec. Future Land Use Map to Residential, Office, Retail***

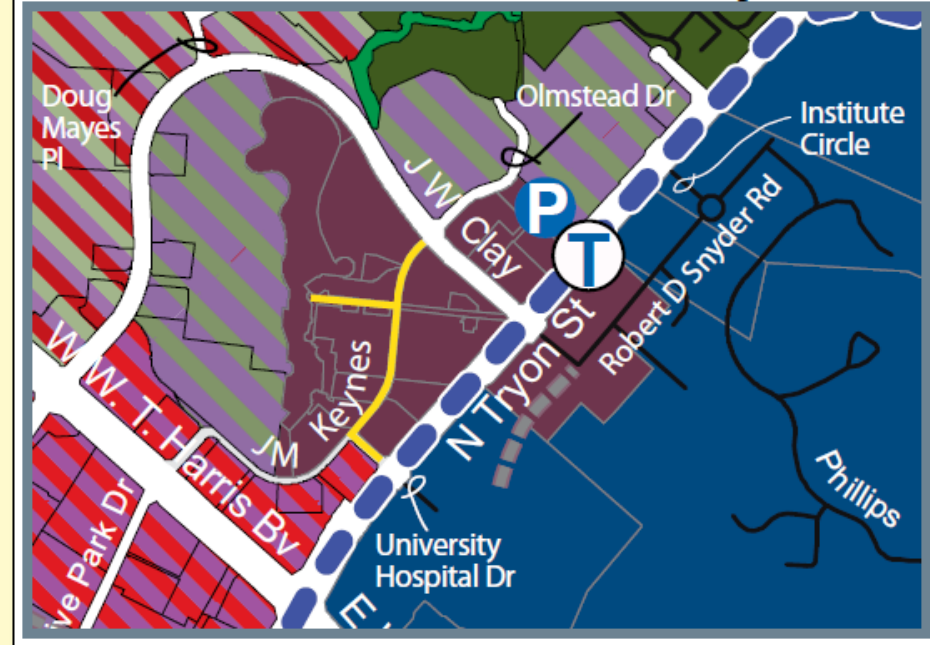
### **Add Community Design Policy:**

In areas outside of the core, buildings should be multi-stories (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. 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.

### Policy Development Plan



### Recommended Future Land Use Map



## **Transit Oriented Development within ½ mile of the transit station:**

- The plan recommends TOD land uses within a majority of the transit station areas
- Flexibility is provided for those areas where the market may not yet support TOD zoning.



## Suburban Sprawl

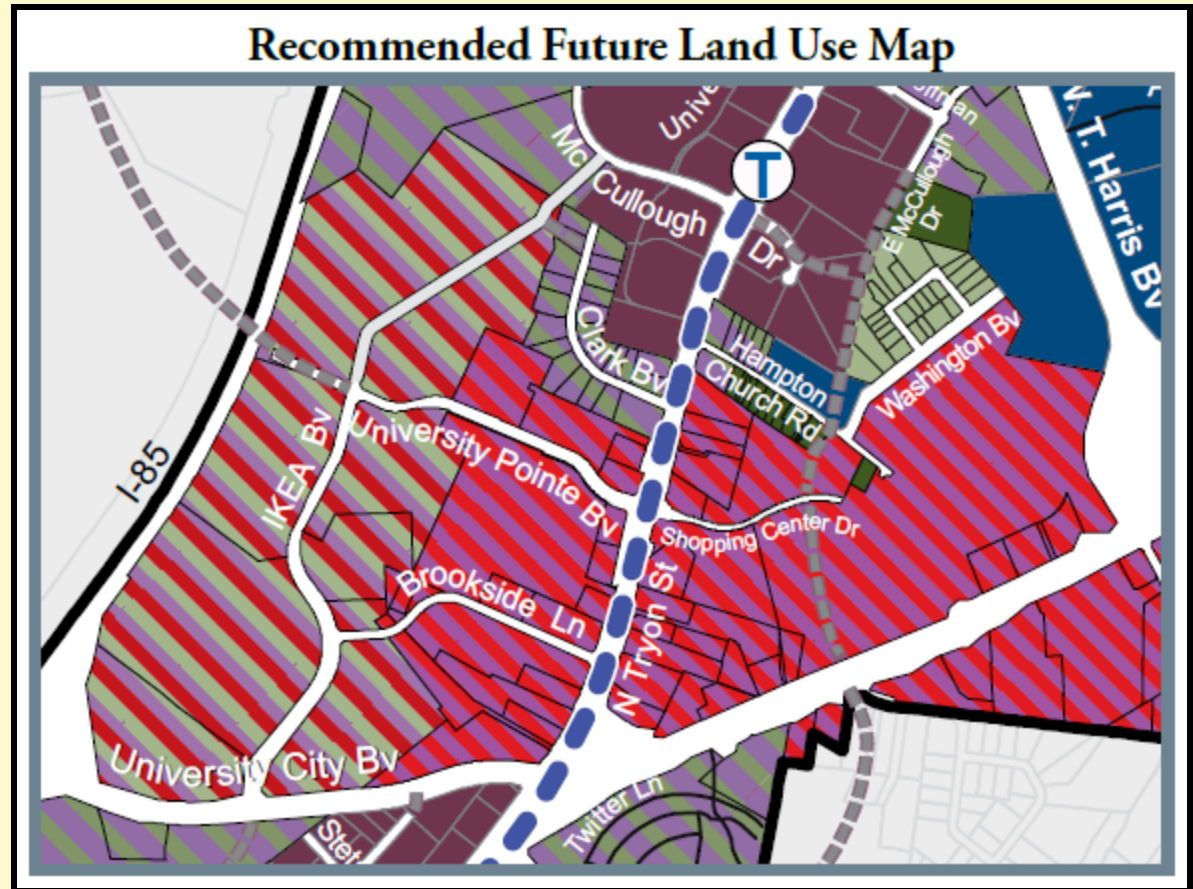
### Concern:

Policies do not recommend a change from the auto-depended pattern of development outside transit station areas.

### Recommended Policies:

*Outside Transit Station Areas*

- Encourage a mix of uses
- Emphasize pedestrian connectivity
- Infill over time



## **Pedestrian Connectivity, Open Space, Senior Center, Public Art:**

- Pedestrian connectivity is typically addressed in *Community Design* and *Mobility* policies for each Policy Area
- Open space recommendations specific to each Policy Area
  - University City Partners initiating a Parks Master Plan in partnership with Mecklenburg County Parks and Recreation
  - Facilities like Senior and Community Centers could be a consideration and depend on funding availability
- Public art is addressed in the Infrastructure and Public Facilities policies #P-1 (page 101) and encourages inclusion specifically in new park facilities. Inherently appropriate in all development.
- Art in Transit

### **Affordable Housing, LEED**

- Affordable housing is addressed through other programs and policies implemented by the City
  - Charlotte Region Transit Station Area Joint Development Principles and Policy Guidelines - Housing
  - Density Bonus Program
- Environmental policies are addressed on pages 103 and 104 of the Concept Plan
  - Compact and mixed use development
  - Water quality and quantity

## **Implementation Guide**

- Now available online
- Not adopted by City Council and can be amended
- Acknowledges role of private development and public investment
  - Timeline for projects with known or anticipated schedules
- Council's Transportation and Planning Committee meeting today focused on implementation

## **Council adopted Corrective Rezoning Policy (2005)**

### **Why:**

- Align zoning with existing land use
- Align zoning with adopted future land use
- Protect environmentally sensitive areas

### **Considerations:**

- Future vision
- Non-conforming uses
- Owner's interests
- Change in intensity

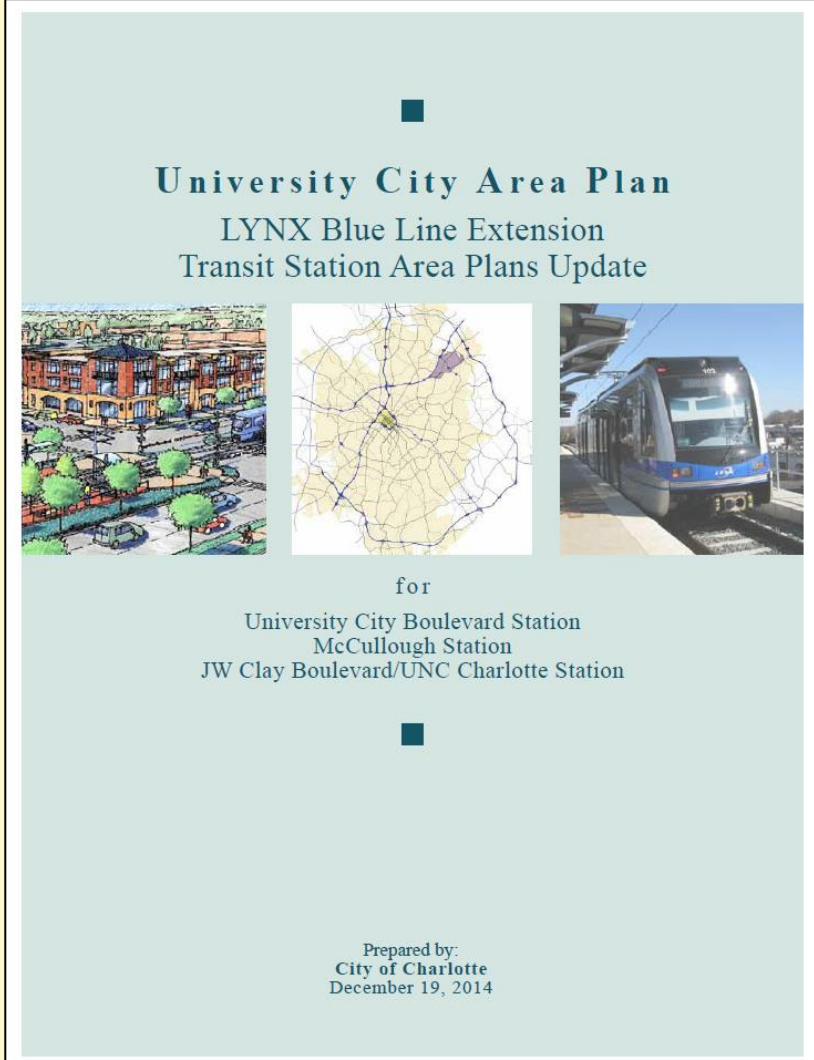
## **Why be proactive?**

- Implement the vision of the Transit Station Area plans
- Result of desires and motivations of the community, partners, stakeholders (UNC, University City Partners, hospital, etc.)
- Recognizing highway oriented nature and current zoning – pressure for status quo development

## **Further evaluation necessary:**


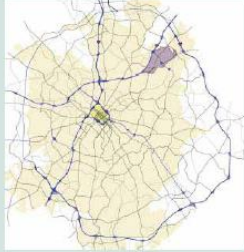

- Zoning
  - By right
  - TOD and TS-O
  - Conditional Districts
  - Non-conformities
- Real estate market

# Proposed Changes



■

**University City Area Plan**  
LYNX Blue Line Extension  
Transit Station Area Plans Update



for

University City Boulevard Station  
McCullough Station  
JW Clay Boulevard/UNC Charlotte Station

■

Prepared by:  
City of Charlotte  
December 19, 2014

Proposed Revision:

Update the cross-section on page 97 for segment A-3: North Bridge

Intent:

To be consistent with the language for Policy Area 8, Mobility Policy #14 (page 64)

	Sidewalk	Planting Strip	Bike Lane	Travel Lane	Travel Lane	Median/ Turning Zone	Travel Lane	Travel Lane	Bike Lane	Planting Strip	Sidewalk
A-3	6'	8'	5'	11'	n/a	n/a	n/a	11'	5'	8'	6'
	16' or 24' setback			Along bridge span, provide 8.5' sidewalks with no planting strips						16' or 24' setback	

**Proposed Policy:**

Change to "TBD" in highlighted boxes to allow for better analysis. Add footnotes: (1) Determination of appropriate treatment should be part of I-85 North Bridge project planning phase (2) Turn lanes permitted where needed.



Proposed Revision:

Update summary for Character Area 2: Regional Services (page 30).

Intent:

To make summary consistent with recommended policies that allow drive through facilities and gas pumps in appropriate areas.

**Existing language:**

Pedestrian unfriendly uses are discouraged, such as drive-throughs, strip shopping centers, heavy industrial uses, and parking or ancillary structures between buildings and key streets.

**Proposed language:**

Pedestrian unfriendly design is discouraged in this area. Uses with drive through facilities, gasoline pumps, or large surface parking lots should be designed to comfortably accommodate pedestrians.

Proposed Revision:

Update summary for Character Area 10: Primarily Residential, Opportunities bulleted list (page 72).

Intent:

List opportunities that more accurately reflect the housing demand.

**Existing language:**

Strong demand for student housing, but need to provide housing for other residents as well.

**Proposed language:**

Adequate supply and mix of housing options needed to meet market demand.

## Existing Policy

### **Community Design:**

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 also have direct connections to the sidewalk. For the privacy of residents, ground floor units should include vertical separation and/or increased setbacks from the sidewalk.

### Intent:

The policy is intended to provide a menu of options to achieve street activation.

Proposed Revision:

**Community Design Policy:**

The ground floor of buildings should be designed to activate streets and open space through a combination of design techniques that may include, but are not limited to:

- a. Non-residential ground floor uses with clear glass windows and prominent entrances with operable doors allowing access from the sidewalk.
- b. Non-residential and multi-family building facades with architectural elements that will help distinguish the ground floor from upper stories.
- c. Building corners that feature prominent entrances and distinctive architectural design.
- d. Multi-family residential development with direct connections to the sidewalk, preferably for ground floor units, where feasible. Ground floor residential units may have vertical and/or horizontal separation from the sidewalk for privacy or to address site issues.

Existing Policy:

*(E.g. Pg. 22 Policy Area 1a #3)*

**Land Use Policy**

Development outside of the core and beyond approximately 500 ft. of N. Tryon St. should include more than one building type, such as single family, duplexes, triplexes, townhomes, and multi-family buildings. Retail services...area.

Intent:

The policy is intended to minimize the potential for several large multi-family buildings and to achieve a diversity of building types of different height, sizes, and scales – regardless of the type of housing.



## Proposed Revision:

### **Land Use Policy:**

*E.G. Pg. 22 Policy Area 1a #3:*

Development outside of the core and beyond approximately 500 ft. of N. Tryon St. is appropriate for moderate to high density residential development (8 to above 22 DUA). Development in this area is encouraged to include a variety of housing options (e.g. single family, duplex, triplex, quadraplex, multi-family, etc.). Retail services...area.

### **Add Community Design Policy:**

Buildings should be designed to avoid the appearance of having a long, continuous building wall and to break up visual mass and bulk. Consider a combination of design techniques to achieve this including, but not limited to:

- a. Façade modulation that provides variation in the building wall.
- b. Building mass separation between all, or part, of a single building to create the appearance of multiple buildings.
- c. Use of varying architectural styles, building heights, and/or roof pitches to reduce the apparent size of a building.
- d. Multi-family residential development with a variety of building mass, scale, and type (e.g. townhomes, carriage houses, apartments, etc.).

## Existing Policy:

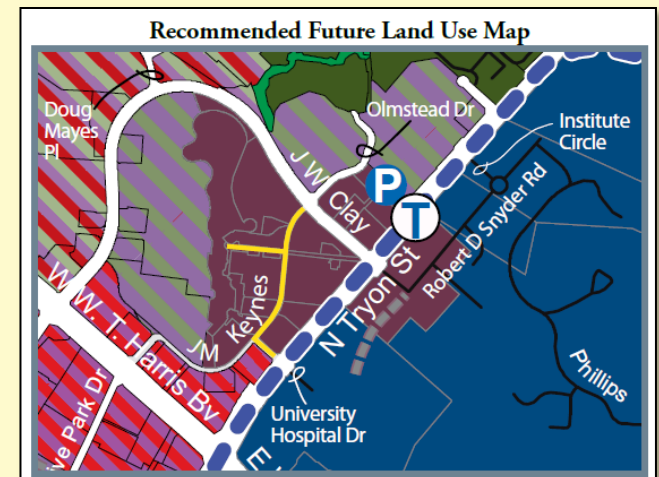
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# University City Area Plan Recommended Changes

## **General Note:**

Minor edits will be made by staff to correct text, graphics, or tables that don't affect the content or intent of the document. These changes will be made as needed.



# University City Area Plan Next Steps - *Tentative*

## 2015

March – TAP Committee referral to Council for public comment  
– Planning Committee recommendation

April – City Council public comment  
– TAP Committee recommendation

City Council Action following a recommendation from TAP Committee



# University City Area Plan Next Steps

## **Action Requested:**

Staff requests that Planning Committee make a recommendation to City Council to adopt the University City Area Plan with proposed changes.



# 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**

# Thank You!

<http://UCAP.charlotteplanning.org>

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