# University City Area Plan

Transportation and Planning Committee

April 23, 2015

- **Public Comments and Responses**

  - **Resulting revisions**

  - **Technical corrections**

- **Zoning Implementation**

- **Next Steps**

- **Action Requested**

  - **Plan Recommendation**
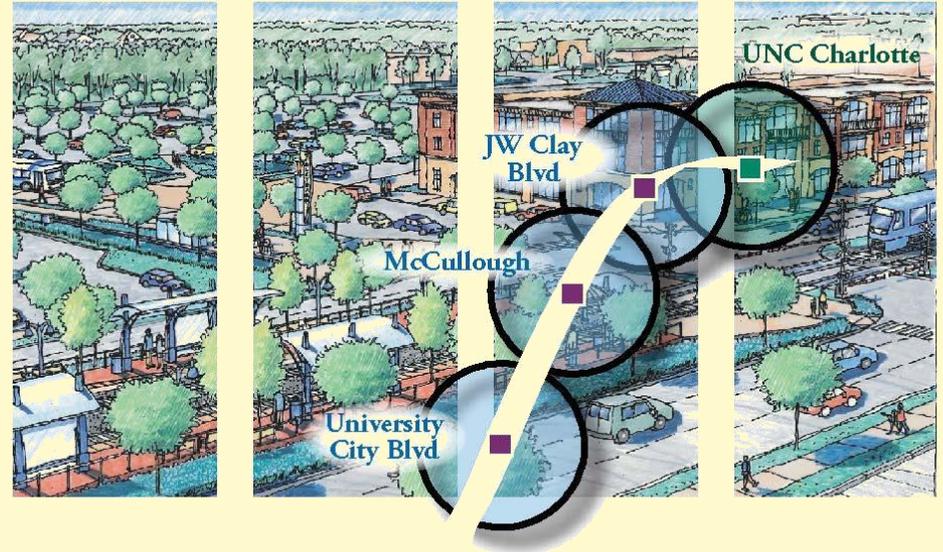
Volume 1: Introduction
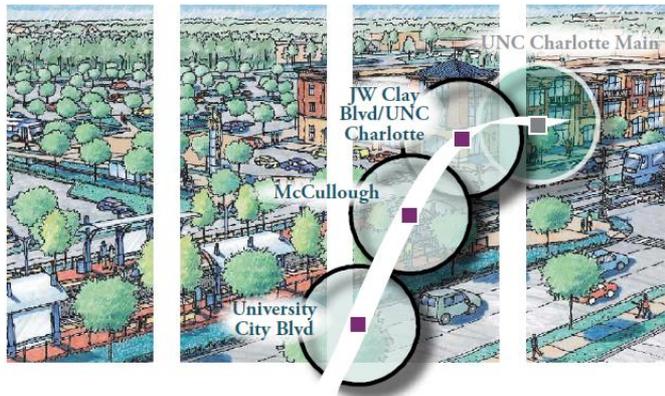
Volume 2: Concept Plan

Volume 3: Implementation Guide

Volume 4: Adopted Plans and Policies

Volume 5: Appendix (existing conditions)

Maps begin on page xx following Appendix text

- Adopted by City Council
- Vision
- Policies for land use, design, mobility, open space
- Used in future land use decisions
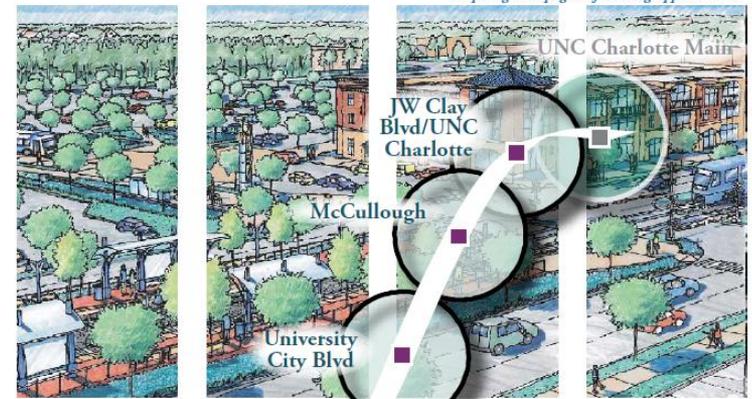
- Not adopted by City Council
- Implementation strategies
- Tool for staff to track projects – can be updated
- Summary of adopted plans
- Report of analysis
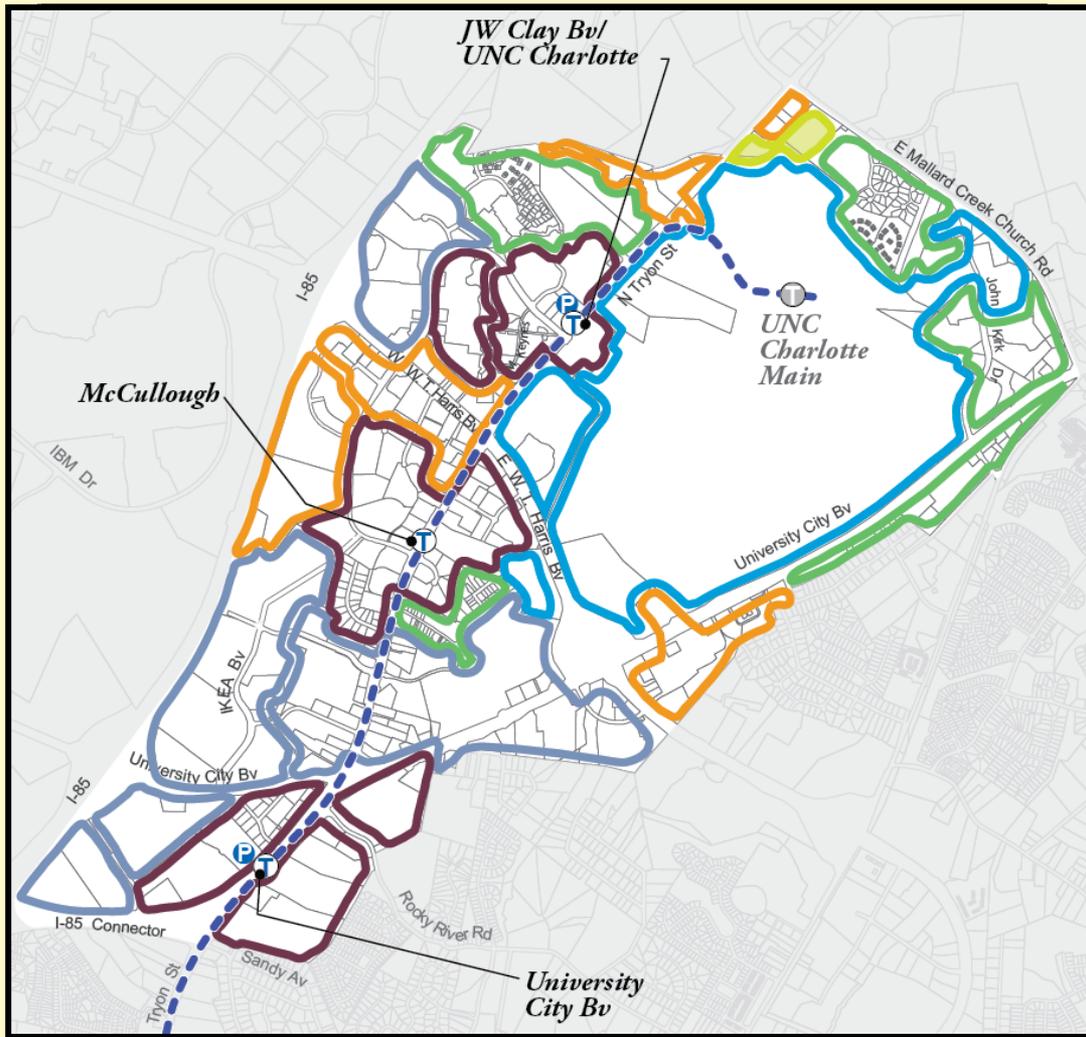
- Study Area

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

- Policy Areas

Summary of Concerns/Issues From Public Comments

- Concept Plan:
    1. Existing suburban retail shopping centers in transit station areas
    2. Prescriptive heights, especially in transit station areas
    3. Height adjacent to established neighborhoods
    4. Street Activation
    5. Residential building diversity

- Implementation

CHARLOTTE

1. Existing suburban retail shopping centers in transit station areas:

Issue:
- Retail not on the Future Land Use Map
- Retail not supported as a stand alone use

Intent:
- Integrate uses in addition to retail, over time
- Facilitate transition to urban form – streets and buildings

Proposed Revisions:
- Add retail to Future Land Use Map
- Revise Land Use policy and Community Design policy to allow a more gradual transition to mixed-use

2. Prescriptive heights, especially in transit station areas:

Issue
- Why are maximum heights proposed for transit station areas?

Intent:
- Not a maximum
- Indicate a transition of intensity away from the station

Proposed Revisions:
- Clarify that height limitations are only for areas adjacent to existing residential neighborhoods

3. Height adjacent to established neighborhoods:

Issue:
- Height limitations for an entire policy area?

Intent:
- Protect established neighborhoods from visual and physical impacts of nearby development

Proposed Revisions:
- Provide a transitional height policy to allow increase in building height away from established neighborhoods

4. Street Activation:

Issue:
- Not all methods are appropriate for every site

Intent:
- Activate the public realm
- Place-making
- Enhance safety and security

Proposed Revisions:
- State the intent in the policy
- Provide a suggested menu of options with flexibility for other creative methods

5. Residential building diversity:

Issue:
- Each development requires at least 2 housing types?

Intent:
- Encourage housing options
- Minimize the potential for several large multi-family buildings
- Achieve a diversity of building types

Proposed Revisions:
- Encourage a variety of housing types throughout the plan area
- Design policy to break up building mass and bulk

Technical Corrections:
Changes to correct minor errors and ensure a consistent message and don't affect the content or intent of the document.

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.

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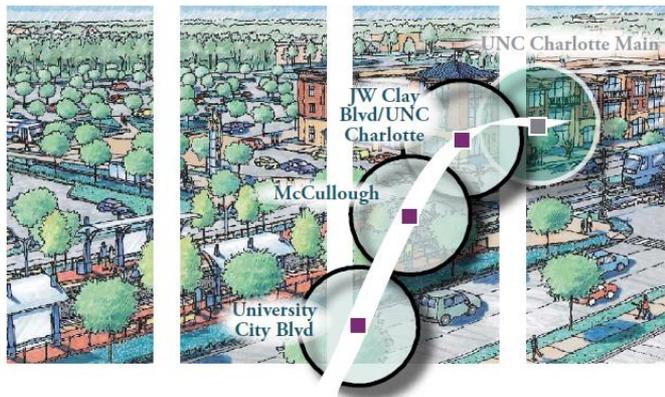
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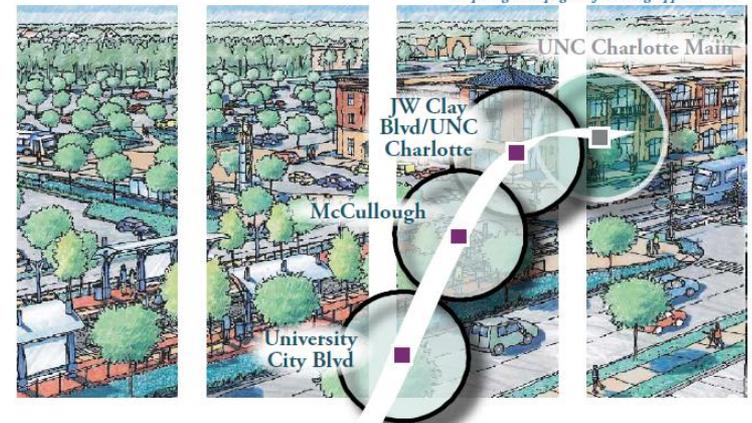
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Corrective Rezoning in Transit Station Areas

Corrective Rezoning Guidelines

Adopted by Charlotte City Council
March 28. 2005

Corrective rezonings should be considered during the area planning or plan amendment process for the following reasons:

· *To align zoning with existing land uses* to protect the surrounding residential area. This is particularly appropriate when the land is currently being used for lower density residential development, but zoned for higher intensity uses (residential or non-residential).

· *To align zoning with adopted future land use.* This should be considered, particularly, when the zoning is more intense than the adopted future land use. In addition, consideration should be given to the timing of new development in determining the schedule for implementing the corrective rezoning. A rezoning to a more intense use is sometimes appropriate, particularly in implementing transit station area plans and Pedscape plans.

· *To protect environmentally sensitive areas.* A specific land use or development intensity may be identified as inconsistent with the environmentally sensitive nature of a specific area, thus indicating the need to consider a zoning change.

When recommending any corrective rezoning, particular consideration should be given to:

- The surrounding land uses and the community's future vision for the area.

- Minimizing the creation of new non-conforming uses. This might mean that the recommended rezoning will not align exactly with the adopted land use.

- The owner's plans for future development of the property.

- The difference between the intensity of the existing zoning and the recommended corrective rezoning. In some cases, the recommended corrective rezoning might still be more intense than the existing land use or identified future land use.

Why for UCAP?

- Align zoning with adopted future land use

- Ensure redevelopment with intended TOD intensity, design and mix of use

- Protect against short-term investment inconsistent with station area development policies

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Corrective Rezoning in Transit Station Areas

Considerations:

- Transit Oriented Development (TOD) Districts vs. Transit Supportive (TS) Overlay District

- Parcel-specific impacts (quantify the entitlement differences, non-conforming uses, development requirements, etc.)

- Policy implications for other station areas corridor-wide

Corrective Rezoning in Transit Station Areas

Add Implementation Action Item:

• Identify parcels in core areas and evaluate rezoning implications

• Conduct additional property owner and public outreach

• Prepare recommendations for Council Action

Email BLEStationAreaPlans@charlottenc.gov

Call Planning Staff at 704-336-5718

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

2015

1. TAP Committee Recommendation

2. City Council Action following a recommendation from TAP Committee

Request for Committee Action:

Option 1:
Request for further information
• Specific concerns

OR

Option 2:
Recommend that City Council adopt the University City Area Plan with proposed changes

The following are detailed recommended policy changes and are to be presented as needed.

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
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	

A3: Doug Mayes/Louis Rose Place extension (new) *(Research D... to JW Clay Dr)*

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.

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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:
Both residential and non-residential buildings should be designed to activate the public realm (i.e. sidewalks, streets, parks, plazas, greenways, trails, and open space). Street level building activation will promote walking and cycling, thus enhancing the area's safety and security and contributing to better public health. The following are but a few of the ways to achieve ground floor activation of the public realm. Other methods may be equally or more appropriate based on unique site criteria, as long as they contribute toward this goal.

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/or 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). <u>Development in this area is encouraged to include a variety of housing options (e.g. single family, duplex, triplex, quadraplex, multi-family, etc.)</u>. Retail services…area. *(Underlined sentence is recommended revision – rest of the policy language should remain as is for each Policy 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.).

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

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 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.

Recommended Future Land Use Map
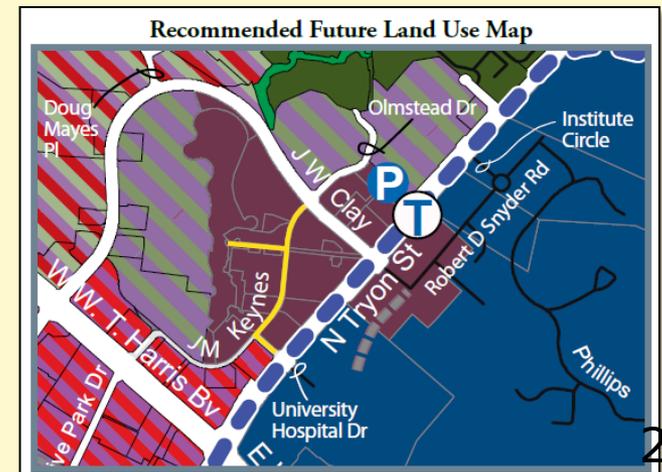
Proposed Revision:

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. To ensure the area remains economically viable as it awaits redevelopment, a limited expansion of existing buildings may be appropriate. 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
Also add Implementation Strategy to address "limited expansion"

Design policy:

In areas outside of the core, buildings should be multi-storied and be placed at or near the back of the sidewalk. Surface parking should be located to the rear or side of buildings, and not between the building and the street. Not more than 35% of a site's street frontage should be devoted to surface parking or driveway access. Uses should activate the street with appropriate building orientation, accessible entrances, and space for outdoor seating and display near the sidewalk. Structured parking 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.

Existing Policy
(E.g. Pg. 23, Policy Area 1a #4)

Community Design Policy:
Within the core 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.

Intent:
To encourage a more urban form with multi-storied buildings and to provide an expectation that taller buildings are expected in the core of the transit station area.

Proposed Revision:
Within the core of the transit station area, buildings should be a multi-storied and be placed at or near the back of the sidewalk, with a greater setback when needed to accommodate outdoor seating and display

Existing Policy
(E.g. Pg. 25, Policy Area 1b #4)

Community Design Policy:
In areas outside of the core, buildings should be multistoried (typically 3-5 stories) and be placed at or near the back of the sidewalk.

Intent:
To encourage a more urban form with multi-storied buildings and to provide an expectation that taller buildings are expected in the core of the transit station area and intensity will taper as you move away from the station.

Proposed Revision:
In areas outside of the core, buildings should be multi-storied and be placed at or near the back of the sidewalk.

<u>Existing Policy</u>
(E.g. Pg. 23, Policy Area 1a #6)

Community Design Policy:
Development [in areas outside of the core and beyond 500 ft. of N. Tryon St.] can be up to 4 stories.

Intent:
To protect established neighborhoods from visual and physical impacts of nearby development.

Proposed Revision:
Development [in areas outside of the core and beyond 500 ft.] should be sensitive to the character, views, and privacy of existing neighborhoods. Base height adjacent to existing neighborhoods should be no greater than 4 stories and incrementally increase in height away from the neighborhood.
Also add Implementation Strategy related to building height plane.

Existing Policy
(E.g. Pg. 31, Policy Area 2a #7)

Community Design Policy:
If **automobile services and sales uses** are introduced in this area, the following design guidelines apply:
- Buildings should be a minimum of 2 stories and/or designed to have the appearance of a 2 story building.

Intent:
To maintain the character of the approved auto mall development.

Proposed Revision:
If **automobile services and sales uses** are introduced in this area, the following design guidelines apply:
- Buildings should be multistoried and/or designed to have the appearance of a multistoried building.

Existing Policy
(E.g. Pg. 45, Policy Area 4a #5)

Community Design Policy:
Buildings should be no greater than 5 stories.

Intent:
The original intent was to encourage taller buildings to be located closer to the transit station; however after further review there is no reason that taller buildings are not appropriate in this area as it is adjacent to the transit station area and I-85.

Proposed Revision:
Delete policy.

Existing Policy
(E.g. Pg. 51, Policy Area 5 #5)

Community Design Policy:
Along Hampton Church Rd. properties with frontage on or within approximately 400' of N. Tryon St., should be developed with multi-storied buildings (typically 3 stories) that are oriented to both streets.

Intent:
The proposed revision intends to provide clarity for a policy related to building height and enable integration and transition with the adjacent transit station area.

Proposed Revision:
Along Hampton Church Rd. properties with frontage on or within approximately 400' of N. Tryon St., should be developed with multi-storied buildings that are oriented to both streets.

Existing Policy
(E.g. Pg. 68, Policy Area 9b #4)

Community Design Policy:
As a gateway to University City, buildings should be oriented to the corner at the intersection of Mallard Creek Church Rd. and N. Tryon St., at least 2 stories in height and designed to feature prominent entrances and distinctive architectural features.

Intent:
The proposed revision intends to provide clarity for a policy related to building height and establish a strong building presence at this intersection that the community identifies as a gateway.

Proposed Revision:
As a gateway to University City, buildings should be oriented to the corner at the intersection of Mallard Creek Church Rd. and N. Tryon St., multistoried and designed to feature prominent entrances and distinctive architectural features

Existing Policy
(Pg. 58, Policy Area 7a #17)

Community Design Policy:
Extend Olmstead Dr. as a local street to Grove Lake Dr. (not shown)

Intent:
The proposed revision intends to provide connectivity options, assuming that the intent to create appropriate connections and block lengths within a transit station area is achieved through development regulations.

Proposed Revision:
Extend Olmstead Dr. as a local street to the north, parallel to N. Tryon St. (not shown)

Thank You!

http://UCAP.charlotteplanning.org

Updates for Blue Line Extension

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