Charlotte City Council

Transportation & Planning Committee

Meeting Summary for October 8, 2012

COMMITTEE AGENDA TOPICS

I. Subject: Single Family Residential Design Standards
Action: For information only

II. Subject: Blue Line Extension Transit Station Area Plans
Action: For information only

COMMITTEE INFORMATION

Present:	David Howard, John Autry, Michael Barnes, Warren Cooksey, Patsy Kinsey
Time:	2:30 pm – 4:00 pm

ATTACHMENTS

Attachment and Handouts
Agenda Package

DISCUSSION HIGHLIGHTS

Mr. Howard called the meeting to order at 2:38 and asked everyone in the room to introduce themselves.

I. Single Family Residential Design Standards

Campbell: We are not requesting any action from the Committee today. I want to bring you up to date on the second phase of an initiative we are calling Residential Design Standards. The presentation today will be an overview explaining the standards and a review of what the Committee has already adopted as Phase I, and the next steps for a Phase II initiative.

Mr. Howard asked North Carolina General Assembly Representative, William Brawley, to join the Committee at the table.

Mr. Rogers began presentation with slide 2.

Campbell: John, hold that slide for a moment so that we can go into more detail in terms of quality of life initiative. The City Manager hosted a series of meetings and invited neighborhood organizations from around the community to talk about concerns they had. We had a preponderance of representation from people who live on the east side of our community, and they identified a number of issues (see slide 2). All these issues are either related to the location of different types of nonresidential uses near residential areas or the quality of residential development that was being constructed. Notice that this information is from 2004, and we've been working through a number of these issues.

Mr. Rogers resumed the presentation with slide 3.

Howard: There are reasons why Charlotte has mixed looks in communities.

Barnes: True. I toured a neighborhood that contains a couple of hundred homes that are now about nine or ten years old, but they appear to be much older. Some homes have been abandoned, and we are experiencing blight in certain parts of our community. One of the issues we have in some of these neighborhoods is a lack of appreciation of value that I think was driven somewhat by aesthetics, design and quality. It is important to me to help consumers understand what they think they are getting, which is a piece of valuable property. Frequently, they don't understand and this is causing problems for us as local leaders.

Howard: So, this presentation is in response to the problem you just described. We have to do something to improve aesthetics.

Cooksey: What kind of aesthetics led to the decline of a neighborhood?

Howard: Aesthetics cause such a decline when you have houses that don't use CPTED (Crime Prevention Through Environmental Design) principles, or you have neighborhoods that didn't create variety and now the whole community looks the same. No one wants to invest in those neighborhoods. Variety creates great neighborhoods.

Campbell: Some of the problems exist due to the quality of the building material like vinyl siding buckling or falling off. That may be due to the owners not having the resources to maintain those units. We're going to get into things that most communities look at related to architecture from a regulatory perspective. We are looking at character of communities and how residential uses relate to the street under visual variety and architectural styles. If the entire street front has protruding garages, how does the visual impact of having garages consecutively in a row affect the character of the area? Design flexibility is about actually providing the developer with more flexibility.

Mr. Rogers resumed the presentation with slide 5.

Kinsey: We have concerns for the older neighborhoods in District 1. We've got several lots where duplexes have been torn down and homes are being built that are totally out of scale compared to the rest of the neighborhood. Sometimes they get plans approved according to the zoning regulations, then they go build something else and they come back to the Zoning Board

to get a variance. This type of thing can destroy a neighborhood like Elizabeth. Somehow we've got to figure out how we can take care of our older neighborhoods.

Campbell: One of the biggest challenges with a zoning ordinance is trying to create standards that fit all kinds of situations. The ability to have conservation districts and historic districts, and standards that still promote quality but provide some level of flexibility is what we're trying to do with this initiative.

Mr. Rogers concluded the presentation with slide 13.

Howard: Any additional questions from the Committee?

Representative Brawley: Part of the reason that I'm here today apart from the fact that I know I'll be dealing with this situation, is that while I primarily represent Matthews and Mint Hill, I do have another municipality. Some of Autry's and Cooksey's district members are also constituents of mine, and I certainly want to be informed on the problems you're trying to address. I consider Charlotte mine.

Howard: Thank you.

II. Blue Line Extension Transit Station Area Plans

Campbell: We are here today because we're taking a different approach to station area planning that we had on the south corridor. We are going to share with you the difference in the approach and talk about what we did at the station area planning meeting last Thursday.

Ms. Cornett began the presentation with slide 2.

Howard: Carolyn, can you give us a brief update on where we are with the Full Funding Grant Agreement (FFGA) (see slide 6)?

Flowers: We're at the end of the Congressional review process. We have been contacted by FTA, indicating that we will have a signature date sometime later this month. As soon as we get the confirmation from the FTA, then we will release the date publically. I would also like to thank Representative Brawley for his support and vote at the State level.

Ms. Cornett resumed the presentation with slide 8.

Kinsey: There are three neighborhoods around the Parkwood station (see slides 11, 12). Let's be very careful and not to call it Belmont or Villa Heights, or Optimist Park, because they are very close together, and some of them are sensitive about what they are called.

Ms. Cornett resumed the presentation with slide 11.

Howard: Debra, do you anticipate any voluntary rezoning?

Campbell: We do and we've been toying with an overlay district. We don't want to presuppose it until after the public process takes its course.

Barnes: One thing that I would point out is the meeting on the 4th was a good opportunity for people to hear about the station area south of University City. People were generally curious about what it might look like and what it might entail. Everyone is very positive about what the line will do for Districts 1 and 4 and Charlotte as a whole. Thank you for what you're doing.

Ms. Cornett concluded the presentation with slide 20.

Howard: We look forward to more conversation.

Howard: The next meeting is Nov 12. Mr. Barnes, I will not be here.

The meeting adjourned at 3:30.

Transportation & Planning Committee
Monday, October 8, 2012
2:30 – 4:00 p.m.
Charlotte-Mecklenburg Government Center
Room 280

Committee Members: David Howard, Chair
Michael Barnes, Vice Chair
John Autry
Warren Cooksey
Patsy Kinsey

Staff Resource: Ron Kimble, Deputy City Manager

AGENDA

I. Single Family Residential Design Standards – 45 minutes
Staff Resource: John Rogers, Planning
In October of 2011, City Council adopted Zoning Ordinance Text Amendments that implemented the Phase I Recommendations for improvements in design requirements for infill in established neighborhoods. This presentation will review progress to date and outline issues and a timetable for completion of Phase II of this initiative.
Action: For information only
Attachment: 1. Single Family Residential Design Standards.pdf

II. Blue Line Extension Transit Station Area Plans – 20 minutes
Staff Resource: Kathy Cornett, Planning
The City will host a series of public meetings and workshops to develop area plans for six of the transit stations located along the Blue Line Extension Light Rail Project. Staff will provide an introduction to this process and describe innovations being incorporated to enhance public outreach.
Action: For information only
Attachment: 2. LYNX Blue Line Extension Transit Station Area Plans.pdf

Next Scheduled Meeting: Monday, November 12, 2012 – 2:30 p.m.
Future Topics – Comprehensive Transportation Plan, Managed Lanes Phase 3, I-277 Loop Study

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Distribution: Mayor & City Council, Transportation Cabinet, Curt Walton, City Manager, John Rogers, Leadership Team, Kathy Cornett

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Single Family Residential Design Standards

City Council Transportation & Planning Committee
October 8, 2012
John Rogers, Planning Coordinator
Charlotte-Mecklenburg Planning Department

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2004 Quality of Life Initiative Seven Action Areas

- ✓ Manufactured Home Definition
- ✓ Industrial Uses Adjacent to Residential
- ✓ Billboards
- ✓ Definition of Family
- ✓ Definition of Open Space
- ✓ Institutional Uses in Residential Districts
- ✓ Residential Design Standards

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What are Residential Design Standards?

- Residential Design Standards are regulations that establish minimum design features for residential neighborhoods.

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Purpose of Residential Design Standards

- Enhance the public realm (high visibility areas)
- Encourage visual variety and architectural styles
- Provide design flexibility
- Protect and enhance the character of existing neighborhoods

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Scope of Residential Design Standards

What site or architectural elements are usually included in residential design standards?

- Yards
- Setbacks
- Impervious coverage
- Building variety
- Scale/height
- Tree preservation
- Garage design/location
- Walls
- Materials

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Residential Design Standards in Other Communities

Cities	Adopted residential design standards as part of Zoning Ordinance	Adopted a residential design policy statement	Created separate standards by geography (Urban and Suburban/Rural)	Encourage diversity of building types/site design	Created an architectural design review board	Adopted design regulations for all building types in the ordinance
1. Arlington, VA	Y-Maximum Lot Coverage	Y	N	N	N	N
2. Las Vegas, NV	Y	Y	N	N	N	Y
3. Portland, OR	Y	Y	Y	Y	Y	Y
4. San Antonio, TX	N	Y	N	Y	N	N
5. Chandler, AZ	Y	Y	N	Y	N	N
6. Oakland, CA	Y	Y	N	Y	N	N
7. Phoenix, AZ	Y	Y	Y	Y	N	Y
8. Nashville, TN	Y	Y	Y	Y	Y	Y
9. Huntersville, NC	Y	Y	Y	N	N	Y
10. Davidson, NC	Y- under way	N	Y	N	N-Design review is for multi-family only	N
Y=Yes/N=No						

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Residential Design Standards Phase I Process

- Formed Stakeholders Group
- Held several meetings to develop draft recommendations
- Updated TAP Committee and CMPC
- Text Amendment filed
- Text Amendment approved by City Council Oct. 17, 2011

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Residential Design Standards Stakeholders Representation

103 Representatives

Representative Groups:

- Neighborhood Leaders
- Homebuilders
- Legal & Zoning Consultants
- REBIC
- Architects
- Habitat for Humanity
- Charlotte Apartment Association

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Residential Design Standards Phase I

- **Adopted Text Amendment:**
  - ✓ Setback Flexibility for Infill Development
  - ✓ Streetscape Design Flexibility in Urban Residential Zoning Districts
  - ✓ Breezeway Design Standards
  - ✓ Placement of Residential Structures near Major Utility Structures
  - ✓ Removal of Side Yard Reduction Allowances in Certain Zoning Districts

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Recent Proposed NC Legislation on Residential Design Issues

Work on Phase II Design Regulations delayed due to:

- SB 731 – 2011-2012 Legislative Session
  - Would have prohibited most Design Regulations for Single-Family Residential Structures in Neighborhoods Zoned R-5 or Less
  - Passed Senate in 2011
  - Not considered by House committee in either 2011 or 2012
  - Charlotte and Other Municipalities Worked with Sponsors to Improve Bill
  - Understanding is that similar legislation will be introduced in 2013

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Residential Design Standards Phase II

Blank walls in single family structures

Garage Design

Phase II Includes:

- Cost Analysis of Impact on Price of Residential Unit
- Continued Involvement & Consultation with Stakeholders
- Coordination with Zoning and Permitting Officials to Identify & Address Administrative Issues
- Neighborhood Conservation Districts Framework

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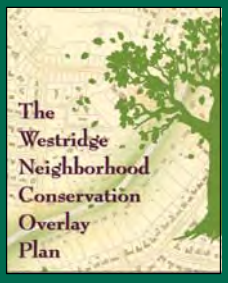
Neighborhood Conservation Overlay Districts for Charlotte



Possible Issues Include:

- Determination of Neighborhood Eligibility
- Conservation District Initiation Process for Development & Implementation
- Identification of Design Elements to be Addressed
- Extent of Required Compatibility of Infill Structures
- Objective Standards Administered by City Staff

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Residential Design Standards Phase II Path Forward

- With stakeholder input, complete Cost Analysis *(Nov-Dec 2012)*
- Meet with Stakeholders to Review Recommendations & Cost Analysis *(Dec 2012-Jan 2013)*
- Provide Updates to CMPC & TAP Committee *(on-going)*
- Seek TAP Committee Endorsement to file text amendment(s) *(Feb-Mar 2013)*
- File Text Amendment(s) *(Mar-Apr 2013)*
- Possible Public Hearing and Decision *(Jun-Jul 2013)*

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Questions?

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LYNX Blue Line Extension Transit Station Area Plans

TAP Committee Meeting
October 8, 2012

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Why Are We Here?

- Provide an Update on the BLE Project
- Provide an overview of the Station Area Planning Process
- Describe How the BLE Planning Process is Different
- Next Steps

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Blue Line Extension Update

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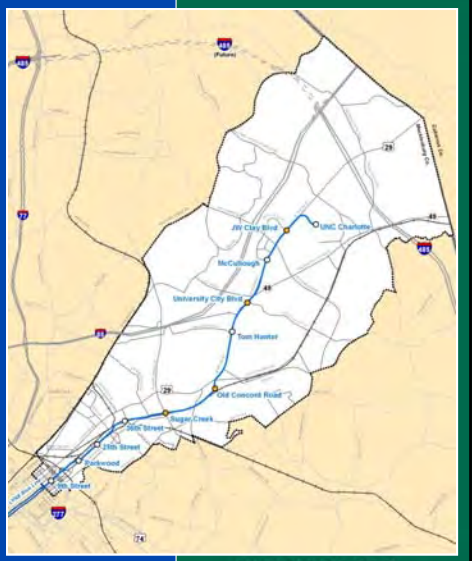
Blue Line Extension (BLE) Project Update

- **LYNX Blue Line Extension (BLE)**
  - 9.3 miles
  - Implementation in 2017
  - +25,000 daily riders
  - Connects UNC Charlotte campuses



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BLE Profile

- **11 Stations (7 walk-up / 4 park-and-ride)**
- **Accommodates 3-car trains**
- **Approximately 3,100 parking spaces**
- **Congestion-free commute**
- **Connecting bus services**
- **Convenient and safe station amenities for customers**
  - Security features
  - Bicycle parking
  - Public art
  - Shelters, garbage cans, benches
  - Trees
  - Lighting
  - Ticket vending machines (TVMs)
  - Maps and schedules

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BLE Schedule

Milestone	Date
State FFGA Executed	March 2012
Request to Enter Final Design	March 2012
FTA Approval to Enter Final Design	July 2012
Federal FFGA Signed	Oct / Nov 2012
Advanced Utility Relocation Begins	May 2013
Right-of-Way Acquisition Complete	January 2014
Complete Final Design	May 2014
Start Construction	November 2013
Initiate Revenue Service	March 2017

*Schedule subject to change

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Station Area Plans

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What is a Station Area Plan?

- Policy Guide that Provides a Framework for Future Growth and Development
- Provides Detailed Land Use and Community Design Recommendations for each Station Area
- Identifies Public and Private Investments and Strategies Needed to Realize the Plan Vision
- Updates the Centers, Corridors and Wedges Boundary for the Plan Area
- Provides Building Setback and Streetscape Standards for Properties with Urban Zoning Districts
- Represents a Shared Vision for the Future

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Lessons Learned

- Provide Ideas to React to
- Group Stations Where Possible
- Provide Interactive Opportunities
- Incorporate Technology Where Possible

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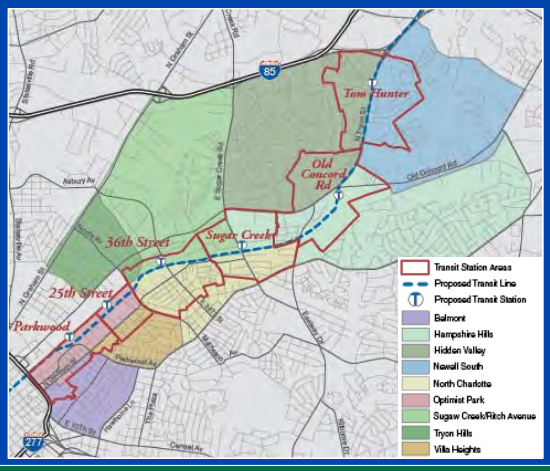
A New Approach to Station Area Plans

- Red lines show station area boundaries.
- Criteria Used to Determine Plan Boundaries:



- Properties within ½ mile of the transit station.
- Includes some properties in neighborhoods zoning single family.
- Uses "natural" boundaries where possible (streets, rear property lines, etc.).

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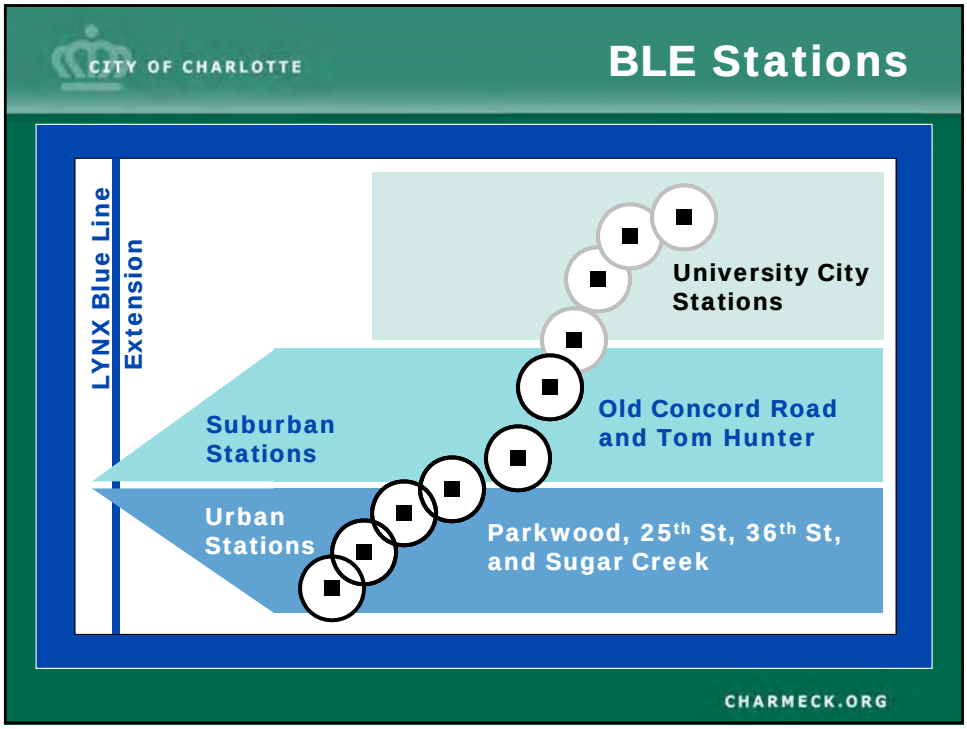
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BLE Stations
LYNX Blue Line Extension
University City Stations
Old Concord Road and Tom Hunter
Suburban Stations
Urban Stations
Parkwood, 25th St, 36th St, and Sugar Creek
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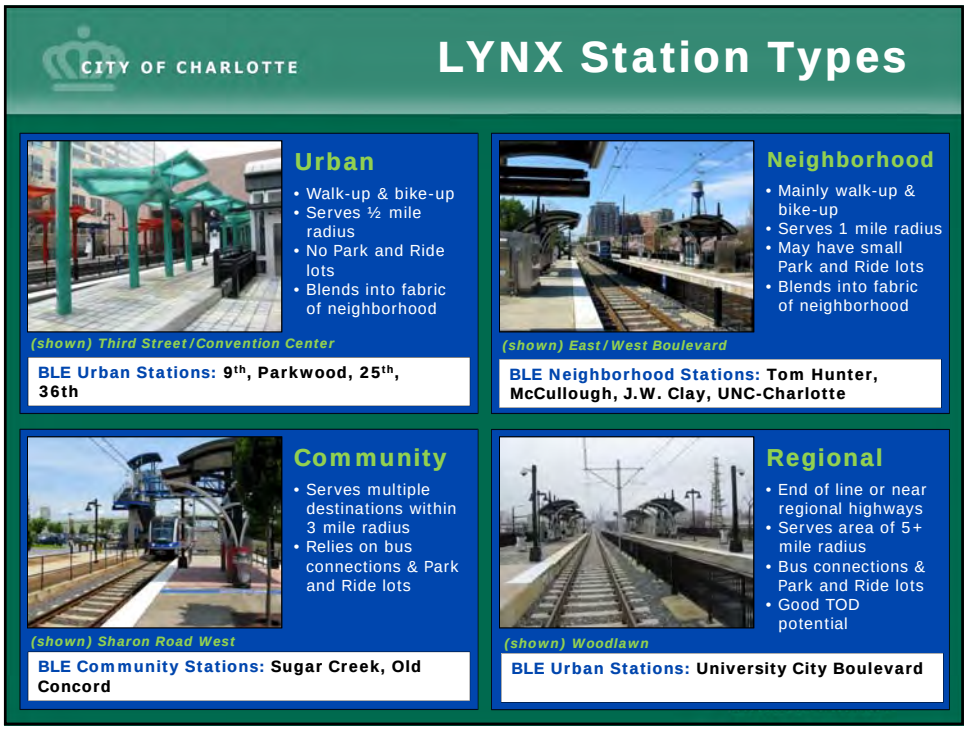
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LYNX Station Types
Urban
• Walk-up & bike-up
• Serves ½ mile radius
• No Park and Ride lots
• Blends into fabric of neighborhood
(shown) Third Street/Convention Center
BLE Urban Stations: 9th, Parkwood, 25th, 36th
Neighborhood
• Mainly walk-up & bike-up
• Serves 1 mile radius
• May have small Park and Ride lots
• Blends into fabric of neighborhood
(shown) East/West Boulevard
BLE Neighborhood Stations: Tom Hunter, McCullough, J.W. Clay, UNC-Charlotte
Community
• Serves multiple destinations within 3 mile radius
• Relies on bus connections & Park and Ride lots
(shown) Sharon Road West
BLE Community Stations: Sugar Creek, Old Concord
Regional
• End of line or near regional highways
• Serves area of 5+ mile radius
• Bus connections & Park and Ride lots
• Good TOD potential
(shown) Woodlawn
BLE Urban Stations: University City Boulevard

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How is the BLE Station Area Planning Process Different?

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Station Area Planning Framework & Initiatives

November 2010 & 2001

CCW & Station Area Principles

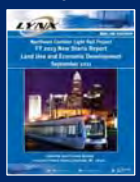
January 2010

NoDa Vision Plan

August 2011

Environmental Impact Study

September 2011



New Starts Application

June 2012

Existing Conditions Report

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What's Different?

- Providing Initial Concepts
- Using a Series of Interactive Workshops
- Electronic Sign-in & QR Code on Postcard
- Discussing Six Stations in each Workshop
- Introducing Northeast Corridor Infrastructure Program (NECI)
- Briefing Council Committee and Planning Commission early

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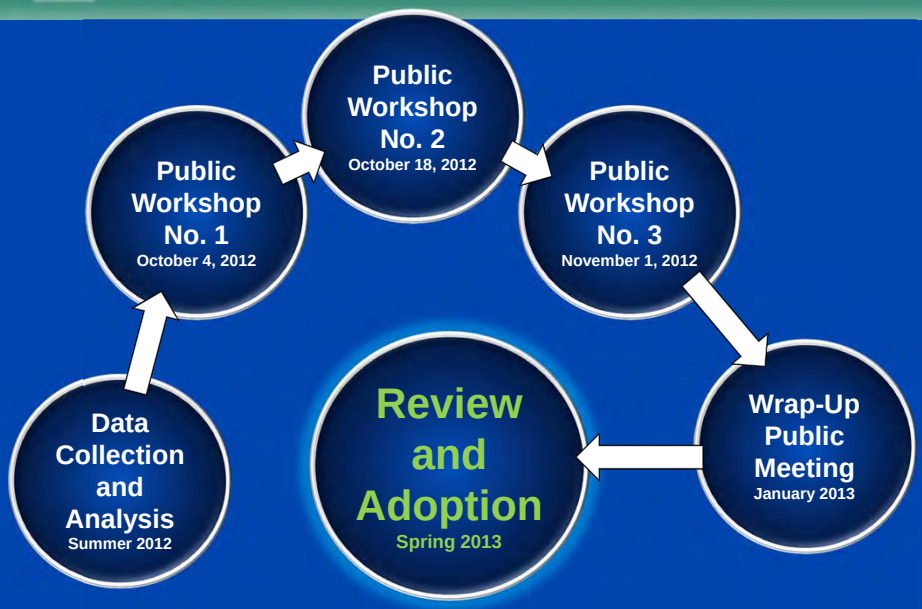
Plan Development Process



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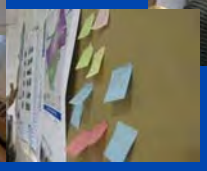
October 4th Meeting Highlights

- Over 150 people attended
- Comments included
  - Support for connectivity and accessibility
  - Location of 36th St station
  - Expansion of NoDa Established Neigborhood areas
  - Parking locations
  - Schedule for project



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Next Steps

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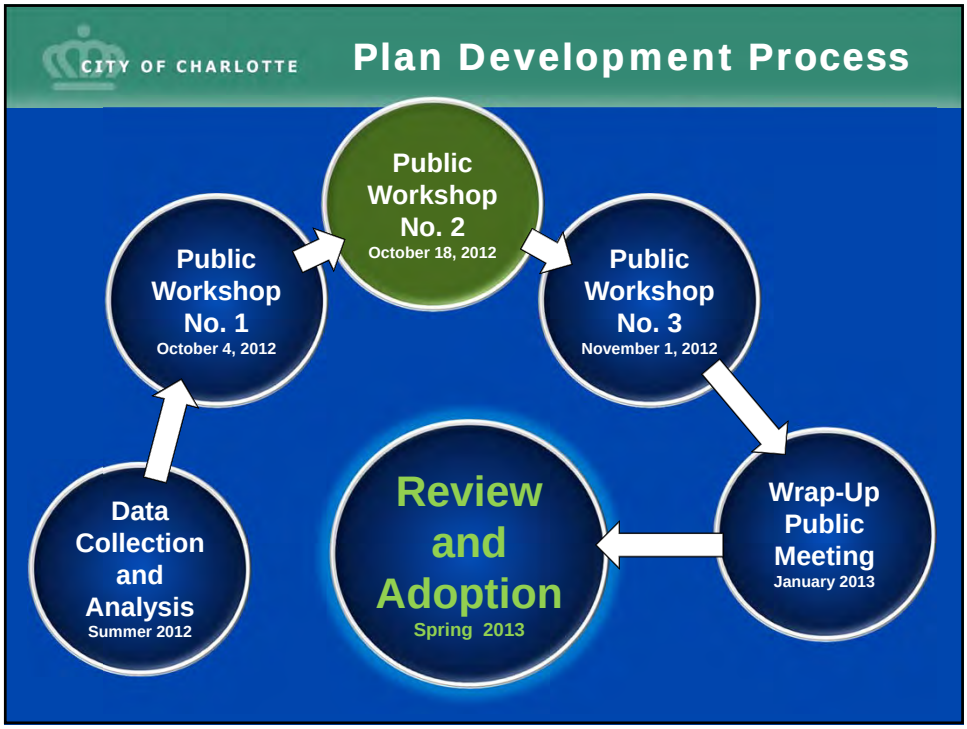
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Plan Development Process
Public Workshop No. 2
October 18, 2012
Public Workshop No. 1
October 4, 2012
Public Workshop No. 3
November 1, 2012
Data Collection and Analysis
Summer 2012
Review and Adoption
Spring 2013
Wrap-Up Public Meeting
January 2013

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Tentative Review and Adoption Process
Tentative Plan Review and Adoption Schedule
Spring/ Summer
• Planning Committee - Review and Hear Public Comments
• TAP Committee - Review
• Planning Committee - Recommendation
• City Council – Hear Public Comments
• TAP Committee – Recommendation
• City Council – Adoption
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Questions

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