



Charlotte City Council
Transportation & Planning Committee
Meeting Summary for April 25, 2013

COMMITTEE AGENDA TOPICS

- I. **Subject:** **Blue Line Extension (BLE) Transit Station Area Plans**
Action: Passed unanimously
- II. **Subject:** **Park Woodlawn Area Plan**
Action: Forward to City Council for public comment

COMMITTEE INFORMATION

Present: David Howard, John Autry, Michael Barnes, Warren Cooksey, Patsy Kinsey
Time: 12:00 pm – 1:44 pm

ATTACHMENTS

Handouts
Agenda

DISCUSSION HIGHLIGHTS

Committee chair Howard called the meeting to order at 12:04 and asked everyone in the room to introduce themselves.

I. **Blue Line Extension (BLE) Transit Station Area Plans**

Johnson: Kathy will walk you through updates that incorporate public comments we received. We continued to entertain comments until this morning. Kathy will share staff responses to the public comments to make sure you are comfortable moving forward because we are asking you for a recommendation today.

Ms. Cornett began the presentation with slide 2.

Howard: How will the document be titled? Are you going to add the pieces into the plan so that it all looks the same?

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Cornett: Our goal is to be a one stop shop. We need to work with University City Partners who were very instrumental in the University City Area Plan to make sure they are comfortable with that, but our ultimate goal is one document that includes all the stationary plans for the Blue Line Extension.

Howard: Will we amend this plan later on to include those or will there be a part 1 and part 2?

Cornett: I have not worked through that yet, but we will before we start the process.

Howard: Please tie them together.

Cornett: Our goal is to have something that is user friendly so they can see how the whole line fits in context, but I don't know procedurally how we'll do that yet.

Howard: Could you change the way you set the sections up in this plan? You could arguably have a book where the information presentation changes from station to station. It will get confusing if we don't tie them together.

Ms. Cornett resumed the presentation with slide 7.

Howard: If I want to do a by right plan, is this going to tell me if I am in the Transit Oriented Development (TOD) (see slide 14)?

Cornett: The structure plan might limit the height in some specific areas, like along North Davidson St., where there is a 50-foot height limit. In that particular case we would ask for a conditional plan. If the structure plan just recommends TOD development that doesn't have any more specifics, then we probably would not.

Barnes: It may behoove us to review the TOD classification and the standards that are within it. There are standards that might be helpful to us and some we may want to tweak. I know you want a recommendation today, but what kind of harm would it do if we were to wait?

Cornett: Are you talking about within the TOD zoning district?

Barnes: Yes.

Cornett: I'm assuming we'll look at that as part of the zoning ordinance overview. As far as the land use recommendation, it doesn't say that you have to use the TOD district.

Howard: Some of these recommendations actually may go against what TOD allows anyway.

Cornett: It may impose some limitations that the TOD zoning district does not, mainly regarding height in certain locations. For example, adjacent to single family neighborhoods there may be a height limit of 50-feet as opposed the theoretical 100-feet you may be able to achieve.

Barnes: Didn't you incorporate some design standard or guidelines?

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Cornett: The structure plan that is part of this gets into more detail than we have before in station area plans. The idea is that it would allow you to have more predictable development because you'd be able to be less concerned about the uses because it would typically be a mixture of uses, but it would give more guidance in terms of the form of development.

Barnes: Is that consistent with the TOD guidelines?

Cornett: In some cases it's more restrictive than the TOD guidelines, so in those cases we would ask for a conditional plan.

Howard: So, this is what we recommend, but if someone came in with a straight TOD they would only have to do what TOD requires, right?

Johnson: What we're trying to say is, if someone comes in and is going to do TOD and if the plan provides more guidance in terms of height limits, for example, that is more restrictive than the TOD zoning, we would ask for an additional plan and would ask them to put the notes in there.

Howard: But it wouldn't be required. You could possibly have a rezoning that is straight up, so if something that is required with a TOD zoning classification is not in agreement with the station area plan it could still be legal, right?

Johnson: If they are coming in with a straight up, we may not know all the details.

Howard: You can encourage but you can't require, right?

Johnson: Yes.

Cooksey: We are talking about adopting an area plan around station areas for less density than we established in the TOD. the goal as I recall of the TOD districts was to ensure that folks would develop the density we were looking for around transit stations by right with as little involvement by the City as possible, because we wanted to promote that kind of development. But now with this plan along with these stations along the Blue Line Extension, we are adding additional items such that a developer wishing to develop in the station area is going to have to navigate a little more, and if someone comes forward with a TOD rezoning that doesn't have a Central District plan to it, and it's in an area where there are height limitations and what have you, then staff will recommend denial of the petition because it does not conform to the adopted area plan (I presume). That would be up to Council to decide whether or not to allow it even though it is inconsistent with the station area plan, or do we tell the developer who wants to build denser development in a transit station, "Sorry, you're going to have to go through the same conditional district rezoning process that we are expecting most people to do. We'll go through detail by detail and never mind the TOD, we're going to have to tweak it individually for the station anyway. That's where we're going.

Howard: I'm not sure we can make TOD apply every place it needs to appropriately. That's why I'm not sure stopping to look at TOD right now matters.

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Cornett: There are other districts that could be used to achieve the same goals as TOD. The Mixed Use District Transit Oriented Development actually has 125-foot height limit. Typically, where we've recommended height limits is adjacent to single family neighborhoods, like Noda along the North Davidson street corridor where 50-feet was the desired height limit.

Committee member Kinsey joined the meeting at 12:21.

Howard: We need to figure out how to make sure we don't have to worry about future Councils not going along with this recommendation. I don't think we should slow this down to deal with TOD, but it may be important where TOD abuts the neighborhoods.

Johnson: The station area plan allows you to look at those unique situations. We are trying to look for that tool without discouraging development.

Barnes: Just to be clear, if someone came in and said we're doing TOD straight up with unlimited density and doing what they want to do, I want to make sure we're protected by having the ability to impose some requirements. Are there design standards in TOD?

Cornett: There is a review process that folks go through, and yes there are some design standards that are in the plan too.

Cooksey: I presume there is not a lot of TOD on the ground at present in any of the station areas, because it still would require a rezoning to a TOD district. Is staff doing the same sort of thing they did for the south corridor where staff would sponsor a petition to help move the project along?

Cornett: If they are conventional.

Cooksey: Where I'm struggling with this conversation is particularly with the review of the zoning ordinance. As a general philosophy of land development, we should be working to figure out how to make it as easy as possible for people to develop in the way that we are looking for development to occur. What has given me pause about the Blue Line Extension is that they are adding a layer of complexity to what we were hoping to make it as easy as possible to develop the density that we were developing these transit lines for because they are not primarily about transportation, they are primarily about land use.

Howard: This begs the argument that maybe we need to focus on how it relates to established neighborhoods. That's where reviewing TOD may make some sense, but not now.

Barnes: I understand what Mr. Cooksey is saying, but I will submit to you that in making things as simple as possible, people have a tendency to take advantage of the rules.

Cooksey: I was saying, "As easy as possible to develop the way Council wants development to occur."

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Howard: This means we may need to tweak TOD.

Cooksey: I'm looking for something to ensure that rezoning and development around the stations can occur as easily as possible to achieve what Council's goals around the station are.

Howard: A future review of TOD may be in order.

Hall: Is this something you want us to bring back to the Committee in terms of just the discussion?

Howard: Yes.

Ms. Cornett resumed the presentation with slide 16.

Howard: What would happen if some or all of that site got redeveloped (see slide 17)?

Cornett: If it were to change it would probably be long term and it wouldn't likely be residential. That is where we came up with the list of potential or desired uses.

Howard: Maybe there needs to be more language about if the whole site were to redevelop and not just parts of it so that it's not a messy combination of land uses.

Cornett: I wonder if when we look at the implementation plan, if that's something we can include in that piece.

Barnes: I think we want to be intentional so that people don't get something approved and then change it. If we are too open ended at the outset, then they'll do whatever they want.

Howard: Do we really want employment this far from the freeway? Do we really want a bunch of office buildings or flex space at Sugar Creek?

Barnes: With the Applied Innovation Corridor strategy and the fact that you're right at a stop, that might be a great opportunity for an employment center.

Kinsey: I just don't see flex space or something that's not identified. I do think it's a great place for housing. I want to make sure that if it becomes business that it's not "anything goes" types of businesses.

Cooksey: If it develops as an employment center on the transit line by a stop near N. Tryon, that's a major corridor but not one that someone who lives outside Mecklenburg County is going to be thinking of to travel to work. It then becomes a possibility something for people in Charlotte rather than something off an interstate interchange, which has the impact of supporting people living outside of the city to get better work.

Howard: One thing I heard at the Steele Creek meeting is that Hwy 160 is trying to be all things to everybody and it's not working very well. There is a lot of flex space and residential popping

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up. There are too many uses. We should organize space better.

Barnes: If you travel from Tryon and Craighead, you have all the former fast food places that are now used car dealerships. We could really see a very broad redevelopment from Craighead all the way to the Old Concord station if we do it right.

Howard: We'd like to revisit this if big tracks change.

Johnson: We will have roll up your sleeves charettes for a couple of days if there is going to be a big redevelopment. I've seen those associated with rezonings sometimes. That would be an appropriate tool to use to figure out the potential future of a site.

Howard: The development community treats these plans like the Bible, so unless they see vision coming from the area plan, they don't think about it any other way. I don't know how to express the possibility of other options that could have big impacts on the area.

Kinsey: I went at the Shamrock Development meeting this morning, and they asked if there is a master plan for the entire Blue Line. This is going to be important to them.

Ms. Cornett resumed the presentation with slide 19.

Howard: When you say green tracks, do you mean patches of land (see slide 24)?

Cornett: It's a grass surface.

Howard: What do you mean by multi-modal crossings?

Cornett: The distance between where vehicles, pedestrians or cyclists could cross.

Howard: We wouldn't be adding crossings in the streets?

Cornett: From a safety perspective, you want to control where those crossings happen, so they are at specific intersections. Typically the pedestrian crossing is also where you'll have a signalized vehicular crossing.

Autry: Does trends mean what we might see in Portland where parking is in the center of the street?

Pleasant: I haven't thought about that, but I imagine what that means is where you might flip parking lanes and bike lanes or move it into what we call cycle tracks, where bikes have their own space versus sharing space between the curb and the road. There are some alternatives that they are thinking about.

Cornett: The only example that was brought up was where you have parking, the bike lane and then the sidewalk. We were asked to take a look at that for the future.

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Ms. Cornett resumed the presentation with slide 25.

Howard: Do we know how and when that's going to change (see slide 27)?

Barnes: I understand that Norfolk Southern has almost no interest in giving up that property. Is that still the case even though we're building them an intermodal yard at the airport? There is a ton of land out there.

Howard: I worry about that land just being vacant and overgrown because they moved their operations somewhere else. I worry that they'll just keep the land because they can. It sits idle because all those trains are somewhere else.

Hall: There are a variety of purposes other than just sitting idle. Right now it has some bulk storage potential that could go on the site.

Howard: How much of this have we talked to them about?

Cornett: Our staff has not had a conversation with Norfolk Southern.

Howard: We talk to the neighborhoods but not the largest land owner in the area? It would be worth circling back to talk to them about how we can co-exist. From what I understand, CATS has a good relationship with them.

Barnes: There are several sets of tracks that won't be used as much, so they may not need all that space.

Hall: Let's have a conversation with CATS so see how much right of way is necessary.

Ms. Cornett continued with slide 28.

Howard: Would the added on-street parking be on Davidson Street and 36th Street (see slide 52)?

Cornett: Yes.

Barnes: So, would that be adding parking spaces to Davidson Street as it currently is, or moving the curb and sidewalk back to add spaces?

Cornett: Parking was not originally included in that cross section, so we would have to reconstruct.

Ms. Cornett completed the presentation with slide 53.

Barnes: I move that we recommend to the full Council that the Blue Line Extension Transit Station Area Plans be adopted with modifications.

Kinsey: Second.

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Howard: If you will address how you plan to incorporate the stations that already have Plans into this so that you have one part instead of Parts A and B, and I guess we'll be talking about amending this in the future.

Cornett: In the Plan or in the write up to Council?

Hall: He's talking about the agenda item.

Cooksey: Should we add the TOD review to the recommendation?

Howard: I thought we were going to ask Council to refer the TOD review back to this Committee.

Hall: My suggestion is to put it in the agenda item since that's got to be adopted and then it gives you the referral.

Barnes: I amend my motion consistent to what Mr. Hall just suggested.

Kinsey: I second that amendment.

The motion carried unanimously.

II. Park Woodlawn

Mr. Gonzalez began presentation with slide 2

Autry: Have there been any changes to the Plan since the last public meeting?

Gonzalez: There is a draft Plan and we are keeping track of proposed revisions. That will be presented to you when you adopt the Plan.

Autry: When the final version is ready, will the stakeholders who participated in the public meetings be notified that the version is ready and will copies be presented?

Gonzalez: Yes. The proposed revisions and the draft Plan are available on our webpage.

Mr. Gonzalez continued the presentation with slide 14.

Mr. Barnes left the meeting at 1:22.

Howard: Where is Madison Park (see slide 18)?

Gonzalez: South of Woodlawn.

Howard: Is all of Madison Park in this Plan?

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Gonzalez: The majority of it is.

Howard: I think it would be easier if you put it all in one plan.

Gonzalez: We had to draw the line somewhere.

Kinsey: Are they okay with the boundaries?

Gonzalez: Yes.

Mr. Gonzalez continued the presentation with slide 19.

Howard: How did you deal with the infill and what it looks like for redevelopment? Can you talk about what redevelopment might look like?

Gonzalez: There are mixed-use activity center recommendations and opportunities for some moderate density at key locations in the wedge. The vision of the plan is to keep the wedge mainly residential with institutional uses scattered throughout, and any new moderate to higher density office or retail would be focused in the activity center to create that mixed-use neighborhood center.

Howard: Do you see any area where more density would be appropriate?

Gonzalez: The only areas are where you have existing moderate density residential like apartments. The plan does not anticipate more density in the neighborhoods.

Mr. Gonzalez continued the presentation with slide 19.

Howard: Do you recommend some height treatments and transitions (see slide 22)?

Gonzalez: Yes.

Howard: In the Montford Drive potential streetscape situation, you would have to take away existing parking or are you talking about shifting parking to on-street (see slide 29)?

Gonzalez: Right now you have parallel parking and the potential streetscape has more angle parking.

Kinsey: You are you going to do reverse angle parking aren't you?

Tracey Newsome: We could probably get more parking and calm some traffic by using angle parking. This is a concept (slide 29), but if we were to actually do a project there we would certainly consider that.

Kinsey: You gave it to us on Commonwealth and people are doing it. Does this mean some of

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the buildings there now will go away, because some of them are pretty close to the street?

Gonzalez: This design is just hypothetical to entice developers to see potential in what they could do.

Howard: I never thought of that street looking anything like that. It's nice.

Cooksey: Why the oceans of asphalt between buildings and the street on the right hand side?

Gonzalez: This shows how it can improve over time.

Cooksey: Why aren't we promoting what could be in the sketches?

Gonzalez: This particular rendering only slightly altered what's there now to show how it can transition.

Mr. Gonzalez continued the presentation with slide 30.

Cooksey: It becomes more and more impossible to consider that there would be a citywide 50% tree canopy goal that could be achieved if none of the subsets of the City have a goal higher than 50%; just food for thought.

Mr. Gonzalez continued the presentation with slide 33.

Howard: When you talk about mixed-use development, what kinds of height restrictions are imposed? Are you talking about 40-feet of building or 40-feet to the top of the roof?

Gonzalez: The policy says 40-foot building height.

Howard: So, that's four stories with a flat roof or three stories with a pitched roof. We want to be intentional. We don't want flat roofs against neighborhoods. Am I the only person it bothers?

Johnson: We measure it using the same formula as the zoning ordinances.

Gonzalez: We thought that level of detail should be handled in the zoning ordinance.

Mr. Gonzalez continued the presentation with slide 33.

Kinsey: What connections did they not want?

Gonzalez: They didn't want the connection into the neighborhood to be on the map. We made it clear at a neighborhood meeting that even if the connection goes away from this map, if it ever redevelops years from now they'll look at the possibility of connecting.

Howard: Shouldn't you write that in your summary so that future staffs will know that was contemplated?

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Johnson: It's in the revisions.

Hall: These connections may be the place where you get some public comment through the process.

Gonzalez: The neighborhood emails constantly express their concern.

Mr. Gonzalez concluded the presentation with slide 34.

Kinsey: I move we move forward to City Council for public comment.

Autry: Second.

The motions passed unanimously.

The meeting adjourned at 1:44.

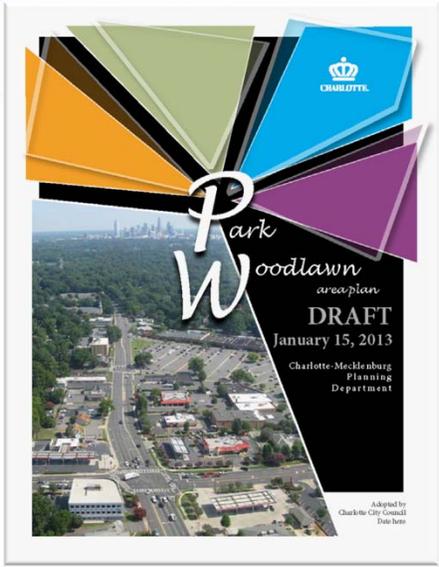


Park Woodlawn area plan
Charlotte-Mecklenburg Planning Department

Transportation & Planning Committee
April 25, 2013 CHARMECK.ORG

 CITY OF CHARLOTTE

Requested Action



Park Woodlawn area plan
DRAFT
January 15, 2013
Charlotte-Mecklenburg Planning Department

Adopted by
Charlotte City Council
Date here

Refer Park Woodlawn Area Plan to full Council for Public Comment

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 CITY OF CHARLOTTE **Review & Adoption Schedule**

- ❖ Final Public Meeting - **January 29th** ✓
- ❖ Planning Committee – **February 19th** (public comment) ✓
- ❖ Planning Committee – **March 19th** (review proposed revisions) ✓
- ❖ Planning Committee - **April 16th** (recommendation) ✓
- ❖ City Council Committee (T & P) – **April 25th** (overview)
- ❖ City Council – **May 13th** (public comment)
- ❖ City Council Committee (T & P)– **May 23rd** (recommendation)
- ❖ City Council – **June 10th** (adoption)



 CITY OF CHARLOTTE **Presentation Outline**

- 1. Overview & Process**
- 2. Draft Area Plan Policies**
- 3. Public Meeting Comments**
- 4. Review & Adoption Schedule**



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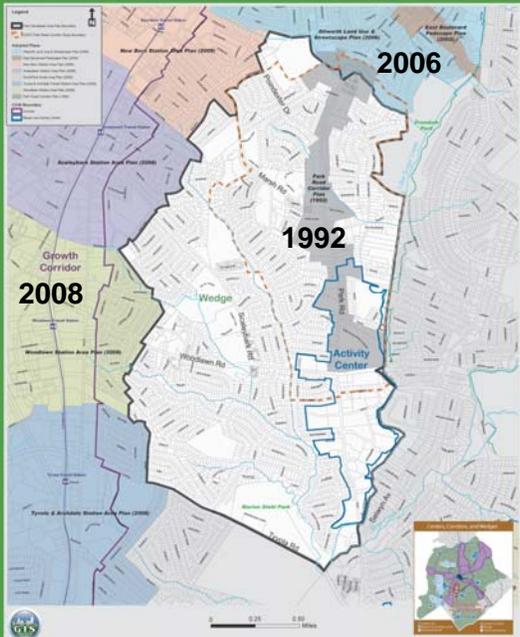
 CITY OF CHARLOTTE

Area Plan Overview and Process



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Park Woodlawn Area Plan Boundary



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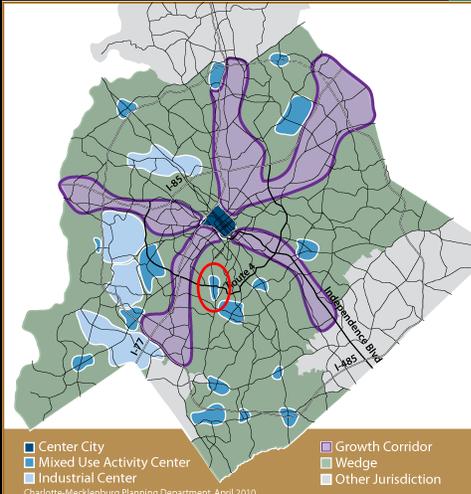


Centers Corridors & Wedges Growth Framework

Activity Centers are generally appropriate for new growth, with moderate increased intensity of development.

Wedges are predominantly low density residential with limited moderate density housing and neighborhood serving commercial uses.

Future expectation is for infill development and redevelopment of underutilized sites, especially in Activity Center; preservation of existing neighborhoods; improved connectivity for pedestrian and vehicular circulation and access; more urban and pedestrian-oriented form of development



■ Center City
■ Mixed Use Activity Center
■ Industrial Center
■ Growth Corridor
■ Wedge
■ Other Jurisdiction

Charlotte-Mecklenburg Planning Department, April 2010



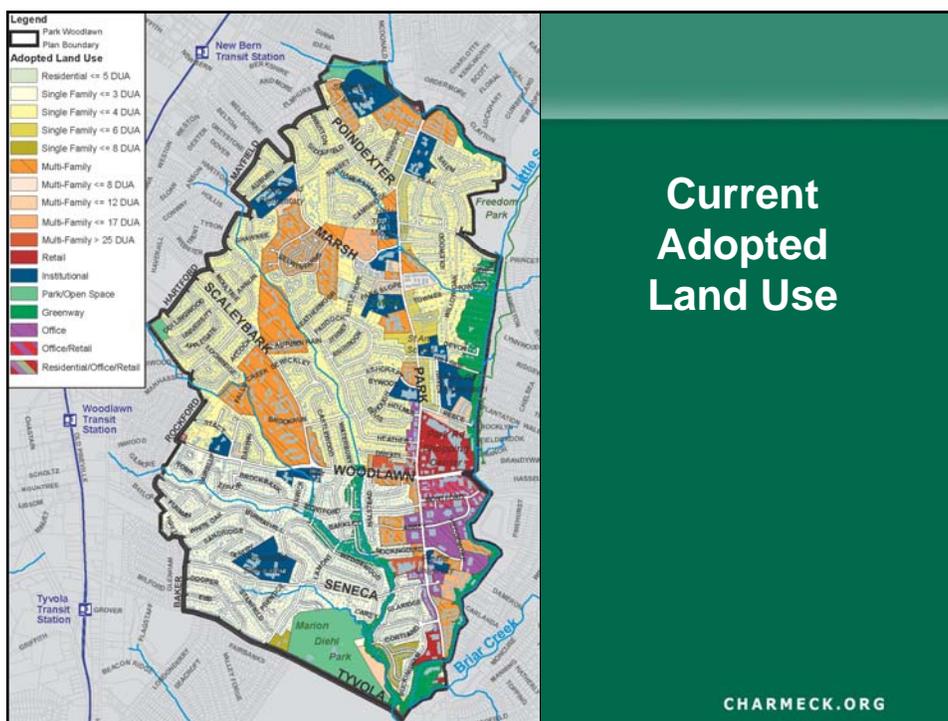
CCW Goal and Principles

Goal: Charlotte will continue to be one of the most livable cities in the country, with a vibrant economy, a thriving natural environment, a diverse population and a cosmopolitan outlook. Charlotteans will enjoy a range of choices for housing, transportation, education, entertainment and employment. Safe and attractive neighborhoods will continue to be central to the City's identity and citizen involvement key to its viability.

High-quality, context-sensitive community design
Protection of established neighborhoods



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CITY OF CHARLOTTE **Population**

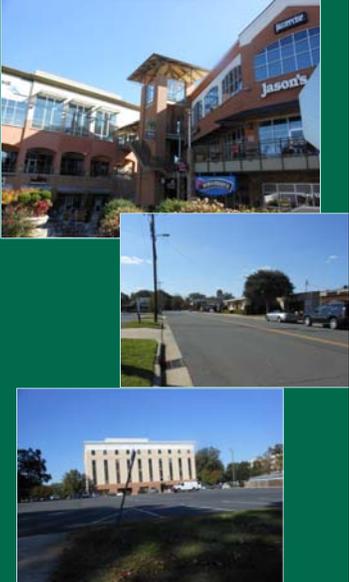
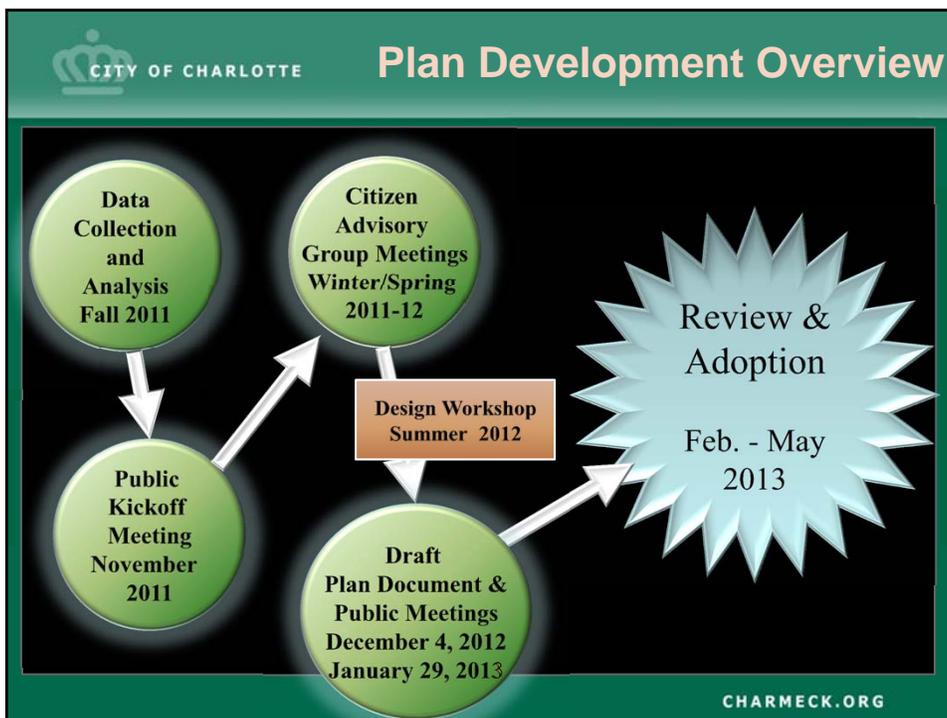
Geographic Area	1990	2000	2010
Park Woodlawn Plan Area	11,533	12,467	12,164
% Increase/Decrease		8.1%	-2.4%
City of Charlotte	395,934	540,828	731,424
% Increase		36.6%	35.2%
Mecklenburg County	511,433	695,454	919,628
% Increase		36.0%	32.2%

Source: U.S. Census Data (Block Level)

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CITY OF CHARLOTTE **Why Do a Plan for This Area?**

- To update existing plans to provide more specific guidance for growth and redevelopment
 - Park Road Corridor Area Plan (1992)*
 - Central District Plan (1993)*
 - South District Plan (1993)*
- To better integrate community design, transportation, and land use planning
- To take better advantage of the connections between the neighborhoods and the mixed-use activity center
- To coordinate with critical transportation needs and projects

 CITY OF CHARLOTTE

Citizen Advisory Group

- Public Kickoff Meeting – November 2011
- Citizen Advisory Group Meetings



- **Vision Statement** December 8th, 2011
- **Land Use** January 12th, 2012
- **Land Use** February 16th, 2012
- **Transportation** March 8th, 2012
- **Greenways / Environment** April 12th, 2012
- **Market Study** May 10th, 2012
- **Design Workshop** June 5th, 2012

- Public Comment Meeting – December 4th, 2012
- Final Public Meeting – January 29th, 2013

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 CITY OF CHARLOTTE

What We Heard During Plan Development

Land-Use & Design

- Appreciate variety of local businesses and types of land uses in the area.
- Would like a more walkable Activity Center with a mix of uses that are easily accessible.
- Need more types of businesses in the area so residents don't have to leave the area for additional services.
- New development should be at a height and scale that is compatible with the surrounding neighborhoods.



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What We Heard During Plan Development

Transportation

- What can we do about congestion?
- Please slow the traffic on Park Road
- Need better accessibility to the Activity Center (Park Road Shopping Center, Montford, etc.)
- We'd like more connections within the neighborhoods and to the Activity Center
- We'd like a more walkable and bikeable neighborhood
- Help us get across the streets



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Vision Statement

The Park Woodlawn area is recognized as one of Charlotte's most vibrant, attractive and diverse areas of our city. The dynamic blend of mature neighborhoods led by engaged community leaders and residents; along with a thriving mixed-use activity center containing long standing local businesses; and active civic institutions help form part of this thriving community.

- ❖ Highlights areas unique character and strong neighborhoods.
- ❖ Emphasizes the need to preserve these strong characteristics, especially with new infill development.
- ❖ Plan Goals are to enhance and help create a neighborhood serving (context sensitive scale), mixed use activity center, surrounded by stable residential neighborhoods.



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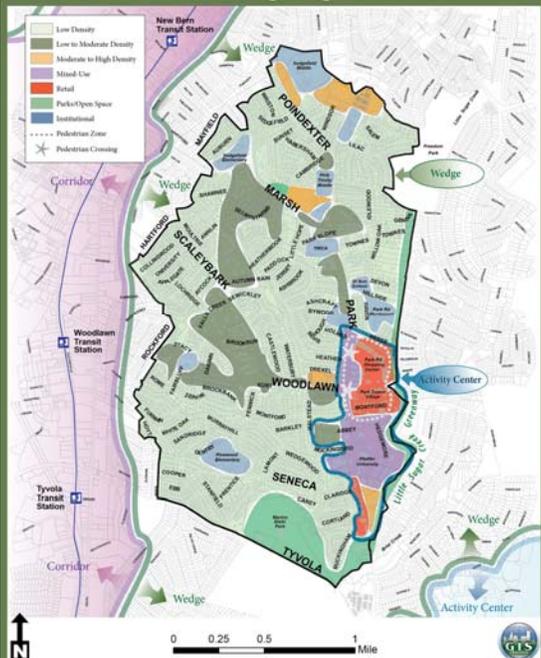
Land Use Policies



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Park Woodlawn Area Plan Concept Map

Concept Map

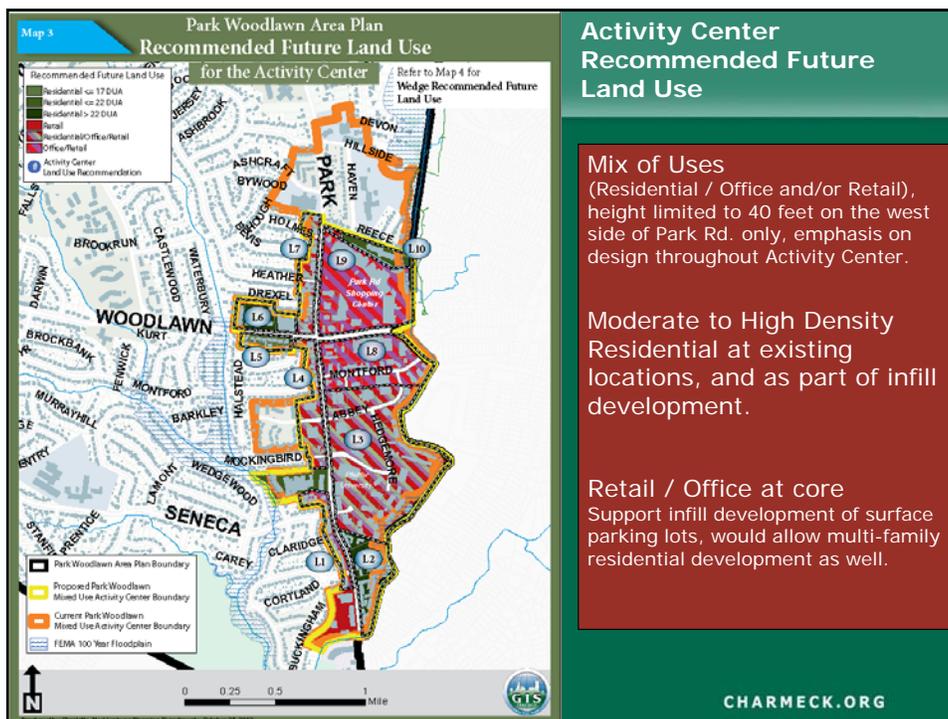


The concept map displays the Park Woodlawn area with various land use zones and corridors. The legend includes:

- Low Density
- Low to Moderate Density
- Moderate to High Density
- Mixed Use
- Retail
- Park/Open Space
- Recreational
- Prohibition Zone
- Prohibition Crossing

Other features include Corridor, Wedge, Activity Center, and Transit Station (New Barn, Woodlawn, Tyvola). A scale bar shows 0, 0.25, 0.5, and 1 mile. A north arrow and a GIS logo are also present.

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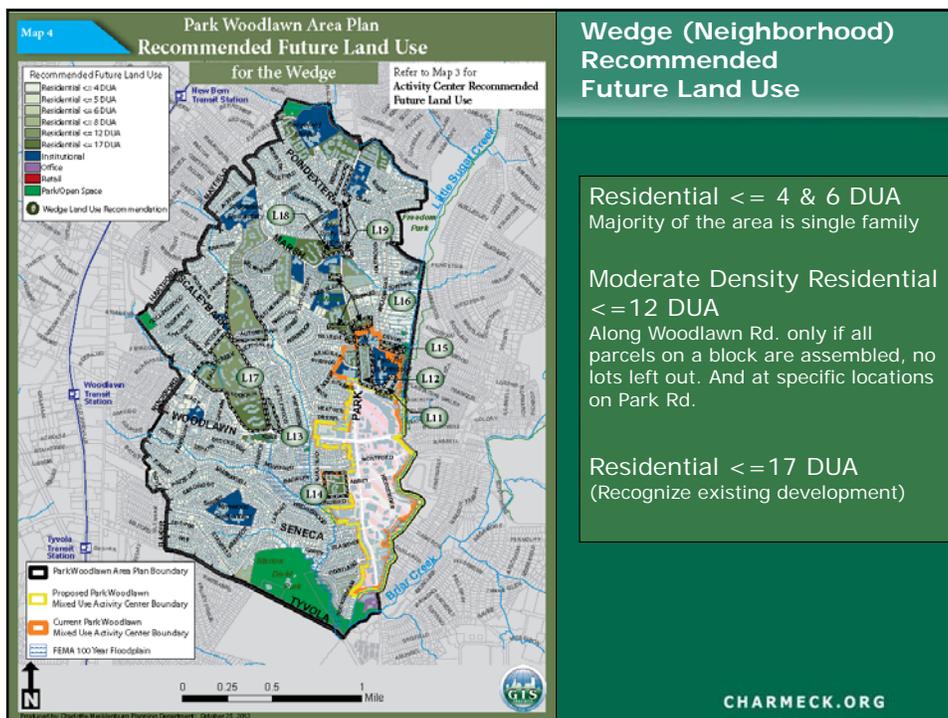
Activity Center Recommended Future Land Use

Mix of Uses
 (Residential / Office and/or Retail), height limited to 40 feet on the west side of Park Rd. only, emphasis on design throughout Activity Center.

Moderate to High Density Residential at existing locations, and as part of infill development.

Retail / Office at core
 Support infill development of surface parking lots, would allow multi-family residential development as well.

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Wedge (Neighborhood) Recommended Future Land Use

Residential <= 4 & 6 DUA
 Majority of the area is single family

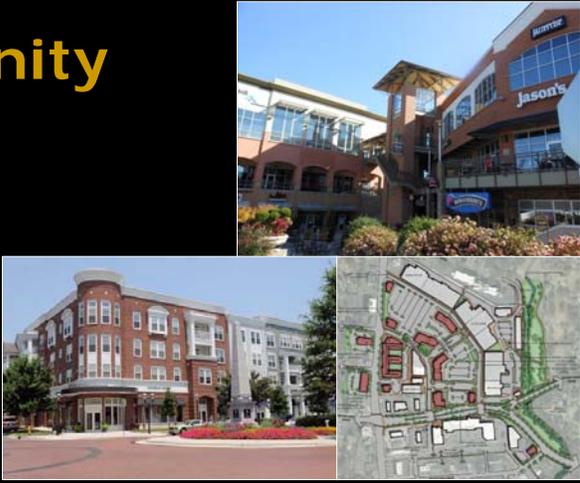
Moderate Density Residential <= 12 DUA
 Along Woodlawn Rd. only if all parcels on a block are assembled, no lots left out. And at specific locations on Park Rd.

Residential <= 17 DUA
 (Recognize existing development)

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Community Design Policies



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Residential Design Policies Highlights

- ❖ Shallow depth lot redevelopment along Park Road should be compatible with the adjacent single family neighborhood.
- ❖ Multi-family developments along Park / Woodlawn Roads should be compatible with the surrounding neighborhood and have pedestrian scale street presence.



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Pedestrian and Vehicular Network

- ❖ Introduce improved pedestrian crossings for better neighborhood and pedestrian connectivity.
- ❖ Encourage shared parking among different uses where feasible to minimize the amount of parking spaces needed.

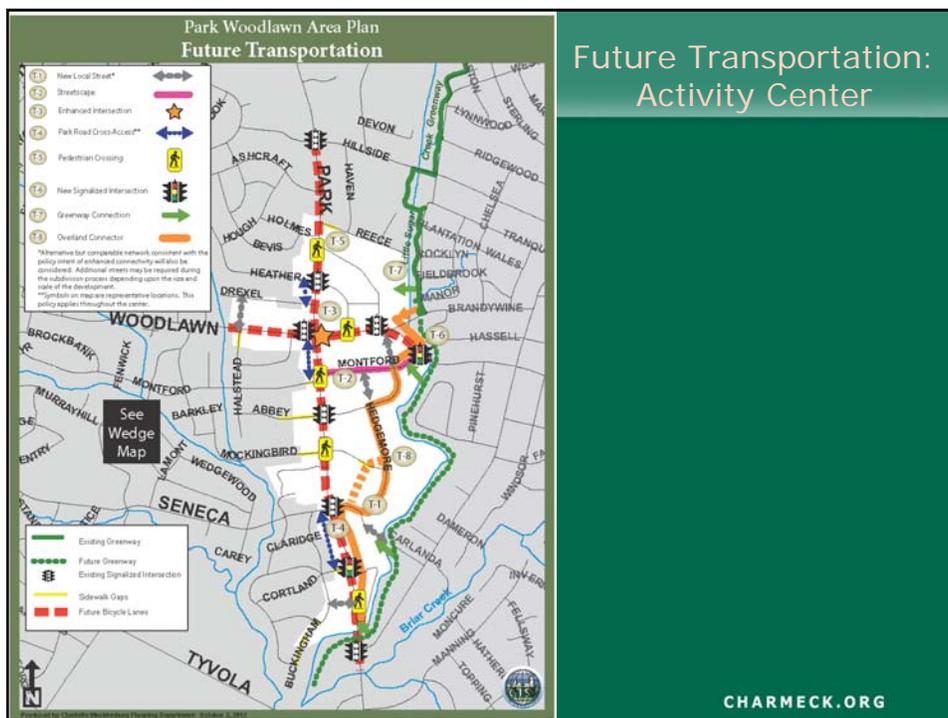
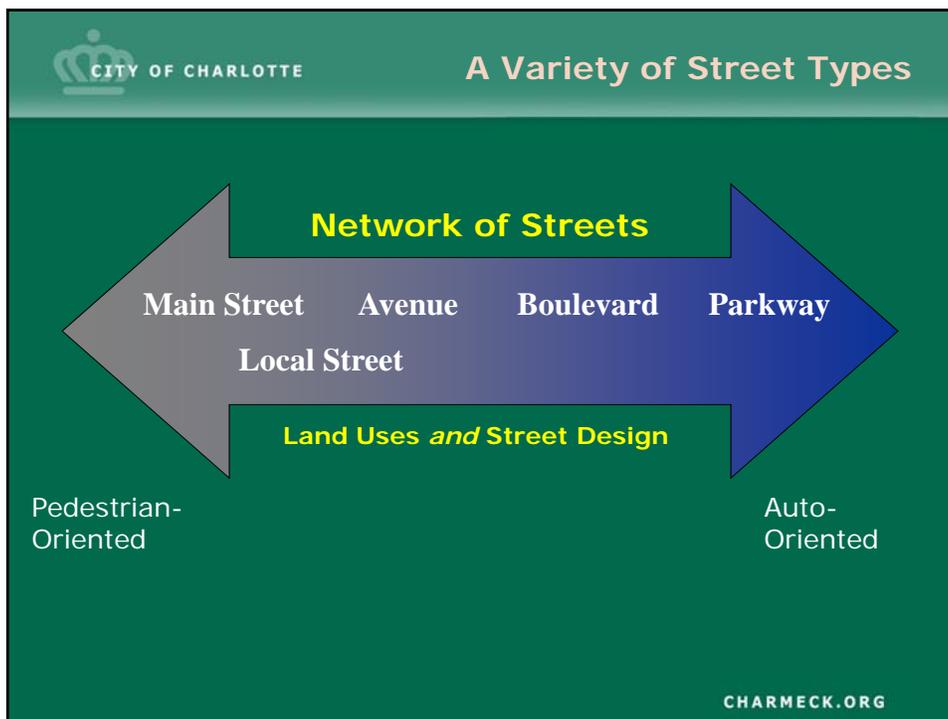


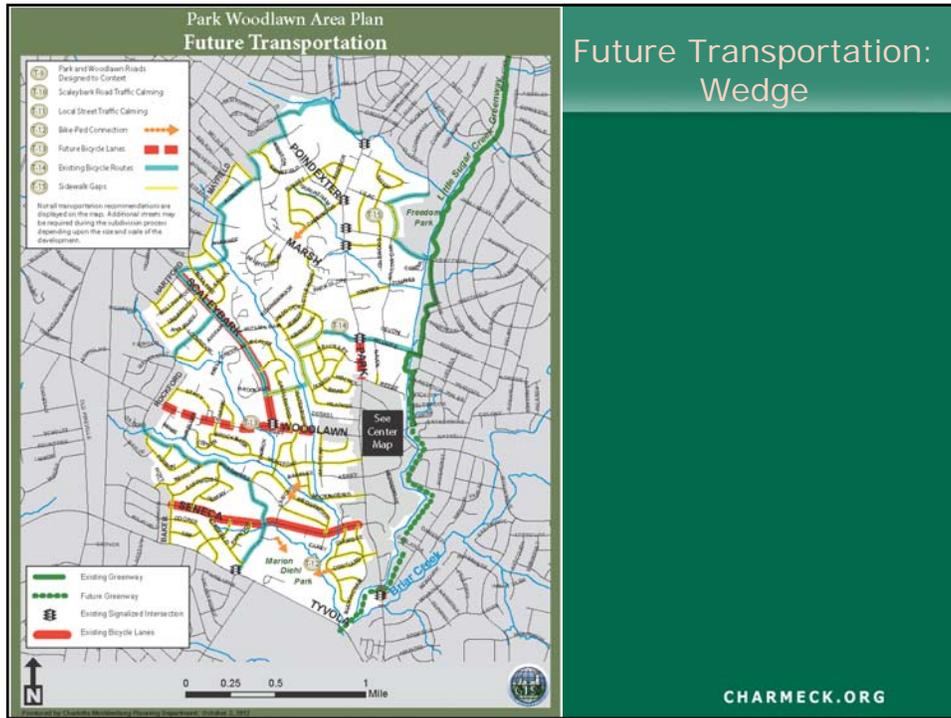
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Transportation Policies

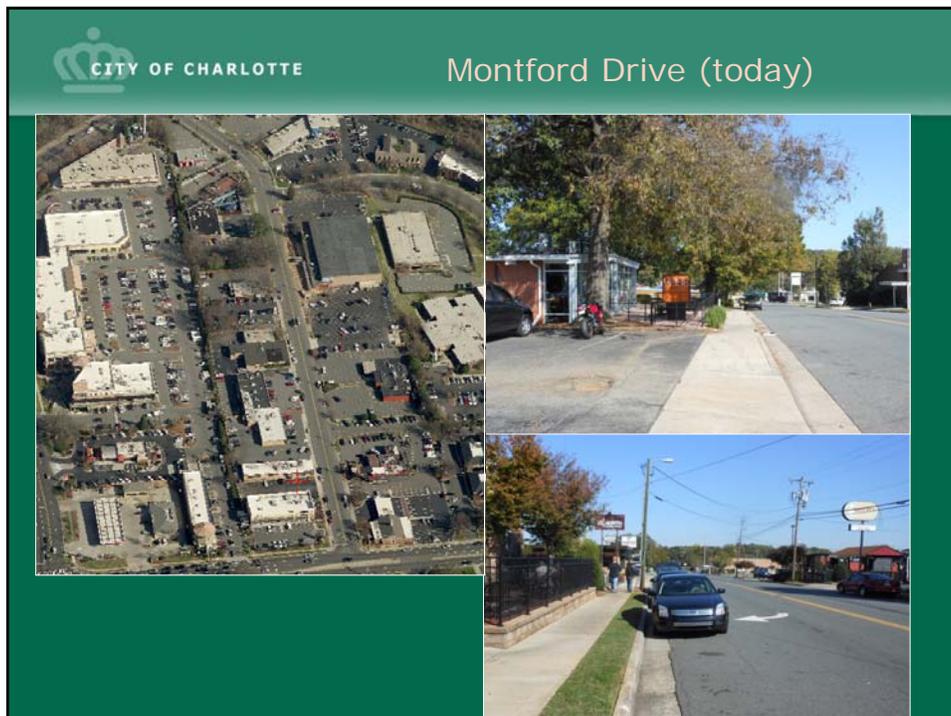


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Future Transportation: Wedge







Natural Environment Policies

- ❖ Encourage Actions (measures) that will ensure long term sustainability of the tree canopy.
- ❖ Establish tree canopy goals for the Park Woodlawn area, following the City's 50% Tree Canopy Goal in 2050.
 - Wedge at 50%
 - Mixed Use Center at 20%
- ❖ Support environmental education as a means of reducing the amount of pollutants entering area streams and creeks.



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Summary of

Public Meetings / Comments



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Park Woodlawn Area Plan Community Design

**RESIDENTIAL Design Policies
D-1 Building Architecture
and Site Design**

Clear attention to building form and design serves to enhance the community. Design policies do not result in consistency of design, but provide direction for how to meet land build development.

Preserve historically or architecturally significant structures.

Design plans work along pedestrian circulation areas and public rights-of-way.

Create building heights informal street network (under a thoroughfare) or common open space and provide pedestrian access to the street.

Transition the scale and height of development with respect to adjacent single family neighborhoods.

Multi-family development redevelopment along Park Road should maintain the surrounding context and have pedestrian scale street fronting building heights limited to 40 feet.

Shallow depth lot redevelopment along Park Road should relate to the single family neighborhood building. Building height should be consistent with the surrounding context and circulation building footprints.

Encourage positive orientation of new proposed buildings toward existing or future greenways.

1A - - -

1B - - -

1C - - -

1D - - -

1E - - -

1F - - -

1G - - -

1D Transition the scale and height of development with respect to adjacent single family neighborhoods.

1F Shallow depth lot redevelopment along Park Road should relate to the single family neighborhood building. Building height should be consistent with the surrounding context and circulation building footprints.

19

Park Woodlawn Area Plan Land Use

Plan Policies

Overview

The following sections set forth plan policies for land use, transportation, community design, public facilities, as well as the natural environment to realize the vision and goals for the plan area. Goals for each section are briefly summarized, followed by the recommended plan policies. Plan policies will guide future land use, zoning and other growth and development development decisions.

Land Use

This section establishes future land use policies for the area and recommends appropriate land uses to realize the plan vision. In developing these policies, transportation and community design issues were also considered and incorporated as appropriate. However, separate sections for transportation and community design policies follow and build upon the policies discussed in the land use section.

GOAL

Maintain and preserve the area's predominant neighborhood character, along with strengthening and enhancing the strong neighborhood business center. Future developments should be sensitive to the surrounding neighborhood. These developments should enhance the neighborhood by building upon the overall assets and improving the pedestrian environment by providing more connection between the residential wedge areas, and the mixed use activity center.

The land use policies are organized into two major geographic areas: Wedge and Activity Center. Each policy is numbered, and the specific location noted on Map 3 or Map 4. The policies also are cross-referenced by numbers in the Implementation Guide. The plan area incorporates Park Road / Woodlawn Road mixed-use activity center, with the majority of the area included in the wedge. Two areas of the Activity Center are recommended for reclassification as part of the Wedge due to their recommended characteristics. These are further discussed in policies 1.11 and 1.14.

ACTIVITY CENTER

Activity Centers are focal points of economic activity typically planned for concentrations of compact development. Many existing Activity Centers are appropriate locations for significant new growth along with enhancements to the supporting infrastructure. There are three types of Activity Centers: Center City, Mixed Use Centers, and Industrial Centers. The Park Woodlawn center is a Mixed Use Center and is anticipated that the area will be developed for more intensity than it currently. The proposed new growth is because there are no more vacant parcels left within the activity center; any new development will need to redevelop existing properties at higher intensities, and the surrounding demographics are favorable for more businesses wanting to locate there. However, the land use, transportation and community design policies set forth in this document will continually emphasize that new development needs to be neighborhood focused, that buildings need to be sensitive to the surrounding single family neighborhoods in terms of height and design, and need to encourage pedestrian activity by providing seating places for pedestrian such as public plazas, open spaces and active ground floor uses. See Map 3 Recommended Future Land Use for the Activity Center.

LAND USE POLICIES FOR THE ACTIVITY CENTER

1.1: Park Road, west side, from near Cortland Road to near Seneca Place. Support office and retail uses. The existing office and retail properties located along the west side of Park Road just north of the Home Depot shopping center and Cortland Road are recommended for office and/or retail uses; however new developments should follow the design policies in the Community Design section. If all the parcels in the block are assembled, a multi-family development would be appropriate at a density not to exceed 12 dwelling units per acre (DUA). The proposed development would need to follow the design policies in the Community Design section, and be especially sensitive to the single family neighborhood behind them along Buckingham Drive; it should also be at a height not to exceed 40 feet. Assembling parcels from the wedge neighborhoods into a larger

12

Recommend limiting building heights to 40 feet, for new development adjacent to single family.

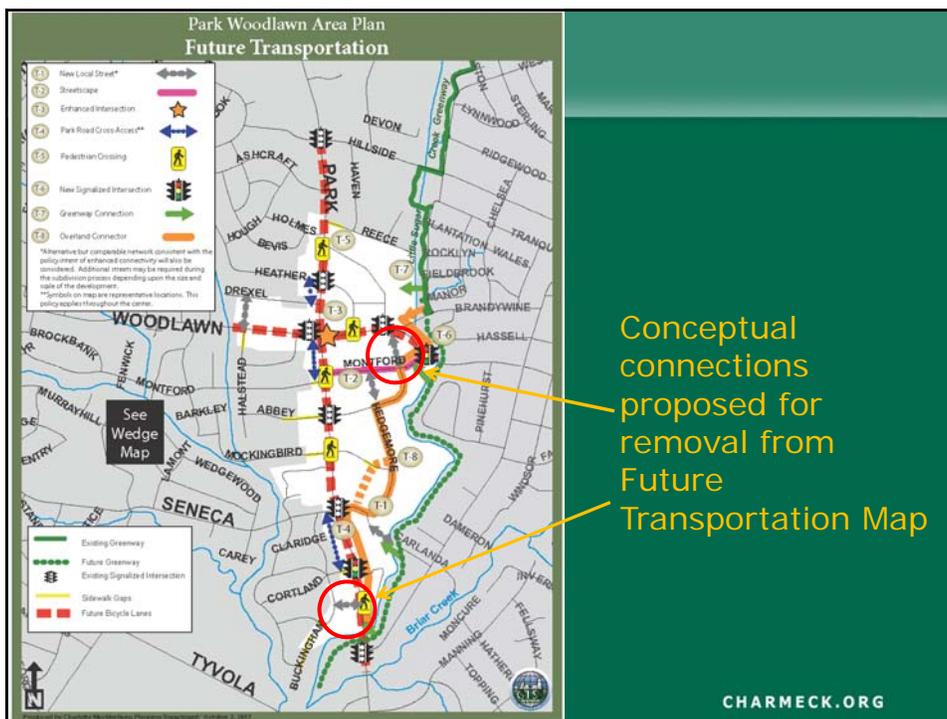
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Map 3 Park Woodlawn Area Plan Recommended Future Land Use for the Activity Center

Refer to Map 4 for Wedge Recommended Future Land Use

New Text:
Residential development (if proposed) should contain active ground floor uses, that maintains a continuous pedestrian network.

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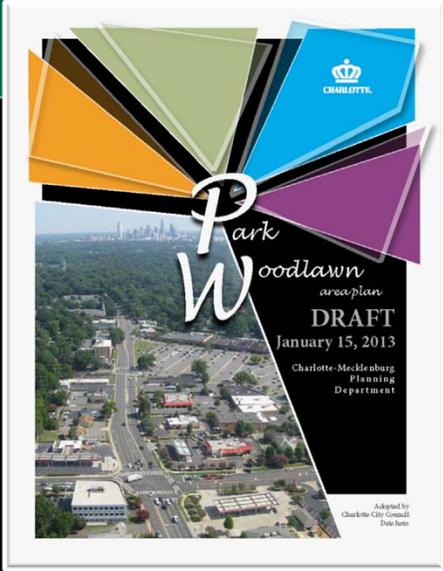


CITY OF CHARLOTTE **Review & Adoption Schedule**

- ❖ Final Public Meeting - **January 29th** ✓
- ❖ Planning Committee – **February 19th** (public comment) ✓
- ❖ Planning Committee – **March 19th** (review proposed revisions) ✓
- ❖ Planning Committee - **April 16th** (recommendation) ✓
- ❖ City Council Committee (T & P) – **April 25th** (overview)
- ❖ City Council – **May 13th** (public comment)
- ❖ City Council Committee (T & P)– **May 23rd** (recommendation)
- ❖ City Council – **June 10th** (adoption)

 CITY OF CHARLOTTE

Requested Action



Refer Park Woodlawn Area Plan to full Council for Public Comment

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Questions and Comments

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Transportation & Planning Committee
Thursday, April 25, 2013
12:00 – 1:30 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: Ruffin Hall, Assistant City Manager

AGENDA

I. Blue Line Extension (BLE) Transit Station Area Plans – 45 minutes

Staff Resources: Kathy Cornett and Alysia Osborne, Planning

The Committee received a presentation of the draft plans on March 28, 2013. City Council received public comments at its meeting on April 8, 2013 and is now ready for Committee recommendation.

Action: Recommend Council adopt the draft Blue Line Extension (BLE) Transit Station Area Plans with the proposed revisions at their May 13, 2013 meeting.

Attachment: 1. Blue Line Extension Station Area Plans.pdf

2. BLE SAPs Proposed Revisions Matrix.doc

http://www.charmeck.org/Planning/Land%20Use%20Planning/Transit_Station_Area_Plans/Northeast_Corridor/BLE_DRAFT_Plan.pdf

II. Park Woodlawn Area Plan – 30 minutes

Staff Resource: Alberto Gonzalez, Planning

Staff will present the draft plan for review by the Committee.

Action: Forward the Plan to City Council for public comment

Attachment: 3. Park Woodlawn Area Plan.pdf

http://www.charmeck.org/Planning/Land%20Use%20Planning/ParkWoodlawn/DRAFT_Area_Plan.pdf

Next Scheduled Meeting: Monday, May 13, 2013 – 3:30 p.m.

Future Topics- Long Range Transportation Plan Recommendations

Distribution: Mayor & City Council
Transportation Cabinet
Alberto Gonzalez

Ron Carlee, City Manager
Kathy Cornett

Leadership Team
Alysia Osborne



 CITY OF CHARLOTTE

Today's Presentation

- Comments & Staff Responses
 - Council Committee
 - Citizen
 - Planning Committee
- Next Steps



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Tentative Review and Adoption Process

- ✓ April 8 - City Council – Received Public Comments
- ✓ April 16 - Planning Committee - Recommendation
- April 25 - Council Committee – Recommendation
- May 13 - City Council – Action

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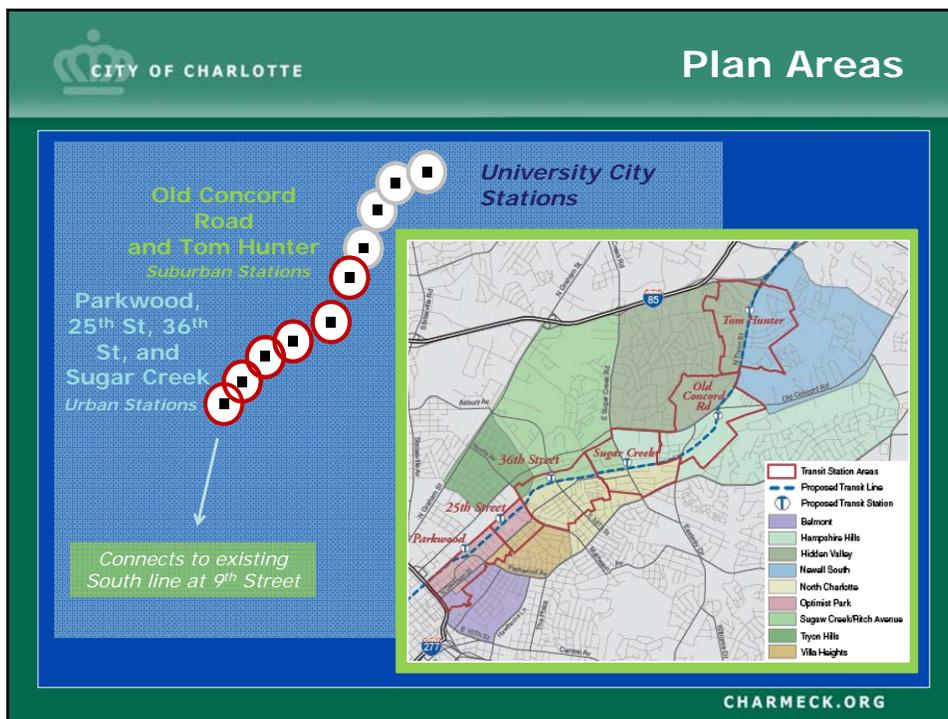
 CITY OF CHARLOTTE

Requested Action

Recommend approval of the BLE Station Area Plans.



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CITY OF CHARLOTTE

Plan Comments

Transportation and Planning Committee

What we heard:

❖ What is the planning context for the land use recommendations?

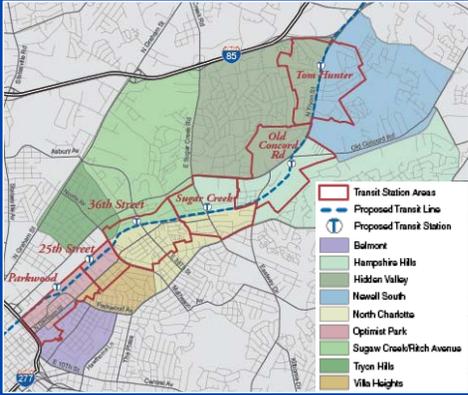
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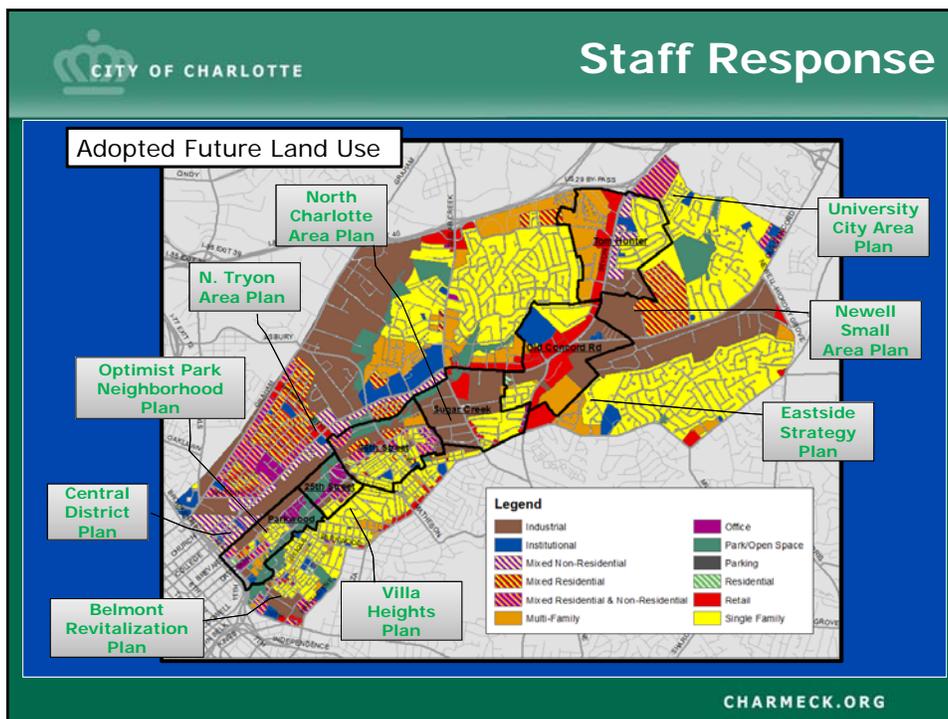
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Staff Response

- **Policy Documents**
 - Centers, Corridors, and Wedges
 - Charlotte 2020 Plan
 - General Development Policies
- **District Plans**
 - Central District Plan
 - East District Plan
 - Northeast District Plan
- **Small Area Plans**
 - Optimist Park Neighborhood Plan
 - Belmont Area Revitalization Plan
 - North Tryon Street Area Plan
 - Newell Small Area Plan
 - NoDa Vision Plan
- **Market Analysis**
 - Population and Employment Projections



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CITY OF CHARLOTTE **Plan Comments**
Transportation and Planning Committee

What we heard:

- ❖ Coordinate with N&BS on addressing parking in NoDa

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Staff Response

Planning staff met with N&BS on April 15th to determine best ways to coordinate with plan implementation strategies.

- The NoDa Neighborhood Parking Study focused on parking deficit due to Mercury Project.



www.knightarts.org

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Staff Response

Add Land Use Policy and Implementation Strategy

Land Use Policy

- Ensure adequate parking as development occurs and encourage shared parking where appropriate.

Implementation Strategy:

- Coordinate with Neighborhood and Business Services on their current parking study for the 36th area.

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Plan Comments

Transportation and Planning Committee

What we heard:

- ❖ Consider need for developing regulatory tools to ensure implementation of TOD vision
–e.g. conditional TOD

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Staff Response

Staff will revise Implementation Strategy L-1 for all station areas:

Policy Number	Action Item	Project Type	Lead Agency
L-1	Develop a new regulatory tool to Recommend conditional plans be developed for areas where the structure plans recommend specific heights and other conditions to implement the transit oriented development vision in the stations. particularly in business revitalization areas.	Land Use	Planning

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Plan Comments

Transportation and Planning Committee

What we heard:

- ❖ **How do the BLE Station Area Plans relate to the goals of the Applied Innovation Corridor?**

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Staff Response

The BLE has accommodated the Applied Innovation Corridor recommendation by:

- **Provides mixed use development opportunities**
- **Improved connection between North End and Uptown utilizing light rail, greenways, bike lanes, and new road connections**
- **Complimentary land uses enhance the connection of activity**
- **Leverage TOD for unique employment and residential opportunities**
- **Identifies appropriate infrastructure improvements**

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Plan Comments

Transportation and Planning Committee

What we heard:

- ❖ Reconsider industrial land use for the concrete plant at the Sugar Creek Station; broaden to employment uses

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Staff Response

- Plan allows for a range of uses

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SUBDISTRICTS			
Subdistrict	Desired Uses	Typical Building Types	Desired Height
11	Low Density Residential	Single Family Houses, Duplexes, Triplexes, Quadraplexes	Up to 40'
12	Moderate Density Residential	Single Family Houses, Duplex, Triplex, Quadraplex	Up to 50'
13	Low Intensity Office/Residential	Single Family Houses, Vertical Mixed Use	Up to 50'
14	Transit Supportive Uses - Predominately Residential	Vertical Mixed Use, Single Family Houses, Duplex, Triplex, Quadraplex	Up to 60'
15	Transit Supportive Uses	Vertical and Horizontal Mixed Use, Retail	Up to 50'
16	Transit Supportive Uses	Vertical and Horizontal Mixed Use, Retail	Established by Ordinance Requirements
17	Low Intensity Office/Retail/Service/Event Space	Vertical and Horizontal Mixed Use, Retail	Up to 50'
18	Manufacturing, Storage, Distribution-Shipment, Office, Retail, Truck Transport	Industrial, Manufacturing, Warehouse, Office	Up to 50'
19	Civic/Institutional	Schools, Government Offices, Museums, Community Centers	Up to 40'
20	Open Space/Park/Recreation	Open Space, Passive and Active Recreation	Up to 40'

Subdistricts shown in gray text are not recommended for this station area.

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Plan Comments

Transportation and Planning Committee

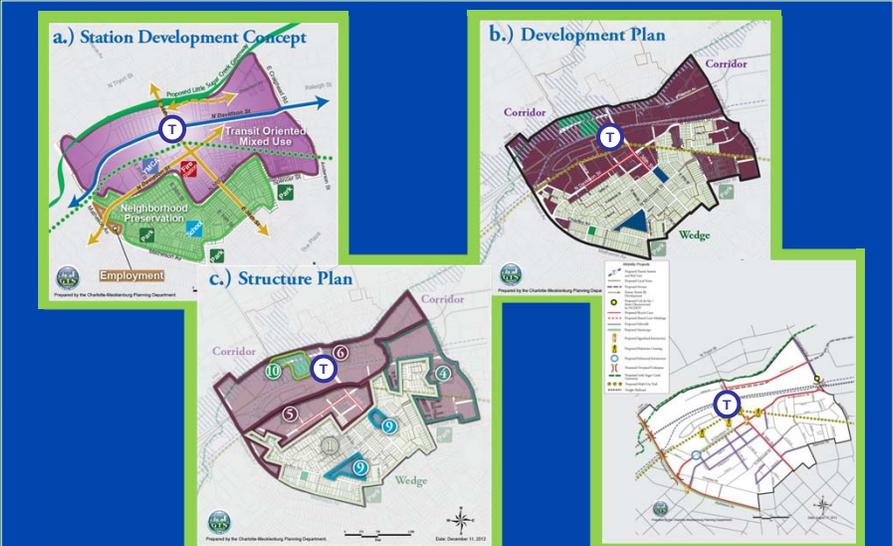
What we heard:

- ❖ Change icon or make icon for Transit Stations more visible

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Staff Response



a.) Station Development Concept

b.) Development Plan

c.) Structure Plan

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Plan Comments
Transportation and Planning Committee

What we heard:

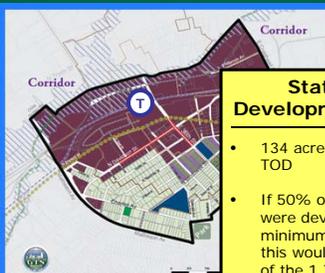
❖ How are population and employment projections utilized in developing the Station Area Plans?

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Staff Response



Prepared by the Charlotte-Mecklenburg Planning Department
Date: October 1, 2012



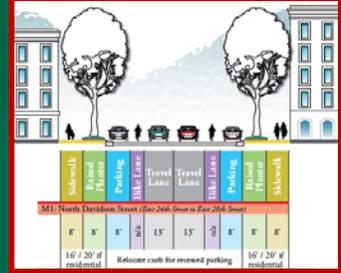
Prepared by the Charlotte-Mecklenburg Planning Department

Station Area Development Potential

- 134 acres recommended for TOD
- If 50% of the total acres were developed at a minimum density of 15 DUA this would yield 1,000 units of the 1,700 projected units for this station.

SUBDISTRICTS		
Subdistrict/ Desired Uses	Typical Building Types	Desired Height
1	Low Density Residential Single Family Houses, Duplexes, Triplexes, Quadplexes	Up to 40'
2	Moderate Density Residential Single Family Houses, Duplex, Triplex, Quadplexes	Up to 50'
3	Low Intensity Office/Residential Single Family Houses, Vertical Mixed Use	Up to 50'
4	Transit Supportive Uses – Predominately Residential Vertical Mixed Use, Single Family Houses, Duplex, Triplex, Quadplexes	Up to 60'
5	Transit Supportive Uses Vertical and Horizontal Mixed Use, Retail	Up to 50'
6	Transit Supportive Uses Vertical and Horizontal Mixed Use, Retail	Established by Ordinance Requirements
7	Low Intensity Office/Retail/Single Family Homes Vertical and Horizontal Mixed Use, Retail	Up to 50'
8	Manufacturing, Storage, Distribution, Shipment, Office, Retail, Truck Transport Industrial, Manufacturing, Warehouse, Office	Up to 50'
9	Civic/Institutional Schools, Government Offices, Museums, Community Centers	Up to 40'
10	Open Space/Park/Recreation Open Space, Passive and Active Recreation	Up to 40'

Subdistricts shown in gray text are not recommended for this station area.



M1: North Davidson Street (East 20th Street to East 24th Street)

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Plan Comments

Planning Committee

What we heard:

- ❖ **Add recommended design and operating speeds to streetscape cross-sections.**

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Plan Comments

Planning Committee

What we heard:

- ❖ **Planning Committee desire for staff to research –**
 - **Green Tracks**
 - **Distance between multi-modal crossings**
 - **Design and operational speeds in streetscape cross sections used in plan documents from an urban design perspective**
 - **Trends and examples of bike lanes between on-street parking and the curb**

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Proposed Revisions to Plan Document

Revision #4

Add a note to the street cross-sections to provide the **desired Posted and Design Speeds** for each street type as outlined in current adopted City policy - the Urban Street Design Guidelines.

Main Streets:
 Recommended Maximum Posted Speed – 25 mph.
 Recommended Design Speed – 25mph, equal to design speed.

Avenues:
 Recommended Posted Speed – 25-30 mph, with 35 mph allowable.
 Recommended Design Speed – 30-40 mph.

Boulevards:
 Recommended Posted Speed – 35-40 mph.
 Recommended Design Speed – up to 45 mph.

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Plan Comments

Public Comment

What we heard:

- ❖ **Move Transit Station Location at Parkwood**
- ❖ **Concern with lack of access between Tryon Street and the Station Areas and unrealized development potential along N. Tryon Street**

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Staff Response

- Station locations are now set.
- Access to North Tryon is along 16th Street.
- Additional access to North Tryon is limited by the rail yard.



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Plan Comments

Public Comment

What we heard:

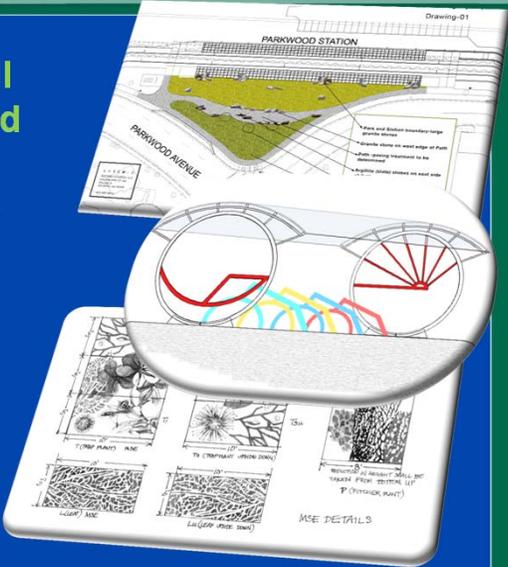
- ❖ **50' wall to be constructed adjacent to existing neighborhood in NoDa**

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Staff Response

CATS will treat wall with artist-designed custom formliner through the Art-in-Transit Program



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Plan Comments

Public Comment

What we heard:

- ❖ Streetscape on North Davidson is not most desirable

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CITY OF CHARLOTTE **Staff Response**

- Plan provides specific cross-section for streets and trails
- Street sections will be addressed as development occurs

M1: North Davidson Street (East 24th Street to East 28th Street)									
8'	8'	8'	n/a	13'	13'	n/a	8'	8'	8'
16' / 20' if residential			Relocate curb for recessed parking				16' / 20' if residential		

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CITY OF CHARLOTTE **Area Plan Policies**

Enhanced Intersections

Bike Lanes

Pedestrian Crossings

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Plan Comments

Public Comment

What we heard:

- ❖ Inconsistency in plans for multi-use trail

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Staff Response

Staff confirmed location of Cross Charlotte Multi-Use Trail and CRISP



Camden at Tremont along the Lynx Trail

Kings Drive – along the Little Sugar Creek greenway

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Plan Comments

Public Comment

What we heard:

- ❖ **Recommend adaptive re-use of existing mill houses on North Davidson Street**

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Staff Response

- **36th Street Land Use Policy addresses adaptive reuse of the existing mill houses.**

36th Street Transit Station Area

L-1 Promote a mix of transit-supportive land uses (residential, office, retail, civic/institutional, park and open space) through new development and redevelopment.

- Preserve the existing Highland Mills, Mecklenburg Mills and the mill houses within the transit station area. Adaptive reuse of existing structures is strongly encouraged to preserve the historic character of the area. A key implementation strategy for this area includes working with the community to pursue local historic designation for the historic characteristics in this area. More detailed information is provided in the Implementation Guide for this document.

Corridor

Corridor

Wedge

Prepared by the Charlotte-Mecklenburg Planning Department. Date: December 11, 2012

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Plan Comments

Public Comment

What we heard:

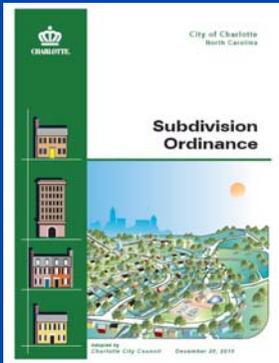
- ❖ **Consider alternatives to planting strips in residential areas**

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Staff Response

- **City of Charlotte Development Ordinances provide development standards for local residential streets**
- **Developments in existing residential zoning districts retain existing curb lines**



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Plan Comments

Public Comment

What we heard:

- ❖ Issues relating to property access along N. Tryon Street near Old Concord and Tom Hunter Stations
- ❖ General comments about construction of the BLE project.

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Staff Response

CATS and E&PM staff will meet with the property owner to discuss access options



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Plan Comments

Public Comment

What we heard:

- ❖ Consider greater density in low density residential areas next to the station
- ❖ Allow greater heights along transit land beyond current ordinance requirements

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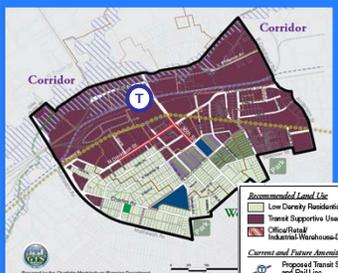


CITY OF CHARLOTTE

Staff Response



Corridor
Wedge



Corridor

- Plan allows for higher residential densities in appropriate locations.
- Staff worked closely with community on appropriate heights in each station area.

SUBDISTRICTS		
Subdistrict/ Desired Uses	Typical Building Types	Desired Height
1 Low Density Residential	Single Family Houses, Duplexes, Triplexes, Quadriplexes	Up to 40'
2 Moderate Density Residential	Single Family Houses, Duplex, Triplex, Quadriplex	Up to 50'
3 Low Intensity Office/Residential	Single Family Houses, Vertical Mixed Use	Up to 50'
4 Transit Supportive Uses -- Predominately Residential	Vertical Mixed Use, Single Family Houses, Duplex, Triplex, Quadriplex	Up to 60'
5 Transit Supportive Uses	Vertical and Horizontal Mixed Use, Retail	Up to 50'
6 Transit Supportive Uses	Vertical and Horizontal Mixed Use, Retail	Established by Ordinance Requirements
7 Low Intensity Office/Retail/Single Family Homes	Vertical and Horizontal Mixed Use, Retail	Up to 50'
8 Manufacturing, Storage, Distribution, Shipment, Office, Retail, Truck Transport	Industrial, Manufacturing, Warehouse, Office	Up to 50'
9 Civic/Institutional	Schools, Government Offices, Museums, Community Centers	Up to 40'
10 Open Space/Park/Recreation	Open Space, Passive and Active Recreation	Up to 40'

Subdistricts shown in gray text are not recommended for this station area.

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Proposed Revisions to Document

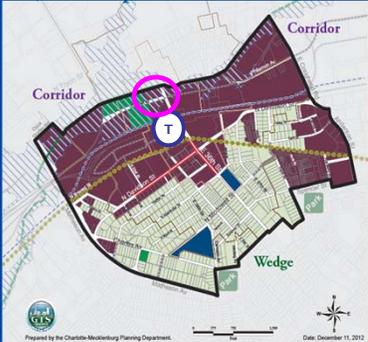
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Proposed Revisions to Plan Document

Revision #1

- Revise map to include parcels on the north side of Cullman Ave toward 36th Street.



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Proposed Revisions to Plan Document

Revision #2

Add Land Use Policy and Implementation Strategy

Land Use Policy

- Ensure adequate parking as development occurs and encourage shared parking where appropriate.

Implementation Strategy:

- Coordinate with Neighborhood and Business Services on their current parking study for the 36th area.

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Proposed Revisions to Plan Document

Revision #3

Add an Implementation Strategy

Implementation Strategy:

- Recommend conditional plans be developed for areas where the structure plans recommend specific heights and other conditions to implement the transit oriented development vision in the stations.

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 CITY OF CHARLOTTE

Proposed Revisions to Plan Document

Revision #4

Add a note to the street cross-sections to provide the desired Posted and Design Speeds for each street type as outlined in current adopted City policy - the Urban Street Design Guidelines.

Main Streets:
Recommended Maximum Posted Speed – 25 mph.
Recommended Design Speed – 25mph, equal to design speed.

Avenues:
Recommended Posted Speed – 25-30 mph, with 35 mph allowable.
Recommended Design Speed – 30-40 mph.

Boulevards:
Recommended Posted Speed – 35-40 mph.
Recommended Design Speed – up to 45 mph.

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Next Steps

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 CITY OF CHARLOTTE

Tentative Review and Adoption Process

- ✓ April 8 - City Council – Received Public Comments
- ✓ April 16 - Planning Committee - Recommendation
- April 25 - Council Committee – Recommendation
- May 13 - City Council – Action

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 CITY OF CHARLOTTE

Requested Action

Recommend approval of the BLE Station Area Plans.



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CITY OF CHARLOTTE



Thank You!

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Blue Line Extension Station Area Plans
Transportation and Planning Committee – Proposed Revisions to the Draft Document

Updated April 16, 2013

#	Recommendation and Location	Purpose of Change	Current Text, Map or Graphic in Draft Plan	Proposed Revision (BOLD TEXT)
1.	36th Street Station Pg. 30, Map 10; Pg. 32, Map 11	Revise map to include parcels on the north side of Cullman Ave toward 36th Street. These parcels will be included in the proposed park.	Pg. 30, Map 10 Pg. 32, Map 11	Revise Maps 10 and 11 to include the parcels on the north side of Cullman Avenue near 36th Street.
2.	36th Street Station Pg. 31; L-1 Implementation Guide, Pg. 81	Add bullet to L-1 Policy recommendation to address the need for parking as new development occurs and a way-finding system for existing parking facilities in the area. Also add an implementation strategy in the Implementation Guide.	Pg. 31, First Bullet L-1 Promote a mix of transit-supportive land uses (residential, office, retail, civic/institutional, park and open space) through new development and redevelopment.	<u>Land Use Policy:</u> Ensure adequate parking as development occurs and encourage shared parking where appropriate. <u>Implementation Strategy:</u> Coordinate with Neighborhood and Business Services on their current parking study for the 36th area.
3.	Implementation Guide, Pgs. 81 – 82; L-1 for All Stations	Consider new regulatory tool to implement transit oriented development vision in the stations, particularly in business revitalization areas. This change is in response to Council concern about redevelopment along the North Tryon corridor.	Pgs. 81 – 82; L-1 for All Stations Planning staff shall assist private property owners and developers in the Transit Oriented Development (TOD) rezoning process to achieve the goals of dense, supportive development in each area.	<u>Implementation Strategy:</u> Recommend conditional plans be developed for areas where the structure plans recommend specific heights and other conditions to implement the transit oriented development vision in the stations.

*General note: In addition, minor graphic, text and typographical changes that do not impact the intent of the plan will be made.

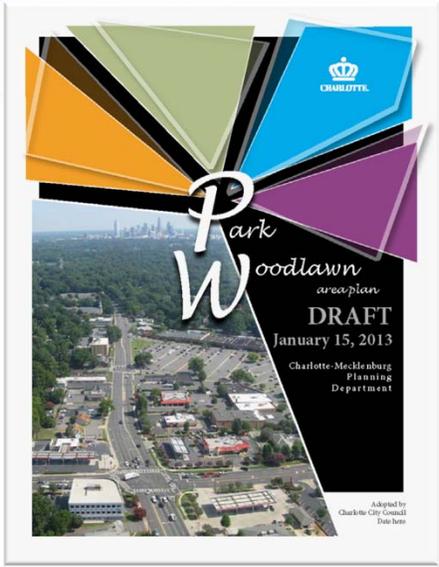


Park Woodlawn area plan
Charlotte-Mecklenburg Planning Department

Transportation & Planning Committee
April 25, 2013 CHARMECK.ORG

 CITY OF CHARLOTTE

Requested Action



Park Woodlawn area plan
DRAFT
January 15, 2013
Charlotte-Mecklenburg Planning Department

Adopted by
Charlotte City Council
Date here

Refer Park Woodlawn Area Plan to full Council for Public Comment

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 CITY OF CHARLOTTE **Review & Adoption Schedule**

- ❖ Final Public Meeting - **January 29th** ✓
- ❖ Planning Committee – **February 19th** (public comment) ✓
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 CITY OF CHARLOTTE **Presentation Outline**

- 1. Overview & Process**
- 2. Draft Area Plan Policies**
- 3. Public Meeting Comments**
- 4. Review & Adoption Schedule**



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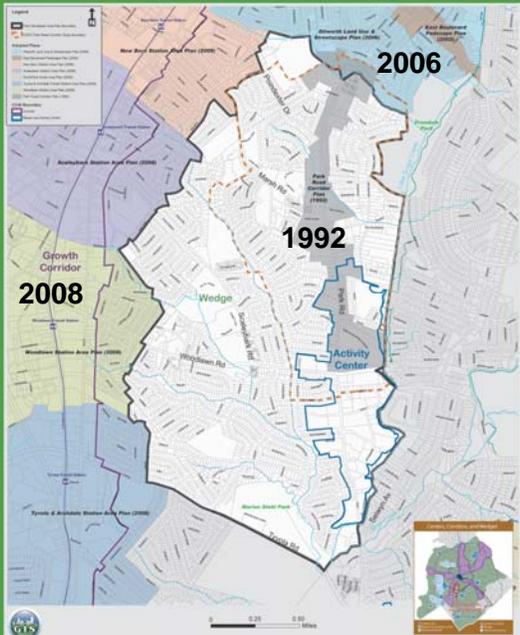
 CITY OF CHARLOTTE

Area Plan Overview and Process



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Park Woodlawn Area Plan Boundary



2006

1992

2008

Activity Center



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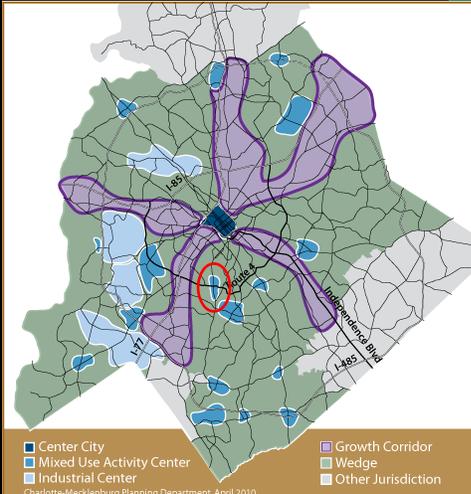

CITY OF CHARLOTTE

Centers Corridors & Wedges Growth Framework

Activity Centers are generally appropriate for new growth, with moderate increased intensity of development.

Wedges are predominantly low density residential with limited moderate density housing and neighborhood serving commercial uses.

Future expectation is for infill development and redevelopment of underutilized sites, especially in Activity Center; preservation of existing neighborhoods; improved connectivity for pedestrian and vehicular circulation and access; more urban and pedestrian-oriented form of development



- Center City
- Mixed Use Activity Center
- Industrial Center

- Growth Corridor
- Wedge
- Other Jurisdiction

Charlotte-Mecklenburg Planning Department, April 2010


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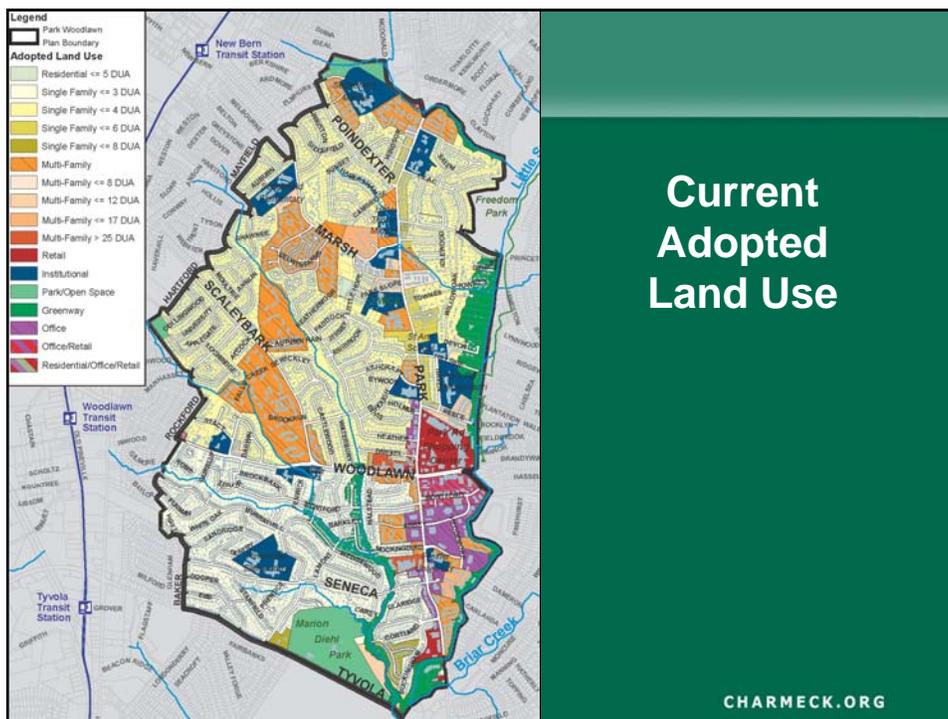
CCW Goal and Principles

Goal: Charlotte will continue to be one of the most livable cities in the country, with a vibrant economy, a thriving natural environment, a diverse population and a cosmopolitan outlook. Charlotteans will enjoy a range of choices for housing, transportation, education, entertainment and employment. Safe and attractive neighborhoods will continue to be central to the City's identity and citizen involvement key to its viability.

High-quality, context-sensitive community design
Protection of established neighborhoods



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CITY OF CHARLOTTE Population

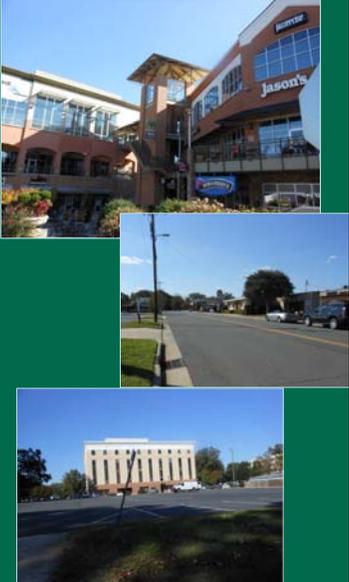
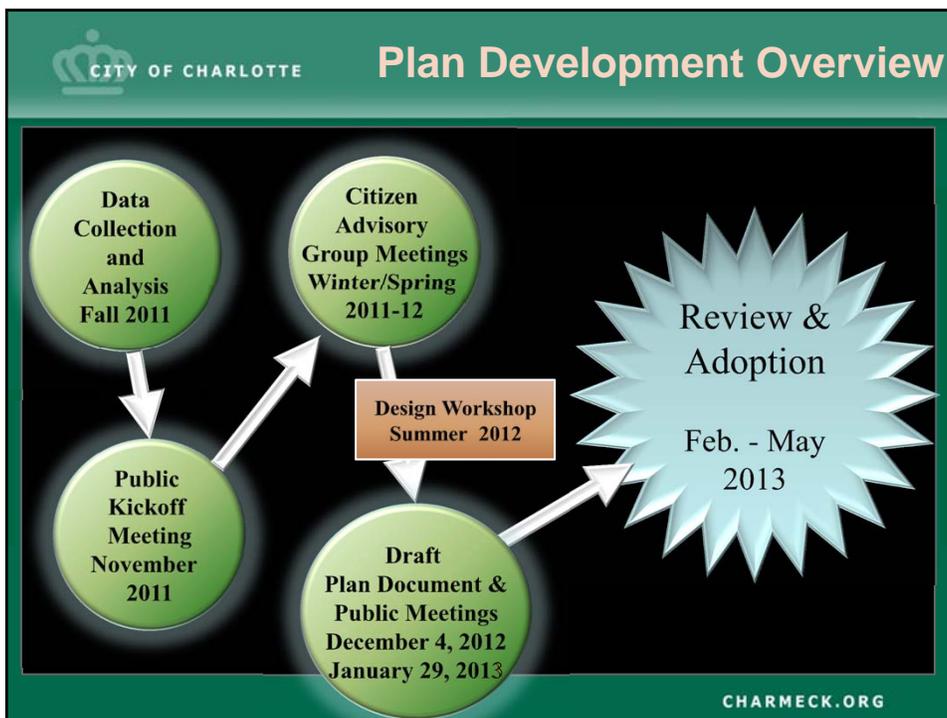
Geographic Area	1990	2000	2010
Park Woodlawn Plan Area	11,533	12,467	12,164
% Increase/Decrease		8.1%	-2.4%
City of Charlotte	395,934	540,828	731,424
% Increase		36.6%	35.2%
Mecklenburg County	511,433	695,454	919,628
% Increase		36.0%	32.2%

Source: U.S. Census Data (Block Level)

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CITY OF CHARLOTTE **Why Do a Plan for This Area?**

- To update existing plans to provide more specific guidance for growth and redevelopment
 - Park Road Corridor Area Plan (1992)*
 - Central District Plan (1993)*
 - South District Plan (1993)*
- To better integrate community design, transportation, and land use planning
- To take better advantage of the connections between the neighborhoods and the mixed-use activity center
- To coordinate with critical transportation needs and projects

 CITY OF CHARLOTTE

Citizen Advisory Group

- Public Kickoff Meeting – November 2011
- Citizen Advisory Group Meetings



- Vision Statement December 8th, 2011
- Land Use January 12th, 2012
- Land Use February 16th, 2012
- Transportation March 8th, 2012
- Greenways / Environment April 12th, 2012
- Market Study May 10th, 2012
- Design Workshop June 5th, 2012

- Public Comment Meeting – December 4th, 2012
- Final Public Meeting – January 29th, 2013

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What We Heard During Plan Development

Land-Use & Design

- Appreciate variety of local businesses and types of land uses in the area.
- Would like a more walkable Activity Center with a mix of uses that are easily accessible.
- Need more types of businesses in the area so residents don't have to leave the area for additional services.
- New development should be at a height and scale that is compatible with the surrounding neighborhoods.



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What We Heard During Plan Development

Transportation

- What can we do about congestion?
- Please slow the traffic on Park Road
- Need better accessibility to the Activity Center (Park Road Shopping Center, Montford, etc.)
- We'd like more connections within the neighborhoods and to the Activity Center
- We'd like a more walkable and bikeable neighborhood
- Help us get across the streets



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Vision Statement

The Park Woodlawn area is recognized as one of Charlotte's most vibrant, attractive and diverse areas of our city. The dynamic blend of mature neighborhoods led by engaged community leaders and residents; along with a thriving mixed-use activity center containing long standing local businesses; and active civic institutions help form part of this thriving community.

- ❖ Highlights areas unique character and strong neighborhoods.
- ❖ Emphasizes the need to preserve these strong characteristics, especially with new infill development.
- ❖ Plan Goals are to enhance and help create a neighborhood serving (context sensitive scale), mixed use activity center, surrounded by stable residential neighborhoods.



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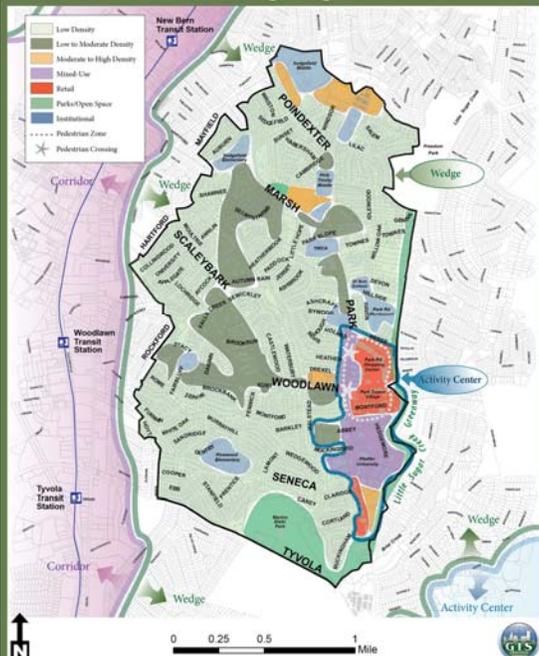
Land Use Policies



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Park Woodlawn Area Plan Concept Map

Concept Map



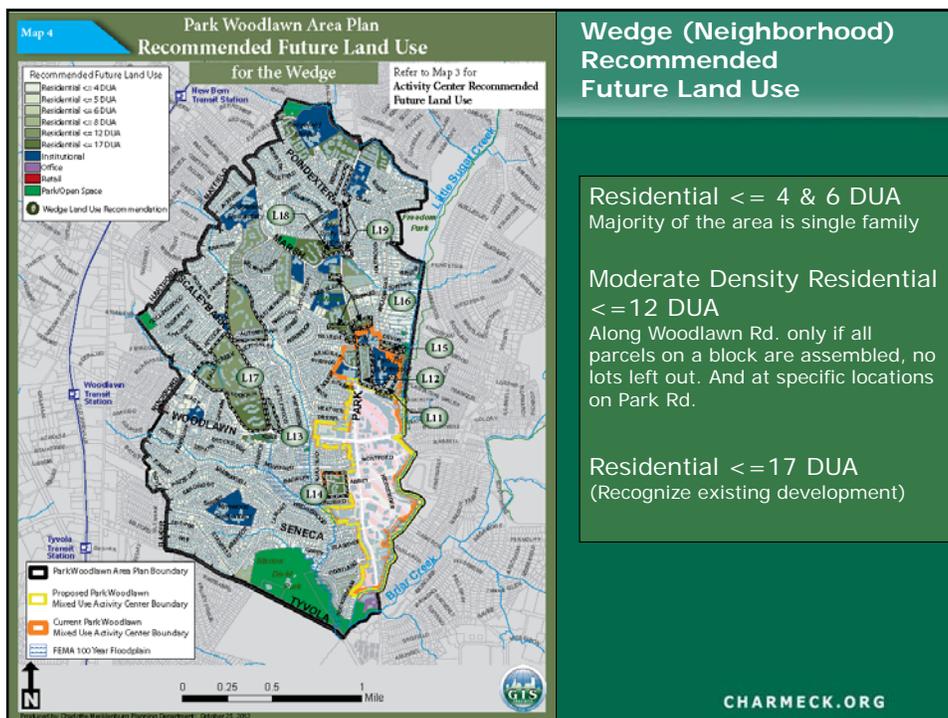
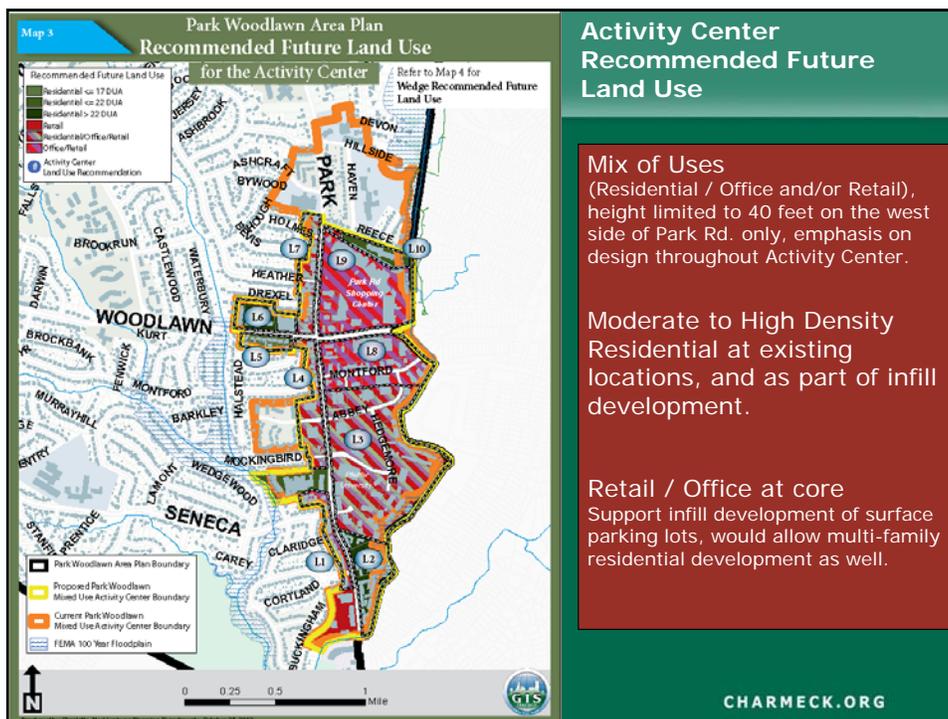
Legend:

- Low Density
- Low to Moderate Density
- Moderate to High Density
- Mixed Use
- Retail
- Park/Open Space
- Recreational
- Prohibition Zone
- Prohibition Crossing

Map Labels: New Barn Transit Station, Woodlawn Transit Station, Tyvola Transit Station, Corridor, Wedge, Activity Center, PONDREY, MARSH, SCALEY BANK, WOODLAWN, SENECA, TYVOLA.

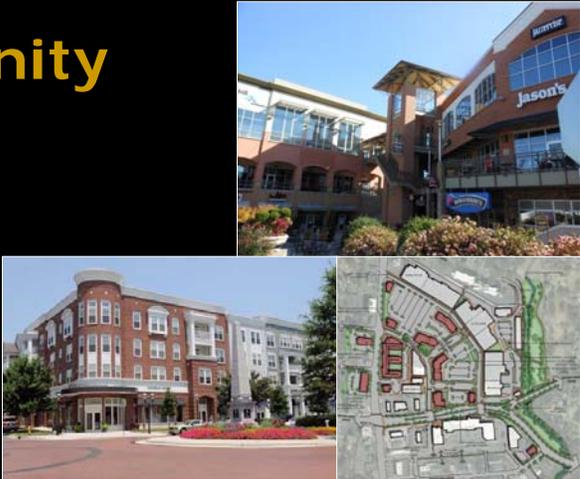
Scale: 0 0.25 0.5 1 Mile

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Community Design Policies



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Residential Design Policies Highlights



- ❖ Shallow depth lot redevelopment along Park Road should be compatible with the adjacent single family neighborhood.
- ❖ Multi-family developments along Park / Woodlawn Roads should be compatible with the surrounding neighborhood and have pedestrian scale street presence.

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Pedestrian and Vehicular Network

- ❖ Introduce improved pedestrian crossings for better neighborhood and pedestrian connectivity.
- ❖ Encourage shared parking among different uses where feasible to minimize the amount of parking spaces needed.

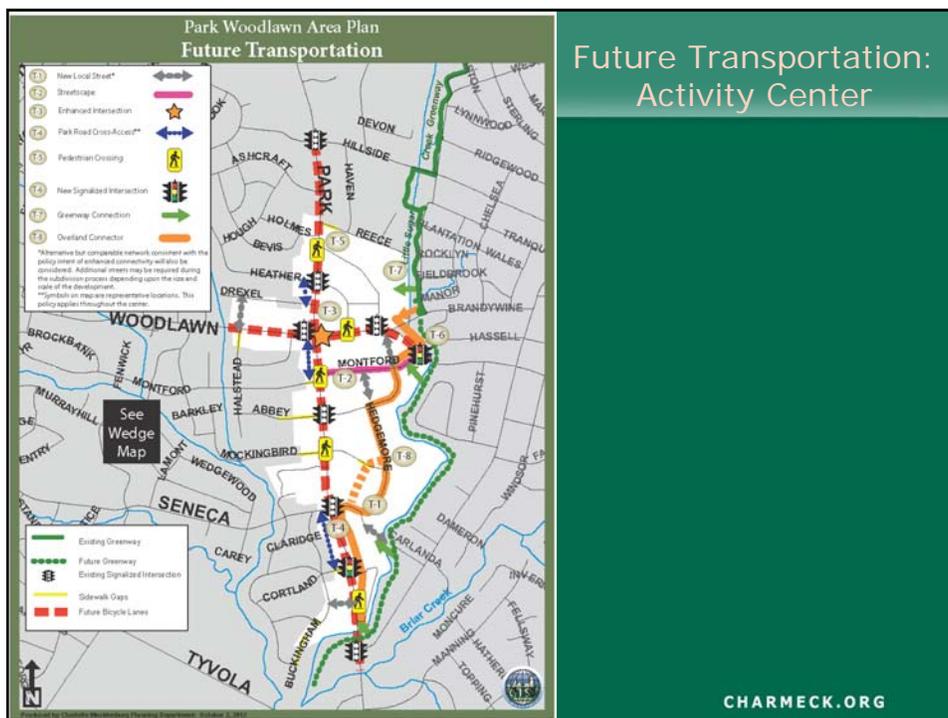
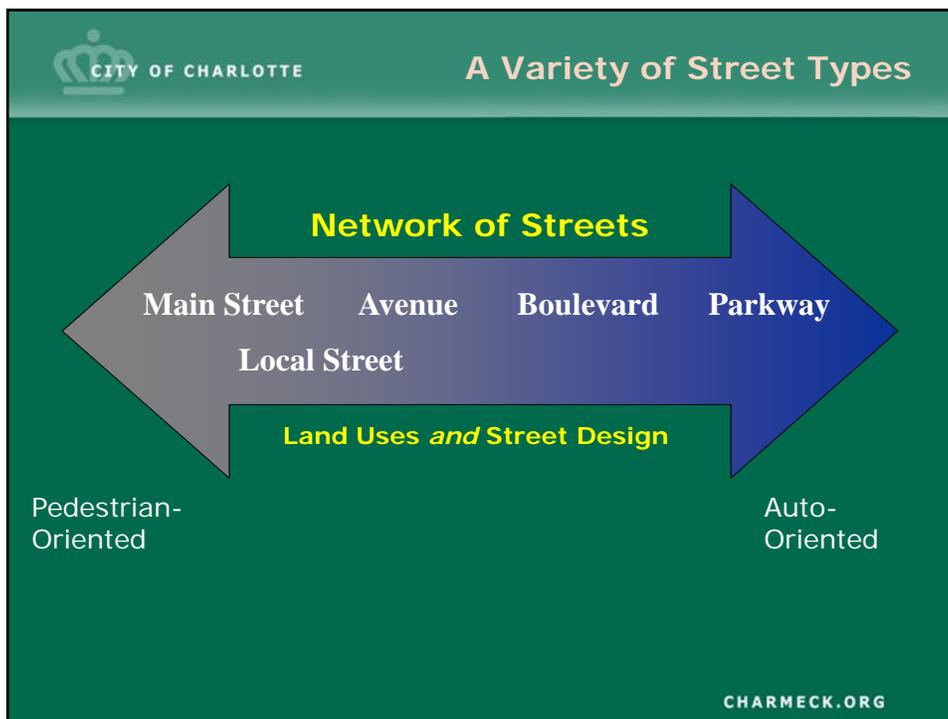


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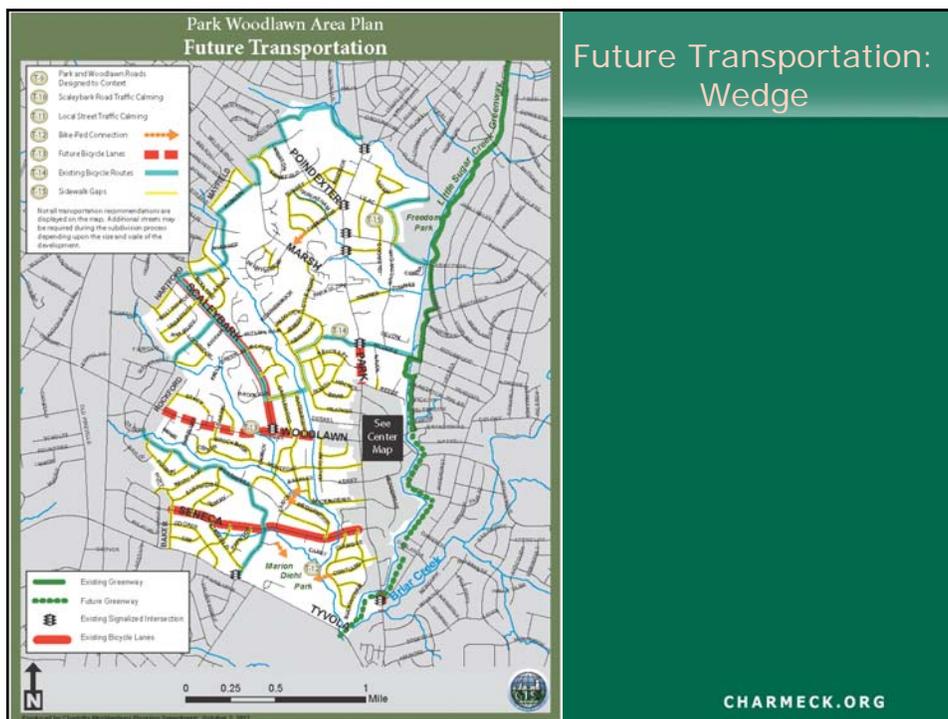
Transportation Policies



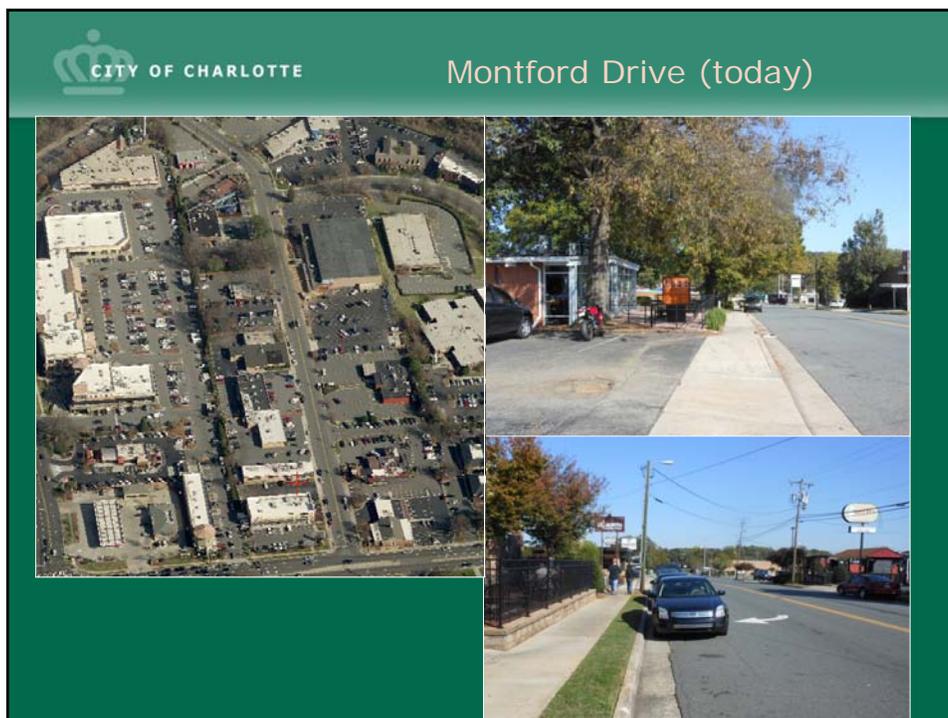
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Future Transportation:
Activity Center



Future Transportation: Wedge








Natural Environment Policies

- ❖ Encourage Actions (measures) that will ensure long term sustainability of the tree canopy.
- ❖ Establish tree canopy goals for the Park Woodlawn area, following the City's 50% Tree Canopy Goal in 2050.
 - Wedge at 50%
 - Mixed Use Center at 20%
- ❖ Support environmental education as a means of reducing the amount of pollutants entering area streams and creeks.

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Summary of

Public Meetings / Comments



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What We've Heard & Planning Committee Discussion (summary)

- ❖ Need for more Separated Bike Lanes
- ❖ Emphasize importance of smaller block lengths in Activity Center.
- ❖ Concerns over limited building heights on new developments (both for and against)
- ❖ Slight adjustments to some of the recommended future land uses.
- ❖ Support for and concerns over some proposed street connections / intersections.



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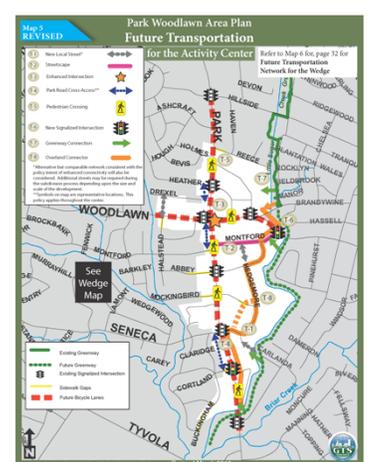
Revisions to "Draft" Plan

prepared revisions to park woodlawn area plan | draft plan | april 11, 2013

April 8, 2013

**Park Woodlawn Area Plan
Proposed Revisions to Draft Plan
Updated April 8th, 2013**

No.	Rec. & Location	Nature of Change	Current Text, Map or Graphic	Proposed Revisions (Additional Text in Bold>)
Executive Summary (pages i – vi)				
1	Executive Summary, Page 1, Transportation, Bicycle, Foot/Bike	Add the following: Purpose of Future Plans, Foot/Bike	Foot/Bike	Encourage new streets and developments wherever it is feasible in order to help create the character of the future street network.
2	Executive Summary, Page 1, New Streets, Right of Way, Right of Way, Right of Way	Clarify text.	Encourage new streets and bicycle connections to reduce vehicle miles traveled.	Encourage new streets and bicycle connections to reduce vehicle miles traveled. To provide travel options.
3	Executive Summary, Page 1, Future Land Use, Future Land Use, Future Land Use	Clarify that a variety of pedestrian routes are being planned in the right of way.	Working to implement the City's Tree Canopy Goal by 2020 by creating walkable streets that are 700 feet wide or less, with a minimum of 20% tree canopy. The plan also includes a goal to add right-of-way tree canopy to streets where possible.	Working to implement the City's Tree Canopy Goal by 2020 by creating walkable streets that are 700 feet wide or less, with a minimum of 20% tree canopy. The plan also includes a goal to add right-of-way tree canopy to streets where possible.
Plan Policies – Land Use (pages 12 – 18)				
4	Page 12, Plan Policies	Revise language to clarify the relationship to future land use.	The plan covers a lot of high-density, urban, and downtown uses. The plan also includes a goal to add right-of-way tree canopy to streets where possible.	The plan covers a lot of high-density, urban, and downtown uses. The plan also includes a goal to add right-of-way tree canopy to streets where possible.



1

2

Park Woodlawn Area Plan Community Design

Charlotte-Mecklenburg
Planning Department

**RESIDENTIAL Design Policies
D-1 Building Architecture
and Site Design**

Clear attention to building form and design serves to enhance the community. Design policies do not result in consistency of design, but provide direction for how to meet land use development.

Preserve historically or architecturally significant structures.

Design plans work along pedestrian circulation areas and public rights-of-way.

Orient building towards internal street network (under a thoroughfare) or common open space and provide pedestrian access to the street.

Transition the scale and height of development with respect to adjacent single family neighborhoods.

Multi-family development redevelopment along Park Road should maintain the surrounding context and have pedestrian scale street fronting. Building heights should be limited to 40 feet.

Shallow depth lot redevelopment along Park Road should relate to the single family neighborhood context. Building height should be limited to 40 feet.

Incorporate positive orientation of new proposed buildings toward existing or future greenways.

1A - - -

1B - - -

1C - - -

1D - - -

1E - - -

1F - - -

1G - - -

1D Transition the scale and height of development with respect to adjacent single family neighborhoods.

1F Shallow depth lot redevelopment along Park Road should relate to the single family neighborhood context. Building height should be limited to 40 feet with parking and circulation behind buildings.

START January 15, 2013

19

Park Woodlawn Area Plan Land Use

Charlotte-Mecklenburg
Planning Department

Plan Policies

Overview

The following sections set forth plan policies for land use, transportation, community design, public facilities, as well as the natural environment to realize the vision and goals for the plan area. Goals for each section are briefly summarized, followed by the recommended plan policies. Plan policies will guide future land use, zoning and other growth and development development decisions.

Land Use

This section establishes future land use policies for the area and recommends appropriate land uses to realize the plan vision. In developing these policies, transportation and community design issues were also considered and incorporated as appropriate. However, separate sections for transportation and community design policies follow and build upon the policies discussed in the land use section.

GOAL

Maintain and preserve the area's predominant neighborhood character, along with strengthening and enhancing the strong neighborhood business center. Future developments should be sensitive to the surrounding neighborhood. These developments should enhance the neighborhood by building upon the overall assets and improving the pedestrian environment by providing more connection between the residential wedge areas, and the mixed use activity center.

The land use policies are organized into two major geographic areas: Wedge and Activity Center. Each policy is numbered, and the specific location noted on Map 3 or Map 4. The policies also are cross-referenced by numbers in the Implementation Guide. The plan area incorporates Park Road / Woodlawn Road mixed-use activity center, with the majority of the area included in the wedge. Two areas of the Activity Center are recommended for reclassification as part of the Wedge due to their recommended characteristics. These are further discussed in policies 1.11 and 1.14.

ACTIVITY CENTER

Activity Centers are focal points of economic activity typically planned for concentrations of compact development. Many existing Activity Centers are appropriate locations for significant new growth along with enhancements to the supporting infrastructure. There are three types of Activity Centers: Center City, Mixed Use Centers, and Industrial Centers. The Park Woodlawn center is a Mixed Use Center and is anticipated that the area will be developed for more intensity than it currently. The proposed new growth is because there are no more vacant parcels left within the activity center; any new development will need to redevelop existing properties at higher intensities, and the surrounding demographics are favorable for more businesses wanting to locate there. However, the land use, transportation and community design policies set forth in this document will continually emphasize that new development needs to be neighborhood focused, that buildings need to be sensitive to the surrounding single family neighborhoods in terms of height and design, and need to encourage pedestrian activity by providing seating places for pedestrian such as public plazas, open spaces and active ground floor uses. See Map 3: Recommended Future Land Use for the Activity Center.

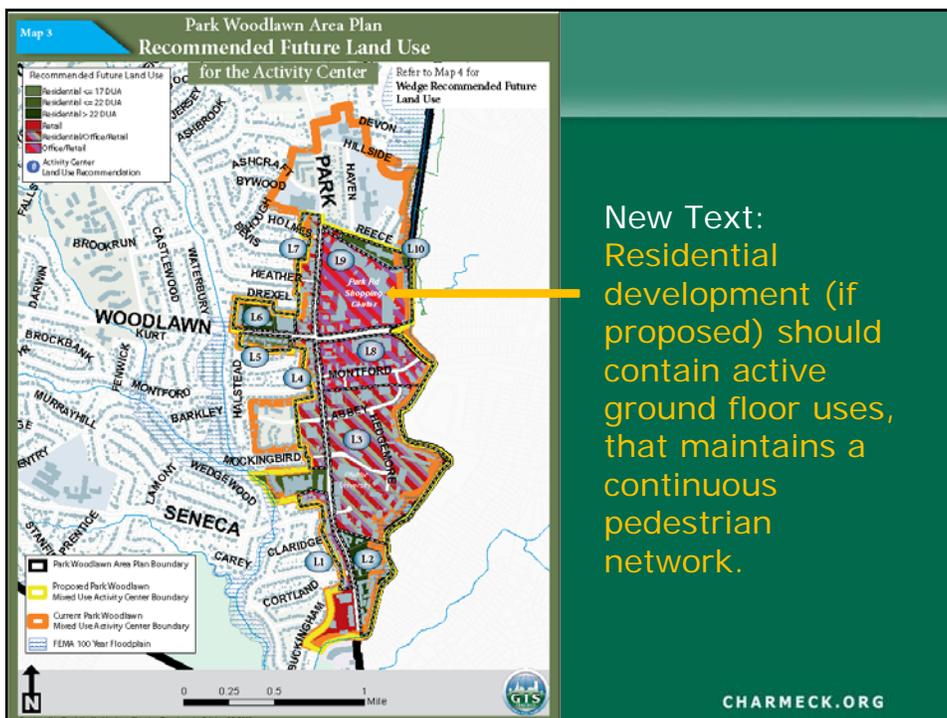
LAND USE POLICIES FOR THE ACTIVITY CENTER

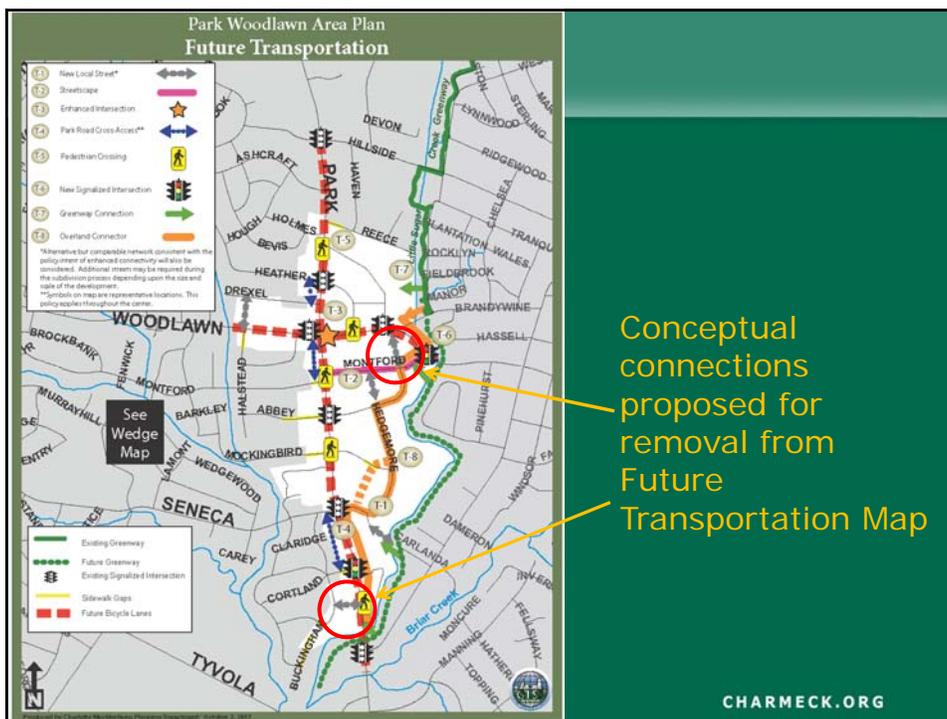
L1: Park Road, west side, from near Cortland Road to near Seneca Place. Support office and retail uses. The existing office and retail properties located along the west side of Park Road just north of the Harris-Tetter shopping center and Cortland Road are recommended for office and/or retail uses; however new developments should follow the design policies in the Community Design section. If all the parcels in the block are assembled, a multi-family development would be appropriate at a density not to exceed 12 dwelling units per acre (DUA). The proposed development would need to follow the design policies in the Community Design section, and be especially sensitive to the single family neighborhood behind them along Brooklawn Drive; it should also be at a height not to exceed 40 feet. Assembling parcels from the wedge neighborhoods into a larger

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Recommend limiting building heights to 40 feet, for new development adjacent to single family.

New Text: Residential development (if proposed) should contain active ground floor uses, that maintains a continuous pedestrian network.





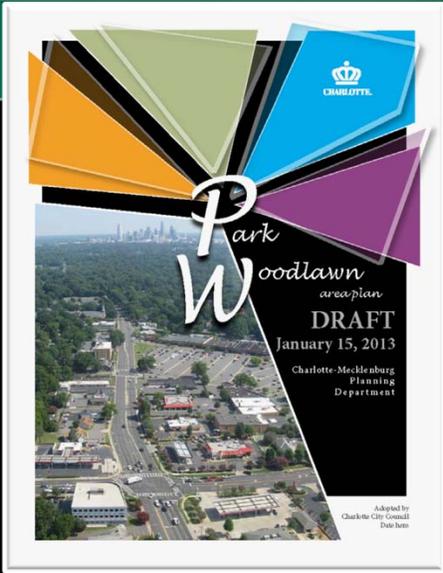
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 CITY OF CHARLOTTE

Requested Action



Refer Park Woodlawn Area Plan to full Council for Public Comment

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Questions and Comments

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