



Dilworth

Land Use & Streetscape Plan



CHARLOTTE.

Charlotte-Mecklenburg Planning Commission

Adopted by Charlotte City Council June 26, 2006

NC CHAPTER OF THE AMERICAN PLANNING ASSOCIATION

2008 North Carolina Marvin Collins Planning Award

Comprehensive Planning

Large Community

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Table of Contents

Volume I: Concept Plan	5
Introduction	7
Background and Purpose	7
Plan Development and Adoption Process.....	7
<i>Map 1: Study Area Boundary</i>	8
<i>Map 2: Issues and Opportunities</i>	9
Issues and Opportunities	10
Policy Framework	11
District and Area Plans.....	11
General Development Policies.....	11
Pedscape and Land Use Plans	11
<i>Map 3: Dilworth Planning Initiatives</i>	12
<i>Map 4: Dilworth and the Central Planning District</i>	13
East Boulevard Pedscape Plan.....	14
<i>Map 5: East Boulevard Pedscape Plan Overview</i>	15
<i>Map 5a: Cleveland to Dilworth Road West</i>	17
<i>Map 5b: Dilworth Road West to Charlotte Drive</i>	19
<i>Map 5c: Charlotte Drive to Garden Terrace</i>	21
<i>Map 5d: Garden Terrace to Little Sugar Creek Greenway Bridge</i>	23
East Morehead Pedscape Plan.....	25
Transit Station Area Plans.....	25
South End Transit Station Area Plan.....	25
<i>Map 6: South End Transit Station Area Plan Context Map</i>	28
<i>Map 7: South End Transit Station Area Plan Proposed Street Cross Sections</i>	29
<i>Map 8: South End Transit Station Area Plan Streetscape Development Standards</i>	34
New Bern Transit Station Area Plan.....	26
Dilworth Historic District.....	26
Existing Conditions and Recommendations	39
Land Use	41
Existing Conditions	41

Map 9: Existing Land Use Classifications.....	43
Map 10: Existing Zoning Designations.....	46
Recommendations.....	45
Map 11: 1993 Central District Plan Adopted Land Use.....	49
Map 12: Changes to 1993 Central District Plan.....	50
Table 1: Summary of Land Use Recommendations.....	51
Urban Design.....	57
Existing Conditions.....	57
Recommendations.....	58
Transportation.....	67
Existing Conditions.....	67
Table 2: Land Use Accessibility.....	68
Map 13: Existing Sidewalk and Bicycle Inventory.....	69
Map 14: Road Network Classifications.....	71
Map 15: Charlotte Area Transit System Routes.....	74
Recommendations.....	75
Map 16: Streetscape Locations and Possible PED-Type Zoning Districts.....	78
Parks/Greenway.....	97
Existing Conditions.....	97
Recommendations.....	97
Environment.....	99
Existing Conditions.....	99
Recommendations.....	101
Conclusion.....	103

Volume II: Implementation Plan 105

Introduction.....	107
Plan Strategies.....	107
Public Sector Responsibilities.....	107
Map 17: Illustration of Maximum Allowable Building Heights in PED Overlay Scenario	108
Table 3: Summary of Corrective Rezoning.....	109
Private Sector Responsibilities.....	114

Appendices

119

Appendix A: Detailed Description of Land Use Changes	121
Appendix B: Transportation Section Authored by CDOT	169
Appendix C: CDOT Responses to Stakeholder’s Transportation Issues	189
Appendix D: PED Overlay Parking Table	193
Appendix E: Demographic Tables	195

Executive Summary

The Plan Purpose

The Dilworth Land Use & Streetscape Plan was developed to clarify the various planning initiatives that have and will take place in and near Dilworth and to provide a comprehensive vision and land use strategy for the community so that it is better equipped to respond to increasing development pressure.

It sets the following vision for the Dilworth neighborhood:

Dilworth is a unique urban location that must balance pressure for new development with conservation of the existing neighborhood. This will be achieved by:

- *Protecting Dilworth's historical character;*
- *Conserving the existing housing stock;*
- *Encouraging a variety of housing types and a diversity of residents;*
- *Identifying opportunities for higher density housing at appropriate locations;*
- *Encouraging commercial revitalization at a scale appropriate to the neighborhood;*
- *Continuing to encourage projects containing an appropriate mixture of residential, office and commercial uses;*
- *Emphasizing a connected, community-friendly and balanced transportation system that appropriately accommodates pedestrians, bicyclists and transit users while fostering neighborhood-friendly automobile speeds for motorists traveling to and through the Dilworth community;*
- *Improving access to parks and greenways; and*
- *Being sensitive to the natural environment.*

While there are discrete areas within the Dilworth community that are covered by other planning initiatives, this vision statement applies to the entire Dilworth community, including areas covered by other plans.

The Process

Development of the Dilworth Land Use & Streetscape Plan began in February 2004 with a public meeting to introduce the process and receive public input on neighborhood issues. Following this meeting, a stakeholders group, consisting of volunteers with interests in the study area, was convened and met sixteen times from March 2004 to April 2005 to create a vision for the community, to discuss issues and develop recommendations for implementing the community vision. Meeting topics focused on the issues raised at the public meetings including land use/intensity of uses, transportation/accessibility, greenway/park access, parking and design guidelines.

Volume I (The Concept Plan) of the Dilworth Land Use & Streetscape Plan was reviewed by the Planning Committee of the Charlotte-Mecklenburg Planning Commission and then forwarded to the Charlotte City Council for final review and consideration for adoption. The Mecklenburg Board of County Commissioners and Charlotte Mecklenburg Schools were also provided an opportunity to comment on the plan.

The Recommendations

LAND USE

The Dilworth Land Use & Streetscape Plan recommends thirty-nine specific land use changes to the adopted Central District Plan:

- To clarify the 1993 Central District Plan Recommendation
- To better reflect the existing land use
- To align future land use with existing appropriate land use and/or zoning
- To focus moderate intensity development where it can be best supported by existing and future infrastructure and to create attractive gateways into Dilworth
- To be sensitive to the natural environment



Bike lanes narrow the street, which slows traffic, while creating safer travel space for bicyclists



Rear alleyways reduce the number of driveways along the street

In addition, it recommends changing the distinct single family and multi-family land use categories used in the Central District Plan to residential with a specific density. This change will help implement the community vision by accommodating a variety of housing types at a density appropriate for the specific location. Because the plan assigns specific residential densities, the General Development Policies will not be applied to sites within the plan boundaries.

DESIGN

The Plan recommends the following thirteen design guidelines to ensure that new residential and non-residential design is compatible with existing residences and to improve the pedestrian environment.

1. **Site Design:** Design around the existing landscape and topography and be sensitive to the environment during site preparation.
2. **Building Orientation:** Orient buildings toward the street and public space, where provided.
3. **Setbacks:** Ensure that building setbacks are consistent with existing neighboring development, are unimpeded by parking areas, and include pedestrian-oriented amenities.
4. **Streets and Streetscape Design:** Preserve Dilworth's traditional grid street pattern and provide streetscapes that are a safe and enjoyable travel environment for vehicles, pedestrians, bicyclists and transit riders.
5. **Driveways and Parking:** Minimize the presence of driveways and parking areas by reducing the frequency of driveways, the size of parking areas and mitigating the negative visual, environmental and safety impacts.
6. **Public Space:** Include thoughtfully located, functional, accessible, aesthetically pleasing, safe, and where possible, permeable public space in all projects.

7. **Landscaping:** Use landscaping to enhance site and building design, as well as to contribute to the natural environment and public safety.
8. **Public Art:** Incorporate public art into higher density residential and retail/mixed-use development.
9. **Lighting:** Incorporate appropriate and well-focused lighting in all development.
10. **Signage:** Design neighborhood, shopping center and building identification so that it is compatible with the surrounding community.
11. **Massing:** Create a visually interesting building while also being compatible with the surrounding neighborhood.
12. **Scale:** Respect and be compatible with the scale of existing development.
13. **Articulation:** Include architectural elements that are attractive, functional, and designed to form a cohesive composition on all elevations.

TRANSPORTATION

The transportation section makes recommendations to meet Dilworth's vision of a connected, balanced transportation system that embraces pedestrians, bicyclists and transit users, while fostering neighborhood friendly automobile speeds. The recommendations include:

- **Land Use Accessibility:** Maintain Dilworth's high land use accessibility ratings
- **Connectivity:** Maintain or enhance Dilworth's grid street system.
- **Pedestrian Facilities:** Complete gaps in the existing sidewalk system and encourage sidewalk maintenance; improve pedestrian safety at signalized inter-



The plan recommends implementing the Little Sugar Creek Greenway Master Plan

sections; improve greenway, bicycle and pedestrian connections.

- **Bicycle Facilities:** Encourage a cohesive system of bicycle facilities to activity centers within and outside Dilworth.
- **Streets and Intersections:** Slow traffic on main streets.
- **Parking:** Continue to explore ways to better meet parking needs.
- **Transit Services:** Maintain bus coverage and improve access to rapid transit.
- **Streetscape Design:** Implement the seventeen streetscape cross sections and development standards as development occurs.

PARK/GREENWAY ACCESS

The Dilworth Land Use & Streetscape Plan recommends implementation of the 2003 Little Sugar Creek Greenway Master Plan to improve neighborhood access to Freedom Park and Little Sugar Creek. Highlights of the Little Sugar Creek Master Plan include trails, signage, trail enhancements, pedestrian and vehicular crossings and bridges.

ENVIRONMENT

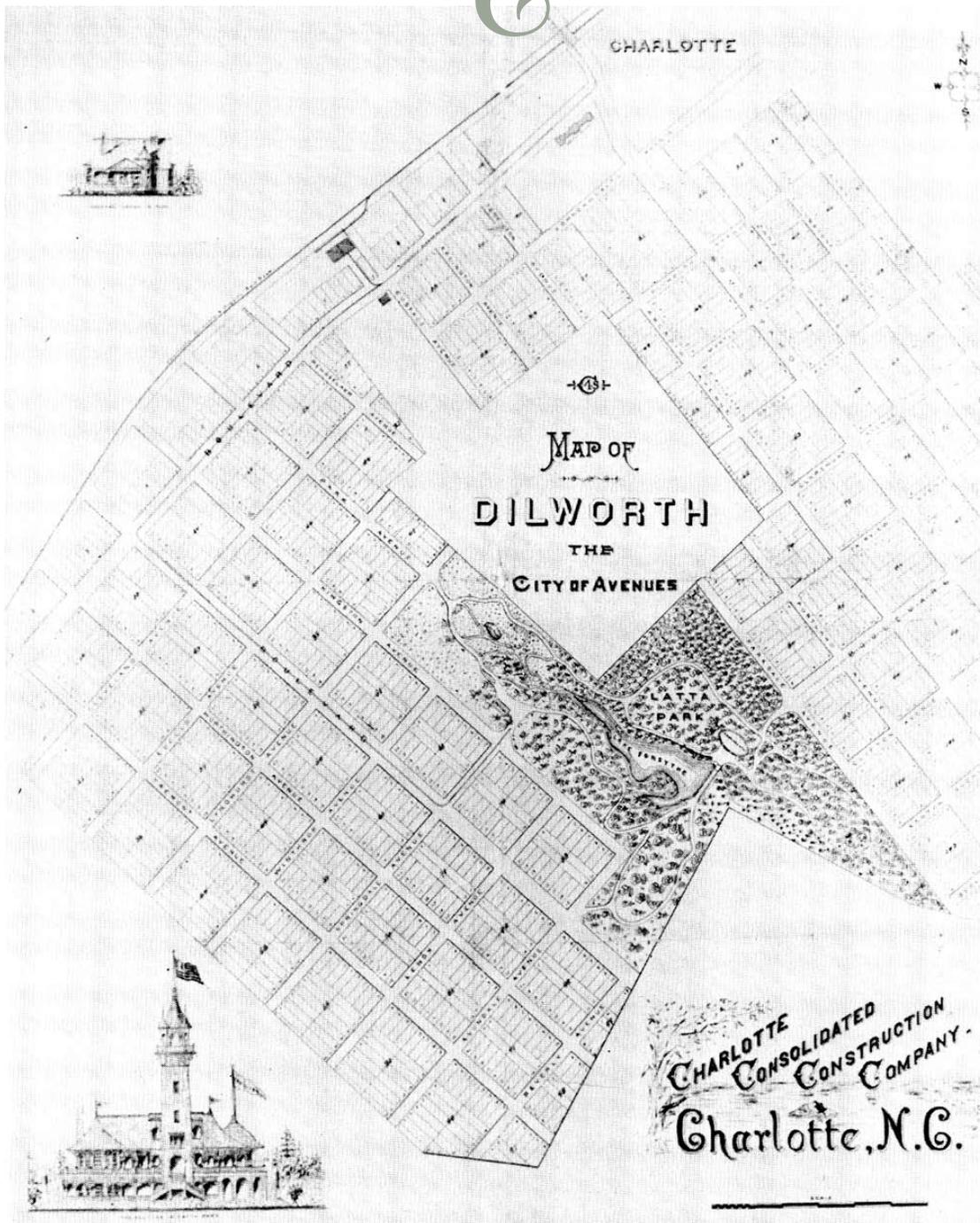


Stakeholders consider greenway recommendations

The Plan makes a number of recommendations for continued and improved sensitivity to the natural environment in Dilworth. Air quality recommendations focus on reducing vehicle miles traveled per capita through compact land uses, filling in vacant and underutilized land, supporting alternative modes of transportation and maintaining street connections. Recommendations for land quality concentrate on using land efficiently and preserving natural assets, such as tree canopy, floodplains, parks and historic structures. Water quality recommendations advocate reducing impervious surfaces, storm water run-off and erosion and sedimentation.

VOLUME I: Concept Plan

DILWORTH LAND USE & STREETScape PLAN



Introduction

Background and Purpose

Area plans are policy guides that provide the framework for future growth and development and serve as a guide for elected officials in making land use and zoning decisions. The Charlotte City Council first adopted a small area plan for Dilworth in 1982. Then, in 1993, that plan was revised and incorporated into the Central District Plan. The District Plan reinforced many of the land use recommendations from the Dilworth Small Area Plan and expanded the scope to include parcel specific land use recommendations for all of Dilworth.

In 2004, the Planning Commission began work on a new land use and streetscape plan for Dilworth in response to the community's request for an updated plan, continued development pressure and the number of other planning initiatives (pedscape plans, transit station area plans, etc.) that affect the Dilworth community. The study area boundaries for this analysis are shown on Map 1.

It should be noted that the boundaries of the Dilworth community extend beyond the boundaries of the study area and are also illustrated on Map 1. Because other initiatives have been/will be completed to address land use and design issues in some of the areas within or adjacent to the boundary, this study does not make recommendations for areas within the East Boulevard Pedscape, South End Transit Station Area and future New Bern Transit Station Area and East Morehead Street Pedscape plans (See Map # 3 for the boundaries of these other plans). However, this study identifies concerns that are universal to the Dilworth community, regardless of plan boundaries.

The purpose of the Dilworth Land Use & Streetscape Plan is to provide a vision and recommendation to guide property owners, developers and elected officials in making land use and development decisions in the Dilworth study area. This document strives to accommodate additional density (consistent with the City's General Development Policies) around the perimeter of Dilworth in a manner that will not be detrimental to the neighborhood. The primary focus of this study is on land use, development design, transportation and park/greenway access.



Stakeholders discuss land use recommendations

Plan Development and Adoption Process

The Plan development process began in February 2004 with a public meeting to introduce the process and receive public input. Following this meeting, a stakeholders group, consisting of volunteers with interest in the study area, met sixteen times from March 2004 to April 2005 to create a vision for the community, discuss issues and develop recommendations for implementing the community vision. Meetings focused on the issues raised at the public meetings including land use/intensity, transportation/accessibility, greenway/park access, parking and design guidelines. A complete list of the issues can be found in Appendix D. The geographic areas where most of the land use and transportation issues are clustered are illustrated on Map 2. Other events included a half-day design charrette and a walking tour of the Little Sugar Creek Greenway.

A public meeting was held in February 2006 to review and receive comments on the plan recommendations. The Concept plan was subsequently reviewed by the Planning Committee of the Charlotte-Mecklenburg Planning Commission on May 16, 2006 and then forwarded to the Charlotte City Council where it was adopted on June 26, 2006.

The Plan is divided into two volumes. Volume I: The Concept Plan describes the existing conditions, discusses other plans that affect Dilworth, describes the existing policy framework and provides land use, transportation, design, park/greenway and environmental recommendations. Volume II: The Implementation Plan identifies specific strategies that will assist in implementing the Concept Plan. Only the Concept Plan will be considered for adoption by Charlotte City Council. The Implementation Plan will serve as a guide for staff in implementing the Concept plan.

Dilworth Land Use & Streetscape Plan

Map 1: Study Area Boundary

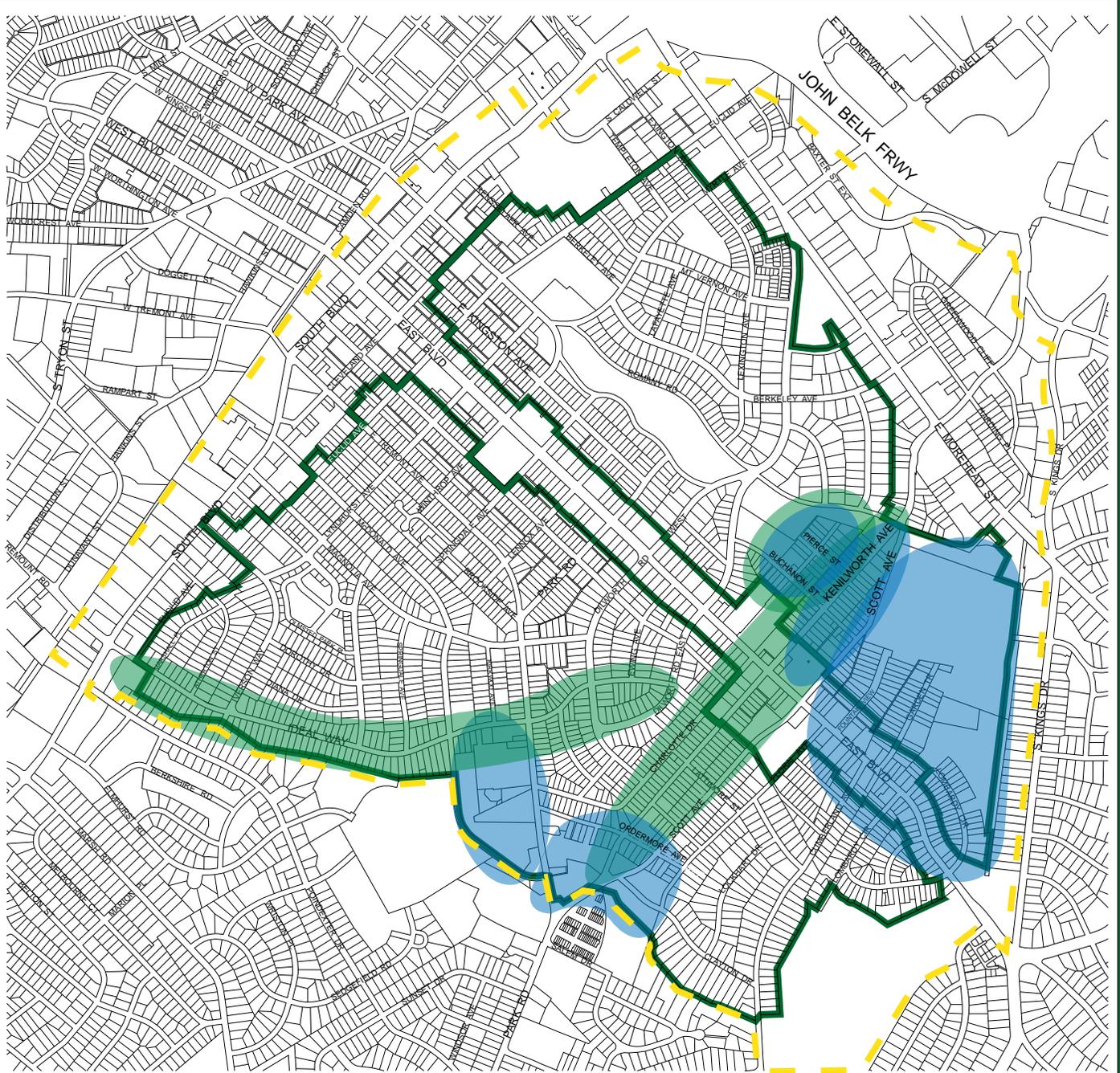


— Dilworth Study Area Boundary
 - - - Dilworth Community Boundary

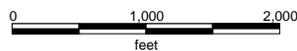


Dilworth Land Use & Streetscape Plan

Map 2: Issues and Opportunities



	Land Use Issue Areas
	Transportation Issue Areas



Issues and Opportunities

Citizens identified issues and opportunities as part of the first two public meetings (November 2003 and February 2004). The stakeholder group then refined the issues and opportunities and categorized them as:

1. Land Use/Intensity of Uses
2. Design Guidelines/Building Heights,
3. Transportation/Shared Parking/Pedestrian Access
4. Greenway/Park Access

The geographic areas where most of the land use and transportation issues are clustered are illustrated on Map 2. As the map shows, most of the identified land use issues focus on the areas around Park Road/Scott and Kenilworth Avenues, Scott and Kenilworth Avenues at Pierce and Buchanon streets and Fountain View/Garden Terrace/Lombardy Circle. The transportation issues focus on Ideal Way and Scott/Kenilworth Avenues.

Policy Framework

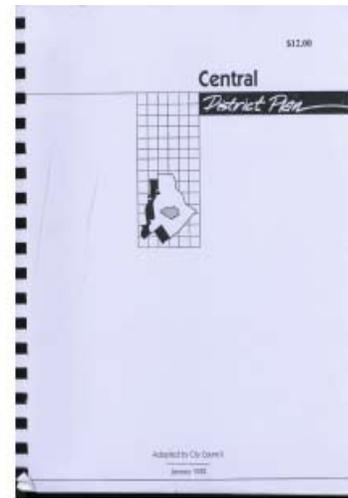
In addition to providing a framework for future growth and development, the Dilworth Land Use and Streetscape Plan serves as a “clearinghouse” for all of the plans and overlay district that are in place in the Dilworth community. The term, “clearinghouse,” means that all of the initiatives, as of the plan adoption date, that affect the Dilworth community are, at minimum, referenced in this document. These initiatives are illustrated on Map 3 and are discussed in the following section.

District and Area Plans

Charlotte-Mecklenburg is divided into seven geographic areas or districts – the North, Northeast, East, South, Southwest, Northwest and Central districts – for planning purposes. Each of these areas has a district plan that outlines broad policies and recommendations for the area and addresses a wide range of physical development issues. The district plans provide parcel-specific land use recommendations for all the land within Charlotte’s jurisdiction. Dilworth is included within the Central District Plan as shown on Map 4. The Central District is the area generally bounded by Route 4 to the east, south and west and I-85 to the north, excluding the uptown area.

The Central District Plan (1993) is the current adopted policy document for Dilworth. As part of the development of the district plan the recommendations from an earlier planning initiative, the Dilworth Small Area Plan (1982) were reviewed and incorporated. The Dilworth Small Area Plan focused on strategies to conserve the residential areas while providing an environment where office and retail uses could thrive. Several rezonings resulted from that plan.

Since the adoption of the district plan in 1993, it has been updated with smaller, more focused planning initiatives. These initiatives have included rezonings and, more recently, pedscape and land use plans and transit station area plans. Dilworth also includes a historic district, which does not update the Central District or have land use implications but that does have architectural and site design implications.



The Central District Plan is the currently adopted land use policy for Dilworth

General Development Policies

Because this plan provides specific guidance regarding residential densities and design, it supersedes the residential location and design guidelines in the General Development Policies (2003) for the plan area.

Rezonings

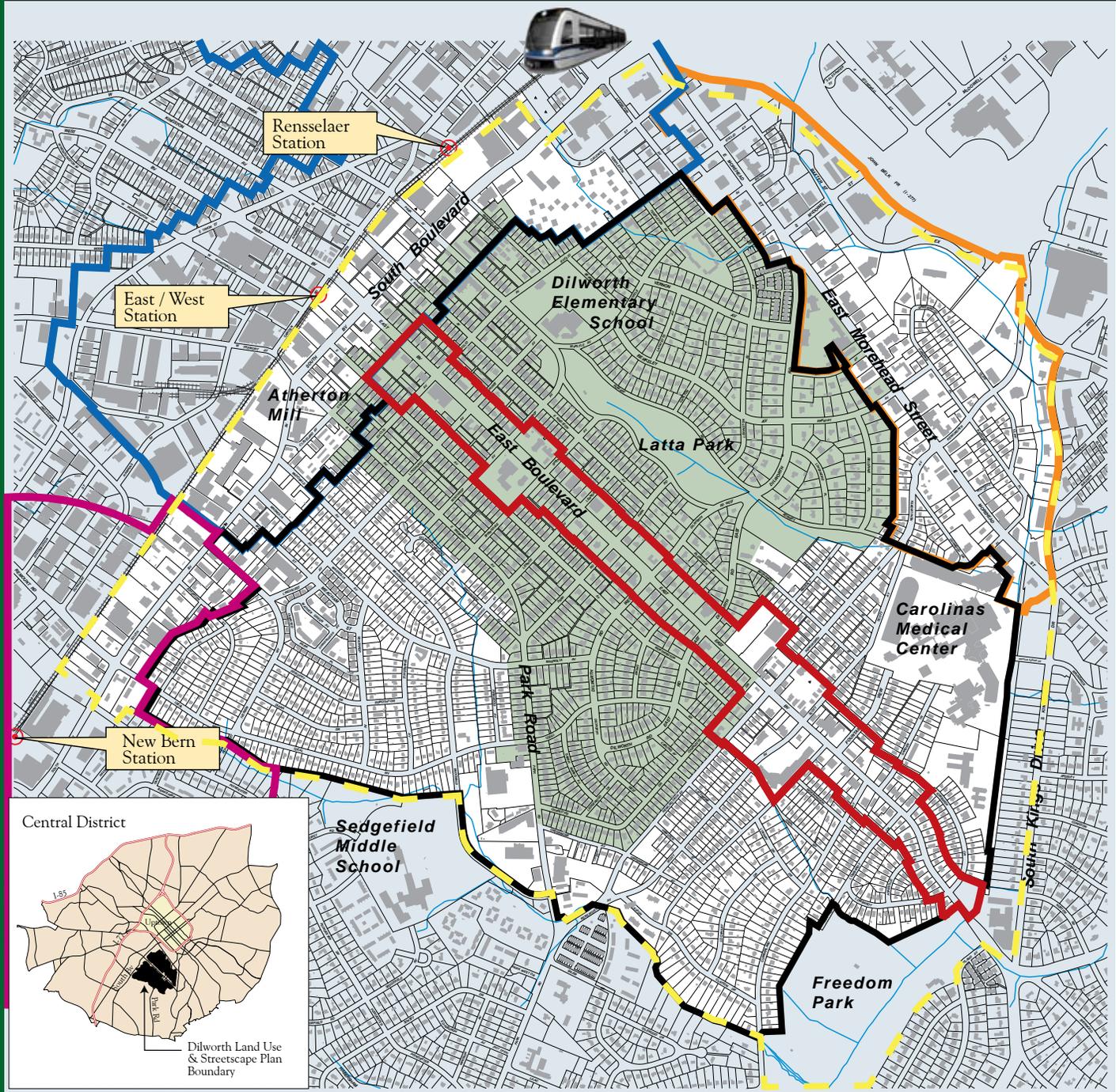
It is the City of Charlotte’s policy that once a rezoning is approved that is not consistent with the adopted land use plan, that rezoning updates the adopted land use. There have been several rezonings approved in Dilworth in the past few years that amended the Central District Plan and contributed to the current “face” of the Dilworth community. Many of these were mixed-use projects – a mixture of residential and non-residential uses – and multifamily projects along the Scott/Kenilworth corridor.

Pedscape and Land Use Plans

With the objective of creating and protecting liveable, walkable neighborhoods, Charlotte City Council adopted a Pedestrian Overlay District zoning category (referred to as “PED”) in March 2000. Prior to applying the zoning district to any property, a specific plan must be adopted that provides building setbacks, street cross sections, streetscape development standards and land use recommendations. Typically, this is a “pedscape” plan, which defines the vision, land use policy, development standards and infrastructure recommendations for a corridor where PED zoning is to be applied. A pedscape plan is different from a typical land use plan in that it includes

Dilworth Land Use & Streetscape Plan

Map 3: Dilworth Planning Initiatives



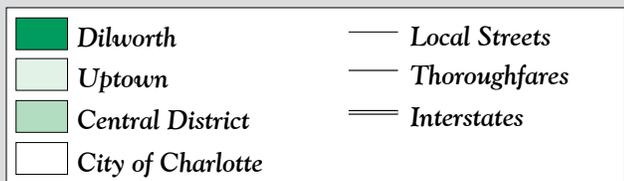
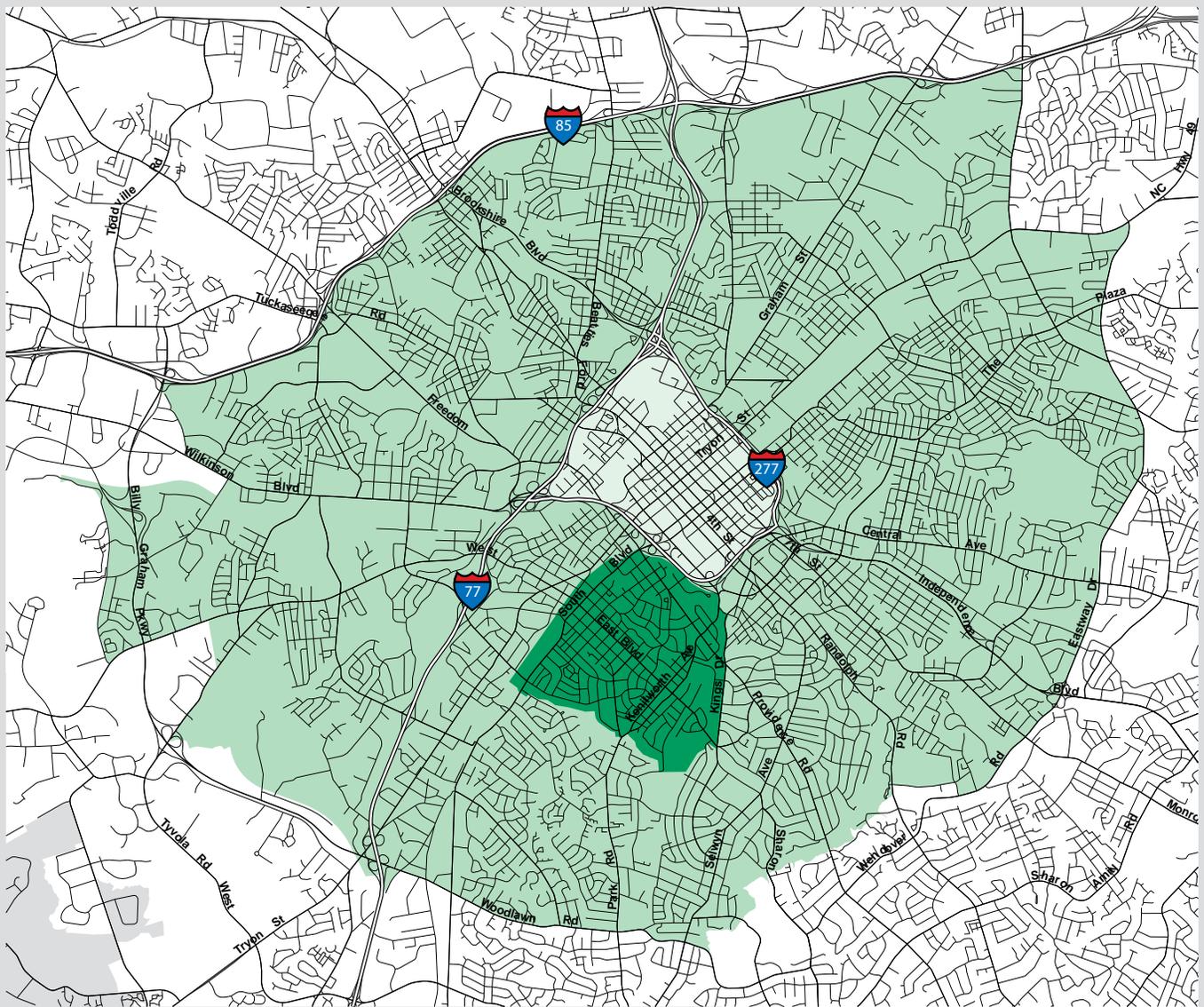
Planning Initiatives in the Dilworth Area

-  Dilworth Plan Study Area
-  East Blvd Pedscaple Plan Boundary
-  South End Transit Station/ Pedscaple Plan Boundary
-  Dilworth Community Boundary
-  Future East Morehead Pedscaple Plan Boundary (tentative boundary)
-  Future New Bern Station Area Plan Boundary
-  Dilworth Historic District
-  Transit Stations



Dilworth Land Use & Streetscape Plan

Map 4: Dilworth and the Central Planning District



design standards that will be required through zoning. A streetscape plan might supplement a typical land use plan to serve the same function as a pedscape plan. In relation to zoning, the pedscape plan or a combined streetscape and area/land use plan serves the function of an “adopted streetscape plan” when such is required by zoning districts such as PED and MUDD (Mixed Use Development District).

EAST BOULEVARD PEDSCAPE PLAN

The East Boulevard Pedscape Plan updates the Central District Plan for the East Boulevard area. East Boulevard is Dilworth’s “main street.” It developed in the pre-automobile era, and has redeveloped parcel by parcel from residential to retail and office uses. Because the area was developed when the primary modes of transportation were walking, the trolley, bicycle and horse-drawn carriage, it has the fundamental elements that contribute to pedestrian scale and orientation. This includes an extensive network of streets, grand trees and comfortable sidewalks, short blocks, and a mix of housing types, services, schools, churches, business and open space in a compact setting that allows for easy pedestrian access.

The East Boulevard Pedscape Plan was adopted in June 2002. The boundaries for the plan are shown on Map 5. The boundary ends one block before South Boulevard because the blocks between Cleveland and South are included in the South End Transit Station Area Plan. PED zoning was applied to the East Boulevard Pedscape Plan area in November 2002. The PED overlay zoning is a tool to implement land use recommendations and to promote a pedestrian-oriented setting with high quality design that complements the adjacent neighborhood. At the time of the adoption of the Dilworth Land Use & Streetscape Plan, potential changes to the PED zoning district were under review. Should the City Council amend the PED zoning district, the Dilworth Community Development Association (DCDA) has requested that the community be

involved in a review of the East Boulevard Pedscape Plan to ensure that the DCDA’s concerns with PED, as expressed during the Dilworth Land Use & Streetscape Plan process, are being addressed.

The adopted land use for the East Boulevard Pedscape Plan is shown on Map 5. Office uses are primarily recommended between Euclid Avenue and Dilworth Road East and between Lombardy Circle and Little Sugar Creek, with commercial use, mixed-use development and multi-family development recommended between Dilworth Road East and Lombardy Circle. These land uses support the community vision of a mixture of land uses, which provide the pedestrian accessibility to services, workplaces and residential choices within the neighborhood.

The streetscape standards in the plan generally address the area of roadway between the curbs. The standards include number and width of travel lanes, bicycle and transit accommodations and on-street parking provisions. The development standards in the plan apply to the area between the building and the curb – minimum setback, sidewalk width and planting requirements. The most significant physical changes to the East Boulevard corridor will happen incrementally as new development occurs under the PED development standards. New development will reserve right-of-way for the cross sections to be constructed. Road widening will occur after all right-of-way is available, which will likely take many years.

Map 5 shows an overview of the entire East Boulevard corridor, and Maps 5a-d provide more detail for each of the five sections of the corridor as defined in the East Boulevard Pedscape Plan.

Cross sections for the section of East Boulevard from Cleveland Avenue to Dilworth Road West, shown on Map 5a, were not included in the adopted pedscape plan, but development standards are included. Subsequent to the plan’s adoption and as part of the plan implementation, a concept plan for the recommended future cross section was developed through an additional public input process. The concept plan maintains the existing curb location, which is currently 71 feet from back-of-curb to back-of-curb. *No funding has been secured for the implementation of this project.*

For the section of the pedscape plan from Dilworth Road West to Lombardy Circle, shown on Maps 5b-d, the cross section illustrated *will only be implemented once additional right-of-way is secured through redevelopment. This could take many years and this section is not a candidate for near term implementation.*

The vision for the East Boulevard Pedscape Plan is to achieve a tree-lined avenue, with pedestrians on sidewalks filled with attractive amenities, such as sidewalk cafes and public art at appropriate locations. People feel comfortable moving around the corridor on foot, by bicycle, on transit, or by private automobile. Well-designed, pedestrian-oriented new development mixed with the existing historic fabric defines the character of the street.



Taking a closer look at the East Boulevard Pedscape Plan a brief overview of the four sections identified through the planning process



East Boulevard Pedscape Plan
adopted by Charlotte City Council
June 2002

available online at
www.charlotteplanning.org
or available through
Charlotte-Mecklenburg
Planning Commission
600 East Fourth Street
Charlotte, NC 28202-2853
704-336-2205

The vision for the East Boulevard corridor is a tree-lined avenue filled with pedestrians on sidewalks that contain public art and cafes at appropriate locations. Bicycles, transit, or private vehicles work well with both new pedestrian-friendly development and the existing historic fabric.

The most significant changes to the East Boulevard corridor will happen incrementally as new development occurs under the PED development standards. **Newly constructed development will reserve right-of-way as shown on Maps 5a,b,c, and d. Road widening will occur after all right-of-way is available, which will likely take many years.** There are minor improvements to the existing public right-of-way that can be undertaken by the City in the near term (2-5 years) to make East Boulevard more pedestrian friendly, but these improvements are **subject to the availability of public funding.**



5a
Cleveland Avenue
to Dilworth Road West

for more detail see Map 5a
This section, which is entirely within the Dilworth Historic District, is defined by large trees in generous planting strips, and many grand, historic buildings with deep setbacks. Future recommendations include: 6' sidewalk and 8' planting strip. Road cross-section configuration will be determined through public input process.



5b
Dilworth Rd West
to Charlotte Drive

for more detail see Map 5b
A large portion of this section lies within the Dilworth Historic District. Large oaks and historic buildings with professional offices characterize this section with a transition to commercial uses. Future recommendations include: 6' sidewalk, 8' planting strip, median/left-turn lane, 4 vehicle lanes, and bike lanes.



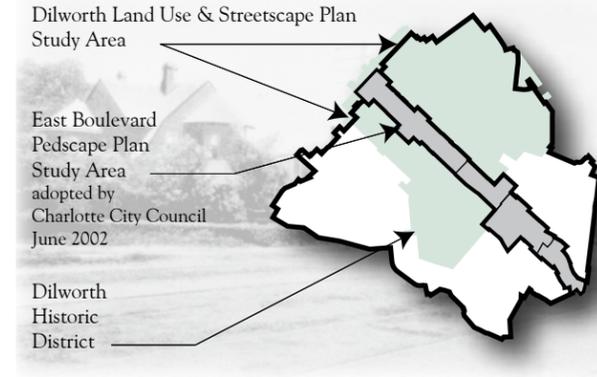
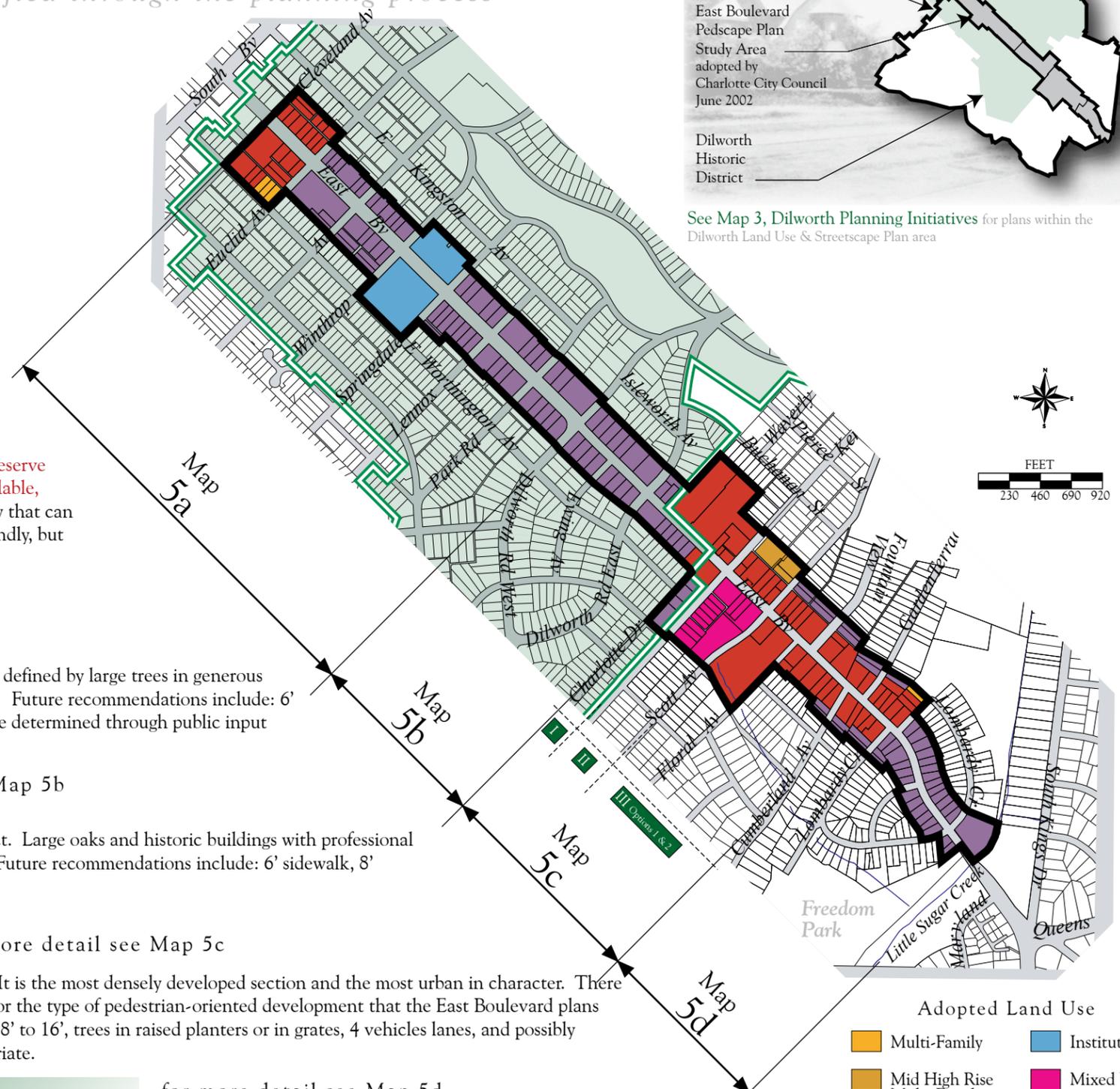
5c
Charlotte Drive
to Garden Terrace

for more detail see Map 5c
This section is the commercial center of the East Boulevard corridor. It is the most densely developed section and the most urban in character. There are existing buildings under construction or planned that are models for the type of pedestrian-oriented development that the East Boulevard plans seeks to foster. Future recommendations include: sidewalks vary from 8' to 16', trees in raised planters or in grates, 4 vehicles lanes, and possibly median, left-turn lanes, bike lanes, and/or on-street parking as appropriate.



5d
Garden Terrace to
Little Sugar Creek
bridge

for more detail see Map 5d
In this section, land uses transition from commercial and mixed-use to office uses. The character of the street becomes more residential in nature, with large houses (most used as offices) on generous setbacks and large oaks lining the street down to Freedom Park. Future recommendations include: 6' sidewalks, 8' planting strip, 3 vehicle lanes, and bike lanes.



See Map 3, Dilworth Planning Initiatives for plans within the Dilworth Land Use & Streetscape Plan area

Adopted Land Use

Multi-Family	Institutional
Mid High Rise Multi-Family	Mixed Use
Commercial	Historic District
Office	Pedscape Boundary



Taking a closer look at the East Boulevard Pedscape Plan a brief overview of 5a

The City of Charlotte Engineering & Property Management has developed conceptual plans for recommended street cross-sections for Section 5a.

Conceptual plan information and project updates may be obtained by contacting:
City of Charlotte
Engineering & Property Management
 704-336-2291 or visit the following website:
<http://www.charmeck.org/Departments/City+Engineering/See+Our+Projects/Transportation/Roads/East+Blvd.htm>

Please see list of symbols below which show planned improvements. Major enhancements include 2 landscaped traffic circles at Euclid Avenue and Dilworth Road West, pedestrian plaza/walkway, bike lanes, and on-street parking.

STREETSCAPE IMPROVEMENT SYMBOLS

- Traffic Circle with Central Landscaped Area
- Improved Pedestrian Crosswalks at Intersection
- Bike Lane
- On-Street Parking
- Landscaped Median / Turn Lane
- Textured Turn Lane
- Pedestrian Plaza / Walkway
- Landscaping which may include street trees, shrubs, and/or groundcovers



1 412 East Boulevard



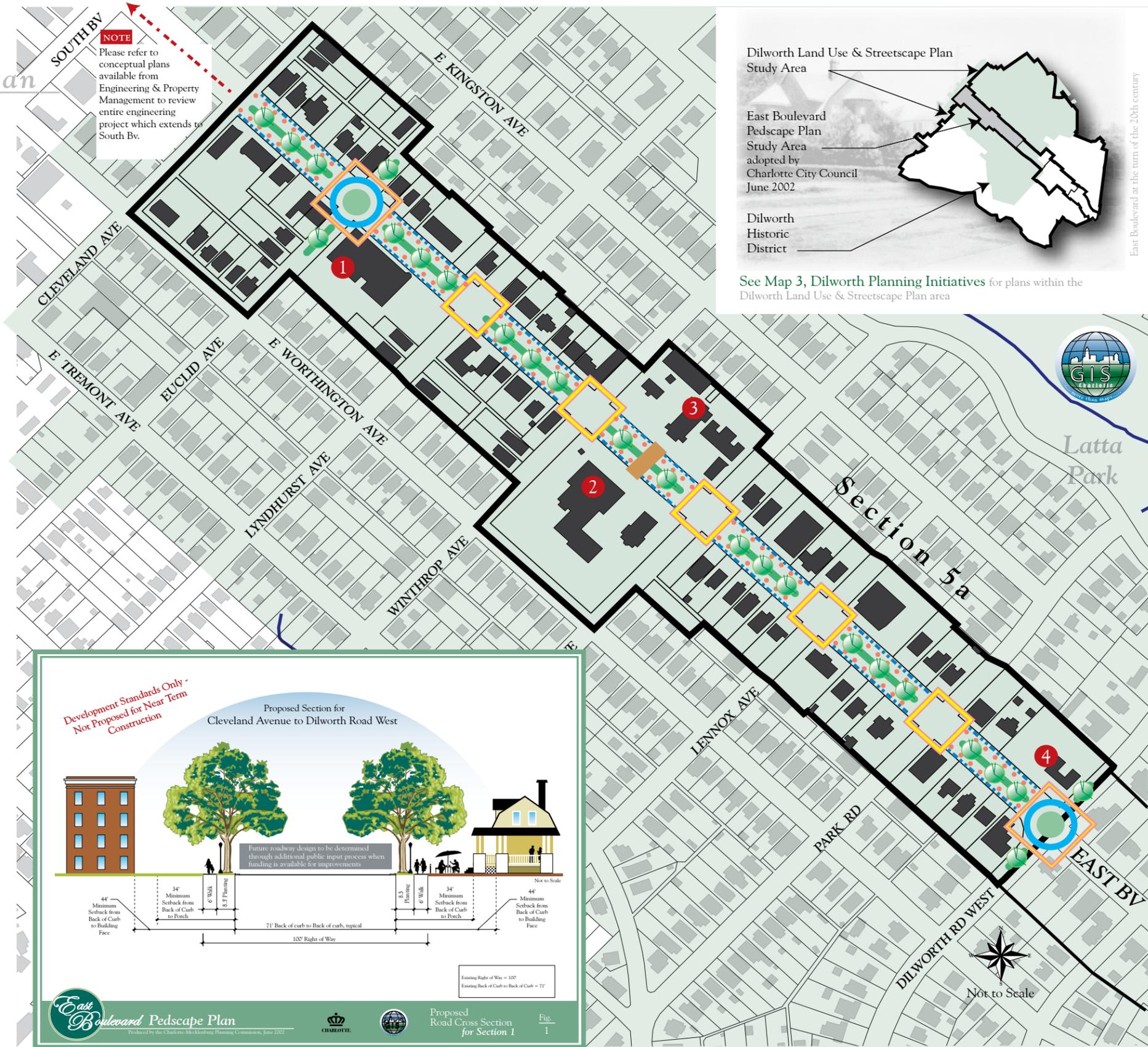
2 Holy Trinity Greek Orthodox Church
600 East Boulevard



3 Dilworth United Methodist Church
601 East Boulevard



4 927 East Boulevard



Taking a closer look at the East Boulevard Pedscape Plan a brief overview of 5b

The City of Charlotte Engineering & Property Management has developed conceptual plans for recommended street cross-sections for the part of Section 5b between Dilworth Road West and Dilworth Road East.

Conceptual plan information and project updates may be obtained by contacting:

City of Charlotte
 Engineering & Property Management
 704-336-2291 or visit the following website:
<http://www.charmeck.org/Departments/City+Engineering/See+Our+Projects/Transportation/Roads/East+Blvd.htm>

The part from Dilworth Road East to Charlotte Drive is currently in the design phase. Improvements being designed include pedestrian refuge medians and crosswalk enhancements.

Please see list of symbols below which show planned improvements. Major enhancements include a landscaped traffic circle at Dilworth Road West, improved pedestrian crosswalks, bike lanes, and landscaped median / turn lane.

STREETSCAPE IMPROVEMENT SYMBOLS

-  Traffic Circle with Central Landscaped Area
-  Bike Lane
-  Textured Turn Lane
-  On-Street Parking
-  Pedestrian Plaza / Walkway
-  Improved Pedestrian Crosswalks at Intersection
-  Landscaped Median / Turn Lane
-  Landscaping which may include street trees, shrubs, and/or groundcovers



1 1001 East Boulevard



2 Hawkins & Whittington
1113 East Boulevard



3 First Christian Church
1200 East Boulevard



4 1227 & 1235 East Boulevard



Taking a closer look at the East Boulevard Pedscape Plan a brief overview of 5c

Section 5c is currently in the design phase. Improvements being designed include pedestrian refuge medians and crosswalk enhancements.



1 Dilworth Gardens
1412 East Boulevard



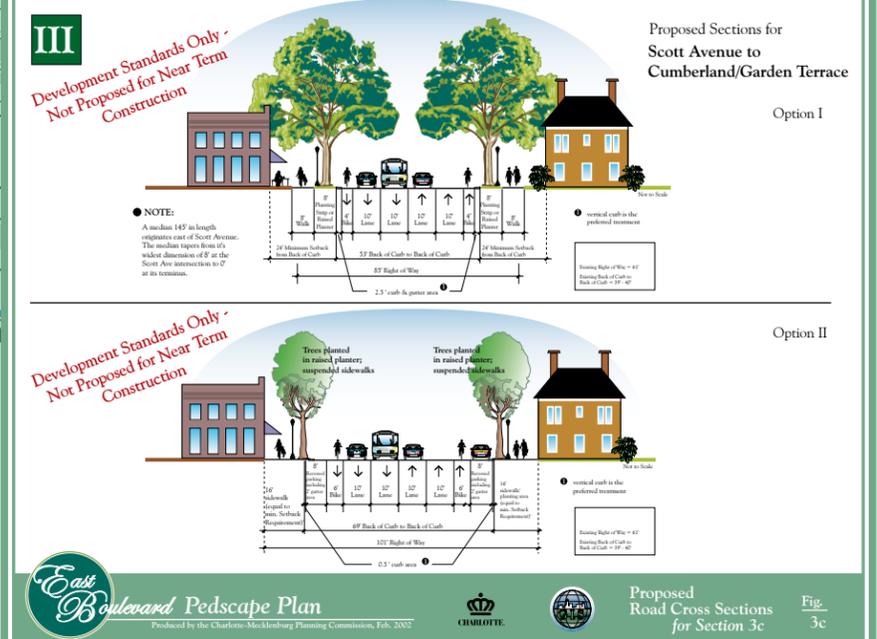
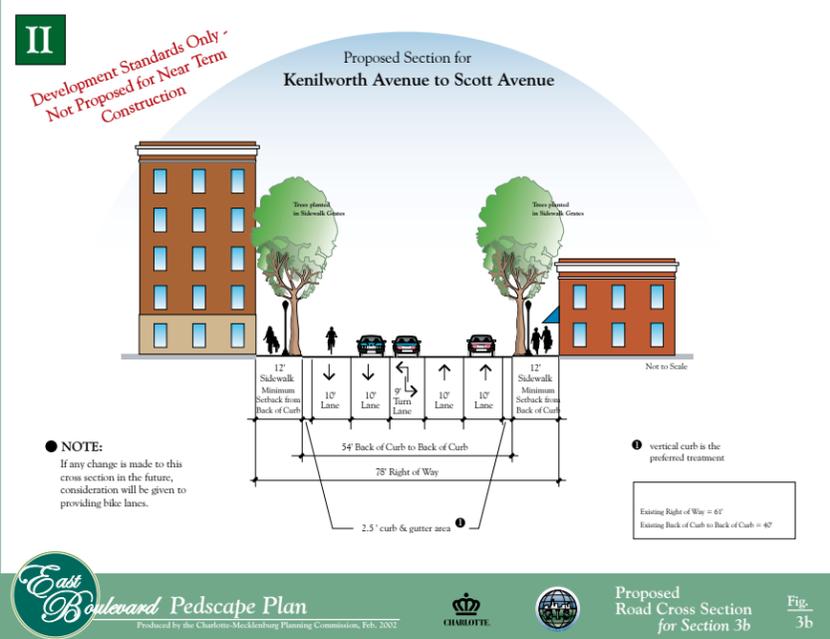
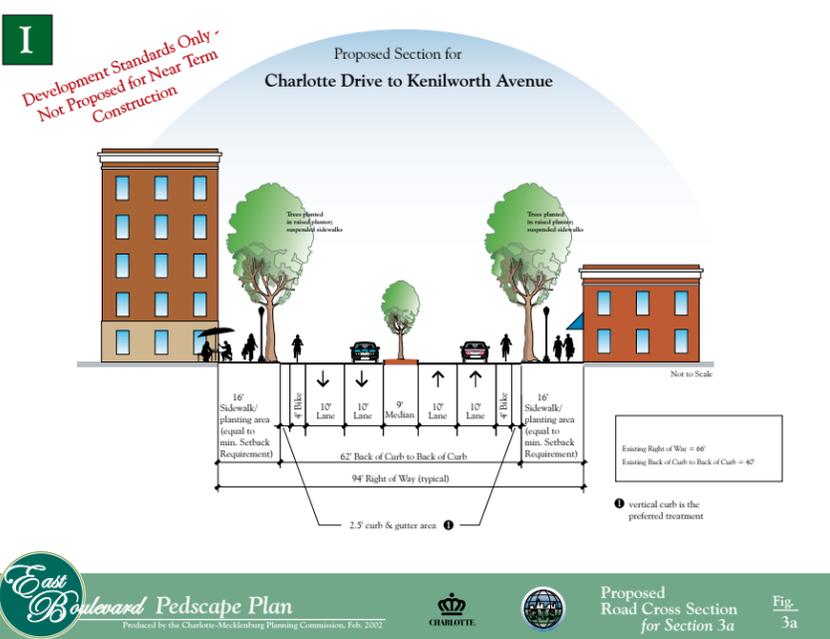
2 1405 East Boulevard



3 1417 East Boulevard



4 1501 East Boulevard



Taking a closer look at the East Boulevard Pedscape Plan a brief overview of 5d

Section 5d is currently in the design phase. Improvements being designed include pedestrian crosswalk enhancements and bike lanes.



1 1609 East Boulevard



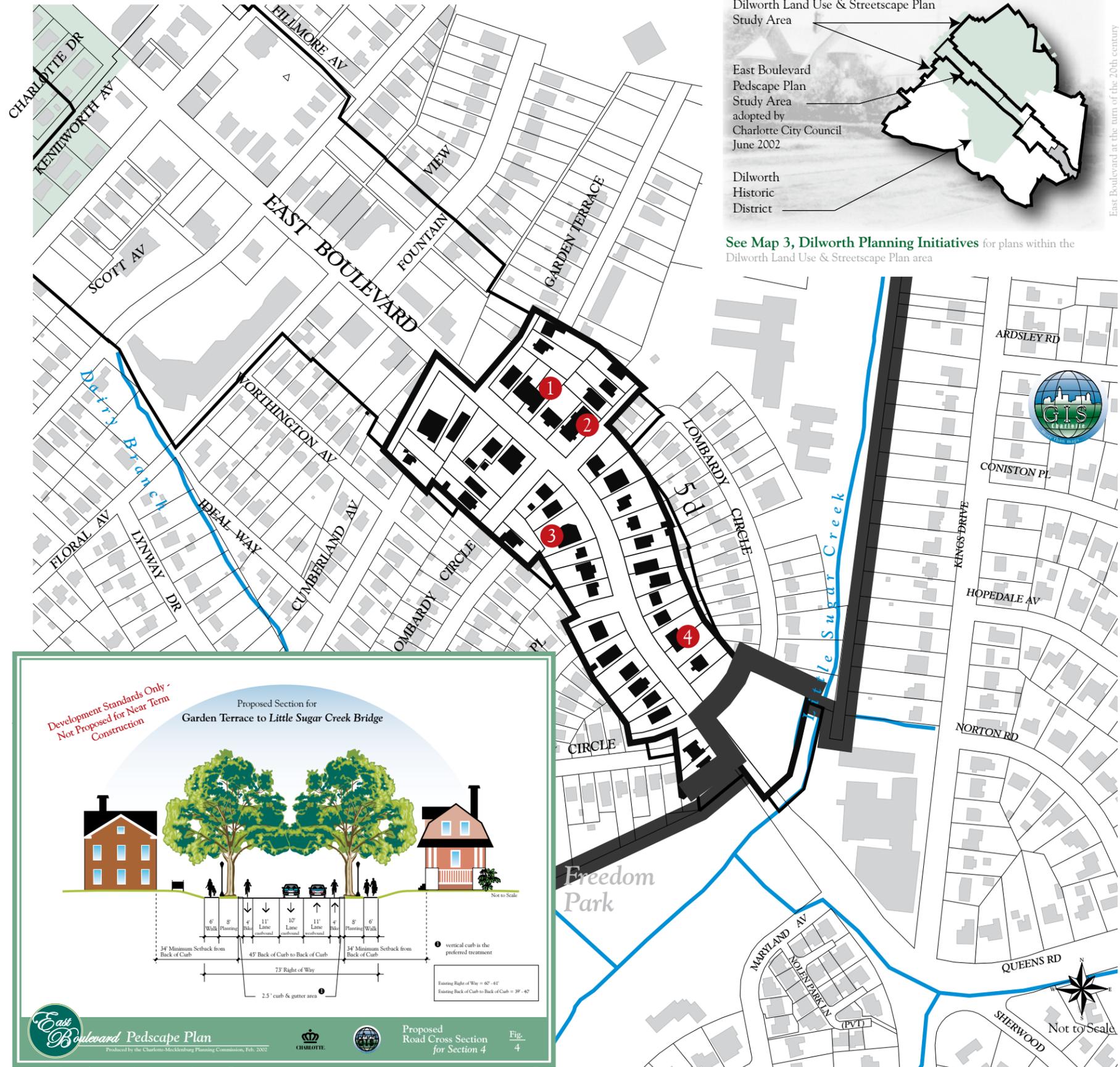
2 1621 East Boulevard



3 1712 East Boulevard



4 1809 East Boulevard



EAST MOREHEAD PEDSCAPE PLAN

A pedscape and land use plan for East Morehead Street is anticipated to begin after 2006 and will focus on East Morehead Street between South Kings Drive and South Boulevard. The tentative boundaries for the plan on shown are on Map 3. Once the East Morehead Pedscape Plan is adopted, a summary of the plan will be added to this document.

Transit Station Area Plans

Transit station area plans address the area around future Light Rail Transit (LRT) stations along the South Transit Corridor and recommend that those areas be developed in a transit- and pedestrian-friendly manner. In general, these plans recommend that future development be of a type, intensity and form that will enable more people to use transit. These station area plans define development standards, infrastructure recommendations and are the land use policy documents for these areas.

A primary mechanism for ensuring the kind of transit-supportive and pedestrian-friendly development envisioned by transit station area plans are zoning regulations that require this type of development. The purpose of these Transit Oriented Development (TOD) zoning districts is to create a compact and higher intensity mix of residential, office, retail, institutional and civic uses to promote development with the potential for enhanced transit and pedestrian activity. Pedestrian circulation and transit access are especially important and have an increased emphasis in TOD zoning districts. The development standards are designed to require compact urban growth, opportunities for increased choice of transportation modes and a safe and pleasant pedestrian environment by ensuring an attractive streetscape, a functional mix of complementary uses and the provision of facilities that support transit use, bicycling and walking.

At the time of the adoption of the Dilworth Land Use and Streetscape Plan, potential changes to the way TOD is applied was under study. Should those changes be implemented by City Council, this plan should be reviewed to address the concerns with TOD as expressed by the Dilworth community during this process.

SOUTH END TRANSIT STATION AREA PLAN

The South End Transit Station Area Plan (June 2005) defines the vision, development and infrastructure policy for three transit station areas in the South End district on the South Transit Corridor. This is the first of the plans to be developed

for stations along the South Corridor, Charlotte's first light rail transit line. This line will run from Center City to I-485 and is scheduled to open in 2007. The South End district will include three light rail transit (LRT) stations and five trolley stops. The plan calls for the area around the LRT stations to be developed in a pedestrian-friendly, transit supportive manner. It updates the Central District Plan and the South End/Uptown Rail Corridor Plan as the land use policy document for the South End area. The plan boundaries are illustrated on Map 6.

Consistent with the Transit Station Area Principles (2001) and to provide transit access to the most potential riders, the South End Transit Station Area Plan recommends minimum residential densities of 20 dwelling units per area (net) within $\frac{1}{4}$ mile walk of transit stations and 15 dwelling units per acre within $\frac{1}{4}$ to $\frac{1}{2}$ mile walk of stations. Minimum non-residential densities of .75 FAR (Floor Area Ratio, which is the ratio of the total building square footage to the parcel area) are recommended for development within $\frac{1}{4}$ mile walk of transit stations and .5 FAR for areas between $\frac{1}{4}$ and $\frac{1}{2}$ mile walk of stations.

Attractive streetscapes are critical to promoting activity in South End. The South End Transit Station Area Plan outlines future street cross sections that relate to the area of the road **between the curbs**. These cross sections help determine the point from which new buildings will be required to be set back and will determine the future character of the street in terms of the number of lanes, bicycle and transit accommodations

The vision for the South End Station Area Plan is to create:

- *A vibrant, historic, pedestrian-oriented urban district, where people work, live, recreate and shop.*
- *A district focused around a multi-modal transportation corridor serving pedestrians, bicyclists, bus transit, trolleys, light rail and motorists.*
- *A place where office, residential, neighborhood-serving retail, entertainment, and civic development are designed to support and be enhanced by rapid transit.*
- *A community gathering place for the Wilmore and Dilworth neighborhoods and the rest of Charlotte.*



The South End Transit Station Area Plan recommends transit supportive land uses

and on-street parking provisions. These cross sections are shown on Map 7 and an excerpt from the South End Transit Station Area Plan is included with specifics for each.

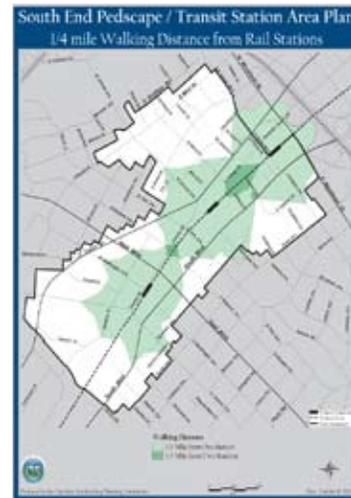
The South End Transit Station Area Plan also provides separate streetscape development standards for the area of road **between the buildings and the curb**. These are shown on Map 8. In the East Boulevard Pedscap Plan and this Dilworth plan, there is one cross sections for both areas of the streetscape.

NEW BERN TRANSIT STATION AREA PLAN

The New Bern Station Area Plan is currently a draft document and is scheduled to be finalized in 2006. The plan addresses the area located approximately ½ mile from the New Bern station. It provides land use, urban design and infrastructure recommendations for this area.

The New Bern Station Area Plan intends to create a mix of transit-oriented uses focused around the heart of the station area. Properties along South Boulevard, especially near the intersection of New Bern Road and Marsh Road, are expected

The vision for the New Bern Station Area Plan is to transform the area into a pedestrian-oriented, mixed-use transit village that complements the surrounding residential neighborhoods, including Dilworth, Sedgefield and Southside Homes.



The plan recommends highest intensity uses with 1/4 mile walk distances of transit stations

to be redeveloped over time with residential and office development with ground floor retail. The 3030 South project is an example of the type of urban redevelopment that might occur. This project meets the goals of urban transit-friendly development, with multi-story buildings located at or near the back of sidewalk and parking located to the rear.

The older industrial and warehousing sites on the west side of the station and rail line are also expected to redevelop over time. However, a number of the existing buildings might be reused for office, retail, or warehouse uses in the near term.

Infrastructure improvements will accompany the land uses changes in the New Bern Station area. For example, the draft plan recommends improvements to South Boulevard to make the street more pedestrian-friendly. A pedestrian/bicycle pathway is planned to run along the rail corridor and to connect to South End. Redesign of the streets in the warehouse/industrial district located to the west of the rail line is also recommended.

Dilworth Historic District

A large portion of the Dilworth community is within the Dilworth Historic District. The purpose of a local historic district is to encourage the restoration, preservation, rehabilitation and conservation of historically significant areas, structures, buildings, sites and objects and their surroundings from potentially adverse influences and to review new construction design to ensure compatibility with the character of the district. In Charlotte, historic preservation does not mean “freezing properties in time;” Rather, the City has recognized that its historic neighborhoods need to change and mature without losing their historical and architectural integrity.

Historic neighborhoods can and should be vital, vibrant, living, growing, thriving places to live and work.

The Historic District functions as a local overlay zoning district. In this district, the requirements of the Charlotte Historic District Commission and the current edition of the Commission's Policy and Design Guidelines for Historic District Property Owners, Businesses and Residents apply. These guidelines deal with matters of appropriate architectural design for overall preservation of the historic character of the Dilworth Local Historic District; they do not address land use. It is the responsibility of the members of the Historic District Commission to identify and protect the overall character of Charlotte's historic neighborhoods that have been designated by City Council as local historic districts.

South End Transit Station Area Plan

Proposed Streetscape Cross Sections

East Carson Boulevard

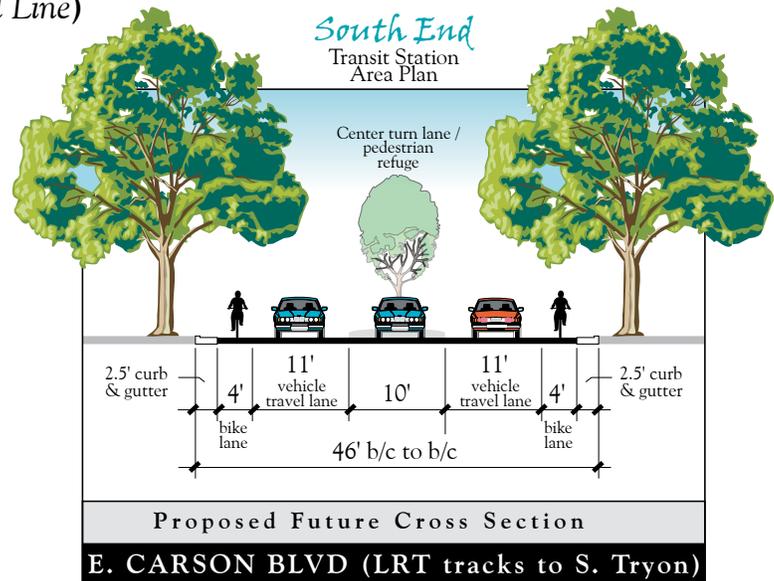
(South Tryon Street to LRT/Trolley Rail Line)

Existing cross-section:

- 41 feet (back-of-curb to back-of-curb)
- One motor vehicle lane in each direction
- Center turn lane
- Curb and gutter

Proposed future cross-section:

- 46 feet (back-of-curb to back-of-curb)
- One motor vehicle lane in each direction
- Center turn lane with intermittent pedestrian refuge islands
- Bike lanes
- Curb and gutter



Lexington Avenue

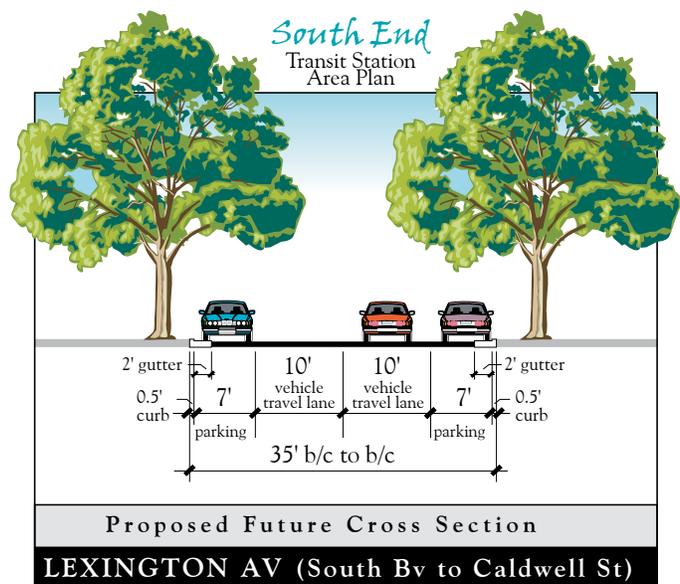
(South Boulevard to Caldwell Street)

Existing cross-section:

- 24 feet (back-of-curb to back-of-curb)
- One motor vehicle lane in each direction
- Parallel parking on one side only
- Curb

Proposed future cross-section

- 35 feet (back-of-curb to back-of-curb)
- One motor vehicle lane in each direction
- Parallel parking on both sides of street
- Curb and gutter



South End Transit Station Area Plan Proposed Streetscape Cross Sections

South Mint Street

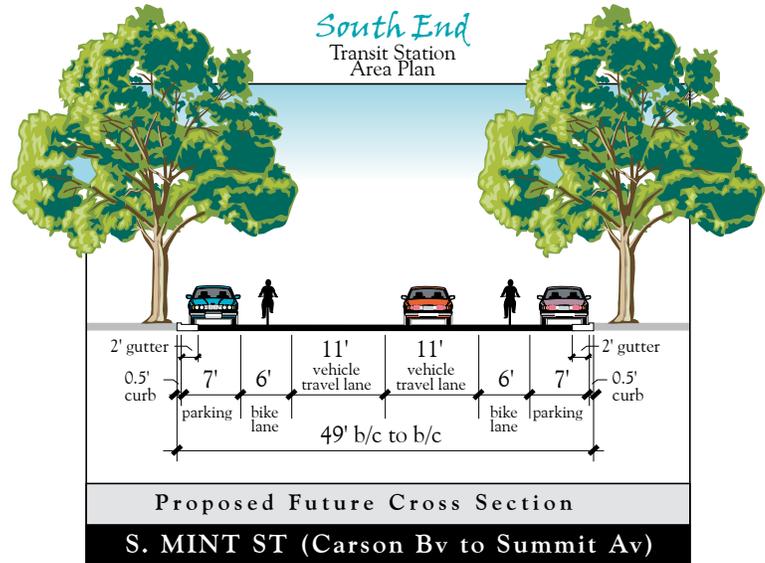
(Carson Boulevard to Summit Avenue)

Existing cross-section:

- 41 feet (back-of-curb to back-of-curb)
 - Two motor vehicle lanes in each direction
 - Curb

Proposed future cross-section:

- 49 feet (back-of-curb to back-of-curb) (pictured below):
 - One motor vehicle lane in each direction
 - Parallel parking on both sides of street
 - Bike lanes
 - Curb and gutter



Summit Avenue

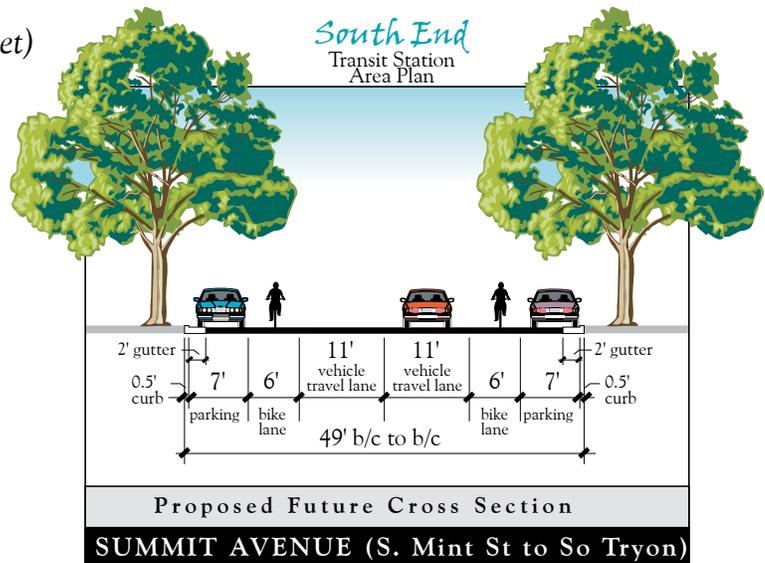
(South Mint Street to South Tryon Street)

Existing cross-section:

- 35-36 feet (back-of-curb to back-of-curb)
 - One motor vehicle lane in each direction;
 - Prohibited on-street parking
 - Curb and gutter

Proposed future cross-section:

- 49 feet (back-of-curb to back-of-curb)
 - One motor vehicle lane in each direction
 - Parallel parking on both sides of the street
 - Bike lanes
 - Curb and gutter



South End Transit Station Area Plan Proposed Streetscape Cross Sections

South Tryon Street

(Carson Boulevard to Rampart Street)

Existing cross-section:

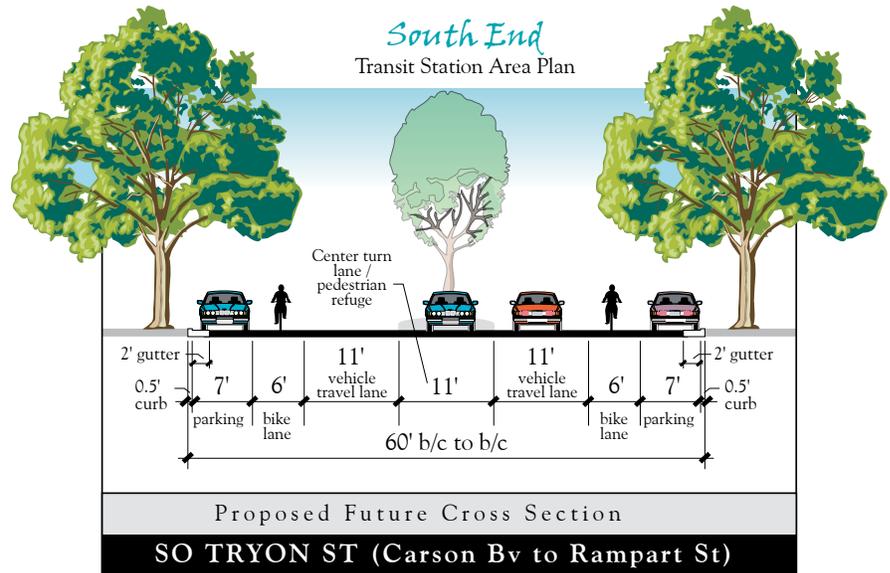
41-47 feet (back-of-curb to back-of-curb)

- Two motor vehicle lanes in each direction
- Curb

Proposed future cross-section:

60 feet (back-of-curb to back-of-curb)

- One motor vehicle lane in each direction
- Parallel parking on both sides of street
- Bike lanes
- Curb and gutter



South Boulevard

(Carson Boulevard to Meacham Street)

Existing cross-section:

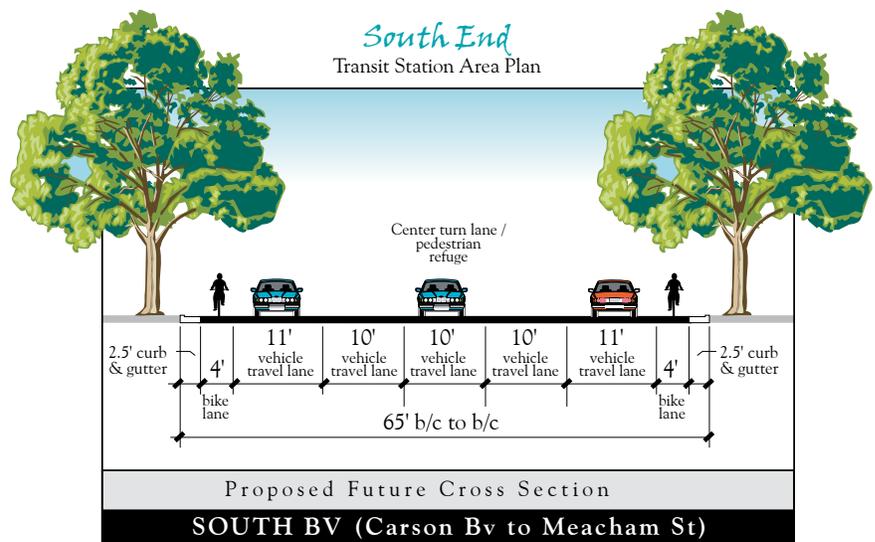
40-70 feet (back-of-curb to back-of-curb)

two vehicle lanes in each direction, with left turn lanes at West Boulevard

Proposed future cross-section:

65 feet (back-of-curb to back-of-curb)

- One motor vehicle lane in each direction
- Center turn lane with intermit tent pedestrian refuge islands
- Bike lanes
- Parallel parking on both sides of the street
- Curb and gutter



South End Transit Station Area Plan Proposed Streetscape Cross Sections

East/West Boulevard (South Boulevard to South Tryon Street)

Existing cross-section:

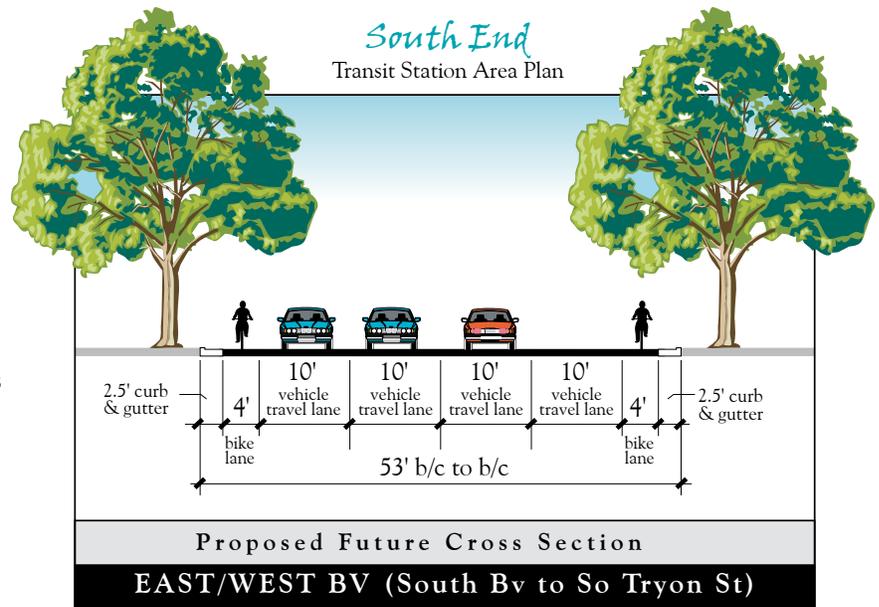
varies; 40-50 feet (back-of-curb to back-of-curb)

- Two vehicle lanes in each direction, with left turn lanes at South Tryon Street and South Boulevard
- Limited on-street parallel parking

Proposed future cross section:

53 feet (back-of-curb to back-of-curb)

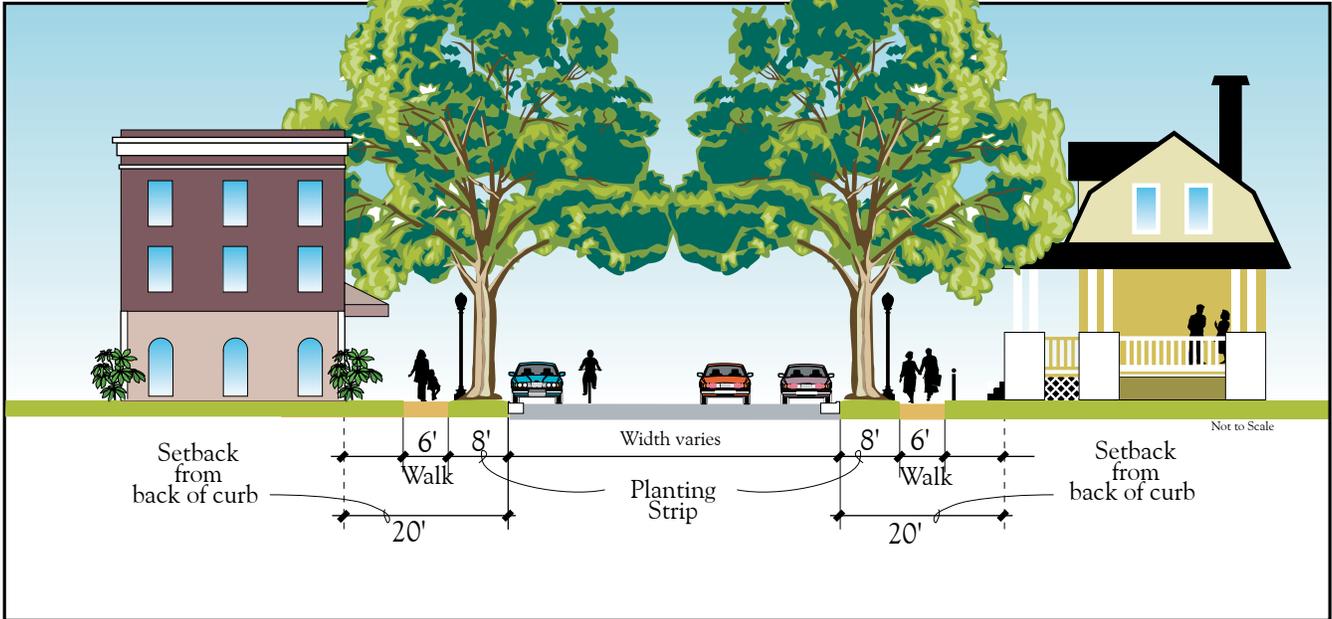
- Two motor vehicle lanes in each direction
- Bike lanes
- Parallel parking can be provided at developer's option in the required building setback area (see required setback for West Boulevard, page 41 of South End Transit Station Area Plan)
- Curb and gutter



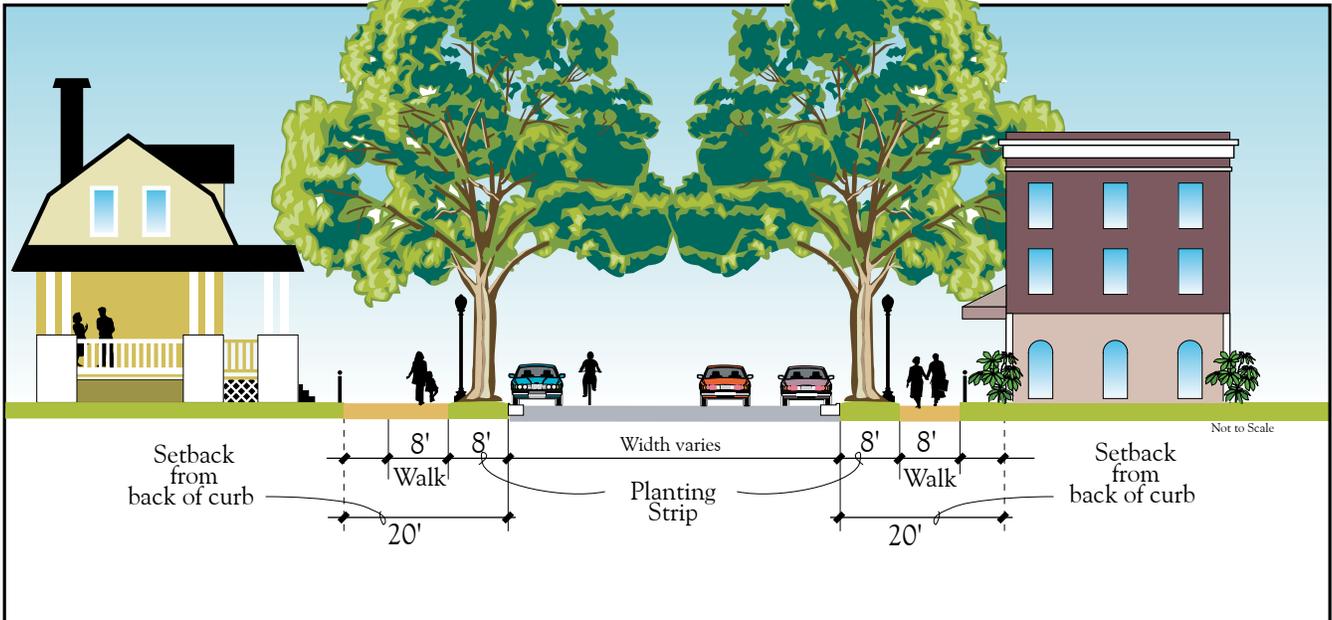
Note: Future back of curb location will vary proximate to intersections in order to provide room for left turn lanes. Location of curblines at these locations will be determined by Charlotte Department of Transportation (CDOT) and Planning Commission staff.

South End Transit Station Area Plan
Proposed Streetscape Standards

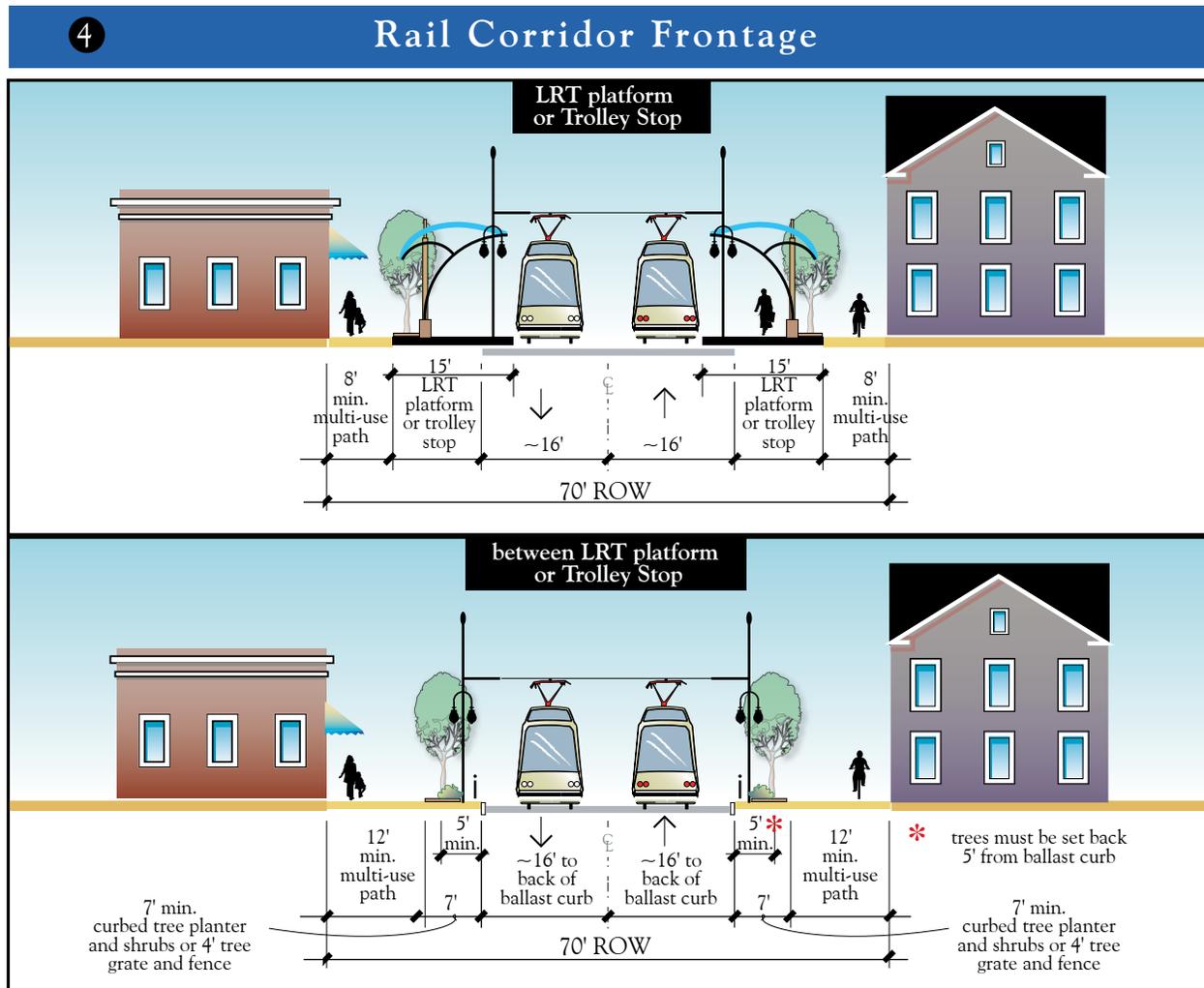
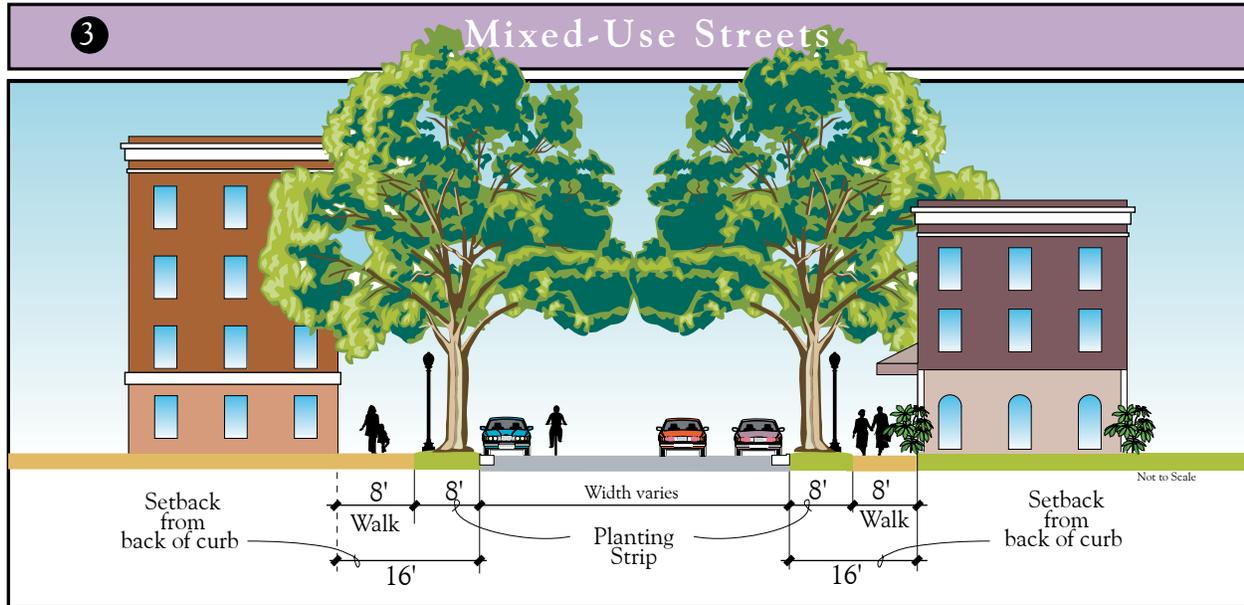
1 Neighborhood Streets



2 Transition Streets

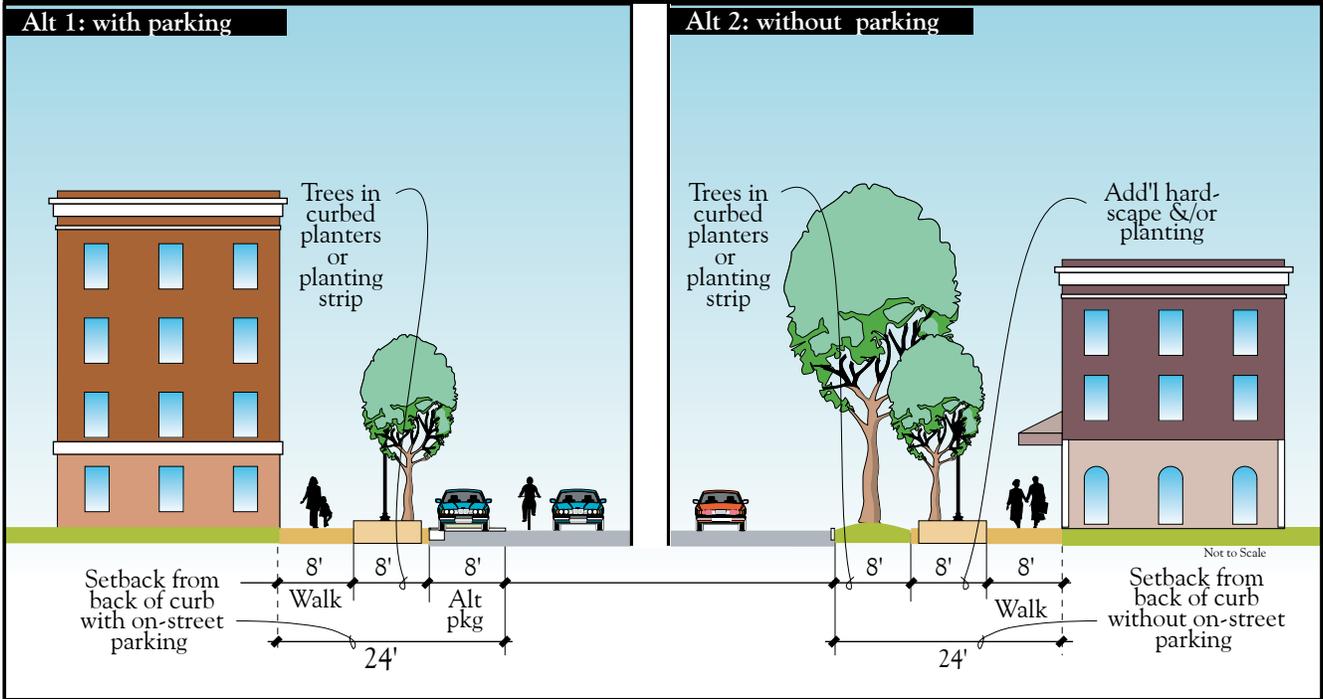


South End Transit Station Area Plan
Streetscape Standards



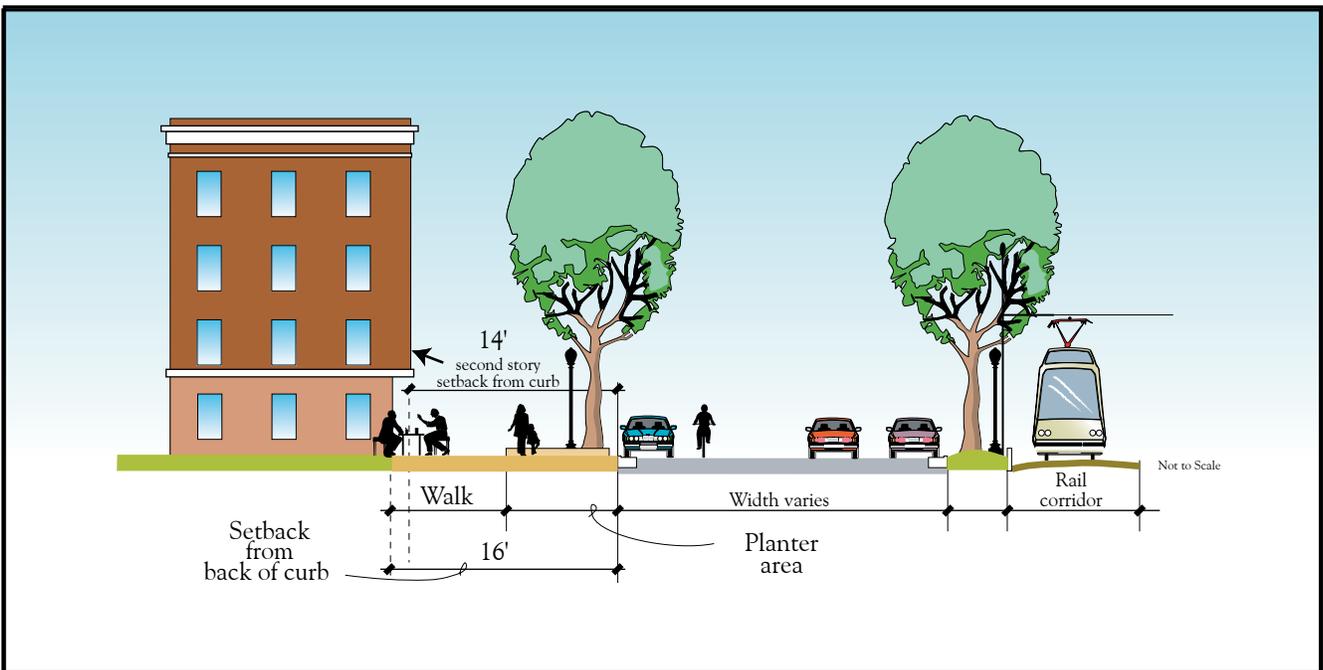
South End Transit Station Area Plan
Streetscape Standards

5 East/West Boulevard and South Boulevard (Alt 1 & 2)



6

Camden Road



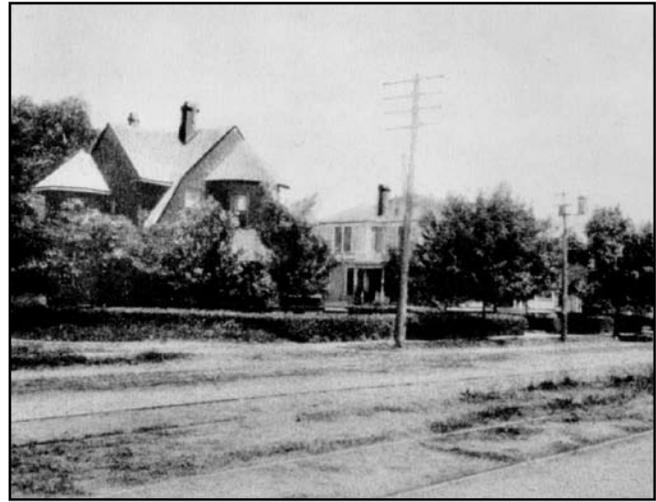
Existing Conditions and Recommendations

The Existing Conditions and Recommendations section is divided into five main topics: Land Use, Urban Design, Transportation, Park/Open Space and Environment. Each topic begins with a restatement of the vision with relevant portions highlighted, followed by an overview of existing conditions and a discussion of specific recommendations.

Land Use

Dilworth is a unique urban location that must balance pressure for new development with conservation of the existing neighborhood. This will be achieved by:

- *Protecting Dilworth's historical character;*
- *Conserving the existing housing stock;*
- *Encouraging a variety of housing types and a diversity of residents;*
- *Identifying opportunities for higher density housing at appropriate locations;*
- *Encouraging commercial revitalization at a scale appropriate to the neighborhood;*
- *Continuing to encourage projects containing an appropriate mixture of residential, office and commercial uses;*
- *Emphasizing a connected, community-friendly and balanced transportation system that appropriately accommodates pedestrians, bicyclists and transit users while fostering neighborhood-friendly automobile speeds for motorists traveling to and through the Dilworth community;*
- *Improving access to parks and greenways; and*
- *Being sensitive to the natural environment.*



Dilworth in the early 1900s, looks similar to the Dilworth of today

Montessori School are all located in the study area. Latta Park is centrally located in the neighborhood, providing recreation and open space. Freedom Park lies at the eastern border and provides an array of outdoor recreation activities. The community center operated by Park and Recreation provides opportunities for indoor recreation.

Considerable diversity exists in Dilworth. In addition to the attractive residential areas, the area also has several concentrations of commercial and office uses, generally along the main corridors. Carolinas Medical Center is a major institution that dominates the block between East Boulevard and Morehead Street along the Scott/Kenilworth corridor. Medical office buildings continue to be built in the immediate area and pressure to expand into residential areas has been strong.

Existing land use for the Dilworth study area is displayed on Map 9 and is summarized on Figure 2. Conclusions drawn from both include:

- Single family residential development accounts for the majority (68%) of the existing land use in the Dilworth study area. Multi-family development makes up 11% of the neighborhood. However, because the study area omits East Boulevard, South Boulevard and East Morehead Street, the existing land use appears much more residential than if it were depicted for the neighborhood as a whole. Institutional uses are prominent in the neighborhood, accounting for about 11 % of the acreage.
- Mixed uses and retail account for a small amount of the community's acreage (3%).
- At about 1 %, there is very little vacant land in the study area. As a result, most of the Dilworth's future development will be infill development or redevelop-

EXISTING CONDITIONS

Land Use

Dilworth is one of Charlotte's most historic and charming neighborhoods. Planned and designed by Edward Dilworth Latta, it was initially developed as a streetcar suburb in the late 1800s. Dilworth has retained much of its original character. A portion of the neighborhood has been designated as a local and national historic district and several of the structures are historic landmarks. Two of Charlotte's most attractive parks, Freedom and Latta, add to the neighborhood's appeal.

Dilworth has many assets of a good neighborhood. Dilworth Elementary, Saint Patrick's Elementary and the Charlotte

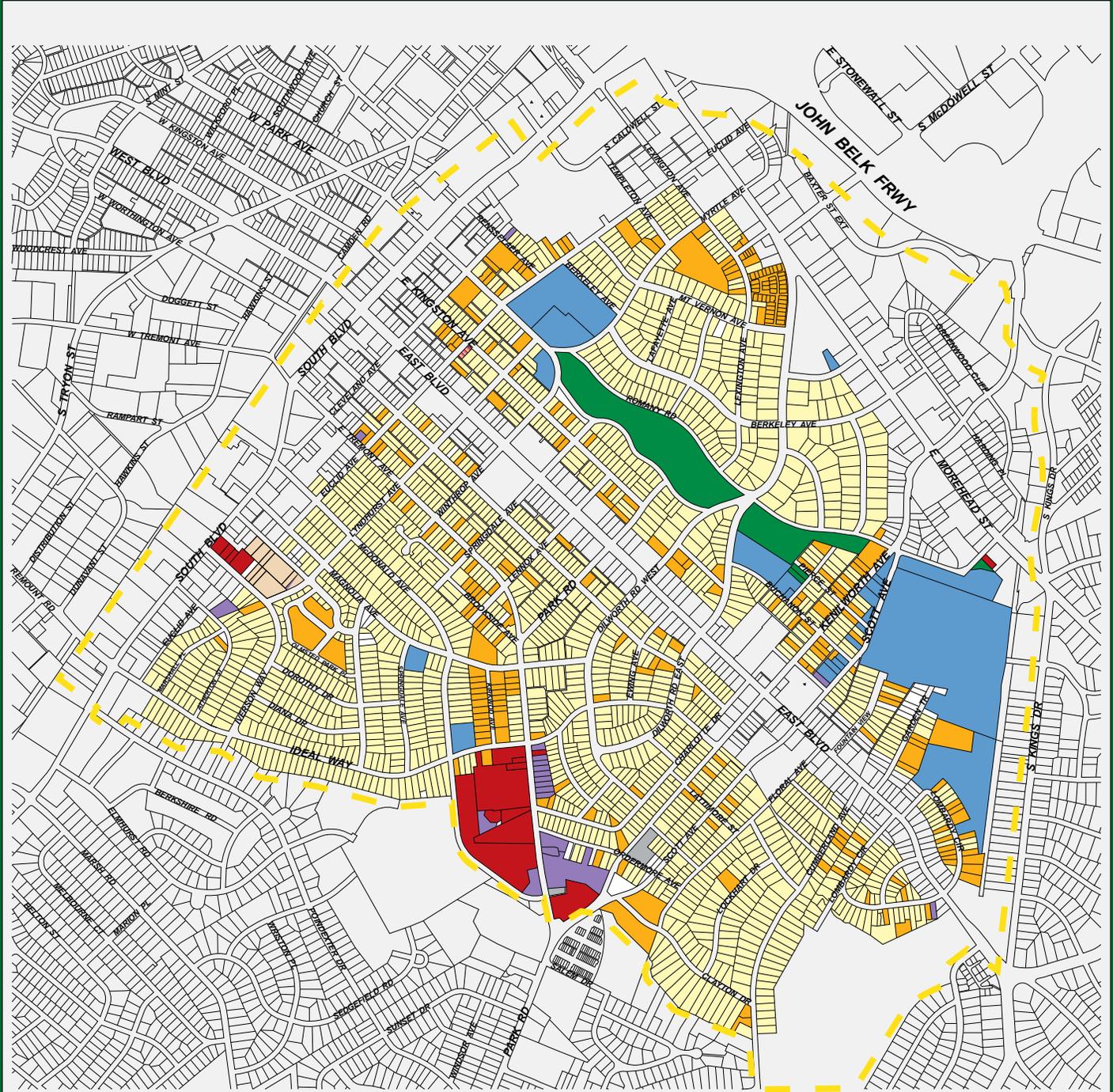
Dilworth Land Use & Streetscape Plan

Figure 1: How to read the Dilworth Existing Land Use Map

Land Use	Example	Land Use	Example
<p> Single Family</p> <p>Parcels are shown in yellow; uses include single family homes.</p>	 <p>824 E. Park Av</p>	<p> Utility</p> <p>Sites are shown in grey; uses include power sub-stations, and others.</p>	 <p>2217 Kenilworth Av</p>
<p> Multi-Family</p> <p>Parcels are shown in orange; uses include duplex, triplex, or quadraplex dwellings, apartments, condos or town homes.</p>	 <p>2209 Olmstead Pk Pl</p>	<p> Office</p> <p>Parcels are shown in purple; uses include dentists, beauty shops, office buildings, and others.</p>	 <p>412 East Bv</p>
<p> Retail</p> <p>Parcels are shown in red; typical uses include bakeries, dry cleaners, jewelers, florists, grocery stores, restaurants, and others.</p>	 <p>1235 East Bv</p>	<p> Vacant</p> <p>Sites are shown in white; uses include land without any structures,</p>	 <p>Ordermore Ave</p>
<p> Warehouse</p> <p>Parcels are shown in beige; uses include storage facilities, and others.</p>	 <p>Dilworth Business Park</p>	<p> Office/Retail</p> <p>Parcels are shown in purple and red stripes; uses include combined land uses of office and retail.</p>	 <p>1315 East Bv</p>
<p> Institutional</p> <p>Parcels are shown in blue; uses include churches, medical facilities, schools, and others.</p>	 <p>600 East Bv</p>	<p> MF/Office/Retail</p> <p>Parcels are shown in orange, purple, and red stripes; uses include combined land uses of multi-family, office, and retail.</p>	 <p>310 Arlington Av</p>
<p> Industrial</p> <p>Parcels are shown in brown; uses include automotive service stations, car washes, equipment rental, and others.</p>	 <p>2300 South Bv</p>	<p> Open Space</p> <p>Sites are shown in green; uses include public parks, flood plain areas, private green spaces within developments, and others.</p>	 <p>Latta Park</p>

Dilworth Land Use & Streetscape Plan

Map 9: Existing Land Use Classifications

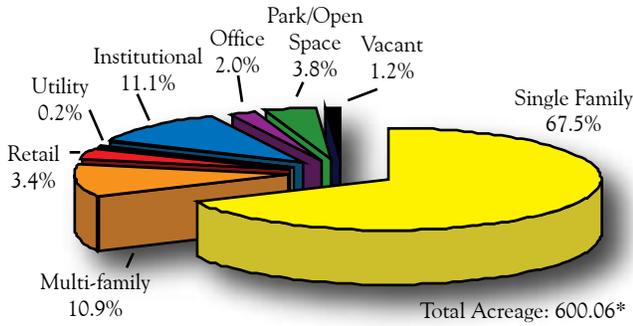


Existing Land Use

- | | | |
|---|---|---|
|  Single Family |  Utility |  Institutional |
|  Multi-Family |  Office |  Warehouse |
|  Retail |  Vacant |  Open Space |



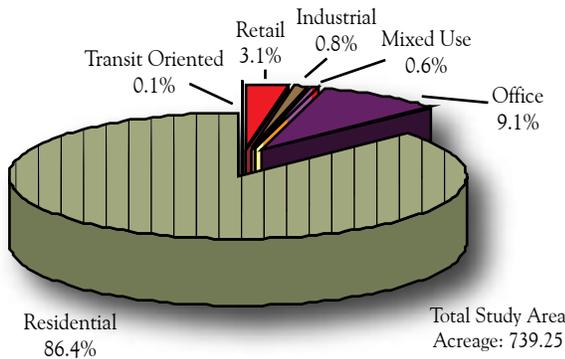
Dilworth Existing Land Use



Note: * Figure calculated by parcel and does not include right of way, as does the total acreage figure for the study area (739.25)
 Source: Charlotte Mecklenburg Planning Commission, April 2005

Figure 2: Percentages of Existing Land Use

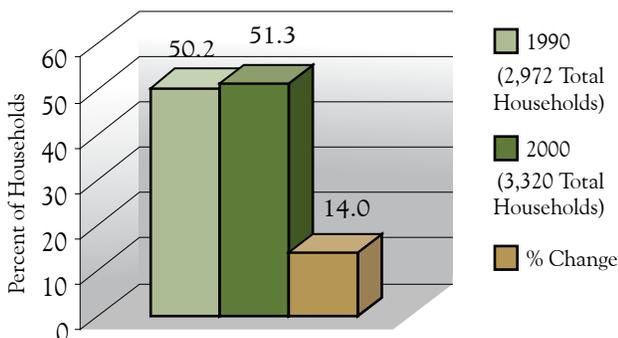
Dilworth Existing Zoning



Source: Charlotte Mecklenburg Planning Commission, April 2005

Figure 3: Percentages of Existing Zoning

Dilworth One Person Households (1990 and 2000)



Source: 1990 and 2000 U.S. Census Block Group Data

Figure 4: Percent of Households with only One Person

opment. This presents unique opportunities and challenges for the area.

Zoning

For the most part, the existing zoning is reflective of the existing land use in Dilworth. As Map 10 and Figure 3 show, the majority of the land within the study area is zoned for residential development (86%); retail and office zoning classifications are minimal (12% of the study area, combined) and concentrated along the main corridors.

Demographic Profile

The Dilworth neighborhood appears to attract predominantly white, single renters, probably mostly urban professionals due to its proximity to walkable retail corridors and Uptown Charlotte. Figures 4, 5, 6 and 7, which display U.S. Census population and housing information, highlight that:

- A majority of the population (88%) in Dilworth is white as compared with 58% of the City population
- Ten percent of the Dilworth population is black as compared with 33% of the City.
- Just over half of the households are one-person households (51%) compared with only 30% single households City-wide.
- Just under half of the housing units (48%) are owner occupied as compared with just over half of the City housing units (53%).

In addition, comparison of 1990 and 2000 U.S. Census data suggests that between 1990 and 2000 there was a 12 percent increase in the number of housing units in Dilworth, which most likely can be attributed to infill and redevelopment. While the balance between owner occupied and renter occupied housing units remained fairly constant between 1990 and 2000, there was a 14 percent change in the number of renter occupied units, suggesting an increase in multi-family projects within the area. These statistics evidence the development pressure facing the neighborhood.

Schools

The Charlotte Mecklenburg Schools' (CMS) 2005 Interim Report calls for the addition of 154 seats to Dilworth Elementary School by 2006. The Interim Report needs assessment is based on regional population trends and is updated annually. The need for new schools is also based on capacity at existing schools. In 2005, CMS and Mecklenburg County Park and Recreation began a joint use project for improvements to Latta Park and the expansion of the Dilworth Elementary

School campus. The project involves the construction of a recreation center and the renovation of the ground floor of the historic Euclid Center. It will enhance the school presence, provide a modern-size recreation center and preserve, renovate and utilize a historic building. The upper floors for the Euclid Center will be renovated for school purposes. The project will result in a small reduction in available outdoor recreation space, but there will be no loss of tennis courts and the site improvements will result in a new recreation center, and better site circulation.

RECOMMENDATIONS

As part of the Dilworth Land Use & Streetscape Plan, the entire study area was examined for inconsistencies among the adopted land use policy from the 1993 Central District Plan, the existing land use and the existing zoning. To reconcile these discrepancies, as well as to reflect the vision for the future of the Dilworth study area, thirty-nine areas have been recommended for changes to the adopted land use policy. The reasons for these changes are summarized as follows (the numbers listed can be referenced on Map 12 and Table 4):

1. To clarify 1993 Central District Plan Recommendation

Land Use Recommendations: 4, 8, 9, 17, 23

These recommendations clarify the density for the land use recommended by the 1993 Central District Plan, as the Central District Plan did not always provide a specific density for multi-family development.

2. To better reflect existing land use

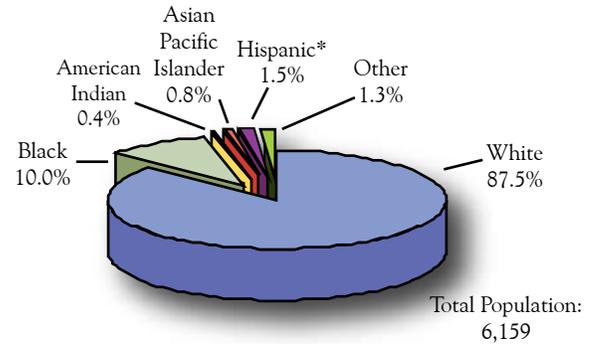
Land Use Recommendations: 14, 20, 27

These recommendations specify the land use category that most accurately reflects the existing, unique, neighborhood services such as parks, medical institutions and utilities.

3. To align future land use with existing, appropriate land use and/or zoning.

These recommendations help to align future land use with the existing land use, the existing zoning, or both. The decision to follow the direction of the existing land use and/or zoning can be related back to the overall land use vision for the Dilworth neighborhood, which sets forth the following goals:

Dilworth Population by Race (2000)



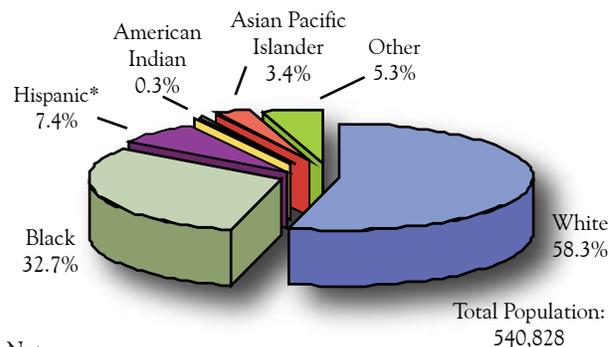
Note:

* The census considers Hispanic as an ethnicity comprised of different races. Therefore, Hispanic is included in addition to the 100% total.

Source: 2000 U.S. Census Block Group Data

Figure 5: Dilworth's Racial Composition

Charlotte Population by Race (2000)



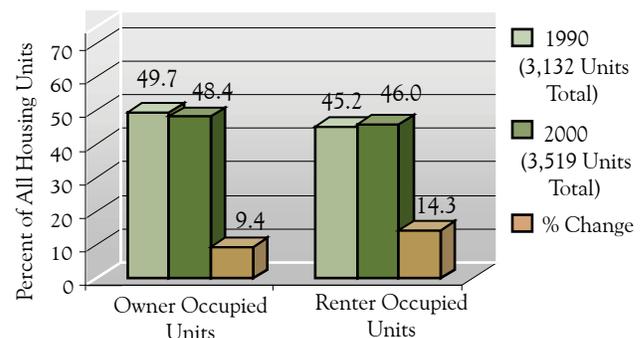
Note:

* The census considers Hispanic as an ethnicity comprised of different races. Therefore, Hispanic is included in addition to the 100% total.

Source: 2000 U.S. Census Data

Figure 6: Charlotte's Racial Composition

Dilworth Renter versus Owner Occupancy (1990 and 2000)

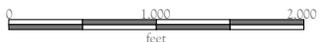


Source: 1990 and 2000 U.S. Census Block Group Data

Figure 7: Comparison of Occupancy Types

Dilworth Land Use & Streetscape Plan

Map 10: Existing Zoning Designations



- *Encourage a variety of housing types and a diversity of residents*

Land Use Recommendations: 1, 2, 3, 5, 11, 12, 16, 26, 31, 34, 35, 36, 39

These recommendations allow for a higher density residential use than recommended in the 1993 Central District Plan. The higher density residential use is reflective of either the existing land use and/or zoning and is intended to allow flexibility for preservation of existing structures or redevelopment.

- *Conserve existing housing stock*

Land Use Recommendations: 7, 10, 13, 15

These recommendations specify a lower intensity use than recommended in the 1993 Central District Plan. The lower intensity use is reflective of the existing land use and/or zoning.

- *Encourage reuse or redevelopment projects that contain an appropriate mix of uses and a pedestrian friendly design*

Land Use Recommendations: 19, 21, 32

These recommendations align future land use with either existing land use or zoning and typically represent a transition from residential to non-residential or mixed uses to create the potential for redevelopment or reuse in a pedestrian friendly form along Dilworth's main corridors (Park Road, Scott, Kenilworth and South Blvd.). The PED overlay zoning district is a tool that could be considered in the future to implement several land use recommendations and to promote a pedestrian-oriented setting with high quality design, which complements the adjacent neighborhood. The PED zoning district is currently being reviewed to determine if it is an appropriate implementation strategy for the Dilworth Plan area.

4. To focus moderate intensity development where it can be best supported by existing and future infrastructure and to create attractive gateways into Dilworth

Land Use Recommendations: 18, 22, 28, 29, 30, 33, 38

These recommendations generally fall along the main corridors (Park Road, Scott, Kenilworth and South Blvd.) of the study area, specifically at or near entry ways into the neighborhood. They are intended to identify opportunities for higher density housing at appropriate locations, encourage commercial revitalization at a scale appropriate to the neighborhood and encourage projects containing an appropriate mixture of residential, office and commercial uses. The PED overlay zoning

district is a tool that could be considered in the future to implement several land use recommendations and to promote a pedestrian-oriented setting with high quality design, which complements the adjacent neighborhood. The PED zoning district is currently being reviewed to determine if it is an appropriate implementation strategy for the Dilworth Plan area.

5. To be sensitive to natural environment

Land Use Recommendation: 25

This recommendation supports greenway use and/or environmentally sensitive development along the 100 year floodplain.

6. No Change

Land Use Recommendations: 6, 24, 37

These recommendations do not specify a land use change from the 1993 Central District Plan; rather they incorporate more detailed information about the design of the use or specify the need for a corrective rezoning.

In addition, the Dilworth Land Use & Streetscape Plan recommends generally changing the single family and multi-family land use categories used in the Central District Plan to residential with a specific density. The density recommendation from the Central District Plan will still apply to the residential use. For example, a recommendation for single family residential up to 4 dwelling units/acre in the Central District Plan is shown as residential up to 4 dwelling units/acre in the Dilworth Land Use & Streetscape Plan. This change will help to implement the community vision by accommodating a variety of housing types at a density appropriate for the specific location. It also allows this Dilworth Land Use & Streetscape Plan to provide specific density guidance rather than deferring to the General Development Policies to do so.

Map 12 provides a picture of the adopted future land use for the Dilworth study area, which updates the 1993 Central District Plan. Specifics regarding each of these land use recommendations are outlined in Table 1 and in Appendix A. Streetscape cross sections referenced in Table 1 are found in the Transportation section. Development concepts can be found in the Implementation Plan. In order to fully understand the recommended changes, the reader will need to review both the table and the text.

In addition, there are several areas that have very specific language describing the land use recommendations. These areas are 18, 21, 25, 28 and 37. The detailed recommendations are included as a footnote to Table 1.

Note that this plan does not make land use recommendations for the areas within the East Boulevard Pedscape Plan, South End Pedscape/Station Area Plan, the future East Morehead

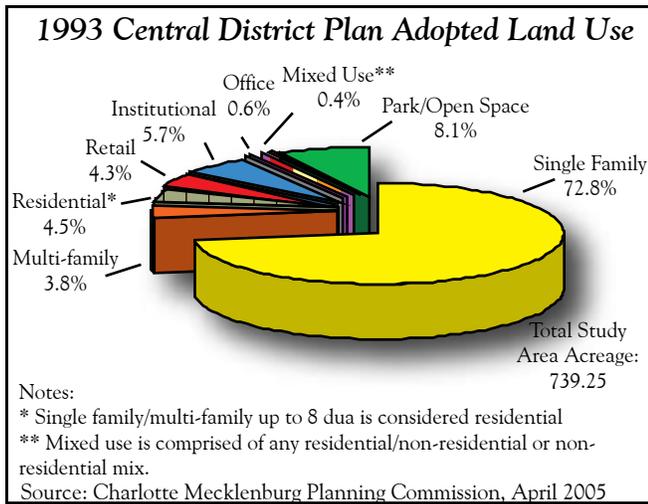


Figure 8: Percentages of Land Use Recommended in 1993 Central District Plan

Pedscape Plan, or the future New Bern Station Area Plan. Please see these plans for the specifics of their land use recommendations. However, this study identifies concerns that are universal to the Dilworth community, regardless of plan boundaries.

Similarly, because this plan provides specific guidance regarding residential densities and design, it will supersede the residential location and design guidelines in the General Development Policies (2003) for the plan area.

COMPARISON TO CENTRAL DISTRICT PLAN

Figures 8 and 9 compare the distribution of land uses recommended in the Dilworth Land Use & Streetscape Plan (Map 12) to those of the 1993 Central District Plan (Map 11). Overall, the land use recommendations of the Dilworth Land Use & Streetscape Plan reflect a shift in planning philosophy towards a greater mixture of uses. In general, the single family and multi-family land uses in the Central District Plan were replaced with recommendations for residential uses, which allows for a mix of dwelling types. Similarly, mixed use recommendations replaced retail land uses in the Central District Plan. Slightly more land is recommended for future office, utility and park/open space uses in the Dilworth Land Use & Streetscape Plan.

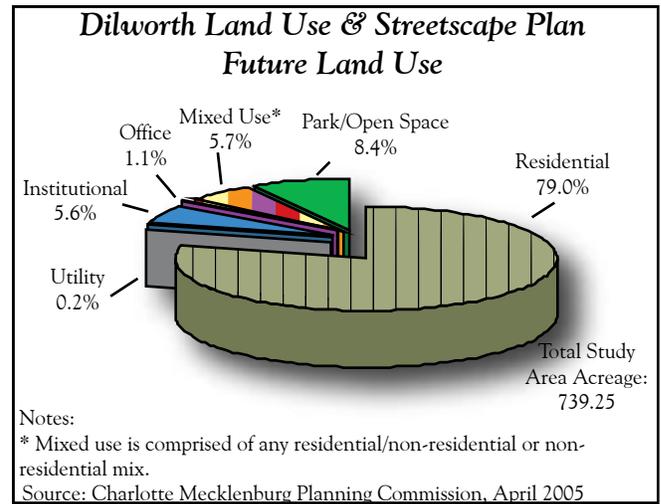
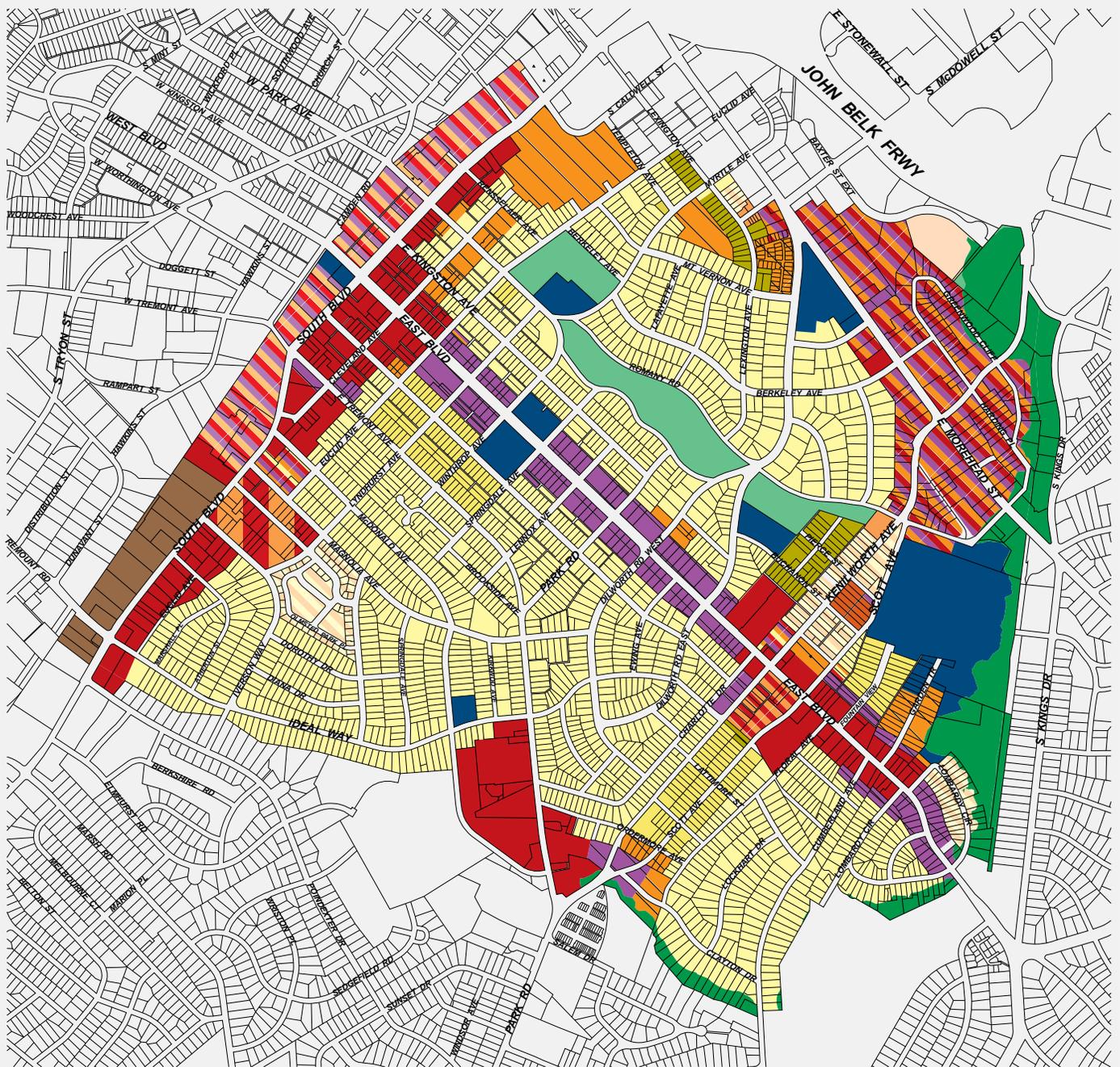


Figure 9: Percentages of Land Use Recommended in Dilworth Land Use & Streetscape Plan

Dilworth Land Use & Streetscape Plan

Map 11: 1993 Central District Plan Adopted Land Use



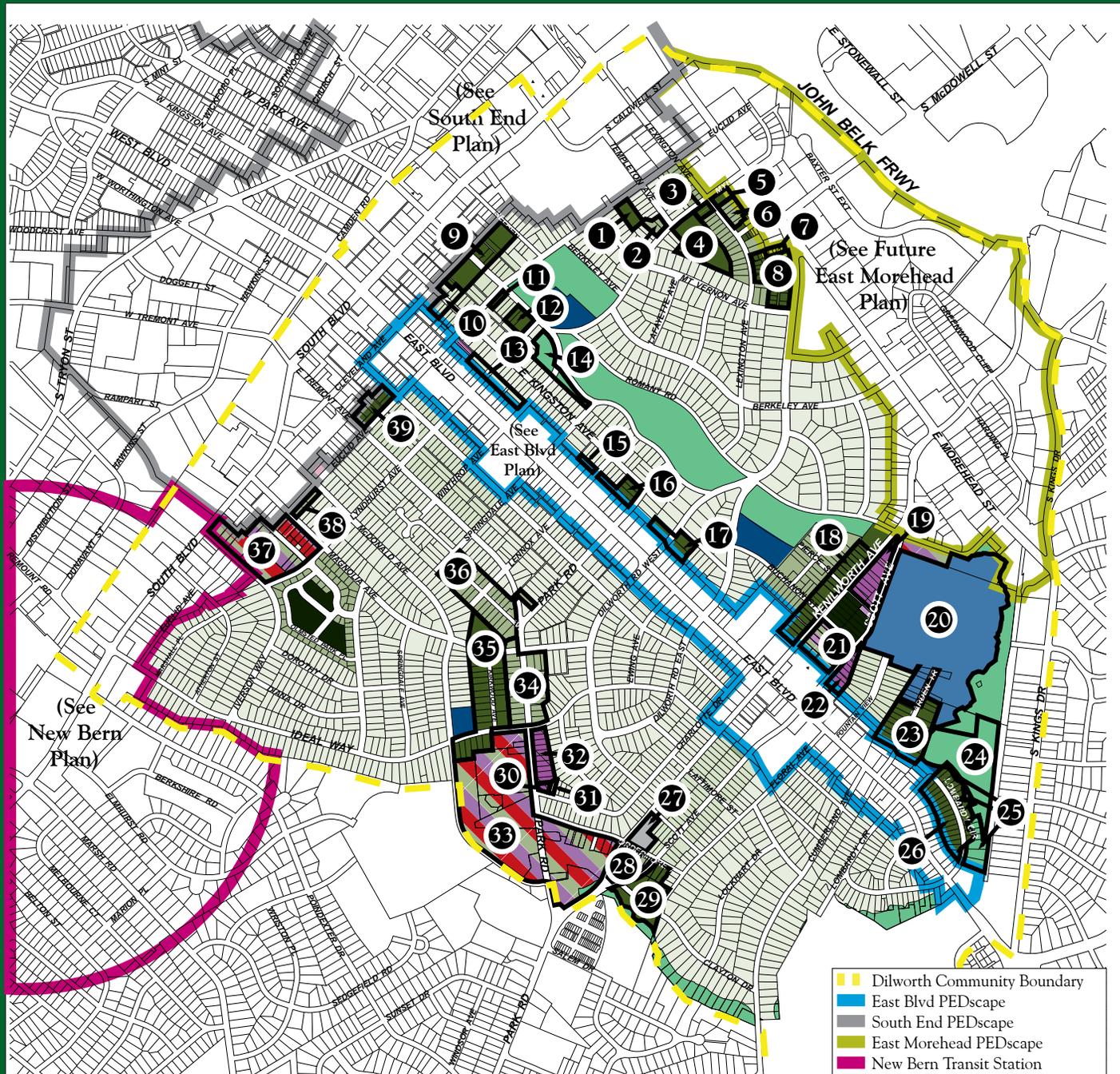
Adopted Future Land Use

- | | | |
|------------------------|------------------------|---------------------------|
| Single Family <= 4 DUA | Multi-Family | SF/MF <= 8 DUA |
| Single Family <= 5 DUA | Multi-Family <= 12 DUA | SF/MF/Office/Commercial |
| Single Family <= 6 DUA | Multi-Family <= 22 DUA | MF/Office |
| Single Family <= 8 DUA | Multi-Family > 25 DUA | MF/Institutional |
| Institutional | Industrial | MF/Commercial |
| Office | Park/Open Space | MF/Institutional/Office |
| Commercial | Greenway | MF/Office/Commercial |
| | | MF > 12/Office/Commercial |



Dilworth Land Use & Streetscape Plan

Map 12: Changes to 1993 Central District Plan



Proposed Land Use*

- | | | |
|-----------------------|--------------------------------|-----------------|
| Residential <= 4 DUA | Residential/Office | Office |
| Residential <= 5 DUA | Residential/Office/Retail | Utility |
| Residential <= 8 DUA | Transit-Oriented - Residential | Park/Open Space |
| Residential <= 22 DUA | Institutional | |
| Residential > 22 DUA | Institutional - Medical | |

**Please see Table 1 for more detail on these general recommendations.*

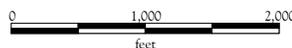


Table #1: Summary of Land Use Recommendations

AREA	LAND USE RECOMMENDATIONS		PURPOSE OF RECOMMENDATION	EXISTING LAND USE	EXISTING ZONING	URBAN DESIGN DEVELOPMENT CONCEPT **	STREETSCAPE CROSS SECTIONS ***
	Dilworth Land Use and Streetscape Plan *	1993 Central District Plan					
1	Residential up to 22 dua	Single Family Residential up to 4 dua	Align future land use with existing, appropriate land use and zoning	Apartment	R-22 MF	-	-
2	Residential up to 8 dua	Single Family Residential up to 4 dua	Align future land use with existing, appropriate land use and zoning	Duplex, Vacant	R-22 MF, R-6	-	-
3	Residential up to 22 dua	Single Family Residential up to 4 dua, Single Family Residential up to 8 dua	Align future land use with existing, appropriate land use and zoning	Apartment	R-22 MF	-	-
4	Residential up to 22 dua	Multi-family Residential	Clarify 1993 Central District Plan Recommendation	Condominium	R-22 MF	-	-
5	Residential up to 22 dua	Single Family Residential up to 4 dua	Align future land use with existing, appropriate land use	Condominium	O-2	-	-
6	Residential up to 8 dua	Mixed Residential	No change	Single Family Residential, Condominium	O-2	-	-
7	Residential up to 22 dua	Office and Commercial and Mid-high Rise Residential	Align future land use with existing, appropriate land use	Attached Single Family Residential	B-1	-	-
8	Residential up to 22 dua	Multi-family Residential	Clarify 1993 Central District Plan Recommendation	Attached Single Family Residential	R-22 MF	-	-
9	Residential up to 22 dua	Multi-family Residential	Clarify 1993 Central District Plan Recommendation	Single Family Residential, Duplex, Quadraplex, Condominium	R-22 MF	-	-
10	Residential up to 5 dua	Multi-family Residential	Align future land use with existing, appropriate land use and zoning	Single Family Residential, Duplex, Triplex	R-5	-	-
11	Residential up to 22 dua	Single Family Residential up to 4 dua	Align future land use with existing, appropriate zoning	Single Family Residential	R-22 MF	-	-
12	Residential up to 22 dua	Single Family Residential up to 4 dua	Align future land use with existing, appropriate zoning	Single Family Residential, Condominium, Vacant	R-22 MF	-	-
13	Residential up to 5 dua	Office	Align future land use with existing, appropriate land use and zoning	Single Family Residential, Duplex	R-5	-	-
14	Park/Open Space	Single Family Residential up to 4 dua	Better reflect existing land use	Park	R-5	-	-
15	Residential up to 5 dua	Office	Align future land use with existing, appropriate land use and zoning	Single Family Residential	R-5	-	-
16	Residential up to 22 dua	Single Family Residential up to 4 dua	Align future land use with existing, appropriate land use and zoning	Single Family Residential, Duplex, Quadraplex, Condominium	R-22 MF	-	-
17	Residential up to 22 dua	Multi-family Residential	Clarify 1993 Central District Plan Recommendation	Apartment, Condominium, Duplex	R-22 MF	-	-
18	Residential up to 22 dua with height limit of 40 feet (see Note 1)	Mid-high Rise Residential	To focus moderate intensity development where it can be best supported by existing and future infrastructure and to create attractive gateways into Dilworth	Single Family Residential, Duplex, Triplex, Quadraplex, Condominium	R-22 MF		12,14

Table #1 Continued

AREA	LAND USE RECOMMENDATION		PURPOSE OF RECOMMENDATION	EXISTING LAND USE	EXISTING ZONING	URBAN DESIGN DEVELOPMENT CONCEPT **	STREETSCAPE CROSS SECTIONS ***
	Dilworth Land Use and Streetscape Plan *	1993 Central District Plan					
19	Office with no portion of the building measuring higher than 50 feet	Mid-high Rise Residential	Align future land use with existing, appropriate land use and zoning	Office, Single Family Residential, Duplex,	O-2, R-22 MF	-	12,13b,14
20	Institutional - Medical	Institutional	Better reflect existing land use	Institutional, Vacant	O-6(CD)	-	-
21	Integrated Mix of Office and Residential with a height limit of 50 feet (See note 1)	Mid-high Rise Residential	Align future land use with existing, appropriate land use and zoning	Office, Single Family Residential, Duplex, Triplex	R-22 MF, O-2	-	12,13a,14
22	Office with height limit of 40 feet	Single Family, Multi-Family, Office, Commercial	To focus moderate intensity development where it can be best supported by existing and future infrastructure and to create attractive gateways into Dilworth	Office, Single Family Residential, Triplex, Vacant	R-22 MF, O-2, MUDD-O	-	13a
23	Residential up to 22 dua	Multi-family Residential	Clarify 1993 Central District Plan Recommendation	Single Family Residential, Duplex, Apartment	R-22 MF	-	-
24	Park/Open Space	Park/Open Space	No change	Institutional	O-6(CD)	-	-
25	Park/Open Space (See note 2)	Mixed Residential/ Greenway	To be sensitive to the natural environment	Single Family Residential, Duplex, Apartment, Vacant, Institutional	R-22 MF, O-6(CD)	-	-
26	Residential up to 22 dua	Mixed Residential/ Greenway	Align future land use with existing, appropriate zoning	Single Family Residential, Duplex, Triplex, Apartment, Vacant, Institutional	R-22 MF, O-6(CD)	-	-
27	Utility	Single Family Residential up to 5 dua	Better reflect existing land use	Utility	R-5	-	-
28	Integrated Mix of Office and/or Residential with a height limit of 50 feet (limited retail may also be appropriate) (See note 3)	Office, Multi-Family Residential	To focus moderate intensity development where it can be best supported by existing and future infrastructure and to create attractive gateways into Dilworth	Vacant, Single Family Residential	O-2, R-22 MF	3	6,7,8
29	Residential up to 22 dua with a height limit of 50 feet	Multi-family Residential, Office	To focus moderate intensity development where it can be best supported by existing and future infrastructure and to create attractive gateways into Dilworth	Single Family Residential, Apartment, Vacant	R-22 MF, O-2	-	8, 10, 11
30	Office with a height limit of 40 feet	Single Family Residential up to 4 dua	To focus moderate intensity development where it can be best supported by existing and future infrastructure and to create attractive gateways into Dilworth	Quadraplex	R-22 MF	-	4a, 5
31	Residential up to 8 dua	Single Family Residential up to 4 dua	Align future land use with existing, appropriate land use	Duplex	R-22 MF	-	-
32	Office with a height limit of 40 feet	Single Family Residential up to 4 dua	Align future land use with existing, appropriate land use and zoning	Office, Retail	O-2	-	2, 4a

Table #1 Continued

AREA	LAND USE RECOMMENDATION		PURPOSE OF RECOMMENDATION	EXISTING LAND USE	EXISTING ZONING	URBAN DESIGN DEVELOPMENT CONCEPT **	STREETSCAPE CROSS-SECTIONS ***
	Dilworth Land Use and Streetscape Plan*	1993 Central District Plan					
33	Residential should be located adjacent and across from existing residential along Ideal Way, with a height limit of 40 feet. Residential and/or office and/or retail uses should be located along Park Road with a height limit of 40 feet. Remainder should be residential and/or retail and/or office with a height limit of 60 feet and park/open space	Single Family up to 4 dua, Office, Retail, Greenway	To focus moderate intensity development where it can be best supported by existing and future infrastructure and to create attractive gateways into Dilworth	Retail, Office, Vacant, Single Family Residential, Duplex	R-5, B-1, B-1(CD), O-2, B-2	2	1,3,4a,4b,6,7,9, MS
34	Residential up to 8 dua	Single Family Residential up to 4 dua	Align future land use with existing, appropriate land use	Single Family Residential, Quadraplex	R-22 MF	-	-
35	Residential up to 22 dua	Single Family Residential up to 4 dua	Align future land use with existing, appropriate land use and zoning	Single Family Residential, Duplex, Apartment, Condominium, Retail	R-22 MF, B-2, O-2	-	-
36	Residential up to 8 dua	Single Family Residential up to 4 dua	Align future land use with existing, appropriate land use	Single Family Residential, Duplex, Quadraplex, Vacant	R-22 MF	-	-
37	Residential and/or Retail and/or Office (See note 4)	Multi-family/ Retail	No change (1993 Central District Plan was updated through rezoning petition #05-89, which was consistent with the recommendation of this plan.)	Vacant, Retail, Office, Warehouse	MUDD-O,	1	-
38	Residential up to 8 dua	Single Family Residential up to 4 dua	To focus moderate intensity development where it can be best supported by existing and future infrastructure and to create attractive gateways into Dilworth	Single Family Residential	R-5	-	-
39	Residential up to 22 dua	Single Family Residential up to 4 dua	Align future land use with existing, appropriate zoning	Single Family Residential, Duplex, Apartment, Vacant, Office	R-22 MF	-	-

Notes:

* Detailed land use recommendations and more information about each area can be found in Appendix A.

** Urban design development concepts can be found on pages 114-117 of Volume II: Implementation Plan.

*** Streetscape cross sections are found in the transportation recommendations, beginning on page 78.

1. **Areas 18 and 21** - If the PED overlay is pursued for this area in the future, this plan encourages all parking required by the PED overlay district (1 space per unit) to be provided on-site. On-street or public parking should not be counted toward this requirement, as allowed by Section 10.803(6)(e). Additionally, this plan emphasizes strict adherence to other standards of the PED overlay district:

- No parking shall be allowed in the setback (10.803(6)(c))
- Parking located to the rear of the primary structure may extend the entire lot width, with the exception of any required planting strips. Parking located to the side of the structure shall cover no more than 35% of the lot width (10.803(6)(h))
- Surface parking lots shall conform to the Charlotte Tree Ordinance (10.803(6)(i))
- Planting strips shall be provided as required by screening and buffering requirements (10.803(8) and 10.803(9)).

2. **Area 25** - Park/Open Space; This area is appropriate for residential uses up to 22 dwelling units per acre, but because it is within the 100-year floodplain, if Park and Recreation wants to acquire it for the development of the greenway, that is the more appropriate use. Any development on these properties should be sensitive to the floodplain. (For example, development could be clustered on a smaller portion of the site or reduce the amount of impervious surface area.)

3. **Area 28** - Integrated Mix of Office and/or Residential with a height limit of 50 feet. A limited amount of retail may also be appropriate. Limited retail is defined as,

- An establishment that is located on the ground floor of an office or residential building; and
- Has allowed uses that are limited to restaurants, up to 4,000 square feet, dry cleaners, retail sales, bakeries, barber shops and artist studios; and
- No drive-through services are permitted.

In addition, the development would need to assemble all of the parcels encompassed by #28 and the mix must be vertical. Building should be oriented toward the street, as this site is a focal point and entryway into the community. Special attention will need to be paid to pedestrian access. There is a 68 foot Duke power right-of-way that exists on the parcel (34' on either side of the transmission tower). Duke Power does not allow any development within this right-of-way. See Development Concept 3 in Implementation Plan.

4. **Area 37** - Residential and/or retail and/or office (needs to be at least two out of the three uses). Residential uses with height restrictions (3 stories/40 feet) should be located adjacent to existing residential uses. Highest intensity uses should be located closer to South Boulevard. See Development Concept 1 in Implementation Plan.

Urban Design

Dilworth is a unique urban location that must balance pressure for new development with conservation of the existing neighborhood. This will be achieved by:

- *Protecting Dilworth's historical character;*
- *Conserving the existing housing stock;*
- *Encouraging a variety of housing types and a diversity of residents;*
- *Identifying opportunities for higher density housing at appropriate locations;*
- *Encouraging commercial revitalization at a scale appropriate to the neighborhood;*
- *Continuing to encourage projects containing an appropriate mixture of residential, office and commercial uses;*
- *Emphasizing a connected, community-friendly and balanced transportation system that appropriately accommodates pedestrians, bicyclists and transit users while fostering neighborhood-friendly automobile speeds for motorists traveling to and through the Dilworth community;*
- *Improving access to parks and greenways; and*
- *Being sensitive to the natural environment.*



Shotgun houses on Iverson Way most likely served as housing for mill workers

Outside of the historic district, is an equally interesting mix of architectural styles from both before and after World War II. For example, on Iverson Way there are two, narrow, one-story structures, commonly called “shotgun houses.” This style of architecture was common throughout the southeastern United States from the 1860s to the 1920s. These two homes, in particular, probably served as dwellings for workers at nearby Atherton Mill. On the other hand, the area south and west of East Tremont Avenue is generally from the post World War II era. Typically less detailed architecturally than their pre-World War II neighbors, these homes are important as they contribute to a variety of housing types.

Infill and redevelopment has occurred throughout the Dilworth neighborhood over the years, further expanding the mix of architecture. Some of the new development has respected the scale and style of the existing historic residences, some has not. Continued pressure for varying residential styles and densities make compatibility an ever-present challenge.

Commercial Development

Most of the commercial development within the study area is on Park Road and is characterized by:

- An auto-oriented layout with poor pedestrian amenities;
- Parking separating front doors from public sidewalks;
- Lack of connectivity between abutting commercial uses; and
- Low-density, single-use buildings with bland facades.

EXISTING CONDITIONS

Residential Development

The Dilworth study area reflects a variety of architectural styles common to the first half of the twenty-first century. Within the boundary of the historic district is one of Charlotte's best sampling of turn of the century architecture. North of East Boulevard, are the neighborhood's largest homes built in the late Victorian, neo-classical, Colonial revival and Tudor revival styles. South of East Boulevard, the homes are more modest Bungalow style homes, popular among the middle class between 1910 and 1920.



This quadraplex on Park Road retained its urban appeal by keeping parking in the rear



This quadraplex, also on Park Road, was rezoned for office use in the 1960s. Parking replaced the front lawn.



Outside the Historic District, sidewalks are less common

A smaller concentration of commercial development is found along Scott and Kenilworth Avenues, north of East Boulevard. Amidst some fairly large scale redevelopment projects, most of the existing commercial development in this area is in renovated single family homes, which creates a unique, urban feel and helps to preserve Dilworth's historic character.

Pedestrian Environment

In most of the residential areas within the Historic District, sidewalks exist on both sides of the street. The sidewalk conditions vary from excellent in some locations to poor in others. The majority of the sidewalk problems include cracks, poor maintenance or damaged and missing segments.

Outside of the Historic District, sidewalks are less common, creating an unsafe environment for walkers.

Streets

Dilworth has a well connected network of local streets, which sets the neighborhood apart from many other areas of the City. Mature street trees, walkable block lengths and plentiful connections create a safe, enjoyable travel environment. However, a handful of the neighborhood's thoroughfares have been modified over the years to accommodate vehicular capacity, resulting in travel speeds that deter alternative travel modes.

RECOMMENDATIONS

Overall, the Dilworth study area benefits from good urban design. Issues challenging the neighborhood include:

- Compatibility of new residential development with existing residences; and
- The need to retrofit commercial development to improve the pedestrian environment and create multi-modal streets.

The following thirteen design recommendations for the Dilworth study area set design expectations for site and building design of new residential and non-residential development to help address the neighborhood's urban design challenges and implement the vision for the neighborhood. The recommendations will be applied to properties within the study area primarily through the rezoning process, yet compliance with

the recommendations is also strongly encouraged for properties not requiring a rezoning.¹

Each recommendation is accompanied by

- Background information, which explains the intent of the recommendation; and
- Examples of ways the recommendation may be accomplished. While the examples are meant to stimulate ideas for good design, in many instances it may be difficult to meet the intent of the recommendation without following, at least some of, the suggestions.

Site Development Recommendations

1. Site Preparation

Design sites around the existing landscape and topography and be sensitive to the environment during site preparation.

How a site is prepared for construction can have a significant impact on the environment and the character of the neighborhood. Extensive grading can disturb stable soils and re-arrange the topography of the site. This can detract from the individuality of site and result in increased erosion. Removing trees further induces erosion, while also affecting shade, privacy and wind blockage.

This recommendation may be accomplished by:

- Performing a tree survey identifying all trees eight inches in diameter or greater at breast height.
- Preserving and incorporating trees identified in the tree survey into the site plan, especially in public space and along the perimeter.
- Replacing trees not incorporated into the site plan with 3 inch-caliper maturing shade trees.

¹ In addition to these guidelines, there are several other policies that guide design in the Dilworth neighborhood. It should be noted that these design guidelines:

- Supplement, but do not replace, the requirements of existing zoning regulations
- Supersede the design guidelines of the General Development Policies Phase I (2003)
- Provide additional guidance to the Charlotte Historic District Commission: Policy & Design Guidelines, where the historic district and the plan boundaries overlap
- Provide continuity with the Charlotte Historic District Commission: Policy & Design Guidelines, in areas outside the Dilworth Local Historic District



There is little to discourage speeding on this section of Scott Avenue



Residences in Dilworth Mews are built around the existing topography



Doors and windows help to orient buildings to the street



Building setbacks should be consistent with existing development



Wide sidewalks in retail and mixed use areas accommodate pedestrian amenities



Textured pedestrian crossings calm traffic

- Building the project around the existing topography, as much as possible.

2. Building Orientation

Orient buildings toward the street and public space, where provided.

The building's location and relationship to the rest of the site, public streets and adjacent property defines the surrounding space and determines how that space feels to the user. Smaller, contained spaces are more comfortable to pedestrians than large, undefined spaces. Therefore, streets and public spaces are most welcoming when buildings front them. Building-lined streets may also slow traffic, enhancing both pedestrian and vehicle safety. Finally, buildings fronting the street, or public space, provide a sense of community. Windows, doors and porches provide a visual connection between activity occurring outside and inside buildings.

This recommendation may be accomplished by:

- Including doors, porches and/or windows on elevations facing streets and public spaces.
- Including and defining main entrances on elevations facing streets and public spaces.
- Not locating parking between the building and the street.

3. Setbacks

Ensure that building setbacks are consistent with existing neighboring development², are unimpeded by parking areas, and include pedestrian-oriented amenities.

The building setback is the area between the building face and the curb or right of way. Setbacks control where buildings can be placed on the site and can create a sense of order along the street. Incorporating public amenities in setbacks, while discouraging parking, helps create a good pedestrian environment along the street.

This recommendation may be accomplished by:

- Not locating parking within the setback or anywhere directly between the building and the street.
- Incorporating public amenities, such as shade trees, seating, decorative landscaping, public space, plazas, bike racks, lighting and artwork into setbacks in higher density residential and non-residential developments.
- Incorporating shade trees, public space and lighting into setbacks in residential developments.

² Except where an adopted streetscape plan calls for a different setback

- Providing, in retail and mixed-use developments, a sidewalk that accommodates café seating and other pedestrian amenities (at least 16 feet from building face to the back of existing or future curb or planting strip or the width specified in an adopted streetscape plan).
- Replacing existing parking within the setback with outdoor café seating, exterior sales or public space, in redevelopment projects in retail and mixed-use areas.
- Raising the first floor of the building at least two feet above street level to protect privacy in higher density residential developments built close to the street.

4. Street and Streetscape Design

Preserve Dilworth's traditional grid street pattern and provide streetscapes that create a safe and enjoyable travel environment for vehicles, pedestrians, bicyclists and transit riders.

Streets provide space for travel and access to land uses and help to organize parcels into blocks. To do so, streetscapes (the space on either side of the street), must provide a safe, usable and enjoyable space for pedestrians. In addition, land use accessibility and walkable block lengths should be enhanced by providing plentiful street connections.

This recommendation may be accomplished by:

- Connecting new streets to the existing grid street pattern and avoiding street closures.
- Enhancing the streetscape for pedestrians and bicyclists by including elements that slow vehicle traffic, such as medians, pedestrian refuge islands, raised pedestrian crossings, bike lanes, wide sidewalks, minimized street widths, speed tables, roundabouts, landscaping, street furnishings, pedestrian scale lighting, shade trees and other vertical elements in planting strips.
- Not allowing drive through windows and service areas that compromise pedestrian accessibility.
- Including parallel and/or back in angled on-street parking in retail, mixed-use and higher density residential development.
- Providing multiple vehicular and pedestrian connections to surrounding property or providing for potential future connections.
- Constructing raised curb, rather than valley curb.³

³ Raised curbs provide a well-defined street edge and prohibit vehicles from parking in the pedestrian zone.

Multiple connections between different land uses have several benefits:

- *Eliminate accessing a major thoroughfare as the sole means of ingress and egress, thus reducing travel distance and saving time;*
- *Reduces fuel consumption and air pollution;*
- *Allows pedestrians and bicyclists to travel safely, comfortably and shorter distances to their destination;*
- *Promotes healthier lifestyles by enabling walking and biking as alternative modes of transportation;*
- *By sharing access and parking the development can be built with less impact on the environment*



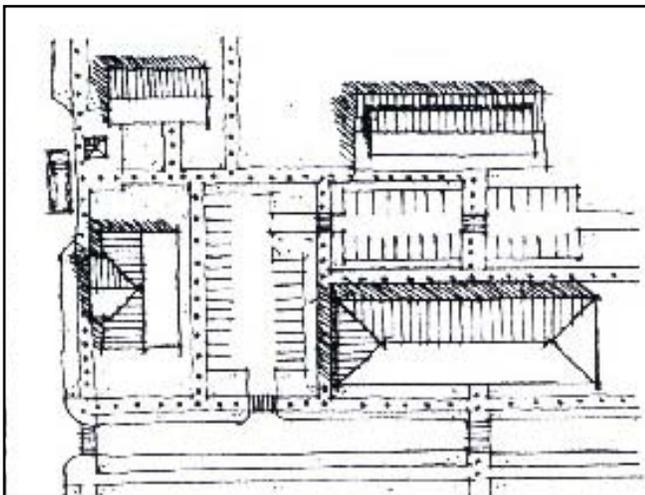
On-street parking buffers pedestrians on the sidewalk



Avoid locating parking between the building and the street



Shared driveways minimize pedestrian obstructions and impervious surface



Pedestrian circulation systems should be provided in parking areas

5. Driveways and Parking

Minimize the presence of driveways and parking areas by reducing the frequency of driveways, the size of parking areas and mitigating the negative visual, environmental and safety impacts.

Driveways and parking areas can be unsafe environments for pedestrians and vehicles. They can result in pedestrian-vehicle conflicts, such as where pedestrians are forced to walk in parking aisles with moving vehicles, or vehicle-vehicle conflicts, such as where multiple driveways access a higher-speed roadway. In addition, driveways and parking areas involve large expanses of impervious surface, which increase run-off and are visually unattractive. Limiting the size and frequency of driveways and parking areas addresses safety, environmental and aesthetic concerns. Proper design of driveways and parking areas can improve their appearance and function. On street parking provides a good alternative; eliminating the need for a driveway and minimize surface parking lot area, while slowing traffic and buffering the pedestrian.

This recommendation may be accomplished by:

- Not locating parking between the building and the street.
- Designing site so garages and carports are not the predominate feature of the residential façade. However, consideration should also be given to the environmental impacts of creating longer driveways.
- Sharing driveways and parking areas with neighboring development, when possible.
- Including rear alleyways, when possible, to reduce the number of driveways along public streets and sidewalks.
- Providing on-street parking (back in angled or parallel) to reduce the need for large surface parking lots in higher density residential and retail/mixed-use developments.
- Designing surface parking with decorative paving, landscaping, designated pedestrian pathways and pedestrian scale lighting.
- Designing parking deck facades with decorative or artistic screening elements. The ground level should have a pedestrian oriented design with appropriate screening or land uses wrapping the deck.
- Utilizing best management practices in the design of parking areas to mitigate storm water run-off.

- Providing a pedestrian circulation system through parking areas, which connects to adjoining properties and the public sidewalk in retail and mixed-use developments.
- Breaking up large parking areas (i.e. create rooms) using streets, landscaping and pedestrian pathways.
- Using large, continuous landscaped islands, as opposed to smaller, segregated islands.

6. Public Space

Include thoughtfully located, functional, accessible, aesthetically pleasing, safe, and where possible, pervious public space.

Public space includes outdoor areas, such as plazas, community gardens or pocket parks. Public space provides areas for socializing, recreation and relaxation. It also can provide a pervious surface, which helps to mitigate storm water run-off and heat island effects of the building footprint.

This recommendation may be accomplished by:

- Designing the site around public spaces.
- Including amenities such as trees, seating, ornamental paving, decorative landscaping features, public art and accent lights.

7. Landscaping

Use landscaping to enhance site and building design, as well as to contribute to the natural environment and public safety.

Landscaping is used to frame and soften site and building design. It can include plants, paving materials, planters or walls. Landscaping can alter micro climates, by providing shade or sun; prevent erosion by stabilizing soil and reducing run-off caused by impervious surfaces; block the wind; screen for undesirable views; and blend buildings with surrounding development.

This recommendation may be accomplished by:

- Using indigenous plant material, as much as possible, to minimize the reliance on irrigation systems and extensive maintenance.
- Incorporating decorative hardscape elements into the landscape plan, as appropriate, by using pavers and alternating surface patterns and colors.
- Preserving existing trees and incorporating them into site design.



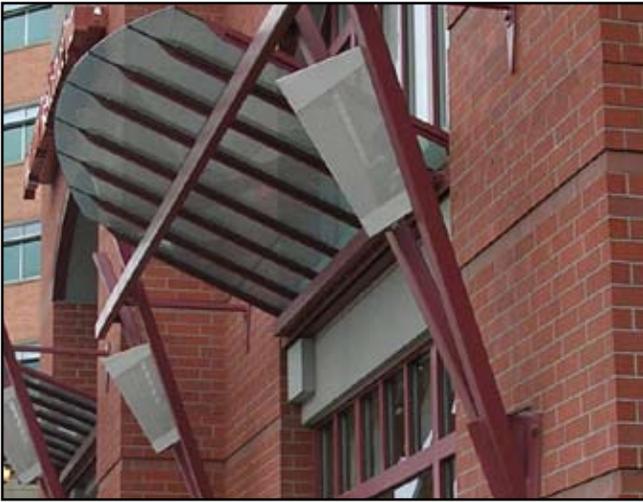
This sculpture acts as a landmark in this easily accessible public space



Street trees provide shade, cooling the streetscape and buildings



This tile mural is functional public art that enlivens public space



Accent lighting emphasizes unique architectural details

- Protecting and planting street trees, giving due consideration to species appropriate under power lines.
- Using plant materials to soften and screen parking lots.

8. Public Art

Incorporate public art into higher density residential and retail/mixed-use development.

Public art includes murals, sculptures and fountains. It is used to create visual interest, elicit conversation, communicate ideas, foster a sense of place, enhance public space and provide an outlet for creative expression.

This recommendation may be accomplished by:

- Including artwork such as fountains, sculptures or murals in public spaces.
- Using murals, or some other artwork, to eliminate blank walls.
- Including works of art in pavement, landscaping, or common landmarks such as light poles, bollards, walls and seating.

9. Lighting

Incorporate appropriate and well-focused lighting within the development.

Lighting provides visibility and a related sense of security to public space. It enhances the pedestrian environment and can be used to accent unique areas or highlight architectural details. However, unnecessary or poorly focused lighting can cause light pollution.

This recommendation may be accomplished by:



Balconies and windows help larger buildings avoid monolithic elevations

- Using pedestrian scale lighting in pedestrian activity areas, such as pathways in retail and mixed-use areas and along public and private streets.
- Using accent lighting to highlight unique architectural details for higher density residential and non-residential developments.
- Providing lighting features to adequately light the site without having indirect impacts on neighboring properties.
- Using properly angled, full cut-off light fixtures that do not emit unnecessary light horizontally or vertically or onto adjacent property.

10. Signage

Design neighborhood, shopping center and building identification so that it is compatible with the surrounding community.

Signage identifies a place and aids in way-finding. However, too many or ill-placed signs can result in clutter and confusion.

This recommendation may be accomplished by:

- Designing storefront signage on windows so that it does not create clutter and disorganization or block views from the sidewalk.
- Incorporating commercial signage into the building by using canopies, building mounted signs or banners, when possible.
- Avoiding use of detached pole signs.
- Using ground mounted signs at an appropriate scale.



Unlike this photo, new development abutting residences should consider the effects of height on visual encroachment and shading



In this conceptual rendering, building heights taper as they approach residential development

Building Design Recommendations

Primary elements of architectural design are massing, scale and articulation. Though separate by definition, these three elements inherently work together to create the building composition. In Dilworth, it is essential that the relationship between building form, its articulation and the human experience are examined thoughtfully in the design process to create structures that are harmonious with their environs. These recommendations provide instruction for doing so.

11. Massing

Create a visually interesting building that is also compatible with the surrounding neighborhood.

Massing describes the relationship of the building's various parts to each other. Architectural elements, such as windows, doors and roofs, as well as interior floor plans, can affect building mass. Massing helps determine the visual interest of the building and its compatibility with its surroundings.

This recommendation may be accomplished by:

- Avoiding bland, monolithic, redundant elevations, particularly in large-scale development.
- Distinguishing ground level design from upper stories in higher density residential and non-residential development.
- Using vertical and horizontal details, especially on roofs of large buildings, to create visually compelling elevations.
- Establishing a roof line with variation to reinforce the design of the building.

12. Scale

Respect and be compatible with the scale of existing development.

Scale is the relationship of a particular building or development, in terms of size, height, bulk, intensity and aesthetics, to people and its surroundings. A building's scale is contextual and is key in determining how compatible the building is with the neighborhood.

This recommendation may be accomplished by:

- Relating the scale of new development to the overall scale of the surrounding community.
- Using the scale of adjacent existing development to determine the appropriate scale of new infill – both residential and non-residential. To determine the appropriate scale of new development abutting residential uses, take into account side yard dimensions, character of 'in between' spaces, height as it relates to sun and shade, and visual encroachment into back and side yards.
- Locating taller buildings closer to street corridors and taper height as they approach lower density residential development.

In this series of multi-family buildings the massing is similar; however, they are articulated differently using simple geometries. A harmonious arrangement of windows, roof elements and styles, doorways, and other functions of the building (chimneys, balconies, stairs, materials) is the foundation of a pleasing and sustainable building design.



13. Articulation

Include architectural elements that are attractive, functional, and help to achieve a cohesive composition on all elevations.

Articulation refers to the division of a building into meaningful parts. Elements of articulation can include porches, balconies, doors, windows, roofs and other architectural details. These architectural elements bring value to the building as a whole, by creating visual interest, breaking up massing and communicating purpose. Certain elements, such as porches, windows and doors can also provide a visual connection between activity within the building and activity on the street, creating a sense of security.

This recommendation may be accomplished by:

- Designing porches and balconies to be usable space (typically at least 8 feet in depth) and ensure that they are in proportion with the overall scale of the building in residential developments.
- Using porches, balconies, or other architectural elements to generate visual interest by creating dimensional changes along the façade in higher density residential development.
- Using features such as display windows, arcades and canopies over doors and windows to enliven the façade and to create visual interest, especially, for the pedestrian in retail and mixed use buildings.
- Using doors, windows and clear glass to accentuate facades, maximize daylight, provide natural ventilation and a visual connection to the street.
- Recessing or extending windows to bring depth to the building.
- Accentuating doorways with columns, molding, overhangs, porticos, porches and/or staircases, when possible, so that they are easily identifiable.
- Adding dormers and skylights to gable or hip roofs.
- Eliminating expanses of blank walls (typically 20 feet or greater) along sidewalks and public streets by using architectural detail, changes in wall plane depths, artwork, windows, lighting or landscaping.



Clear glass on storefronts provides a visual connection to the street

Transportation

Dilworth is a unique urban location that must balance pressure for new development with conservation of the existing neighborhood. This will be achieved by:

- *Protecting Dilworth's historical character;*
- *Conserving the existing housing stock;*
- *Encouraging a variety of housing types and a diversity of residents;*
- *Identifying opportunities for higher density housing at appropriate locations;*
- *Encouraging commercial revitalization at a scale appropriate to the neighborhood;*
- *Continuing to encourage projects containing an appropriate mixture of residential, office and commercial uses;*
- *Emphasizing a connected, community-friendly and balanced transportation system that appropriately accommodates pedestrians, bicyclists and transit users while fostering neighborhood-friendly automobile speeds for motorists traveling to and through the Dilworth community;*
- *Improving access to parks and greenways; and*
- *Being sensitive to the natural environment.*



Dilworth has a community-friendly street system that embraces pedestrians and bicyclists

- Land Use Accessibility
- Connectivity
- Pedestrian Facilities
- Bicycle Facilities
- Streets and Intersections
- Parking
- Transit Facilities
- Streetscapes

Land Use Accessibility

Accessibility is defined by the directness of travel path (connectivity) and the proximity of neighborhood supporting land uses to residential land uses. Increased land use accessibility tends to reduce trips and trip distances for pedestrians, bicyclists, motorists and transit users. At the neighborhood level, accessibility is affected by the quality of sidewalks and bicycle facilities, street connectivity, geographic density and mix of land uses (addressed in more detail in the land use section).

Table 2 illustrates that over 90 percent of Dilworth residents are within a quarter-mile of shopping and a local transit route, whereas approximately 60 percent of the City's population is with a quarter-mile of shopping and transit.

Connectivity

Connectivity is the degree to which a system of streets provides multiple routes and connections to the same origins and

EXISTING CONDITIONS

The Dilworth neighborhood benefits from excellent land use accessibility and a high degree of connectivity. Dilworth residents of all ages benefit from being in close proximity to a mixture of land uses that enable them to live, work, play, socialize and shop within walking distance of their home. In addition, the highly connected street network enables Dilworth residents to experience minimal levels of congestion and shortens travel distances for all transportation users.

The purpose of this section is to assess and make recommendations that will protect and enhance the character of the community by addressing the following elements:

Table 2: Land Use Accessibility

	City Residents*	Dilworth Residents*
Within 1/4 mile of Shopping**	60%	97%
Within 1/4 mile of Schools	28%	44%
Within 1/4 mile of Parks	33%	46%
Within 1/4 mile of a local transit route	61%	99%

Source: Charlotte Department of Transportation

*Total population in the City of Charlotte block file is 583,883; Total population in Dilworth is 7,109

**Retail information was gathered from the zoning layer provided by the Charlotte-Mecklenburg Planning Commission and was queried into the following retail codes (B1, B2, CC, NS)

destinations. An area with high connectivity has multiple points of access around its perimeter as well as a dense system of parallel routes and cross-connections within an area.

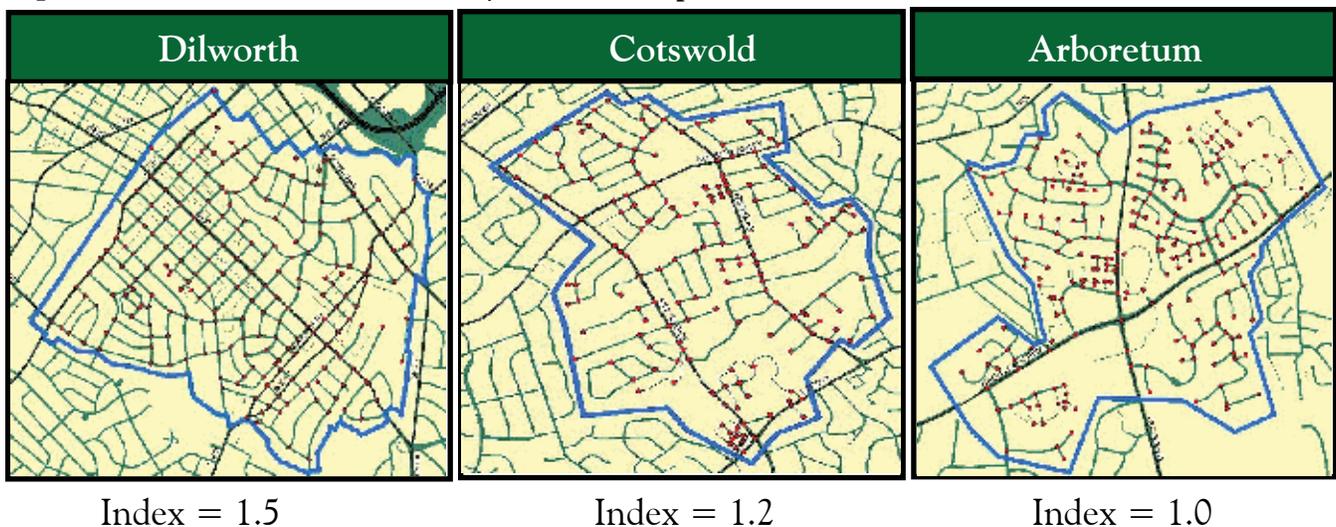
Dilworth residents benefit from the highly connected network by being able to travel in a short and direct fashion to Dilworth's neighborhood serving land uses. This high level of connectivity enables Dilworth to be relatively congestion free and maintain neighborhood friendly two, three and four-lane roadways instead of much larger roadways and intersections. The Dilworth study area has a connectivity index of 1.5 (Figure 10). The Cotswold community which is farther from Dilworth and Center City Charlotte, has a less dense street network and has a connectivity index of 1.2. The figure also compares the Arboretum community, a newer community with a sparse street network located farther south from Dilworth and Cotswold, which has a connectivity

index of 1.0. The denser street networks, like Dilworth, offer multiple route options, shorter travel distances and shorter block lengths; thus, providing better connectivity into the community.

Pedestrian Facilities

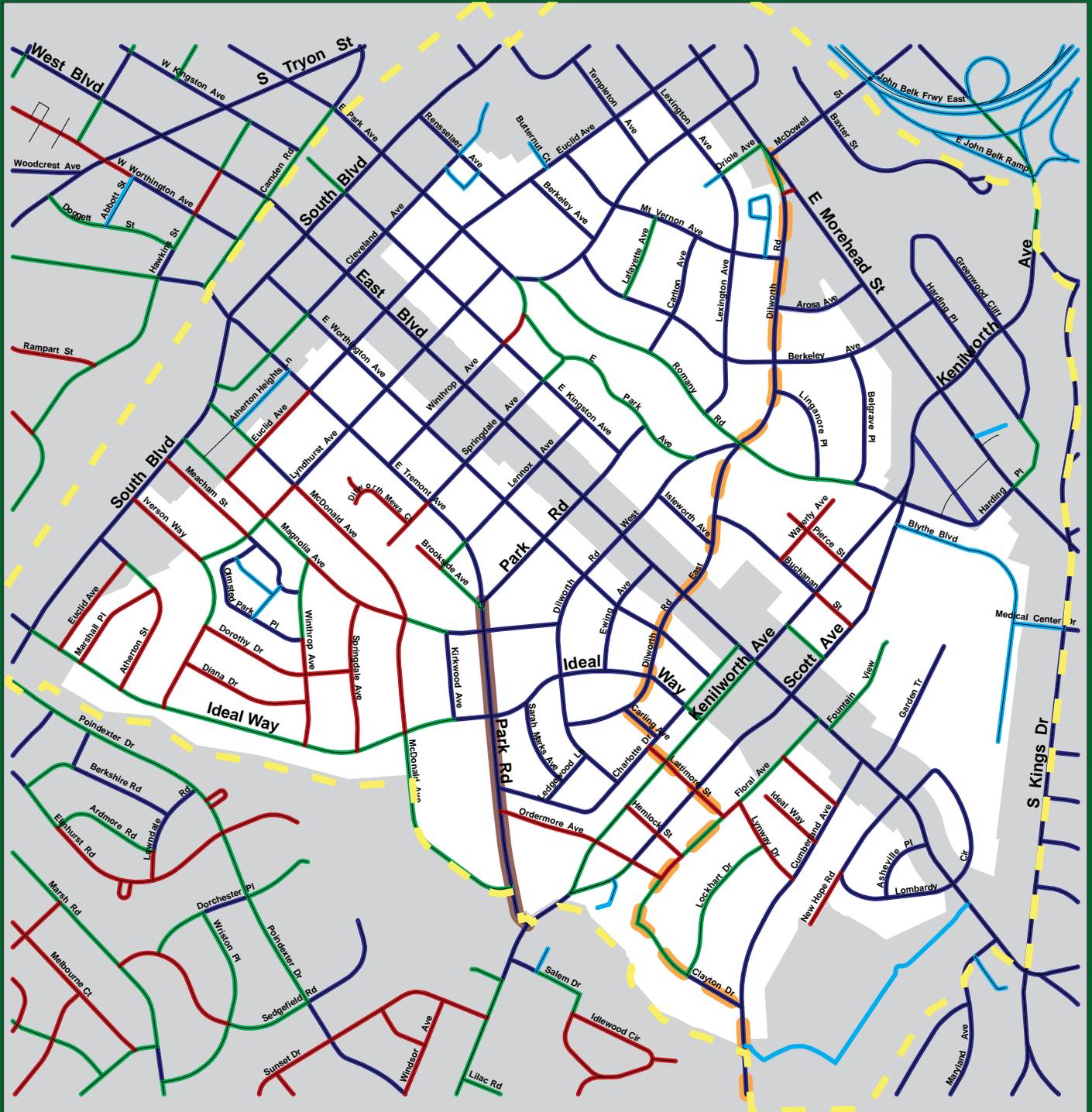
Pedestrian facilities include sidewalks, trails and other walkways. Every trip we take, even by car, begins and ends with being a pedestrian. Sidewalks accommodate a wide range of users, from children to seniors, and a wide range of activities such as baby strollers, children on bicycles and wheelchair users. Sidewalks also provide a place for transportation access, recreation opportunities and community interaction.

Figure 10: Dilworth Connectivity Index Comparison



Dilworth Land Use & Streetscape Plan

Map 13: Existing Sidewalk and Bicycle Inventory



Sidewalk Inventory

- Complete*
- Partial
- None
- Not Surveyed

Bicycle Facilities

- Signage
- Bike Lane

* "Complete" indicates the presence of sidewalks on both sides of the street.



The table below illustrates the most recent average daily traffic volumes on the major roads within the Dilworth community. The dense network of streets allows traffic to disperse throughout the neighborhood, thus not producing high levels of congestion on major roadways.



Street Name	Count
East Boulevard east of Kenilworth	24,700
East Boulevard west of Kings Drive	23,200
Scott Avenue north of East Boulevard	11,900
Scott Avenue south of East Boulevard	10,300
Kenilworth Avenue north of East Boulevard	12,800
Kenilworth Avenue south of Baxter Street	24,800
Kenilworth Avenue south of East Boulevard	9,200
Kenilworth Avenue south of Independence Boulevard	33,300
Kenilworth Avenue south of Morehead Street	23,200
Park Road between Ideal Way and Kenilworth Avenue	9,800
Morehead east of South Boulevard	23,600
Morehead east of McDowell	21,200
South Boulevard north of East Boulevard	31,500
South Boulevard south of East Boulevard	29,800

Source: Charlotte Department of Transportation

An extensive inventory of the existing public sidewalks and a sidewalk condition assessment have been completed for Dilworth. Map 13 illustrates the results of this sidewalk inventory.

As shown, sidewalks exist throughout the Dilworth study area, particularly in the Historic District, on both sides of the street. The sidewalk conditions assessment indicates that conditions of sidewalks vary from excellent in some locations to poor in others. The majority of the sidewalk problems include cracks, poor maintenance or damaged and missing segments.

Bicycle Facilities

The bicycle is growing more popular as a transportation option as people recognize its health and environmental benefits. It is a simple, efficient and enjoyable means of accommodating short trip needs and helps reduce vehicle miles traveled (VMT).

Bicycle lanes identify roadway space for cyclists and decrease the intimidation many cyclists feel when sharing the roadway with higher traffic volumes. Streets of low volume and slow speeds are typically shared safely and can be accommodated with signs identifying bicycle routes through the neighborhood. The presence of trails, bike lanes, bike routes, bike parking, places to go and a connected network with moderate travel speeds influences the decision to bicycle for transportation.

From a bicyclist standpoint, the Dilworth neighborhood benefits from a well connected street pattern and a mixture of land uses within close proximity. Map 13 identifies existing bicycle facilities to connect key neighborhood destinations like the South End, East Boulevard, Latta and Freedom Parks, Little Sugar Creek Greenway, the South Corridor Light Rail Stations, local transit service and Center City.

Streets and Intersections

Great streets are a common element in some of our most attractive and enduring residential areas. Great streets include elements such as a connected block structure, grand trees, comfortable sidewalks, short blocks and a mix of housing types, schools, churches, businesses and open space in a compact setting that allows for easy pedestrian access. Streets influence the aesthetic, scenic, historic and cultural resource and physical characteristics of an area because they help give a community identity, a sense of place and a source of local pride. A connected network helps to disperse congestion.



Controlling traffic volumes or traffic speeds along residential streets is critical to maintaining a safe and livable neighborhood and community. Traffic calming is a way to manage traffic so that its negative impacts on residents, pedestrians and neighborhoods are minimized. The City is dedicated to improving the quality of life in our neighborhoods by offering appropriate traffic calming when certain conditions exist. Some of the measures available are:

- *Multi-way Stops*
- *Speed Humps*
- *Speed Tables*
- *Raised Intersections*
- *Chicanes*
- *Traffic Circles*
- *Turn Restrictions*
- *On-street Parking*

The Dilworth stakeholders noted that their general preference is multi-way stops over speed humps. During the planning process, in addition there appeared to be openness to considering additional traffic calming measures. Current streets with traffic calming measures within the Dilworth community are as follows:

- *Park Road*
- *Cumberland Avenue*
- *East Park Avenue*
- *Iverson Way*
- *Magnolia*
- *Tremont/ Park Road*

Dilworth was developed in the pre-automobile era and has an extensive network of great streets. As Map 14 illustrates Dilworth has a dense network of streets that work to disperse traffic to decrease automobile congestion on the thoroughfares. The network comprises a hierarchy of streets that is classified according to function – thoroughfares, collectors and local streets. Most of the streets in Dilworth are local streets, which are low-volume, low-speed streets that mainly serve local uses, typically residential uses. However, there are a few thoroughfares in the Dilworth study area whose function is to also accommodate large volumes of traffic at moderate speeds and provide access to commercial, residential and institutional land uses, including:

- East Boulevard
- South Boulevard
- Morehead Street
- Scott/Kenilworth Avenues

Parking

Parking is usually addressed in the zoning ordinance or by some other enforcement measure. The PED zoning requirements, which apply to East Boulevard, set parking standards for specific uses and are less stringent and more flexible than the underlying zoning classifications in the amount of parking required. A table that compares PED and traditional zoning requirements is located in Appendix D.

Areas where parking pressures occur include East Boulevard at Floral, Worthington and Euclid Avenues. Much of this pressure occurs during the weekday lunch hour. The zoning ordinance allows shared parking and is most likely used by several businesses along East Boulevard.

Several parking-related issues/suggestions were identified as part of the public participation process in the development of this plan, including the following:

- Eliminate the ability to count on-street parking toward minimum parking requirements;
- Have a paid municipal parking deck;
- Explore off-street parking requirements;
- Consider share dumpster locations and/or driveways;
- Create a parking inventory for East Boulevard;
- Create an overall signage system to direct customers to parking;

- Consolidate parking along East Boulevard;
- Educate merchants about alternative locations for staff parking.

Fairly extensive parking research was done as part of the East Boulevard Pedscape Plan development process. This included a parking utilization study of parking spaces on East Boulevard, from South Boulevard to Dilworth Road West and intersecting side streets. The summary concluded that

“...it is generally accepted that parking areas are most efficient when their occupancy peaks at approximately 85%; actual peak occupancy on East Boulevard is 38%, and on the side streets is 57%. Total occupancy for all easily accessible, unreserved on-street parking spaces in this study is 44%. Based on these figure, East Boulevard itself currently has an excess of 76 spaces, and the entire study area has an excess of 152 parking spaces.” (CDOT/Planning Commission study, April 2002)

In addition, it was noted during the plan development process that most of the streets in Dilworth permit on-street parking, except for the portion that is within approximately 30 feet of an intersection. Parking is not allowed on a portion of Floral Avenue and along Cumberland and Euclid avenues. On Scott and Kenilworth Avenues, parking is not permitted from approximately the length of the turn lane to the corner.

Transit Facilities

Public transportation helps to improve quality of life, strengthen the economy, create jobs, reduce traffic congestion and air pollution and save energy. Transit facilities include local bus service, rapid transit service, neighborhood shuttles and other specialized services.

The Charlotte Area Transit System (CATS) currently maintains convenient and frequent bus transit service to the Dilworth study area. The bus service connects the Dilworth study area to the Uptown area, nearby neighborhoods, shopping centers, areas of employment, libraries, community centers, schools and parks. CATS currently provides six routes with service to the Dilworth study area as shown on Map 15.

Streetscape Design

“Streetscape” refers to both the cross section of the road (area between the curbs) and the public right-of-way outside of the roadway curbs. It is the space where the transportation system and the surround land uses come together, and accordingly it includes elements of both - travel lanes, bike lanes, on-street parking and amenities (See Figure 11). The streetscape



Speed humps are one method for calming traffic



CATS currently maintains convenient and frequent bus transit service to the Dilworth Community



Trolley service also connects the Dilworth neighborhood to Uptown Charlotte

Dilworth Land Use & Streetscape Plan

Map 15: Charlotte Area Transit System Routes



Bus Routes			
	Route 6		Route 19
	Route 12		Route 24
	Route 18		Route 236



defines the character of the street and its surroundings; a well designed streetscape makes the street safer and more attractive, creating a more viable neighborhood.

In Dilworth, most of the existing streetscape design accommodates both the vehicle, pedestrian and local transit user. In some cases, it also accommodates the bicyclist. There are also several places at the entrances to the community where the streetscape is not adequate to provide a welcoming pedestrian environment and multi-modal street system. These areas include portions of the following streets:

- Ideal Way
- Park Road
- Charlotte Drive
- Kenilworth Avenue
- Scott Avenue

RECOMMENDATIONS

The Dilworth study area benefits from excellent land use accessibility and a high degree of connectivity. Dilworth's land use accessibility and connectivity directly benefit pedestrians, bicyclists, motorists and transit users and shaped the recommendations listed below. Many of the short-term transportation improvements are listed in Appendix C and have been completed.

Land Use Accessibility

1. Maintain or enhance Dilworth's land use accessibility ratings as detailed in Table 2.

Connectivity

2. Maintain or enhance Dilworth's grid street system by pursuing new connection opportunities through redevelopment and strongly discouraging street closures.

Pedestrian Facilities

The following are proposed long term and short term recommendations for improving pedestrian safety, mobility, and walkability in the Dilworth study area:

3. Complete gaps in the existing sidewalk system which link residents to the neighborhood serving land uses within the community.

4. Improve pedestrian safety and amenities at signalized intersections by considering the following design elements for new or retrofitted intersections where feasible and if funding permits.

- Pedestrian countdown signals (consider audio/tactile signals where appropriate)
- Special crosswalk treatments (i.e. different textures, colors, materials)
- Pedestrian-level lighting for safety and as an urban design feature (as redevelopment occurs)
- Signal phasing that provides maximum protection for pedestrians
- Turn restrictions to eliminate pedestrian-vehicle conflicts where appropriate
- ADA-compliant curb ramps (two per corner), context-sensitive turning radii at corners
- Pedestrian refuge islands – where appropriate to reduce crossing distances or to provide center waiting area
- Enhanced landscape treatments

5. Conduct corridor studies to improve safe and comfortable pedestrian access and crossings at the intersections of Kenilworth and Scott Avenues. During the planning process, residents expressed significant concern about the vehicular speeds on these roadways. (A more detailed discussion of this recommendation is in the implementation section of this plan.)

6. Improve South Boulevard pedestrian crossings from Dilworth to existing and emerging development on the west side of South Boulevard and to the proposed LRT stations. Ensure that any opportunity to improve access to these locations is pursued during the course of redevelopment, reconstruction or emerging signalization opportunities.

7. Improve greenway connections. Work with developers and Mecklenburg County to ensure that the Dilworth study area has numerous access connections to the Little Sugar Creek Greenway.

8. Improve pedestrian and bicycle connections from Dilworth to the Sedgefield neighborhood. The Sedgefield path is currently being constructed and will connect McDonald Avenue to Elmhurst Way. The Dilworth stakeholders also identified Iverson Way extension as a possible bicycle, pedestrian and/or roadway connection



Despite plentiful sidewalks, recommendations stress improved pedestrian connections and safety

to improve access between Dilworth and Sedgfield. CDOT is currently working to see if this connection can be made.

9. Encourage sidewalk maintenance. Walkable neighborhoods are well maintained neighborhoods when citizens and the City work together. Individual property owners are responsible for ensuring that sidewalks are free from debris/growth while the City is responsible for structural sidewalk repairs. Residents are encouraged to report sidewalk maintenance issues (including broken sidewalks or sidewalks that are overgrown).

Bicycle Facilities

10. Maintain or develop a cohesive system of bicycle facilities that provide access to and among major activity centers within and outside of the Dilworth study area as noted on Map 13.
11. Improve bicycle connections to the Little Sugar Creek Greenway where feasible. Specific locations have been identified in the implementation section of the plan.

Streets and Intersections

12. Maintain or enhance Dilworth's grid street system by pursuing new connection opportunities through redevelopment and strongly discouraging street closures.
13. Moderate travel speeds on Kenilworth and Scott between East Boulevard and Park Road. (See the implementation section of this plan for more detail.)
14. Improve pedestrian crossings on Park Road between Ideal Way and Kenilworth Avenue. (See the implementation section of this plan for more detail.)



Improved bicycle connections to the Greenway are recommended

15. Improve connections from the Dilworth study area to Center City. (Specific implementation strategies are listed in the implementation section of the plan.)
16. Reduce high speed movements entering Dilworth from eastbound Morehead Street to southbound Dilworth Road. (Specific implementation strategies are described in the implementation section of the plan.)

Parking

17. Review residential on-street parking prohibitions. Dilworth stakeholders noted a number of residential streets prohibit parking on one side of the street to allow for free-flow traffic. The stakeholders requested that staff research whether these streets could be restriped to allow parking on both sides of the street. CDOT has completed an inventory of existing major and minor collectors to determine whether these roadways should be considered for more "residential balance" by allowing more on-street parking and eliminating "free-flow" conditions on the street. This could be done by eliminating center-line striping, during resurfacing projects, and possibly allowing on-street parking on both sides of the street consistent with other streets in the Dilworth study area. This process will require coordination with other City departments as well as Dilworth stakeholders before changes are made.
18. Continue to explore the feasibility of pursuing a public parking lot/deck in Dilworth.
19. Consider amending the zoning ordinance to strengthen the requirements for interconnecting parking lots.



Moderating traffic speeds has been a goal of the Dilworth neighborhood for decades



Light rail service on the South Corridor will provide even more transportation options for Dilworth residents

20. Encourage the creation of a merchants' association and/or municipal services district to initiate programs such as:
- Parking studies to better utilize parking on existing lots,
 - Off-street parking surveys,
 - Signage packages to direct customers to parking,
 - Design charrettes for businesses along East Boulevard to look at consolidating parking and
 - Educating merchants about alternative locations for staff parking.

Transit Services

21. Maintain bus coverage in Dilworth. Currently 99% of Dilworth residents are within 1/4 mile of a CATS bus route. CATS will make a conscience effort to maintain the existing level of coverage in future routing decisions.
21. Ensure safe and convenient access to LRT for Dilworth residents. Ensure that Dilworth residents are provided safe and convenient access to LRT stations by ensuring that South Boulevard pedestrian crossing opportunities are enhanced

Streetscape Design

This plan sets the building setback and streetscape requirements for properties covered by urban zoning districts which include, but are not limited to, TOD, NS, MUDD, UMUD, PED, TS and UR districts.

The following streetscape cross sections and development standards were developed to help achieve the community

vision by improving the pedestrian environment and creating multi-modal streets, generating more of a main street feel along several of the study area's main thoroughfares. The cross sections are conceptual and are not plans for immediate improvements, but will be suggested as redevelopment occurs, or required if an urban zoning district (PED, UR, TOD, etc.) that refers to streetscape standards is applied in the future. Map 16 shows the location of the streets for which new cross sections are proposed and areas that could be appropriate for PED overlay or similar type zoning. There are seventeen recommended cross sections that are part of this plan, and they are concentrated near the Park Road/ Scott/Kenilworth Avenues intersection and around Scott/Kenilworth Avenues at Fillmore Avenue/Pierce and Buchanon Streets. With the exception of McDonald Avenue, all of the recommended streets have adequate right-of-way to accommodate the proposed cross section.

The streetscape cross sections in this plan show recommended design; some flexibility in the design details is appropriate. The cross sections define the character and width of the roadways (from back-of-curb to back-of-curb) and of the area of the streets behind the curbs (between the buildings and the existing or future roadway). Streetscape cross sections for Scott Avenue and Kenilworth Avenue between Park Road and East Boulevard will be defined further as part of a future transportation study by the Charlotte Department of Transportation (CDOT) as noted in the drawings.

Dilworth Land Use & Streetscape Plan

Map 16: Streetscape Locations and Possible PED-Type Zoning Districts



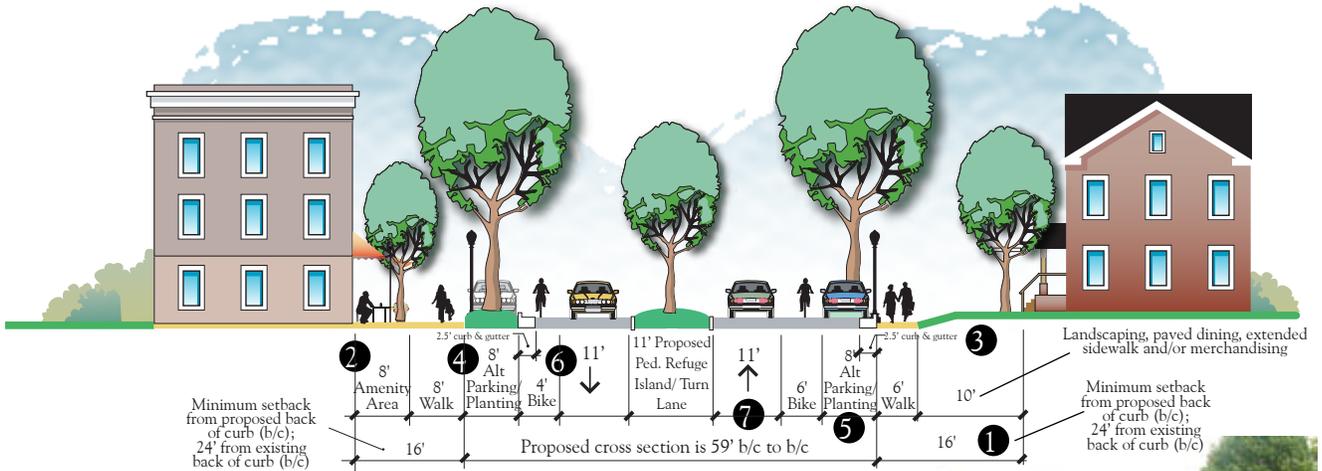
Recommended Street Cross Sections:

- ① Ideal Way – Park Road to McDonald Avenue
- ② Ideal Way - Sarah Marks Avenue to Park Road
- ③ McDonald Avenue – Park Road to Ideal Way
- ④a Park Road – Charlotte Drive to Ideal Way
- ④b Park Road – Kenilworth Avenue to Charlotte Drive
- ⑤ Charlotte Drive - Ledgewood Lane to Park Road
- ⑥ Ordermore Avenue – Scott Avenue to Park Road
- ⑦ Kenilworth Avenue – Clayton Drive to Ordermore Avenue
- ⑧ Scott Avenue – Clayton Drive to Ordermore Avenue
- ⑨ Kenilworth Avenue – Park Road to Clayton Drive
- ⑩ Floral Avenue - Clayton Drive to Ordermore Avenue
- ⑪ Clayton Drive - Floral Avenue to Park Road
- ⑫ Kenilworth Avenue – Filmore Avenue to Romany Road
- ⑬a Scott Avenue – Filmore Avenue to Pierce Street
- ⑬b Scott Avenue – Pierce Street to Romany Road
- ⑭ Buchanan Street, Pierce Street, Filmore Avenue
- MS Internal main streets
- Yellow shaded area Possible PED-Type Zoning District



Dilworth Land Use & Streetscape Plan

Figure 11: How to Read Streetscape Cross Sections



1 Setback

A setback is the distance between the face of a building and the street curb or street right of way.



2 Amenity Areas

Amenity areas are defined spaces along a sidewalk that include elements such as seating, trees, artwork, kiosks, bike parking and lighting. They can be between the sidewalk and the street or between the sidewalk and the building face.



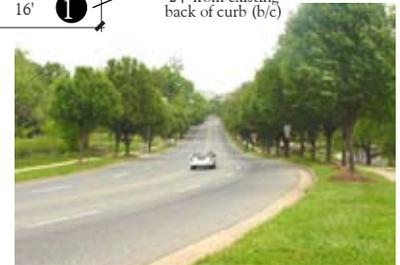
3 Curb & Gutter (C&G)

Curb and gutter is used to define the street edge and control the flow of storm water. A raised curb keeps vehicles off of planting strips and sidewalks and gives the street an urban character.



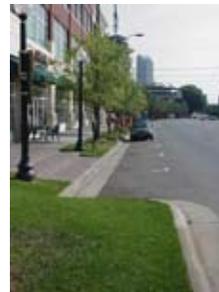
4 Planting Strip

A planting strip is a space between the curb and sidewalk. It may include grass, trees and other landscaping. In some cases the planting strip may be replaced by an amenity area.



5 Parking

On street parking separated from travel lanes is referred to as recessed or protected. Curb extensions at intersections and mid-block locations create these "protected" parking areas. This plan recommends on-street parking spaces separated by planting strips or tree grates.



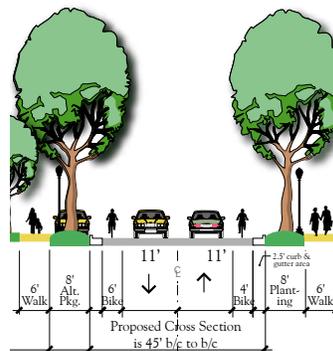
6 Bike Lanes

Bike lanes are a portion of the roadway that has been designated by striping, signing and pavement markings for the preferential use of bicyclists. Bike lanes are typically found to the right of vehicle travel lanes.



7 Travel Lanes for Automobiles

The recommended number, direction and size of travel lanes are shown in each cross-section. The full street width is given as a measurement from back of curb (b/c) to back of curb (b/c).



1 Ideal Way (Park Road to McDonald Avenue)

Street Classification: Major Collector

Existing Streetscape Details

Width: Typical width is 26 feet back of curb to back of curb. However, width varies.

Cross Section: One vehicle lane in each direction; Sidewalks and curb on both sides of the street; Inconsistent planting strip; No gutter

Land Uses: Residential on north side of the street; Retail on south side of the street

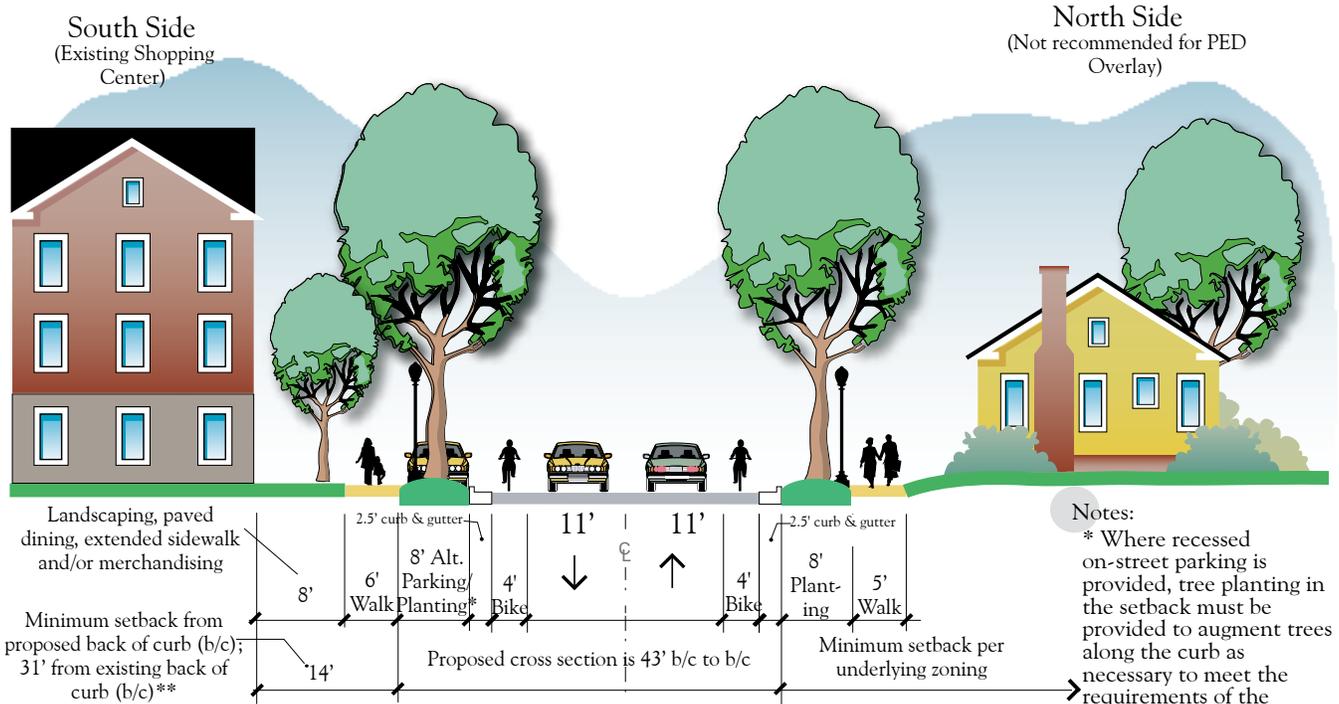
Proposed Streetscape Details

Width: 43 feet back of curb to back of curb

Cross Section: One vehicle lane in each direction; Sidewalks, curb and gutter, planting strip and bike lanes on both sides of the street; Alternating on-street parking on the south side of the street only

Land Uses: Residential on north side; Mixed residential, retail, office and/or park uses on south side of the street

Proposed Cross Section



2 Ideal Way (Sarah Marks Avenue to Park Road)

Street Classification: Minor Collector

Existing Streetscape Details

Width: 26 feet back of curb to back of curb

Cross Section: One vehicle lane in each direction; Sidewalks, planting strip and curb on both sides of the street; No gutter

Land Uses: Office on the south side of the street; residential on the north side of the street

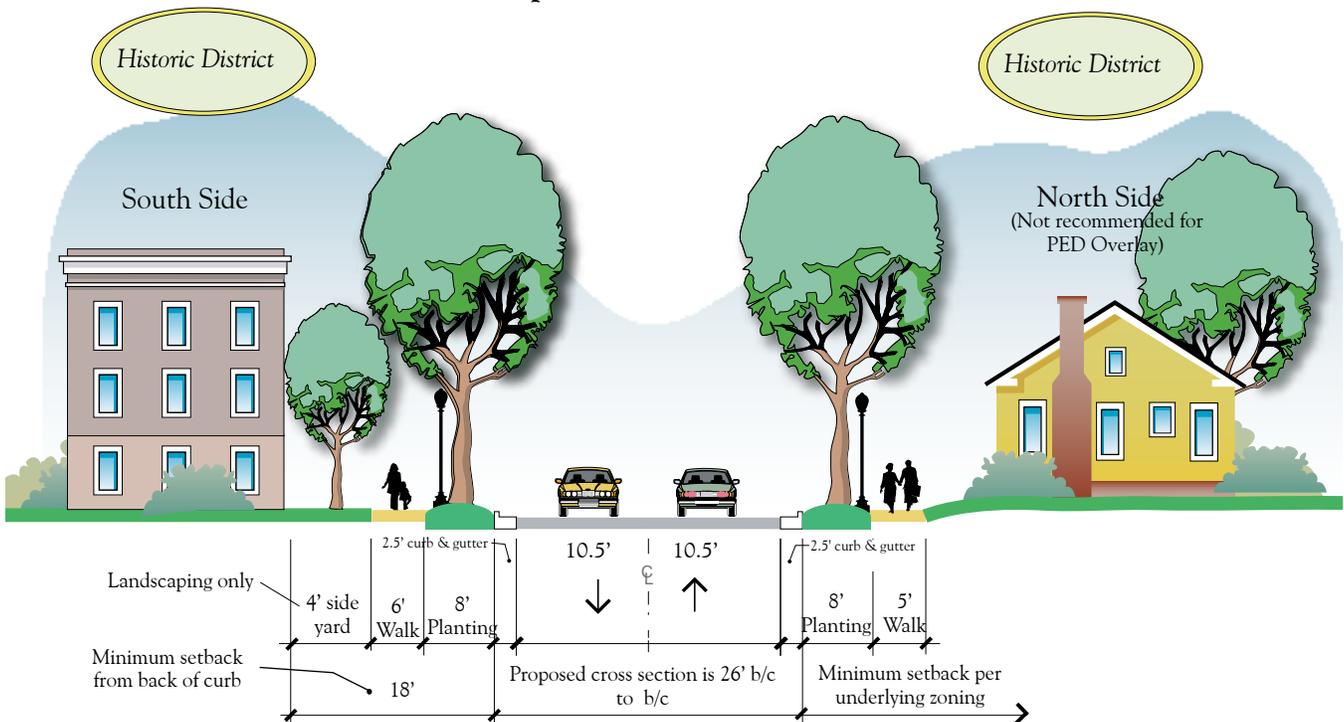
Proposed Streetscape Details

Width: 26 feet back of curb to back of curb

Cross Section: One vehicle lane in each direction; Sidewalks, planting strips and curb and gutter on both sides of the street

Land Uses: Office on the south side of the street; residential on the north side of the street

Proposed Cross Section



3 McDonald Avenue (Park Road to Ideal Way)

Street Classification: Local

Existing Streetscape Details

Width: Varies from 36 feet to 41 feet back of curb to back of curb

Cross Section: One vehicle lane in each direction; Curb and gutter on both sides of the street; Sidewalks on west side of the street; No planting strips

Land Uses: Park on the west side of the street; Retail on the east side of the street

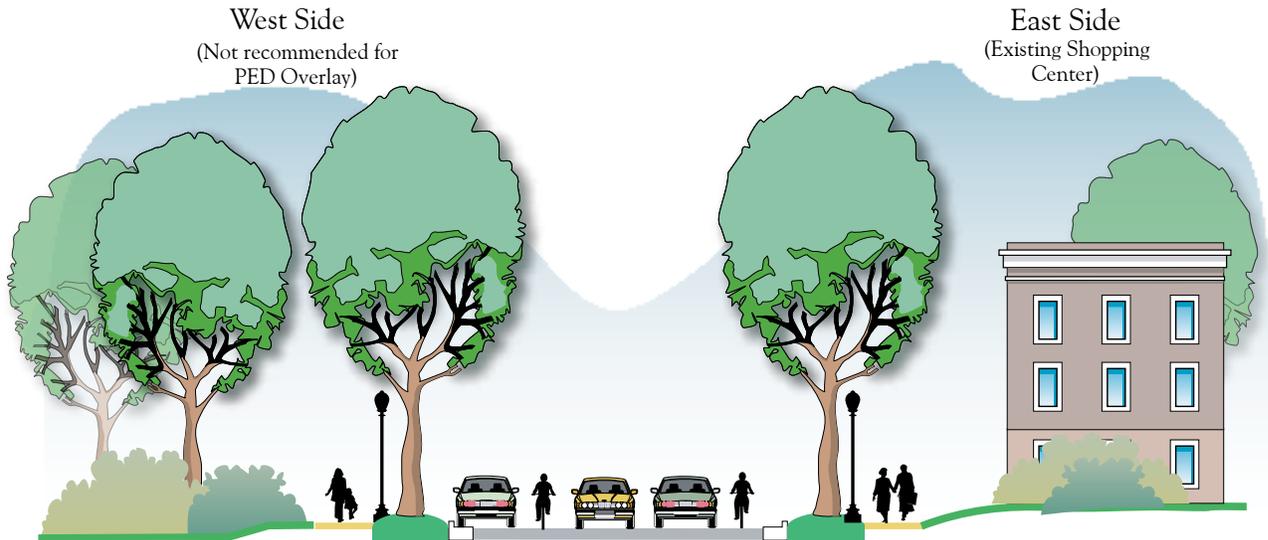
Proposed Streetscape Details

Width: 41 feet back of curb to back of curb

Cross Section: One vehicle lane in each direction; Sidewalks, curb and gutter, planting strips and bike lanes on both sides of the street; On-street parking on the west side of the street

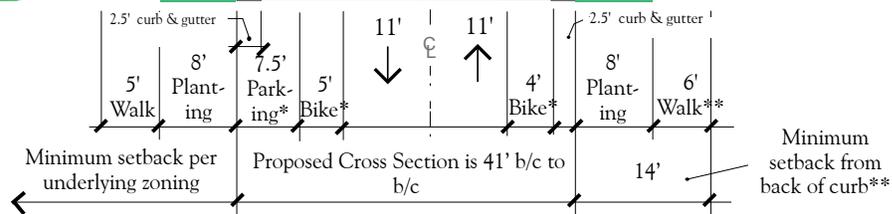
Land Uses: A mixture of residential, retail, office and/or park uses on the east side of the street; West side of the street is outside study area

Proposed Cross Section



Notes:

*Bike lanes and parking are accomplished by striping the existing pavement. Parking is discontinued where street narrows.
 **Required sidewalk width will increase to 8' with retail frontage, yielding a 16' setback.



4a *Park Road (Charlotte Drive to Ideal Way)*

Street Classification: Major Collector

Existing Streetscape Details

Width: 44 feet back of curb to back of curb

Cross Section: One vehicle lane in each direction with a center turn lane; Bicycle lanes, sidewalks, curb on both sides of the street; Inconsistent planting strip; No gutter

Land Uses: Office on the east side of the street; Retail on the west side of the street

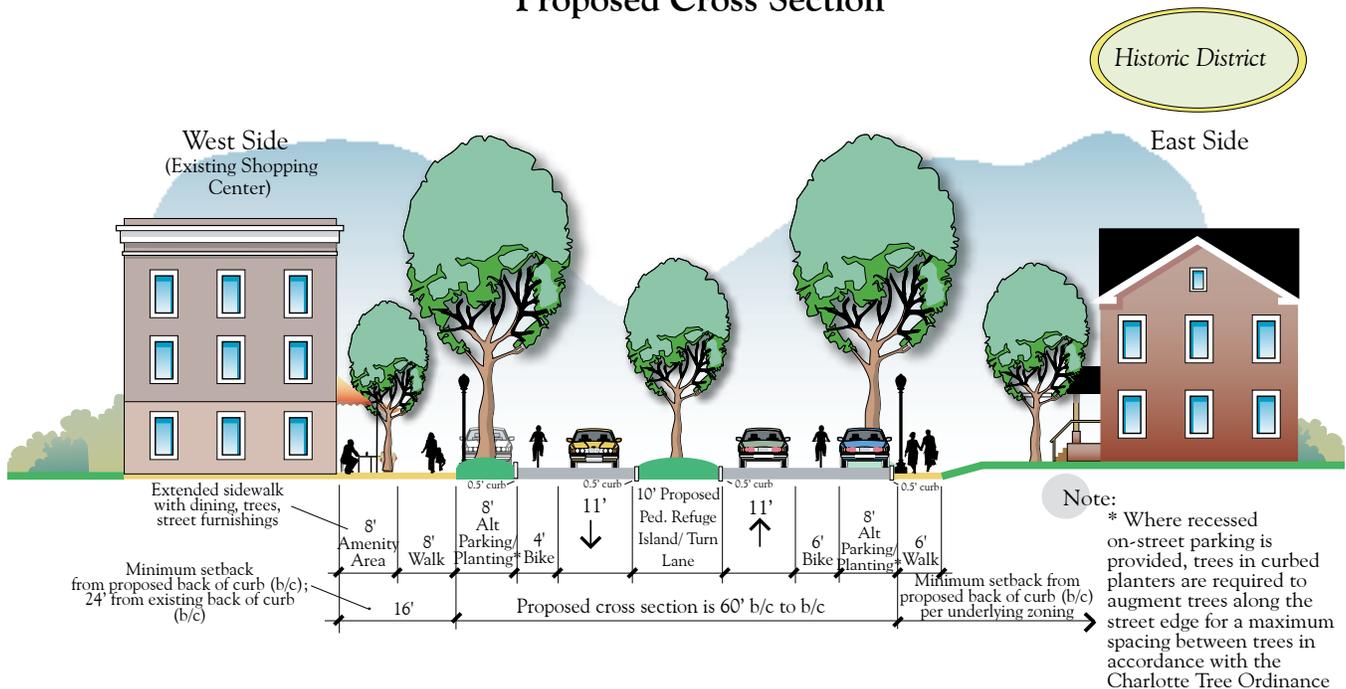
Proposed Streetscape Details

Width: 60 feet back of curb to back of curb

Cross Section: One vehicle lane in each direction with an alternating pedestrian refuge island and turn lane in the center; Bicycle lanes, curb and gutter, alternating parking and planting strip and sidewalks on both sides of the street; Amenity area on the west side of the street

Land Uses: Office on the east side of the street; A mixture of residential, retail, office and/or park on the west side of the street

Proposed Cross Section



4b Park Road (Kenilworth Avenue to Charlotte Drive)

Street Classification: Major Collector

Existing Streetscape Details

Width: 44 feet back of curb to back of curb

Cross Section: One vehicle lane in each direction with center turn lane; Bicycle lanes, sidewalks and curbs on both sides of the street; Inconsistent planting strip; No gutter

Land Uses: Office on the east side of the street; Retail on the west side of the street

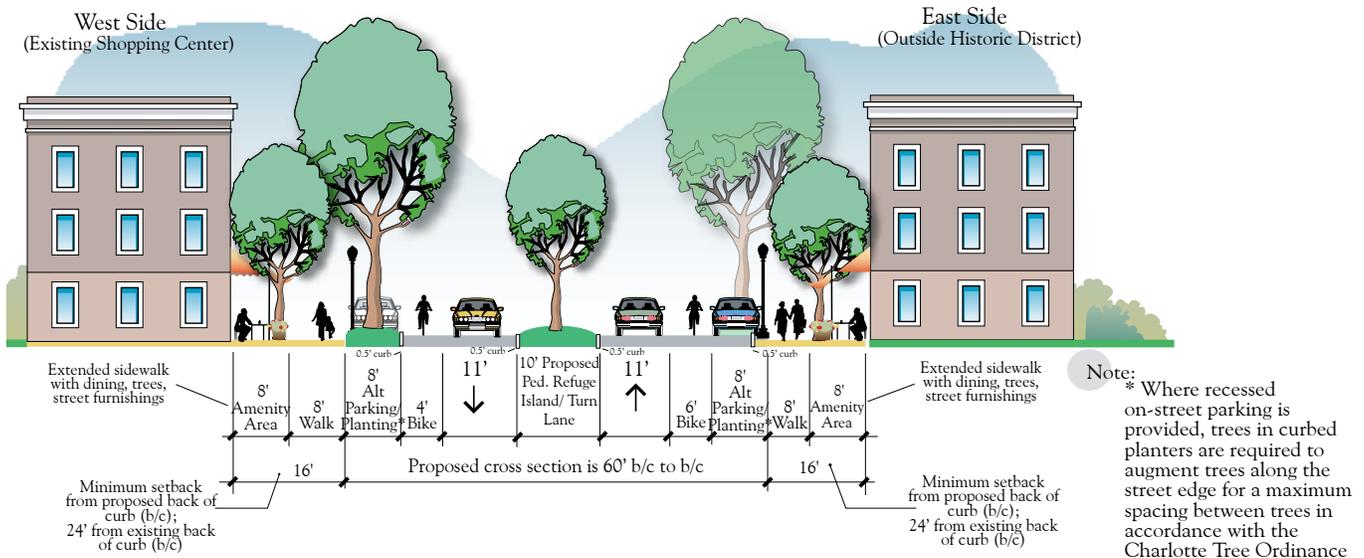
Proposed Streetscape Details

Width: 60 feet back of curb to back of curb

Cross Section: One vehicle lane in each direction with an alternating pedestrian refuge island and turn lane in the center; Bicycle lanes, curb and gutter, alternating parking and planting strip, sidewalks and amenity areas on both sides of the street

Land Uses: A mixture of residential, retail, office and/or park on the both sides of the street

Proposed Cross Section



5 *Charlotte Drive (Ledgewood Lane to Park Road)*
 Street Classification: Local

Existing Streetscape Details

Width: 26 feet back of curb to back of curb

Cross Section: One vehicle lane in each direction; Planting strips, sidewalks and curbs on both sides of the street; No gutter

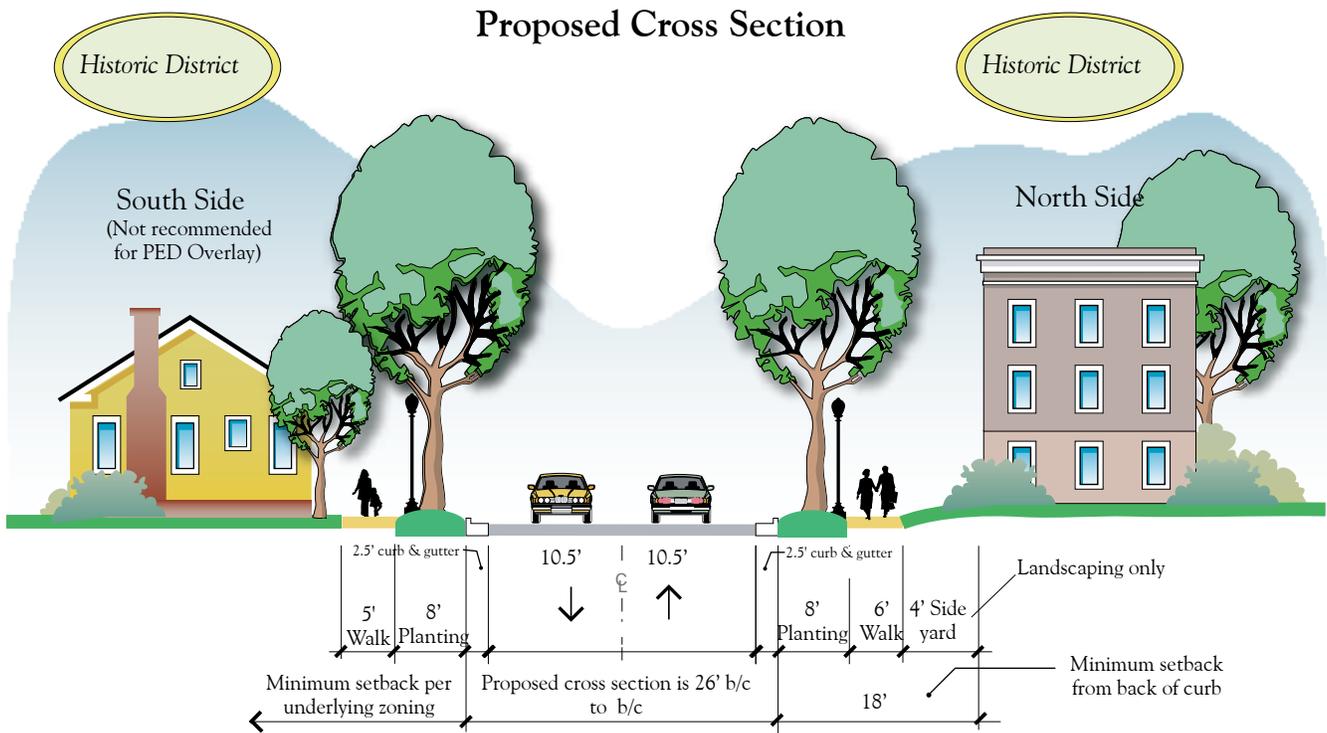
Land Uses: Residential on both sides of the street

Proposed Streetscape Details

Width: 26 feet back of curb to back of curb

Cross Section: One vehicle lane in each direction; Curb and gutter, planting strip and sidewalks on both sides of the street

Land Uses: Office on the north side of the street; residential on the south side of the street



6 Ordermore Avenue (Scott Avenue to Park Road)

Street Classification: Local

Existing Streetscape Details

Width: 19 feet back of curb to back of curb

Cross Section: One vehicle lane in each direction; Curb and partial sidewalk on south side of the street only; No planting strip or gutter

Land Uses: Residential uses on the north side of the street (rear yards); Office uses on south side of the street

Proposed Streetscape Details

Width: 24 feet back of curb to back of curb

Cross Section: One vehicle lane in each direction; curb and gutter on both sides of the street; Planting strip and sidewalk on south side fo the street*

Land Uses: Residential and utility on the north side of the street; south side of the street is recommended for a mixture of uses (office, residential, retail and park) from Park Road to Scott Avenue and residential uses from Scott to Floral

Proposed Cross Section

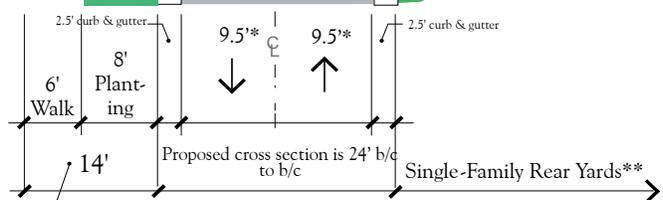


Notes:

* This cross section recommends keeping the existing lane widths with the addition of a gutter to the south side and both curb and gutter to the north side

** Sidewalk is not recommended on the north side of Ordermore because of minimal redevelopment potential and slope of rear lots.

Minimum setback from back of proposed curb; 16.5' from the back of existing curb



7 Kenilworth Avenue (Clayton Drive to Ordermore Avenue)

Street Classification: Major Thoroughfare

Existing Streetscape Details

Width: 34 feet back of curb to back of curb

Cross Section: One vehicle lane in each direction; curb and gutter on both sides of the street; sidewalk on west side of street; No planting strip

Land Uses: Vacant and residential uses on the east side of the street; residential and retail uses on the west side of the street

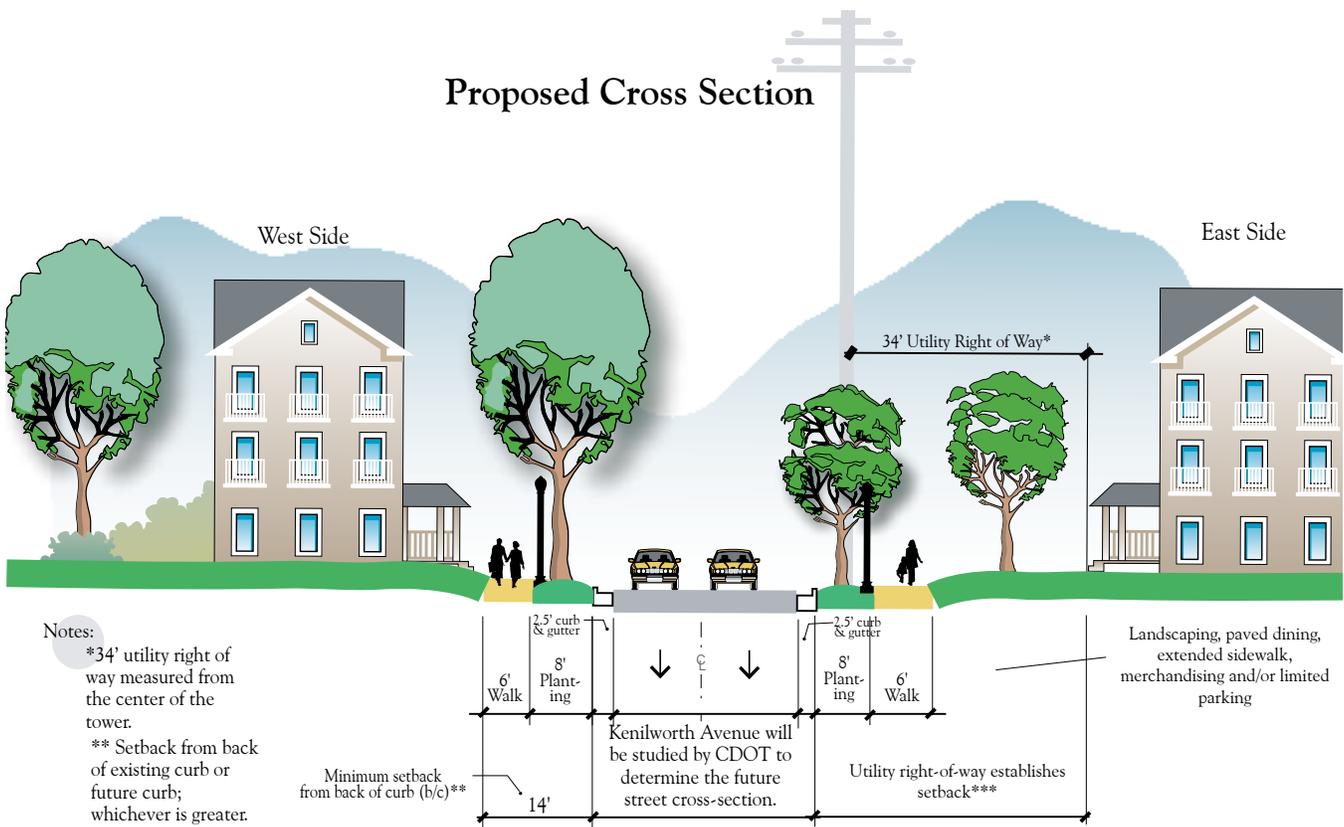
Proposed Streetscape Details

Width: To be determined by CDOT study

Cross Section: CDOT will determine the cross section between the curbs; curb and gutter, planting strips and sidewalks are recommended on both sides of the street by this plan

Land Uses: A mixture of uses (office, residential, retail and park) are recommended for both sides of the street

Proposed Cross Section



Notes:
 *34' utility right of way measured from the center of the tower.
 ** Setback from back of existing curb or future curb; whichever is greater.
 *** If utility ROW ever goes away, 14' setback should be established from the back of the existing or future curb, whichever is greater

8 Scott Avenue (Clayton Drive to Ordermore Avenue)

Street Classification: Major Thoroughfare

Existing Streetscape Details

Width: 37 feet back of curb to back of curb

Cross Section: One vehicle lane in each direction; Curb and gutter on both sides of the street; Sidewalks and planting strip on east side of the street only

Land Uses: Vacant and residential uses on the west side of the street; Residential uses on the east side of the street

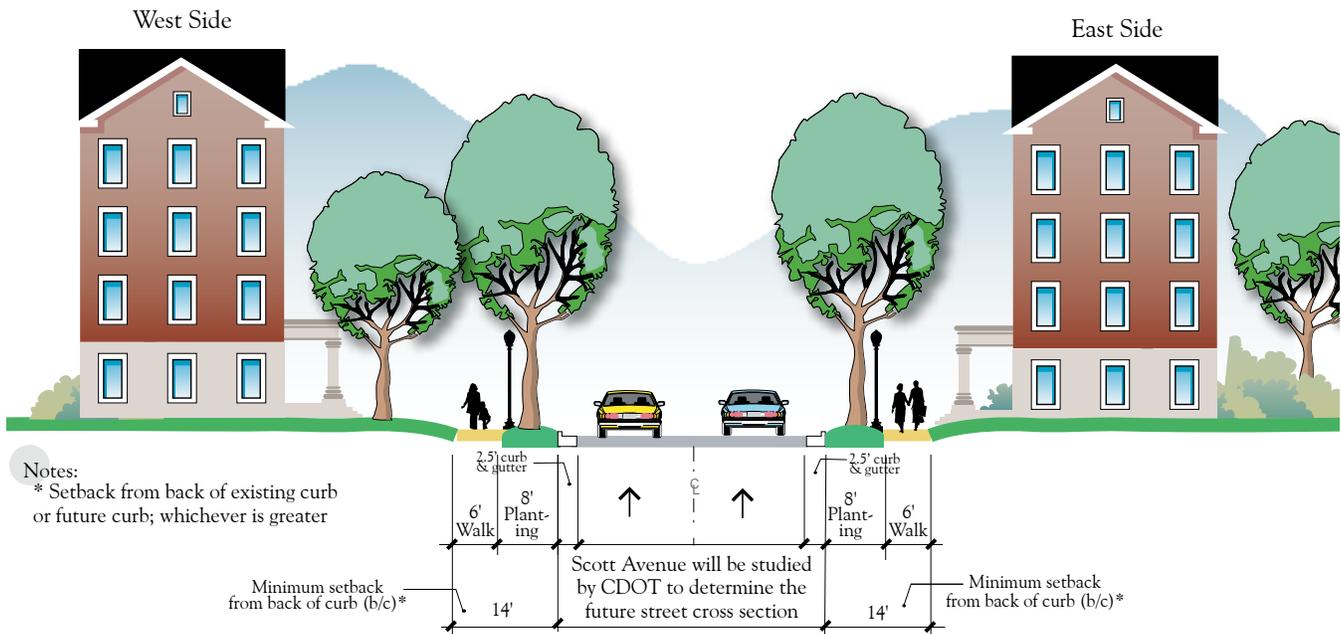
Proposed Streetscape Details

Width: To be determined by CDOT study

Cross Section: CDOT will determine cross section between the curbs; curb and gutter, planting strips and sidewalks are recommended on both sides of the street by this plan

Land Uses: A mixture of office and residential uses on the west side of the street; Residential uses on the east side of the street

Proposed Cross Section



9 Kenilworth Avenue (Park Road to Clayton Drive)

Street Classification: Major Thoroughfare

Existing Streetscape Details

Width: Varies

Cross Section: Two vehicle lanes in each direction with a concrete center median; Sidewalks and curb and gutter on both sides of the street; Inconsistent planting strip on west side of the street

Land Uses: Residential on the east side of the street; Retail on the west side of the street

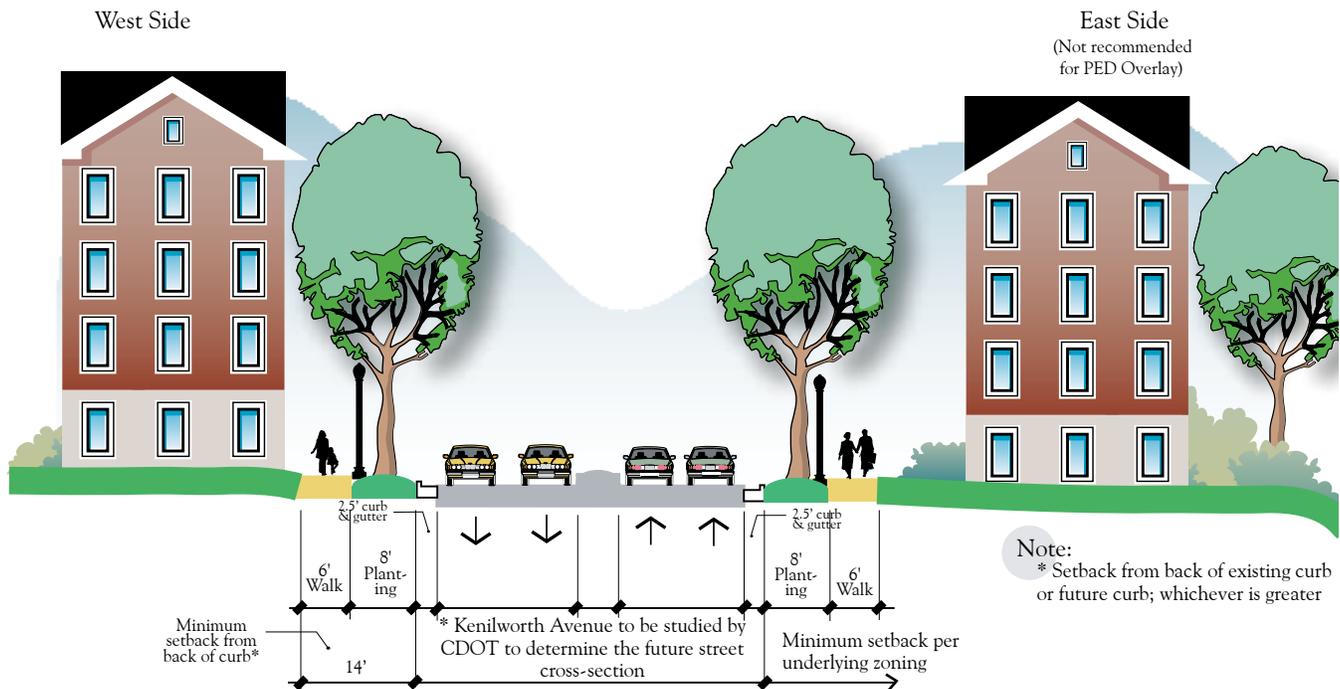
Proposed Streetscape Details

Width: To be determined by CDOT study

Cross Section: CDOT will determine cross section between the curbs; Curb and gutter, planting strips and sidewalks are recommended on both sides of the street by this plan

Land Uses: Mix of residential, retail, office and/or park on the west side of the street; east side of the street is outside the study area

Proposed Cross Section



10 Floral Avenue (Clayton Drive to Ordermore Avenue)
 Street Classification: Local

Existing Streetscape Details

Width: 27 feet back of curb to back of curb

Cross Section: One vehicle lane in each direction; Partial sidewalks and curb and gutter on west side of street only; No planting strips

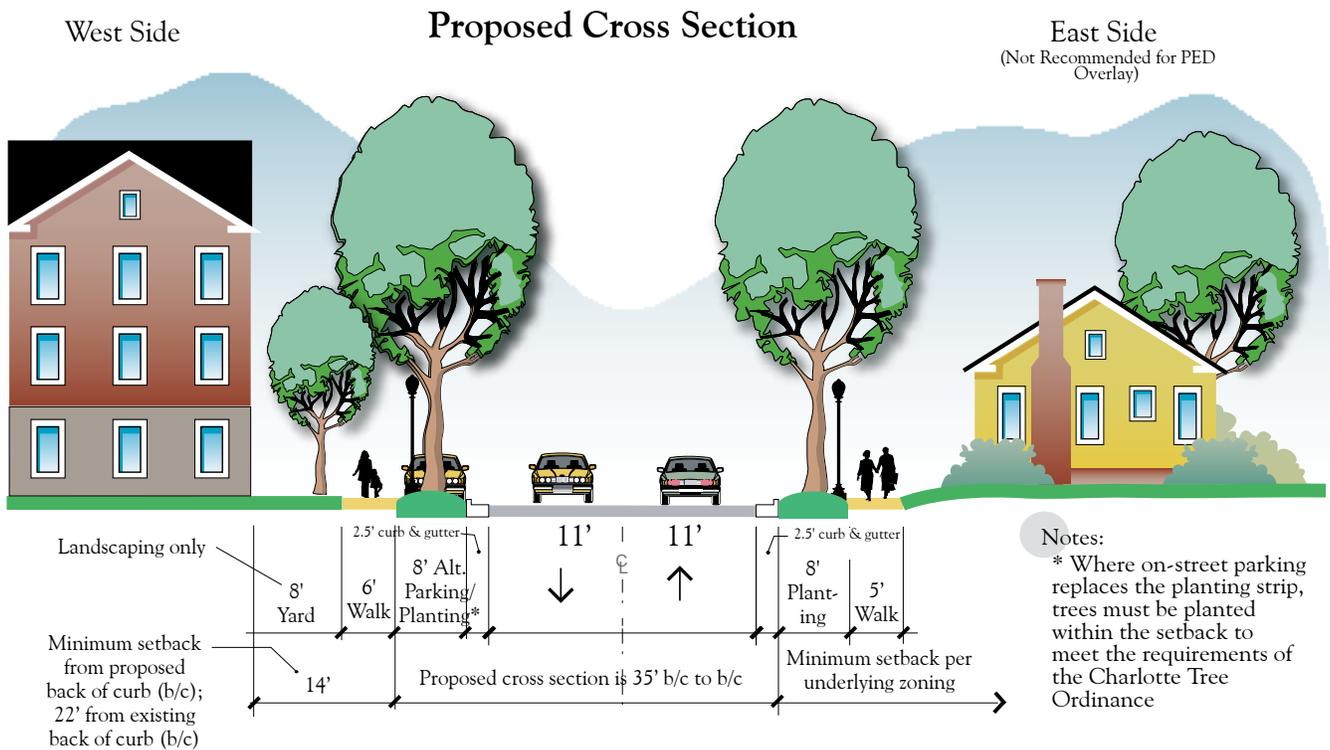
Land Uses: Residential on both sides of the street

Proposed Streetscape Details

Width: 35 feet back of curb to back of curb

Cross Section: One vehicle lane in each direction; Curb and gutter, planting strips and sidewalks on both sides of the street; Alternating on-street parking on west side of the street only

Land Uses: Residential uses on both sides of the street



11 Clayton Drive (Floral Avenue to Scott Avenue)*

Street Classification: Local

Existing Streetscape Details

Width: Street is not currently open; adjoining segments of Clayton Drive are 31 feet from back of curb to back of curb

Cross Section: Street is not currently open; Adjoining segments of Clayton Drive have one vehicle lane in each direction, curb, sidewalks and planting strips on both sides; No gutter

Land Uses: Residential uses on both sides of the street

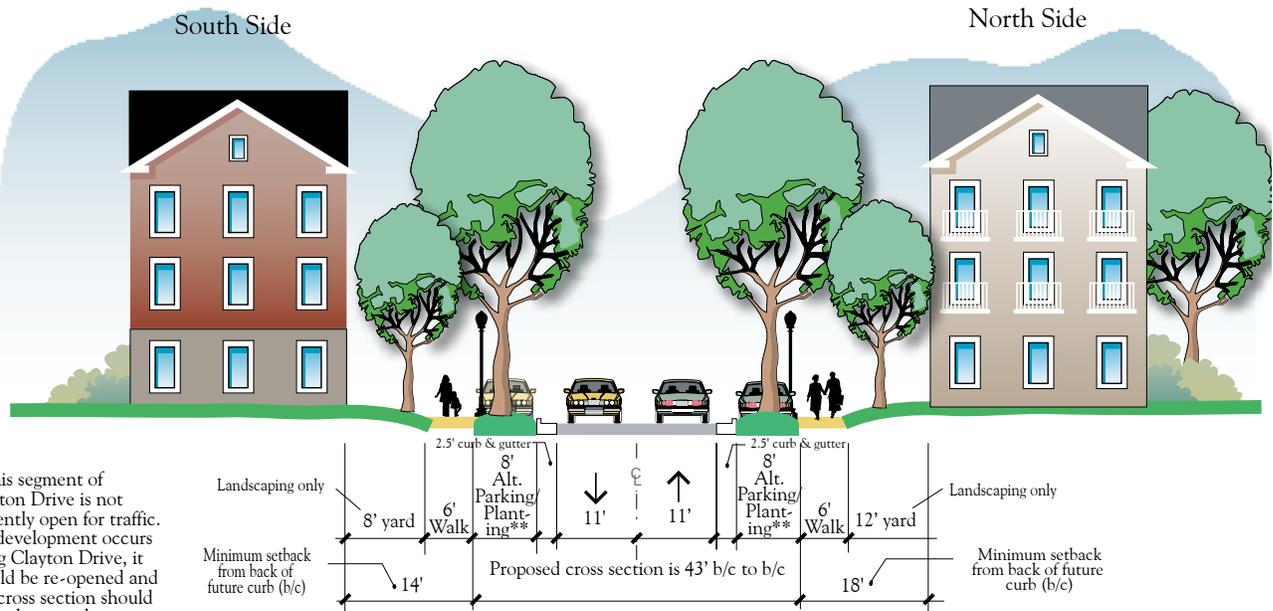
Proposed Streetscape Details

Width: 43 feet back of curb to back of curb

Cross Section: One vehicle lane in each direction; Curb and gutter, alternating planting strips with on-street parking and sidewalks on both sides of the street

Land Uses: Residential uses on both sides of the street

Proposed Cross Section



Note:
 * This segment of Clayton Drive is not currently open for traffic. If redevelopment occurs along Clayton Drive, it should be re-opened and this cross section should be implemented.
 ** Where recessed on-street parking is provided, tree planting in the setback must be provided to augment trees along the curb as necessary to meet the requirements of the Charlotte Tree Ordinance

12 Kenilworth Avenue (Fillmore Avenue to Romany Road)

Street Classification: Major Thoroughfare

Existing Streetscape Details

Width: 31 feet from back of curb to back of curb

Cross Section: One travel lane in each direction; Curb, planting strips and sidewalks on both sides of the street; On-street parking on east side; Partial gutter

Land Uses: Residential on the west side of the street; Residential and office uses on the east side of the street

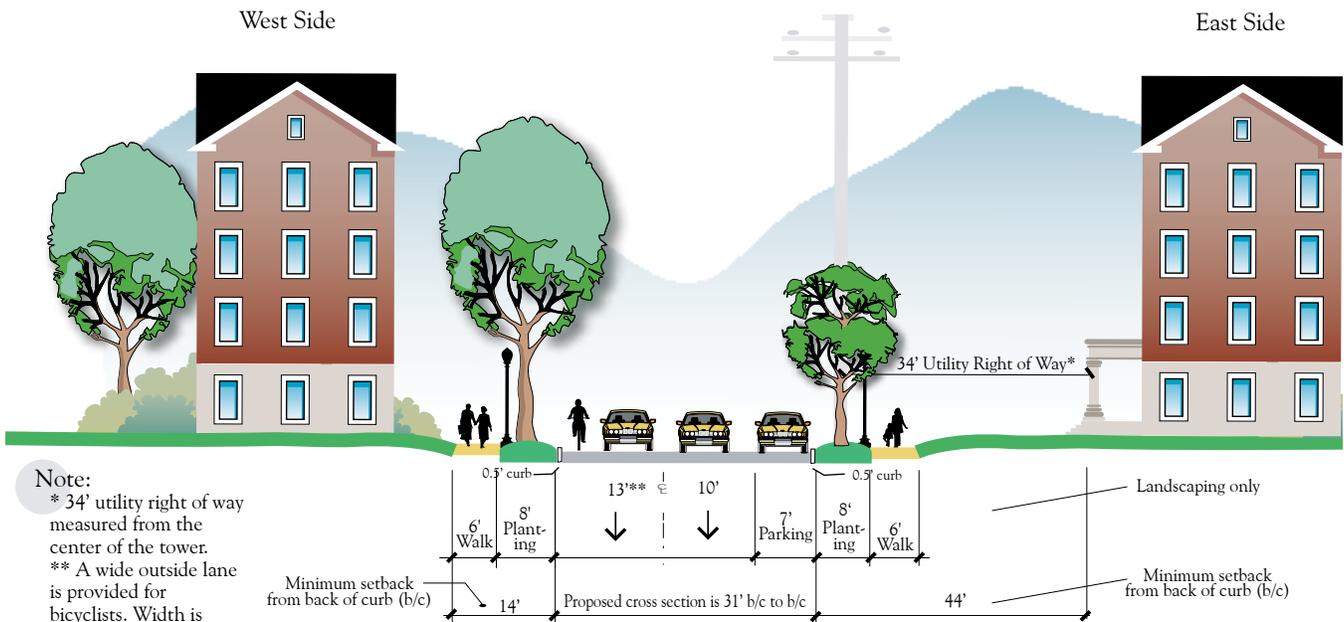
Proposed Streetscape Details

Width: 31 feet back of curb to back of curb

Cross Section: One vehicle lane in each direction; Curb, planting strip and sidewalks on both sides of the street; On street parking on the east side of the street

Land Uses: Residential uses on the west side of the street; Office and residential uses on the east side of the street

Proposed Cross Section



13a Scott Avenue (Fillmore Avenue to Pierce Street)

Street Classification: Major Thoroughfare

Existing Streetscape Details

Width: 31 feet back of curb to back of curb

Cross Section: One vehicle lane in each direction; Sidewalks, planting strips and curbs on both sides; On-street parking on west side only

Land Uses: Residential and office uses on both sides of the street

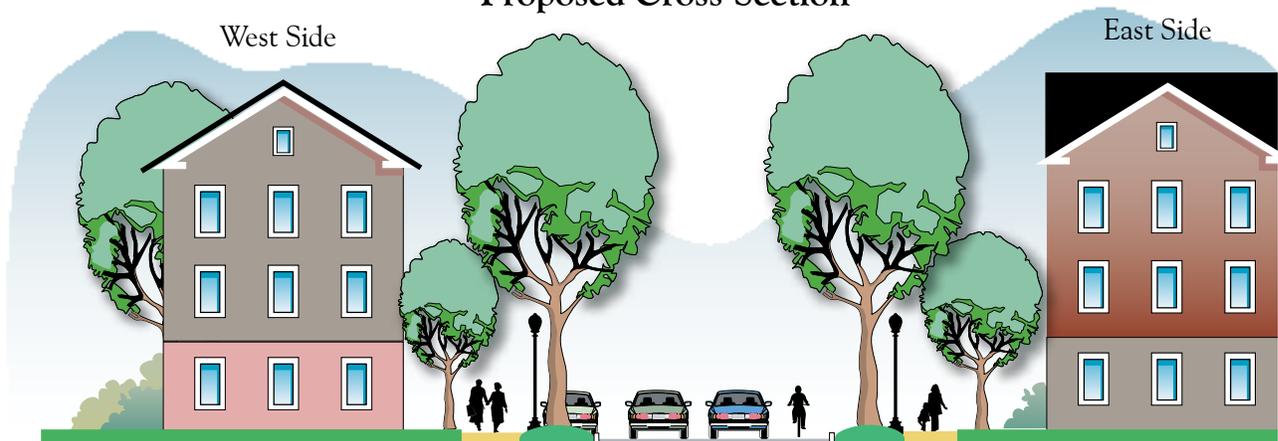
Proposed Streetscape Details

Width: 31 feet back of curb to back of curb

Cross Section: One vehicle lane in each direction; Curbs, planting strips and sidewalks on both sides of the street; On-street parking on west side of the street

Land Uses: Office and residential uses on the west side of the street; Office uses on the east side of the street

Proposed Cross Section

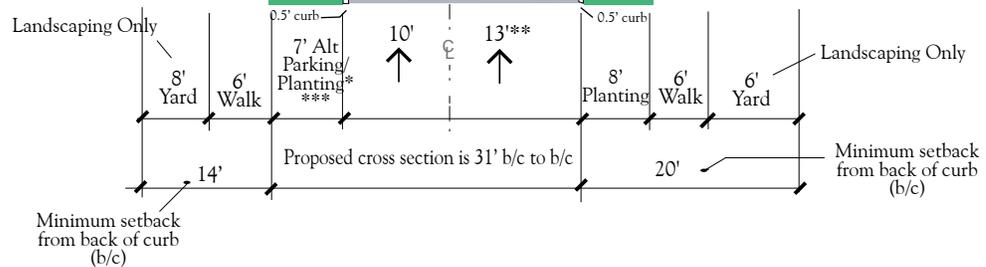


Notes:

* Curb extensions are proposed at intersections. Parking ends at Buchanan Street.

** A wide outside lane is provided for bicyclists in order to match up with the bike lane on cross-section 13b. Width is taken from the existing travel lanes. Bike symbol should mark pavement.

*** Where recessed on-street parking is provided, tree planting in the setback must be provided to augment trees along the curb as necessary to meet the requirements of the Charlotte Tree Ordinance



13b Scott Avenue (Pierce Street to Romany Road)

Street Classification: Major Thoroughfare

Existing Streetscape Details

Width: 30 feet back of curb to back of curb

Cross Section: One vehicle lane in each direction; Sidewalks and curbs on both sides of the street; Planting strip on west side of the street; Gutter on east side of the street

Land Uses: Office uses on the west side of the street; Institutional uses on the east side of the street

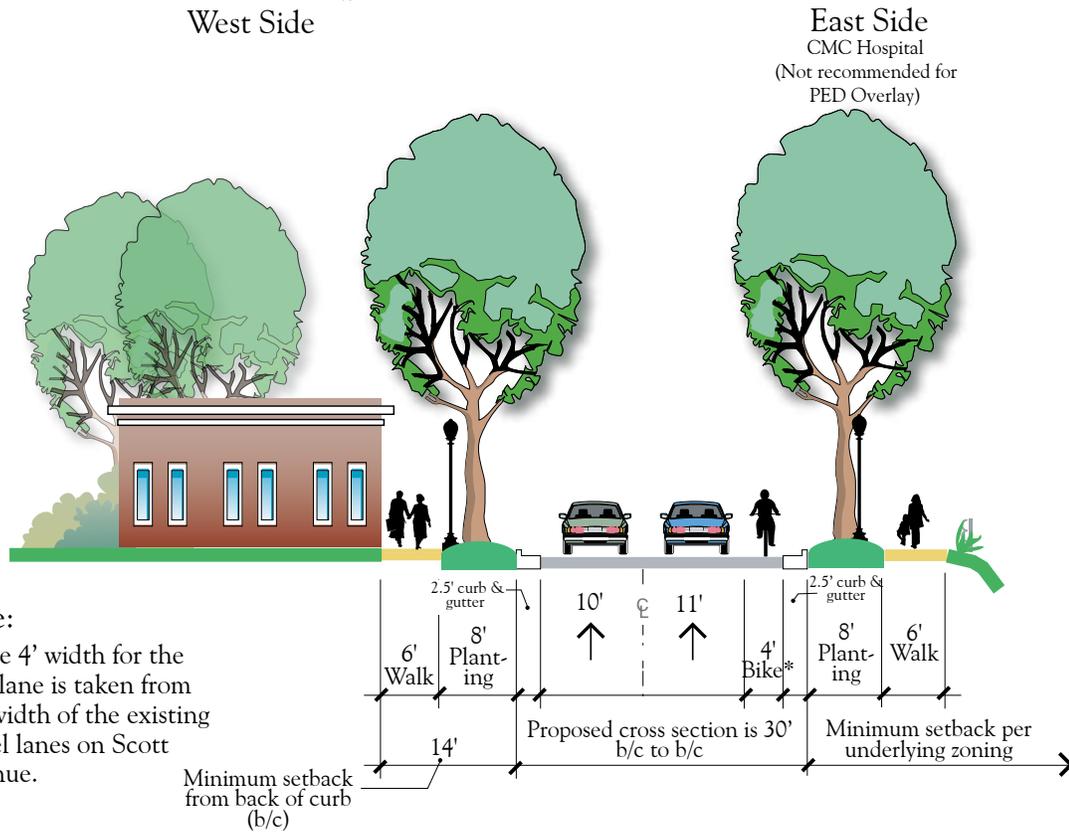
Proposed Streetscape Details

Width: 30 feet back of curb to back of curb

Cross Section: One vehicle lane in each direction; Curb and gutter, planting strips and sidewalks on both sides of the street; Bicycle lane on the east side of the street

Land Uses: Office uses on the west side of the street; Institutional uses on the east side of the street

Proposed Cross Section



14 Buchanan Street, Pierce Street and Fillmore Avenue

Street Classifications: Local

Existing Streetscape Details

Width: Typical width is 26.5 feet back of curb to back of curb. However, width varies.

Cross Section: One vehicle lane in each direction; Inconsistent sidewalks, planting strips, curb and gutter and on-street parking

Land Uses: Residential and office uses

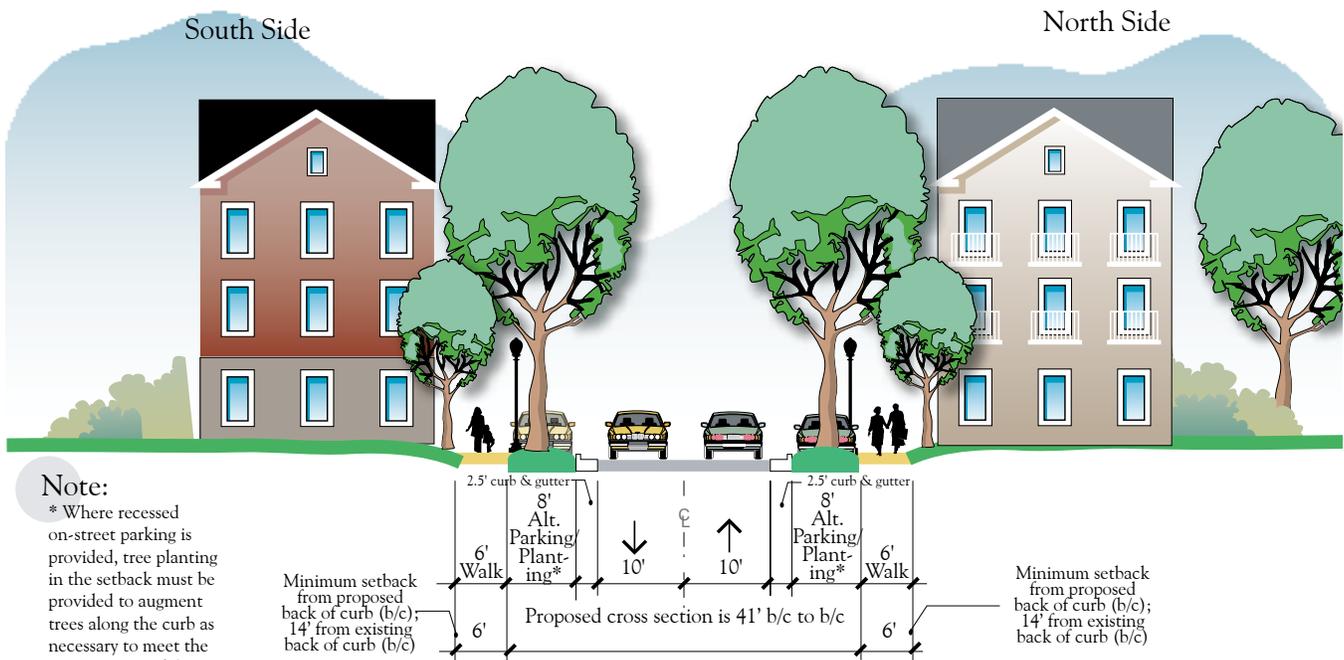
Proposed Streetscape Details

Width: 41 feet back of curb to back of curb

Cross Section: One travel lane in each direction; curb and gutter, alternating on-street parking and planting strips and sidewalks on both sides of the street

Land Uses: Residential and office uses

Proposed Cross Section



MS *Internal Main Streets*
Street Classification: N/A

Existing Streetscape Details

This streetscape is proposed for new streets internal to mixed or multi-use development.

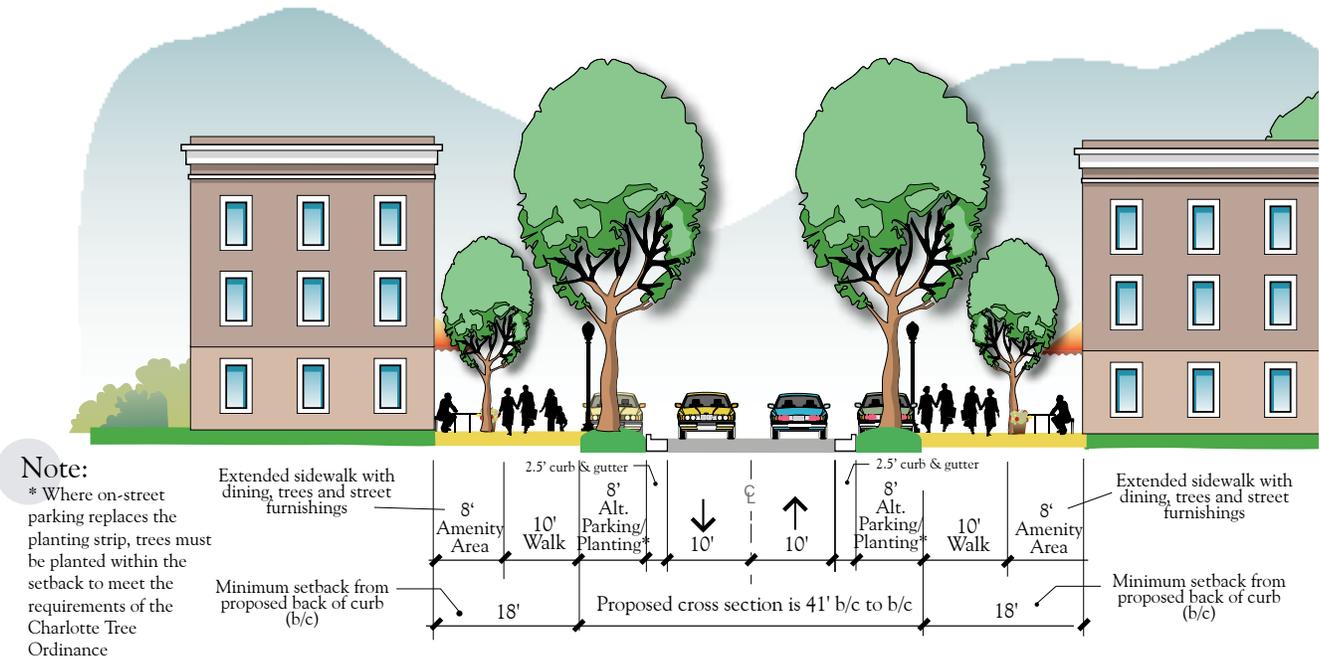
Proposed Streetscape Details

Width: 41 feet back of curb to back of curb

Cross Section: Typically, one vehicle lane in each direction; Sidewalks, amenity area, curb and gutter, and on-street parking alternated with planting strip on both sides of the street

Land Uses: A mixture of residential, retail, office and/or park

Typical Cross Section



Parks/Greenway

Dilworth is a unique urban location that must balance pressure for new development with conservation of the existing neighborhood. This will be achieved by:

- *Protecting Dilworth's historical character;*
- *Conserving the existing housing stock;*
- *Encouraging a variety of housing types and a diversity of residents;*
- *Identifying opportunities for higher density housing at appropriate locations;*
- *Encouraging commercial revitalization at a scale appropriate to the neighborhood;*
- *Continuing to encourage projects containing an appropriate mixture of residential, office and commercial uses;*
- *Emphasizing a connected, community-friendly and balanced transportation system that appropriately accommodates pedestrians, bicyclists and transit users while fostering neighborhood-friendly automobile speeds for motorists traveling to and through the Dilworth community;*
- *Improving access to parks and greenways; and*
- *Being sensitive to the natural environment.*



EXISTING CONDITIONS

Two of Charlotte's most attractive parks, Freedom and Latta, are located in the Dilworth study area. Latta Park, located in the northwest quadrant of the Dilworth study area, provides recreation and open space. The community center, operated by Park and Recreation, provides opportunities for indoor recreation. Freedom Park lies at the eastern border and provides a complete array of outdoor recreation activities.

In addition, portions of the Little Sugar Creek Greenway touch the Dilworth study area. The 2003 Little Sugar Creek Greenway Master Plan covers Freedom Park and the Little Sugar Creek Greenway. The Freedom Park/Carolinas Medical Center portion of the greenway runs from Morehead Street into Freedom Park.



Little Sugar Creek was previously channelized with concrete walls

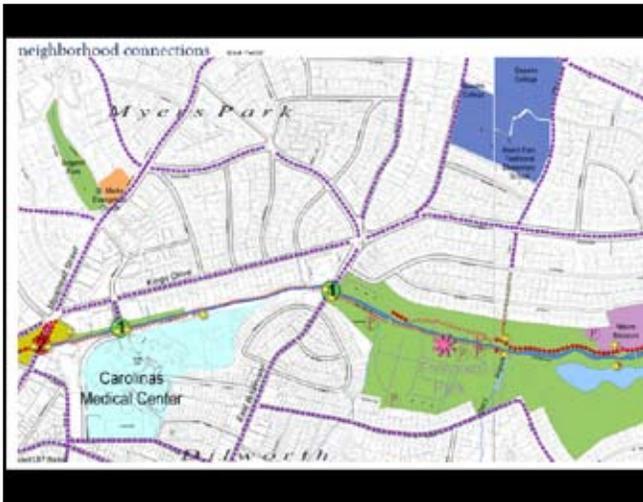
The greenway trail at Carolinas Medical Center is a 1.2 mile concrete trail located within the creek channel. Freedom Park Greenway trail has undergone renovation and the creek is being restored to a more natural meander. The new trail will be a 10-foot wide asphalt pedestrian/bike path. Freedom Park makes this portion of the greenway a destination point. People from across the county use this part of the greenway, during lunch, after work, on the weekend or during Freedom Park's many festivities. The greenway provides many connections to this very significant area of Charlotte, which includes Carolina's Medical Center and the Dilworth and Myers Park neighborhoods.

The Little Sugar Creek Master Plan provides guidance for designers, developers and Mecklenburg County Park and Recreation to ensure this greenway remains a pedestrian/bicycle recreation facility that is well connected within the larger greenway system.

The master plan identifies Freedom Park as an opportunity area because it attracts a large number of people and will naturally be used as a primary trail head for the greenway. Freedom Park will continue to be used for a variety of passive and active recreation activities. More environmental and ecological education activities will be available in partnership with Discovery Place and at the adjacent Nature Center as the restoration is complete.

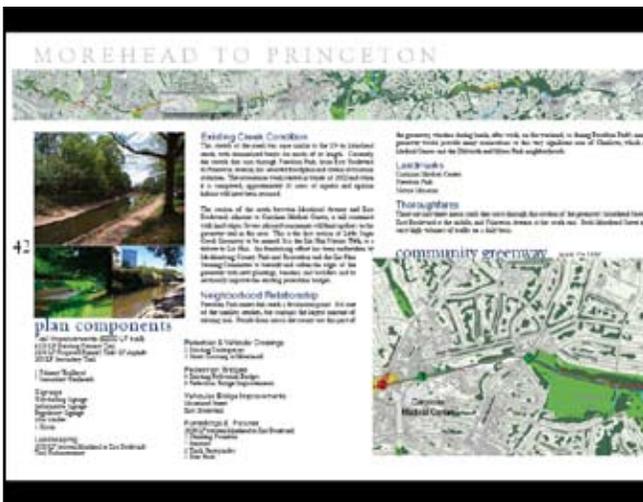
RECOMMENDATIONS

The issue raised by the stakeholders group was about accessing the park and greenway facilities from the neighborhood rather than an issue with the facilities themselves. As part of the plan development process, the stakeholders group met at Freedom Park and walked the section of the Little Sugar Creek Greenway that connects the park and Carolinas



Neighborhood Connections
Source: Little Sugar Creek Greenway Master Plan (2003)

Medical Center. During the meeting, connections planned as part of the Little Sugar Creek Master Plan implementation were reviewed with the group. These plans include 8,200 linear feet of trail improvements, way-finding and informative signage, landscaping and improvements to pedestrian bridges, and furnishings and fixtures such as a drinking fountain, benches and trash receptacles. The Dilworth Land Use & Streetscape Plan supports the Little Sugar Creek Greenway Master Plan and supports its continued implementation.



Morehead to Princeton Portion of Greenway
Source: Little Sugar Creek Greenway Master Plan (2003)



Signage for Little Sugar Creek Greenway
Source: Little Sugar Creek Greenway Master Plan (2003)

Environment

Dilworth is a unique urban location that must balance pressure for new development with conservation of the existing neighborhood. This will be achieved by:

- *Protecting Dilworth's historical character;*
- *Conserving the existing housing stock;*
- *Encouraging a variety of housing types and a diversity of residents;*
- *Identifying opportunities for higher density housing at appropriate locations;*
- *Encouraging commercial revitalization at a scale appropriate to the neighborhood;*
- *Continuing to encourage projects containing an appropriate mixture of residential, office and commercial uses;*
- *Emphasizing a connected, community-friendly and balanced transportation system that appropriately accommodates pedestrians, bicyclists and transit users while fostering neighborhood-friendly automobile speeds for motorists traveling to and through the Dilworth community;*
- *Improving access to parks and greenways; and*
- *Being sensitive to the natural environment.*



EXISTING CONDITIONS

Dilworth, like the rest of Mecklenburg County, generally has a healthy environment that contributes to making it a desirable and livable community. However, minimal data exists on the current environmental conditions at a neighborhood level. Due to this lack of information, it is only possible to generalize the existing environmental conditions in Dilworth based upon trends in Mecklenburg County and comparison of Dilworth to the County in its employment of environmental strategies.



Ozone is Mecklenburg County's primary air pollutant

Air Quality

Mecklenburg County's air quality is most significantly affected by ozone and particulate matter. Since the 1980s, the County has consistently exceeded the 8-hour ozone standard, set by the Environmental Protection Agency (EPA), and as a consequence, in 2004 the EPA designated the County and surrounding areas as an ozone "non-attainment" area. Since the EPA's standards for ozone and other pollutants are based upon public health and welfare thresholds, this means that multiple days a year the air is unhealthy to breathe. Particulate matter compounds air quality issues and the County also hovers near the standard for that pollutant.

Mobile sources, primarily cars, are the main culprit for the County's air quality problems. Therefore, improving air quality is directly contingent upon reducing the time and distance individuals spend traveling in automobiles, also called vehicle miles traveled (VMT) per capita. Strategies to reduce VMT per capita include:

- Concentrating a variety of land uses in close proximity to one another;
- Filling in vacant land or redeveloping underutilized parcels;
- Providing the infrastructure and density to support alternative modes of transportation, including bicycles, pedestrians and transit; and
- Shortening travel distance by increasing street connections.

To have the most impact on air quality, these strategies are best employed on a regional level. Yet, the Dilworth neighborhood is doing its part at a local level.



Reclamation of the floodplain along Kings Drive has resulted in a more natural landscape

- Over 90 percent of the Dilworth's residents live within a quarter-mile of shopping and transit, which increases the opportunity to walk, bike or use transit;
- Dilworth is almost completely built-out, with only 1% of its land remaining vacant. Redevelopment occurs frequently;
- Dilworth's pedestrian and bicycle facilities are relatively complete; and
- Dilworth has one of the highest connectivity indices in the City (1.5), which allows residents to travel in a short and direct fashion.

Land Quality

As Mecklenburg County becomes more urban in character, its land resources are threatened. Since 1960, Charlotte's population has grown 168%, while the land area has increased by 274%, suggesting land consumption is far outpacing population growth. With land consumption, comes loss of environmental features, which are critical to ecosystem function and quality of life. For example, between 1984 and 2001, Mecklenburg County lost 22% of its tree canopy, an asset vital for natural habitat, water quality and energy efficiency. As a result of this rapid growth, two issues in particular relating to land quality confront Mecklenburg County and the greater Charlotte region:

1. How can we use land most efficiently?
2. What environmentally sensitive areas should we be protecting?

Though it was constructed over a century ago, Dilworth is a model for efficient land use. Its small lots contribute to a relatively high density (6 dwelling units per acre on average) and it is continually experiencing infill and redevelopment.



Tree canopy is an asset vital for natural habitat, water quality and energy efficiency

Dilworth has also managed to preserve many of its environmentally sensitive areas along the way. The neighborhood is renowned for its mature tree canopy and park and recreation resources. Its historic character contributes to the City's cultural heritage. Dilworth has also reclaimed the floodplain along Little Sugar Creek, restoring it to a community open space that provides recreation, habitat and water quality benefits.

Water Quality

Mecklenburg County is blessed with over 2,000 miles of streams and 197 miles of lake shore. However, during 2002-2003, the Mecklenburg County Water Quality Program calculated that only 33 percent of the monitored streams in Mecklenburg County were suitable for prolonged human contact. Point and non-point sources of pollution are problematic for the County's water resources; however, non-point sources of pollution are the hardest to combat.

Non-point sources of pollution are associated with storm water run-off. In urbanized areas, large expanses of impervious surface, such as roads and parking lots, force storm water into drains and ditches. As the water runs off the land, it carries with it pollutants and sediment, which degrade water quality in destination streams and lakes. Furthermore, channeled drainage causes the water to move quickly, eroding stream banks and picking up more sediment. An estimated 20 percent of Mecklenburg's 530 square miles are covered by impervious surfaces – a number projected to grow – so if water quality is to improve, non-point pollutants need to be addressed.

Strategies for reducing the impact of non-point pollution on water quality include:

- Reducing impervious surface area;



Little Sugar Creek is one of the County's many impaired watersheds

- Improving the quality of storm water run-off;
- Reducing erosion and sedimentation.

Dilworth shares the County's water quality problems, as it is traversed by Little Sugar Creek, one of the County's many impaired watersheds. The Little Sugar Creek watershed covers 54 square miles and contains 125 miles of streams. It is a highly developed basin, containing 17 square miles of impervious surface. In 2003, the calculated Water Quality Rating for Little Sugar Creek was 47 out of 100, which is a "fair" score.

Reclamation of the floodplain along Little Sugar Creek, along with efforts to return the stream to its natural meander will help to reduce storm water run-off and erosion. However, additional efforts inside and outside of Dilworth's boundary will be required to substantially improve Little Sugar Creek's water quality.

RECOMMENDATIONS

Compared with the rest of the City and County, the Dilworth neighborhood likely has good environmental quality. This can be attributed to the intentional and unintentional use of a number of strategies which have enhanced the neighborhood's sustainability. The challenge for Dilworth will be to maintain its good standing, through continued sensitivity to the natural environment.

Many of the following environmental recommendations have multiple and concurrent environmental benefits, therefore they are not grouped as being specific to air, land or water. In addition to these recommendations, the recommendations in the land use, urban design and transportation sections of this plan, along with the environmental chapter of the General



Polluted run-off is forced into storm drains which effects the volume of water entering the creek

Development Policies (currently under development) will help ensure that new development and redevelopment has as small an impact on the environment as is possible.

1. Create well-designed, mixed use development that stimulates pedestrian activities, supports transit use and bicycling and makes for a more livable environment.
2. Continue to support infill and redevelopment of vacant and underutilized parcels.
3. Complete gaps in the existing sidewalk system which link residents to neighborhood serving land uses within the community.
4. Develop a cohesive system of bicycle facilities that provide access to and among major activity centers within and outside the Dilworth study area and to public transportation.
5. Maintain bus coverage in Dilworth.
6. Provide safe and convenient access to light rail transit for Dilworth residents.
7. Maintain or enhance Dilworth's grid street system by pursuing new connection opportunities through redevelopment and strongly discouraging street closures.
8. Ensure that land uses are well connected to the surrounding area with vehicle, pedestrian and bicycle linkages.
9. Encourage new development to maintain Dilworth's compact development pattern.
10. Maintain Dilworth's mature tree canopy.

11. Uphold Dilworth's tradition of excellent park and recreation resources.
12. Preserve Dilworth's historic structures and character.
13. Continue to support floodplain reclamation along Little Sugar Creek and use the floodplain to link park and recreation resources and environmentally sensitive areas.
14. Encourage new development minimize clearing, grading and soil compaction to lessen impacts to environmentally sensitive areas and decrease erosion and sedimentation.
15. Identify environmentally sensitive areas, such as significant wetlands, tree canopy and topography, in development site plans and specify measures for protecting them.
16. Enforce the Surface Water Improvement Management System (SWIM) program buffers, greenway dedication and storm water management.
17. Support floodplain "reclamation" along Little Sugar Creek.
18. Encourage the use of native plants in landscaping requirements and erosion control measures.
19. Use innovative practices to collect, treat and disperse storm water run-off, such as Low Impact Design (LID).
20. Reduce the amount of impervious lot coverage.

Conclusion

Dilworth is one of Charlotte's most historic and charming neighborhoods. Dilworth has retained much of its original character, has many assets of a good neighborhood and considerable diversity. These desirable characteristics have put Dilworth in the unique position of balancing the pressure for new development with the conservation of the existing neighborhood.

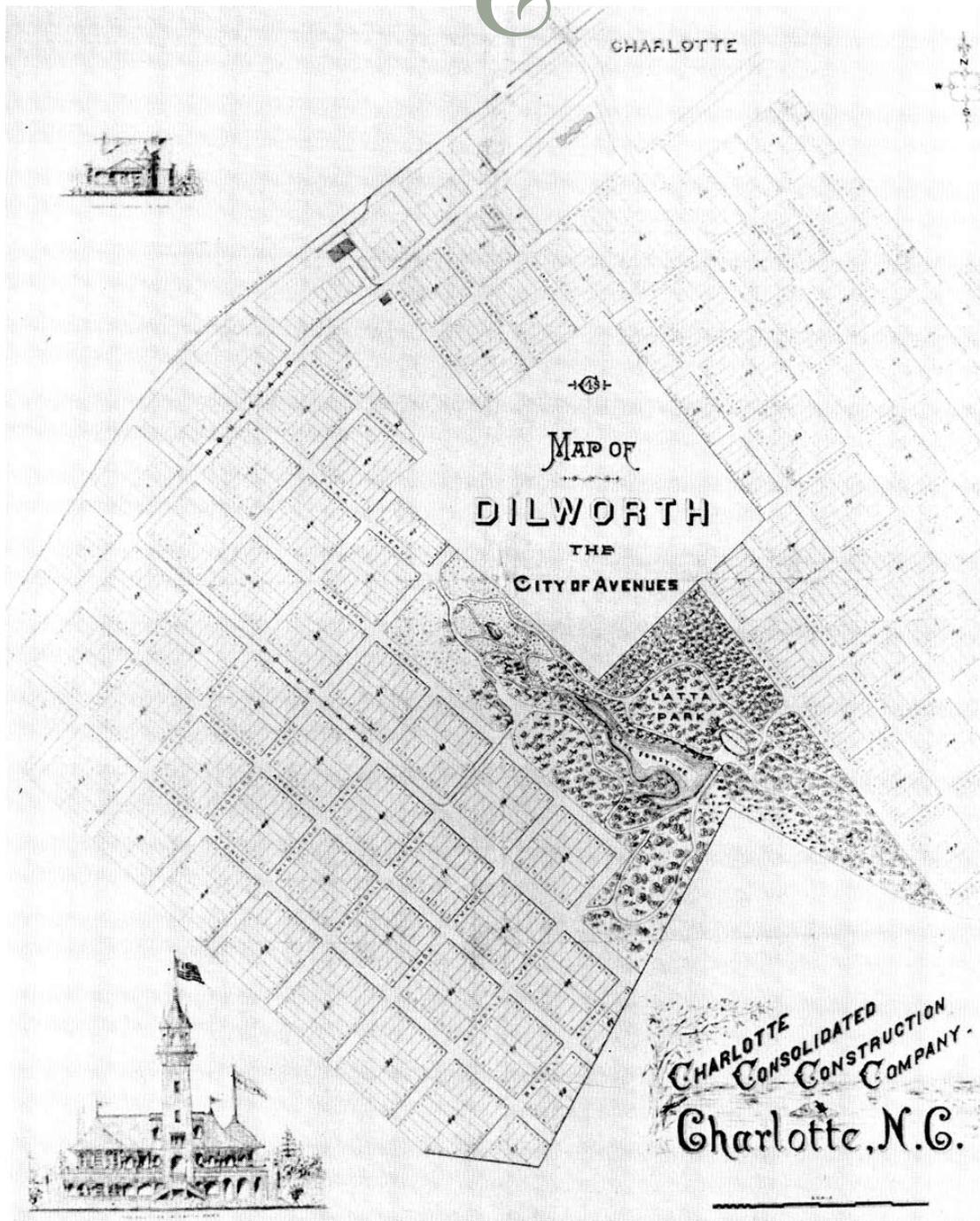
This plan was developed to provide guidance for property owners, developers and elected officials in making land use and development decisions. Volume I: The Concept Plan includes recommendations for managing change in the community and Volume II: The Implementation Plan outlines strategies to be used in implementing recommendations in the Concept Plan. Volume I is adopted by Charlotte City Council and Volume II (The Implementation Plan) will serve as a guide for staff in implementing the Concept Plan.



Diversity in all forms – age, housing stock, road networks – keeps Dilworth thriving

VOLUME II: Implementation Plan

DILWORTH LAND USE & STREETScape PLAN



Implementation Plan

Introduction

This portion of the Dilworth Land Use and Streetscape Plan, Volume 2: The Implementation Plan, outlines the strategies to help implement the recommendations from the adopted Volume 1: The Concept Plan. Elected officials do not adopt these implementation guidelines. They are intended as more of a general road map for successfully achieving the recommendations contained in the adopted plan. The implementation plan should be updated periodically as progress is made in achieving recommendations.

Some of the actions identified in this section may require future City Council and/or County Commission approval. These items will be brought before the appropriate body on a case-by-case basis.

The PED Overlay zoning district is a tool to implement land use recommendations and to promote a pedestrian-oriented setting with high quality design that complements that adjacent neighborhood. At the time of the adoption of the Dilworth Land Use & Streetscape Plan, potential changes to the PED zoning district were under review. Should the City Council amend the PED zoning district, the Dilworth Community Development Association (DCDA) has requested that the community be involved in a review of the East Boulevard Plan to ensure that DCDA's concerns with PED, as expressed during the Dilworth Land Use & Streetscape Plan process, are being addressed.

Plan Strategies

The Concept Plan identifies a vision and recommendations for each of these areas:

- Land Use
- Urban Design
- Transportation
- Greenway/Park Access

- Environment

The following are key strategies that should be pursued in order to follow through with plan recommendations for each of these respective issue areas.

PUBLIC SECTOR RESPONSIBILITIES

The public sector will provide the policy basis, the oversight and some infrastructure improvements for the implementation of the Dilworth Land Use and Streetscape Plan. However, many changes to the area will become evident only as private investment begins to fill in the framework that the community and the City of Charlotte have laid out in this Plan. Local government will provide some investment in streetscape amenities that can be accommodated within the existing right-of-way. Major public investment, in the form of constructing new roadway cross sections, may not occur until redevelopment happens.

Land Use and Streetscape Plan Adoption and Corrective Rezoning

The Planning Commission, in consultation with other City and County departments, was responsible for the preparation of this plan and for guiding it through the adoption process. The Planning Commission is also responsible for initiating and guiding the corrective rezoning process.

The areas recommended for corrective rezonings, including a possible future PED-type zoning district are listed in Table 3. A PED Overlay of similar type district may be pursued after the current review of the PED zoning district is complete if it is determined to be an appropriate strategy to implement the plan recommendations. More detail on the specific parcels is available in Appendix A. The Planning Commission will pursue the recommended corrective rezonings, as a separate process, after the plan is adopted. The corrective rezonings will not create any nonconforming uses, except in one case where an existing nonconforming use will continue to be non-conforming (Area 34).

The Pedestrian Overlay District (PED) zoning:

- Overlays on existing zoning and superimposes new development and urban standards, which replace the development standards of the underlying zoning district.
- Allows most current uses that are allowed in the underlying zoning district.

Dilworth Land Use & Streetscape Plan

Map 17: Illustration of Maximum Allowable Building Heights in PED Overlay Scenario*



Building Height

 Up to 50 Feet

 Up to 60 Feet

 Up to 70 Feet

*This map is for illustrative purposes only. The actual maximum building heights will be based on the zoning ordinance. The base allowable height for the PED district is 40 feet. *The building height may increase one foot in height, over 40 feet, for every 10 feet in distance from the property line of the nearest site used and/or zoned for residential purposes, except for property zoned PED, MUDD, or UMUD.*

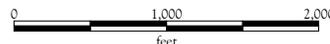


Table 3: Summary of Corrective Rezoning

Area #	PID #(s)	Location	Existing Zoning	Recommended Zoning Change	Implementation Status
5	12305C98	One parcel on the southeast corner of the intersection of Myrtle and Lexington Avenues	O-2	R-22 MF	Approved by City Council January 16, 2007
6	12305303/05/06/07, 12305C97	Five parcels along Myrtle between Lexington Avenue and Oriole Street	O-2	R-8	Approved by City Council January 16, 2007
7	12314113/14/15/16/17	Five parcels in the eastern corner of Dilworth Crescent	B-1	R-22 MF	Approved by City Council January 16, 2007
18	12312519/2021/22/23/24/25, 12312608/09/12/13, 12312720/21/22/23/24/25/26, 12312C97/99	Twenty parcels along Kenilworth Avenue between Fillmore Avenue and Romany Road	R-22 MF	None. A review of the PED overlay district is currently underway. Rezoning to PED or a similar zoning district may be pursued once this review is complete if it is determined to be an appropriate strategy to implement the plan recommendations.	Review of PED district not yet complete. (July 2007)
19	12312401/02/03/05/06/07/08/10	Eight parcels between Scott, Kenilworth and Pierce	O-2, R-22 MF	None. A review of the PED overlay district is currently underway. Rezoning to PED or a similar zoning district may be pursued once this review is complete if it is determined to be an appropriate strategy to implement the plan recommendations.	Review of PED district not yet complete. (July 2007)

Table 3 Continued

Area #	PID #(s)	Location	Existing Zoning	Recommended Zoning Change	Implementation Status
21	12312201/ 02/ 03/ 04/ 05/ 06/ 07/ 08/ 11/ 12/ 13/ 14/ 19	Fourteen parcels on the block between Fillmore Avenue, Buchanon Street, Kenilworth and Scott Avenues	R-22 MF and O-2	None. A review of the PED overlay district is currently underway. Rezoning to PED or a similar zoning district may be pursued once this review is complete if it is determined to be an appropriate strategy to implement the plan recommendations.	Review of PED district not yet complete. (July 2007)
22	15302501/ 02/ 03/ 04/ 05/ 06/ 07/ 08/ 09	Nine parcels along Scott Avenue between Fillmore Avenue and Buchanon Street	R-22 MF, O-2 and MUDD-O	None. A review of the PED overlay district is currently underway. Rezoning to PED or a similar zoning district may be pursued once this review is complete if it is determined to be an appropriate strategy to implement the plan recommendations.	Review of PED district not yet complete. (July 2007)
28	15101101/ 09/ 10/ 11/ 12/ 13	Six parcels at the convergence of Scott and Kenilworth, just south of Ordermore Avenue	O-2 and R-22 MF	None. A review of the PED overlay district is currently underway. Rezoning to PED or a similar zoning district may be pursued once this review is complete if it is determined to be an appropriate strategy to implement the plan recommendations.	Review of PED district not yet complete. (July 2007)

Table 3 Continued

Area #	PID #(s)	Location	Existing Zoning	Recommended Zoning Change	Implementation Status
29	1510102/ 06/ 07/ 08 , 15103301	Five parcels between Floral and Scott Avenues, just south of Ordermore Avenue	R-22 MF and O-2	None. A review of the PED overlay district is currently underway. Rezoning to PED or a similar zoning district may be pursued once this review is complete if it is determined to be an appropriate strategy to implement the plan recommendations.	Review of PED district not yet complete. (July 2007)
30	12112301	One parcel on the northeast corner of the intersection of Park Road and Charlotte Drive	R-22 MF	None. A review of the PED overlay district is currently underway. Rezoning to PED or a similar zoning district may be pursued once this review is complete if it is determined to be an appropriate strategy to implement the plan recommendations.	Review of PED district not yet complete. (July 2007)
32	12112324/ 25/ 26/ 28/ 29/ 30/ 31/ 22/ 23, 12112C99	Two parcels along Park Road between Charlotte Drive and Ideal Way	O-2	None. A review of the PED overlay district is currently underway. Rezoning to PED or a similar zoning district may be pursued once this review is complete if it is determined to be an appropriate strategy to implement the plan recommendations.	Review of PED district not yet complete. (July 2007)

Table 3 Continued

Area #	PID #(s)	Location	Existing Zoning	Recommended Zoning Change	Implementation Status
33	12110101/ 03/ 08/ 09/ 10/ 14/ 15/ 20/ 24/ 25/ 26, 12112702/ 03/ 04/ 05/ 06/ 07/ 08/ 09/ 10/ 11/ 14	Twenty-two parcels along Park Road, between Ideal Way and Kenilworth Avenue	R-5, B-1, B-1(CD), O-2 and B-2	None. A review of the PED overlay district is currently underway. Rezoning to PED or a similar zoning district may be pursued once this review is complete if it is determined to be an appropriate strategy to implement the plan recommendations.	Review of PED district not yet complete. (July 2007)
34	12111801/ 02/ 03/ 04/ 05/ 06/ 07/ 08/ 09/ 26/ 27, 12109325, 12110209/ 10/ 11/ 12/ 13/ 14/ 15/ 16/ 17/ 18/ 19/ 20	Twenty four parcels on both sides of Park Road, north of the intersection with Ideal Way	R-22 MF	R-8 NOTE: The quads that are part of this area (12111806/ 09 and 12110217/ 18/ 19/ 20) are nonconforming uses because of their lot size and will continue to be nonconforming uses if rezoned to R-8	Approved by City Council May 21, 2007 with the exception of parcels: 12110217 12110218 12110219 12110220 Working with property owner on a conditional plan for R-17 MF CD to allow a triplex for each lot
36	12108705, 12109101/ 02/ 03/ 04/ 05/ 06, 12109201/ 02/ 03/ 04/ 05/ 06, 12109326/ 27/ 28/ 29/ 30/ 31/ 32/ 33/ 34/ 35/ 36/ 38/ 39	Twenty six parcels on both sides of Brookside Avenue	R-22 MF	R-8	Approved by City Council May 21, 2007 with the exception of parcel: 12109201 Property owner had almost completed building permit process for by-right development

Source: Charlotte-Mecklenburg Planning Commission

Revised October 2007

- Requires and refers to individual streetscape plans, which define building setback, sidewalk requirements, and street tree planting.

The PED Overlay Zoning District allows uses permitted by right and under prescribed conditions in the underlying zoning district, except outdoor storage and outdoor advertising signs.

Heights in the PED overlay district are determined by the distance of the structure from property used and/or zoned for residential purposes. The building height may increase one foot in height, over 40 feet, for every 10 feet in distance from the property line of the nearest site used and/or zoned for residential purposes (except properties zoned PED, MUDD or UMUD). The maximum height allowed is 100 feet. Map 17 illustrates the maximum allowable building heights based upon current zoning.

Conditional Rezoning

Planning Commission staff will review conditional rezoning plans within the study area boundaries for consistency with the land use, streetscape and design recommendations of this plan and will make recommendations to City Council as to whether the proposed rezoning fits the adopted policy framework. Staff will also review conditional rezonings for compliance with the design recommendations and will work with rezoning petitioners to ensure site designs meet this guidance.

Monitoring and Reviewing New Development Plans (ongoing)

The Planning Commission and other City departments will be responsible for ongoing plan review for new developments within the Dilworth Land Use and Streetscape Plan boundaries, as prescribed in any PED-type zoning district standards, if such zoning is applied in the future. Staff responsibility includes ensuring that developers meet the standards of the zoning district (if applied) and understand the intent of this Plan.

Urban Design Development Concepts

Development concepts were created as part of the Dilworth Land Use and Streetscape Plan to test the feasibility of several of the key land use recommendations and to provide additional guidance for redevelopment at select locations. These concepts simply illustrate how the recommended land uses could be arranged on the site. As such, the development concepts provide just one example of the application of the principles of this plan's land use recommendations and design

guidelines. It is not intended or expected that redevelopment will use the site plan of the development concepts. Planning Commission staff will use the development concepts, as a reference, when evaluating rezoning petitions within the concept areas.

Transportation Network and Streetscape Infrastructure Improvements

- **Corridor Study for Kenilworth and Scott Avenues**
During the planning process, stakeholders expressed significant concern about the vehicular speeds on these roadways. Stakeholders felt vehicular speeds were compromising the livability of the residential units on these roadways and making it difficult for pedestrians to cross these busy and high speed roadways. To better accommodate pedestrian crossings at Lattimore and Ordermore streets, within 1-3 years after adoption of the plan, CDOT should conduct a comprehensive corridor study for Kenilworth and Scott Avenues. The purpose of this study will be to review physical and operational modifications that may result in moderating travel speeds so they are compatible with adjacent residential land uses and better accommodate pedestrian travel along and across these two corridors.
- **Grid Street System/Connections in Infill Development**
Staff should protect and enhance the existing grid street system. No new street closures should be considered. Any degradation of the grid system should be highly scrutinized. Additional street segments should be provided as infill development occurs and block lengths should be limited to 500 feet.

Streets and Intersections

Eliminate exclusive right-turn lane from eastbound Morehead street to southbound Dilworth Road to reduce high speed movements entering Dilworth and to provide additional pedestrian space at the signalized intersection of Dilworth Road and Morehead Street.

Pedestrian Facilities

Individual property owners are responsible for ensuring that sidewalks are free from debris/growth while the City is responsible for structural sidewalk repairs. Residents are encouraged to report sidewalk maintenance issues (including broken sidewalks or sidewalks that are overgrown) to the City of Charlotte Public Service, 704/336-2261.

Bicycle Facilities

CDOT should implement the proposed signed bicycle routes within two years after the adoption of the Dilworth Land Use and Streetscape Plan.

Staff should pursue bicycle connections from Romany Road and Baxter Avenue to Little Sugar Creek Greenway and pursue other connections to the Little Sugar Creek Greenway where feasible.

Connections to the Sedgfield Neighborhood

The Sedgfield path is newly constructed and will connect McDonald Avenue to Elmhurst Way for bicyclists and pedestrians.

Parking

- **Review Residential On-Street Parking Prohibitions**
Dilworth stakeholders noted a number of residential streets prohibit parking on one side of the street to allow for free-flow traffic. The stakeholders requested that staff research whether these streets could be restriped to allow parking on both sides of the street. CDOT has completed an inventory of existing major and minor collectors to determine whether these roadways should be considered for more “residential balance” by allowing more on-street parking and eliminating “free-flow” conditions on the street. This could be done by eliminating center-line striping, during resurfacing projects, and possibly allowing on-street parking on both sides of the street consistent with other streets in the Dilworth study area. This process will require coordination with other City departments as well as Dilworth stakeholders before changes are made.
- **Revise East Boulevard Parking Study**
Update and revise the East Boulevard parking study that was completed as part of the PED/East Boulevard Pedscape Plan development process. In the study, divide East Boulevard into five sections as was done with the pedscape plan and look at each section individually.
- **Explore Feasibility of Public Parking Deck**
Continue to explore the feasibility of pursuing a public parking lot/deck in Dilworth.
- **Shared Parking**
Consider amending the zoning ordinance to strengthen the requirements for interconnecting parking lots.

- **Merchants’ Association**
The Dilworth Community Development Association should encourage the creation of a merchants’ association and/or municipal services district to initiate programs such as:
 - Parking studies to better utilize parking on existing lots;
 - Off-street parking surveys;
 - Signage packages to direct customers to parking;
 - Design charrettes for businesses along East Boulevard to look at consolidated parking and;
 - Educating merchants about alternatives locations for staff parking.

Parks/Greenway

Support the connections and improvements that are part of the Little Sugar Creek Greenway Master Plan.

Environment

Planning Commission staff will consult the environmental recommendations in the Concept Plan and the Environmental Chapter of the General Development Policies when considering rezoning petitions. The more stringent of the two will apply.

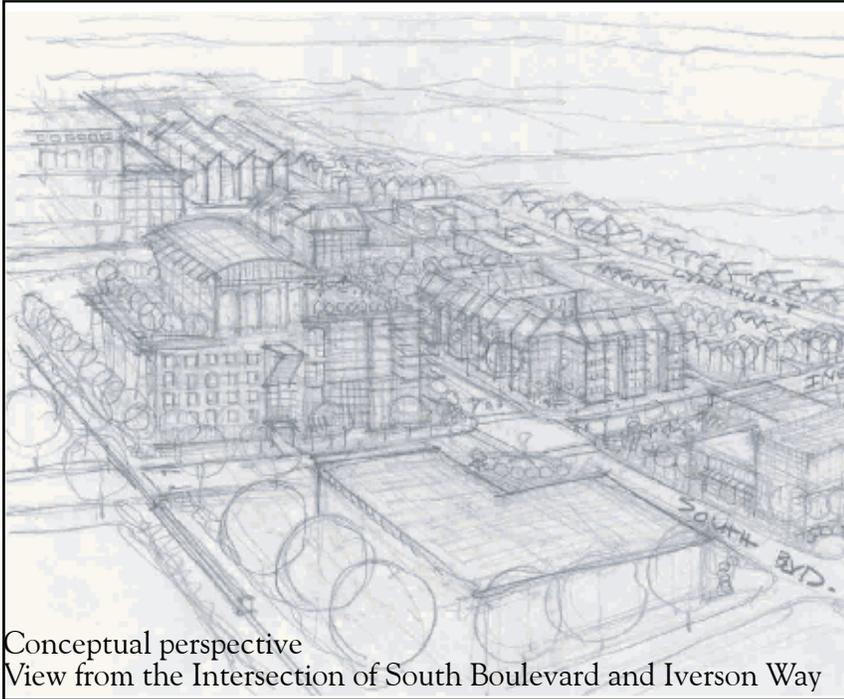
PRIVATE SECTOR RESPONSIBILITIES

The private sector will be responsible for delivering pedestrian-friendly development that is consistent with the general development standards of this plan and any PED-type zoning district standards, if such zoning is applied in the future.

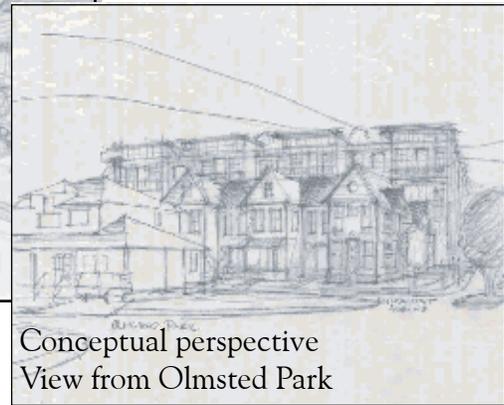
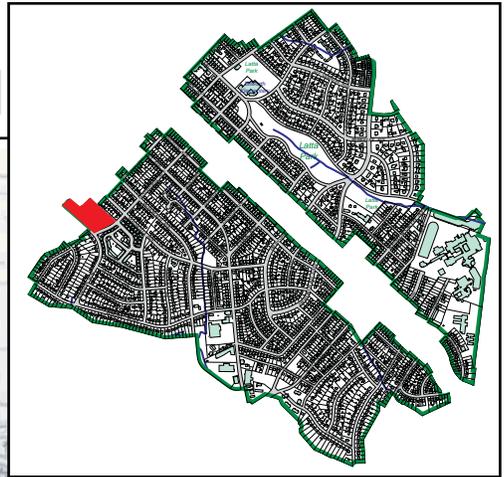
In addition, one of the purposes of the Dilworth Land Use and Streetscape Plan is to serve as a tool for the Dilworth study area to use in guiding land use and development decisions. As such, the DCDA and private sector will be responsible for monitoring development to ensure that the plan is implemented.

Development Concept 1

South Boulevard /Iverson Way /Lyndhurst Ave /Meacham Street



Conceptual perspective
View from the Intersection of South Boulevard and Iverson Way



Conceptual perspective
View from Olmsted Park



mixed use

higher density residential

internalized parking

open space

Development Concept

- Development closest to South Boulevard is a mixture of uses with a parking deck and open space in the center.
- A new local residential street separates mixed use development from residential development.
- Residences on this block face public streets and open spaces.
- Height is limited to 40 feet to respect the residential context along the side streets.
- Parking is internalized and accessible from a private driveway.
- Off-site parking is provided along public streets.

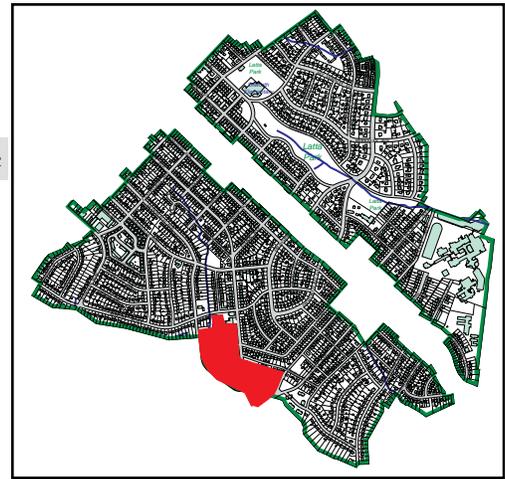
Development Concept 2

Moderate Intensity Redevelopment Scenario

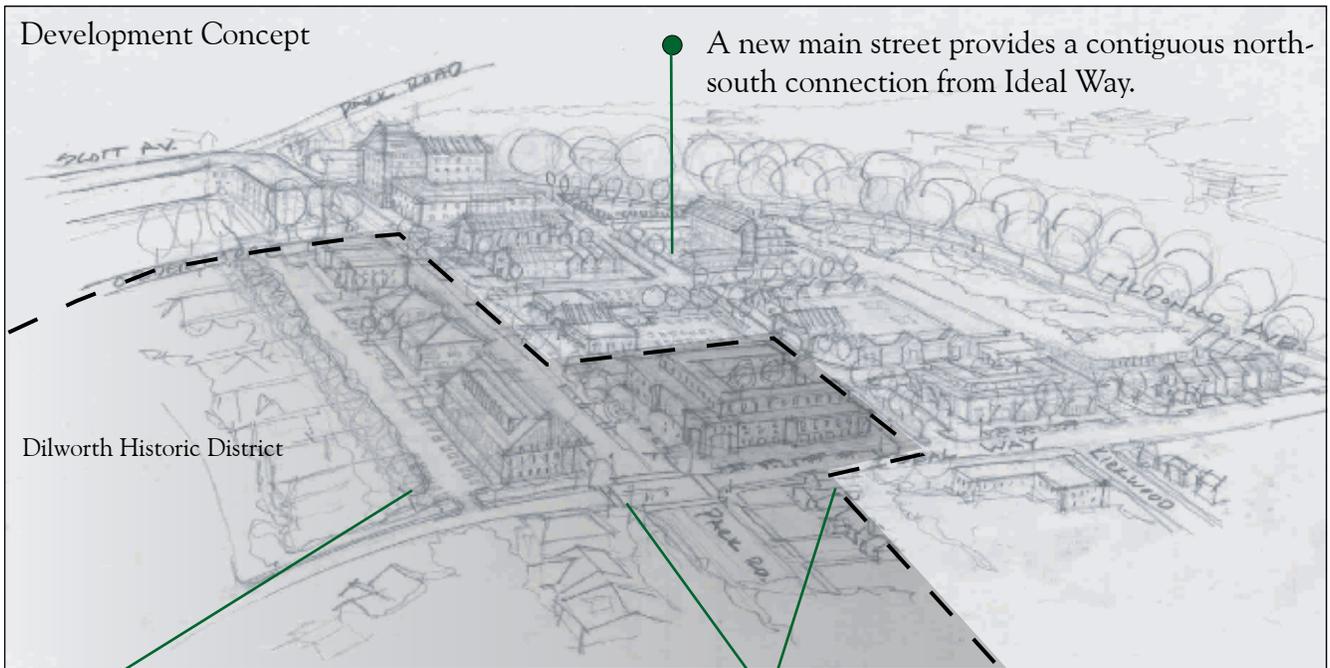
Park Road / Ideal Way / McDonald Avenue / Kenilworth Avenue



Streetscape
Park Road from Kenilworth Avenue



- Buildings are grouped closely together around public spaces to enhance streetscapes.
- Streets are tree lined with sidewalks on both sides, internally and from Ideal Way and Park Road.
- Parking is a background element; parking spaces are shared and on-street parking is provided along the internal main street, Park Road, Ideal Way and McDonald Avenue.



Development Concept

Dilworth Historic District

- A new main street provides a contiguous north-south connection from Ideal Way.

- In the Historic District, existing parking lots in front of buildings are replaced with public space or front yards; parking is moved to the rear.

Redevelopment is organized around a pattern of smaller blocks (250 feet in length) and new streets, forming a walkable village.

Development Concept 2 High Intensity Redevelopment Scenario

Park Road / Ideal Way / McDonald Avenue / Kenilworth Avenue

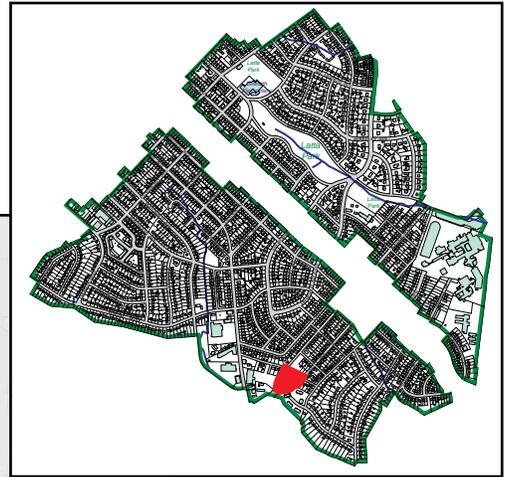


- Buildings fronting along Ideal Way should not exceed 40 feet in height; internal residential buildings should not exceed 70 feet in height
- Buildings should occupy at least 70% of the frontage along Park Road and Ideal Way
- On-street parking should be allowed along public and private streets; Surface parking lots should be minimized; A shared parking deck should be considered
- Useable public space should be integrated into residential development and provided along building facades.
- Minimize driveway entrances from parking lots and screen surface parking lots from public view with planting strips
- Residential buildings are located along McDonald Avenue
- Create an interconnected pedestrian network with sidewalks at least 6 feet wide, lined with pedestrian scale lighting and canopy trees; In mixed use areas a 16 foot sidewalk should be provided
- Provide visual connections from Park Road and Ideal Way into the development
- Integrate canopy trees, art, decorative lighting and seating into public space. Be sure that lighting is focused on the parking lot and that mature trees shade the pavement



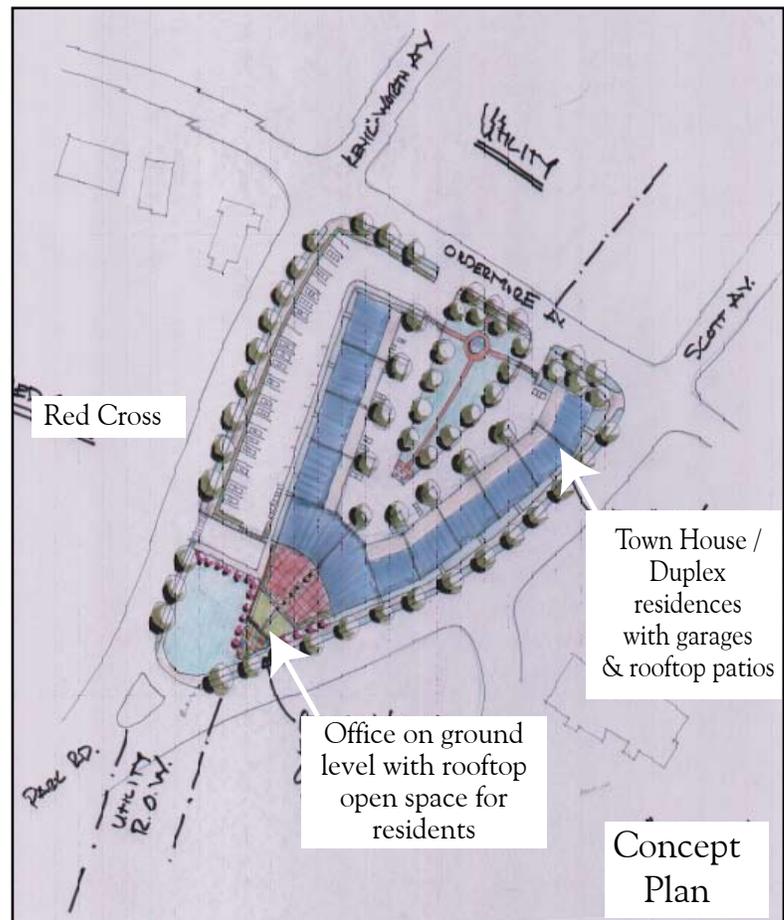
Development Concept 3

Kenilworth Avenue / Ordermore Avenue / Scott Avenue



View from Kenilworth Avenue and Scott Avenue at Park Road

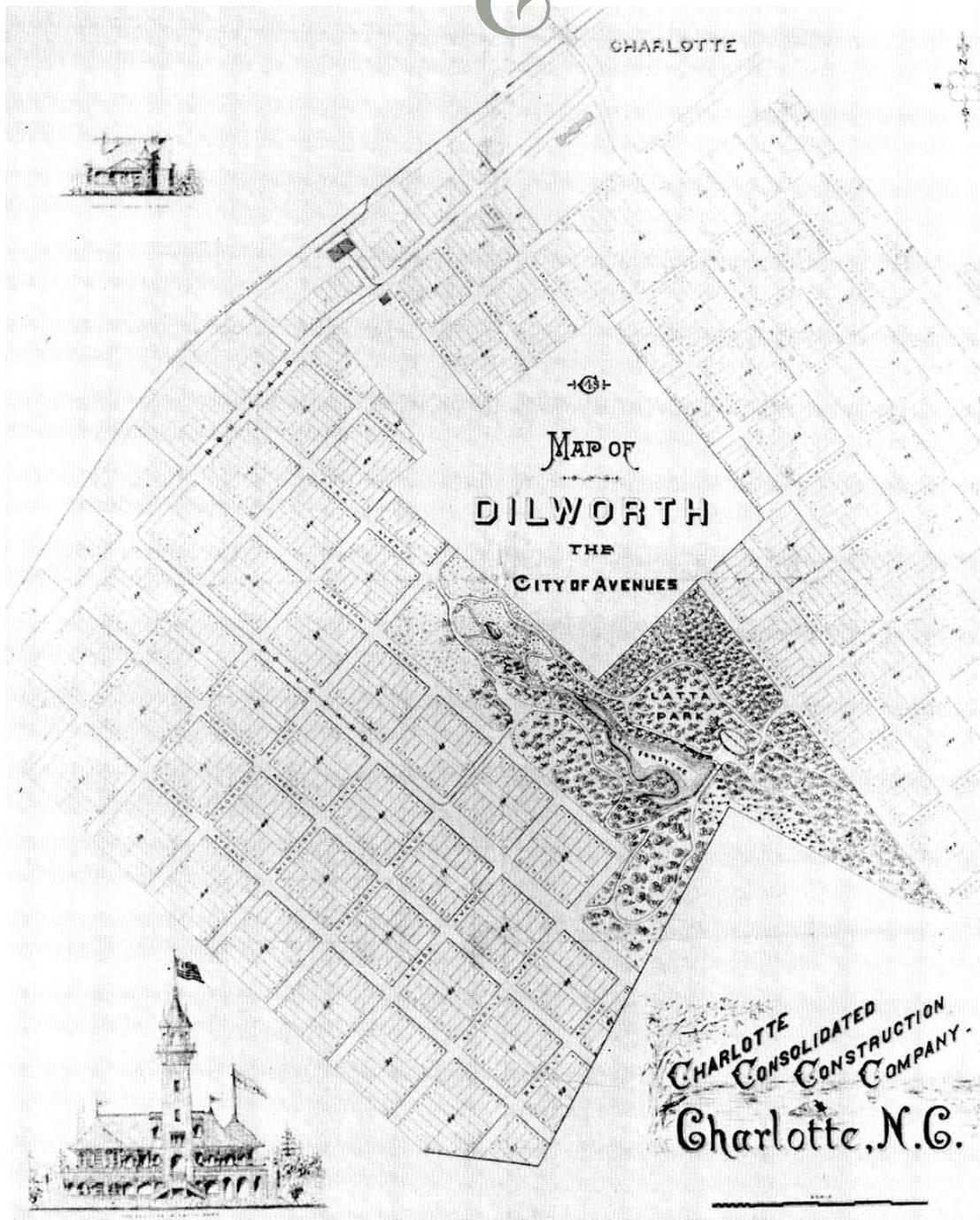
- Building form takes on a triangular footprint due to site limitations.
- Limited commercial uses are located on the ground floor closer to the point.
- Residential or office uses are located on the ground floor closer to Ordermore Avenue.
- Upper floors are residential and/or office.
- In the center is a common parking area with a green space.
- Area within utility right of way is used for parking. If a PED-type zoning district was applied in the future, this would require approval of an optional provision. This would be reviewed on a site by site basis.



Concept Plan

Appendices

DILWORTH LAND USE & STREETScape PLAN



Appendix A:

Detailed Description of Land Use Changes

The following pages provide details for the thirty-nine land use changes that are recommended as part of the Dilworth Land Use and Streetscape Plan. Planning staff and the stakeholders group used these pages as a tool while discussing the recommended land use changes. Details on each page include the location, a parcel-level location map, a photograph of the site, the existing land use, the 1993 Central District Plan land use recommendation, the land use change recommended as part of this plan, the reason for recommending the land use change, existing zoning, any recommended zoning changes and other notes, such as if the property is part of the historic district.



AREA 1

Location

One parcel located along Euclid between Templeton and Mt. Vernon

Existing Land Use

Parcel ID	Units	Type	Year Built	Acres	Density	Zoning
12305620	15	Apartment	1985	0.78	19	R-22 MF

1993 Central District Plan Recommendation

Single Family Residential (up to 4 dua)

Recommended Land Use Change

Residential up to 22 dua

Reason for Land Use Change

To align future land use with existing, appropriate land use and zoning to encourage a variety of housing types and a diversity of residents

Existing Zoning

R-22 MF

Recommended Zoning Change

None

Notes

Within Historic District



Apartment on parcel 12305620

AREA 2

Location

Two parcels located on Myrtle between Templeton and Mt. Vernon

Existing Land Use

Parcel ID	Units	Type	Year Built	Acres	Density	Zoning
12305612	2	Duplex	1939	0.31	6	R-22 MF
12305613	-	Vacant	-	0.20	-	R-6



1993 Central District Plan Recommendation

Single Family Residential (up to 4 du)

Recommended Land Use Change

Residential up to 8 du

Reason for Land Use Change

To align future land use with existing, appropriate land use and zoning to encourage a variety of housing types and a diversity of residents

Existing Zoning

R-22 MF, R-6

(Parcel 12305613 was rezoned in 2003 (03-084) from R-5 to R-6 to bring an existing duplex into conformance)

Recommended Zoning Change

None

Notes

Within Historic District



Duplex on parcel 12305612



AREA 3

Location

One parcel at the southwest corner of the intersection of Myrtle and Lexington

Existing Land Use

Parcel ID	Units	Type	Year Built	Acres	Density	Zoning
12305179	7	Apartment	1980	0.36	20	R-22 MF

1993 Central District Plan Recommendation

Single Family Residential (up to 4 dua), Single Family Residential (up to 8 dua)

Recommended Land Use Change

Residential up to 22 dua

Reason for Land Use Change

To align future land use with existing, appropriate land use and zoning to encourage a variety of housing types and a diversity of residents

Existing Zoning

R-22 MF

Recommended Zoning Change

None

Notes

Within Historic District



Apartment on parcel 12305179

AREA 4

Location

One parcel on Myrtle Avenue between Mt. Vernon and Lexington

Existing Land Use

Parcel ID	Units	Type	Year Built	Acres	Density	Zoning
12305C99	72	Condo	1940	3.82	19	R-22 MF



1993 Central District Plan Recommendation

Multi-family Residential

Recommended Land Use Change

Residential up to 22 du/a

Reason for Land Use Change

To clarify the 1993 Central District Plan recommendation for the density of multi-family residential

Existing Zoning

R-22 MF

Recommended Zoning Change

None

Notes

Within Historic District



Condominium project on parcel 12305C99



AREA 5

Location

One parcel at the southeast corner of the intersection of Myrtle and Lexington

Existing Land Use

Parcel ID	Units	Type	Year Built	Acres	Density	Zoning
12305C98	8	Condo	1984	0.40	20	O-2

1993 Central District Plan Recommendation

Single Family Residential (up to 4 dua)

Recommended Land Use Change

Residential up to 22 dua

Reason for Land Use Change

To align future land use with existing, appropriate land use to encourage a variety of housing types and a diversity of residents

Existing Zoning

O-2

Recommended Zoning Change

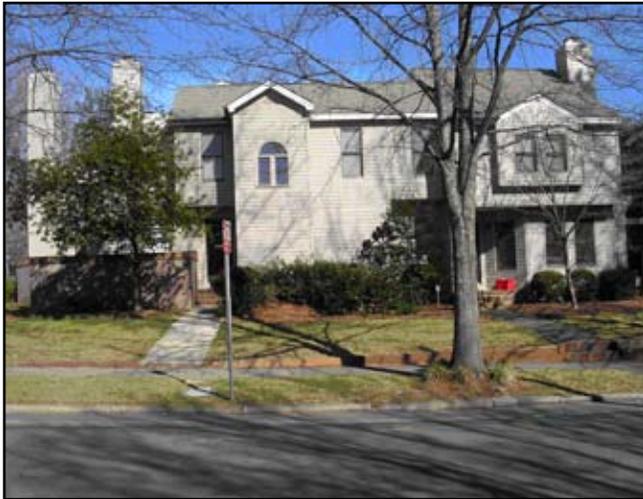
R-22 MF

Reason for Zone Change

To align zoning with existing and future land use

Notes

Within Historic District



Condo on parcel 12305C98

AREA 6

Location

Five parcels along Myrtle between Lexington and Oriole

Existing Land Use

Parcel ID	Units	Type	Year Built	Acres	Density	Zoning
12305303	1	Single Family	1940	0.21	5	O-2
12305305	1	Single Family	1936	0.19	5	O-2
12305306	1	Single Family	1936	0.19	5	O-2
12305307	1	Single Family	1927	0.14	7	O-2
12305C97	4	Condo	1983	0.19	21	O-2



1993 Central District Plan Recommendation

Mixed Residential (residential up to 8 dua)

Recommended Land Use Change

No change (residential up to 8 dua)

Existing Zoning

O-2

Recommended Zoning Change

R-8

Reason for Zone Change

To align zoning with existing and future land use

Notes

Within Historic District



Looking toward Oriole



Looking toward parcels 12314113-12314115

AREA 7

Location

Five parcels in the eastern corner of Dilworth Crescent, adjacent to Dilworth Road where it intersects East Morehead

Existing Land Use

Parcel ID	Units	Type	Year Built	Acres	Density	Zoning
12314113	1	Attached Home	1994	0.07	15	B-1
12314114	1	Attached Home	1994	0.06	16	B-1
12314115	1	Attached Home	1994	0.05	19	B-1
12314116	1	Attached home	1994	0.06	16	B-1
12314117	1	Attached Home	1994	0.05	19	B-1

1993 Central District Plan Recommendation

Office and Commercial and Mid-high Residential

Recommended Land Use Change

Residential up to 22 du

Reason for Land Use Change

To align future land use with existing, appropriate land use to conserve the existing housing stock. The development in this area is part of the development of Area 8 and therefore the future land use should be consistent.

Existing Zoning

B-1

Recommended Zoning Change

R-22 MF

Reason for Zone Change

To align zoning with existing and future land use

Notes

Within Historic District

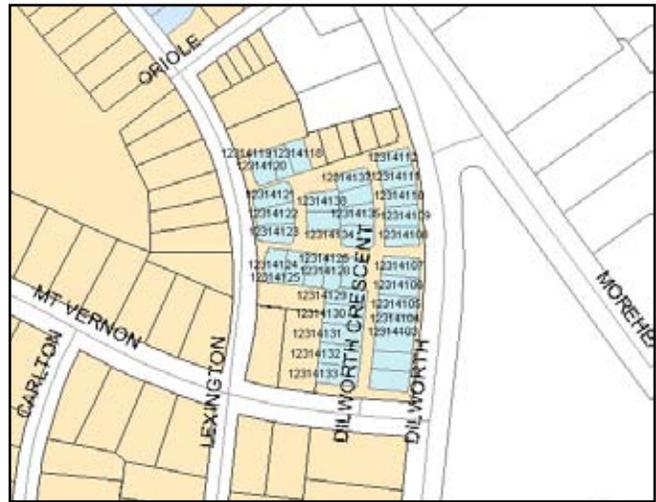
AREA 8

Location

Thirty-four parcels composing Dilworth Crescent, which is located between Dilworth Road and Lexington, along Mt. Vernon Avenue

Existing Land Use

Parcel ID	Units	Type	Year Built	Acres	Density	Zoning
12314101	1	Attached Home	1992	0.08	13	R-22 MF
12314102	1	Attached Home	1992	0.07	14	R-22 MF
12314103	1	Attached Home	1992	0.07	13	R-22 MF
12314104	1	Attached Home	1992	0.07	15	R-22 MF
12314105	1	Attached Home	1992	0.07	14	R-22 MF
12314106	1	Attached Home	1993	0.07	14	R-22 MF
12314107	1	Attached Home	1993	0.07	14	R-22 MF
12314108	1	Attached Home	1992	0.06	15	R-22 MF
12314109	1	Attached Home	1992	0.07	15	R-22 MF
12314110	1	Attached Home	1992	0.06	16	R-22 MF
12314111	1	Attached Home	1993	0.07	15	R-22 MF
12314112	1	Attached Home	1993	0.06	18	R-22 MF
12314118	1	Attached Home	1994	0.06	16	R-22 MF
12314119	1	Attached Home	1993	0.05	19	R-22 MF
12314120	1	Attached Home	1993	0.07	15	R-22 MF
12314121	1	Attached Home	1994	0.08	13	R-22 MF
12314122	1	Attached Home	1994	0.07	14	R-22 MF
12314123	1	Attached Home	1993	0.06	15	R-22 MF
12314124	1	Attached Home	1993	0.07	15	R-22 MF
12314125	1	Attached Home	1992	0.06	16	R-22 MF
12314126	1	Attached Home	1993	0.06	16	R-22 MF
12314127	1	Attached Home	1993	0.06	18	R-22 MF
12314128	1	Attached Home	1992	0.07	15	R-22 MF
12314129	1	Attached Home	1992	0.07	15	R-22 MF
12314130	1	Attached Home	1993	0.08	13	R-22 MF



Parcel ID	Units	Type	Year Built	Acres	Density	Zoning
12314131	1	Attached Home	1993	0.08	13	R-22 MF
12314132	1	Attached Home	1992	0.08	12	R-22 MF
12314133	1	Attached Home	1992	0.08	13	R-22 MF
12314134	1	Attached Home	1993	0.07	15	R-22 MF
12314135	1	Attached Home	1994	0.07	15	R-22 MF
12314136	1	Attached Home	1994	0.05	18	R-22 MF
12314137	1	Attached Home	1993	0.06	18	R-22 MF
12314138	1	Attached Home	1994	0.06	16	R-22 MF
12314139	1	Attached Home	1993	0.06	16	R-22 MF

1993 Central District Plan Recommendation
Multi-family Residential

Recommended Land Use Change
Residential up to 22 dua

Reason for Land Use Change
To clarify the 1993 Central District Plan Recommendation for the density of multi-family residential

Existing Zoning
R-22 MF

Recommended Zoning Change
None

Notes
Within Historic District



AREA 9

Location

Seven parcels between Kingston and Rensselaer, Cleveland and Euclid

Existing Land Use

Parcel ID	Units	Type	Year Built	Acres	Density	Zoning
12307101	1	Single Family	1926	0.32	3	R-22 MF
12307102	4	Quadraplex	1929	0.18	22	R-22 MF
12307615	4	Quadraplex	1929	0.12	33	R-22 MF
12307C90	2	Duplex	1929	0.20	10	R-22 MF
12307C93	1	Single Family	1982	0.16	6	R-22 MF
12307C94	19	Condo	1926	1.14	17	R-22 MF
12307C99	34	Condo	1984	1.13	30	R-22 MF



Single family residence on parcel 12307101



Condos on parcel 12307C99

1993 Central District Plan Recommendation

Multi-family Residential

Recommended Land Use Change

Residential up to 22 du; However, there are several existing single family homes along Park Avenue, which are in good condition and are an appropriate land use. They should be preserved, if possible.

Reason for Land Use Change

To clarify the 1993 Central District Plan recommendation for the density of multi-family residential

Existing Zoning

R-22 MF

Recommended Zoning Change

None

Notes

Within Historic District

AREA 10

Location

Five parcels along Kingston, near Cleveland

Existing Land Use

Parcel ID	Units	Type	Year Built	Acres	Density	Zoning
12307517	2	Duplex	1900	0.16	13	R-5
12307518	1	Single Family	1925	0.24	4	R-5
12307601	1	Single Family	1900	0.20	5	R-5
12307602	3	Triplex	1900	0.16	19	R-5
12307603	2	Duplex	1900	0.16	13	R-5



1993 Central District Plan Recommendation

Multi-family Residential

Recommended Land Use Change

Residential up to 5 duu; Duplexes and triplexes are also appropriate

Reason for Land Use Change

To align future land use with existing, appropriate land use and zoning to conserve existing housing stock

Existing Zoning

R-5

Recommended Zoning Change

None

Notes

Within Historic District



Single family residence on parcel 12307601



Quad on parcel 12307513



AREA 11

Location

One parcel on East Park Avenue, between Euclid and Lyndhurst

Existing Land Use

Parcel ID	Units	Type	Year Built	Acres	Density	Zoning
12308201	1	Single Family	1998	0.21	5	R-22 MF

1993 Central District Plan Recommendation

Single Family Residential (up to 4 dua)

Recommended Land Use Change

Residential up to 22 dua; However, existing single family residential development is appropriate and should be preserved, if possible

Reason for Land Use Change

To align future land use with existing, appropriate zoning to encourage a variety of housing types and a diversity of residents

Existing Zoning

R-22 MF

Recommended Zoning Change

None

Notes

Within Historic District



Single family residence on parcel 12308201

AREA 12

Location

Three parcels on East Park Avenue, between Euclid and Lyndhurst

Existing Land Use

Parcel ID	Units	Type	Year Built	Acres	Density	Zoning
12308C96	7	Condo	1981	0.43	16	R-22 MF
12308212	1	Single Family	1997	0.22	5	R-22 MF
12308225	-	Vacant	-	0.22	-	R-22 MF



1993 Central District Plan Recommendation

Single Family Residential (up to 4 dua)

Recommended Land Use Change

Residential up to 22 dua; However, existing single family residential development is appropriate and should be preserved, if possible

Reason for Land Use Change

To align future land use with existing, appropriate zoning to encourage a variety of housing types and a diversity of residents

Existing Zoning

R-22 MF

Recommended Zoning Change

None

Notes

Within Historic District



Single family residence on parcel 12308212



Condo on parcel 12308C96



AREA 13

Location

Five parcels just north of East Blvd., between Euclid and Winthrop

Existing Land Use

Parcel ID	Units	Type	Year Built	Acres	Density	Zoning
12308312	1	Single Family	1900	0.22	5	R-5
12308313	1	Single Family	1900	0.22	5	R-5
12308402	2	Duplex	1915	0.42	5	R-5
12308409	1	Single Family	1905	0.21	5	R-5
12308410	1	Single Family	1905	0.22	5	R-5



Duplex on parcel 12308402



Single family residence on parcel 12308313

1993 Central District Plan Recommendation
Office

Recommended Land Use Change
Residential up to 5

Reason for Land Use Change
To align future land use with existing, appropriate land use and zoning to encourage conserve existing housing stock

Existing Zoning
R-5

Recommended Zoning Change
None

Notes
Within Historic District

AREA 14

Location

Two parcels located along Park Avenue at the intersection with Winthrop, adjacent to Latta Park

Existing Land Use

Parcel ID	Units	Type	Year Built	Acres	Density	Zoning
12308513	-	Recreation Center	-	1.19	-	R-5
12311601	-	Parking Lot	-	0.54	-	R-5



1993 Central District Plan Recommendation

Single Family Residential (up to 4 dua)

Recommended Land Use Change

Park/Open Space

Reason for Land Use Change

To better reflect the existing land use

Existing Zoning

R-5

Recommended Zoning Change

None

Notes

Within Historic District



Recreation Center on parcel 12308513



AREA 15

Location

One parcel fronting Lennox Avenue, between East Blvd. and Kingston

Existing Land Use

Parcel ID	Units	Type	Year Built	Acres	Density	Zoning
12311809	1	Single Family	1933	0.22	5	R-5

1993 Central District Plan Recommendation
Office

Recommended Land Use Change

Residential up to 5 du

Reason for Land Use Change

To align future land use with existing, appropriate land use and zoning to encourage conserve existing housing stock

Existing Zoning

R-5

Recommended Zoning Change

None

Notes

Within Historic District



Single family residence on parcel 12311809

AREA 16

Location

Five parcels northeast of East Blvd., one fronting Lennox and the other four fronting Park Road

Existing Land Use

Parcel ID	Units	Type	Year Built	Acres	Density	Zoning
12311902	2	Duplex	1930	0.24	8	R-22 MF
12311909	4	Quadraplex	1915	0.23	17	R-22 MF
12311C99	4	Condo	1931	0.22	18	R-22 MF
12311910	1	Single Family	1924	0.22	5	R-22 MF
12311911	1	Single Family	1925	0.22	5	R-22 MF



1993 Central District Plan Recommendation

Single Family Residential (up to 4 dua)

Recommended Land Use Change

Residential up to 22 dua; However, the existing single family homes are in good condition and are an appropriate land use. They should be preserved, if possible.

Reason for Land Use Change

To align future land use with existing, appropriate land use and zoning to encourage a variety of housing types and a diversity of residents

Existing Zoning

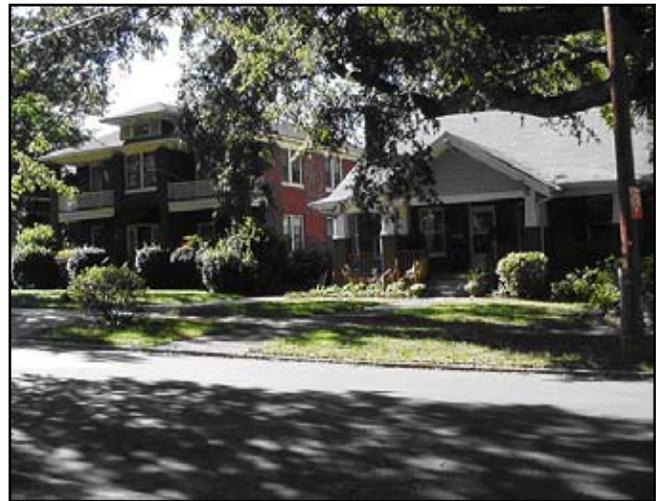
R-22 MF

Recommended Zoning Change

None

Notes

Within Historic District



Quadraplex on parcel 12311909



Condo renovation on parcel 12311C99



AREA 17

Location

Four parcels located on both sides of Dilworth Road West, just northeast of East Blvd.

Existing Land Use

Parcel ID	Units	Type	Year Built	Acres	Density	Zoning
12311118	2	Duplex	1952	0.14	15	R-22 MF
12311314	8	Apartment	1950	0.46	17	R-22 MF
12311C93	4	Condo	1951	0.31	13	R-22 MF
12311C94	4	Condo	1990	0.44	9	R-22 MF



Condo on parcel 12311C94

1993 Central District Plan Recommendation

Multi-family Residential

Recommended Land Use Change

Residential up to 22 du

Reason for Land Use Change

To clarify the 1993 Central District Plan recommendation for the density of multi-family residential

Existing Zoning

R-22 MF

Recommended Zoning Change

None

Notes

Within Historic District



Apartment on parcel 12311314

AREA 18

Location

Twenty parcels along Kenilworth between Fillmore and Romany

Existing Land Use

Parcel ID	Units	Type	Year Built	Acres	Density	Zoning
12312519	4	Quadra-plex	1940	0.20	20	R-22 MF
12312520	1	S i n g l e Family	1929	0.19	5	R-22 MF
12312521	2	Duplex	1936	0.20	10	R-22 MF
12312522	1	S i n g l e Family	1936	0.18	5	R-22 MF
12312523	2	Duplex	1936	0.20	10	R-22 MF
12312524	2	Duplex	1930	0.20	10	R-22 MF
12312525	2	Duplex	1936	0.21	10	R-22 MF
12312608	1	S i n g l e Family	1926	0.20	5	R-22 MF
12312609	1	S i n g l e Family	1928	0.20	5	R-22 MF
12312612	1	S i n g l e Family	1923	0.20	5	R-22 MF
12312613	1	S i n g l e Family	1924	0.19	5	R-22 MF
12312720	1	S i n g l e Family	1923	0.22	5	R-22 MF
12312721	1	S i n g l e Family	1933	0.21	5	R-22 MF
12312722	2	Duplex	1911	0.20	10	R-22 MF
12312723	1	S i n g l e Family	1920	0.21	5	R-22 MF
12312724	1	S i n g l e Family	1915	0.21	5	R-22 MF
12312725	1	S i n g l e Family	1931	0.19	5	R-22 MF
12312726	3	Triplex	1941	0.19	16	R-22 MF
12312C97	-	Condo	-	0.40	-	R-22 MF
12312C99	2	Duplex	1940	0.21	10	R-22 MF



should not be counted toward this requirement, as allowed by Section 10.803(6)(e). Additionally, this plan emphasizes strict adherence to other standards of the PED overlay district:

- No parking shall be allowed in the setback (10.803(6)(c))
- Parking located to the rear of the primary structure may extend the entire lot width, with the exception of any required planting strips. Parking located to the side of the structure shall cover no more than 35% of the lot width (10.803(6)(h))
- Surface parking lots shall conform to the Charlotte Tree Ordinance (10.803(6)(i))
- Planting strips shall be provided as required by screening and buffering requirements (10.803(8) and 10.803(9))

Reason for Land Use Change

To focus moderate intensity residential development where it can be best supported by existing and future infrastructure and to create attractive gateways into Dilworth

Existing Zoning

R-22 MF

Recommended Zoning Change

None. A PED Overlay or similar type district may be pursued after the current review of the PED zoning district is complete if it is determined to be an appropriate strategy to implement the recommendations.

Reason for Zone Change

PED was suggested for this area because it limits height to 40' with an allowable 1 foot height increase for every 10 feet from residential uses and/or zoning. It will require streetscape improvements, specified in Streetscape Cross Sections 12 and 14, as part of development. This will result in a consistent streetscape appearance on both sides of Kenilworth.

1993 Central District Plan Recommendation

Mid-High Rise Residential

Recommended Land Use Change

Residential up to 22 duu with a height limit of 40 feet; If PED zoning is applied to this area, this plan encourages all parking required by the PED overlay district (1 space per unit) to be provided on-site. On-street or public parking



AREA 19

Location

Eight parcels between Scott, Kenilworth and Pierce

Existing Land Use

Parcel ID	Units	Type	Year Built	Acres	Density	Zoning
12312401	-	Office	1950	0.44	-	O-2
12312402	-	Office	1962	0.16	-	O-2
12312403	-	Office	1950	0.37	-	O-2
12312405	-	Office	1967	0.48	-	O-2
12312406	1	Single Family	1928	0.21	5	R-22 MF
12312407	1	Single Family	1925	0.21	5	R-22 MF
12312408	2	Duplex	1931	0.21	10	R-22 MF
12312410	-	Office	1945	0.26	-	O-2



Medical office on parcel 12312403

1993 Central District Plan Recommendation

Mid-High Rise Residential

Recommended Land Use Change

Office with no portion of the building measuring higher than 50 feet.

Reason for Land Use Change

To align future land use with existing, appropriate land use and zoning to encourage redevelopment that is pedestrian friendly in design. Long term land use is not residential. Office use is consistent with most of the underlying zoning and much of the existing land use.

Existing Zoning

O-2, R-22 MF

Recommended Zoning Change

None. A PED Overlay or similar type district may be pursued after the current review of the PED zoning district is complete if it is determined to be an appropriate strategy to implement the plan recommendations.

Reason for Zone Change

PED was suggested to require streetscape improvements, specified in Streetscape Cross Sections 12, 13b, and 14, as part of development, particularly for Kenilworth Avenue where consistency with the other side of the street is desired.

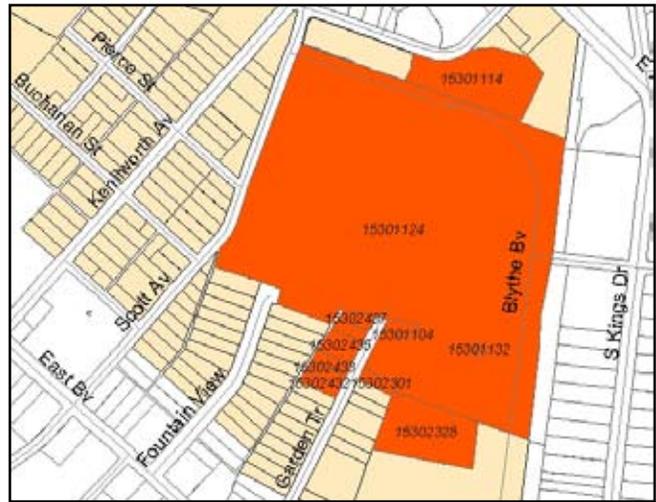
AREA 20

Location

Twelve parcels making up Carolinas Medical Center

Existing Land Use

Parcel ID	Units	Type	Year Built	Acres	Density	Zoning
15301104	-	Vacant	-	0.16	-	O-6(CD)
15301114	-	Institutional	1955	3.68	-	O-6(CD), O-2
15301124	-	Institutional	1939	32.10	-	O-6(CD)
15301132	-	Institutional	-	0.04	-	O-6(CD)
15302301	-	Vacant	-	0.18	-	O-6(CD)
15302328	-	Vacant	-	2.01	-	O-6(CD)
15302432	-	Vacant	-	0.20	-	O-6(CD)
15302433	-	Vacant	-	0.19	-	O-6(CD)
15302434	-	Vacant	-	0.18	-	O-6(CD)
15302435	-	Vacant	-	0.35	-	O-6(CD)
15302436	-	Vacant	-	0.15	-	O-6(CD)
15302437	-	Vacant	-	0.16	-	O-6(CD)



Carolinas Medical Center on parcel 15301124

1993 Central District Plan Recommendation

Institutional

Recommended Land Use Change

Institutional-Medical

Reason for Land Use Change

To better reflect existing land use (specify medical use)

Existing Zoning

O-6(CD), O-2

Recommended Zoning Change

None



Looking down Kenilworth toward Fillmore

AREA 21

Location

Fourteen parcels on the block between Fillmore, Buchanan, Kenilworth and Scott

Existing Land Use

Parcel ID	Units	Type	Year Built	Acres	Density	Zoning
12312201	3	Triplex	1926	0.15	19	R-22 MF
12312202	2	Duplex	1990	0.21	10	R-22 MF
12312203	4	Quadraplex	1952	0.22	18	R-22 MF
12312204	1	Single Family	1933	0.21	5	R-22 MF
12312205	1	Single Family	1917	0.22	4	R-22 MF
12312206	2	Duplex	1926	0.12	16	R-22 MF
12312207	2	Duplex	1943	0.09	22	R-22 MF
12312208	-	Office	1931	0.21	-	O-2
12312211	-	Office	1931	0.22	-	O-2
12312212	1	Office	1938	0.16	6	O-2
12312213	-	Office	1933	0.16	-	O-2
12312214	2	Duplex	1939	0.11	18	O-2
12312215	1	Single Family	1938	0.07	15	R-22 MF
12312219	-	Office	1932	0.44	-	O-2

1993 Central District Plan Recommendation

Mid-High Rise Residential

Recommended Land Use Change

Integrated mix of office and residential with a height limit of 50 feet; If PED zoning is applied to this area this plan encourages all parking required by the PED overlay district (1 space per unit) to be provided on-site. On-street or public parking should not be counted toward this requirement, as allowed by Section 10.803(6)(e). Additionally, this plan emphasizes strict adherence to other standards of the PED overlay district:

- No parking shall be allowed in the setback (10.803(6)(c))

AREA 21, CONT.

- Parking located to the rear of the primary structure may extend the entire lot width, with the exception of any required planting strips. Parking located to the side of the structure shall cover no more than 35% of the lot width (10.803(6)(h))
- Surface parking lots shall conform to the Charlotte Tree Ordinance (10.803(6)(i))
- Planting strips shall be provided as required by screening and buffering requirements (10.803(8) and 10.803(9))

Reason for Land Use Change

To align future land use with existing, appropriate land use and zoning in order to encourage reuse or redevelopment projects that contain an appropriate mix of uses and a pedestrian friendly design.

Consistency with surrounding land uses is desired. The neighboring blocks are redeveloping with a mixture of uses, reflective of a market transition to a more urban and pedestrian friendly environment.

Existing Zoning

O-2, R-22 MF

Recommended Zoning Change

None. A PED Overlay or similar type district may be pursued after the current review of the PED zoning district is complete if it is determined to be an appropriate strategy to implement the plan recommendations.

Reason for Zone Change

PED was suggested for this area to make it easier to transition single family homes into offices and to require streetscape improvements, specified in Streetscape Cross Sections 12, 13a and 14, as part of development. This will result in a consistent streetscape appearance on both sides of Scott and Kenilworth. Also, to encourage a mixture of uses and ensure a more urban and pedestrian friendly form.



Looking down Scott from Buchanan

AREA 22

Location

Nine parcels along Scott Avenue between Fillmore Avenue and Buchanan Street

Existing Land Use

Parcel ID	Units	Type	Year Built	Acres	Density	Zoning
15302501	-	Vacant	-	0.05	-	O-2
15302502	3	Triplex	1927	0.08	38	O-2
15302503	1	Single Family	1927	0.09	11	R-22 MF
15302504	1	Single Family	1927	0.11	9	R-22 MF
1532505	1	Single Family	1925	0.14	7	R-22 MF
1532506	1	Single Family	1927	0.16	6	R-22 MF
15302507	1	Single Family	1927	0.17	6	R-22 MF
15302508	-	Office	1927	0.19	-	MUDD-O
15302509	1	Single Family	1927	0.19	5	MUDD-O

1993 Central District Plan Recommendation

Single Family Residential, Multi-family Residential, Office, Commercial

Recommended Land Use Change

Office with a height limit of 40 feet; The existing single family structures should be preserved, if possible, and converted to office uses to ease the transition from residential to office. Additionally, new structures should be restricted in height to respect adjacent single family residences.

Reason for Land Use Change

To focus moderate intensity development where it can be best supported by existing and future infrastructure and to create attractive gateways into Dilworth. Also to be consistent with nearby land uses on Scott Avenue, while being sensitive to adjacent single family residences. This conversion will serve to ease the transition to mid-rise residential that is expected across the street.

AREA 22, CONT.***Existing Zoning***

R-22 MF, O-2, MUDD-O (MUDD-O is the result of rezoning petition #99-124)

Recommended Zoning Change

None. A PED Overlay or similar type district may be pursued after the current review of the PED zoning district is complete if it is determined to be an appropriate strategy to implement the plan recommendations.

Reason for Zone Change

PED was suggested for this area to make it easier to transition single family homes into office uses, while still meeting parking requirements. It would also limit height of any new structures and require streetscape improvements as specified in Streetscape Cross Section 13a, which will result in a consistent streetscape appearance along Scott.



AREA 23

Location

Seventeen parcels on either side of Garden Terrace

Existing Land Use

Parcel ID	Units	Type	Year Built	Acres	Density	Zoning
15302302	1	Single Family	1925	0.18	6	R-22 MF
15302303	1	Single Family	1935	0.18	5	R-22 MF
15302304	1	Single Family	1935	0.37	3	R-22 MF
15302305	2	Duplex	1945	0.21	10	R-22 MF
15302306	2	Duplex	1945	0.21	10	R-22 MF
15302307	21	Apartment	1966	0.92	23	R-22 MF
15302308	2	Duplex	1941	0.26	8	R-22 MF
15302309	1	Single Family	1927	0.22	5	R-22 MF
15302423	1	Single Family	1930	0.23	4	R-22 MF
15302424	1	Single Family	1932	0.24	4	R-22 MF
15302425	1	Single Family	1932	0.21	5	R-22 MF
15302426	1	Single Family	1932	0.24	4	R-22 MF
15302427	1	Single Family	1927	0.22	4	R-22 MF
15302428	1	Single Family	1926	0.22	5	R-22 MF
15302429	1	Single Family	1927	0.21	5	R-22 MF
15302430	1	Single Family	1927	0.21	5	R-22 MF
15302431	1	Single Family	1940	0.19	5	R-22 MF



Looking north on Garden Terrace



Apartment on parcel 15302307

1993 Central District Plan Recommendation

Multi-family Residential

Recommended Land Use Change

Residential up to 22 du; However, there are several existing homes along Garden Terrace, which are in good condition and are an appropriate use. They should be preserved, if possible.

Reason for Land Use Change

To clarify the 1993 Central District Plan recommendation for the density of multi-family residential

Existing Zoning

R-22 MF

Recommended Zoning Change

None

AREA 24

Location

One parcel adjacent to Carolinas Medical Center along the 100 year floodplain

Existing Land Use

Parcel ID	Units	Type	Year Built	Acres	Density	Zoning
15302327	-	Institutional	1988	9.07	-	O-6(CD)

1993 Central District Plan Recommendation

Park/Open Space

Recommended Land Use Change

No change; It should be clarified that this area is appropriate for institutional uses, but because it is within the 100 year floodplain, if Park and Recreation wants to acquire it for the development of the greenway, that is the more appropriate use.

Reason for Land Use Change

Recognize its location in the 100 year floodplain while recognizing the existing institutional land use

Existing Zoning

O-6(CD)

Recommended Zoning Change

None



Florence Crittenton Home on parcel 15302327



Single family residence on parcel 15302103

AREA 25

Location

Portions of sixteen parcels that fall within the 100 year floodplain along Lombardy Circle

Existing Land Use

Parcel ID	Units	Type	Year Built	Acres	Density	Zoning
15302101	-	Vacant	-	0.20	-	R-22 MF
15302102	1	Single Family	1928	0.19	5	R-22 MF
15302103	1	Single Family	1940	0.19	5	R-22 MF
15302104	2	Duplex	1941	0.19	10	R-22 MF
15302105	2	Duplex	1945	0.41	5	R-22 MF
15302106	2	Duplex	1945	0.41	5	R-22 MF
15302107	2	Duplex	1945	0.43	5	R-22 MF
15302215	1	Single Family	1930	0.13	7	R-22 MF
15302320	3	Triplex	1930	0.20	15	R-22 MF
15302321	1	Single Family	1935	0.21	5	R-22 MF
15302322	1	Single Family	1935	0.20	5	R-22 MF
15302323	1	Single Family	1925	0.20	5	R-22 MF
15302324	2	Duplex	1940	0.19	11	R-22 MF
15302325	2	Duplex	1945	0.18	11	R-22 MF
15302326	8	Apartment	1997	0.39	20	R-22 MF
15302327	-	Institutional	1988	9.07	-	O-6(CD)

1993 Central District Plan Recommendation

Mixed residential (residential up to 8 dua)/ Greenway

Recommended Land Use Change

Park/Open Space; This area is appropriate for residential uses up to 22 dua, but because it is within the 100 year floodplain if Parks and Recreation wants to acquire it for the development of the greenway, that is the more appropriate use. Any development on these properties should be sensitive to the floodplain. (For example, development could be clustered on a smaller portion of the site or reduce the amount of impervious area.)

Reason for Land Use Change

To be sensitive to the natural environment by recognizing the area's location within the 100 year floodplain while recognizing its current use and underlying zoning. Parcel 15302327 is a 9.07 acre parcel that has a "tooth" providing frontage on Lombardy Circle. The parcel is part of areas 24 and 25 and has two different land use recommendations.

Existing Zoning

R-22 MF, O-6 (CD)

Recommended Zoning Change

None

AREA 26

Location

Portions of twenty-nine parcels along Lombardy Circle

Existing Land Use

Parcel ID	Units	Type	Year Built	Acres	Density	Zoning
15302201	1	Single Family	1923	0.17	6	R-22 MF
15302215	1	Single Family	1930	0.13	7	R-22 MF
15302216	2	Duplex	1945	0.15	13	R-22 MF
15302217	2	Duplex	1950	0.13	15	R-22 MF
15302218	2	Duplex	1925	0.16	12	R-22 MF
15302219	2	Duplex	1961	0.19	10	R-22 MF
15302220	1	Single Family	1933	0.17	6	R-22 MF
15302221	2	Duplex	1961	0.17	12	R-22 MF
15302222	1	Single Family	1929	0.19	5	R-22 MF
15302223	1	Single Family	1926	0.16	6	R-22 MF
15302224	2	Duplex	1945	0.16	12	R-22 MF
15302225	1	Single Family	1945	0.17	6	R-22 MF
15302226	1	Single Family	1941	0.17	6	R-22 MF
15302227	1	Single Family	1950	0.18	6	R-22 MF
15302228	1	Single Family	1940	0.15	7	R-22 MF
15302229	1	Single Family	1926	0.15	7	R-22 MF
15302320	3	Triplex	1930	0.20	15	R-22 MF
15302321	1	Single Family	1935	0.21	5	R-22 MF
15302322	1	Single Family	1935	0.20	5	R-22 MF
15302323	1	Single Family	1925	0.20	5	R-22 MF
15302324	2	Duplex	1940	0.19	11	R-22 MF
15302325	2	Duplex	1945	0.18	11	R-22 MF
15302326	8	Apartment	1997	0.39	20	R-22 MF
15302327	-	Institutional	1988	9.07	-	O-6(CD)
15302101	-	Vacant	-	0.20	-	R-22 MF
15302102	1	Single Family	1928	0.19	5	R-22 MF
15302103	1	Single Family	1940	0.19	5	R-22 MF
15302104	2	Duplex	1941	0.19	10	R-22 MF
15302105	2	Duplex	1945	0.41	5	R-22 MF



Single family residence on parcel 15302226

1993 Central District Plan Recommendation

Mixed residential (residential up to 8 dua)/ Greenway

Recommended Land Use Change

Residential up to 22 dua

Reason for Land Use Change

To align future land use with existing, appropriate zoning to encourage a variety of housing types and a diversity of residents

Existing Zoning

R-22 MF, O-6 (CD)

Recommended Zoning Change

None



AREA 27

Location

One parcel on Kenilworth between Ordermore and Hemlock

Existing Land Use

Parcel ID	Units	Type	Year Built	Acres	Density	Zoning
15101901	-	Utility	1964	1.14	-	R-5

1993 Central District Plan Recommendation

Single Family Residential (up to 5 dua)

Recommended Land Use Change

Utility

Reason for Land Use Change

To better reflect existing land use

Existing Zoning

R-5

Recommended Zoning Change

None



Utility retail station

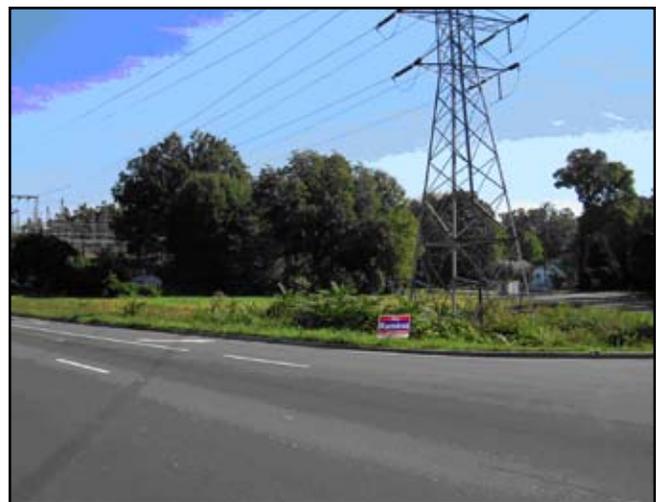
AREA 28

Location

Six parcels at the convergence of Scott and Kenilworth, just south of Ordermore

Existing Land Use

Parcel ID	Units	Type	Year Built	Acres	Density	Zoning
15101101	-	Vacant	-	0.73	-	O-2
15101109	-	Vacant	-	0.11	-	R-22 MF
15101110	1	Single Family	1947	0.22	5	R-22 MF
15101111	1	Single Family	1970	0.22	5	R-22 MF
15101112	1	Single Family	1952	0.23	4	R-22 MF
15101113	1	Single Family	1953	0.23	4	R-22 MF



Vacant lot on parcel 15101101

1993 Central District Plan Recommendation

Office, Multi-family Residential

Recommended Land Use Change

Integrated mix of office and/or residential with a height limit of 50 feet; A limited amount of retail may also be appropriate. Limited retail is defined as:

- An establishment that is located on the ground floor of an office or residential building; and
- Has allowed uses that are limited to restaurants, up to 4,000 SF, dry cleaners, retail sales, bakeries, barber shops and artist studios; and
- No drive through services permitted.

In addition, the development would need to assemble all of the parcels encompassed by area #28 and the mix must be vertical. Buildings should be oriented toward the street, as this site is a focal point and entryway into the community. Special attention will need to be paid to pedestrian access. There is a 68-foot Duke Power right-of-way that exists on the parcel (34' on either side of the transmission tower). Duke Power does not allow any development within this right-of-way. See Development Concept 3.

Reason for Land Use Change

To focus moderate intensity development where it can be best supported by existing and future infrastructure and to create attractive gateways into Dilworth

Existing Zoning

O-2, R-22 MF

Recommended Zoning Change

None. A PED Overlay or similar type zoning district may be pursued after the current review of the PED zoning district is complete if it is determined to be an appropriate strategy to implement the plan recommendations.

Reason for Zone Change

PED was suggested to ensure a more urban and pedestrian friendly form, encourage a mixture of uses and require streetscape improvements as part of development, as specified in Streetscape Cross Section 6,7 and 8, which are necessary to signify a gateway into Dilworth.



AREA 29

Location

Five parcels between Floral Avenue and Scott, just south of Ordermore

Existing Land Use

Parcel ID	Units	Type	Year Built	Acres	Density	Zoning
15101102 and 15103301	60	Apartment	1992	1.62	37	R-22 MF, O-2
15101106	1	Single Family	1951	0.22	4	R-22 MF
15101107	1	Single Family	1947	0.23	4	R-22 MF
15101108	-	Vacant	-	0.12	-	R-22 MF



Apartment on parcels 15101102 and 15101106

1993 Central District Plan Recommendation

Multi-family Residential/Office

Recommended Land Use Change

Residential up to 22 duu with a height limit of 50 feet

Reason for Land Use Change

To focus moderate intensity development where it can be best supported by existing and future infrastructure and to create attractive gateways into Dilworth; This area is adjacent to areas #28 and #33, which act as a gateway into the Dilworth neighborhood. Development at this site should be supportive of the entryway at the convergence of Scott and Kenilworth.



Single family home on parcel 15101106

Existing Zoning

R-22 MF, O-2

Recommended Zoning Change

None. A PED Overlay or similar type district may be pursued after the current review of the PED zoning district is complete if it is determined to be an appropriate strategy to implement the plan recommendations.

Reason for Zone Change

PED was suggested to ensure a more urban and pedestrian friendly form and require streetscape improvements as part of development, as specified in Streetscape Cross Sections 8, 10 and 11, in order to realize a consistent streetscape along both sides of Scott Avenue

AREA 30

Location

One parcel on the northeast corner of the intersection of Park Road and Charlotte Drive

Existing Land Use

Parcel ID	Units	Type	Year Built	Acres	Density	Zoning
12112301	4	Quadraplex	1935	0.20	20	R-22 MF



1993 Central District Plan Recommendation

Single Family Residential (up to 4 dua)

Recommended Land Use Change

Office with a height limit of 40 feet

Reason for Land Use Change

To focus moderate intensity development where it can be best supported by existing and future infrastructure and to create attractive gateways into Dilworth.

Long term land use is not residential. Also, to be consistent with the abutting land uses (Area 32) and orientation to Park Road

Existing Zoning

R-22 MF

Recommended Zoning Change

None. A PED overlay or similar type district may be pursued after the current review of the PED zoning district is complete if it is determined to be an appropriate strategy to implement the plan recommendations.

Reason for Zone Change

PED was suggested to require streetscape improvements, as specified in Streetscape Cross Sections 4a and 5, which will create a consistent streetscape appearance on both sides of Park Road. Also, to enforce design guidelines.

Notes

Within Historic District



Quadraplex on parcel 12112301



AREA 31

Location

One parcel oriented toward Charlotte Drive, near the intersection with Park Road

Existing Land Use

Parcel ID	Units	Type	Year Built	Acres	Density	Zoning
12112302	2	Duplex	1945	0.15	13	R-22 MF

1993 Central District Plan Recommendation

Single Family Residential (up to 4 dua)

Recommended Land Use Change

Residential up to 8 dua

Reason for Land Use Change

To align future land use with existing, appropriate land use to encourage a variety of housing types and a diversity of residents, as well as to protect the residential character of lots oriented toward Charlotte Drive

Existing Zoning

R-22 MF

Recommended Zoning Change

None

Notes

Within Historic District



Duplex, on right, on parcel 12112302

AREA 32

Location

Ten parcels along Park Road between Charlotte Drive and Ideal Way

Existing Land Use

Parcel ID	Units	Type	Year Built	Acres	Density	Zoning
12112324	-	Office	1925	0.16	-	O-2
12112325	-	Office	1945	0.16	-	O-2
12112326	-	Office	1945	0.18	-	O-2
12112328	-	Office	1928	0.19	-	O-2
12112329	-	Office	1932	0.19	-	O-2
12112330	-	Office	1910	0.22	-	O-2
12112331	-	Office	1930	0.19	-	O-2
12112C99	-	Office	1928	0.18	-	O-2
12112322	-	Office	1925	0.17	-	O-2
12112323	-	Retail	1932	0.15	-	O-2



1993 Central District Plan Recommendation

Single Family Residential (up to 4 dua)

Recommended Land Use Change

Office with a height limit of 40 feet

Reason for Land Use Change

To align future land use with existing, appropriate land use and zoning to encourage reuse and redevelopment projects that have a pedestrian friendly design

Existing Zoning

O-2

Recommended Zoning Change

None. A PED Overlay or similar type district may be pursued after the current review of the PED zoning district is complete if it is determined to be an appropriate strategy to implement the plan recommendations.

Reason for Zone Change

PED was suggested to ensure an urban and pedestrian friendly form and require streetscape improvements as part of development as specified in Street Cross Sections 2 and 4a, which will create a consistent streetscape appearance on both sides of Park Road.

Notes

Within Historic District



Single family home used as an office on parcel 12112328



Office located on parcel 12112322



BI-LO on parcel 12110103

AREA 33

Location

Twenty-two relatively large parcels along Park road between Ideal Way and Kenilworth

Existing Land Use

Parcel ID	Units	Type	Year Built	Acres	Density	Zoning
12110101	-	Retail	1924	0.96	-	B-1
12110103	-	Retail	1982	4.79	-	B-1, O-2
12110108	-	Office	1966	0.71	-	B-1
12110109	-	Vacant	-	6.88	-	B-1, O-2
12110110	-	Retail	1984	2.38	-	B-1, O-2
12110114	-	Retail	1938	0.54	-	B-1
12110115	-	Vacant	-	0.04	-	B-1
12110120	-	Retail	1974	0.15	-	B-1
12110124	-	Retail	1930	0.51	-	B-1(CD)
12110125	-	Retail	1956	0.27	-	B-1
12110126	-	Retail	1951	0.36	-	B-1
12112702	1	Single Family	1910	0.19	5	R-5
12112703	1	Single Family	1953	0.25	4	R-5
12112704	2	Duplex	1945	0.25	8	R-5
12112705	1	Single Family	1925	0.18	5	R-5
12112706	1	Single Family	1925	0.23	4	R-5
12112707	-	Vacant	-	0.21	-	B-1
12112708	-	Office	1961	0.69	-	B-1
12112709	-	Office	1925	0.27	-	B-1
12112710	-	Office	1963	3.42	-	B-1, O-2
12112711	-	Retail	1960	0.22	-	B-1
12112714	-	Retail	1971	2.33	-	B-2

AREA 33, CONT.

1993 Central District Plan Recommendation

Single Family Residential (up to 4 du), Office, Retail, Greenway

Recommended Land Use Change

Residential should be located adjacent and across from existing residential along Ideal Way, with a height limit of 40 feet. Residential and/or office and/or retail should be located along Park Road with a height limit of 40 feet. Remainder should be residential and/or retail and/or office with a height limit of 60 feet and park/open space; See Development Concept 2

Reason for Land Use Change

To focus moderate intensity development where it can be best supported by existing and future infrastructure and to create attractive gateways into Dilworth

Existing Zoning

R-5, B-1, B-1(CD), O-2 and B-2

Recommended Zoning Change

None. A PED Overlay or similar type district may be pursued after the current review of the PED zoning district is complete if it is determined to be an appropriate strategy to implement the plan recommendations.

Reason for Zone Change

PED was suggested to ensure a more urban and pedestrian friendly form, encourage a mixture of uses, as well as to require streetscape improvements as part of development as specified in Street Cross Sections 1, 3, 4a, 4b, 6, 7, 9 and MS, necessary to signify a gateway into Dilworth



American Red Cross on parcels 12112709 and 12112710



Single family home on Ordermore on parcel 12112705



Single family home on parcel 1211805, abutting quad

AREA 34

Location

Twenty-four parcels on both sides of Park Road, north of the intersection with Ideal Way

Existing Land Use

Parcel ID	Units	Type	Year Built	Acres	Density	Zoning
12111801	1	Single Family	1924	0.29	4	R-22 MF
12111802	1	Single Family	1924	0.41	2	R-22 MF
12111803	1	Single Family	1924	0.20	5	R-22 MF
12111804	1	Single Family	1924	0.21	5	R-22 MF
12111805	1	Single Family	1924	0.21	5	R-22 MF
12111806	4	Quadraplex	1919	0.18	23	R-22 MF
12111807	1	Single Family	1924	0.16	6	R-22 MF
12111808	1	Single Family	1924	0.19	5	R-22 MF
12111809	4	Quadraplex	1919	0.19	21	R-22 MF
12111826	1	Single Family	1924	0.24	4	R-22 MF
12111827	1	Single Family	1928	0.25	4	R-22 MF
12109325	1	Single Family	1910	0.23	4	R-22 MF
12110209	1	Single Family	1925	0.16	6	R-22 MF
12110210	1	Single Family	1923	0.17	6	R-22 MF
12110211	1	Single Family	1925	0.17	6	R-22 MF
12110212	1	Single Family	1925	0.17	6	R-22 MF
12110213	1	Single Family	1925	0.18	6	R-22 MF
12110214	1	Single Family	1925	0.17	6	R-22 MF
12110215	1	Single Family	1925	0.18	6	R-22 MF
12110216	1	Single Family	1925	0.17	6	R-22 MF
12110217	4	Quadraplex	1915	0.17	23	R-22 MF
12110218	4	Quadraplex	1920	0.18	23	R-22 MF
12110219	4	Quadraplex	1930	0.17	23	R-22 MF
12110220	4	Quadraplex	1920	0.20	20	R-22 MF

AREA 34, CONT.***1993 Central District Plan Recommendation***

Single Family Residential (up to 4 dua)

Recommended Land Use Change

Residential up to 8 dua; However, there are several existing single family homes along Park Road, particularly on the east side, which are in good condition and are an appropriate land use. They should be preserved, if possible.

Reason for Land Use Change

To align future land use with existing, appropriate land use to encourage a variety of housing types and a diversity of residents; There is potential for higher density along Park Road, a well traveled corridor, but the land use also needs to transition back into a single family residential neighborhood. Single family uses, as well as duplexes, triplexes and quads are appropriate.

Existing Zoning

R-22 MF

Recommended Zoning Change

R-8

Reason for Zone Change

To align zoning with existing and future land use

Notes

Within Historic District



AREA 35

Location

Twenty-eight parcels on both sides of Kirkwood Avenue

Existing Land Use

Parcel ID	Units	Type	Year Built	Acres	Density	Zoning
12109324	1	Single Family	1920	0.19	5	R-22 MF
12109C99	31	Apartment	2002	1.41	22	R-22 MF
12110201	8	Apartment	1920	0.39	21	R-22 MF
12110202	2	Duplex	1925	0.15	13	R-22 MF
12110203	2	Duplex	1925	0.16	13	R-22 MF
12110205	2	Duplex	1935	0.16	12	R-22 MF
12110206	2	Duplex	1930	0.15	13	R-22 MF
12110208	12	Apartment	1925	0.45	27	R-22 MF
12110313	2	Duplex	1935	0.22	9	R-22 MF
12110314	2	Duplex	1935	0.22	9	R-22 MF
12110315	2	Duplex	1935	0.21	10	R-22 MF
12110316	2	Duplex	1935	0.21	9	R-22 MF
12110317	2	Duplex	1935	0.20	10	R-22 MF
12110318	2	Duplex	1935	0.21	9	R-22 MF
12110319	2	Duplex	1935	0.25	8	R-22 MF
12110320	2	Duplex	1935	0.20	10	R-22 MF
12110321	2	Duplex	1935	0.19	11	R-22 MF
12110322	2	Duplex	1935	0.20	10	R-22 MF
12110323	2	Duplex	1935	0.19	11	R-22 MF
12110324	2	Duplex	1935	0.32	6	R-22 MF
12110C98	2	Duplex	-	0.15	13	R-22 MF
12110C99	12	Apartment	1925	0.46	26	R-22 MF
12110104	1	Single Family	1948	0.20	5	R-22 MF
12110102	4	Quadraplex	1940	0.34	12	R-22 MF
12110107	2	Duplex	1991	0.19	11	R-22 MF
12110105	1	Single Family	1950	0.23	4	R-22 MF
12110106	1	Single Family	1950	0.21	5	R-22 MF
12110103	-	Retail	1982	4.79	-	B-1, O-2



Duplex on parcel 12110202

AREA 35, CONT.**1993 Central District Plan Recommendation**

Single Family Residential (up to 4 dua)

Recommended Land Use Change

Residential up to 22 dua

Reason for Land Use Change

To align future land use with existing, appropriate land use and zoning to encourage a variety of housing types and a diversity of residents

Existing Zoning

R-22 MF, B-1, O-2

Recommended Zoning Change

None



Duplex on parcel 12110316



Single family home on parcel 12109329

AREA 36

Location

Twenty-six parcels on both sides of Brookside Avenue

Existing Land Use

Parcel ID	Units	Type	Year Built	Acres	Density	Zoning
12108705	4	Quadraplex	1910	0.26	15	R-22 MF
12109101	1	Single Family	1930	0.15	7	R-22 MF
12109102	2	Duplex	1911	0.15	13	R-22 MF
12109103	1	Single Family	1951	0.15	7	R-22 MF
12109104	-	Vacant	-	0.15	-	R-22 MF
12109105	4	Quadraplex	1915	0.20	20	R-22 MF
12109106	1	Single Family	1930	0.18	6	R-22 MF
12109201	1	Single Family	1954	0.39	3	R-22 MF
12109202	2	Duplex	1954	0.17	12	R-22 MF
12109203	2	Duplex	1961	0.19	11	R-22 MF
12109204	2	Duplex	1955	0.14	14	R-22 MF
12109205	2	Duplex	1959	0.15	13	R-22 MF
12109206	1	Single Family	1937	0.15	7	R-22 MF
12109326	1	Single Family	1915	0.30	3	R-22 MF
12109327	1	Single Family	1910	0.26	4	R-22 MF
12109328	2	Duplex	1915	0.17	12	R-22 MF
12109329	1	Single Family	1905	0.17	6	R-22 FM
12109330	1	Single Family	1910	0.18	6	R-22 MF
12109331	1	Single Family	1910	0.16	6	R-22 MF
12109332	2	Duplex	1954	0.17	12	R-22 MF
12109333	2	Duplex	1955	0.17	12	R-22 MF
12109334	2	Duplex	1952	0.17	12	R-22 MF
12109335	2	Duplex	1954	0.17	12	R-22 MF
12109336	1	Single Family	1947	0.34	3	R-22 MF
12109338	1	Single Family	1954	0.31	3	R-22 MF
12109339	1	Single Family	1954	0.31	3	R-22 MF

AREA 36, CONT.***1993 Central District Plan Recommendation***

Single Family Residential (up to 4 dua)

Recommended Land Use Change

Residential up to 8

Reason for Land Use Change

To better align future land use with existing, appropriate land use to encourage a variety of housing types and a diversity of residents; Brookside Avenue represents a transition back into a single family residential neighborhood and a mixture of single family and low-density multi-family options (duplexes, triplexes and quads). These existing uses are appropriate.

Existing Zoning

R-22 MF

Recommended Zoning Change

R-8

Reason for Zone Change

To align zoning with existing and future land use

Notes

Partly within Historic District



AREA 37

Location

Twenty five parcels on east side of South Boulevard between Iverson Way and Magnolia Street

Existing Land Use

Parcel ID	Units	Type	Year Built	Acres	Density	Zoning
12106101	-	Vacant	-	-	-	MUDD-O
12106102	-	Retail	1960	-	-	MUDD-O
12106103	-	Office	1916	-	-	I-1
12106105	-	Warehouse	1967	-	-	MUDD-O
12106107	-	Vacant	-	-	-	MUDD-O
12106108	-	Warehouse	1964	-	-	MUDD-O
12106109	-	Warehouse	1969	-	-	MUDD-O
12106113	-	Warehouse	1967	-	-	MUDD-O
12106114	-	Warehouse	1966	-	-	MUDD-O
12106115	-	Warehouse	1972	-	-	MUDD-O
12106117	-	Warehouse	1966	-	-	MUDD-O
12106119	-	Warehouse	1965	-	-	MUDD-O
12106120	-	Warehouse	1954	-	-	MUDD-O
12106121	-	Warehouse	1971	-	-	MUDD-O
12106207	1	Single Family	1944	0.21	5	MUDD-O
12106208	1	Single Family	1946	0.21	5	MUDD-O
12106209	1	Single Family	1945	0.21	5	MUDD-O
12106210	-	Vacant	-	-	-	MUDD-O
12106211	-	Vacant	-	-	-	MUDD-O
12106212	-	Vacant	-	-	-	MUDD-O
12106213	1	Single Family	1945	0.21	5	MUDD-O
12106214	1	Single Family	1943	0.23	4	MUDD-O
12106215	1	Single Family	1940	0.15	7	MUDD-O
12106216	1	Single Family	1940	0.14	7	MUDD-O
12106217	1	Single Family	1944	0.14	7	MUDD-O



Looking east on Iverson Way

AREA 37, CONT.***1993 Central District Plan Recommendation***

Multi-family/ Office (as updated per rezoning petition #05-89)

Recommended Land Use Change

Residential and/or retail and/or office (needs to be at least two out of the three uses); Residential uses with height restrictions (3 stories/40 feet) should be located adjacent to existing residential uses. Highest intensity uses should be located closer to South Boulevard. See Development Concept 1.

Reason for Land Use Change

No change. This site was rezoned during the plan process to a zoning classification that is consistent with the recommended land use in this plan.

Existing Zoning

MUDD-O (Petition #05-89)

Recommended Zoning Change

None

AREA 38**Location**

Two parcels along Euclid between Magnolia and McDonald

Existing Land Use

Parcel ID	Units	Type	Year Built	Acres	Density	Zoning
12106301	1	Single Family	1940	0.21	5	R-5
12106314	1	Single Family	1942	0.21	5	R-5

1993 Central District Plan Recommendation

Single Family Residential (up to 4 dua)

Recommended Land Use Change

Residential up to 8 dua; Design standards should be applied to this site so that the project is sensitive to the existing single family development.

Reason for Land Use Change

To focus moderate intensity development where it can be best supported by existing and future infrastructure and to create attractive gateways into Dilworth; Proximity to South End station area gives it potential for higher density, but project design and orientation are critical.

Existing Zoning

R-5

Recommended Zoning Change

None



Single family residence on parcel 12106301



AREA 39

Location

Eight parcels located on the block between Euclid, Cleveland, Tremont and Worthington

Existing Land Use

Parcel ID	Units	Type	Year Built	Acres	Density	Zoning
12105612	2	Duplex	1900	0.16	13	R-22 MF
12105611	1	Single Family	1944	0.17	6	R-22 MF
12105609	-	Vacant	-	0.22	-	R-22 MF
12105606	-	Vacant	-	0.21	-	R-22 MF
12105613	1	Single Family	1900	0.16	6	R-22 MF
12105607	1	Office	1905	0.14	7	R-22 MF
12105608	11	Apartment	1905	0.18	63	R-22 MF
12105610	1	Single Family	1905	0.24	4	R-22 MF



Single family residence on parcel 12105610

1993 Central District Plan Recommendation

Single Family Residential (up to 4 dua)

Recommended Land Use Change

Residential up to 22 dua

Reason for Land Use Change

To align future land use with existing, appropriate zoning to encourage a variety of housing types and a diversity of residents; Also proximity to South End station area gives the area potential for higher density.



Apartment on parcel 12105608

Existing Zoning

R-22 MF

Recommended Zoning Change

None

Notes

Within Historic District

Appendix B:

Transportation Section Authored by CDOT

This is the original transportation section of the document authored by CDOT. Due to streamlining efforts, portions of this document are not included in Volume I: Concept Plan. However, it does contain much more information than what was included in the Concept Plan and should be used as a reference.



EXISTING CONDITIONS

INTRODUCTION

A neighborhood's streets are among its most significant public places, and have a great effect on the quality of life enjoyed by residents. Streets are where neighbors cross paths and share news and where friends gather at a neighborhood restaurant for a meal, where children walk to the corner market for ice cream. Streets are where commuters bicycle to work and where a parent teaches a child the joy of riding a bicycle. Streets connect people to every destination within a city, provide access to public transit, fuel economic development, and are the corridors for travel for many thousands of motor vehicles every day. Streets perform many essential community functions and help to stage a community. Indeed, great streets can define a city and its neighborhoods.



Following World War II, many cities across the United States began to modify their streets. Streetcar tracks were no longer considered as important as the automobile. New roads were often times built primarily to serve motor vehicles, which resulted in fewer sidewalks and fewer safe crossing opportunities. Consequently, higher travel speeds and auto-oriented design left pedestrians and bicyclists feeling unsafe. During this time period, buildings were set back from the public rights-of-way as the design balance between vehicles and pedestrians became skewed in favor of automobiles. A new suburban style layout of subdivisions offered fewer opportunities to encounter one's neighbors. As streets became less attractive for multiple functions, many citizens began to expect that the only purpose for streets, the largest portion of a city's public realm, was to move motor vehicles. As a result, for many streets, the emphasis shifted from moving people to moving motor vehicles. Today, many Americans have no option other than driving for virtually every trip they take.



However, Dilworth, Charlotte's first streetcar suburb, was developed before the turn of the century during a period when streets were designed in a rectilinear grid with a highly connected street network and in close proximity to a mixture of land uses. A connected road network emphasizes accessibility to a mixture of land uses by accommodating more direct travel with traffic dispersed over more streets. Dilworth's highly connected network of streets and mixture of land uses and attentive street design details has helped to protect Dilworth's streets as being public assets.

Mission and Vision

Streets will always serve a fundamental purpose of moving motor vehicles, but the City of Charlotte realizes that streets are capable of much more. Like many cities across the United

States, Charlotte has recognized the need for its streets to become more pedestrian and bicycle friendly and to become true community assets and “people” places.

Building a multi-modal transportation infrastructure that serves motorists, pedestrians, bicyclists, and transit users is one of the main goals for the City of Charlotte. We are committed to becoming the premier city in the nation for integrating land use and transportation. Part of our goal is to offer transportation choices, greater mobility, safer streets, cleaner air, less traffic congestion, healthier citizens, more sustainable economic climate, and a higher quality of life for our citizens.

The Dilworth residents have a similar vision for the transportation system within their community. Citizens that participated in the planning process have drafted the following statement as a Transportation Vision Statement for the Dilworth Community:

“Dilworth is a unique location that must balance pressure for new development with conservation of the existing neighborhood. This will be achieved by...emphasizing a *connected, community-friendly* and *balanced transportation system* that appropriately *embraces pedestrians, bicyclists and transit users* while fostering *neighborhood-friendly automobile speeds* for motorists traveling to and through the Dilworth community.”

By working together, we can achieve our goal to provide a safe, connected, and multi-modal transportation system that will adequately meet the needs of Dilworth.

Purpose of Plan

The Dilworth neighborhood benefits from excellent land use accessibility and a high degree of connectivity. Dilworth residents of all ages benefit from being in close proximity to a mixture of land uses that enable them to live, work, play, socialize and shop within walking distance of their home. Residents mentioned in the City of Charlotte’s Visual Opinion Survey that they also enjoy the comfortable and attractive street design elements in their neighborhood such as large street trees and planting strips, pedestrian friendly intersections and sidewalks on almost every street. In addition, the highly connected street network enables Dilworth residents to experience minimal levels of congestion and shortens travel distances for all transportation users. Dilworth’s land use accessibility and connectivity directly benefit pedestrians, bicyclists, motorists and transit users. The purpose of this plan is to assess and make recommendations that will protect and enhance the character of the community by addressing the following elements:

- Land Use Accessibility



- Connectivity
- Visual Opinion Survey
- Pedestrian Facilities
- Bicycle Facilities
- Streets and Intersections
- Transit Facilities
- Recommendations

This plan will reflect the community's vision for a balanced transportation system that emphasizes a connected, community-friendly system that embraces pedestrian, bicyclists and transit users while fostering neighborhood-friendly automobile speeds for motorist traveling to and through the Dilworth.

The Dilworth Transportation Plan will provide the Charlotte-Mecklenburg Planning Commission and the Charlotte Department of Transportation with a blueprint for making Dilworth's streets true public assets and ensuring that all modes of transportation are safe, attractive, and community-enhancing for the residents and visitors of the Dilworth Community.

LAND USE ACCESSIBILITY

Healthy neighborhoods offer choices: where to live, where to shop, where to meet with friends, and especially, how to get around within your neighborhood. Many people enjoy

having neighborhood services near their home or apartment, so some errands can be made by walking, cycling, transit, or by short car trips. The proximity of neighborhood supporting land uses to residential land uses and the directness of travel paths (connectivity) are components of land use accessibility. Increased land use accessibility tends to reduce trips and trip distances for pedestrians, bicyclists, motorist, and transit users. At the neighborhood level, accessibility is affected by the quality of sidewalks and bicycle facilities, street connectivity, geographic density and mix of land uses. For example, a more accessible neighborhood like Dilworth will tend to have greater accessibility to a mixture of land uses because streets are more connected and allow for more direct travel to destinations.

Dilworth residents benefit from having a highly connected street network, excellent pedestrian facilities and a balanced mixture of land uses that support a live, work, play and shop lifestyle within the neighborhood. Dilworth receives high marks relating to land use accessibility. Figure 1 illustrates the percentage of the residents within the City in comparison to residents in the Dilworth community that are within a quarter-mile (1/4 mile) of various land uses. Over ninety-percent (90%) of Dilworth residents are within a quarter (1/4) mile of shopping and a local transit route, whereas, approximately sixty-percent (60%) of the City's population is within a quarter (1/4) mile of shopping and transit. Dilworth's land use accessibility scores are consistent with the Charlotte Transportation Department's Mission Statement and Dilworth stakeholder vision statement in that it offers balanced and connected transportation and land use opportunities within the neighborhood area.

Figure 1: Land Use Accessibility

	City Residents*	Dilworth Residents*
Within 1/4 mile of Shopping**	60%	97%
Within 1/4 mile of Schools	28%	44%
Within 1/4 mile of Parks	33%	46%
Within 1/4 mile of a local transit route	61%	99%

Source: Charlotte Department of Transportation, Using 2000 Census Block Level population will count as a 1/4 mile.

*Total population in the City of Charlotte block file is 583,883

*Total population in Dilworth is 7,109

**Retail information was gathered from the zoning layer provided by the Charlotte Planning Division and was queried into the following retail codes (B1, B2, CC, NS)

CONNECTIVITY

More than any other public space, the street network impacts Dilworth residents each and every day. Everyone is reliant on the street network in one form or another as they engage in daily activities. The purpose of the street network is to connect spatially separated places and to enable movement from one place to another. Depending on the design of the network, the quality of those connections can have an impact on travel choices, route options, emergency access, land use mixture, pedestrian and bicycle activity and overall connectivity.

Connectivity is the degree to which a system of streets provides multiple routes and connections serving the same origins and destinations. An area with high connectivity has multiple points of access around its perimeter as well as a dense system of parallel routes and cross-connections within an area (Charlotte Subdivision Ordinance). Several methods have been developed to determine the level of connectivity within an area. In most cases, a connectivity index is used to quantify how well a roadway network connects destinations by simply calculating the number of roadway links divided by the number of roadway nodes. A connectivity index rating of 1.2 is good and 1.4 is considered an excellent level of connectivity.

As shown in Figure 2 the Dilworth community has a connectivity index of 1.5. The Cotswold community which is farther from Dilworth and Center City Charlotte has a less dense street network and has a connectivity score of 1.2. The figure also compares the Arboretum community, a newer community with a sparse street network located farther south from Dilworth or Cotswold, has a connectivity index of 1.0. This comparative analysis demonstrates that the denser street networks, like Dilworth, offer multiple route options, shorter

travel distances, and shorter block lengths; thus, providing better connectivity in the community. Dilworth residents benefit from the highly connected network by being able to travel in a short and direct fashion to Dilworth’s neighborhood serving land uses. This high level of connectivity enables Dilworth to be relatively congestion free and maintain neighborhood friendly two, three, and four-lane roadways instead of much larger roadways and intersections.

VISUAL OPINION SURVEY

Background

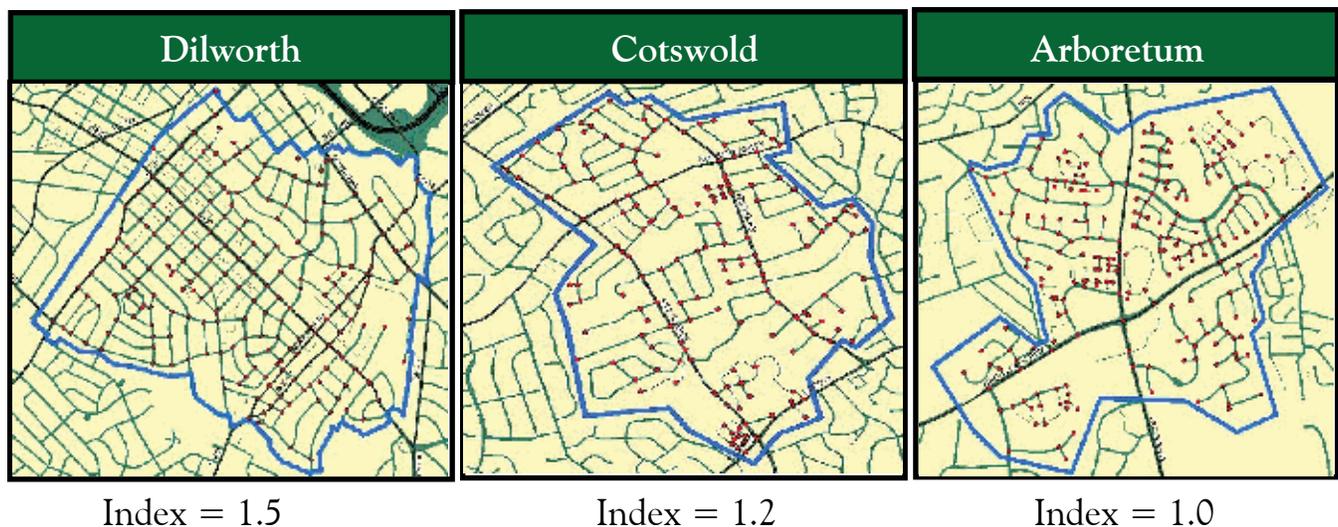
During July 2004, the Charlotte Department of Transportation conducted a Visual Opinion Survey (VOS) to help foster resident participation in CDOT’s Street Design Guidelines. The Design Guidelines offer direction on planning and designing street types and street intersections. Examples of these street types and intersections were presented in the Visual Opinion Survey in a series of photos where residents were asked to rate them based on street design features, such as medians, planting strips and sidewalks.

Content of Survey

Survey participants were shown 69 pictures of different types of commercial and residential streets and street elements from the following categories:

- Overall commercial street image

Figure 2: Connectivity Index Comparison



Source: Charlotte Department of Transportation



Figure 3: Existing Pedestrian Network and Programmed Sidewalk Projects

- Overall commercial intersection image
- Commercial planting strips
- Commercial medians
- Overall residential street image
- Residential planting strips
- Residential sidewalk width

Participants were asked to rate each picture on a scale of -5 to +5, with +5 being the pictures they liked the most. After rating each category, participants were asked to write any comments they had pertaining to the pictures or issues raised in the category. The highest rated picture received a rating of 3.91 while the lowest rated picture received a rating of -3.06.

Results

Results indicated a fairly balanced response pool from all zip codes across Mecklenburg County. Of 975 total respondents, 46 were from Dilworth. Respondents were given an opportunity to provide comments about their likes and dislikes regarding streets and street design elements for each section of the survey. Dilworth respondents overwhelmingly prefer tree-lined streets, buildings adjacent to the street along commercial roadways, active street life, wide sidewalks, on-street parking, clearly marked crosswalks, bike lanes, wider medians, and well-landscaped medians. Some of the least preferred street design elements included above-ground utilities, wide intersections, loud/incongruent signage, and narrow planting strips and sidewalks.



Many of the positive design elements noted in the VOS can already be found across the Dilworth neighborhood. Indeed, Dilworth is one of the better models in Charlotte to showcase these features. However, street design elements that could be improved upon still exist, which include: improving crosswalks, installing more bike lanes, completing sidewalks, improving sidewalk maintenance, providing pedestrian refuge islands in medians, and using design elements to control speed.

The recommendations and issues raised in the VOS comments sections are consistent with those raised in Dilworth stakeholder meetings. Working towards this vision and implementing streets with highly rated VOS design features is also consistent with the Charlotte Department of Transportation's mission statement of "(becoming) the premier city in the nation for integrating land use and transportation choices."

PEDESTRIAN FACILITIES

The most basic form of transportation is walking. Every trip we take, even by car, begins and ends as a pedestrian. Similar to the road system, a well-connected neighborhood sidewalk system enables residents to travel from one place to another in a safe manner. Sidewalks accommodate a wide range of users (from children to seniors) and a wide range of activities (baby strollers, children on bicycles, and wheelchair users). Sidewalks, also, provide a place for transportation access, recreation opportunities, and community interaction. For these reasons, the first element of this transportation plan addresses the pedestrian.

Sidewalks are plentiful throughout the Dilworth neighborhood on both sides of the street. The conditions vary from excellent in some locations to poor in other locations. The majority of the sidewalk problems include cracks, poor main-



Figure 4: Bikeway Facilities

tenance, or damaged and missing segments. Figure No. 3 shows the existing Pedestrian Network and additional facilities programmed by the City of Charlotte's Sidewalk Program. In addition to the proposed pedestrian facilities, during the planning process, residents presented a comprehensive list of pedestrian concerns and needs for their area. Below are some of pedestrian issues expressed by the citizens who participated in the Dilworth Area Plan process. A complete listing of issues can be found in the Appendix of this document.

Some of the issues presented are as follows:

- Speeds on major roadways are not conducive for pedestrian crossings or for traveling adjacent to the roadway. Roads mentioned include:
 - East Boulevard
 - Kenilworth Avenue
 - Scott Avenue
- Provide more pedestrian connections from Dilworth to the Little Sugar Creek Greenway and to Center City.
- Control speed and improve pedestrian features at Romany Road/Scott/Kenilworth Avenue intersection.
- Reduce traffic speeds on Kenilworth/Scott Avenues at Ordermore and Lattimore so pedestrians can cross these streets.

As part of a preliminary assessment of pedestrian facilities within the area, an extensive inventory was conducted of the existing public sidewalks in the Dilworth community. The purpose of conducting the inventory was to develop a com-

prehensive sidewalk database that could be used for planning future sidewalks projects. In addition, a sidewalk condition assessment was conducted for sidewalks along the major thoroughfares.

Walking becomes a safe and attractive travel option when there are adequate pedestrian facilities on connected streets with appropriate travel speeds, and a mixture of land uses. The City of Charlotte's Sidewalk Program will ultimately add facilities to complete the pedestrian network in the Dilworth neighborhood and throughout the City of Charlotte.

BICYCLE FACILITIES

The bicycle is growing more popular as a transportation option as people recognize its health and environmental benefits. Many people find it a simple, efficient and enjoyable means of accommodating their short trip needs. This enables the local resident to use the bicycle for trips to a convenient drug store, shop, bank, restaurant, park or other destination. Also, residents may simply want to pedal around the neighborhood for recreation or exercise. Others have discovered the bicycle is suitable for commuting to work or school, in some instances preferable to the automobile as it is simple to park and requires no fuel purchase.

Like motorists, cyclists often seek the most direct routes to destinations when running an errand or commuting. As major roadways often provide the most direct routes, it is better to provide bicycle lanes when possible. Bicycle lanes identify roadway space for cyclists and decrease the intimidation many cyclists feel when sharing the roadway with higher traffic volumes. Streets of low volume and slow speeds are typically shared safely and can be accommodated with signs identifying bicycle routes through the neighborhood. The presence of trails, bike lanes, bike routes, bike parking, places

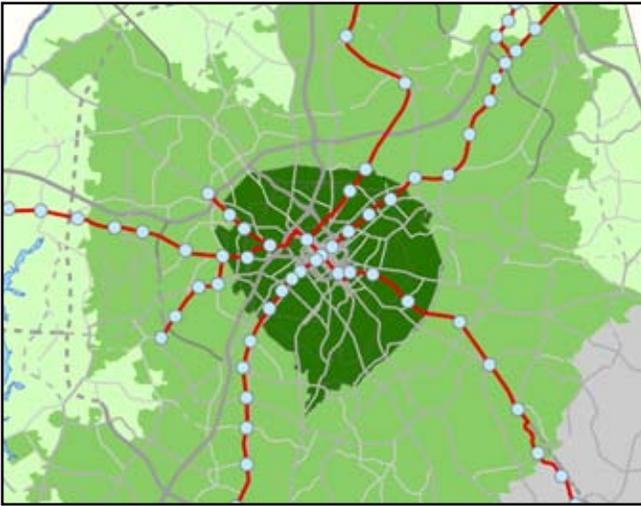


Figure 5: Charlotte's Three Cities

to go, and a connected network with moderate travel speeds influences the decision to bicycle for transportation.

From a bicycle standpoint, the Dilworth neighborhood benefits from a well connected street pattern and a mixture of land uses within close proximity. Neighborhood shops and restaurants are in convenient locations which the residents can bicycle to nearly as quickly as driving. Working with the stakeholders, CDOT staff developed the Bikeway Facilities Map (Figure 4) which identifies existing and proposed bicycle facilities to connect to key neighborhood destinations like the South End, East Boulevard, Latta and Freedom Parks, Little Sugar Creek Greenway, the South Corridor Light Rail Stations, bus transit and Center City.

STREETS AND INTERSECTIONS

Some of our most attractive and enduring residential environments have a common element, great streets. Great streets are often times found in highly connected street systems. The connected block structure works to provide direct and convenient routes of travel, and allows for an efficient mixture of land uses. Streets also influence the aesthetic, scenic, historic, and cultural resources and the physical characteristics of an area because they help give a community identity, a sense of place, and are a source of local pride.

Charlotte's tree-lined streets in neighborhoods like Dilworth have long symbolized our City's beauty and quality of life. With the growth that comes from years of continued economic development, our streets have also come to symbolize the growing pains that can accompany prosperity.

Charlotte has evolved into three cities Figure 5:

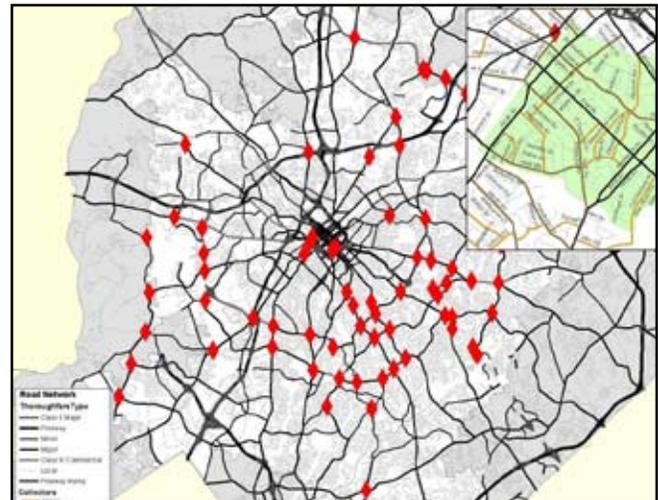


Figure 6: Congested Intersections

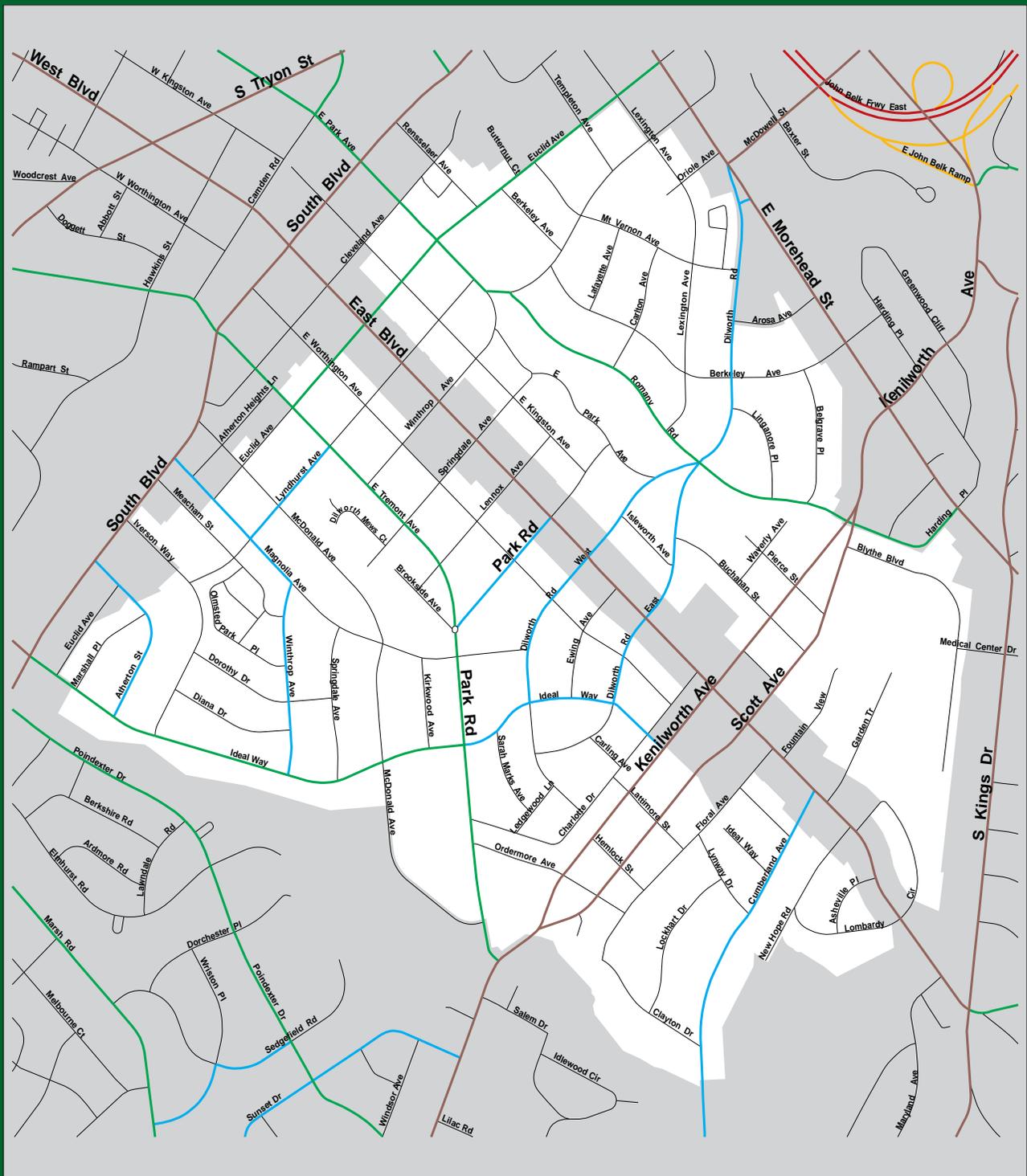
- The “First City” the darkest green on the map is the older core with an efficient, dense street network that accommodates a variety of users, and
- The newer, “Second City”, medium green color, with a sparser, less-connected network is characterized by high levels of congestion and few travel choices other than by automobile.
- Charlotte is now defining its “Third City”, the lightest green shading on the map, shows where growth into the suburban fringes continues and will also include infill development. The City is striving to incorporate many of the First City design elements into the developing Third City.

Dilworth was developed in the pre-automobile era and it is part of the “First City” having an extensive network of streets; grand trees, comfortable sidewalks, short blocks, and a mix of housing types, services, schools, churches, business and open space in a compact setting that allows for easy pedestrian access. Most communities that were built prior to World War II were designed to have a dense network of streets unlike the common cul-de-sac subdivision we see today. The less dense street network often seen today, increases the number and length of trips per day, limit travel routes and forces motorists to use the same major roadways when traveling. The most visible result is traffic congestion.

Figure 6 illustrates the most congested intersections within the City of Charlotte. The red indicators become more prevalent in the areas farther away from Center City with lower densities and a less connected grid network. Notably, the inset shows that the Dilworth community does not have any highly congested intersections.

Dilworth Land Use & Streetscape Plan

Figure 7: Road Network Classifications



Road Types	
	Local Street
	Minor Collector
	Major Collector
	Major Thoroughfare
	Class II Major Thoroughfare
	Freeway



Figure 8: 2004 Average Weekday Mid-Block Traffic Counts

Street Name	Mid-Block Count
East Boulevard east of Kenilworth	24,700
East Boulevard west of Kings Drive	23,200
Scott Avenue north of East Boulevard	11,900
Scott Avenue south of East Boulevard	10,300
Kenilworth Avenue north of East Boulevard	12,800
Kenilworth Avenue south of Baxter Street	24,800
Kenilworth Avenue south of East Boulevard	9,200
Kenilworth Avenue south of Independence Boulevard	33,300
Kenilworth Avenue south of Morehead Street	23,200
Park Road between Ideal Way and Kenilworth Avenue	9,800
Morehead east of South Boulevard	23,600
Morehead east of McDowell	21,200
South Boulevard north of East Boulevard	31,500
South Boulevard south of East Boulevard	29,800

Source: Charlotte Department of Transportation

Existing Road Network

Figure 7 illustrates that Dilworth has a dense network of streets that works to disperse traffic to decrease automobile congestion on the thoroughfares. This dense and highly connected street system benefits Dilworth by allowing it to have a majority of 2-lane roadways, and only a few 3 and 4-lane roadways. This system of smaller roadways allows Dilworth to be more pedestrian oriented than less-connected neighborhoods. The network comprises a hierarchy of streets that is classified according to function, thoroughfares, collectors, and local streets. Most of the streets in Dilworth are local streets which are low-volume, low-speed streets that mainly serve local uses, typically residential uses. However, there are a few thoroughfares in the Dilworth community whose function is to also accommodate large volumes of traffic at moderate speeds and provide access to commercial, residential and institutional land uses. A brief description of the thoroughfares is listed below.

- **East Boulevard**

East Boulevard is a four-lane undivided major thoroughfare that is considered the “commercial spine” of the Dilworth Community. (East Boulevard Pedscape Plan). This thoroughfare contains a wide variety of commercial, office, business, and institutional uses. There are plans for a future South Transit Corridor light rail transit/trolley stop at East Boulevard, west of the South Boulevard intersection. At the other end of East Boulevard is the Myers Park neighborhood, the Little Sugar Creek Greenway, Freedom Park and the Carolinas Medical Center.

- **South Boulevard**

South Boulevard borders Dilworth and is a four-lane undivided thoroughfare that intersects East Boulevard, runs east until it intersects with Kings Drive and forms the western edge of the Dilworth community. This thoroughfare has a mixture of land uses and zoning classifications varying mainly between commercial and industrial uses. Over the years, the land uses along the corridor have changed dramatically and can be characterized by its predominant commercial uses. This area is considered a prime location for a mixture of office and residential uses to accommodate the proposed South Corridor Light Rail Transit Stations.

- **Morehead Street**

This thoroughfare intersects at South Boulevard and is bordered by Baxter Street, the I-277 right-of-way, and the area known as Greenwood Cliff. This thoroughfare is now primarily office use, with concentra-

tions of business use near McDowell Street and at Kings Drive near the Carolinas Medical Center.

- **Scott Avenue/Kenilworth Avenues**

The Scott/Kenilworth corridor splits into a one-way thoroughfare pair at Romany Road and extends south to Park Road. This one-way pair is a major thoroughfare that is often used by motorists to connect from Center City to Southeastern Charlotte. The land uses along this corridor have evolved over the years from primarily residential to commercial and office uses. Residential land uses are still present south of East Boulevard. During the planning process, residents identified this roadway pair as a substantial weakness in the neighborhood because of high vehicular speeds and poor pedestrian amenities and crossing opportunities.

Traffic Volumes

The amount of cars on roadways is a very telling story of the demand for road capacity in an area. Figure 8, left, shows the most recent traffic volumes on the major roads within the Dilworth Community. The dense network of streets allows traffic to disperse throughout the neighborhood, thus not producing high levels of congestion on the major roadways.

Traffic Calming

Controlling traffic volumes or traffic speeds along residential streets is critical to maintaining a safe and livable neighborhood and community. The City welcomes neighborhood involvement in the implementation of traffic calming measures when problems arise. As a result, the Charlotte Department of Transportation has implemented a Traffic Calming Program that offers the following traffic calming measures:

- Multi-way Stops
- Speed Humps
- Speed Tables
- Raised Intersections
- Chicanes
- Traffic Circles
- Turn Restrictions

Current streets with traffic calming measures within the Dilworth community are as follows:

- Park Road
- Cumberland Avenue
- East Park Avenue
- Iverson Way
- Magnolia
- Tremont/ Park Road

The Dilworth Community prefers the multi-way stop as a form of traffic calming. To request a traffic calming remedy for your neighborhood, contact CDOT at (704)336-3893

TRANSIT FACILITIES

The rebirth of public transportation is a critical part of America's future. Transit ridership is increasing dramatically. Public transportation improves quality of life, strengthens the economy, creates jobs, reduces traffic congestion and air pollution, and saves energy. The public clearly values public transit. In the last five years, transit use has risen 21 percent. In 2000, Americans used public transportation 9.4 billion times, representing the highest transit ridership in 40 years (Source: The American Public Transportation Association). Transit routes traveling through the Dilworth community alone had 2.1 million riders, representing 12.99% of the total system ridership for the 2003-2004 Fiscal Year (Source: Charlotte Area Transit System).

In addition to meeting the increased demand for transit services within the City of Charlotte, the Charlotte Area Transit System (CATS) is committed to improving the quality of life for everyone in the City by providing outstanding community wide transportation services while proactively contributing to focused growth and sustainable regional development. CATS is committed to providing the Dilworth community with a transit network with convenient frequencies, comfortable accommodations, accessible facilities, and connectivity to shopping, school, employment, parks, and libraries.

Existing Transit Services

CATS currently maintains convenient and frequent bus transit service to the Dilworth Community. The bus service connects the Dilworth community to the Uptown area, nearby neighborhoods, shopping centers, areas of employment, libraries, community centers, schools, and parks.

CATS currently provides the following routes with service to the Dilworth Community (Figure 9, right):

- Route 6: Kings Drive
- Route 19: Park Road
- Route 12: South Blvd.
- Route 24: Windsong Trails
- Route 18: Selwyn Ave
- Route 236: Revolution Park (Neighborhood Shuttle)

Proposed and Revised Transit Services

Dilworth is located adjacent to the future South Corridor Light rail line. The light rail line is designed to serve the communities within the South Corridor region which extends from Uptown Charlotte south to I-485. There will be 15 stations (7 park and rides) with three primary stations located near the Dilworth Community: Carson Boulevard Station, Rensselaer Avenue Station, and the East/West Boulevard Station. In addition, a bus-rail integration plan is in the preliminary stages of development to create the bus transit infrastructure that will create connections between the South Corridor communities, the Uptown area, and other surrounding communities.

Revisions to service by transit in the Dilworth Community will coordinate service between the bus and rail modes of transit. Additional minor revisions are expected to be necessary along the main radial services that currently parallel the future South Corridor rail alignment. The existing bus routes will continue to serve the community, and where practicable will connect the Dilworth Community with the light rail stations. CATS will receive significant public input prior to finalizing the proposed route revisions. The following Dilworth Community routes are proposed for revision as a result of light rail implementation:

- **Route 12 South Blvd.:** Route 12 could be redesigned to connect to a number of different rail stations.
- **Route 18 Selwyn Ave:** This route would likely connect to light rail at the Uptown Transportation Center station, but consideration is also being given to connecting at the East-West Station.
- **Route 19 Park Road:** This route would likely connect to light rail at the Uptown Transportation Center station, but consideration is also being given to connecting at the East-West Station. The portion

Dilworth Land Use & Streetscape Plan

Figure 9: Charlotte Area Transit System Routes



- Bus Routes**
- Route 6
 - Route 12
 - Route 18
 - Route 19
 - Route 24
 - Route 236



of the route extending to Quail Corners could be restructured to connect to rail.

- **Route 24 Windsong Trails:** Under consideration is a significant re-design of route 24. Several different routes connecting to various rail stations may replace the existing service.
- **Route 236 Revolution Park:** The Route 236 is likely to retain the current routing.

RECOMMENDATIONS

INTRODUCTION

CDOT staff worked closely with the Dilworth stakeholders in developing the following recommendations. CDOT and the stakeholders recognized that the Dilworth neighborhood benefits from excellent land use accessibility and a high degree of connectivity. Dilworth residents of all ages enjoy being in close proximity to a mixture of land uses that enable them to live, work, play, socialize and shop within walking distance of their neighborhood. In addition, the highly connected street network enables Dilworth residents to experience minimal levels of congestion and shortens travel distances for all transportation users. Dilworth's land use accessibility and connectivity directly benefit pedestrians, bicyclists, motorists and transit users and shaped the following recommendations.

LAND USE ACCESSIBILITY

The Dilworth community can be characterized as a neighborhood that offers choices. Residents can choose from a variety of places to live, work, shop, and play and have alternate ways of traveling to and from those activities. Communities across the country are striving to attain a high level of land use accessibility by creating quality places with ample sidewalks, bicycle facilities, street connectivity and mixture of land uses like those found in Dilworth. Currently, over ninety percent (90 %) of Dilworth residents are within a quarter (1/4) mile walking distance to shopping and transit services. Almost half of the residents are within a quarter mile (1/4) mile walking distance to schools and parks. These elements contribute to the quality of life that Dilworth residents have enjoyed for years. Therefore, any new or improved transportation facilities such as sidewalks, bicycle facilities, streets or transit service should be designed and implemented in a balanced fashion that fosters interaction between land uses for all transportation modes.

Recommendation:

- **Maintain or enhance Dilworth's land use accessibility ratings** as detailed in Figure 1.

CONNECTIVITY

Connectivity plays a vital role in shaping the character, form, and livability of the Dilworth community. A dense street

network, an abundance of pedestrian and bicycle facilities and the availability of transit services allow people the option of walking, bicycling and accessing transit. Dilworth, Charlotte's first streetcar suburb, was developed before the turn of the century during a period when streets were designed in a rectilinear grid with a highly connected street network and in close proximity to a mixture of land uses. According to widely used connectivity indexes, the Dilworth community has a connectivity score of 1.5 which is considered an excellent score and one of the highest scores in Charlotte. Dilworth's highly connected network of streets, balanced street design and mixture of land uses has enabled Dilworth to evolve into a walkable, bicycle-friendly and livable neighborhood. Dilworth's highly connected nature has helped to shape a series of recommendations regarding pedestrians, bicyclists, motorists and transit users.

Recommendation:

- **Maintain or enhance Dilworth's grid street system** by pursuing new connection opportunities through redevelopment and strongly discouraging street closures.

PEDESTRIAN FACILITIES

Walking is the most basic form of transportation and all trips begin and end as a pedestrian trip. Dilworth is one of Charlotte's most walkable neighborhoods with an abundance of well designed sidewalks throughout the neighborhood. Although pedestrian facilities are plentiful, the following are proposed long term and short term recommendations for improving pedestrian safety, mobility, and walkability in the Dilworth Community:

Recommendations:

- **Complete gaps in the existing sidewalk system** which link residents to the neighborhood serving land uses within the community. Figure 3 illustrates the existing sidewalks and existing sidewalk gaps in the neighborhood. Figure 10 details the recommended sidewalk improvements for the Dilworth Community.
- **Improve pedestrian safety and amenities at signalized intersections** by considering the following design elements for new or retrofitted intersections where feasible and if funding permits:
 - Pedestrian countdown signals (consider audio/tactile signals where appropriate)



Figure 10: Recommended Sidewalk Improvements



- Special crosswalk treatments (i.e. different textures, colors, materials)
- Pedestrian-level lighting for safety and as an urban design feature (as redevelopment occurs)
- Signal phasing that provides maximum protection for pedestrians.
- Turn restrictions to eliminate pedestrian-vehicle conflicts where appropriate.
- ADA-compliant curb ramps (two per corner), context-sensitive turning radii at corners
- Pedestrian refuge islands – where appropriate to reduce crossing distances or to provide center waiting area enhanced landscape treatments
- **Conduct corridor studies to improve safe and comfortable pedestrian access and crossings at the following two locations:**
 1. **Kenilworth and Scott Avenues:**
During the planning process, residents expressed significant concern about the vehicular speeds on these roadways. Stakeholders felt vehicular speeds were suppressing the livability of the residential units on these roadways and making it difficult for pedestrians to cross these busy and high speed roadways. To better accommodate pedestrian crossings at Lattimore Street and Ordermore Street, within 1-3 years conduct an comprehen-

sive corridor study to review physical and operational modifications that may result in moderating travel speeds so they are compatible with adjacent residential land uses and better accommodate pedestrian travel along and across these two corridors.

2. **Park Road:**

Dilworth stakeholders felt strongly about the need to beautify and better accommodate pedestrian crossings in this mixed-use and potentially redeveloping area between Ideal Way and Kenilworth Avenue. Within 1-3 years, study mid-block/median treatments for Park Road between Ideal Way and Kenilworth Avenue.

- **Kenilworth/Romany Intersection**—Pursue enhanced pedestrian crossing features at Romany/Kenilworth/Scott Intersection to facilitate pedestrian crossings to/from Carolina Medical Center and the Little Sugar Creek Greenway. Through the Dilworth Area Plan process, the Dilworth stakeholders and Carolina Medical Center worked together to develop an appropriate solution for this intersection. These improvements have been implemented.
- **East Boulevard**—Continue to work towards implementing vision established in the East Boulevard Pedscape Plan. Work with the Dilworth community to advance an East Boulevard project that best addresses the Pedscape vision and the needs of the community. Particular attention should be focused on design details relating the segment of East Boulevard from Scott Avenue to Kings Drive to determine the most appropriate near-term and long-term improvements necessary to achieve the East



Figure 11: Bicycle Facility Improvements



Boulevard vision. This may include lane modifications (including a 3-lane concept) and the addition of several pedestrian refuge islands to better accommodate pedestrian crossings in this high pedestrian activity area. It is anticipated that as the East Boulevard project proceeds (likely in phases) that specific design details will be coordinated with the Dilworth community. This plan recommends that a phasing and design schedule be developed and communicated to the Dilworth community within 6 months.

- **Improve South Boulevard Pedestrian Crossings**—Dilworth stakeholders expressed their desire to ensure that Dilworth residents have improved pedestrian access to existing and emerging development on the west side of South Boulevard and to the proposed LRT stations. Ensure that any opportunity to improve access to these locations is pursued during the course of redevelopment, reconstruction or emerging signalization opportunities.
- **Improve Greenway Connections**—Work with Developers and Mecklenburg County to ensure that the Dilworth community has numerous access connections to the Little Sugar Creek Greenway.
- **Improve bicycle and pedestrian connections from Dilworth to the Sedgefield neighborhood** - The Sedgefield path is currently being constructed and will connect McDonald Avenue to Elmhurst Way. The Dilworth stakeholders also identified Iverson Way extension as a possible bicycle, pedestrian and/or roadway connection to improve access between Dilworth and Sedgefield.
- **Encourage Sidewalk Maintenance**— Walkable neighborhoods are well maintained neighborhoods

when citizens and the City work together. Individual property owners are responsible for ensuring that sidewalks are free from debris/growth while the City is responsible for structural sidewalk repairs. Residents are encouraged to report sidewalk maintenance issues (including broken sidewalks or sidewalks that are overgrown) to the City of Charlotte Public Service (704) 336-2261. By working together, Dilworth residents and the City can ensure that the neighborhood's pedestrian facilities are well maintained and can be used by all residents.

BICYCLE FACILITIES

Riding a bicycle in the Dilworth neighborhood is a simple, efficient and enjoyable means of accommodating short trips to a wide range of land uses within and adjacent to the neighborhood. Dilworth and Charlotte residents benefit from Dilworth's highly connected streets that enable bicyclists to travel many routes along low volume and low speed streets. In addition, an emerging network of striped bicycle lanes, signed routes, the Little Sugar Creek Greenway (LSCG) as well as the LRT bicycle trail provides many opportunities for bicyclists of all ages and levels of expertise. The Dilworth stakeholders recognized the benefit of being a bicycle-friendly neighborhood and worked diligently with City staff to develop a Bicycle Plan for their community. Figure 11 identifies existing and proposed bicycle facility improvements for the Dilworth community.

Recommendations:

- **Maintain or develop a cohesive system of bicycle facilities** that provide access to and among major activity centers within and outside of the Dilworth community and to public transportation.

- **Implement the Dilworth Area Bicycle Facilities Plan**—Figure No. 11 Implement the proposed signed bicycle routes within two (2) years.
- **Pursue bicycle connections from Romany and Baxter Ave. to Little Sugar Creek Greenway** as well as pursue other connections to the LSCG where feasible.
- **Improve bicycle and pedestrian connections from Dilworth to the Sedgefield neighborhood** - The Sedgefield path is currently being constructed and will connect McDonald Avenue to Elmhurst Way. The Dilworth stakeholders also identified Iverson Way extension as a possible bicycle, pedestrian and/or roadway connection to improve access between Dilworth and Sedgefield.

STREETS AND INTERSECTIONS

The Dilworth neighborhood benefits from having a highly connected system of local, collector and thoroughfares streets that help to shorten trip distances, provides multiple route options and provides excellent accessibility for all users. The Dilworth community experiences little traffic congestion during the day and only minimal levels of congestion during peak hours when compared to most other areas of Charlotte. Due to the highly connected network and character of the Dilworth community, this plan is not recommending any street or intersection widenings. The emphasis of this plan is to protect and enhance the grid street system, ensure a balance for all users of the transportation system, ensure that travel speeds on Dilworth streets are moderated to be compatible with adjacent land uses and to foster Dilworth's walkable nature.

Recommendations:

- **Maintain or enhance Dilworth's grid street system** by pursuing new connection opportunities through redevelopment and strongly discouraging any new street closures
- **Kenilworth and Scott (between East Boulevard and Park Road)** - Kenilworth and Scott Avenues (East Boulevard to Park Road) - During the planning process, residents expressed significant concern about the vehicular speeds on these roadways. Stakeholders felt vehicular speeds were suppressing the livability of the residential units on these roadways and making it difficult for pedestrians to cross these busy and high speed roadways. To better accommodate pedestrian crossings at Lattimore Street and Ordermore Street, within 1-3 years conduct an comprehensive corridor study to review physical and operational modifications that may result in moderating travel speeds so they are compatible with adjacent residential land uses and better accommodate pedestrian travel along and across these two corridors.
- **Park Road** —To beautify and better accommodate pedestrian crossing in this mixed-use area, within 1-3 years, study mid-block/median treatments for Park Road between Ideal Way and Kenilworth Avenue
- **Center City Street connections**—the city is in the process of developing a Center City Transportation Study (CCTS) to improve accessibility for all travel modes within and to Center City Charlotte. A number of street changes inside Center City are being considered. The Center City Transportation Study has also identified several opportunities to improve multi-modal access to adjacent areas outside I-277. The Dilworth stakeholders expressed interest in improving access to Center City, primarily for bicycle and pedestrian travel. Recommend that the Dilworth Area Plan and Center City Transportation Study be coordinated to advance connections that best serve all residents. Several Center City recommendations may improve access between Dilworth and Center City. Preliminary CCTS recommendations may include a potential pedestrian and vehicular connection to Davidson Street from Euclid Avenue. In addition, the CCTS could recommend a connection to Morehead Street from South Boulevard if deemed feasible
- **Grid Street System**—Protect and enhance the existing grid street system. No new street closures should be considered. Any degradation of the grid system should be highly scrutinized.
- **Infill Development**—Additional street segments should be provided as infill development occurs and block lengths should be limited to 500 feet.
- **Review Residential On-Street Parking Prohibitions**—Dilworth stakeholders noted a number of residential streets prohibit parking on one side of the street to allow for free-flow traffic. The stakeholders requested that staff research whether these streets could be restriped to allow parking on both sides of the street. Within one year CDOT shall inventory existing collector and minor thoroughfare designations to determine whether these roadways should be considered for a more “residential balance”. This could be done by eliminating center-line striping, during resurfacing projects, and possibly allowing on-street parking on both

sides of the street consistent with other streets in the Dilworth community. This process will require coordination with other City departments as well as Dilworth stakeholders before changes are made.

TRAFFIC CALMING

Traffic Calming is a way to manage traffic so that its negative impacts on residents, pedestrians and neighborhoods are minimized. Traffic calming solutions can range from the installation of a crosswalk near an elementary school to the installation of a traffic circle to slow or restrict traffic movements. Dilworth has a number of streets that are already traffic calmed. The City is dedicated to improving the quality of life in our neighborhoods by offering appropriate traffic calming when certain conditions exist. The City has an active traffic calming program where citizens are able to identify problem areas. The Dilworth stakeholders noted that their general preference is multi-way stops over speed humps. In addition there appeared to be openness to considering additional traffic calming measures. Some of the measures available are:

- Multi-way stops
- Speed Humps
- Speed Tables
- Raised Intersections
- Chicanes
- Traffic Circles
- Turn Restrictions

This area plan recommends that we continue to monitor and respond to requests for traffic calming in the Dilworth neighborhood. To request a traffic calming remedy for your neighborhood, contact CDOT at (704)336-3893.

TRANSIT SERVICES

Transit access is best accommodated when there is a well-connected street network with appropriately placed sidewalk and bicycle facilities throughout the neighborhood. Dilworth transit users need a transit network with convenient frequencies, comfortable accommodations, accessible facilities, and connectivity to shopping, school, employment, parks, and libraries. The Charlotte Area Transit System (CATS) currently maintains convenient, frequent, transit service to the Dilworth Community. Transit routes traveling through the

Dilworth community carried 2,124,730 riders, representing 12.99% of the total system ridership for the 2003-2004 Fiscal Year (Source: Charlotte Area Transit System). Presently CATS provides the following routes with service to the Dilworth Community:

- Route 6: Kings Drive
- Route 12: South Blvd..
- Route 18: Selwyn Ave.
- Route 19: Park Road
- Route 24: Windsong Trails
- Route 236: Revolution Park (Neighborhood Shuttle)

Proposed and Revised Transit Services

Dilworth is located adjacent to the future South Corridor Light rail line. The light rail line is designed to serve the communities within the South Corridor region which extends from Uptown Charlotte south to I-485. There will be 15 stations (7 park and rides) with three primary stations located near the Dilworth Community: Carson Boulevard Station, Rensselaer Avenue Station, and the East/West Boulevard Station. In addition, a bus-rail integration plan is in the preliminary stages of development to create the bus transit infrastructure that will create connections between the South Corridor communities, the Uptown area, and other surrounding communities.

Revisions to service by transit in the Dilworth Community will coordinate service between the bus and rail modes of transit. Additional minor revisions are expected to be necessary along the main radial services that currently parallel the future South Corridor rail alignment. The existing bus routes will continue to serve the community, and where practicable will connect the Dilworth Community with the light rail stations. CATS will receive significant public input prior to finalizing the proposed route revisions. The following Dilworth Community routes are proposed for revision as a result of light rail implementation:

- **Route 12: South Blvd..** Route 12 could be re-designed to connect to a number of different rail stations.
- **Route 18: Selwyn Ave.** This route would likely connect to light rail at the Uptown Transportation Center station, but consideration is also being given to connecting at the East-West Station.

- **Route 19: Park Road** This route would likely connect to light rail at the Uptown Transportation Center station, but consideration is also being given to connecting at the East-West Station. The portion of the route extending to Quail Corners could be restructured to connect to rail.
- **Route 24: Windsong Trails** Under consideration is a significant re-design of route 24. Several different routes connecting to various rail stations may replace the existing service.
- **Route 236: Revolution Park** The Route 236 is likely to retain the current routing.

Recommendations:

- **Maintain bus coverage in Dilworth**—Currently 99% of Dilworth residents are within 1/4 mile of a CATS bus route. CATS will make a conscience effort to maintain the existing level of coverage in future routing decisions.
- **Improve access to LRT for Dilworth residents**—Ensure that Dilworth residents are provided improved access to LRT stations by ensuring that South Boulevard pedestrian crossing opportunities are enhanced.

Maintaining convenient transit services in communities like Dilworth, contributes directly to the overall livability and quality of life of the urban neighborhood fabric in Charlotte. CATS will continue to provide adequate service through the Dilworth Community; and will functionally integrate existing bus service with the implementation of light rail. Ultimately, CATS resolves to maintain an open dialogue with the community necessary to ensure the development of a balanced transportation system that appropriately meets the need of the community. CATS strongly supports any initiative to encourage development in areas around transit nodes and other inter-modal transit points with uses, densities, and design qualities that facilitate pedestrian and bike activity at high levels near transit service areas.

Appendix C:

CDOT Responses to Stakeholder's Transportation Issues/ Comments

This section provides responses to the list of transportation issues that were raised by the stakeholders during the initial public meetings for the Dilworth Land Use & Streetscape Plan. As this section suggests, CDOT has been able to respond to many of the issues raised by the stakeholders already. Additional actions to be taken by CDOT to improve the transportation network in the Dilworth neighborhood can be found in the Transportation section of the plan.

1. Who can request sidewalks?

On May 23, 2005, the Charlotte City Council adopted a new Sidewalk Retrofit Policy, which has four categories (tiers) of ranking sidewalk requests. The tiers are primarily based on the traffic volume of each street and are as follows:

- Tier 1: Thoroughfares
- Tier 2: Locals and Collector streets with daily traffic volumes between 1,000 and 3,000.
- Tier 3: Locals and Collector streets near a park or school with daily traffic volumes between 1,000 and 3,000.
- Tier 4: Locals and Collector streets with daily traffic volumes less than 3,000.

City staff will identify and rank sidewalk needs in Tiers 1, 2 and 3. Tiers 1 and 2 are primarily higher traffic volume roads where there is a need for sidewalk to separate pedestrians from higher traffic volumes (and speeds). Tier 3 identifies sidewalk needs on streets with a daily traffic volume of 1,000-3,000 and that are in close proximity to schools and parks.

Though a resident can contact staff about any location lacking sidewalks, there are certain locations where residents will have to submit a nomination form to get the sidewalk on the Sidewalk Ranking List and submit a petition to get a sidewalk request on the sidewalk Priority List (Tier 4).

2. What is the time frame for programmed sidewalks?

In accordance with the Sidewalk Retrofit Policy adopted by City Council on May 23, 2005, there are four categories (tiers) of ranking sidewalk requests. Each year the Transportation Department prioritizes the highest ranked streets from those tiers and sends them to the Engineering Department for design and construction. After a sidewalk project is sent to Engineering, the entire process of design, right-of-way acquisition, contractor selection and construction may take up to two years depending on the length and complexity of the project.

3. Install facilities on Ordermore Avenue between Park Road and Floral Avenue.

Recommendation included in Dilworth Land Use and Streetscape Plan to complete gaps in the existing sidewalk system, which link residents to neighborhood serving land uses within the community.

4. Complete sidewalk on Park Road near Ordermore Avenue.

Recommendation included in Dilworth Land Use and Streetscape Plan to complete gaps in the existing sidewalk system, which link residents to neighborhood serving land uses within the community. (Completed)

5. Improve pedestrian connections from Iverson Way to Sedgefield.

Create a bicycle/pedestrian connection across Dairy Branch Creek at Iverson Way to connect the Dilworth and Sedgefield neighborhoods. CDOT is working with CMUD to implement this project.

6. Improve pedestrian crossings at the Remount Road/ Magnolia Avenue/ East Tremont Avenue and South Boulevard intersections.

Recommendation included in Dilworth Land Use and Streetscape Plan to improve pedestrian safety and amenities at signalized intersections by considering the following design elements for new or retrofitted intersections where feasible and if funding permits:

- Pedestrian countdown signals (consider audio/tactile signals where appropriate)
- Special crosswalk treatments (i.e. different textures, colors, materials)
- Pedestrian-level lighting for safety and as an urban design feature (as redevelopment occurs)
- Signal phasing that provides maximum protection for pedestrians
- Turn restrictions to eliminate pedestrian-vehicle conflicts where appropriate
- ADA-compliant curb ramps (two per corner), context-sensitive turning radii at corners
- Pedestrian refuge islands, where appropriate to reduce crossing distances or to provide a center waiting area
- Enhanced landscape treatments

7. Enhance pedestrian crossing features at the Romany Road/ Kenilworth and Scott Avenues intersection. Staff should pursue enhanced pedestrian crossing features at this intersection

to facilitate pedestrian crossing to/from Carolinas Medical Center and the Little Sugar Creek Greenway.

Through the Dilworth Area Plan process, Dilworth Stakeholders and Carolina Medical Center worked together to develop an appropriate solution for this intersection. These improvements have been implemented.

8. Review residential on-street parking prohibitions

Within one year of the adoption of the Dilworth Land Use and Streetscape Plan, CDOT should inventory existing collector and minor thoroughfare designations to determine whether these roadways should be considered for a more “residential balance.” This has been completed.

9. Provide pedestrian connection from McDonald Avenue to Sedgefield Middle School.

The Sedgefield path is newly constructed and will connect McDonald Avenue to Elmhurst Way.

10. Remove debris/growth from sidewalk between Shell and Ordermore Avenue.

Debris removed.

11. Unfriendly pedestrian crossings at East Boulevard and Kenilworth/Scott Avenues.

Recommendation in Dilworth Land Use and Streetscape Plan to improve pedestrian safety and amenities at signalized intersections by considering the following design elements for new or retrofitted intersections where feasible and if funding permits:

- Pedestrian countdown signals (consider audio/tactile signals where appropriate)
- Special crosswalk treatments (i.e. different textures, colors, materials)
- Pedestrian-level lighting for safety and as an urban design feature (as redevelopment occurs)
- Signal phasing that provides maximum protection for pedestrians
- Turn restrictions to eliminate pedestrian-vehicle conflicts where appropriate

- ADA-compliant curb ramps (two per corner), context-sensitive turning radii at corners
- Pedestrian refuge islands, where appropriate to reduce crossing distances or to provide a center waiting area
- Enhanced landscape treatments. Several of these enhancements will be completed as part of the East Boulevard project in Spring 2006.

12. Improve connections to Latta Park from Springdale Avenue.

Staff is working with Park and Recreation and adjacent property owners to complete sidewalk connections between Springdale Avenue and Latta Park.

13. Possibly open up Buchanon to connect to Scott and Kenilworth Avenues.

Does not appear to be possible due to sight distance issues and safety concerns.

14. Make sure proposed bicycle connection on East Boulevard between Kenilworth and Scott Avenues is safe. CDOT will ensure there are bicycle accommodations on East Boulevard through the East Boulevard Pedscape Project.

Implement the proposed signed bicycle routes in Dilworth within two years of the adoption of this plan. CDOT plans to implement the Bicycle Plan recommendations in Dilworth.

15. Install bicycle connections from Romany Road and Baxter Avenue to Little Sugar Creek Greenway.

Pursue Bicycle connections from Romany Road and Baxter Avenue to Little Sugar Creek Greenway and pursue other connections to the Little Sugar Creek Greenway where feasible.

16. Improve bicycle connection from Ideal Way to Sedgefield.

The Sedgefield path is newly constructed and will connect McDonald Avenue to Elmhurst Way. An additional connection is being pursued at Iverson Way.

17. Make sure there are bicycle facilities along the transit corridor.

Dilworth Land Use and Streetscape Plan recommends maintaining or developing a cohesive system of bicycle facilities that provide access to and among major activity centers within and outside of the Dilworth community and to public transportation

18. Where is the 4-2 lane “neck down” on East Boulevard (near Kings Drive) that is part of the East Boulevard Pedscape Plan.

Neck down occurs west of Kings Drive. Project concept was presented at DCDA public meeting and project is in design. Project has unanimous support from DCDA board and will be constructed in spring 2006.

19. Control speed and increase visibility on Romany Road/Scott/Kenilworth Avenues intersection.

Staff worked with Carolina Medical Center and DCDA to develop modified intersection treatments that better promote pedestrian crossings and are more context-sensitive than originally proposed improvements.

20. High speeds on Scott/Kenilworth Avenues.

Dilworth Land Use and Streetscape Plan recommends better pedestrian crossings at Lattimore and Ordermore streets, within 1-3 years conduct a comprehensive corridor study, if funding permits, to review physical and operational modifications that may result in moderating travel speeds so they are compatible with adjacent residential land uses and better accommodate pedestrian travel along and across these two corridors.

21. Eliminate double-yellow stripping from specific local streets to promote local street “feel.”

Request forwarded to road resurfacing and will be implemented as resurfacing is undertaken. Portion of Tremont double yellow has been removed as part of storm water project.

22. There needs to be a shelter for transit stop at Bi-Lo on Park Road.

Request submitted to CATS in June 2004. Approved by the CATS Bus Stop Committee and is pending investigation for placement. As of September 2005, there are some issues with the ownership of the property and CATS has been unable to negotiate an easement. Once the ownership issue has been resolved, the request will be resubmitted.

23. CATS stop on Park Road conflicts with driveway at realtor’s office.

Reported issue to CATS in June 2004

Appendix D:

PED Overlay Parking Table

The table that follows summarizes parking requirements of the Pedestrian Overlay District as well as requirements of traditional zoning districts. The table intends to bring clarity to how the zoning ordinance interfaces with parking related issues in the Dilworth neighborhood.

PED Overlay & Other Zoning Ordinance Parking Requirements

Use	PED Overlay Parking Requirements	Traditional Zoning Requirements
Restaurants	1 space per 125 square feet	1 space per 75 square feet
Religious Institutions	1 space per 8 seats	1 space per 4 seats
Residential	1 per dwelling	2 spaces per unit (detached); 1.5 spaces per unit (attached/multi-family)
Shared Parking	A 25% parking reduction is allowed if located within 400 feet of a parking facility (wholly) available to the general public	Joint use of up to 50% of required parking spaces may be permitted for 2 or more uses located on the same or adjacent parcels, provided that the developer can demonstrate that the uses will not substantially overlap in the hours of operation or demand of shared spaces.

Source: City of Charlotte Zoning Ordinance, 2004

Appendix E:

Demographic Tables

The following tables provide data for the pie charts that appear in the land use section.

Existing Land Use

Existing Land Use	Acreage	Percent of Total
Single Family	404.89	67.48%
Multi-Family	65.28	10.88%
Retail	20.48	3.41%
Utility	1.15	0.19%
Institutional	66.40	11.06%
Office	11.78	1.96%
Mixed Use - Multi-family/Office/ Retail	0.15	0.02%
Park/Open Space	22.65	3.78%
Vacant	7.28	1.21%
TOTAL	600.06	100.00%

Source: Charlotte Mecklenburg Planning Commission, April 2004

Notes: The land use acreage figures are calculated by parcel and do not include right -of-way. As a result, the total acreage figure will not always match the total acreage figure for the study area (739.25 acres), which does include right-of-way as part of that calculation.

Existing Zoning

Zoning Classification	Acreage	Percent of Total
Retail	22.60	3.06%
Industrial	5.91	0.80%
Mixed Use	4.09	0.55%
Office	66.94	9.06%
Residential	639.03	86.44%
Transit Oriented	0.68	0.09%
TOTAL	739.25	100.00%

Source: Charlotte Mecklenburg Planning Commission, April 2004

Census Population and Housing

Population	1990	Percent of Total	2000	Percent of Total	Percent Change
White	5,029	88.60 %	5,391	87.53	7.20%
Black	528	9.30%	616	10.00%	16.67%
American Indian	60	1.06%	23	0.37%	-61.67%
Asian/Pacific Islander	26	0.46%	50	0.82%	92.31%
Hispanic*	65	1.14%	93	1.51%	43.08%
Other	33	0.58%	79	1.28%	139.39%
TOTAL	5,676	100.00%	6,159	100.00%	8.51%
Housing Data	1990	Percent of Total	2000	Percent of Total	Percent Change
Total Housing Units	3,132		3,519		12.36%
Owner Occupied	1,556	49.68%	1,702	48.37%	9.38%
Renter Occupied	1,416	45.21%	1,618	45.98%	14.27%
Households	2,972		3,320		11.71%
One-Person Households	1,493	50.24%	1,703	51.30%	14.07%

Source: 1990 and 2000 Census Block Data

Notes: Census data does not consider Hispanic as a race, so it is not included as a separate category in the totals figure.

Future Land Use Comparison

Land Use	Adopted Land Use Acreage - 1993 Central District Plan	Percent of Total	Future Land Use Acreage- Dilworth Land Use & Streetscape Plan	Percent of Total
Single Family	537.85	72.76%	0.00	0.00%
Multi-Family	28.00	3.79%	0.00	0.00%
Residential*	33.56	4.54%	584.06	79.01%
Retail	31.42	4.25%	0.00	0.00%
Industrial/Warehouse	0.00	0.00%	0.00	0.00%
Institutional	41.95	5.67%	41.69	5.64%
Utility	0.00	0.00%	1.49	0.20%
Office	4.10	0.55%	7.73	1.05%
Mixed Use **	2.76	0.37%	42.22	5.71%
Park/Open Space	59.61	8.06%	62.06	8.39%
TOTAL	739.25	100.00%	739.25	100.00%

Source: Charlotte Mecklenburg Planning Commission, April 2004

Notes:

* Single family/ multi-family up to 8 du in the Central District Plan is considered residential

** Mixed use is comprised of any residential/non-residential or non-residential mix. For example, office/retail is mixed use, as is residential/office/ retail.

Taking a closer look at the East Boulevard Pedscape Plan a brief overview of the four sections identified through the planning process



East Boulevard Pedscape Plan adopted by Charlotte City Council June 2002

available online at www.charlotteplanning.org or available through Charlotte-Mecklenburg Planning Commission 600 East Fourth Street Charlotte, NC 28202-2853 704-336-2205

The vision for the East Boulevard corridor is a tree-lined avenue filled with pedestrians on sidewalks that contain public art and cafes at appropriate locations. Bicycles, transit, or private vehicles work well with both new pedestrian-friendly development and the existing historic fabric.

The most significant changes to the East Boulevard corridor will happen incrementally as new development occurs under the PED development standards. **Newly constructed development will reserve right-of-way as shown on Maps 5a,b,c, and d. Road widening will occur after all right-of-way is available, which will likely take many years.** There are minor improvements to the existing public right-of-way that can be undertaken by the City in the near term (2-5 years) to make East Boulevard more pedestrian friendly, but these improvements are **subject to the availability of public funding.**



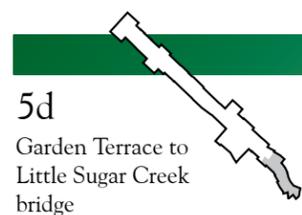
for more detail see Map 5a



for more detail see Map 5b



for more detail see Map 5c



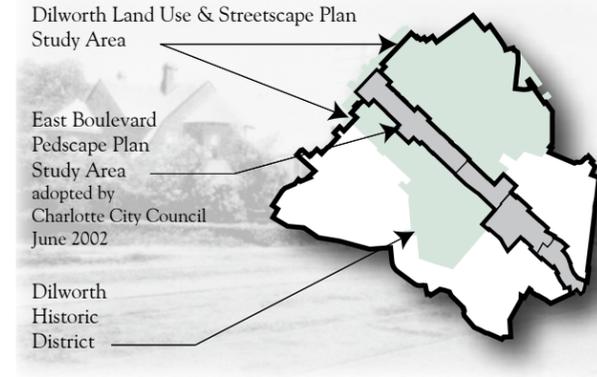
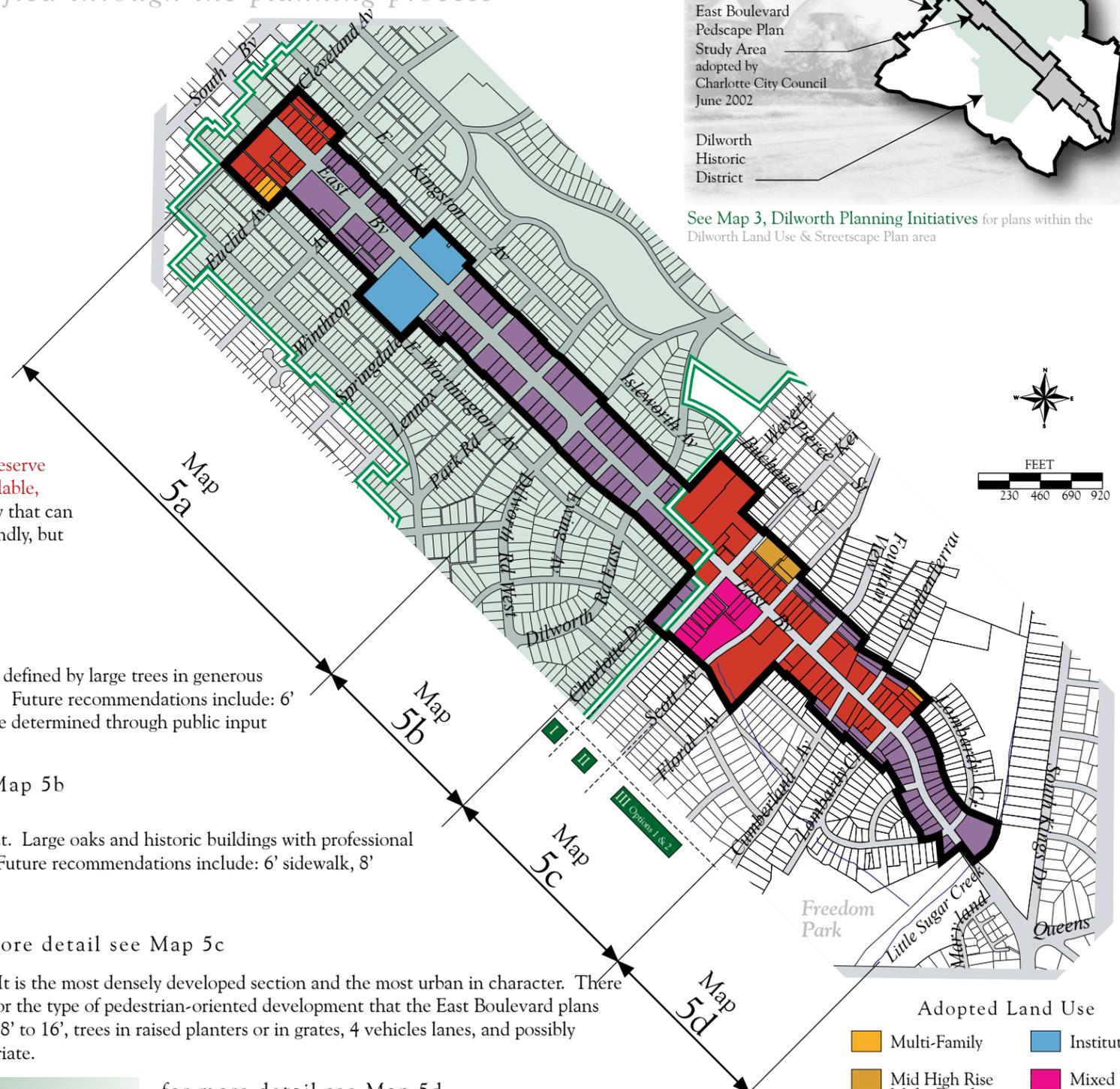
for more detail see Map 5d

5a
Cleveland Avenue to Dilworth Road West
This section, which is entirely within the Dilworth Historic District, is defined by large trees in generous planting strips, and many grand, historic buildings with deep setbacks. Future recommendations include: 6' sidewalk and 8' planting strip. Road cross-section configuration will be determined through public input process.

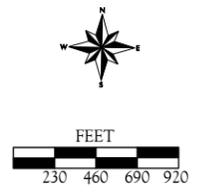
5b
Dilworth Rd West to Charlotte Drive
A large portion of this section lies within the Dilworth Historic District. Large oaks and historic buildings with professional offices characterize this section with a transition to commercial uses. Future recommendations include: 6' sidewalk, 8' planting strip, median/left-turn lane, 4 vehicle lanes, and bike lanes.

5c
Charlotte Drive to Garden Terrace
This section is the commercial center of the East Boulevard corridor. It is the most densely developed section and the most urban in character. There are existing buildings under construction or planned that are models for the type of pedestrian-oriented development that the East Boulevard plans seeks to foster. Future recommendations include: sidewalks vary from 8' to 16', trees in raised planters or in grates, 4 vehicles lanes, and possibly median, left-turn lanes, bike lanes, and/or on-street parking as appropriate.

5d
Garden Terrace to Little Sugar Creek bridge
In this section, land uses transition from commercial and mixed-use to office uses. The character of the street becomes more residential in nature, with large houses (most used as offices) on generous setbacks and large oaks lining the street down to Freedom Park. Future recommendations include: 6' sidewalks, 8' planting strip, 3 vehicle lanes, and bike lanes.



See Map 3, Dilworth Planning Initiatives for plans within the Dilworth Land Use & Streetscape Plan area



Adopted Land Use

Multi-Family	Institutional
Mid High Rise Multi-Family	Mixed Use
Commercial	Historic District
Office	Pedscape Boundary



Taking a closer look at the East Boulevard Pedscape Plan a brief overview of 5a

The City of Charlotte Engineering & Property Management has developed conceptual plans for recommended street cross-sections for Section 5a.

Conceptual plan information and project updates may be obtained by contacting:
City of Charlotte
Engineering & Property Management
 704-336-2291 or visit the following website:
<http://www.charmeck.org/Departments/City+Engineering/See+Our+Projects/Transportation/Roads/East+Blvd.htm>

Please see list of symbols below which show planned improvements. Major enhancements include 2 landscaped traffic circles at Euclid Avenue and Dilworth Road West, pedestrian plaza/walkway, bike lanes, and on-street parking.

STREETSCAPE IMPROVEMENT SYMBOLS

-  Traffic Circle with Central Landscaped Area
-  Improved Pedestrian Crosswalks at Intersection
-  Bike Lane
-  On-Street Parking
-  Textured Turn Lane
-  Pedestrian Plaza / Walkway
-  Landscaping which may include street trees, shrubs, and/or groundcovers
-  Landscaped Median / Turn Lane



1 412 East Boulevard



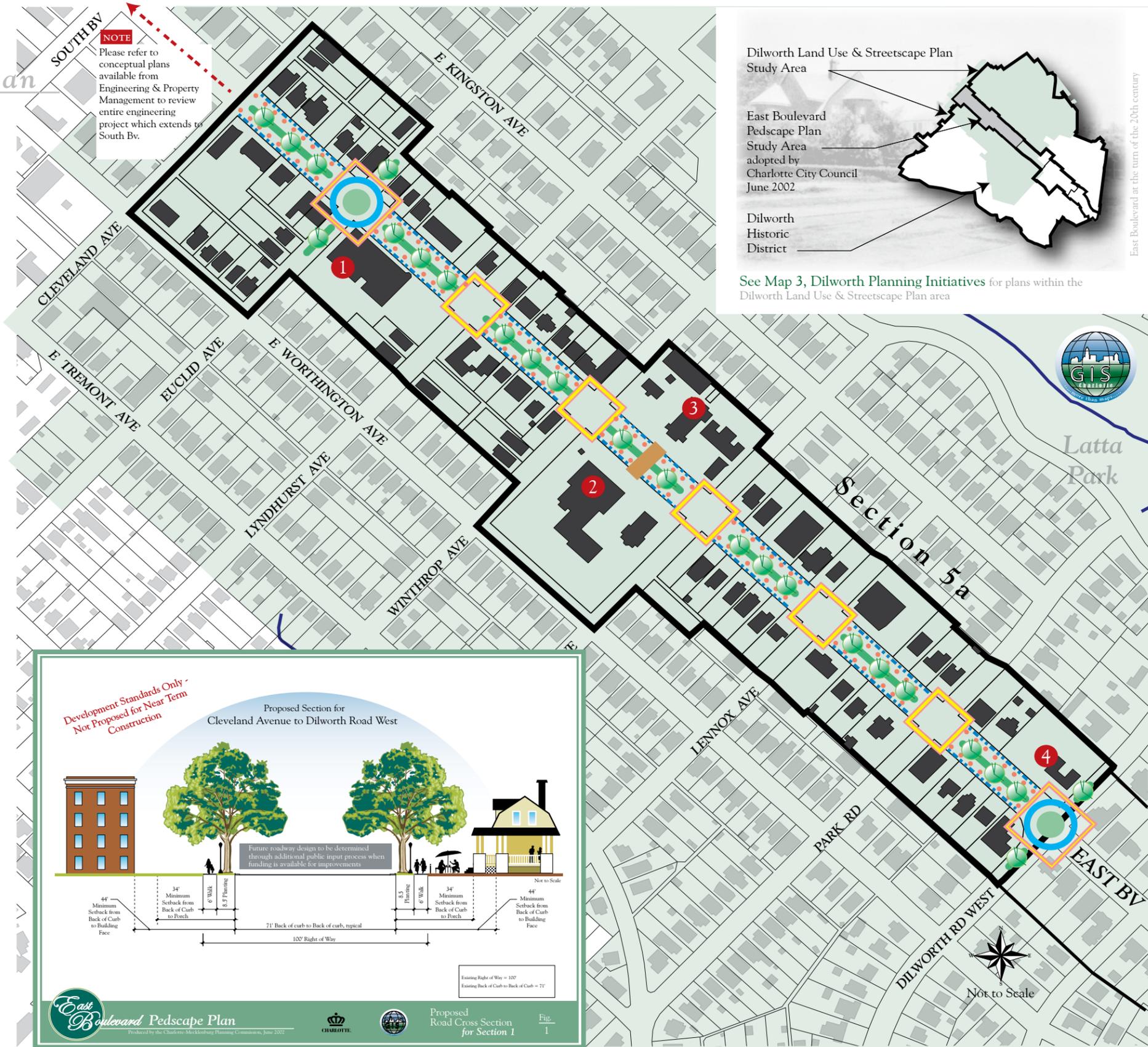
2 Holy Trinity Greek Orthodox Church
600 East Boulevard



3 Dilworth United Methodist Church
601 East Boulevard



4 927 East Boulevard



Taking a closer look at the East Boulevard Pedscape Plan a brief overview of 5b

The City of Charlotte Engineering & Property Management has developed conceptual plans for recommended street cross-sections for the part of Section 5b between Dilworth Road West and Dilworth Road East.

Conceptual plan information and project updates may be obtained by contacting:

City of Charlotte
 Engineering & Property Management
 704-336-2291 or visit the following website:
<http://www.charmeck.org/Departments/City+Engineering/See+Our+Projects/Transportation/Roads/East+Blvd.htm>

The part from Dilworth Road East to Charlotte Drive is currently in the design phase. Improvements being designed include pedestrian refuge medians and crosswalk enhancements.

Please see list of symbols below which show planned improvements. Major enhancements include a landscaped traffic circle at Dilworth Road West, improved pedestrian crosswalks, bike lanes, and landscaped median / turn lane.

STREETSCAPE IMPROVEMENT SYMBOLS

- Traffic Circle with Central Landscaped Area
- Bike Lane
- Textured Turn Lane
- On-Street Parking
- Pedestrian Plaza / Walkway
- Improved Pedestrian Crosswalks at Intersection
- Landscaped Median / Turn Lane
- Landscaping which may include street trees, shrubs, and/or groundcovers



1 1001 East Boulevard



2 Hawkins & Whittington
1113 East Boulevard



3 First Christian Church
1200 East Boulevard



4 1227 & 1235 East Boulevard



Taking a closer look at the East Boulevard Pedscape Plan a brief overview of 5c

Section 5c is currently in the design phase. Improvements being designed include pedestrian refuge medians and crosswalk enhancements.



1 Dilworth Gardens
1412 East Boulevard



2 1405 East Boulevard



3 1417 East Boulevard



4 1501 East Boulevard



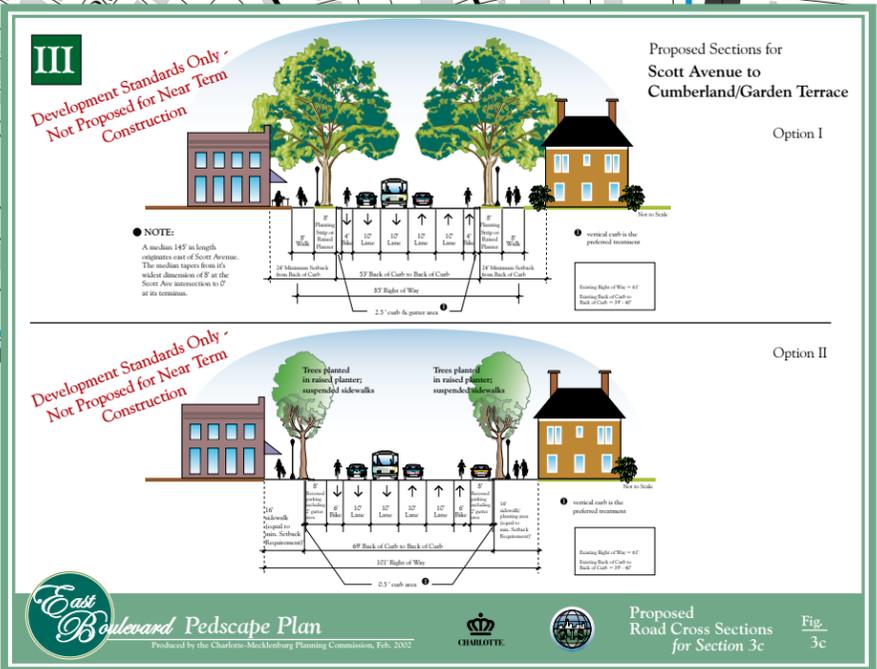
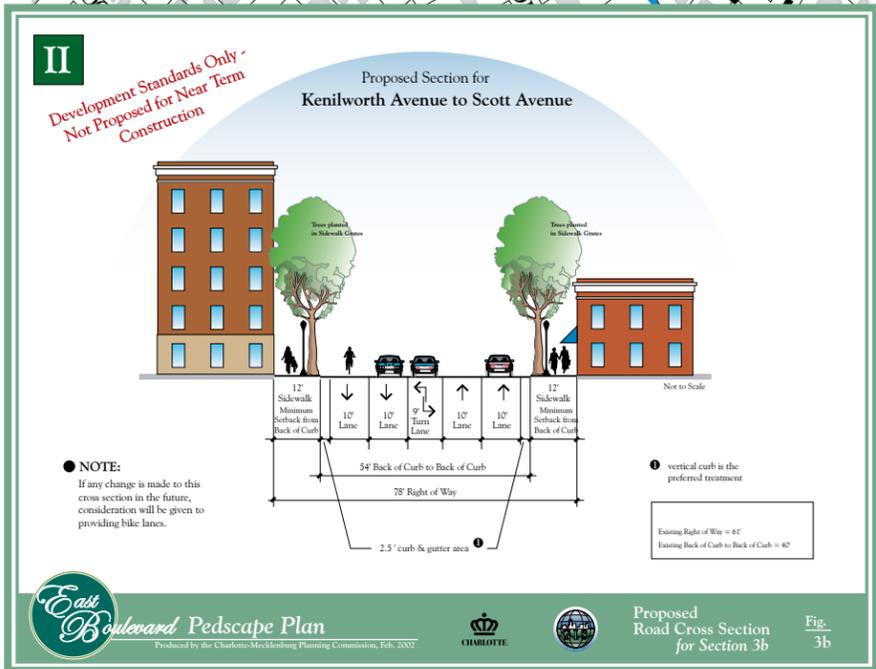
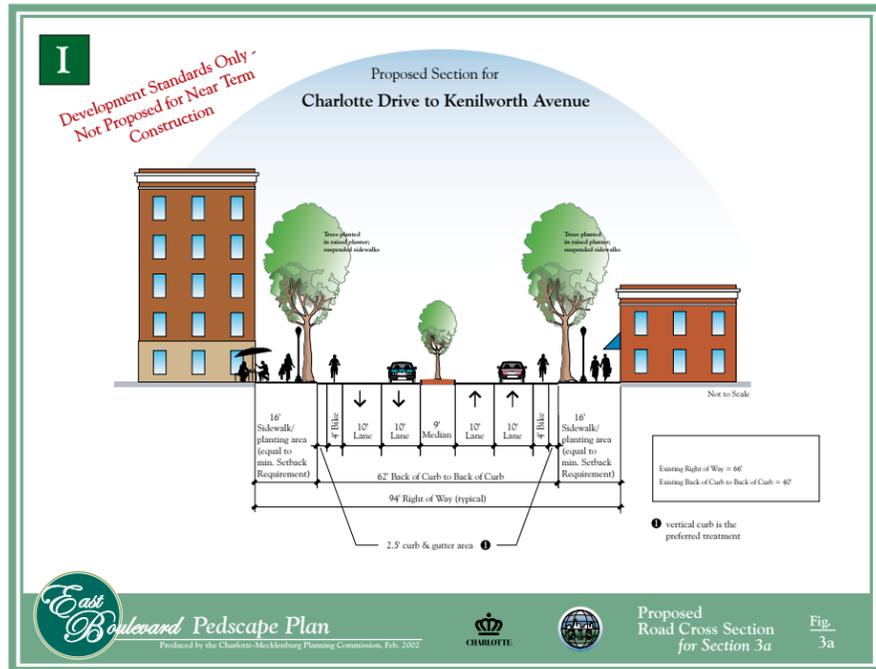
Dilworth Land Use & Streetscape Plan Study Area

East Boulevard Pedscape Plan Study Area adopted by Charlotte City Council June 2002

Dilworth Historic District

See Map 3, Dilworth Planning Initiatives for plans within the Dilworth Land Use & Streetscape Plan area

East Boulevard at the turn of the 20th century



Taking a closer look at the East Boulevard Pedscape Plan a brief overview of 5d

Section 5d is currently in the design phase. Improvements being designed include pedestrian crosswalk enhancements and bike lanes.



1 1609 East Boulevard



2 1621 East Boulevard



3 1712 East Boulevard



4 1809 East Boulevard



Table #1: Summary of Land Use Recommendations

AREA	LAND USE RECOMMENDATIONS		PURPOSE OF RECOMMENDATION	EXISTING LAND USE	EXISTING ZONING	URBAN DESIGN DEVELOPMENT CONCEPT **	STREETSCAPE CROSS SECTIONS ***
	Dilworth Land Use and Streetscape Plan *	1993 Central District Plan					
1	Residential up to 22 dua	Single Family Residential up to 4 dua	Align future land use with existing, appropriate land use and zoning	Apartment	R-22 MF	-	-
2	Residential up to 8 dua	Single Family Residential up to 4 dua	Align future land use with existing, appropriate land use and zoning	Duplex, Vacant	R-22 MF, R-6	-	-
3	Residential up to 22 dua	Single Family Residential up to 4 dua, Single Family Residential up to 8 dua	Align future land use with existing, appropriate land use and zoning	Apartment	R-22 MF	-	-
4	Residential up to 22 dua	Multi-family Residential	Clarify 1993 Central District Plan Recommendation	Condominium	R-22 MF	-	-
5	Residential up to 22 dua	Single Family Residential up to 4 dua	Align future land use with existing, appropriate land use	Condominium	O-2	-	-
6	Residential up to 8 dua	Mixed Residential	No change	Single Family Residential, Condominium	O-2	-	-
7	Residential up to 22 dua	Office and Commercial and Mid-high Rise Residential	Align future land use with existing, appropriate land use	Attached Single Family Residential	B-1	-	-
8	Residential up to 22 dua	Multi-family Residential	Clarify 1993 Central District Plan Recommendation	Attached Single Family Residential	R-22 MF	-	-
9	Residential up to 22 dua	Multi-family Residential	Clarify 1993 Central District Plan Recommendation	Single Family Residential, Duplex, Quadraplex, Condominium	R-22 MF	-	-
10	Residential up to 5 dua	Multi-family Residential	Align future land use with existing, appropriate land use and zoning	Single Family Residential, Duplex, Triplex	R-5	-	-
11	Residential up to 22 dua	Single Family Residential up to 4 dua	Align future land use with existing, appropriate zoning	Single Family Residential	R-22 MF	-	-
12	Residential up to 22 dua	Single Family Residential up to 4 dua	Align future land use with existing, appropriate zoning	Single Family Residential, Condominium, Vacant	R-22 MF	-	-
13	Residential up to 5 dua	Office	Align future land use with existing, appropriate land use and zoning	Single Family Residential, Duplex	R-5	-	-
14	Park/Open Space	Single Family Residential up to 4 dua	Better reflect existing land use	Park	R-5	-	-
15	Residential up to 5 dua	Office	Align future land use with existing, appropriate land use and zoning	Single Family Residential	R-5	-	-
16	Residential up to 22 dua	Single Family Residential up to 4 dua	Align future land use with existing, appropriate land use and zoning	Single Family Residential, Duplex, Quadraplex, Condominium	R-22 MF	-	-
17	Residential up to 22 dua	Multi-family Residential	Clarify 1993 Central District Plan Recommendation	Apartment, Condominium, Duplex	R-22 MF	-	-
18	Residential up to 22 dua with height limit of 40 feet (see Note 1)	Mid-high Rise Residential	To focus moderate intensity development where it can be best supported by existing and future infrastructure and to create attractive gateways into Dilworth	Single Family Residential, Duplex, Triplex, Quadraplex, Condominium	R-22 MF		12,14

Table #1 Continued

AREA	LAND USE RECOMMENDATION		PURPOSE OF RECOMMENDATION	EXISTING LAND USE	EXISTING ZONING	URBAN DESIGN DEVELOPMENT CONCEPT **	STREETSCAPE CROSS SECTIONS ***
	Dilworth Land Use and Streetscape Plan *	1993 Central District Plan					
19	Office with no portion of the building measuring higher than 50 feet	Mid-high Rise Residential	Align future land use with existing, appropriate land use and zoning	Office, Single Family Residential, Duplex,	O-2, R-22 MF	-	12,13b,14
20	Institutional - Medical	Institutional	Better reflect existing land use	Institutional, Vacant	O-6(CD)	-	-
21	Integrated Mix of Office and Residential with a height limit of 50 feet (See note 1)	Mid-high Rise Residential	Align future land use with existing, appropriate land use and zoning	Office, Single Family Residential, Duplex, Triplex	R-22 MF, O-2	-	12,13a,14
22	Office with height limit of 40 feet	Single Family, Multi-Family, Office, Commercial	To focus moderate intensity development where it can be best supported by existing and future infrastructure and to create attractive gateways into Dilworth	Office, Single Family Residential, Triplex, Vacant	R-22 MF, O-2, MUDD-O	-	13a
23	Residential up to 22 dua	Multi-family Residential	Clarify 1993 Central District Plan Recommendation	Single Family Residential, Duplex, Apartment	R-22 MF	-	-
24	Park/Open Space	Park/Open Space	No change	Institutional	O-6(CD)	-	-
25	Park/Open Space (See note 2)	Mixed Residential/ Greenway	To be sensitive to the natural environment	Single Family Residential, Duplex, Apartment, Vacant, Institutional	R-22 MF, O-6(CD)	-	-
26	Residential up to 22 dua	Mixed Residential/ Greenway	Align future land use with existing, appropriate zoning	Single Family Residential, Duplex, Triplex, Apartment, Vacant, Institutional	R-22 MF, O-6(CD)	-	-
27	Utility	Single Family Residential up to 5 dua	Better reflect existing land use	Utility	R-5	-	-
28	Integrated Mix of Office and/or Residential with a height limit of 50 feet (limited retail may also be appropriate) (See note 3)	Office, Multi-Family Residential	To focus moderate intensity development where it can be best supported by existing and future infrastructure and to create attractive gateways into Dilworth	Vacant, Single Family Residential	O-2, R-22 MF	3	6,7,8
29	Residential up to 22 dua with a height limit of 50 feet	Multi-family Residential, Office	To focus moderate intensity development where it can be best supported by existing and future infrastructure and to create attractive gateways into Dilworth	Single Family Residential, Apartment, Vacant	R-22 MF, O-2	-	8, 10, 11
30	Office with a height limit of 40 feet	Single Family Residential up to 4 dua	To focus moderate intensity development where it can be best supported by existing and future infrastructure and to create attractive gateways into Dilworth	Quadraplex	R-22 MF	-	4a, 5
31	Residential up to 8 dua	Single Family Residential up to 4 dua	Align future land use with existing, appropriate land use	Duplex	R-22 MF	-	-
32	Office with a height limit of 40 feet	Single Family Residential up to 4 dua	Align future land use with existing, appropriate land use and zoning	Office, Retail	O-2	-	2, 4a

Table #1 Continued

AREA	LAND USE RECOMMENDATION		PURPOSE OF RECOMMENDATION	EXISTING LAND USE	EXISTING ZONING	URBAN DESIGN DEVELOPMENT CONCEPT **	STREETSCAPE CROSS-SECTIONS ***
	Dilworth Land Use and Streetscape Plan*	1993 Central District Plan					
33	Residential should be located adjacent and across from existing residential along Ideal Way, with a height limit of 40 feet. Residential and/or office and/or retail uses should be located along Park Road with a height limit of 40 feet. Remainder should be residential and/or retail and/or office with a height limit of 60 feet and park/open space	Single Family up to 4 dua, Office, Retail, Greenway	To focus moderate intensity development where it can be best supported by existing and future infrastructure and to create attractive gateways into Dilworth	Retail, Office, Vacant, Single Family Residential, Duplex	R-5, B-1, B-1(CD), O-2, B-2	2	1,3,4a,4b,6,7,9, MS
34	Residential up to 8 dua	Single Family Residential up to 4 dua	Align future land use with existing, appropriate land use	Single Family Residential, Quadraplex	R-22 MF	-	-
35	Residential up to 22 dua	Single Family Residential up to 4 dua	Align future land use with existing, appropriate land use and zoning	Single Family Residential, Duplex, Apartment, Condominium, Retail	R-22 MF, B-2, O-2	-	-
36	Residential up to 8 dua	Single Family Residential up to 4 dua	Align future land use with existing, appropriate land use	Single Family Residential, Duplex, Quadraplex, Vacant	R-22 MF	-	-
37	Residential and/or Retail and/or Office (See note 4)	Multi-family/ Retail	No change (1993 Central District Plan was updated through rezoning petition #05-89, which was consistent with the recommendation of this plan.)	Vacant, Retail, Office, Warehouse	MUDD-O,	1	-
38	Residential up to 8 dua	Single Family Residential up to 4 dua	To focus moderate intensity development where it can be best supported by existing and future infrastructure and to create attractive gateways into Dilworth	Single Family Residential	R-5	-	-
39	Residential up to 22 dua	Single Family Residential up to 4 dua	Align future land use with existing, appropriate zoning	Single Family Residential, Duplex, Apartment, Vacant, Office	R-22 MF	-	-

Notes:

* Detailed land use recommendations and more information about each area can be found in Appendix A.

** Urban design development concepts can be found on pages 114-117 of Volume II: Implementation Plan.

*** Streetscape cross sections are found in the transportation recommendations, beginning on page 78.

1. **Areas 18 and 21** - If the PED overlay is pursued for this area in the future, this plan encourages all parking required by the PED overlay district (1 space per unit) to be provided on-site. On-street or public parking should not be counted toward this requirement, as allowed by Section 10.803(6)(e). Additionally, this plan emphasizes strict adherence to other standards of the PED overlay district:

- No parking shall be allowed in the setback (10.803(6)(c))
- Parking located to the rear of the primary structure may extend the entire lot width, with the exception of any required planting strips. Parking located to the side of the structure shall cover no more than 35% of the lot width (10.803(6)(h))
- Surface parking lots shall conform to the Charlotte Tree Ordinance (10.803(6)(i))
- Planting strips shall be provided as required by screening and buffering requirements (10.803(8) and 10.803(9)).

2. **Area 25** - Park/Open Space; This area is appropriate for residential uses up to 22 dwelling units per acre, but because it is within the 100-year floodplain, if Park and Recreation wants to acquire it for the development of the greenway, that is the more appropriate use. Any development on these properties should be sensitive to the floodplain. (For example, development could be clustered on a smaller portion of the site or reduce the amount of impervious surface area.)

3. **Area 28** - Integrated Mix of Office and/or Residential with a height limit of 50 feet. A limited amount of retail may also be appropriate. Limited retail is defined as,

- An establishment that is located on the ground floor of an office or residential building; and
- Has allowed uses that are limited to restaurants, up to 4,000 square feet, dry cleaners, retail sales, bakeries, barber shops and artist studios; and
- No drive-through services are permitted.

In addition, the development would need to assemble all of the parcels encompassed by #28 and the mix must be vertical. Building should be oriented toward the street, as this site is a focal point and entryway into the community. Special attention will need to be paid to pedestrian access. There is a 68 foot Duke power right-of-way that exists on the parcel (34' on either side of the transmission tower). Duke Power does not allow any development within this right-of-way. See Development Concept 3 in Implementation Plan.

4. **Area 37** - Residential and/or retail and/or office (needs to be at least two out of the three uses). Residential uses with height restrictions (3 stories/40 feet) should be located adjacent to existing residential uses. Highest intensity uses should be located closer to South Boulevard. See Development Concept 1 in Implementation Plan.