



Citizen Advisory Group
Meeting #4

March 8, 2012

6:00 p.m.

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- 1. Vision Statement**
- 2. Transportation Discussion**
- 3. Group Exercise**
- 4. Wrap-up & Next Steps**





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Vision Statement



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PARK WOODLAWN AREA PLAN

VISION STATEMENT *(2nd Revised Version)*

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

This plan sets forth a vision for this area by moving forward with its unique focus on:

- **Neighborhoods** which are the cornerstone to the stability of the area and will be essential in preserving the distinctive character of the community into the future. New development in and around the neighborhoods will take into account its impact on the quality of life of area residents by: protecting the tree canopy; *providing a variety of enhanced and safe transportation connections that improve mobility*; and consider community input during the development process.
- **Open space** will be well integrated into the community through greenways, parks and plazas where appropriate as new developments takes shape.
- **Mixed-Use Activity Center** will be a thriving neighborhood serving mixed-use center, complimentary and enhancing to the surrounding neighborhoods; with a rich variety of retail, office, entertainment and multi-family residential uses; in a well designed and appropriately scaled development form that is conducive to a high quality of life for area residents and visitors.



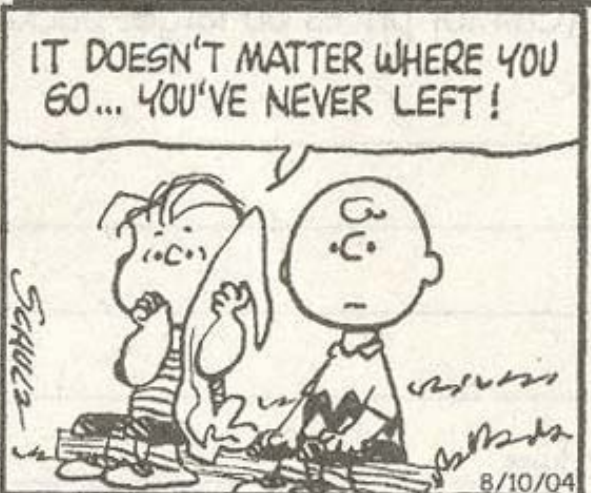
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Transportation





PEANUTS





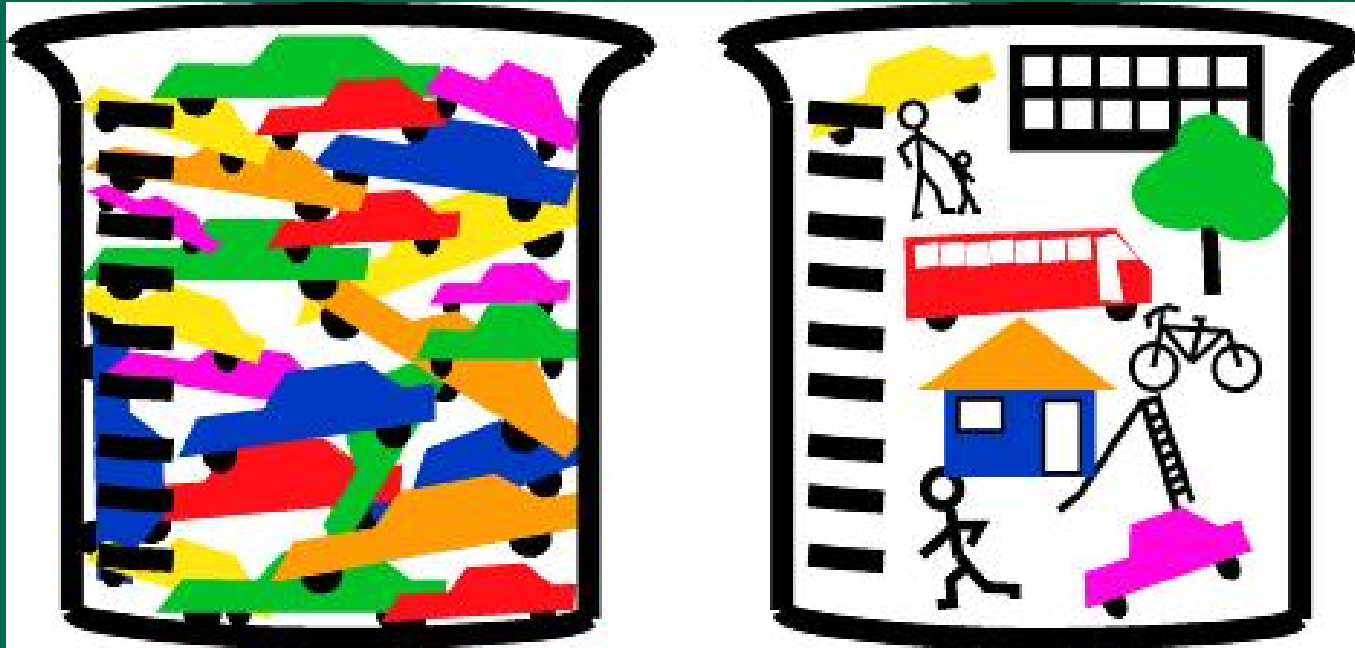
Streets Shape a Community

- The way you organize/design land uses and streets matters – you have to get both right!
- ~15% of all land in Charlotte is... **STREETS!**
 - How “memorable” are your streets?
 - How “memorable” are your land uses?
 - What is the “value” of memorable streets and land uses?





A Value-Added Philosophy



Transportation investments can be used to move people and create better places...streets can be memorable!



Implementing "Complete" Streets

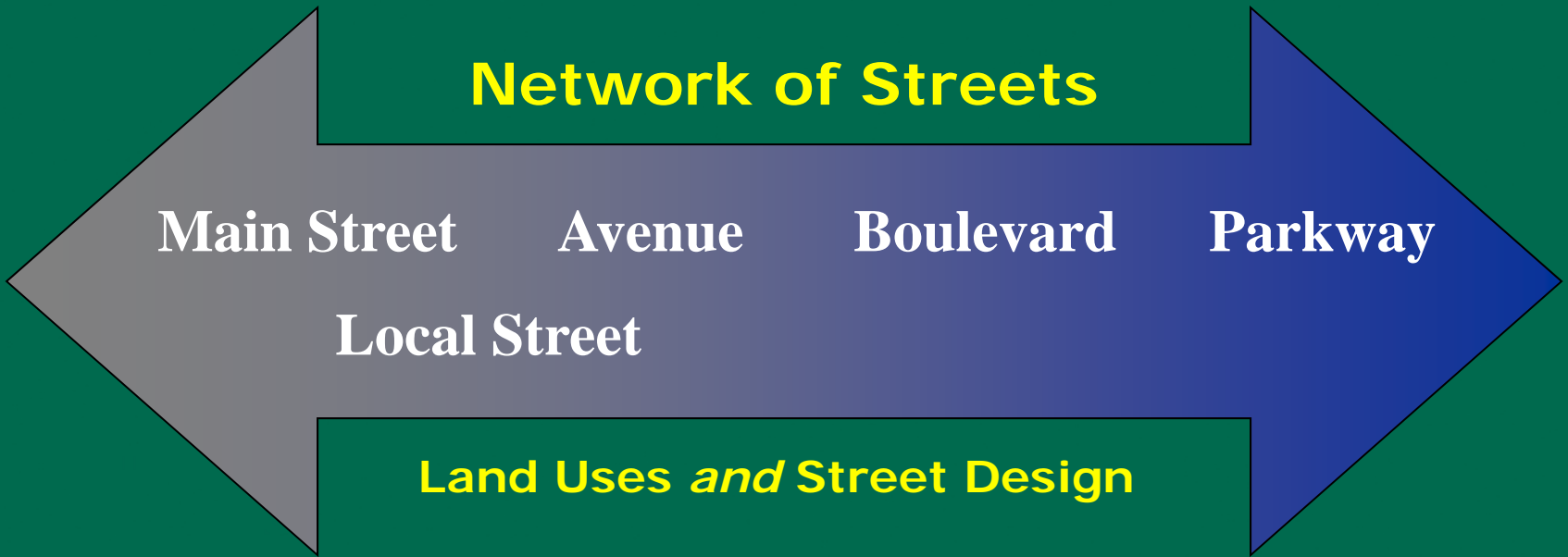
- Quality streets to create **long-lasting value**
- Streets built for:
 - Motorists
 - Bicyclists
 - Pedestrians
 - Transit riders
 - Residents & Businesses



Great cities have great streets!



A Variety of Street Types

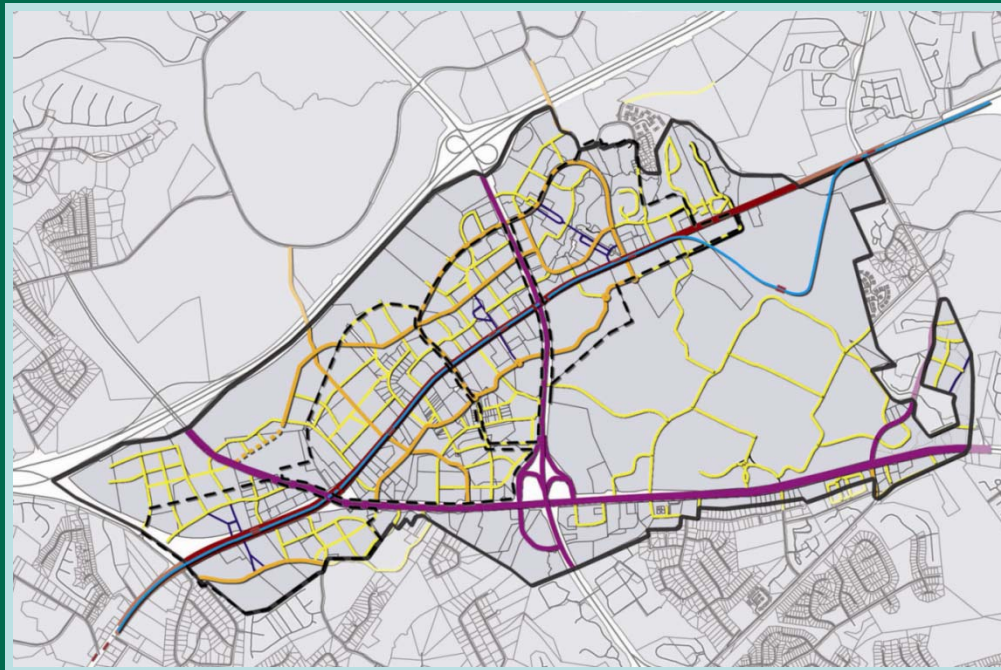


Pedestrian-
Oriented

Auto-
Oriented



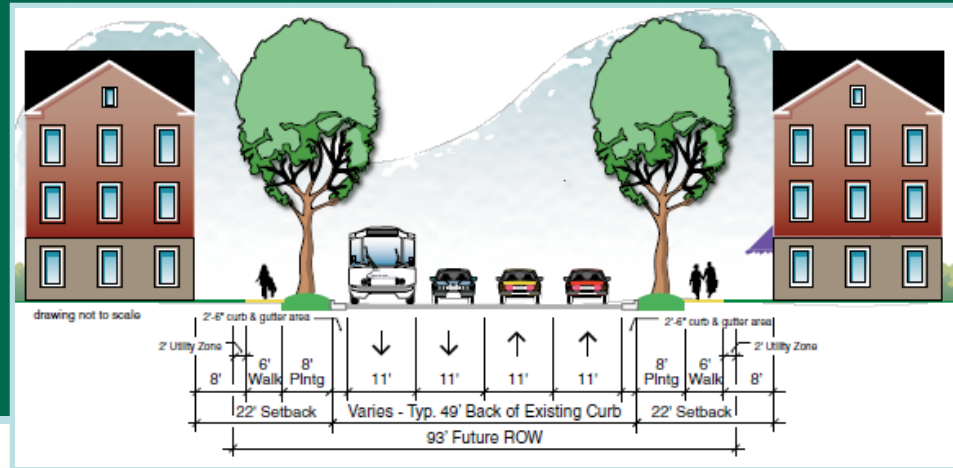
A Variety of Street Types



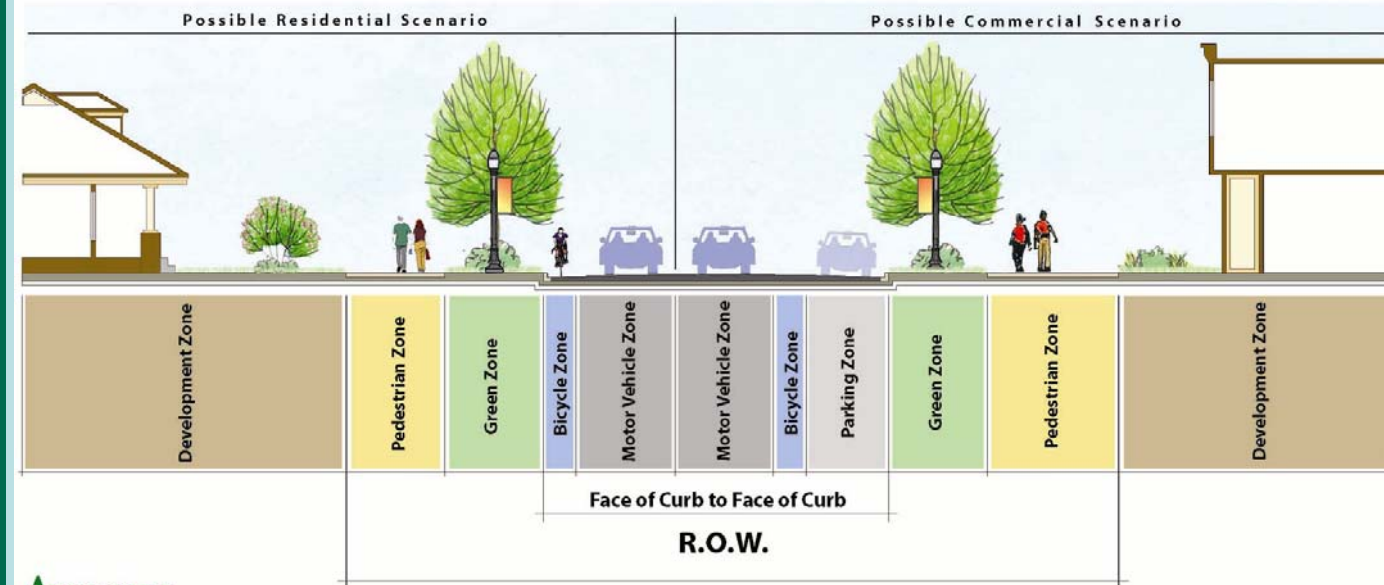
*Area Plan
Example
Network &
USDG
Classification*



Area Plan Street Sections



Urban Street Design Guidelines (USDG)



Area Plan Example Cross Section

Avenue

For dimensional information refer to specific guidelines for each zone (development, pedestrian, green, bicycle, parking, motor vehicle)

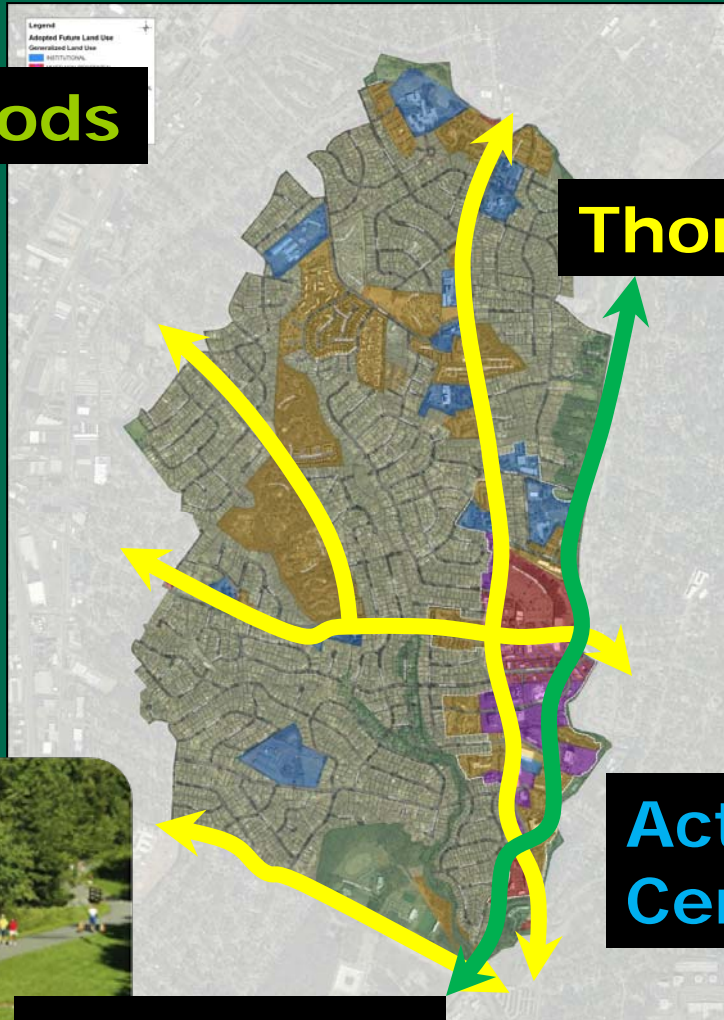


Sub-Areas for Discussion

Neighborhoods



Greenway



Thoroughfares



Activity Center





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Neighborhoods





Tree Canopy

Walk-ability

Bike Lanes

Access/Location



Character

Parks & Greenways

Neighborhood Feel

Land Use Choices

Family Friendly Neighborhoods

CAG Breakout Exercise – Neighborhood Issues



Neighborhood Group

- Improve access to Center
- Connect parks and schools
- Calm traffic
- Create more pedestrian connections

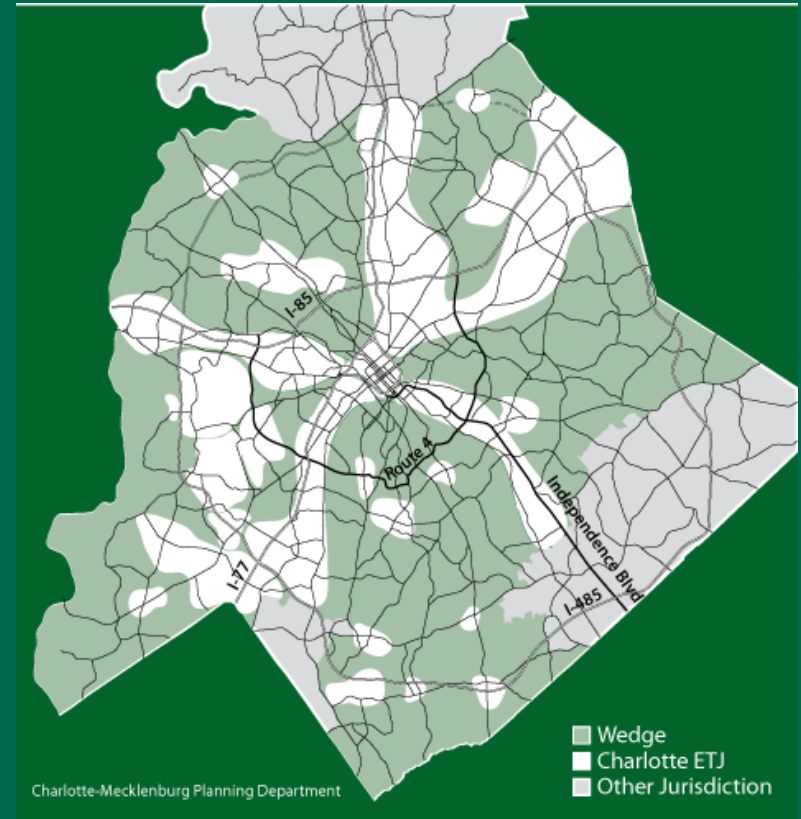




Wedge Neighborhoods

should be served by a range of transportation facilities to provide residents with transportation choices, including:

- Interconnected network of local streets
- Extensive pedestrian system of sidewalks, trails and safe street crossings
- Bicycle network of marked routes

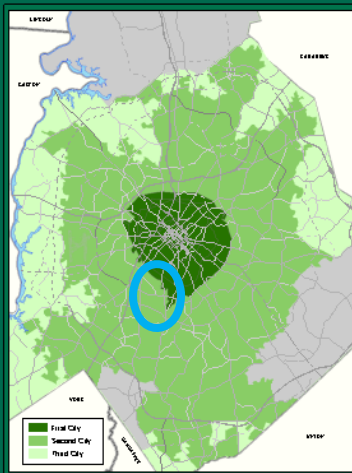


*The transportation **focus** should be on **completing** the **street network** and **improving** the **capacity** of the **existing** transportation system.*

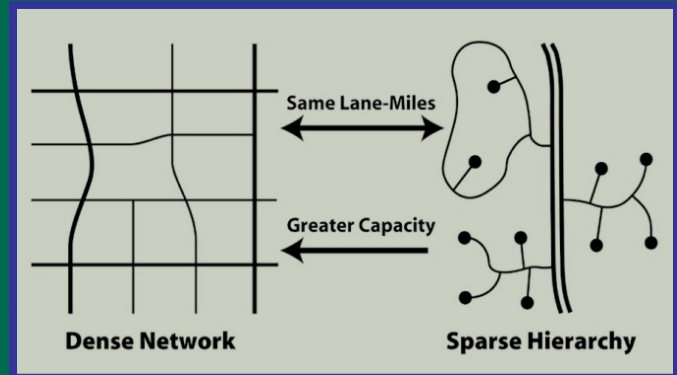
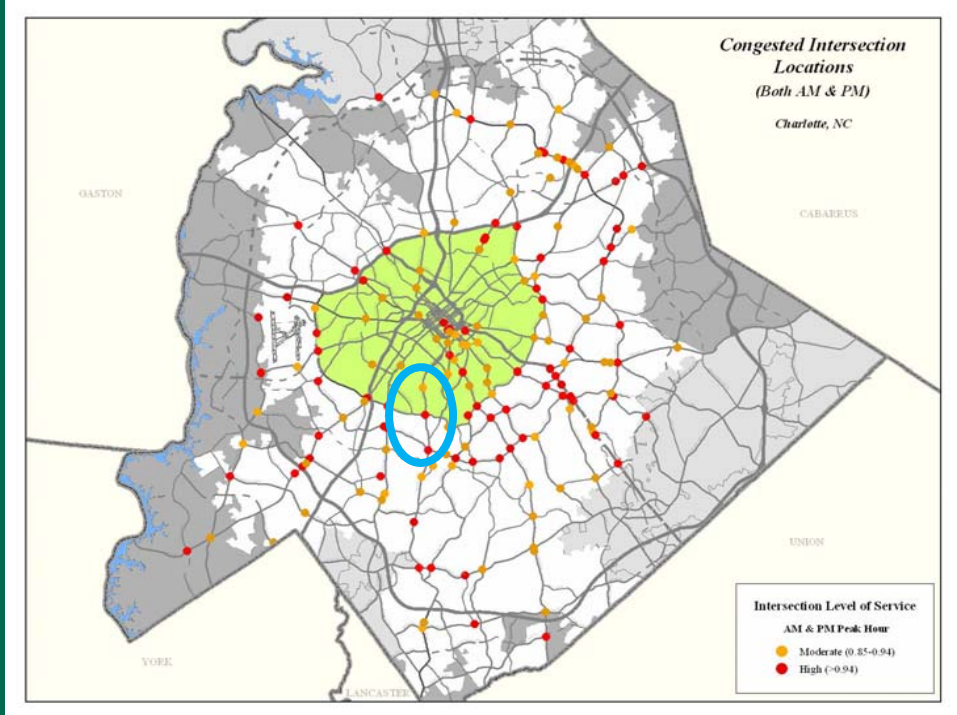


Benefits of Connectivity

- Route choices
- Shorter trips
- Smaller intersections
- Narrower thoroughfares



City Limits
 1950
 2008
 Future





Bike Lanes

Scaleybark Road

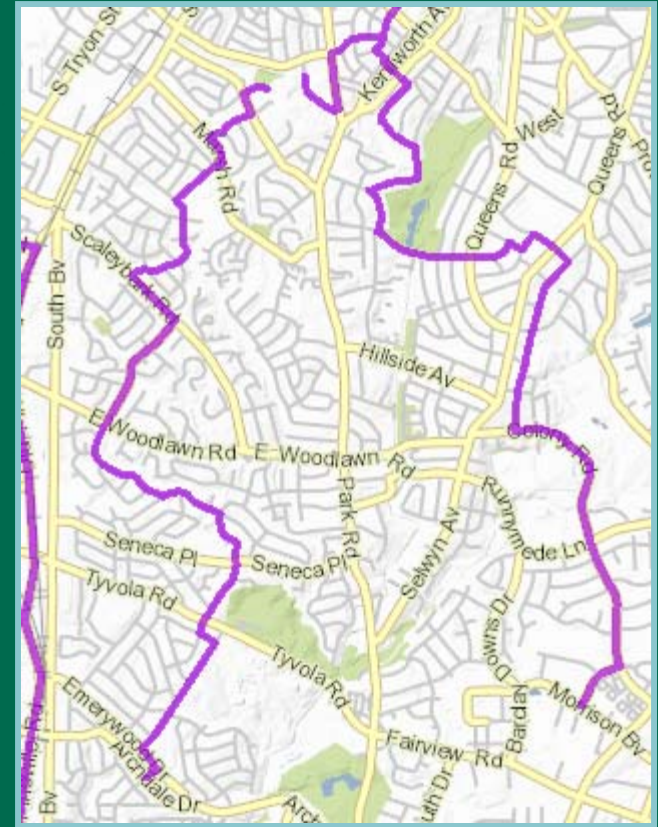
Seneca Place



"Sharrows"

Shared Lane Markings

*Selwyn Ave. @
Queens Univ.*



Signed Bike Routes



Traffic Calming & Connectivity



Chicanes



Traffic Circle



Choker



Bike-Ped Connection CHARMECK.ORG



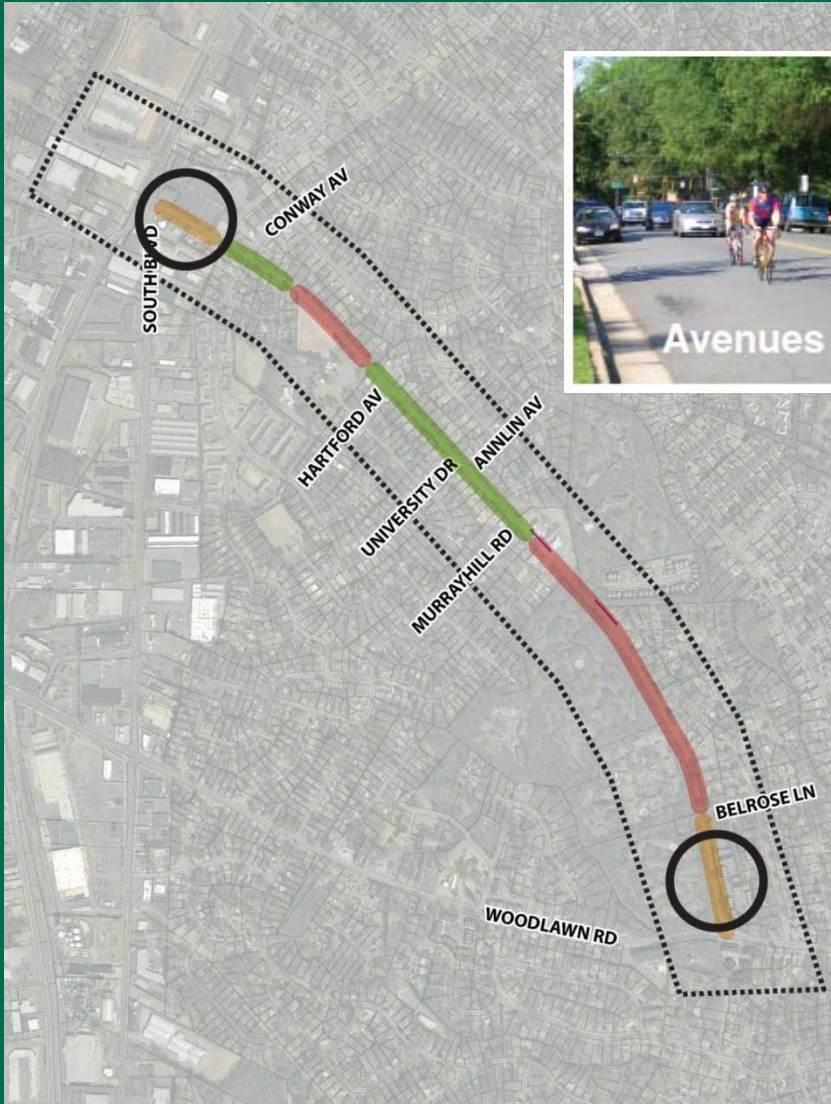
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Thoroughfares



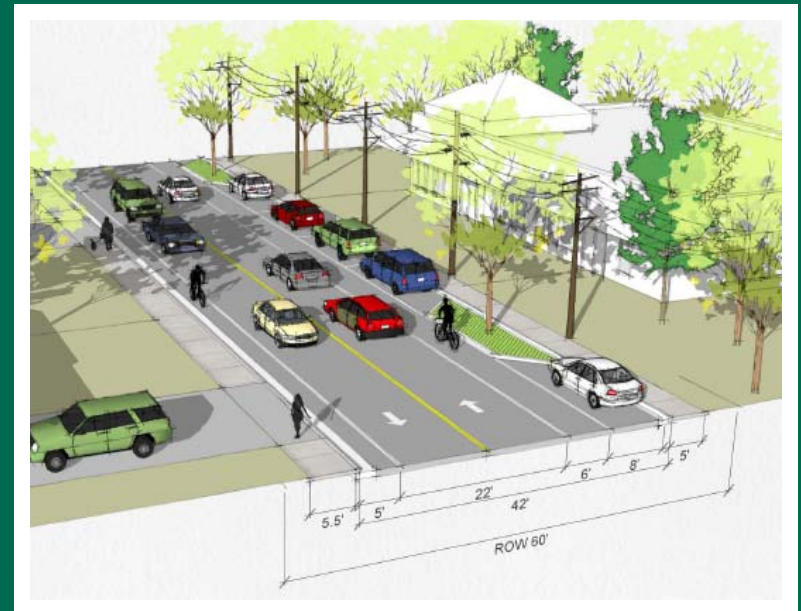


Scaleybark Road



Minor Thoroughfare (2 Lane)

- ~10,000 vehicles a day
- ~1,000 vehicles in peak-hour (~10%)
- ~500 vehicles per lane



Traffic Calming Study Concept

For more info, visit:
CDOT.CHARMECK.ORG

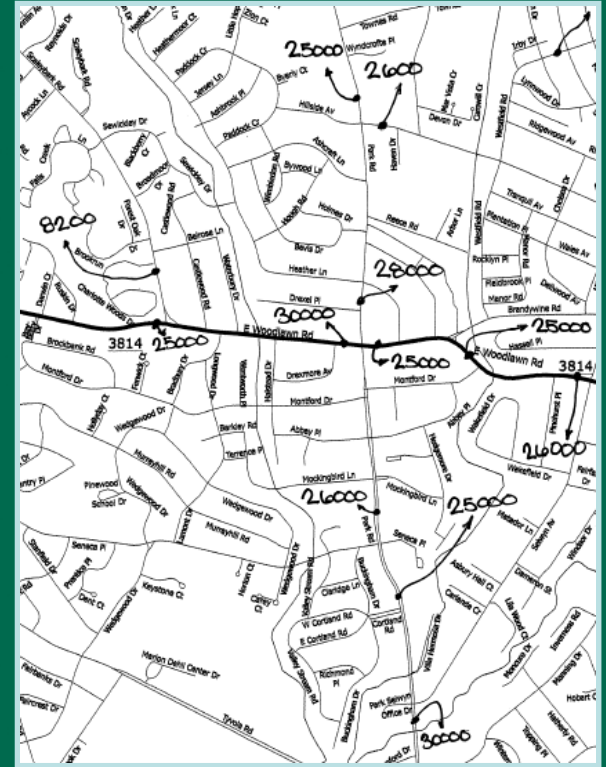


Major Thoroughfare (4 Lane)

30,000 – 35,000 vehicles a day

3,000 – 3,500 Peak-Hour Traffic (~10%)

~800 vehicles per lane



**Radial Major
Thoroughfare**

**Circumferential
Major Thoroughfare**

Major Thoroughfares (4 Lane)






- 25,000 – 30,000 vehicles a day
- 2,500 – 3,000 vehicles in peak-hour (~10%)
- ~700 vehicles per lane (at capacity)



Park Road Corridor Study



Conclusion Categories

-  No further action at this time
-  Requires coordination with private development
-  Requires cooperation with property owners and/or an appropriate funding source
-  Will be incorporated for consideration into currently funded projects
-  Will be completed under current operation & maintenance programs

Park Road Corridor Study

Traffic Calming & Pedestrian Crossings of Thoroughfares



Intersection Geometry



Intersection Crossings



Mid-Block Crossings



Park Road Mid-Block Crossing & Sidewalk Gap (Under Design)

Tyvola Road Mid-Block Crossing (Completed)





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Activity Center





Park Road Shopping Center

Locally Owned Businesses



Location

Tenant Mix

Variety of Activities

Access to Shopping

Montford Drive

Sense of Place/Community

History



CAG Breakout Exercise – Activity Center Issues

Mixed-Use Activity Center Group

- Address new development's impact on congestion
- Connect commercial uses for pedestrians
- Share and minimize parking
- Integrate transit development



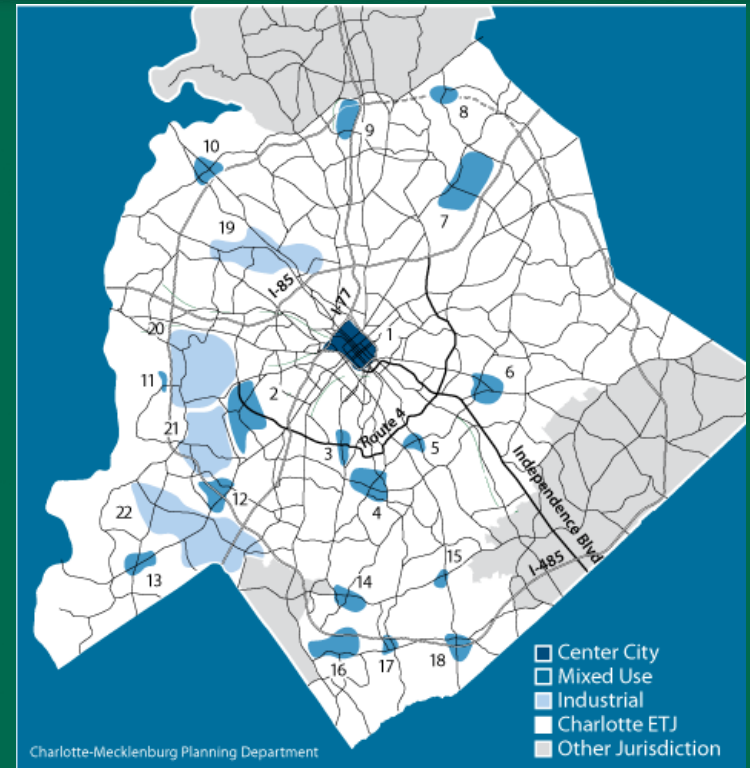
Activity Center



Mixed-Use Activity Centers

should be served by a range of transportation modes, including:

- Major thoroughfare access
- Dense and interconnected street network
- A well-developed pedestrian system
- Direct pedestrian and vehicular connections from core to the edge and surrounding neighborhoods
- Local bus service
- Bicycle facilities, within the Center and with connections to surrounding neighborhoods



*The transportation **focus** should be on **enhancing the existing system** to promote **walking, bicycle and transit access** – and on **constructing new, interconnected streets** to serve a **range of transportation modes**.*



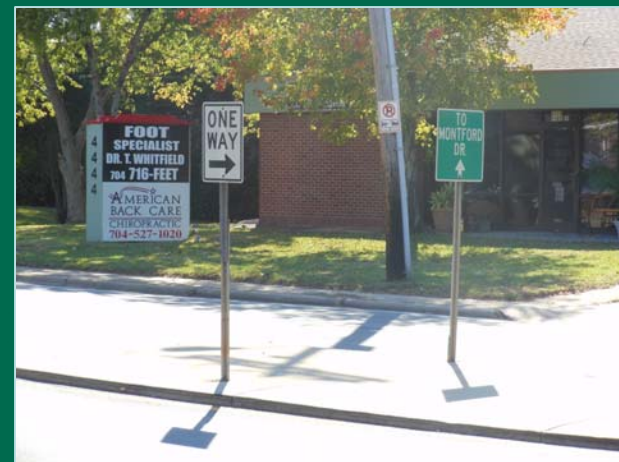
Major Intersection & Thoroughfare Crossings



Pedestrian Circulation



Vehicular Circulation





Signalized Intersections



*Piedmont Row @
Fairview Road*



*Parktowne Village @
Woodlawn Road*



*Ashley Park @
Sharon Road*



"Complete" Intersections

South Blvd & Woodlawn Rd



- High-visibility crosswalks
- Tighter corner radii
- Median refuge areas
- Gateway features

Park Rd & Woodlawn Rd





Cross Access & Driveways



*Phillips Place @
Fairview Rd*

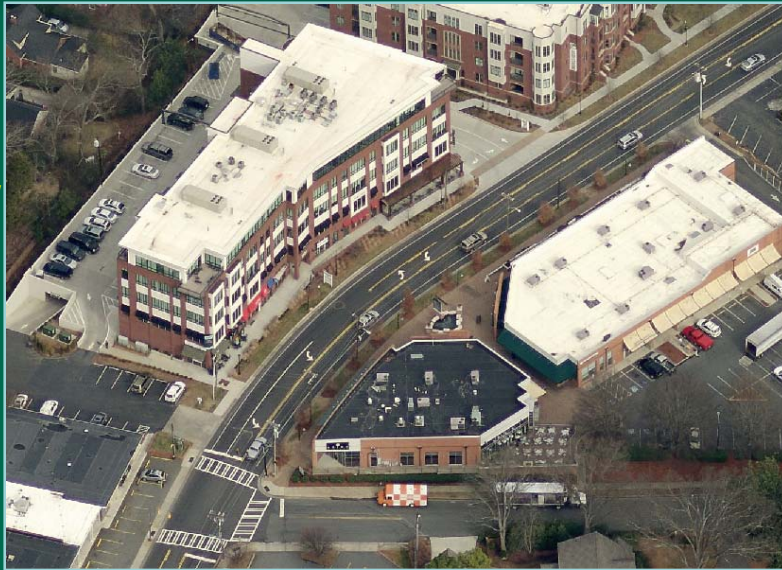
*Park Towne Village
@ Montford Dr*





Parking Placement & Design

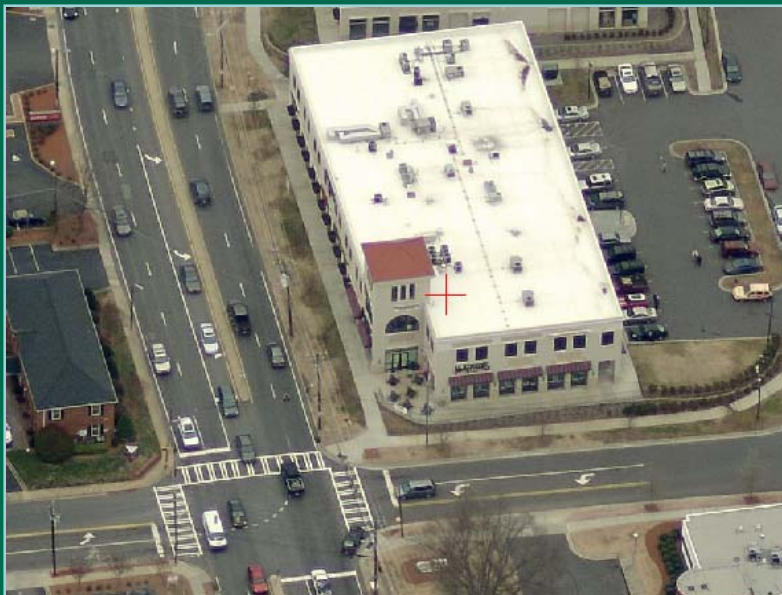
Tranquil Court



Park Selwyn Terrace



*Park Rd
Seneca
Place*

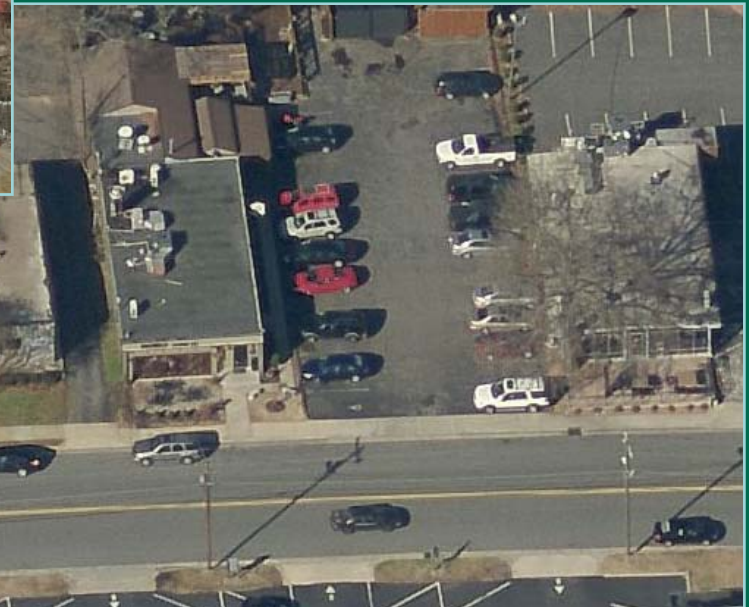




"NoDa"

N. Davidson St.

Montford Drive



TOWN MAKER'S GUIDE: Healthy Building Placement

Auto-Oriented

Pedestrian-Oriented



EDGES	SIDEWALKS	PARKING	BUILDINGS	CHARACTER	EDGES	SIDEWALKS	PARKING	BUILDINGS	CHARACTER
Edges are essential for a comfortable walk. Edges define spaces and provide visual cues to guide appropriate behaviors. Open areas such as this create high levels of discomfort for both walkers and drivers. Without an edge, walkers feel they have entered the motorist's realm and motorists feel that pedestrians do not belong, as they do not respect them. Edges always look solid and make people feel safe.	Sidewalks must be a comfortable width (typically 6-10 feet for suburban residential streets), be separated from the curb with a planer strip of 6-10 feet, be continuous and not open to narrow driveways. In general, the higher the roadway speed the wider the planer strip. This space lacks an sidewalk completely, but even the planer with a walk does not "invite" walking.	Parking set to the front of a building derails walking in many ways. It creates building-to-building conflicts of approach as wide as 600 feet. Such inhospitable environments too hot in the summer, too cold in the winter and overly full of cars, bicycles, strollers, or even auto animals. Off-street parking takes three times as much land as on-street parking.	Walkability requires easy and complete access to buildings. When buildings are set back, oriented by lot or plagued with problems, individual properties often come up the front of a block into independent parking lots and this fragmentation of land creates ugly and unpleasant spaces for travelers. It derails the overall experience and obscures the overall land value. Property owners rarely take care of these spaces, leaving instead in large signs advertising to drivers.	Suburban style strip malls and building types are often devoid of character and personality. They are long, featureless, blouses, uninteresting, uninspiring spaces. Walkers tend to show such "voids" and motorists tend to speed up when they come across them. These spaces can be anywhere - they have a universal ugliness. Health studies reveal that people in ugly places have elevated blood pressure. Best to replace them with a more vibrant character.	Quality edges provide a protective enclosure satisfying the human eye, heart and feet. Edges address our need for comfort, safety and security. Creating a sense of enclosure usually requires building to the corner edge of walkways, planting, ground cover and trees, and including on-street parking to buffer the pedestrian from moving traffic. Edges are essential to an enjoyable walking experience.	Sidewalks of sufficient width when walking is to be the most natural, fun, rewarding and healthy way to travel. They allow people to enjoy walking, a relaxed conversation with a friend, to linger or sit outdoors at a cafe, and they encourage people to shop and socialize. Although sidewalks can be made of a number of materials from concrete to pavers, the most pleasant walkways have a simple elegance—they are well constructed and maintained.	The combination of on-street parking and urban buildings markedly screens or fully hides all street parking. Off-street parking is placed in interior courts or in well landscaped gardens to the side or rear of the building. Throwing down more or placement village rarely require off-street parking resources. In many cases today, municipalities prescribe minimum number of spaces that are allowed, which makes better use of limited space.	Quality buildings not only create an address, they address the street. Well designed urban buildings have 70-95% glass at grade, bring natural surroundings to the street. A palette of colors, shapes, lines, textures, window styles and materials, authority and dignity to a street. In order to improve mobility and accessibility, buildings need to have convenient levels and passes, including every 333 feet and accessible bus.	Buildings can be simple in their design, but they must help contribute to the character, personality, style, simplicity, elegance, charm and experience of the street. In this way, they define where we are. We need to give in our environment, celebrate great ordinary and cultural achievements, and create a place that is always fun to come back to, enjoy and protect. A great street is also great housing.



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Greenway





Little Sugar Creek Greenway







Greenway Connections

Little Sugar @ Kings Drive



Little Sugar Creek @ Park Rd Shopping Center



Four Mile Creek @ Piper Glen



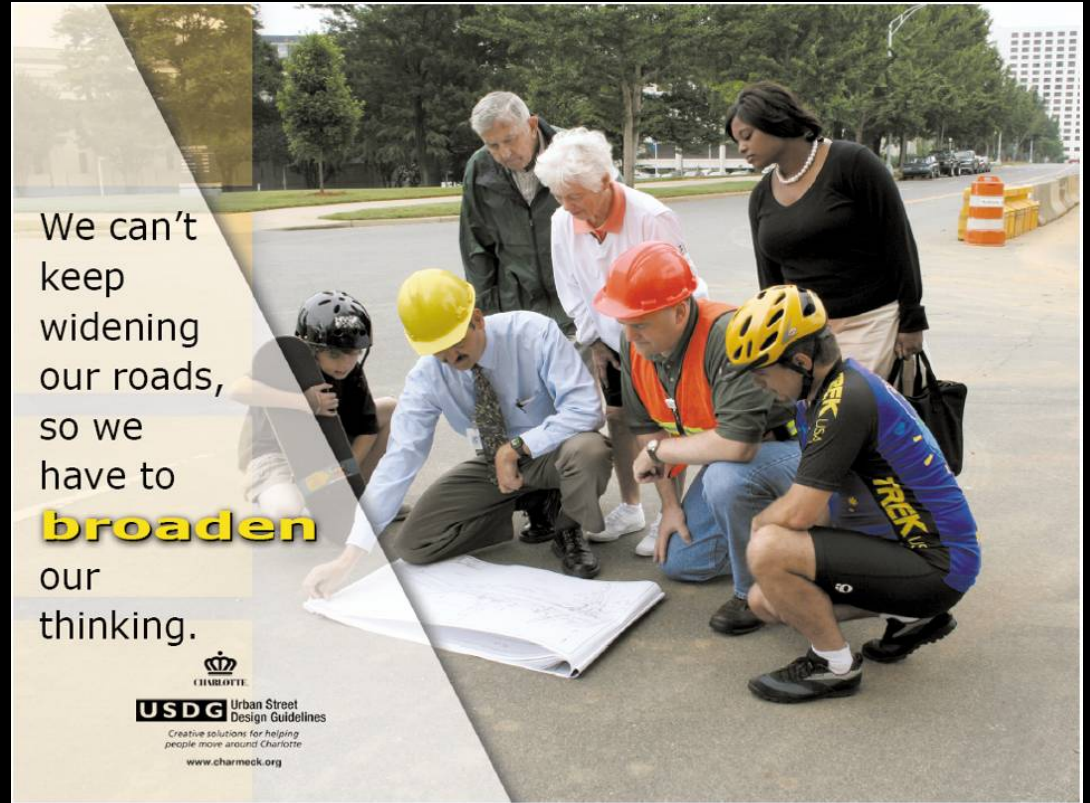


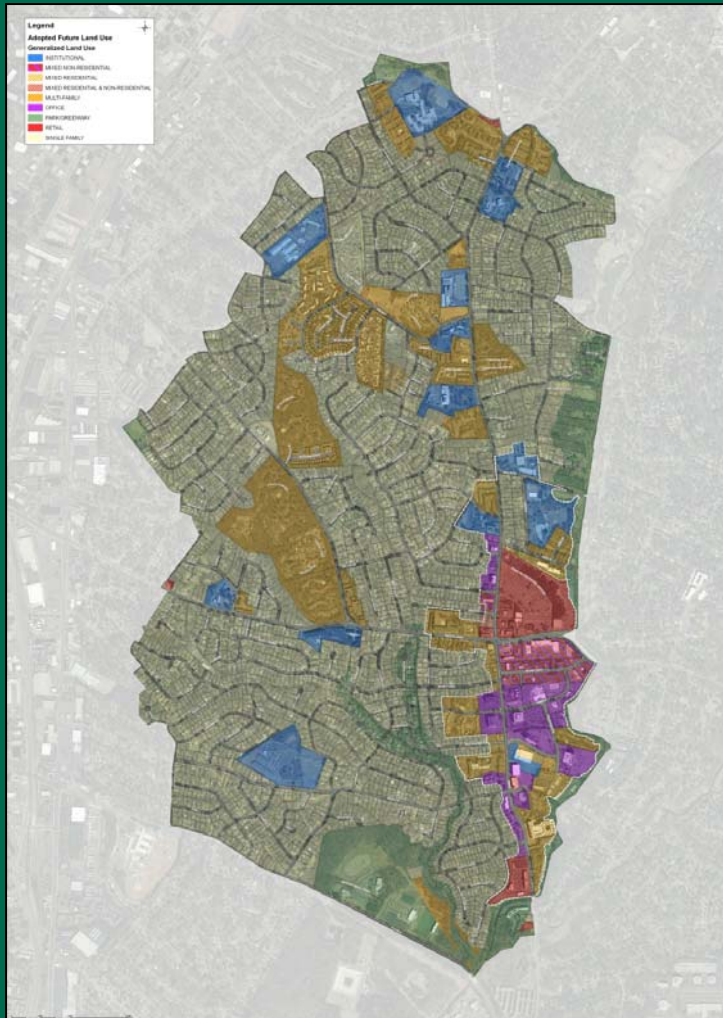
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Group Exercise

We can't keep widening our roads, so we have to **broaden** our thinking.


USDG Urban Street Design Guidelines
Creative solutions for helping people move around Charlotte
www.charmeck.org

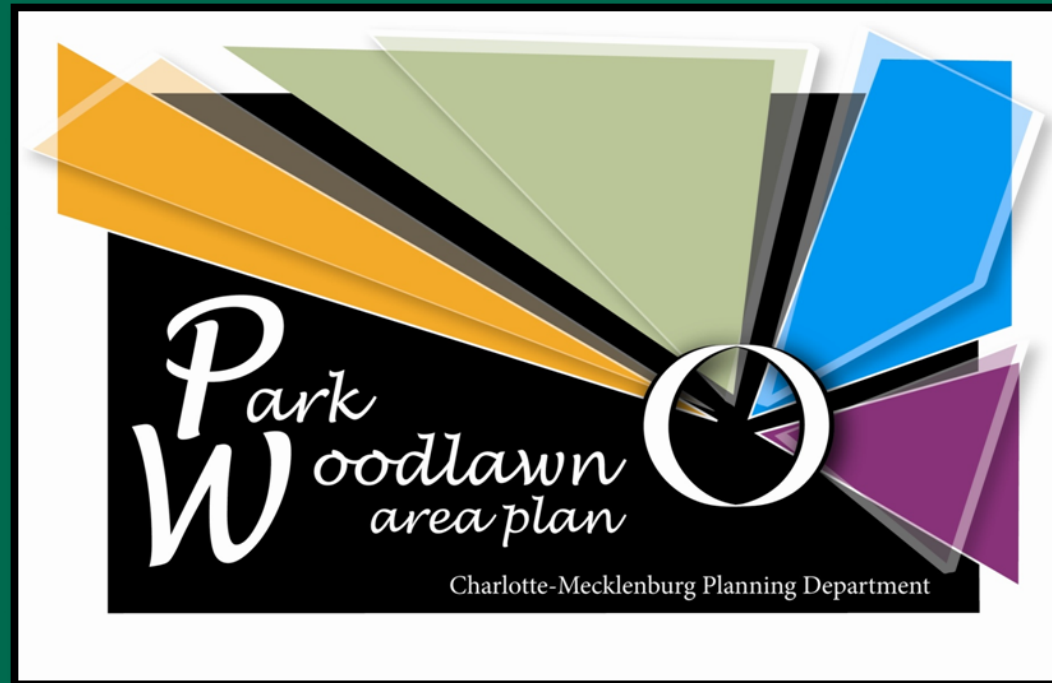




1. Three (3) groups: **Neighborhoods**, **Thoroughfares**, and **Center/Greenway**
2. Pick a group and start discussing what types of **transportation tools** and/or **site design tools** you would you like to see in each area. Place post-it-notes in those areas. (15 minutes)
3. Switch tables (optional) and repeat exercise for new area. (15 minutes)
4. A staff person will be stationed next to each map to help guide the discussion and to answer any questions
5. Review overall group discussions



Next Steps



- Citizen Advisory Group Meetings

All meetings start at 6pm here at the YWCA

~~1st Meeting December 8th, 2011~~

~~2nd Meeting January 12th, 2012~~

~~3rd Meeting February 16th, 2012~~

4th Meeting March 8th, 2012

5th Meeting April 12th, 2012

6th Meeting May 10th, 2012

Other Future Meeting Dates, Time and Location TBD



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Thank You!

www.charlotteplanning.org

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City and County Staff will be available to discuss specific issues with you after the meeting.

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