

Public Meeting

December 4th, 2012



Agenda

- 1. Introduction & Overview
- 2. Existing Conditions
- 3. Area Plan Process
- 4. Draft Plan Recommendations
- 5. Wrap-up & Next Steps





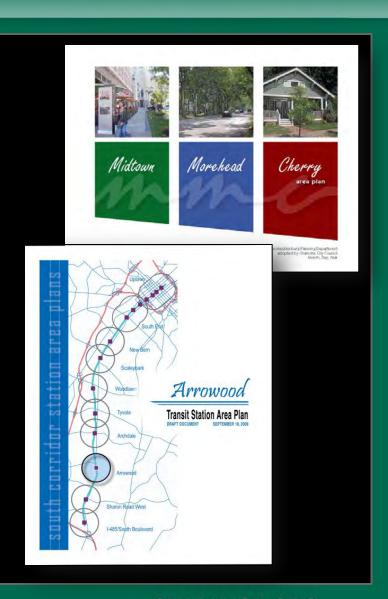
Plan Development Overview





What is an Area Plan?

- Community's Shared Vision for the Future
- Policy guide that provides a framework for future growth and development
- Has a specific geographic focus and provides detailed Land Use, Community Design, Transportation, and other recommendations
- Identifies public and private investments and strategies that should be pursued in order to realize the plan vision
- Updates the broader, more general district plans as well as older area plans
- Addresses how the community should be maintained and/or changed in the future





What Can You Expect From an Area Plan?

Clarify the Vision for the Area

Identify and provide policies to address development opportunities and issues

But not . . .

Create regulations or

laws

Identify public and private investments needed to achieve vision

But not . . .

Provide funding and implementation means overnight

Possibly recommend zoning changes in appropriate locations

But not . . .

Rezone property

Guide more appropriate development

But not . . . Halt development



Why Do a Plan for This Area?

 To update existing plans to provide more specific guidance for growth and redevelopment

> Park Road Corridor Area Plan (1992) Central District Plan (1993) South District Plan (1993)

- To better integrate community design, transportation, and land use planning
- To take better advantage of the connections between the neighborhoods and the mixed-use activity center
- To coordinate with critical transportation needs and projects



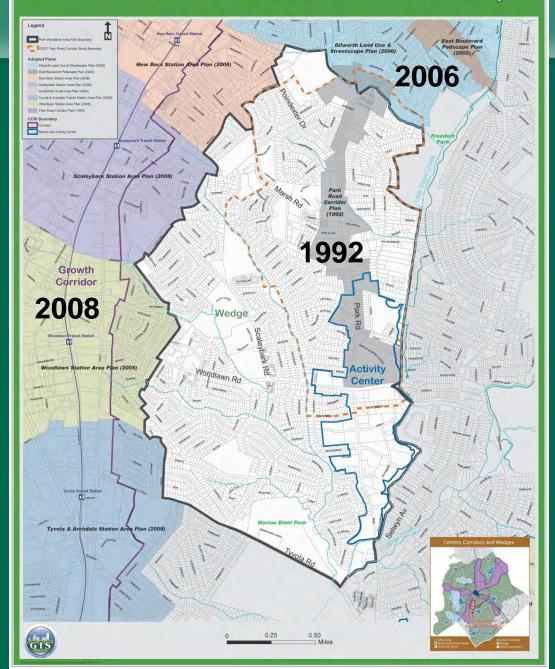




Existing Conditions



Park Woodlawn Area Plan Boundary



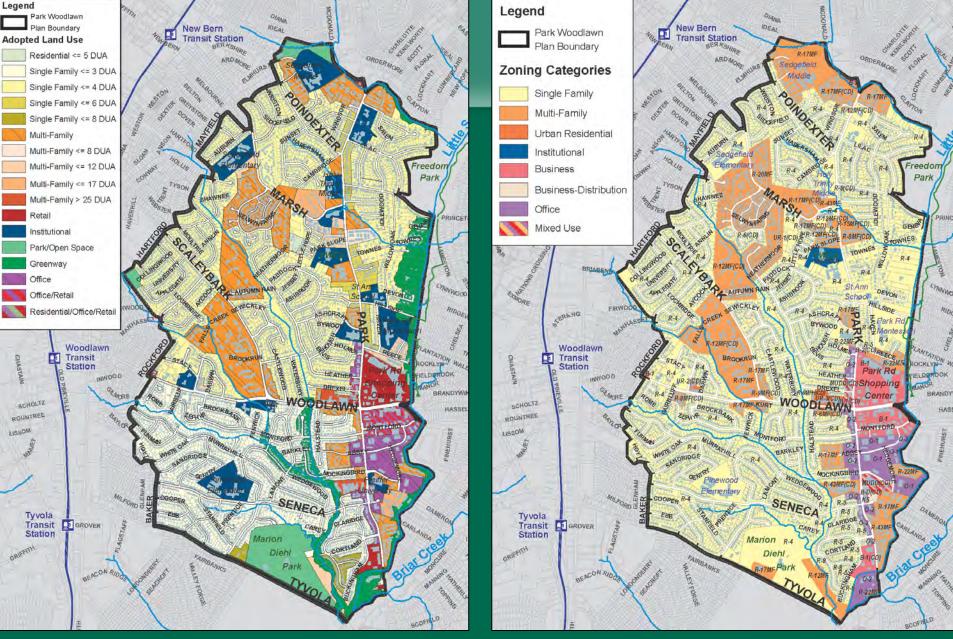






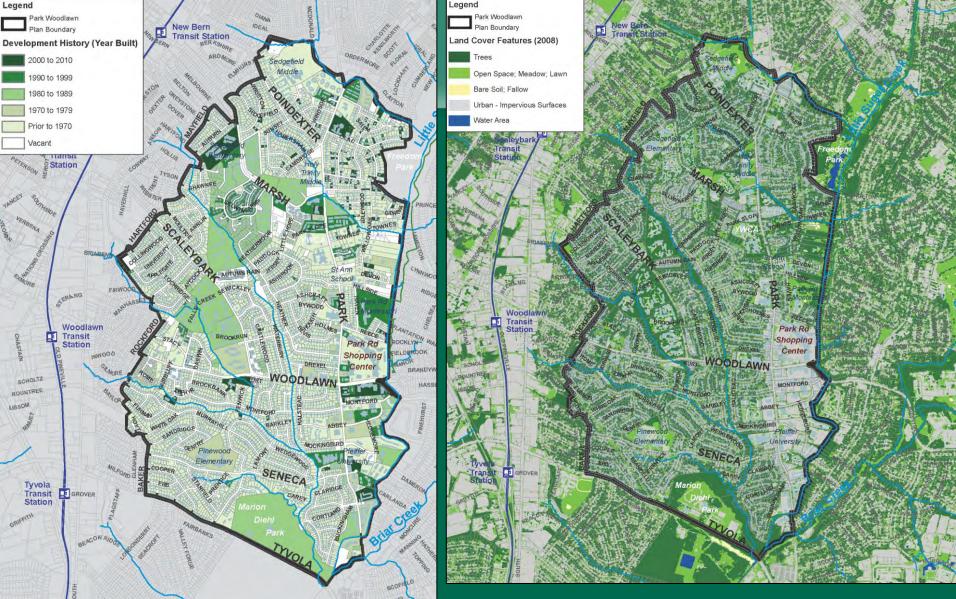
Population

Geographic Area	1990	2000	2010
Park Woodlawn Plan Area	11,533	12,467	12,164
% Increase/Decrease		8.1%	-2.4%
City of Charlotte	395,934	540,828	731,424
% Increase		36.6%	35.2%
Mecklenburg County	511,433	695,454	919,628
% Increase		36.0%	32.2%
Source: U.S. Census Data (Block Level)			



Adopted Land Use

Existing Zoning
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Development History (Year Built)

Land Cover



Area Plan Development Process



Plan Development Process





Kick-Off Meeting / Survey Results

Tree
Canopy
Walk-ability



Access/Location

Character

Parks & Greenways

Neighborhood Feel

Land Use Choices

Family Friendly Neighborhoods

Bike Lanes



Citizen Advisory Group

- Public Kickoff Meeting November 2011
- Citizen Advisory Group Meetings

Vision Statement December 8th, 2011

Land Use January 12th, 2012

Land Use February 16th, 2012

Transportation March 8th, 2012

Greenways / Environment April 12th, 2012

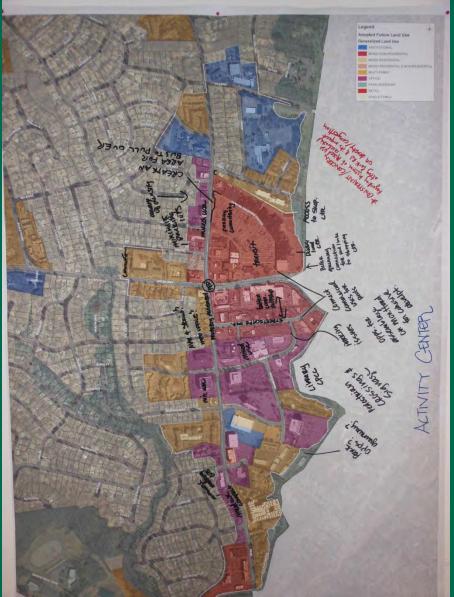
Market Study May 10th, 2012

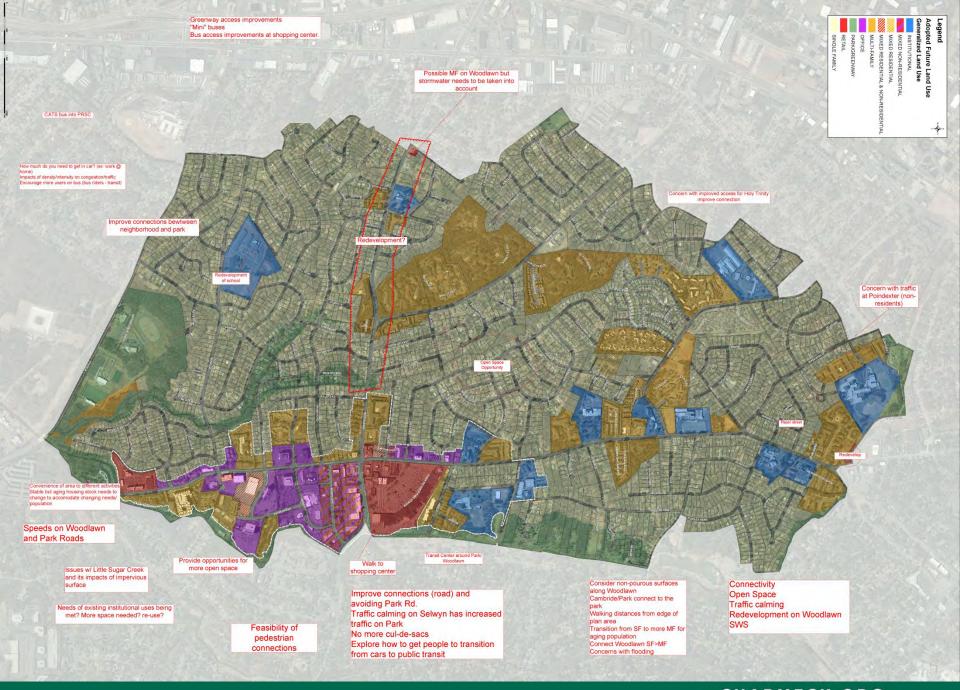
Design Workshop June 5th, 2012



Land Use Group Discussion











Design Workshop



LandDesign.













Focus Area 2

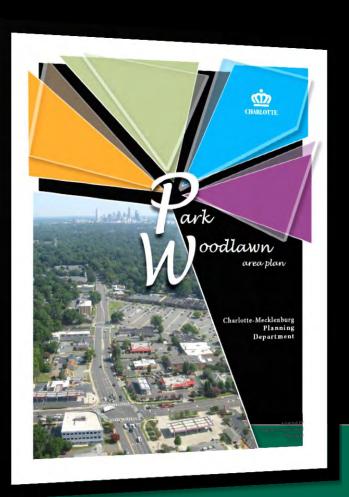


Park Road Shopping Center and Park Towne Village





"Draft" Plan Policies



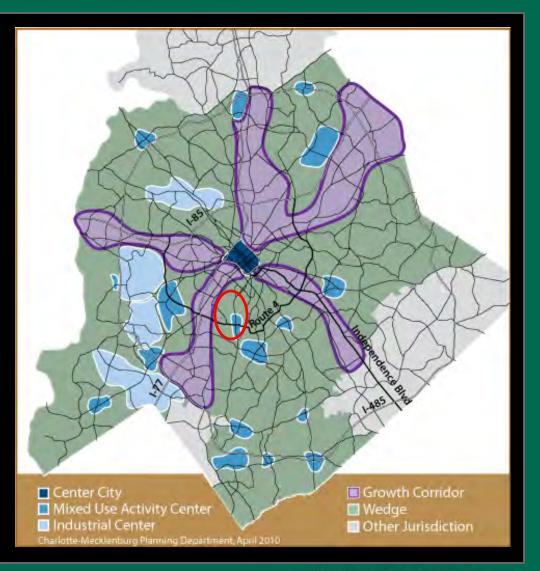


Policy Context / CCW Growth Framework

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

Growth Corridors are priority locations for new growth, but may include specific neighborhoods for preservation.

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



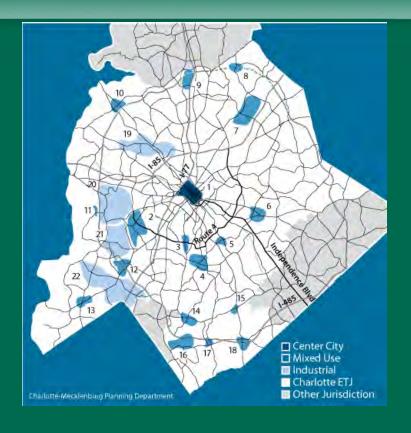


Policy Framework

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.

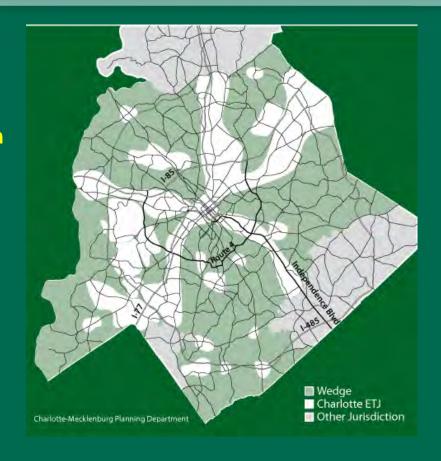


Policy Framework

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.



Opportunities & Issues

Opportunities

- Strong Neighborhoods
- Local Business Core
- Strategic Location
- Park, Recreation & Open Space



Issues

- Limited Redevelopment Opportunities for New Growth
- Limited East/West Connectivity
- Connectivity and Walkability within Mixed-Use Activity Center
- Traffic Congestion



Vision Statement





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

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

- Neighborhoods which are the backbone 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 take shape.
- Transportation infrastructure will be developed to connect neighborhoods with activity centers; and should safely accommodate pedestrians, bicyclists, transit users, and motorists.
- 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.



Goals

To achieve the future envisioned for the plan area, the following goals have been identified. The goals build upon adopted plans and polices.

LAND USE

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

View from Seneca Place area looking south. Park Road, within the Activity Center, is shown surrounded by Wedge areas which contains established neighborhoods.

COMMUNITY DESIGN

Plan new developments that respect the scale, design, and proximity of adjacent buildings and land uses, especially when impacting single family residential. Good architecture and site design, as well as quality construction materials should be utilized to ensure the long-term sustainability, and economic vitality of all development regardless of the proposed use.

TRANSPORTATION

Support and develop a connected, affordable, balanced transportation system that encourages walking. It should safely and sensibly accommodate pedestrians, bicyclists, and transit users while allowing for neighborhood-friendly automobile speeds for motorists and business patrons traveling to and through the plan area.

INFRASTRUCTURE AND PUBLIC FACILITIES

Maintain and enhance public facilities such as parks and greenways, and emphasize environmental and economic sustainability for new or updated public facilities and infrastructure.

ENVIRONMENT

Preserve and protect the natural environment, parks, tree canopy, open space, and natural resources. Promote measures to minimize the adverse effects of new development on land, air and water quality, and encourage the use of sustainable building practices. Increase the tree canopy in the plan area following the City's adopted 50/50 Tree Canopy policy, especially in the mixed use activity center where the tree canopy is lowest.

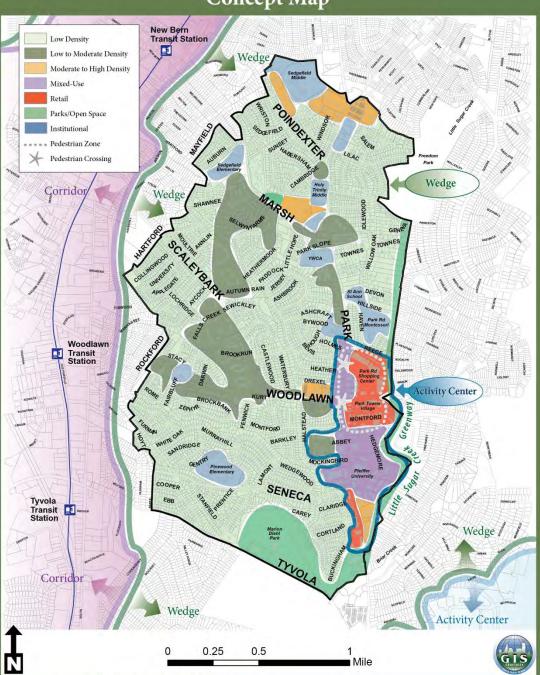




Land Use Policies



Park Woodlawn Area Plan Concept Map

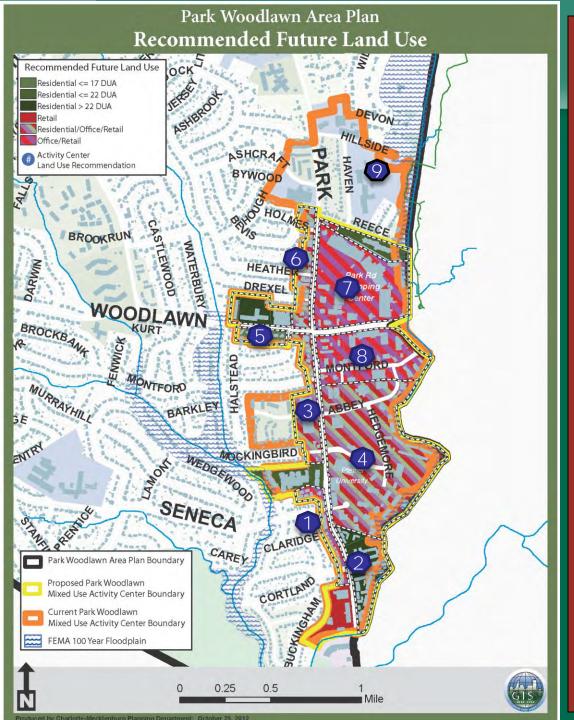


Concept Map

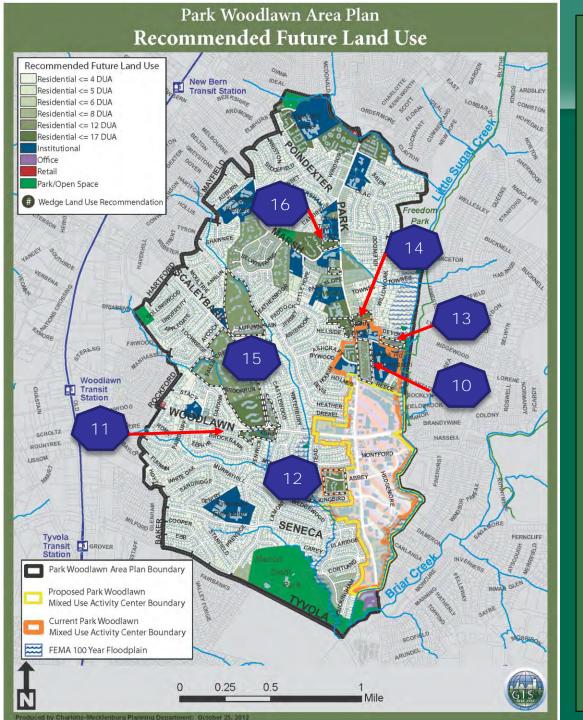


Mixed Use Activity Center

Infill Development



- 1 Office and/or Retail
- 2 High Density Res. >22 existing residential development
- 3 Mix of Uses (Residential / Office and/or Retail), height limited to 40 feet, emphasis on design due to shallow lots
- 4 Mix of Uses (Residential / Office and/or Retail), emphasis on design and pedestrian connections
- 5 Residential up to 17 DUA
- 6 Mix of Uses (Residential / Office and/or Retail), height limited to 40 feet, emphasis on design due to shallow lots
- 7 Office/Retail
 Support infill development of surface parking lots, ground floor office/retail
- 8 Office/Retail
- 9 Reduce Activity Center Boundary



- 10 Residential <= 12 DUA
 Only if all the parcels are assembled</pre>
- 11 Residential <= 12 DUA
 If parcels assembled no lots left out
- 12 Residential <=17 DUA (Recognize existing development)
- 13 Residential <= 12 DUA Emphasis on design due to single family behind parcel
- 14 Residential <=17 DUA
- 15 Keep Densities at 17DUA if Redeveloped
- 16 Residential < = 17 DUA CHA Property zoned at R-43MF



Community Design Policies





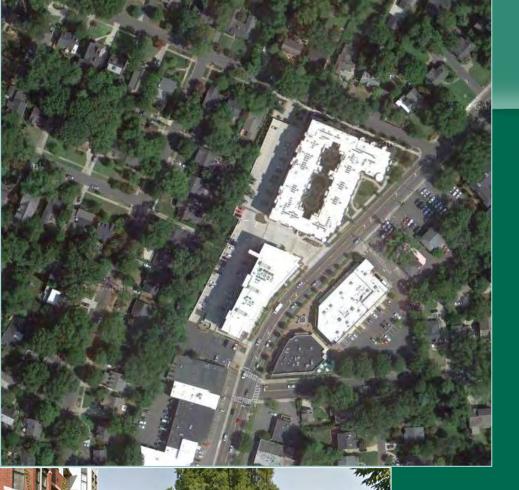




Residential Design Policies Highlights

- Shallow depth lot redevelopment along Park Road should relate to the single family neighborhood behind.
- Multi-family development / redevelopment along Park / Woodlawn Roads should relate to the surrounding context and have pedestrian scale street presence.

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- Transition the scale and height of development with respect to adjacent single family neighborhoods.
- Orient buildings toward street and provide pedestrian access.
- Design buildings with transparent openings and, ornamentation, and architectural character.



Pedestrian and Vehicular Network

- Introduce pedestrian signals and/or pedestrian refuge islands along Park and Woodlawn Roads near the Park Road Shopping Center and Park Towne Village for better neighborhood and pedestrian connectivity.
- Encourage shared parking among different uses where feasible to minimize the amount of parking spaces needed.





Park Road Shopping Center and Park Towne Village

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Transportation Policies









A Variety of Street Types

Network of Streets

Main Street Avenue Boulevard Parkway
Local Street

Land Uses and Street Design

Pedestrian-Oriented Auto-Oriented

Park Woodlawn Area Plan **Future Transportation** New Local Street* Streetscape Enhanced Intersection DEVON Park Road Cross-Access** HILLSIDE RIDGEWOOD SHCRA Pedestrian Crossing New Signalized Intersection HOLMES Greenway Connection LANTATION WALES Overland Connector *Alternative but comparable network consistent with the policy intent of enhanced connectivity will also be HEATHER considered. Additional streets may be required during RIELDBROOK the subdivision process depending upon the size and DREXEL **Symbols on map are representative locations. This policy applies throughout the center. RRANDYWINE WOODLAWN BROCKBANA HASSEL MONTFORD PATFORD MURRAYHILL BARKLEY ABBEY See Wedge WEDGEWOOD Map MOCKINGBIRD SENECA CLARIDGE Existing Greenway CAREY Future Greenway INVER CORTLAND Existing Signalized Intersection MUNCHPE Sidewalk Gaps Future Bicycle Lanes TOVOLA

Future Transportation Activity Center

Park Woodlawn Area Plan **Future Transportation** Park and Woodlawn Roads Designed to Context Scaleybark Road Traffic Calming Local Street Traffic Calming (T-12) Bike-Ped Connection (T-13) Future Bicycle Lanes (T-14) Existing Bicycle Routes Sidewalk Gaps Notall transportation recommendations are Freedom displayed on the map. Additional streets may Park be required during the subdivision process depending upon the size and scale of the See Center Мар Marion Diehl Existing Greenway Future Greenway Existing Signalized Intersection Existing Bicycle Lanes 0.5 Mile

Future Transportation Wedge

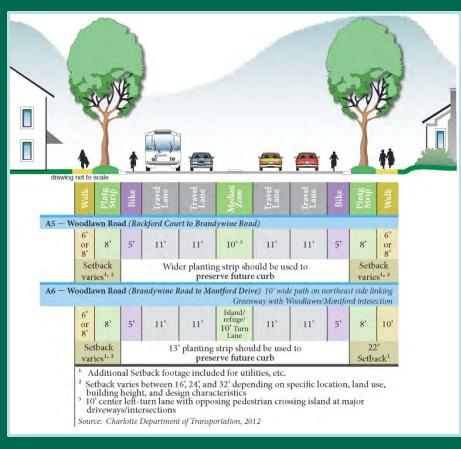


Street Cross-Sections

Park Road

A2 - Park Road (Kenilworth Avenue to Hillside Avenue) 10' 24' or 32' 24' or 32' Maintain existing curb except turn lanes at signalized intersections Setback1 Setback1 A3 - Park Road (Hillside Avenue to Seneca Place) Traffic Island/ 5' or 8 11' 8' or 10' Turn 8' Setback Setback 13' planting strip should be used to preserve future curb varies2 A4 - Park Road (Seneca Place to Briar Creek) 10' wide path on east side linking Greenway with Park/Seneca and Park/Selwyn intesections Island/ or 8' 5' 11 5' 8 or 10' Turn 8' 8 Lane Setback 13' planting strip should be used to Setback preserve future curb varies2 Additional setback footage included for utilities, etc. Setback varies between 16, 24, and 32' depending on specific location, land use, building height, and design characteristics Source: Charlotte Department of Transportation, 2012

Woodlawn Road





Montford Drive (today)









Montford Drive (Proposed Street Cross-Section)







Park Woodlawn Area Plan **Land Cover**



E-1: Encourage Actions (measures) that will ensure long term sustainability of the tree canopy.

E-2: Establish tree canopy goals for the **Park Woodlawn area, following the City's** 50% Tree Canopy Goal in 2050.

Wedge at 50%

Mixed Use Center at 20%

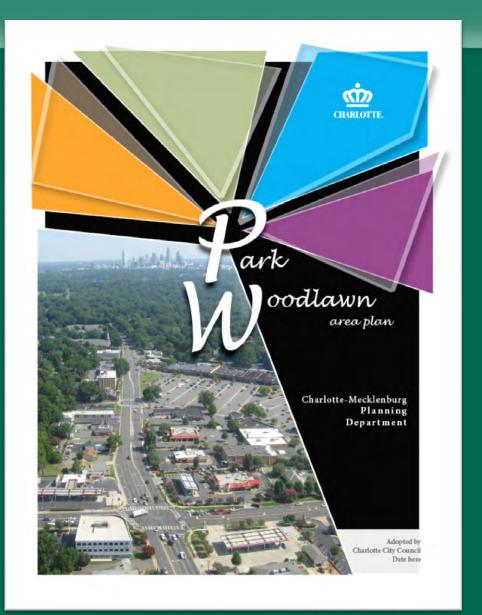
E-3: Support environmental education as a means of reducing the amount of pollutants entering area streams and creeks.

E-4: Integrate innovative and eco-friendly storm water management practices into the design of new development when feasible.



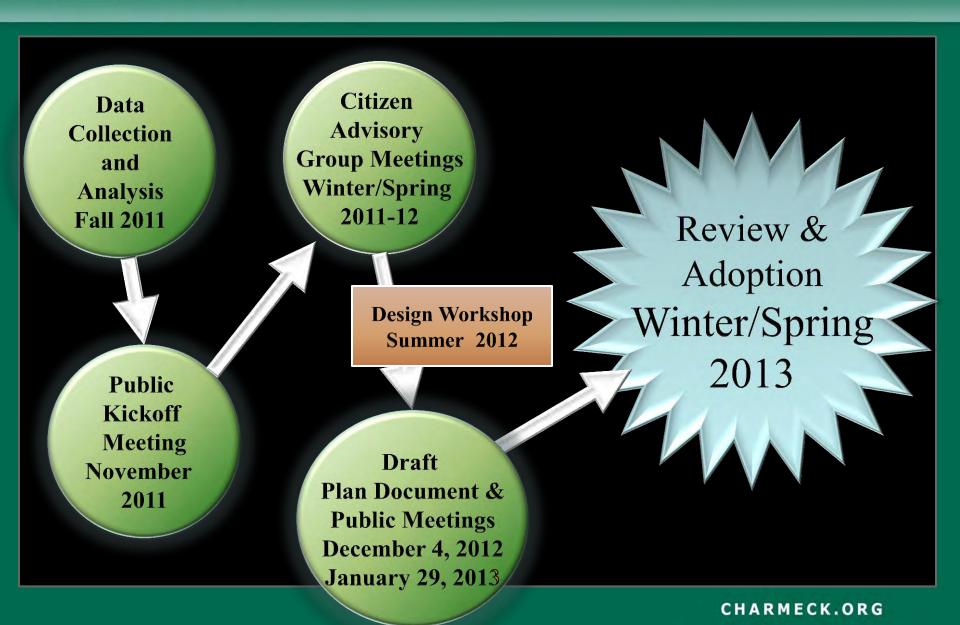


Next Steps



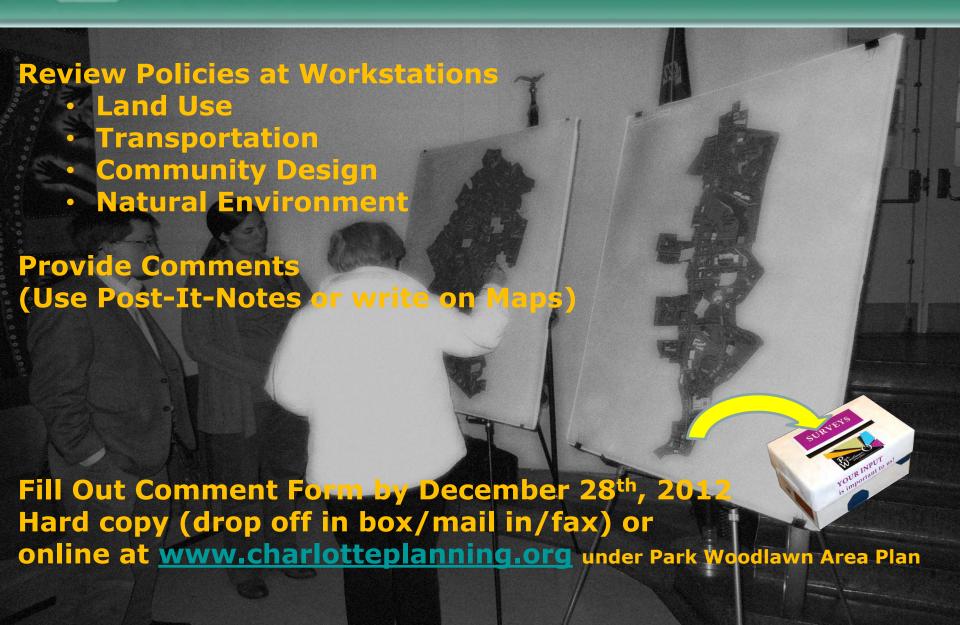


Plan Development Process





Review "Draft" Policies







Questions?





Next Meeting!



January 29th, 2013 at 6pm, Park Road Baptist Church

