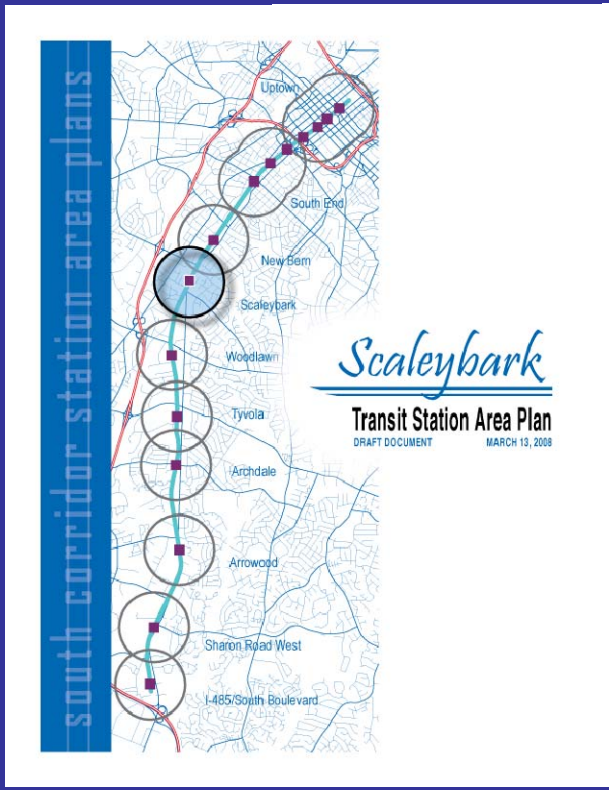


Scaleybark Transit Station Area Plan

Charlotte-Mecklenburg Planning Department

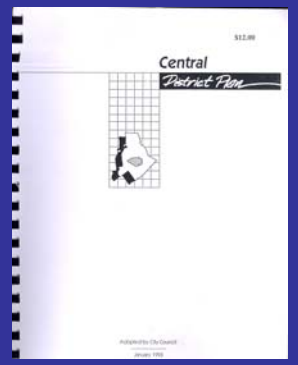
March 13, 2008

Presentation Outline

1. Purpose/Process
2. Station Area Overview
   - Policy Context
   - Study Areas
3. Plan Recommendations
   - Vision
   - Land Use and Community Design
   - Transportation and Streetscapes
   - Infrastructure and Public Facilities
   - Environment
4. Plan Implementation
5. Next Steps

Part 1: Plan Purpose

- **Defines vision for area**
- **Makes recommendations for land use and community design, transportation, infrastructure and environment**
- **Updates the Centers, Corridors and Wedges boundary in the plan area.**
- **Updates adopted land use policies (Central, Southwest and South District Plans)**
- **Serves as the official streetscape plan for the study area**



Transit Station Area Plan Format

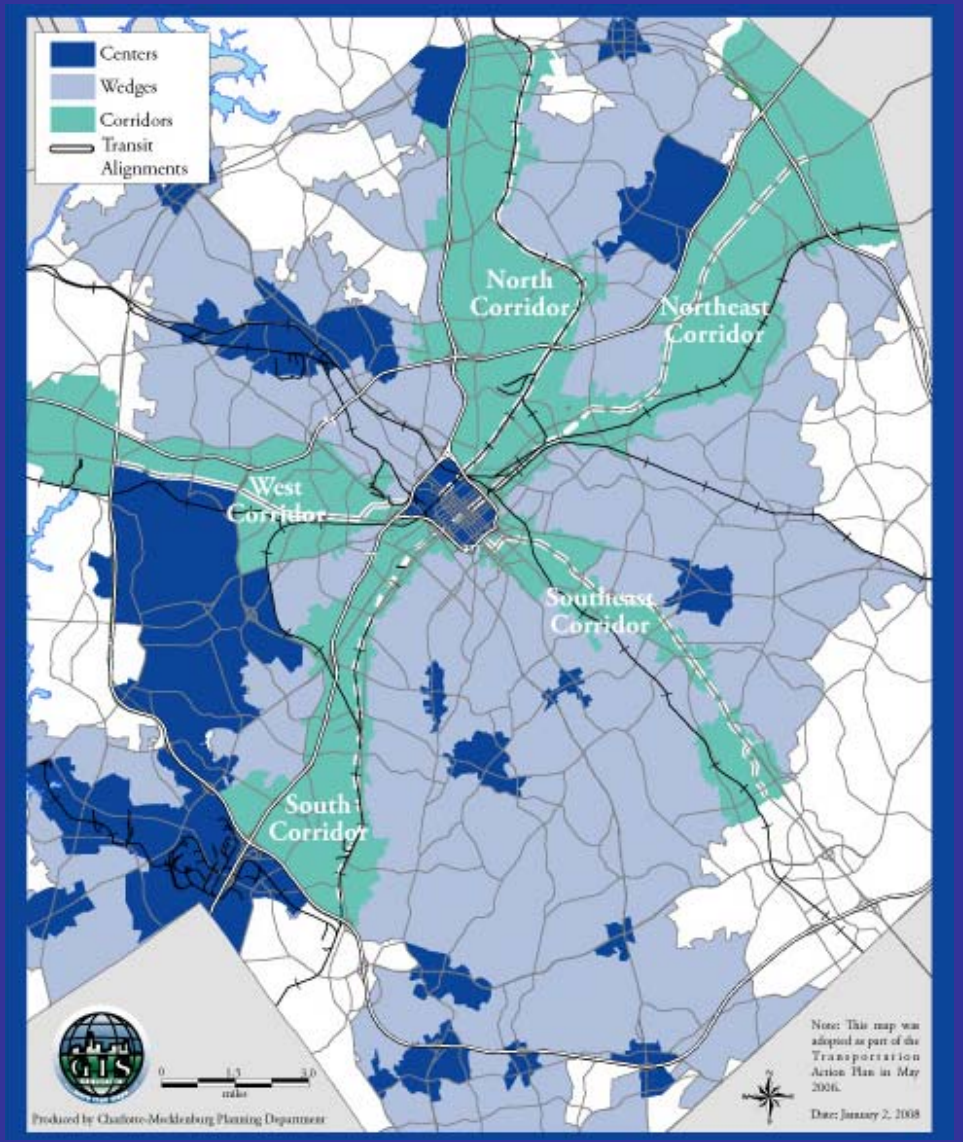
- **Introduction**
- **Volume 1: Concept Plan**
- **Volume 2: Implementation Plan**
- **Appendix: Existing Conditions**

Plan Development Process

- ✓ Began in conjunction with planning for LYNX Blue Line
- ✓ Notification to property owners, business owners, neighborhood groups, residents
- ✓ Citizen meetings
- ✓ Staff team developed draft plan recommendations
- Citizen feedback on draft recommendations
- Plan adoption
- Plan implementation, including rezonings

Policy Framework

- Centers, Corridors and Wedges Growth Framework
- General Development Policies
- Transit Station Area Principles
- Transportation Action Plan and Urban Street Design Guidelines



Part 2: Station Area Overview

City of Charlotte

Transit Station Area Principles

Adopted by Charlotte City Council, November 2001

Land Use and Development

Concentrate a mix of complementary, well-integraded land uses within walking distance of the transit station.

Mixture of Complementary Transit-Supportive Uses

- Provide a range of higher intensity uses including residential, office, retail and civic uses.
- Disallow automobile-dependent uses.
- Provide uses that attract/generate pedestrian activity.
- Consider locating special traffic generators, such as stadiums or colleges, adjacent or within station areas.
- Encourage multi-use developments.
- Encourage a mixture of housing types.
- Preserve and protect existing stable neighborhoods.
- Encourage development of workforce/ affordable housing.
- Encourage upgrading of existing uses to make them more pedestrian friendly.


Increase Land Use Intensity

- Encourage higher densities for new development near the station, with lower densities adjacent to existing single-family neighborhoods.
- Ensure minimum densities for new residential development within 1/4 mile walk from a transit station are 20 units per acre or greater, where appropriate.
- Ensure non-residential intensities within 1/4 mile walk from a transit station will be, at a minimum, 0.75 FAR, where appropriate.
- Allow lesser intensities or densities for new development, if necessary, to preserve existing structures, character, neighborhoods, or to mitigate traffic impacts.


Mobility

Enhance the existing transportation network to promote good walking, bicycle and transit connections.

Pedestrian and Bicycle System

- Provide an extensive pedestrian system throughout the station area to minimize walking distances.
- Eliminate gaps in the station area pedestrian networks.
- Establish pedestrian and bicycle connections between station areas and surrounding neighborhoods.
- Design the pedestrian system to be accessible, safe, and attractive for all users.
- Ensure that the pedestrian network will accommodate large groups of pedestrians.
- Utilize planting strips/street trees, on-street parking, and/or bicycle lanes to separate pedestrians from vehicles.
- Encourage the provision of bicycle amenities, especially bicycle parking.

Street Network

- Design streets to be multi-modal, with emphasis on pedestrian and bicycle circulation.
- Redesign existing street intersections, with a greater emphasis on pedestrian and bicycle crossing.
- Develop an interconnected street network designed around a block system, with blocks a maximum length of 400'.
- Ensure that the pedestrian network will accommodate large groups of pedestrians comfortably.
- Consider new mid-block street crosswalks.
- Incorporated traffic calming into the design of new streets.


Parking

- Reduce parking requirements in station areas and establish parking maximums.
- Minimize large surface parking lots for private development.
- Encourage shared parking facilities.


Community Design

Use urban design to enhance the community identity of station areas and to make them attractive, safe and convenient places.

Building and Site Design

- Design buildings to front on public streets or on open spaces, with windows and doors at street level.
- Locate building entrances to minimize walking distance between the transit station and the buildings.
- Located surface parking to the rear of the buildings.
- Design parking structures to include active uses on the ground floor street frontage.
- Limit building heights to 120', with the tallest and most intensely developed structures located near the transit station.
- Screen unsightly elements, such as dumpsters, loading docks, service entrances, and outdoor storage.
- Take safety and security concerns into account during design.


Streetscape

- Design the streetscape to encourage pedestrian activity.
- Include elements such as street trees, pedestrian-scale lighting, and benches in streetscape design.
- Place utilities underground whenever possible.

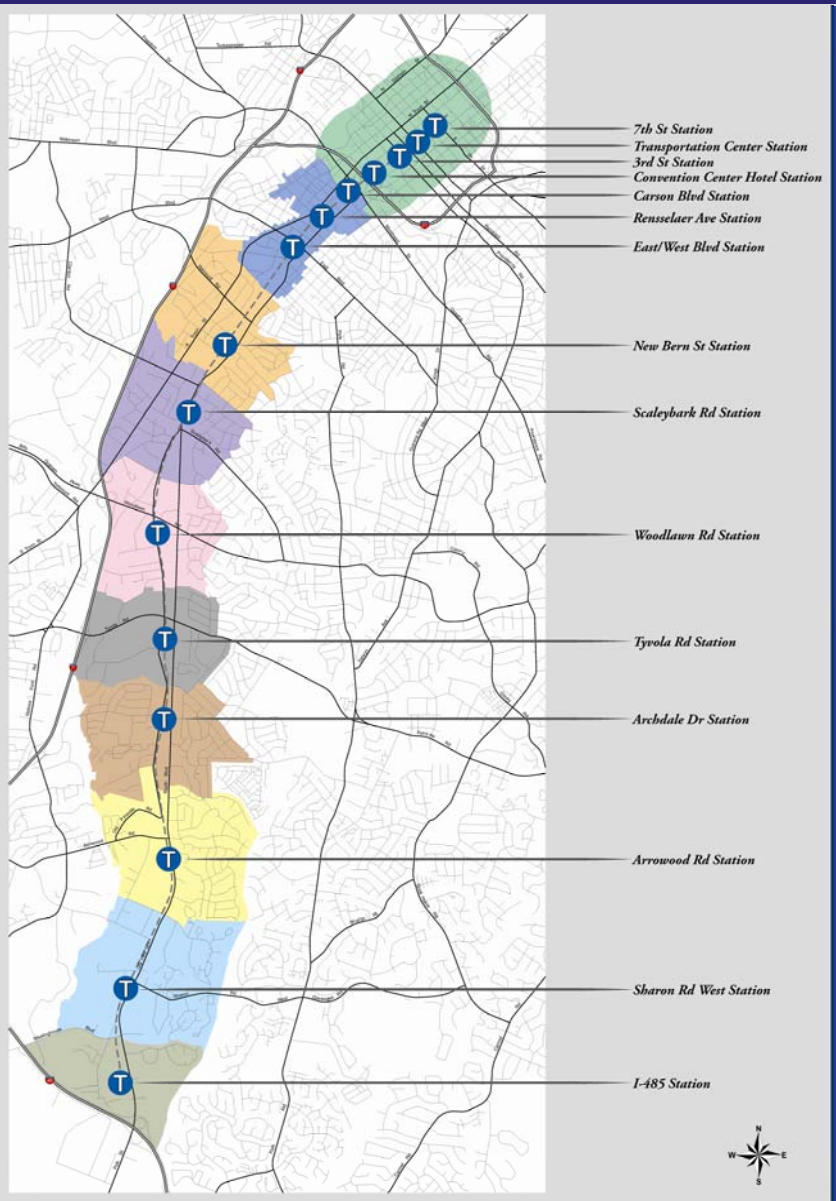

Open Space

- Establish public open spaces around transit stations.
- Design open spaces to be centers of activity.
- Orient surrounding buildings onto the open spaces.



LYNX Blue Line

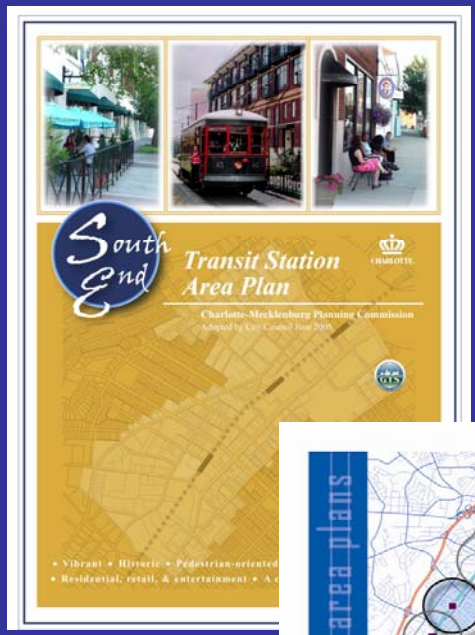
- **Service Began November 2007**
- **10 miles**
- **15 stations**
- **5 trolley stops in South End**

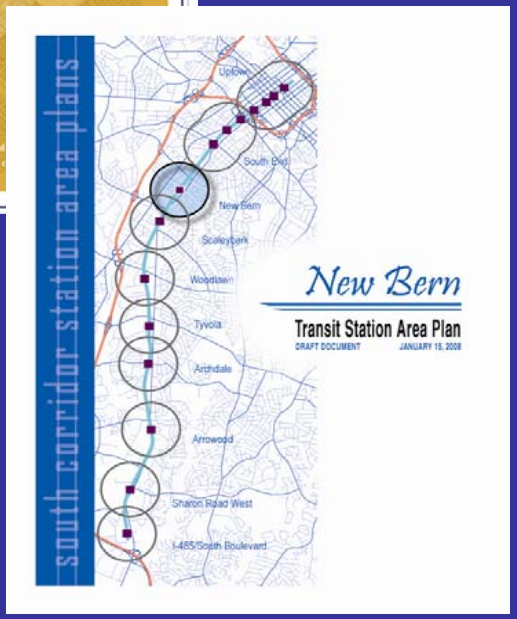


Transit Station Area Plans (to date)

- **South End Plan**
  Adopted June 2005
  (covers 3 stations)

- **New Bern Plan**
  Under development
  - **2 public meetings**
  - **Pending Planning Committee Approval**

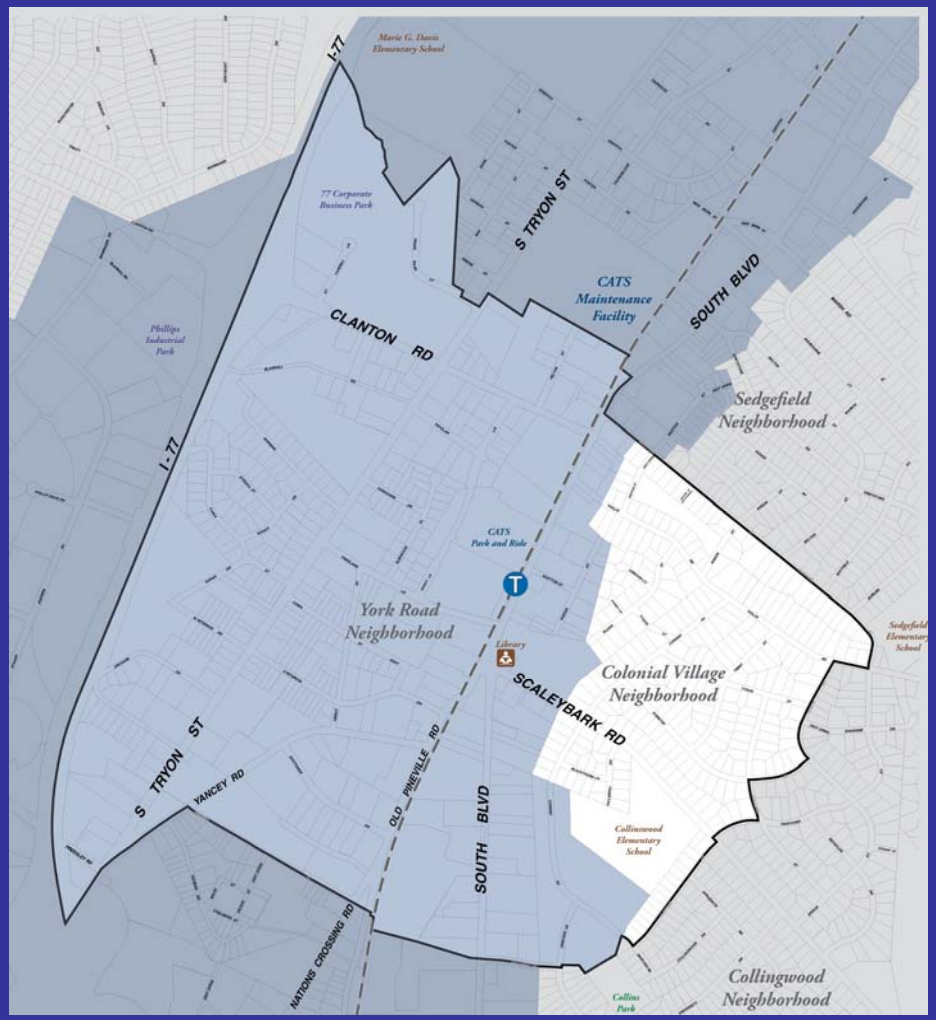




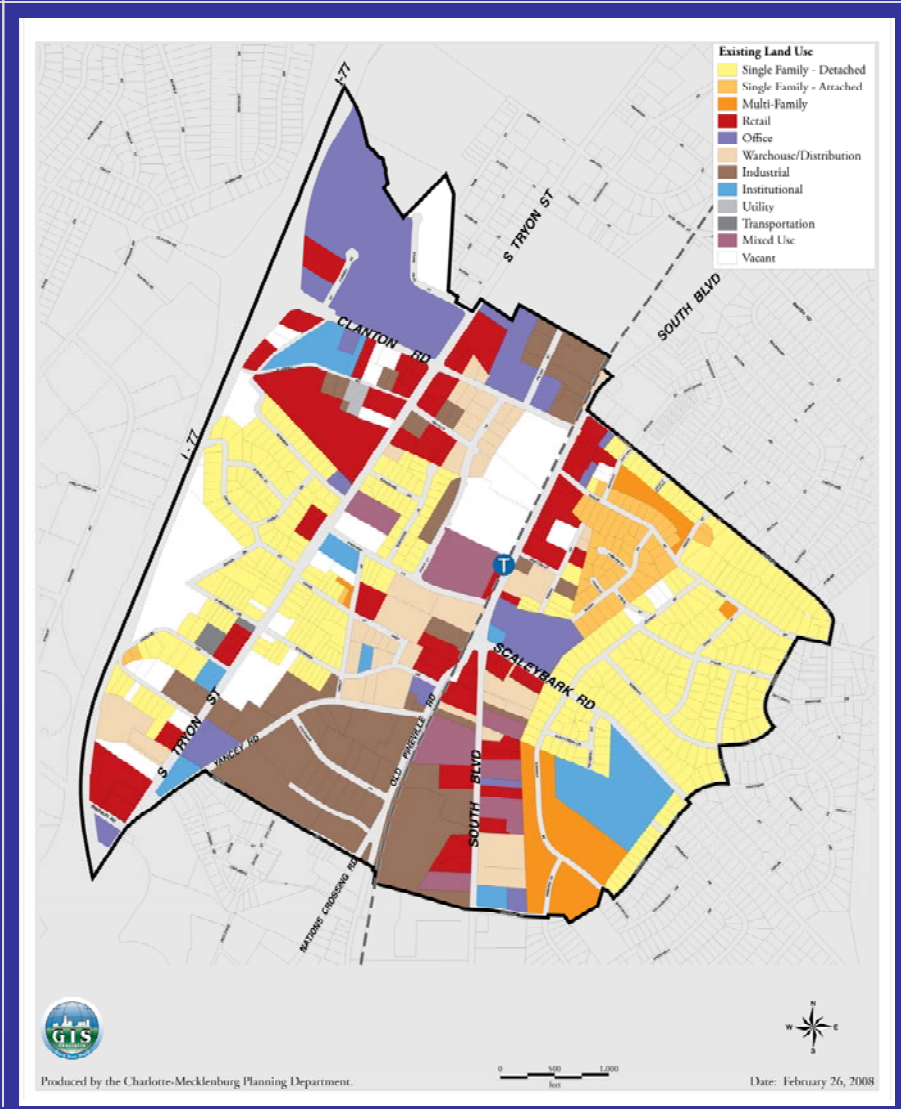
Scaleybark Transit Station Area Plan

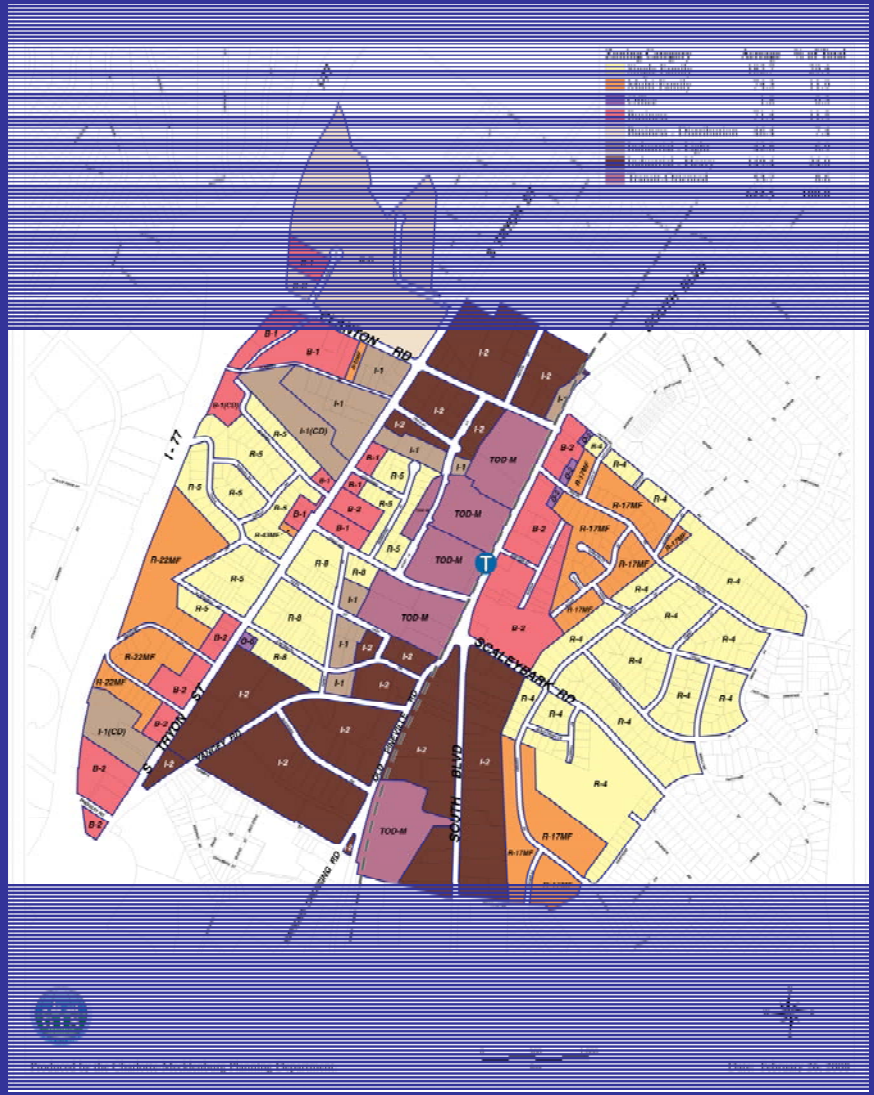
Scaleybark Plan Area

- **644 acres**
- **Located in the South Growth Corridor and adjoining Wedge**
- **Bounded by the Sedgefield, Colonial Village and York Rd. neighborhoods**
- **Major roads include I-77, South Tryon St., South Blvd., Clanton Rd., and Scaleybark Rd.**



Existing Land Use



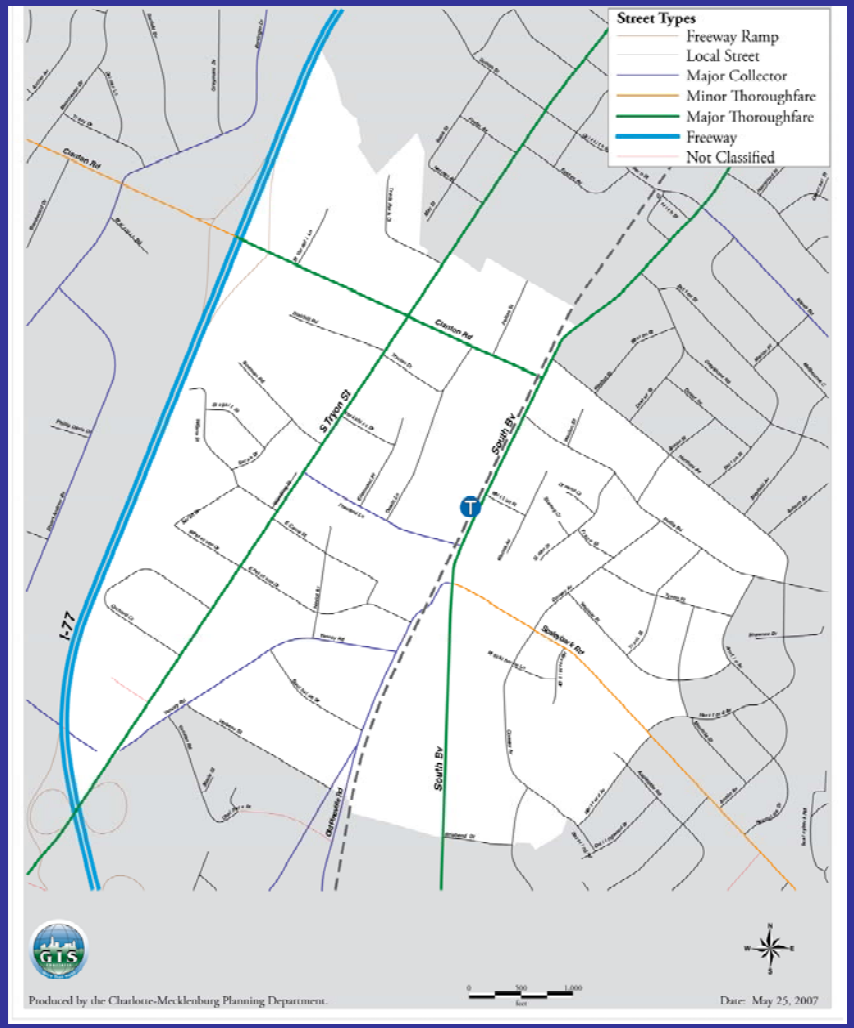


Land Use

Zoning

Existing Land Uses

Existing Transportation



Streets

Sidewalks

Opportunities and Constraints

OPPORTUNITIES

-Improved Environment

-Station Location

-Assembled Land

-Redevelopment Momentum

-Underutilized Land

-Library Relocation

-Potential Ridership Base

CONSTRAINTS

-Existing Land Use and Zoning

-Station Area Street Network

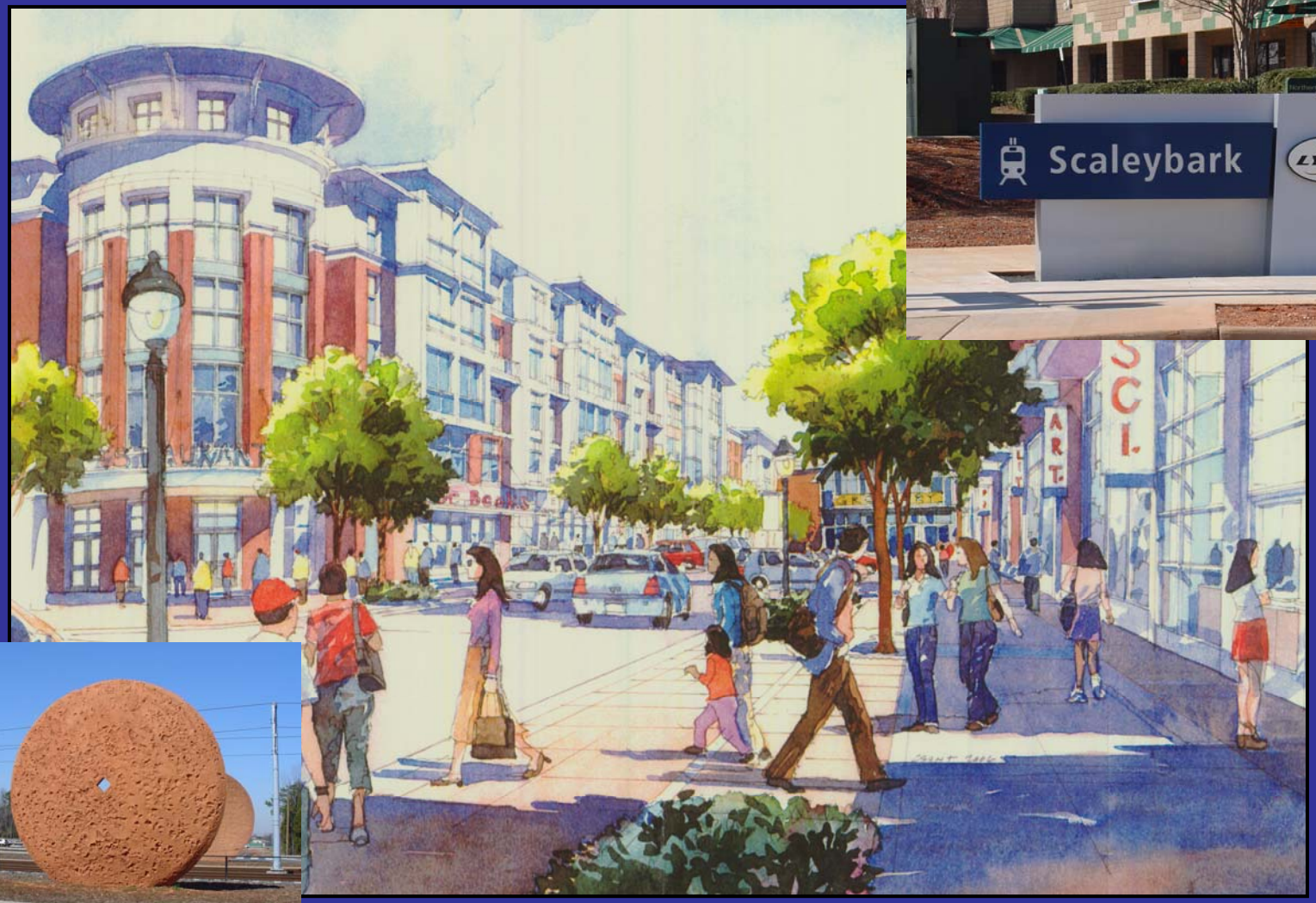
-Poor Pedestrian / Bicycle Environment

-Lack of Open Space

-Infrastructure Capacity

-Station Access

Part 3: Plan Recommendations

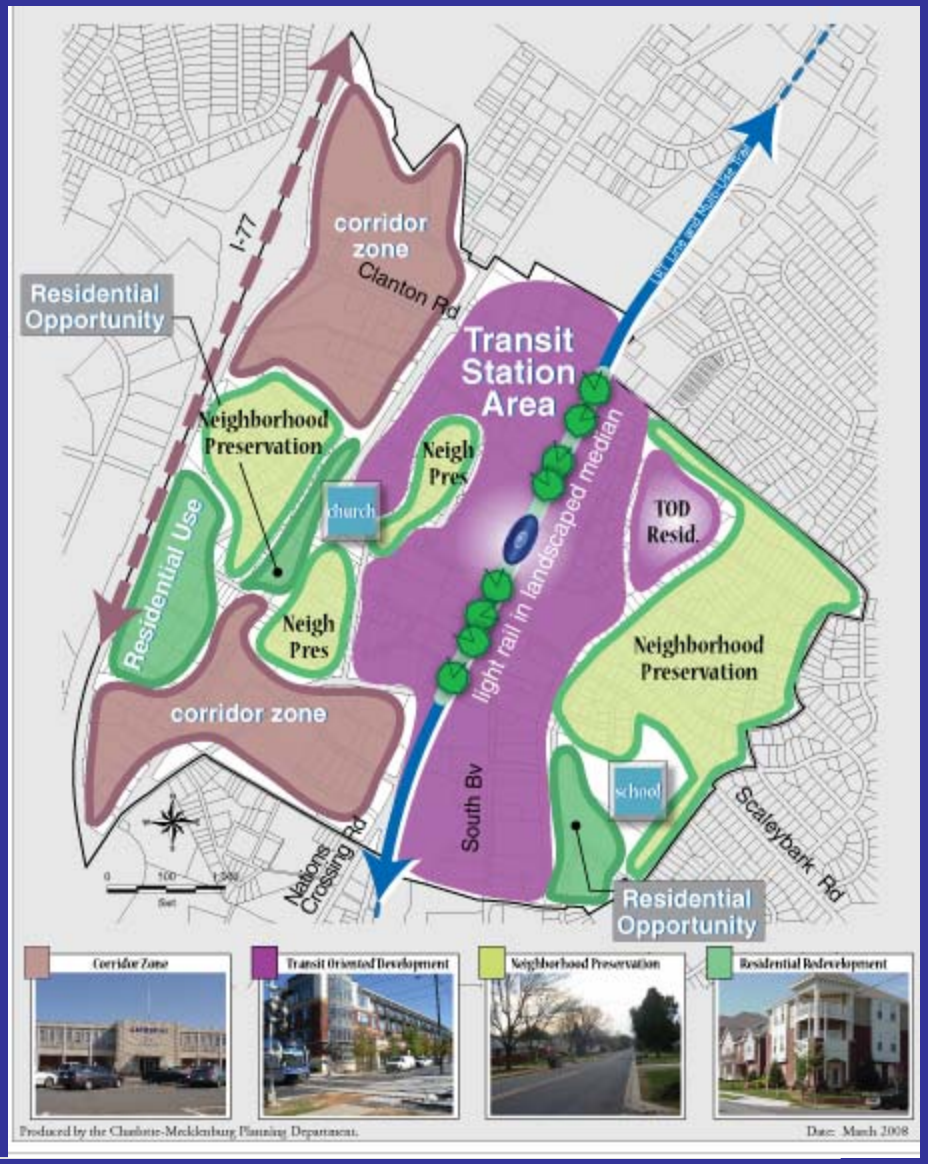


Vision Statement

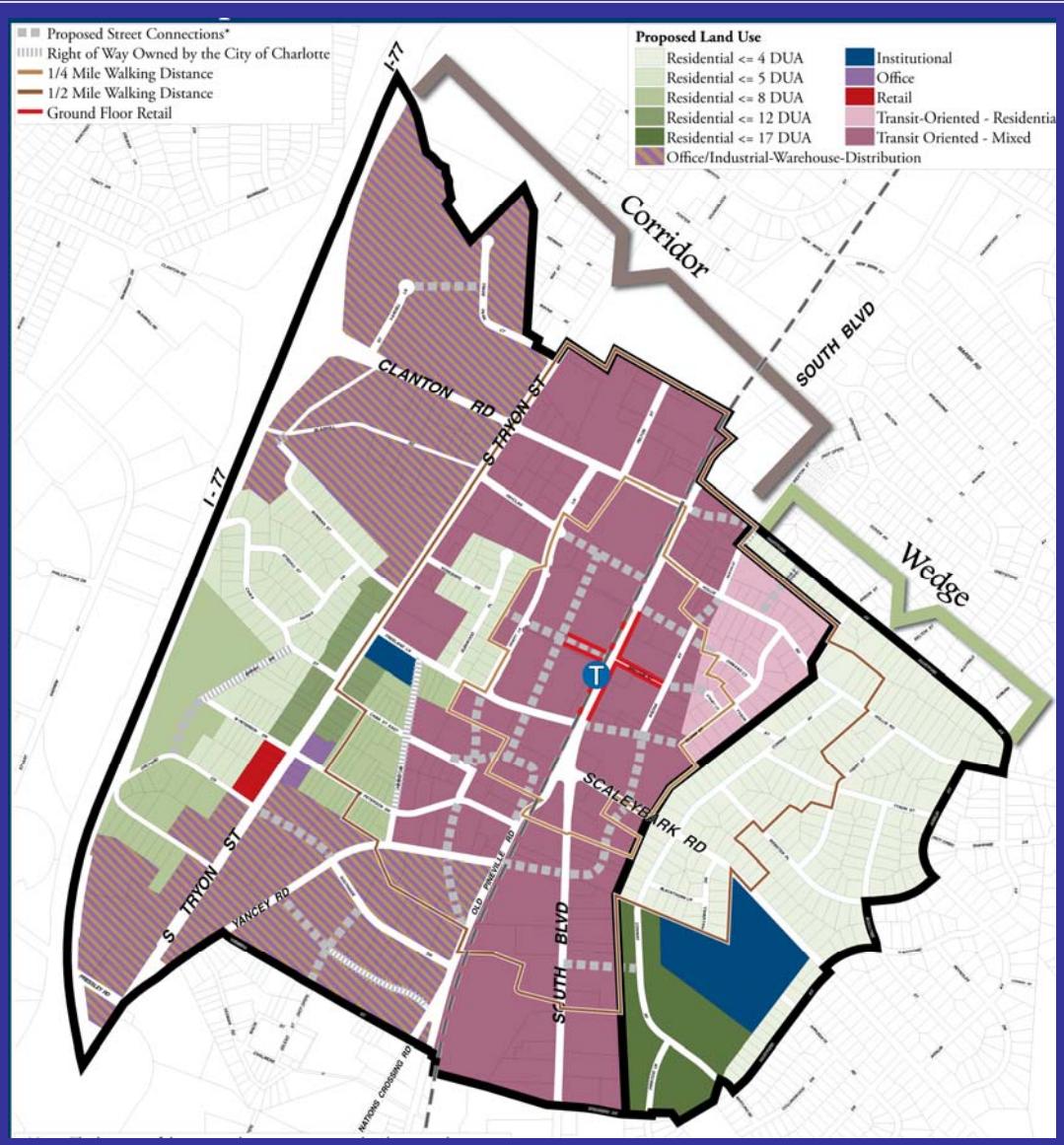
The Scaleybark study area will become one of a series, of vibrant, high density transit villages along the South Corridor.

It will include:

- **An urban, pedestrian oriented station area;**
- **An auto-oriented General Corridor Area; and**
- **Colonial Village, and York / Cama neighborhoods.**

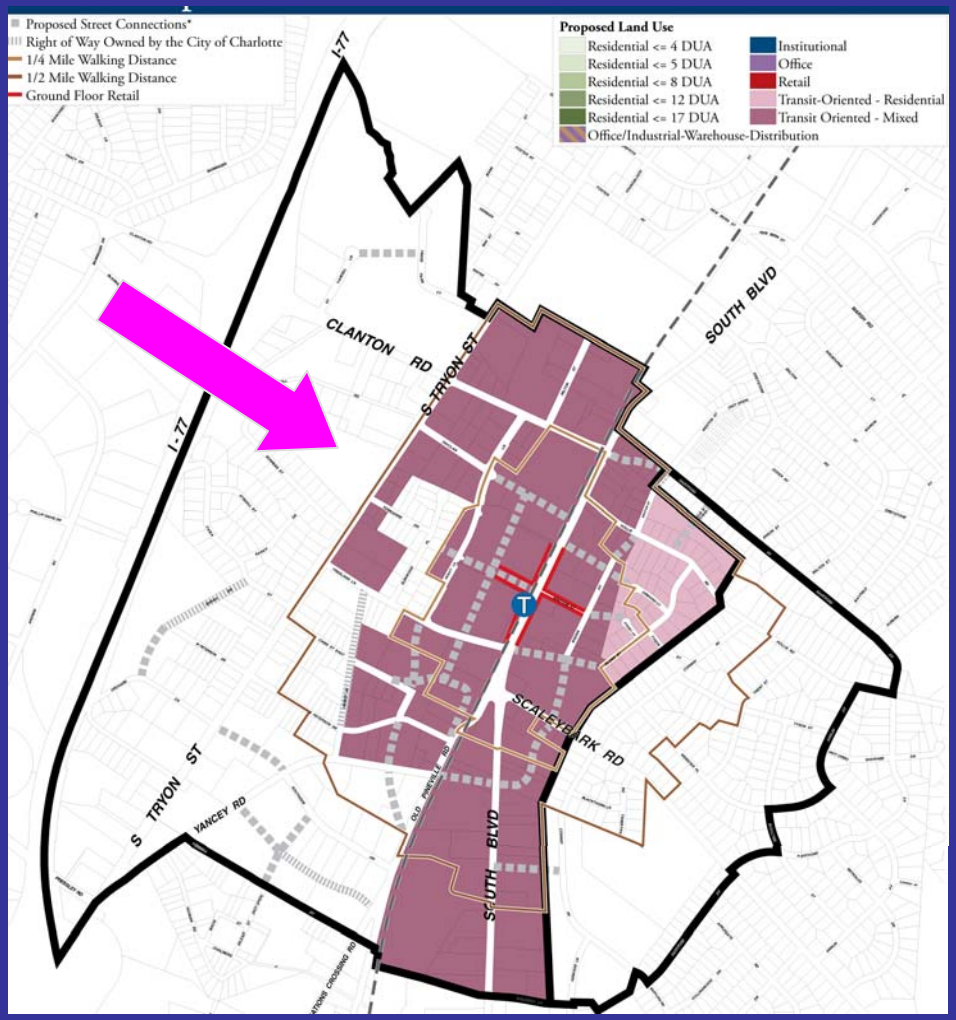


Land Use, Community Design and Street Network

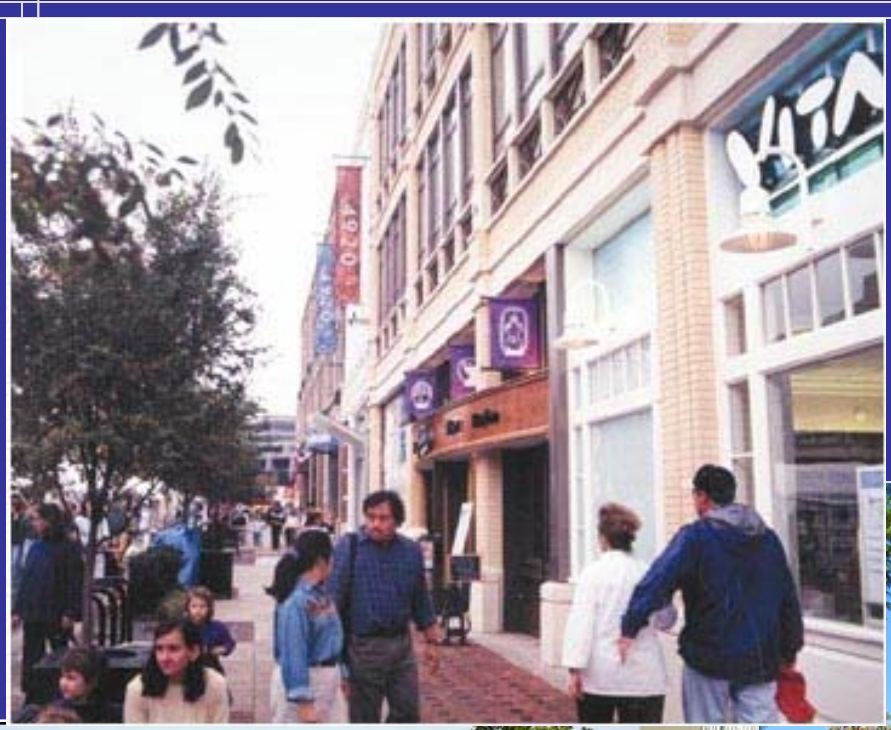


Transit Station Area Recommendations

- **Transit Oriented Development (TOD)**
- **Proposed Urban Plaza**
- **Park and Ride lot (future deck)**
- **New Street Connections**



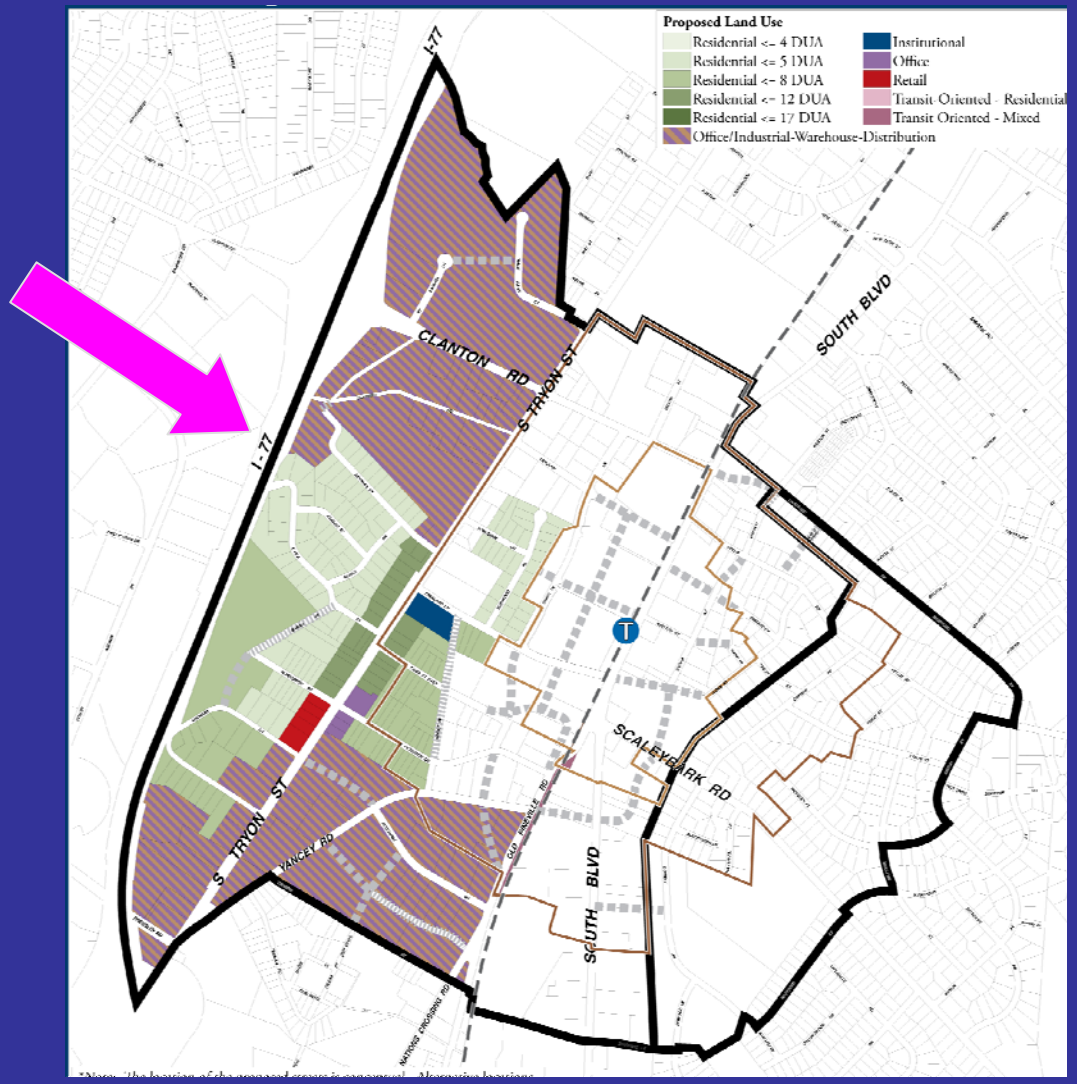
Character of Future Development



New residential development along line

General Corridor Area Recommendations

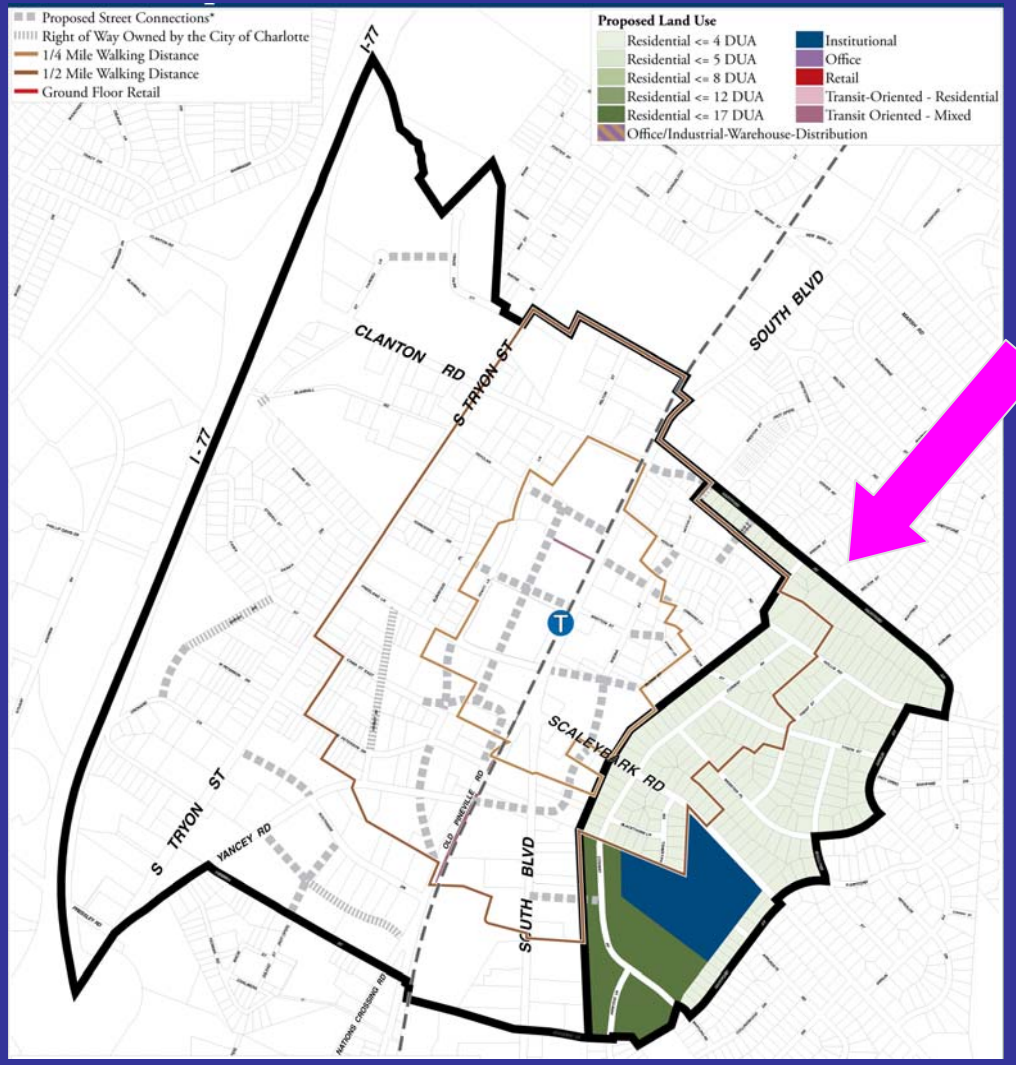
- **Multi-Family Residential with Redevelopment Opportunity**
- **Single Family Housing Preserved**
- **Office/Industrial Zones**
- **Retail Node**
- **New Street Connections**



Ground floor retail, office or residential above

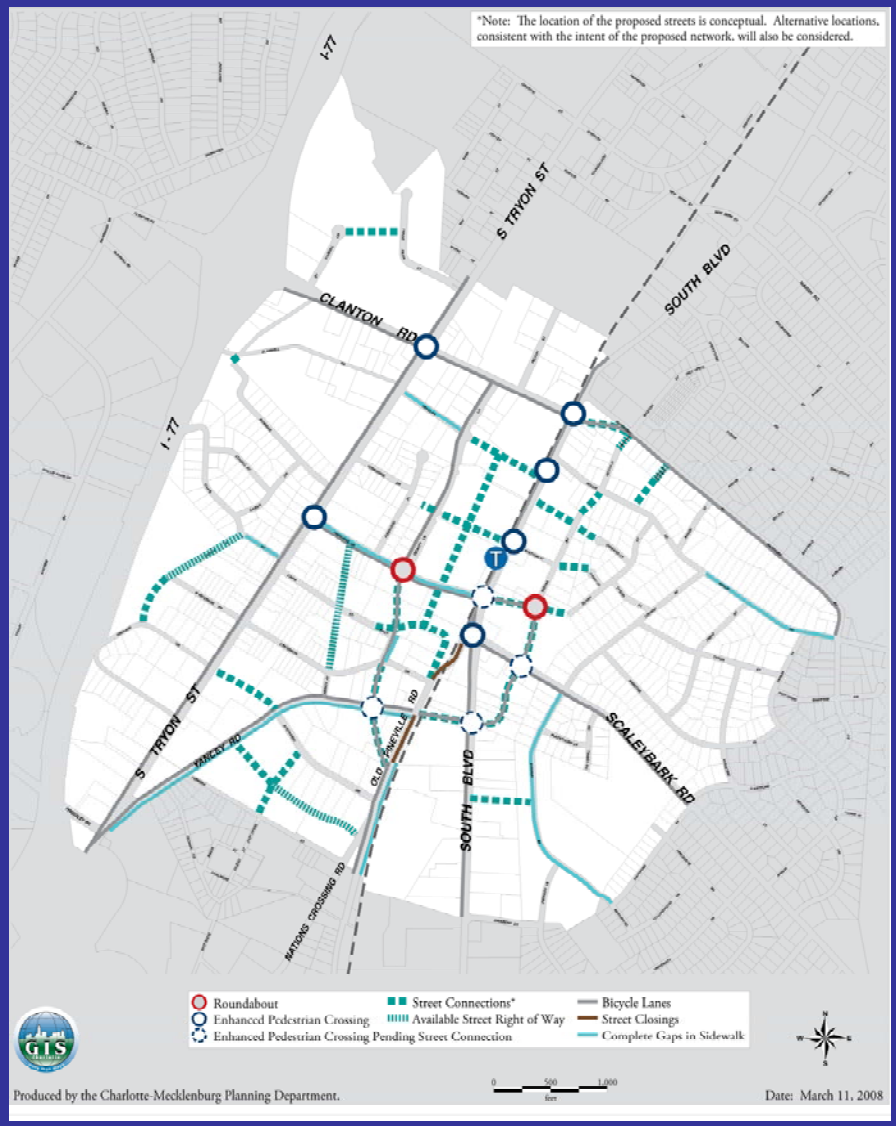
Wedge Neighborhood Area Recommendations

- **Preservation of Colonial Village single family neighborhood.**
- **Potential redevelopment of Southgate Apartments, with preservation of streets and trees, at current density**
- **New Street Connections**

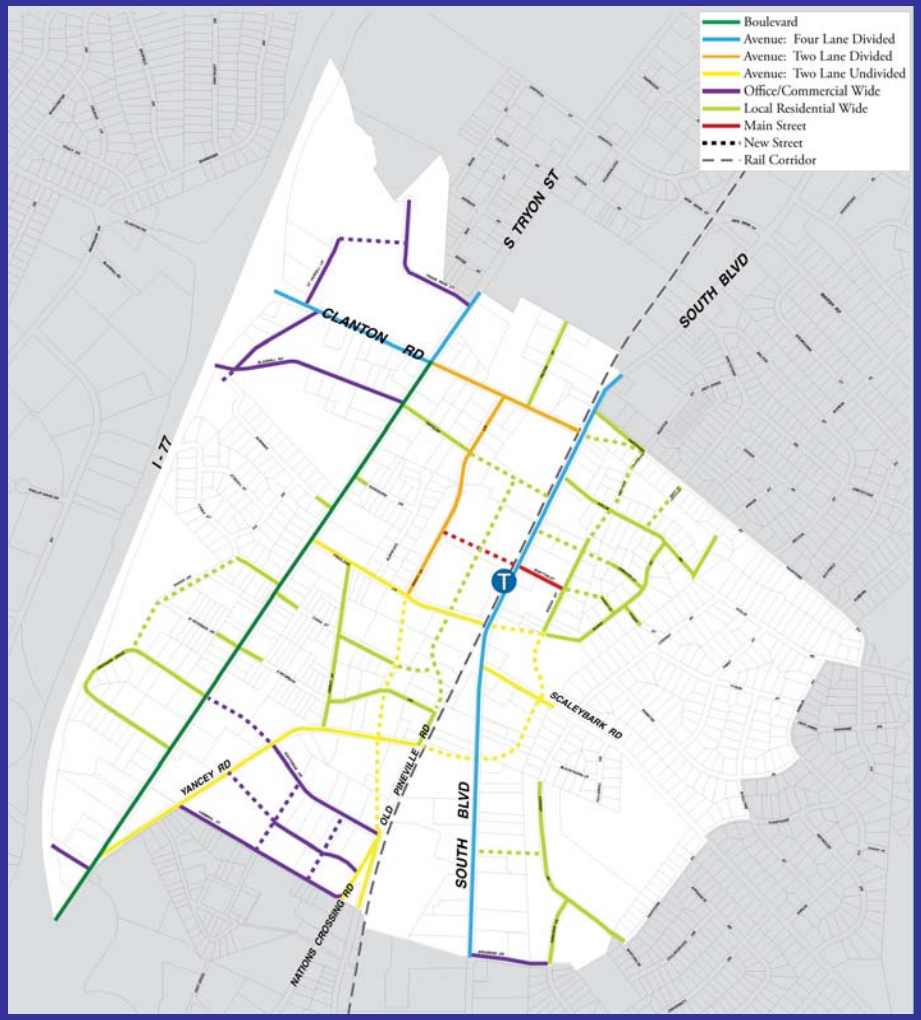


Transportation and Streetscape

- Street Network
- Sidewalks
- Pedestrian Crossings
- Bicycle Facilities
- Multi-Use Trail

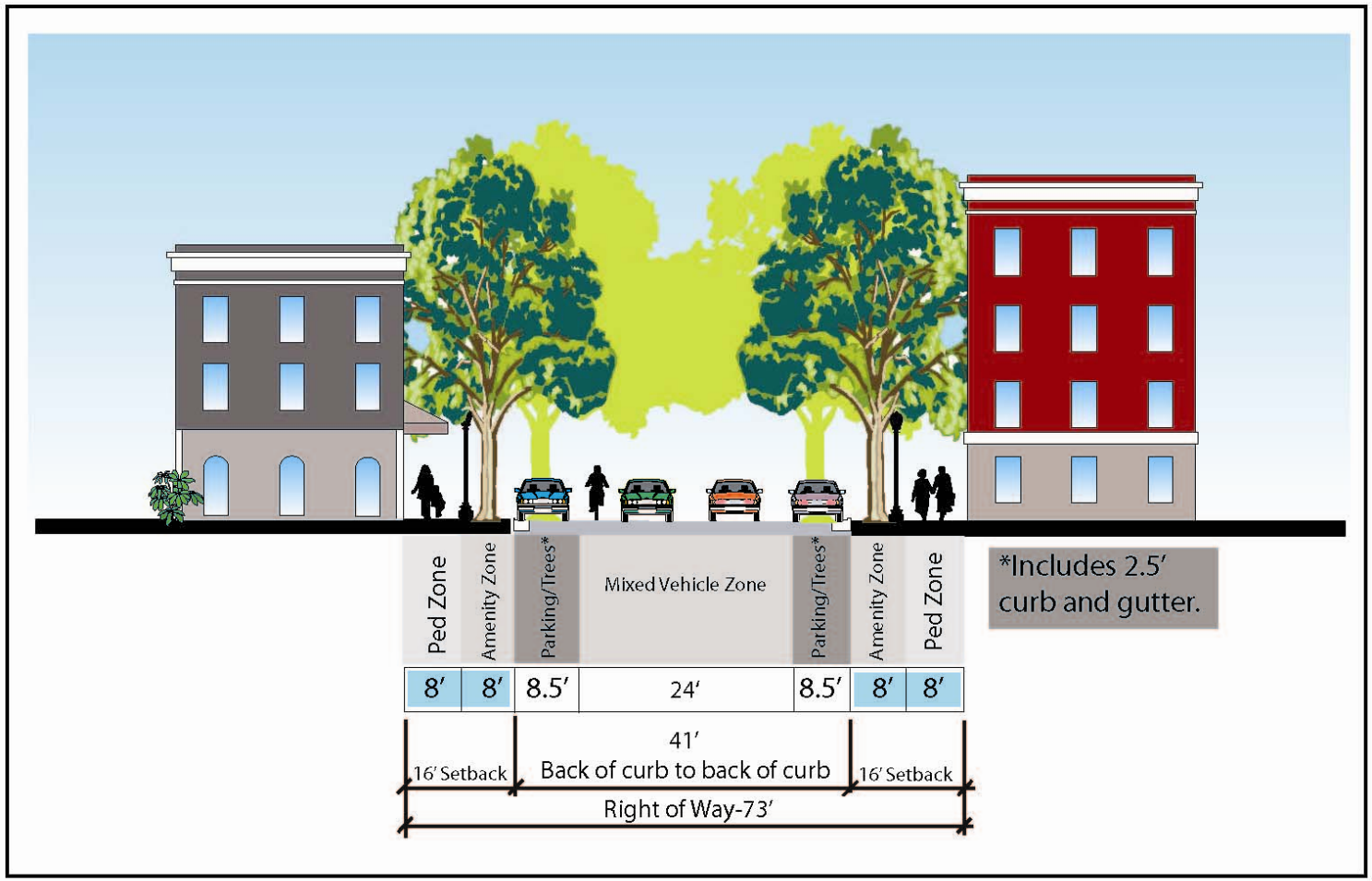


Street Cross-Sections



- **Street types based on the proposed future land uses and Urban Street Design Guidelines**

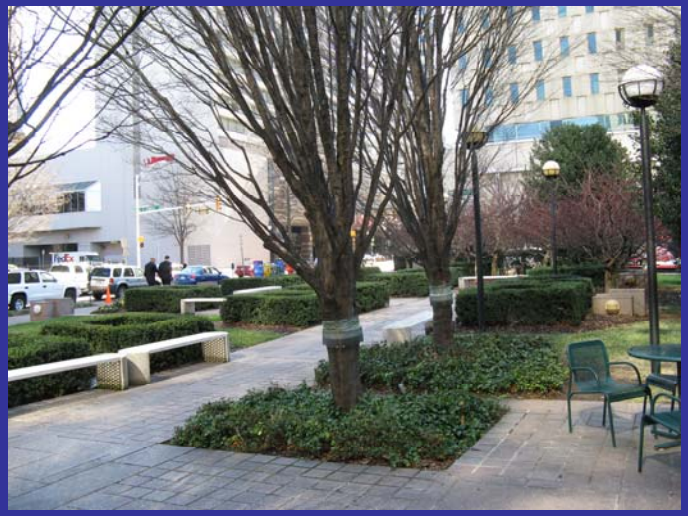
Street Cross-Sections



Main Street

Other Recommendations

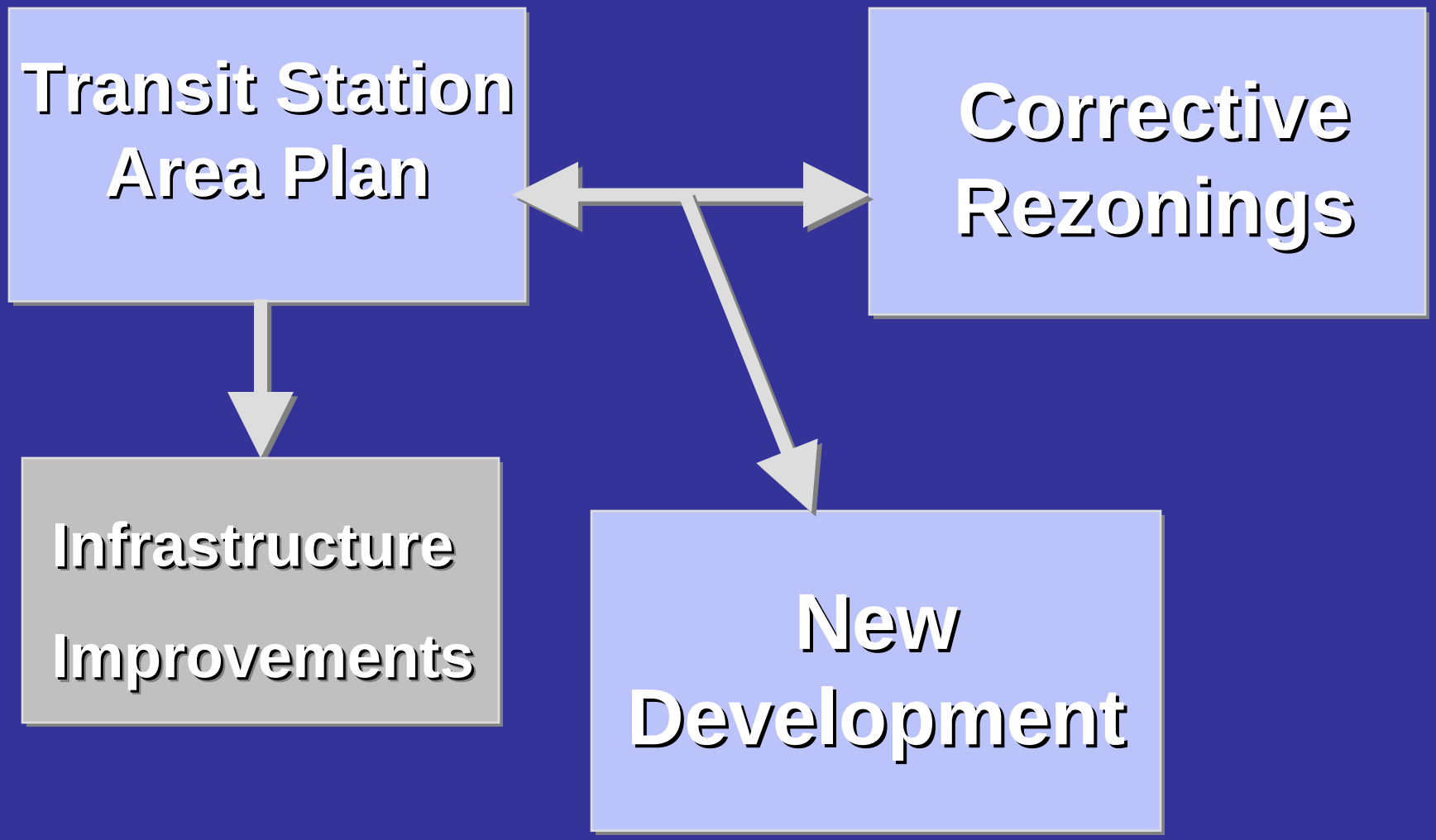
- **Infrastructure**
- **Environment**
- **Parks and Open Space**



Part 4. Plan Implementation

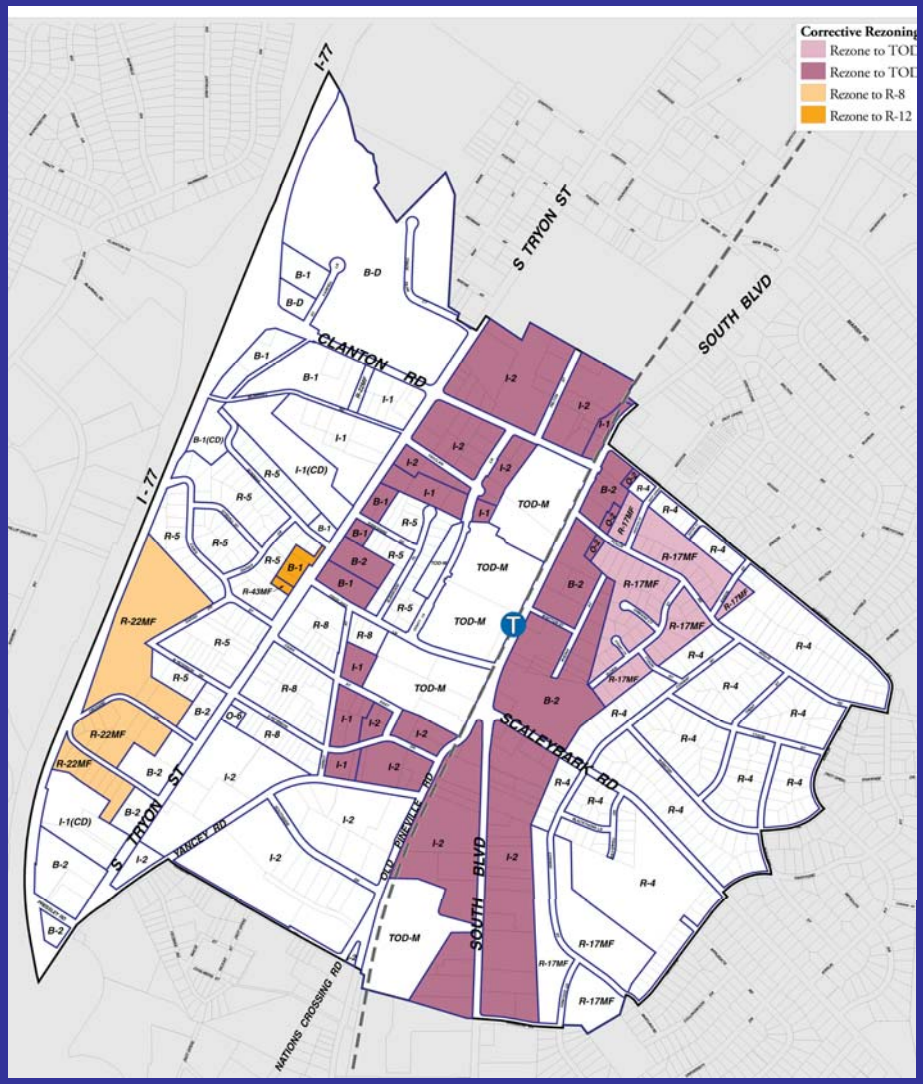
Woodlawn Road Improvements

Plan Implementation Process



Proposed Corrective Rezonings

- Update to TOD district standards is underway
- Considering strategy for TOD rezoning



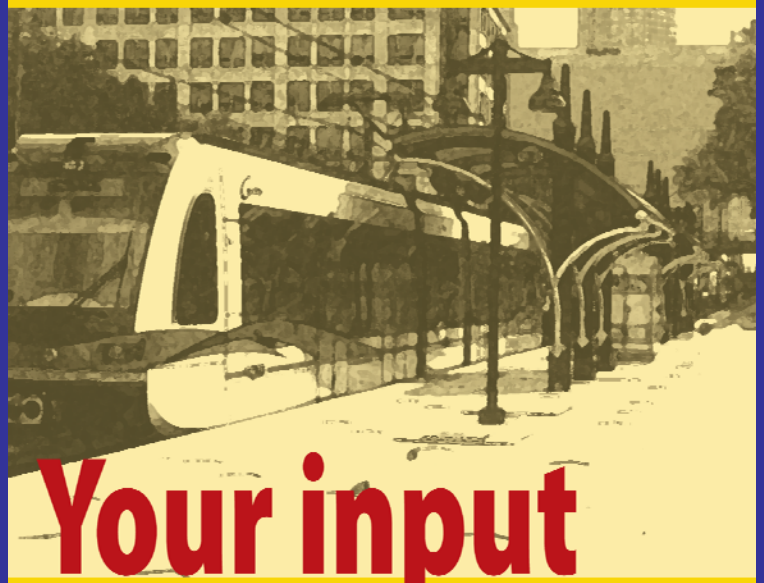
Scaleybark Station Area

Part 5. Next Steps

- Comments needed by March 28th
- Follow-Up Meeting on April 3rd
- Planning Commission (Planning Committee)
  Public Comments – April
  Recommendations – May (tentative)
- City Council Review and Adoption
- Implementation

Note: Slide corrected from presentation made on March 13th, 2008 at Public Meeting

We need your feedback!



Your input is important to us!

Please complete and return the survey.
Choose the method that *works best for you*.

- ***Drop in box***
- ***Mail***
- ***FAX***
- ***Call***
- ***Online***

All contact information is on the survey.

Questions