



Scaleybark Station Area

Planning Study

Workshop / Charrette Final Presentation

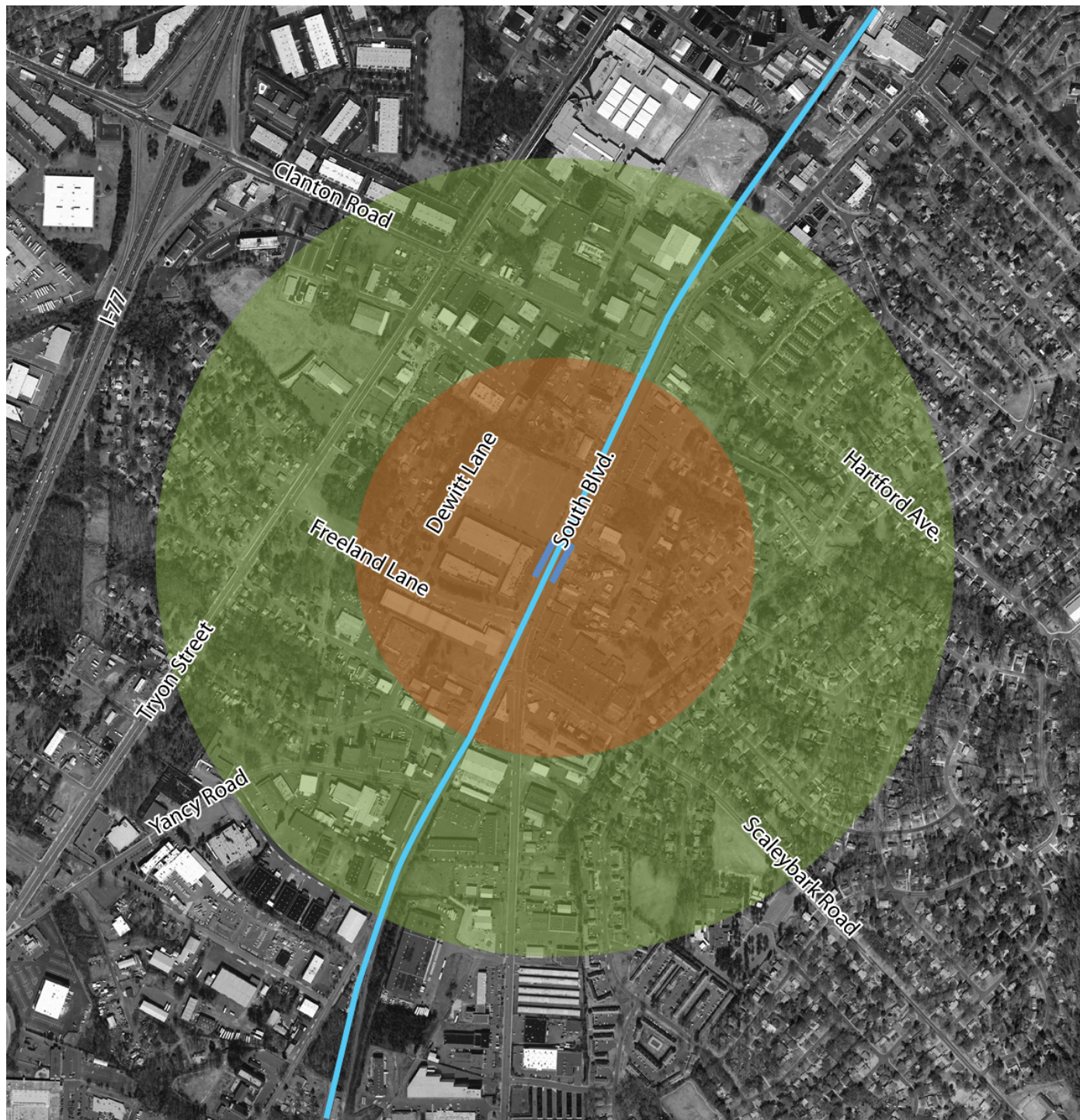
June 14th 2007

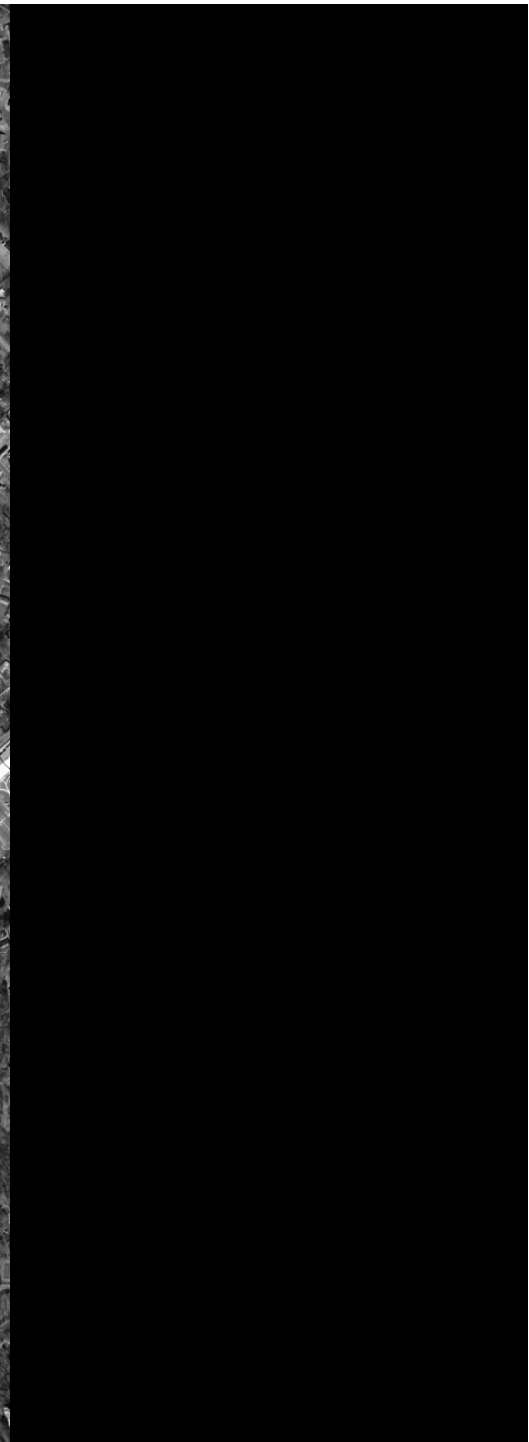
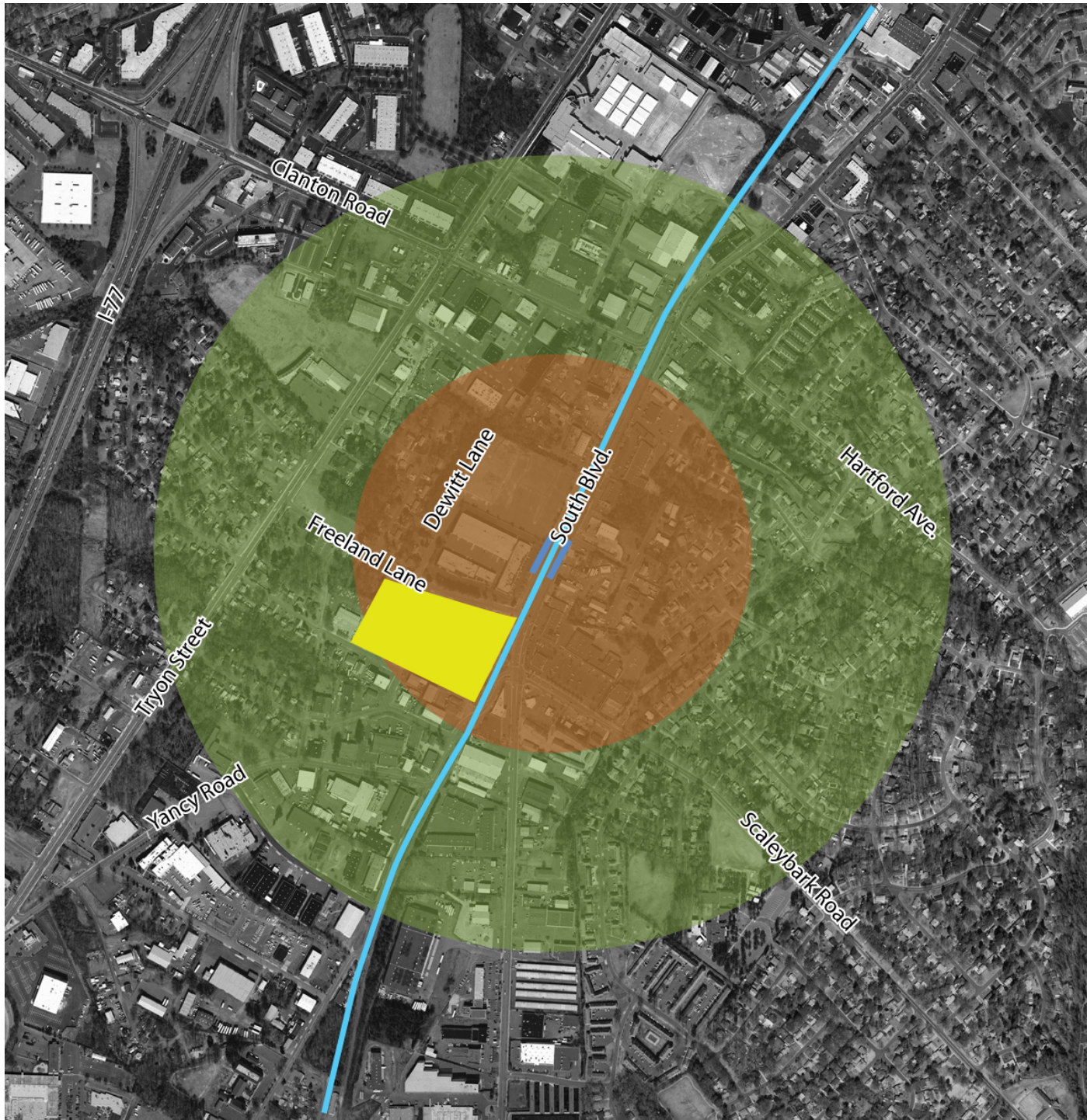


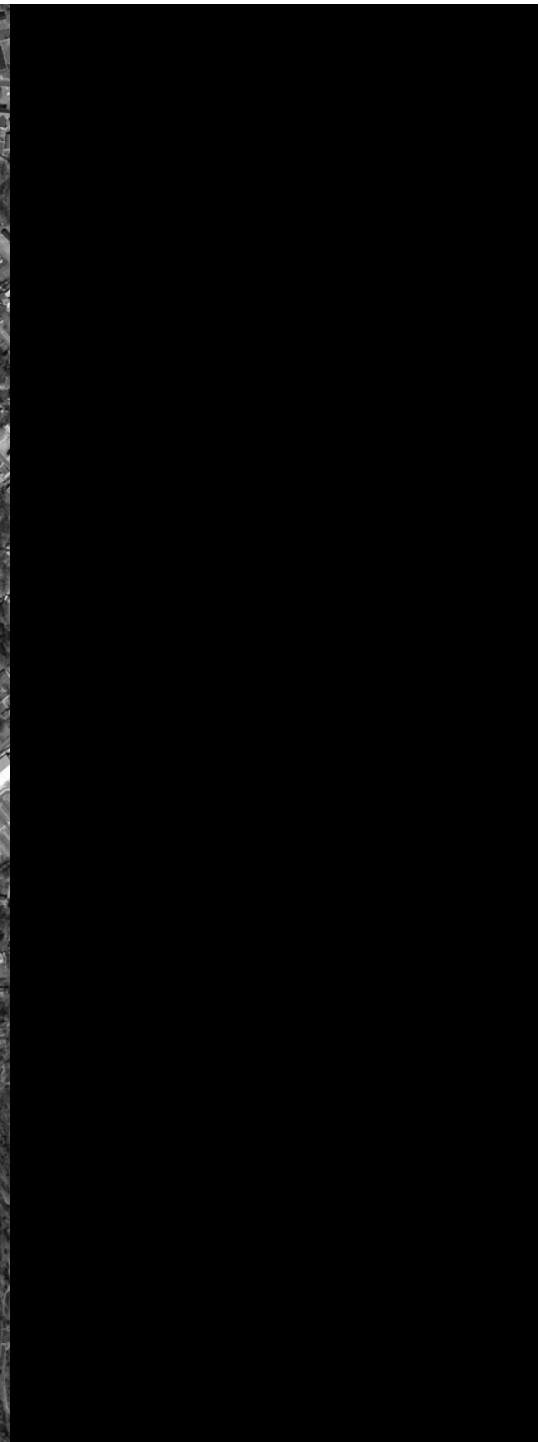
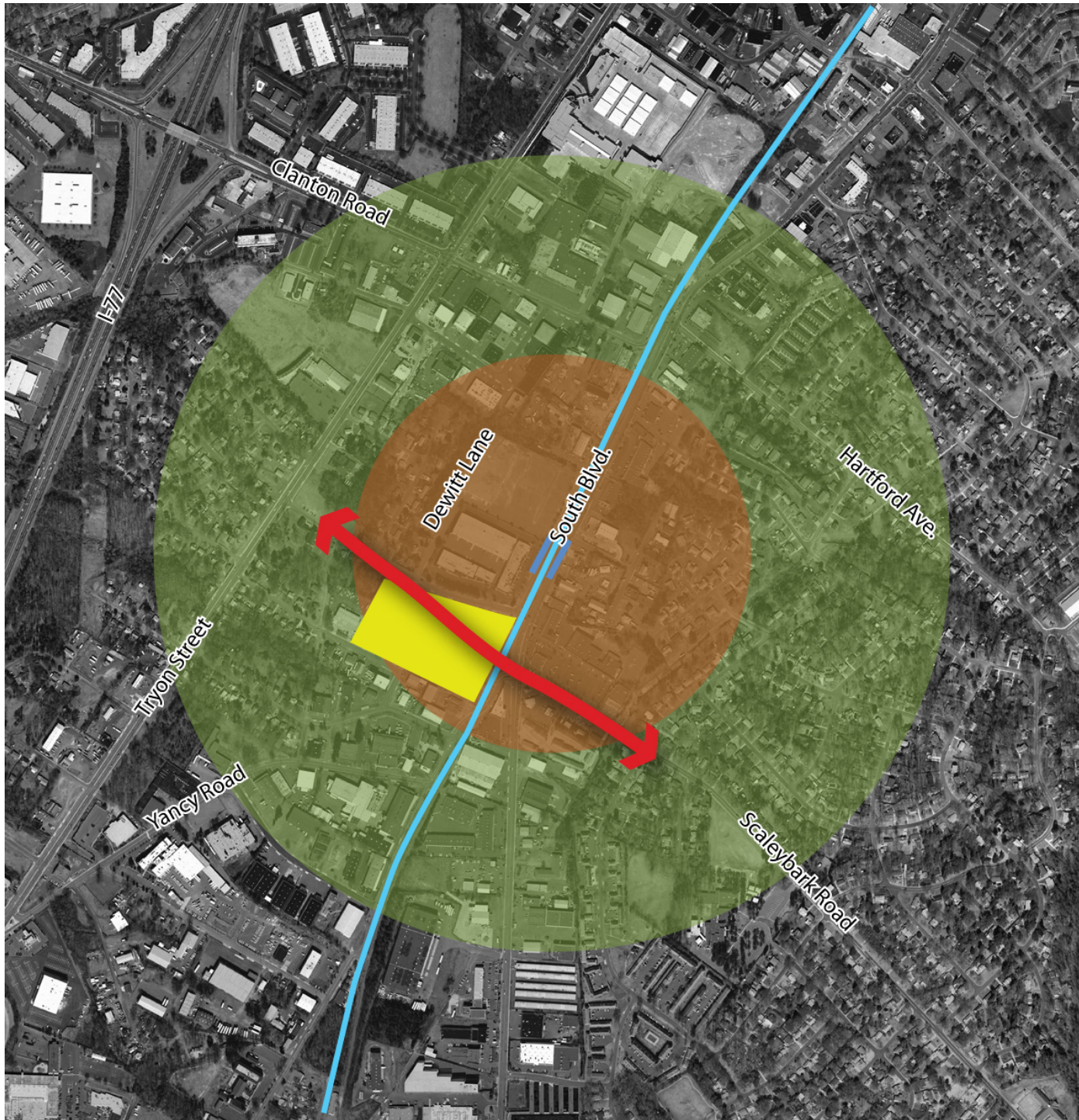
Charlotte-Mecklenburg
Planning Department

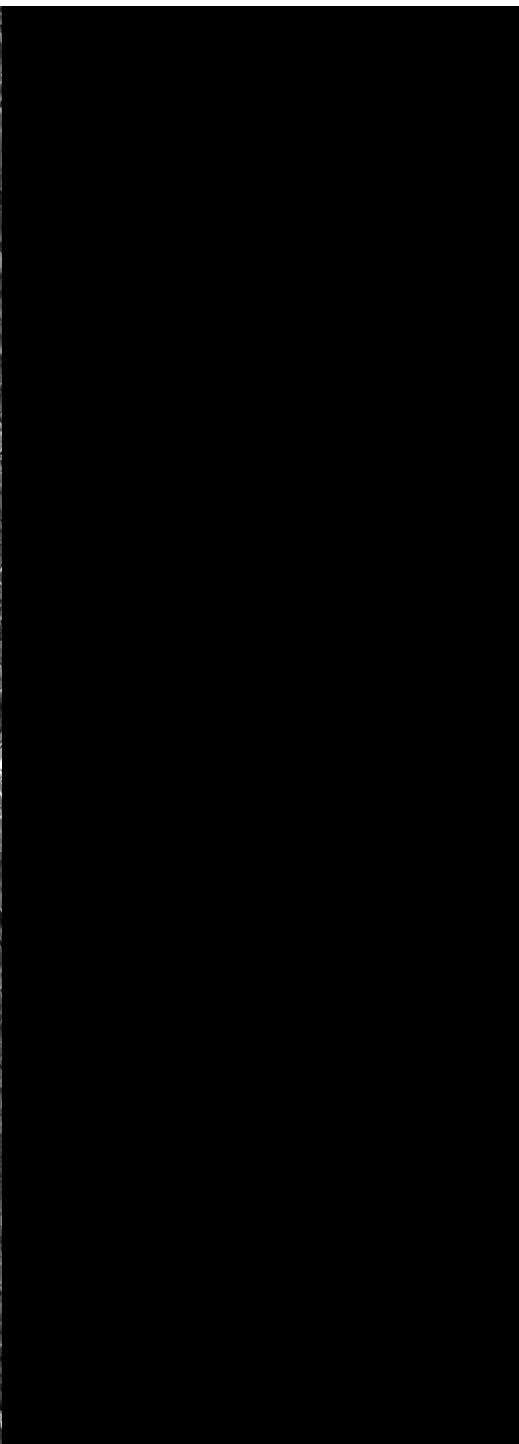
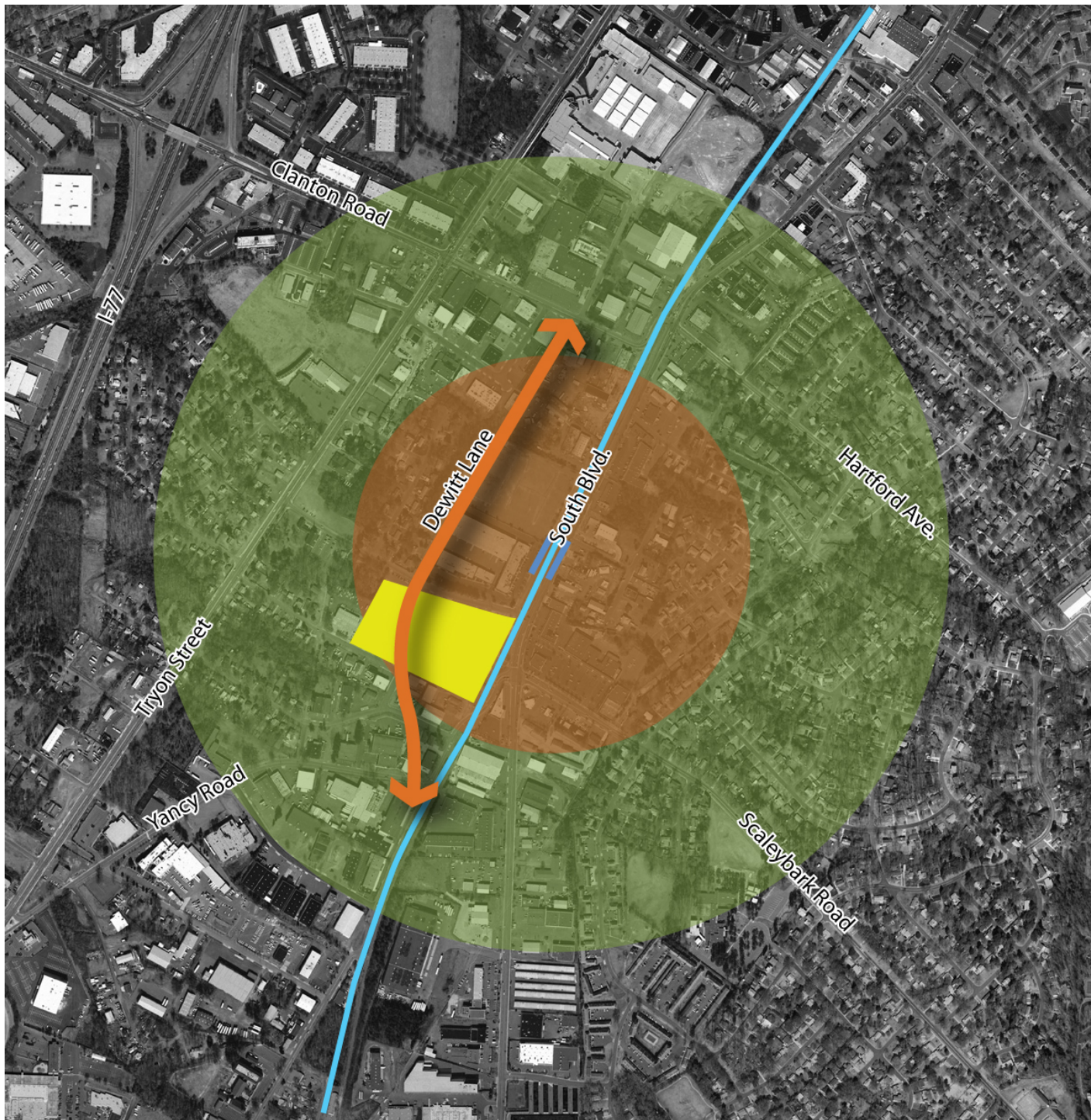
Study
Purpose

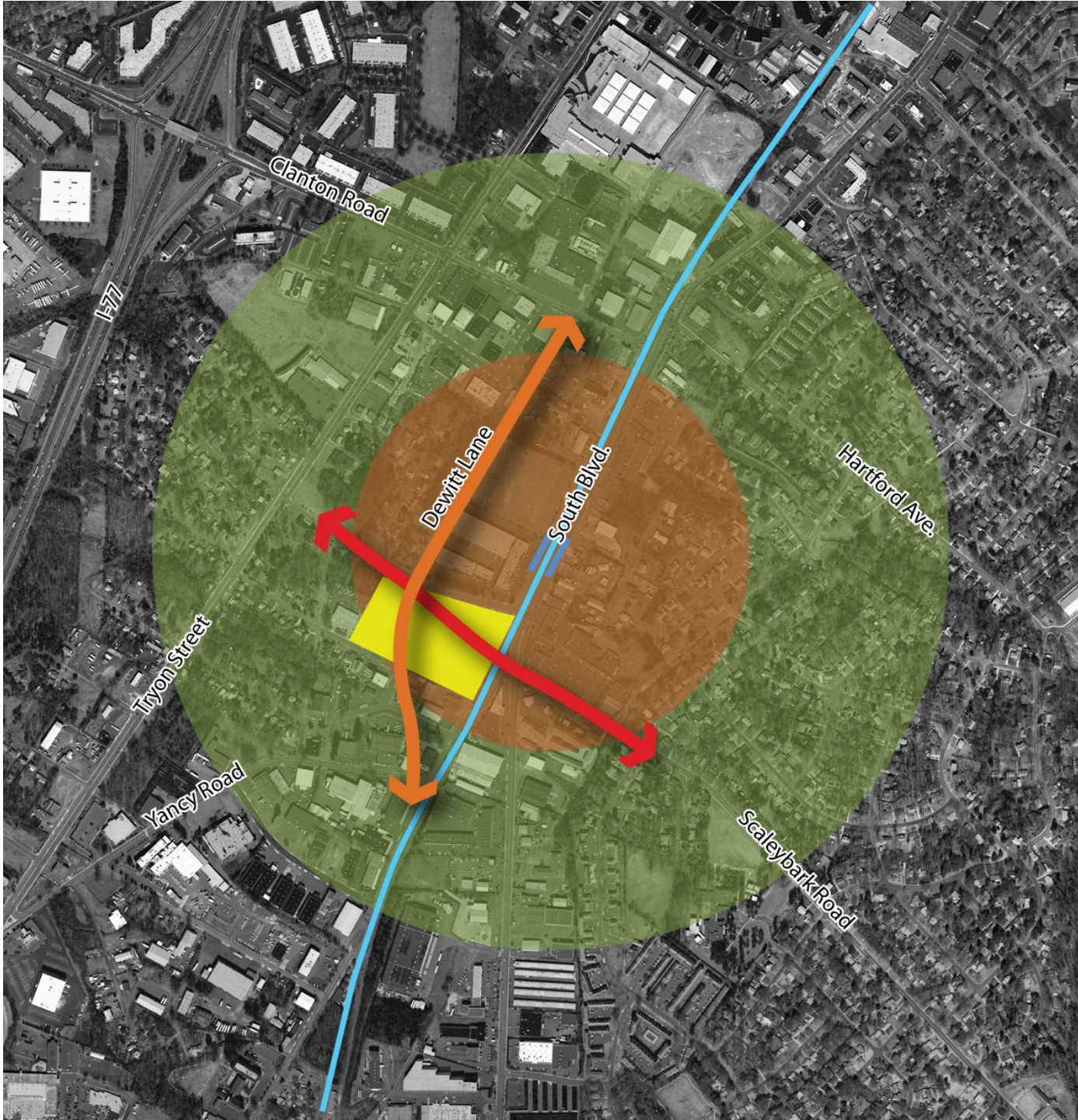












Station Area Planning Principles

Pollock
6/24/97

TRANSIT PILL?
NO THANKS... I'LL
JUST LIVE WITH
THE CARS A
WHILE LONGER.



Not Walkable

High Car Dependency



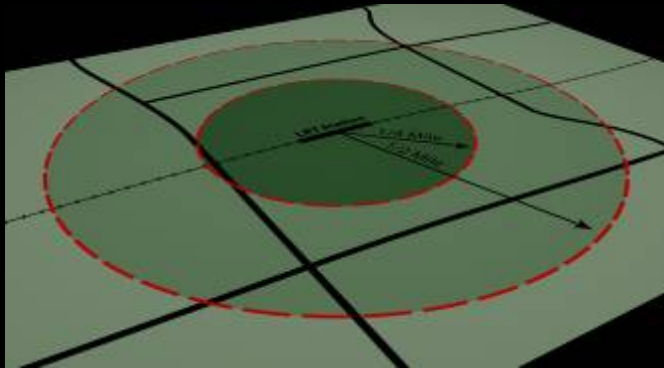
Walkable

Low Car Dependency



Station Area Planning Principles

These principles are a guide for planning those improvements and creating a more livable city



Land Use



Mobility



Public Spaces



Character

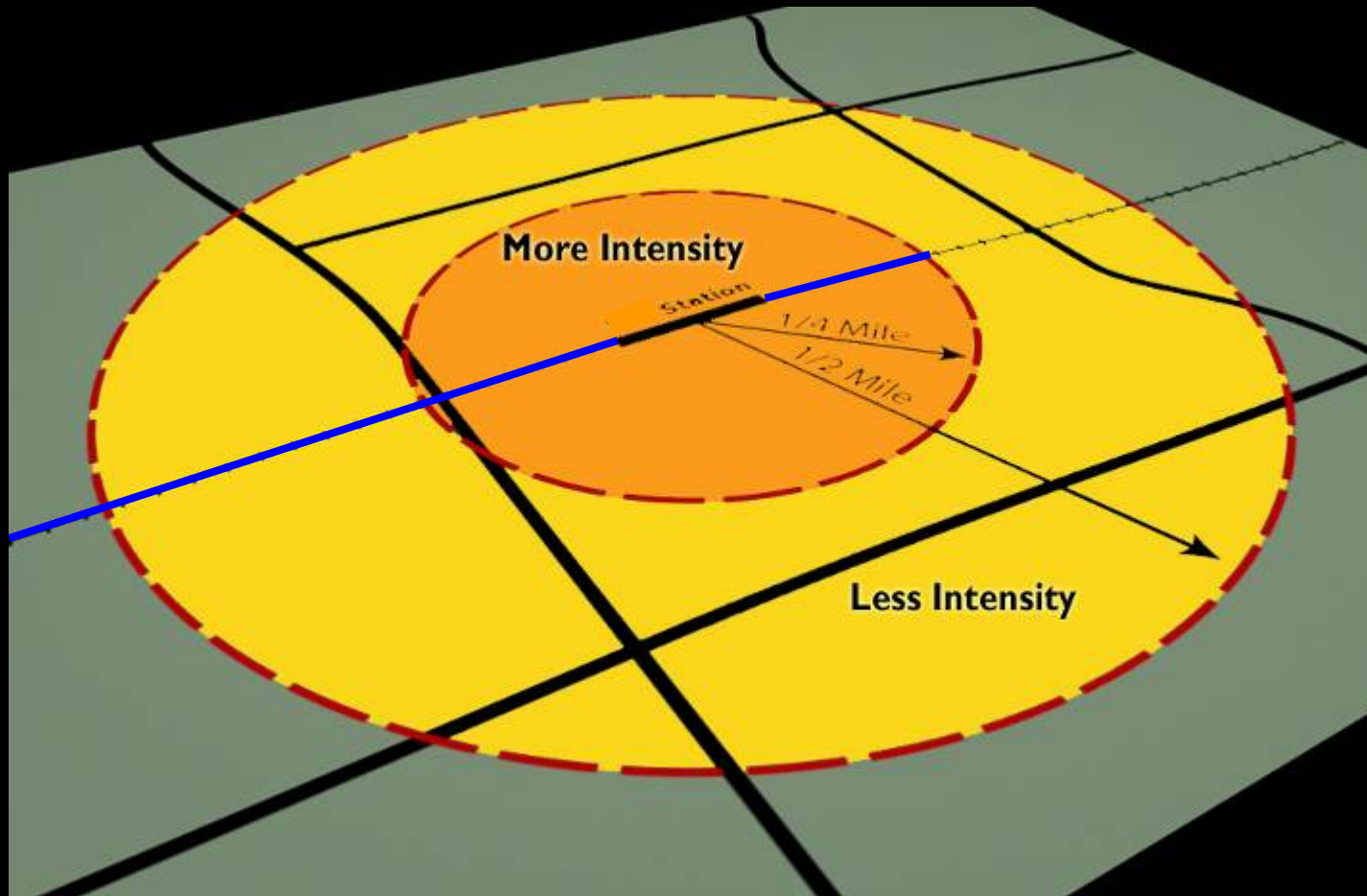
Land Use and Development

Provide a mix of land uses complimentary to light rail transit



Land Use and Development

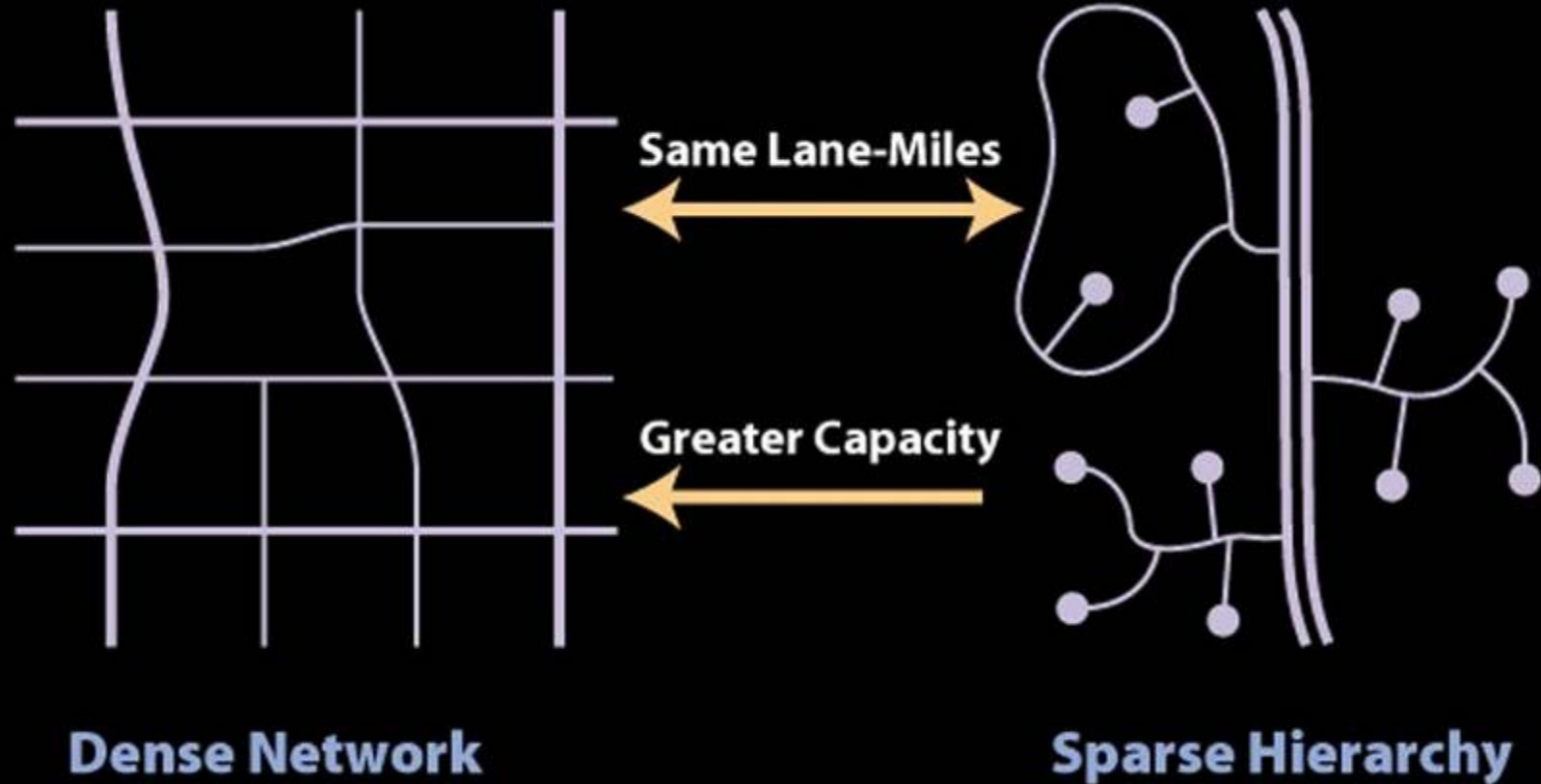
Allow for increased land use intensities in station areas



Mobility

Station Area Planning Principles

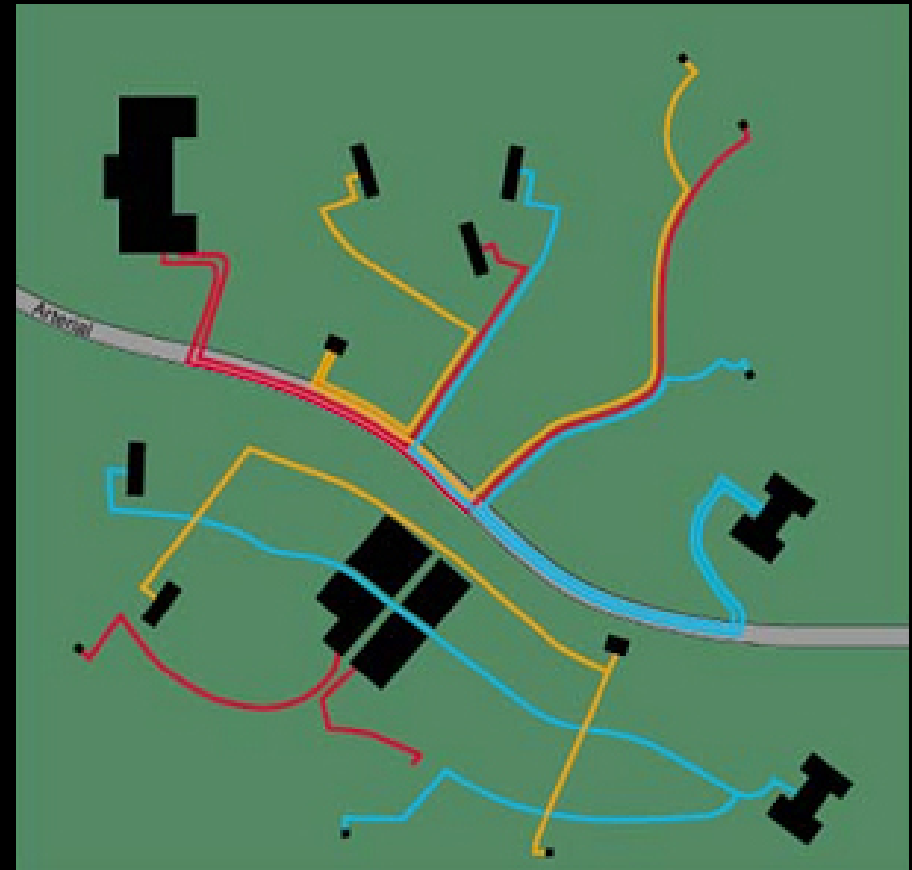
Build a connected street network



Mobility

Build a connected street network

Station Area Planning Principles



Public Space

Station Area Planning Principles

Integrate parks and public spaces into station area design



Character

Develop in a manner that is sensitive to the surrounding context



Character

Develop in a manner that is sensitive to the surrounding context



Character

Develop in a manner that is sensitive to the surrounding context



Character

Protect the character of existing neighborhoods



Community Workshop Results



Values . . .

Mixture of Uses
Property Values
Walkable
Clean
Affordable Housing
Safety
Opportunities for Density
Better Services (Positive Change)
Location

Defining *Issues* ... and voting

- Street lights (5)
- Sidewalks (3)
- Reduce speeding – cut through (4)
- Better access from Tryon to Peterson (speed/traffic) (1)
- Water pressure/utility lines
- Parking
- Forgotten area (1)
- No gutters/storm drains (2)
- Litter (1)
- Access from Scaleybark onto Old Pineville Rd (9)
- Road Improvements-widening, sidewalks, landscaping (2)
- Positive land uses – density, mixed use (12)
- Neighborhood improvements (6)
 - Add street lights
 - Add sidewalks
 - Add street trees
 - Add on-street parking
- Neighborhood service retail (5)
 - Small shops deli-coffee
- Re-zone industrial uses (18)
- Narrow R.O.W. (2)
 - Allow encroachment into right of way
- Intersections need improvements (2)



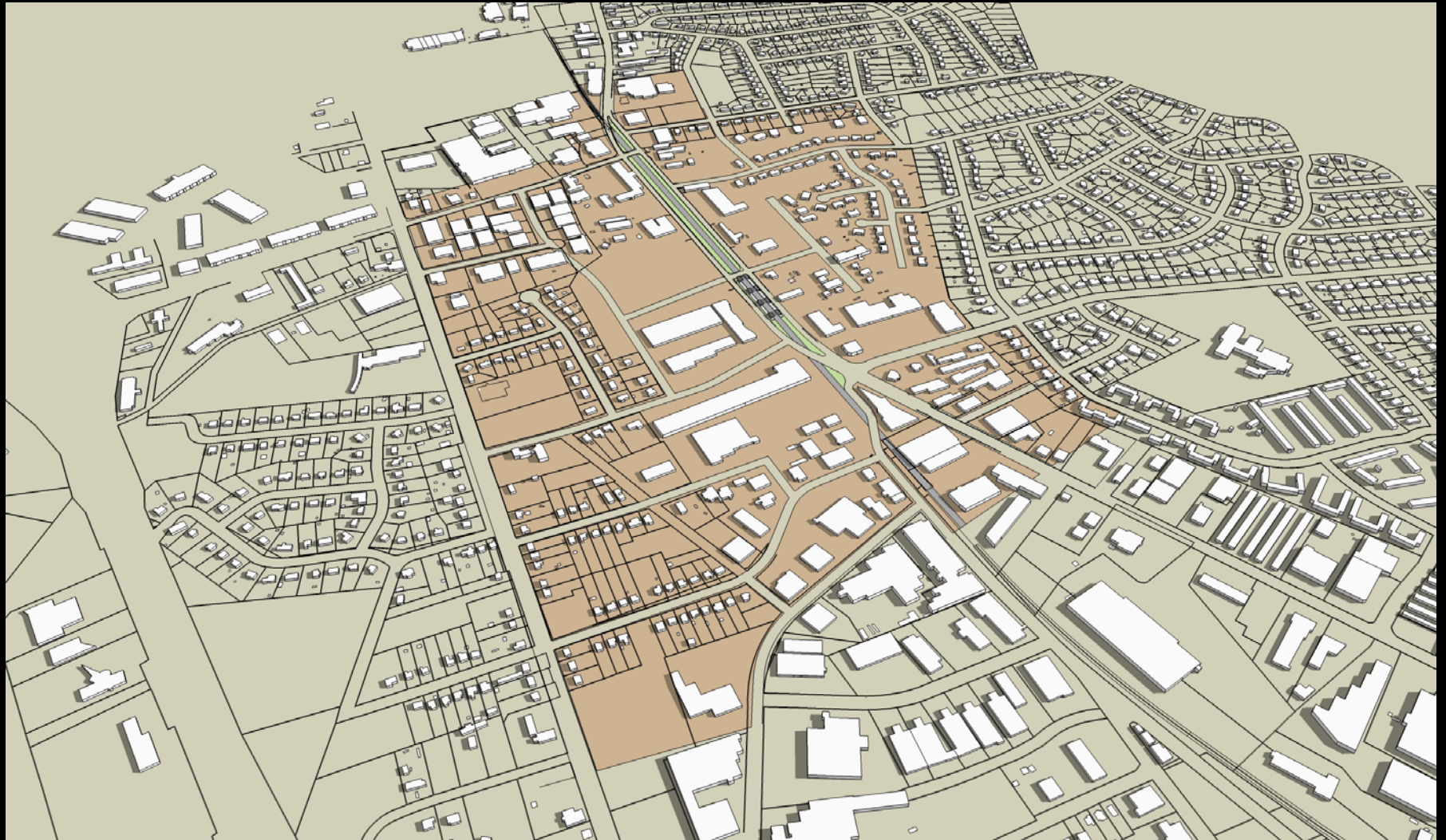
Map Exercise

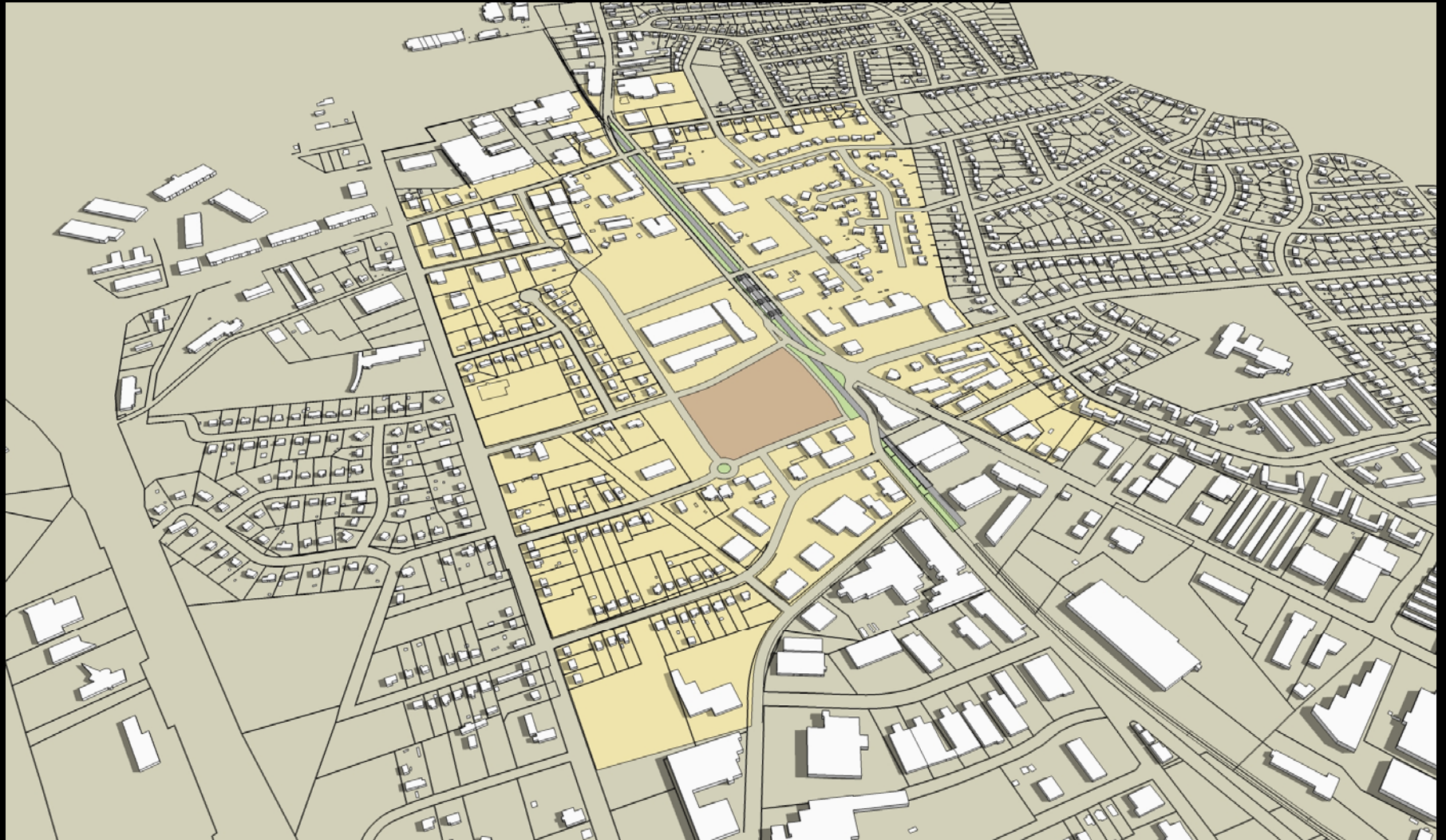


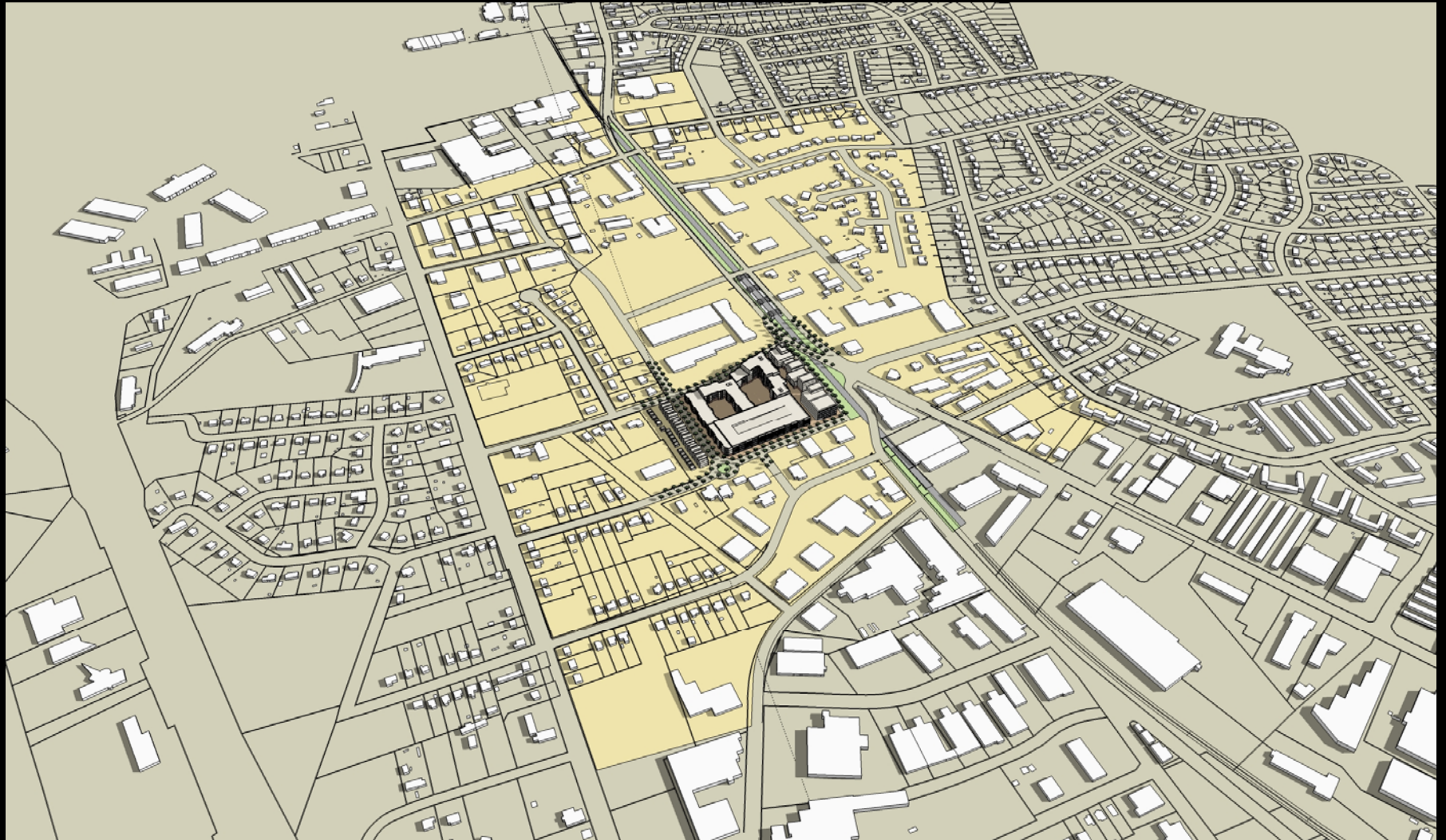
Report Back

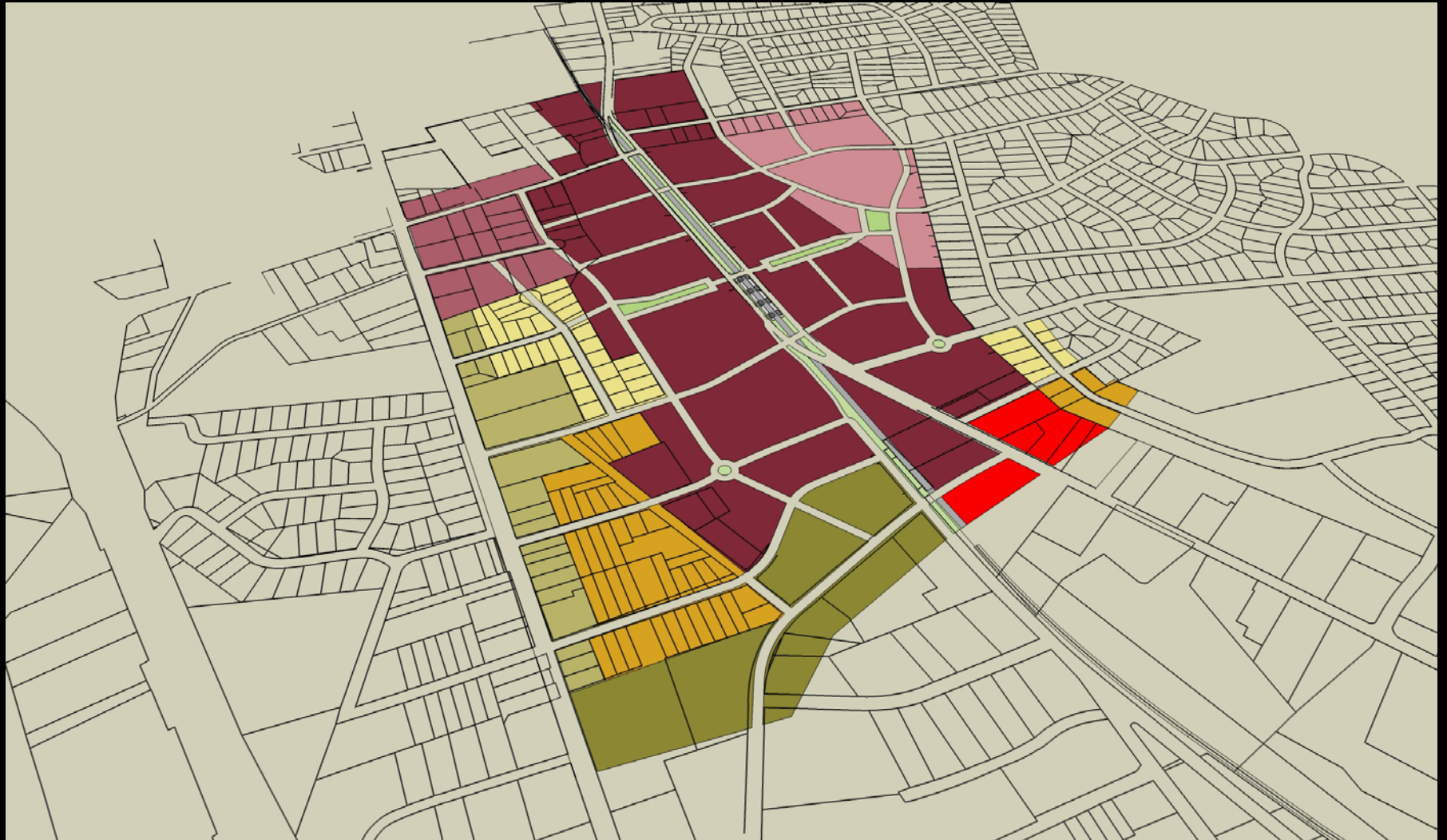


Initial
Concepts

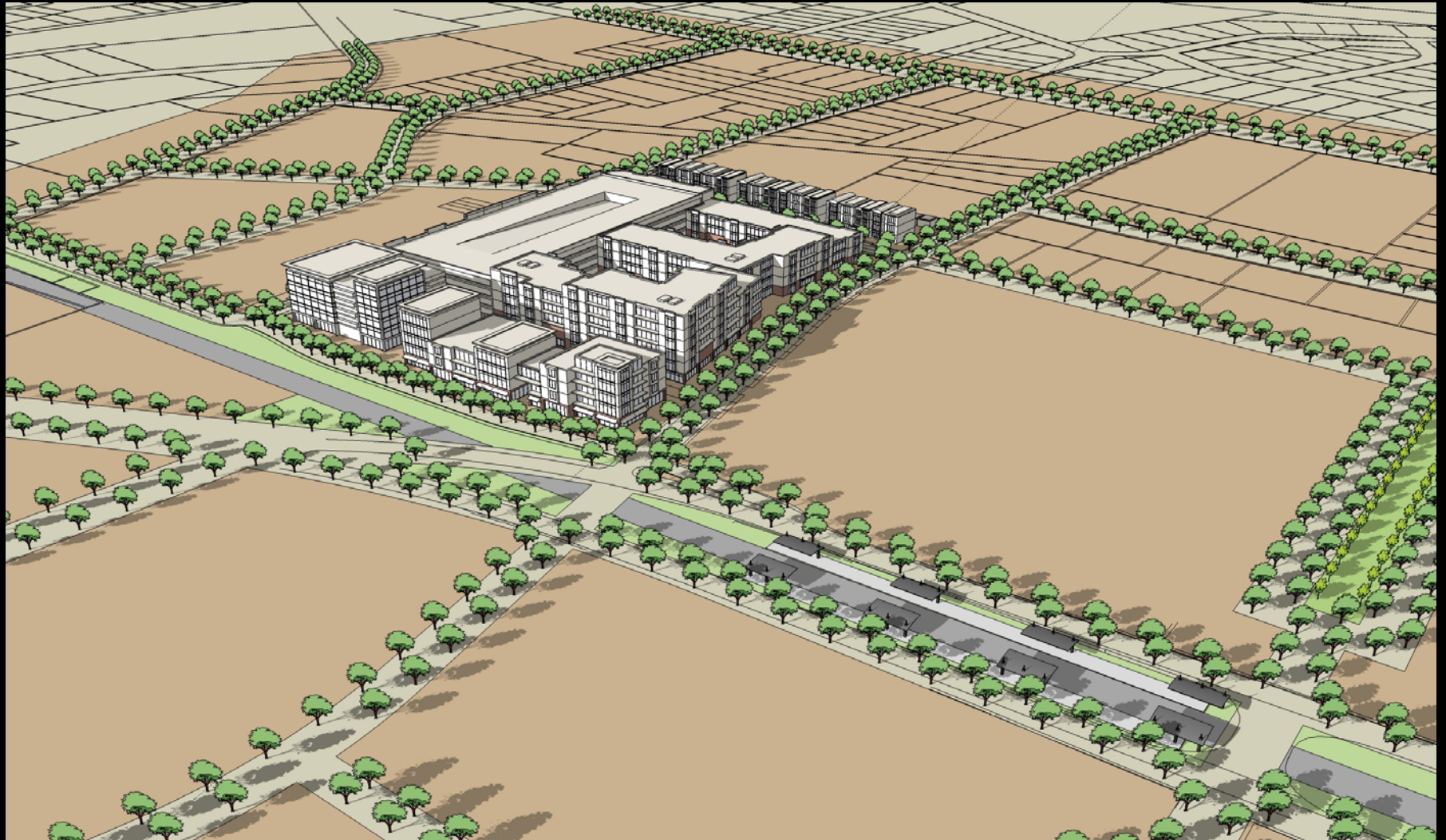




















Old Pineville



Cama, Dewitt



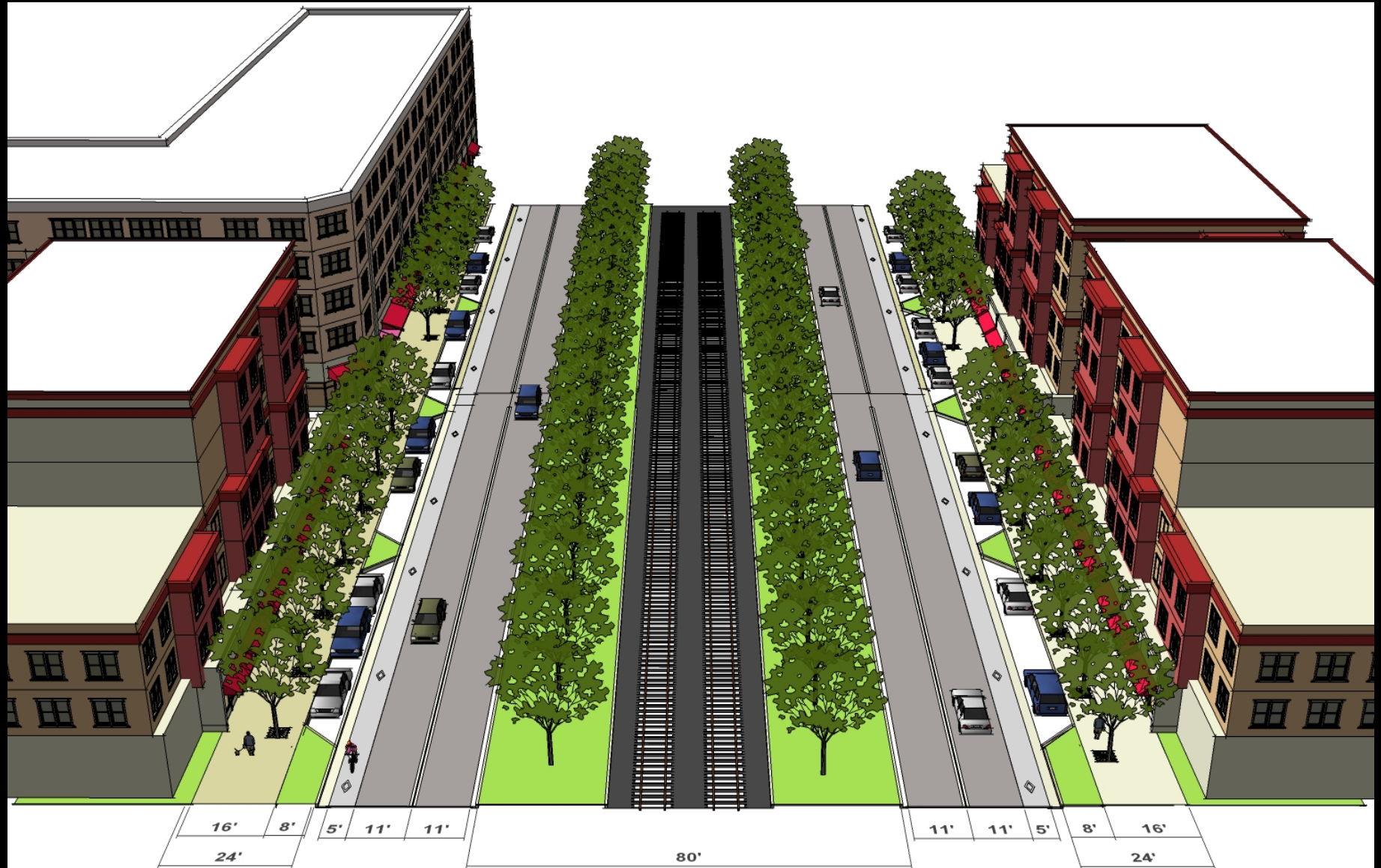
One-Way (From South Boulevard)



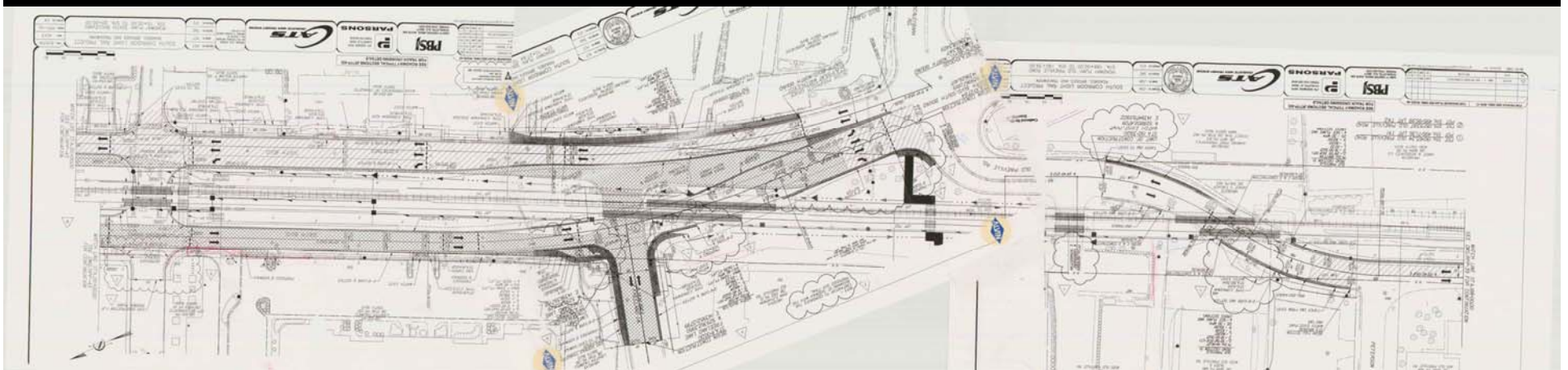
Alley



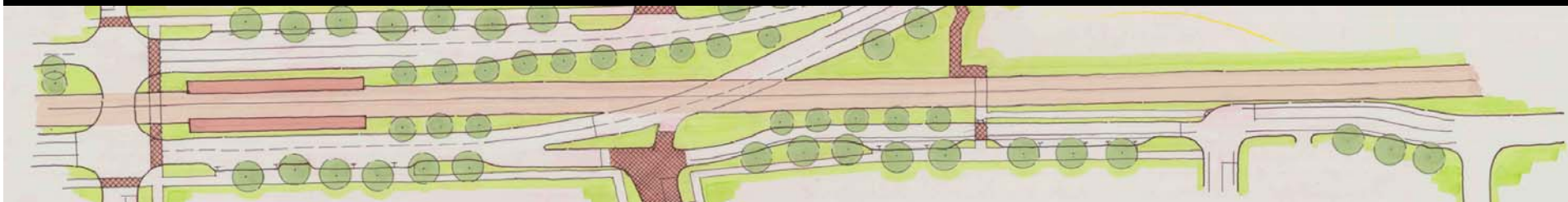
South Boulevard



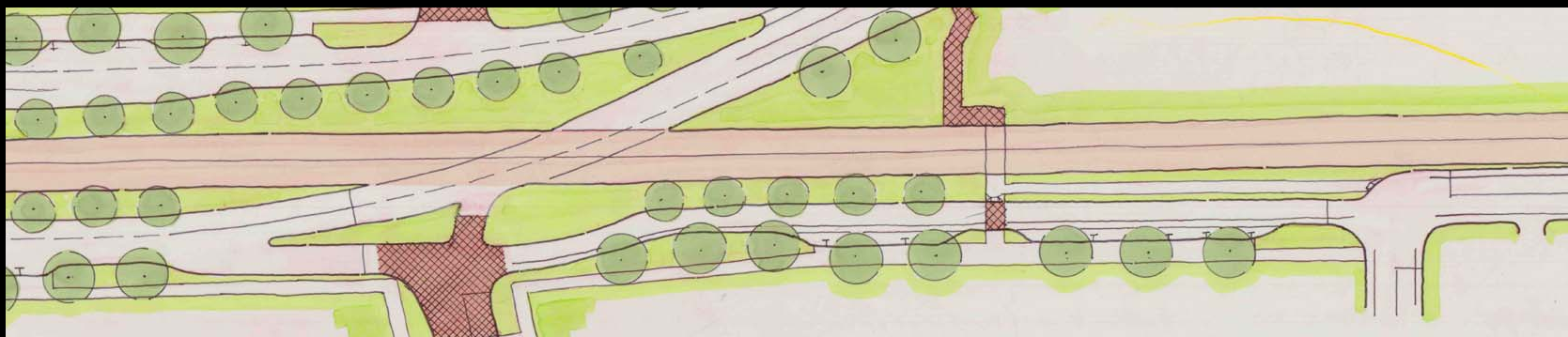
South Boulevard



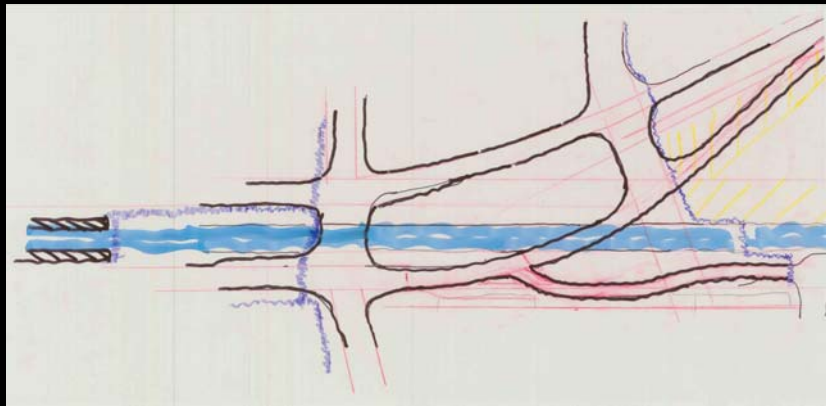
South Boulevard & One-way Extension



South Boulevard & One-way Extension



Boulevard Extension



Implementation



Phase 1

Site Improvements (Developer)

- Close Rail Crossing to Old Pineville Rd.
- Extend Dewitt to Cama
- Extend Cama to Old Pineville
- Build Roundabout at Dewitt and Cama
- Build One-way Connection between South Blvd. & Cama

Implementation



Phase 2

South Bound Street Connections (City)

Extend Yancey to South Blvd.

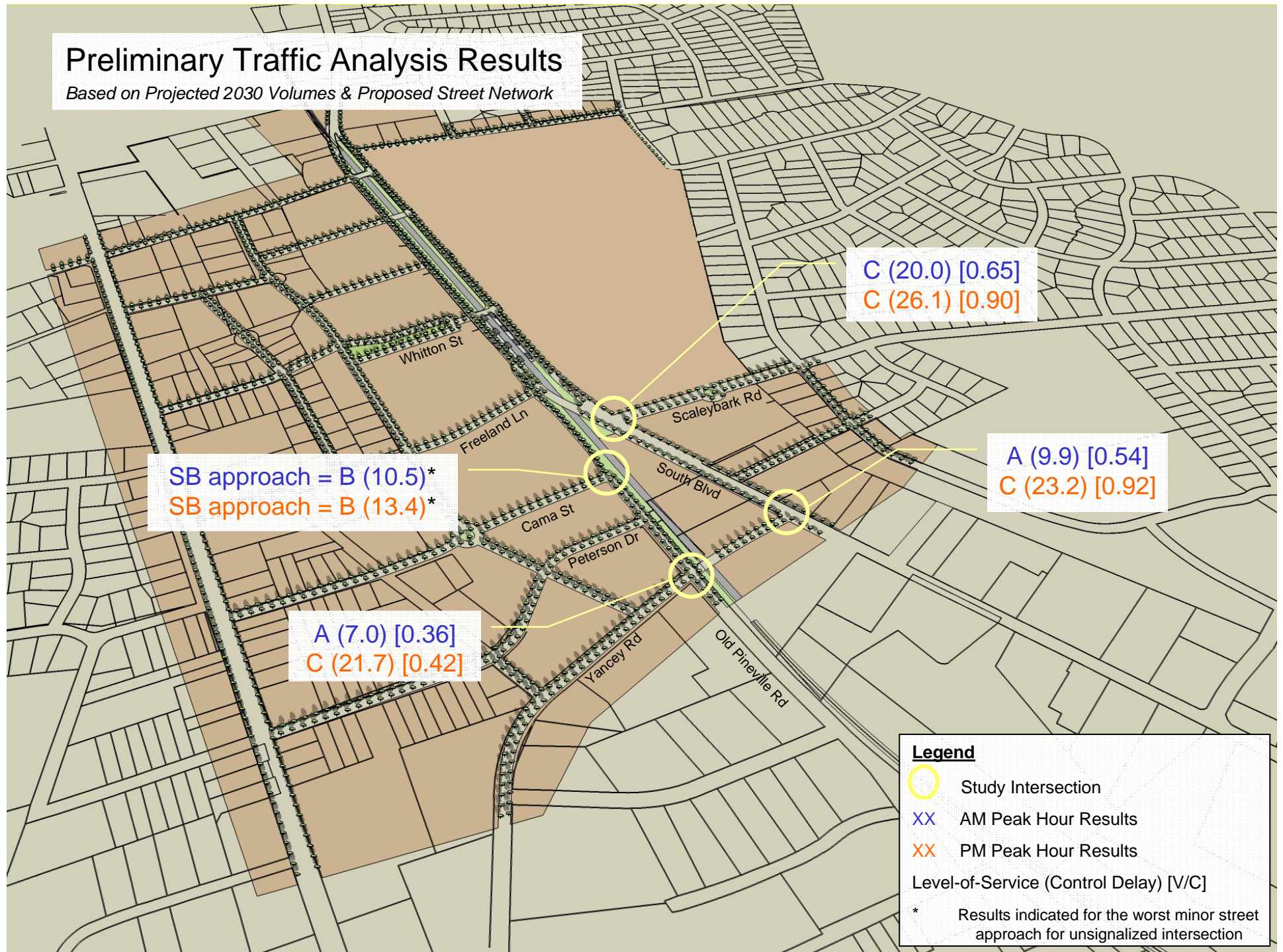
Extend Old Pineville from Peterson to Cama

Remove Old Pineville between

South Blvd. & Peterson

Preliminary Traffic Analysis Results

Based on Projected 2030 Volumes & Proposed Street Network



Implementation



Phase 3
Extend Boulevard
& Build Eastern Street Network
(Partnership)

Build Southern Blvd. Extension
& Extend Freeland across South Blvd.
Build Northern Boulevard Extension
& Left turn access to Realigned Hartford
Connect Street network in Eastern TOD

Implementation



Phase 2
Extend Dewitt South (City)
Extend Dewitt south from Cama to Yancey