south corridor station area plans

Scaleybark

Transit Station Area Plan

DRAFT DOCUMENT MARCH 13, 2008

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Executive Summary

Purpose

The Scaleybark Transit Station is the ninth station heading south from Center City along the South Corridor Light Rail Transit (LRT) line, also known as the LYNX Blue Line.

The Scaleybark Transit Station Area Plan is the second of a series of plans for areas around the stations south of South End. The Introduction to the South Corridor Station Area Plans lays the foundation for the station area plans. This plan builds on that document. It analyzes current conditions in the area around the station, detailed in the Appendix.

The Concept Plan makes recommendations to bring the right mix of development to complement the transit investment, and to optimize the land use and infrastructure within the wider surrounding area to support its continued viability. The Concept Plan is the only section of this document to be adopted by City Council.

Study Area

The plan examines the area within approximately 1/2 mile of the Scaleybark Transit Station. The actual station is within the Median of South Boulevard near the intersection of Whitton Street. However, the study area for the plan covers a much larger area, extending from I-77 to the Colonial Village neighborhood, Clanton Road to Nations Crossing Road. It is mostly in a Growth Corridor, as envisioned by the City's Centers, Corridors and Wedges growth framework, but also includes a portion of the adjoining neighborhoods, in a Wedge.

Opportunities & Constraints

Through examination of existing conditions in the Scaleybark study area (see Appendix), opportunities to build upon and constraints to overcome were identified. The Scaleybark study area is distinguished from other South Corridor station areas by its uniquely visible station location, and by several large assembled parcels currently vacant and/or under development right at the station. The study area is challenged by existing land uses that do not generate transit activity, its relatively poor pedestrian environment, and its disconnected street network.

Vision

The desired future for the study area is highlighted in the following vision statement:

The Scaleybark study area will become one of a series of vibrant, high density transit villages along the South Corridor. Within its boundaries, there will be three distinct areas:

- **Transit Station Area:** The core of the study area will transform into an urban and pedestrian-oriented center for the larger Scaleybark plan area. It will include opportunities for living, working, shopping and recreating.
- **General Corridor Area:** The area between the Transit Station Area and I-77 will include a range of uses appropriate for a Growth Corridor. Existing light industrial, warehouse and office uses will remain, especially in the areas close to the I-77 interchanges. Lower density single family neighborhoods will be preserved and protected from incompatible uses.
- **Wedge Neighborhood Area:** The lower density residential character of the existing Colonial Village, Collingwood, and York Road neighborhoods will be maintained.

Land Use and Community Design

The plan contains a number of recommendations related to Land Use and Community Design within each of the three areas noted in the vision statement, The recommendations, shown on Map 3, include:

Transit Station Area

- Promote mix of transit supportive land uses in Transit Station Area, generally within 1/2 mile of the station; support more intense development of CATS Park & Ride lot.
- Provide active, ground floor, non-residential uses such as retail or office, at key locations.
- Create urban plazas near the Transit Station.
- Ensure that development adjacent to single-family neighborhoods provide good transition.
- Support redevelopment of Sloan Street and Hollis Road duplexes under specific criteria.

General Corridor Area

- Maintain locations for light industrial and warehouse uses.
- Maintain the existing single family neighborhoods that extend off of South Tryon Street
- Provide for a compatible sequence of land uses along South Tryon Street in the vicinity of the single family neighborhoods.

Wedge Neighborhood Area

- Maintain single family portion of Colonial Village consistent with existing zoning.
- Support redevelopment of the Southgate Apartments under specific criteria; ensure that redevelopment retains street network and tree canopy, and provides appropriate height and density transition.
- Make adjustments to South Growth Corridor boundary.

Transportation and Streetscape

Transportation recommendations address proposed new streets and enhancements to existing streets to make them more pedestrian and bicycle friendly. The recommendations, shown on Map 4, include:

- Provide new street connections at key locations; Maintain and enhance existing street network. Pursue limited number of new grade crossings of rail line at key locations.
- Realign Old Pineville Road with Dewitt Lane to divert traffic away from South Boulevard.
- Eliminate sidewalk system gaps in Transit Station Area, and in sidewalk connections to the residential areas.
- Improve sidewalk system along major thoroughfares, and in General Corridor Area.
- Enhance pedestrian and bicycle crossings at key locations; pursue mid-block crossings.
- Add bicycle lane on Hartford Avenue.
- Site new development to allow for future addition of bicycle lanes on thoroughfares.
- Replace rail crossing of Old Pineville Road with a Yancey Road crossing.
- Install Pedestrian Lighting in key locations.

Streetscape Cross-Sections

The standards in this section supplement requirements in TOD zoning districts, as well as TS, PED, UMUD, MUDD, NS, UR, and other urban zoning districts that may be established. This section recommends future cross sections for streets, and identifies building setbacks and streetscape standards based on the ultimate curbline location. The standards will be met by developers who undertake new development or major renovation in the study area.

Based on the City's *Urban Street Design Guidelines,* future cross-sections have been determined for streets, as well as the rail frontage, within the study area. Map 5 shows the location for each type. The following street types are recommended for the plan area:

- **Avenue**: 4-lane divided, 4-lane South Blvd LRT, 2-lane divided, and 2-lane undivided
- **Boulevard**
- **Main Street**
- **Office/Commercial Street**- wide
- **Local Residential Street**- wide
- **Rail Frontage/Multi-Use Trail**

Infrastructure and Environment

The core of the study area includes older built-out industrial area as well as some strip commercial. Its infrastructure may require augmentation for more intense new uses. The plan recommendations include:

- Relocate Scaleybark Branch Library in station area as a catalyst.
- Encourage burying of overhead utility lines.
- Encourage small urban open spaces in Transit Station Area.
- Make street trees a feature of all streets, and reduce impervious surfaces.
- Design new buildings to reduce stormwater runoff and improve water quality; protect and enhance watersheds.

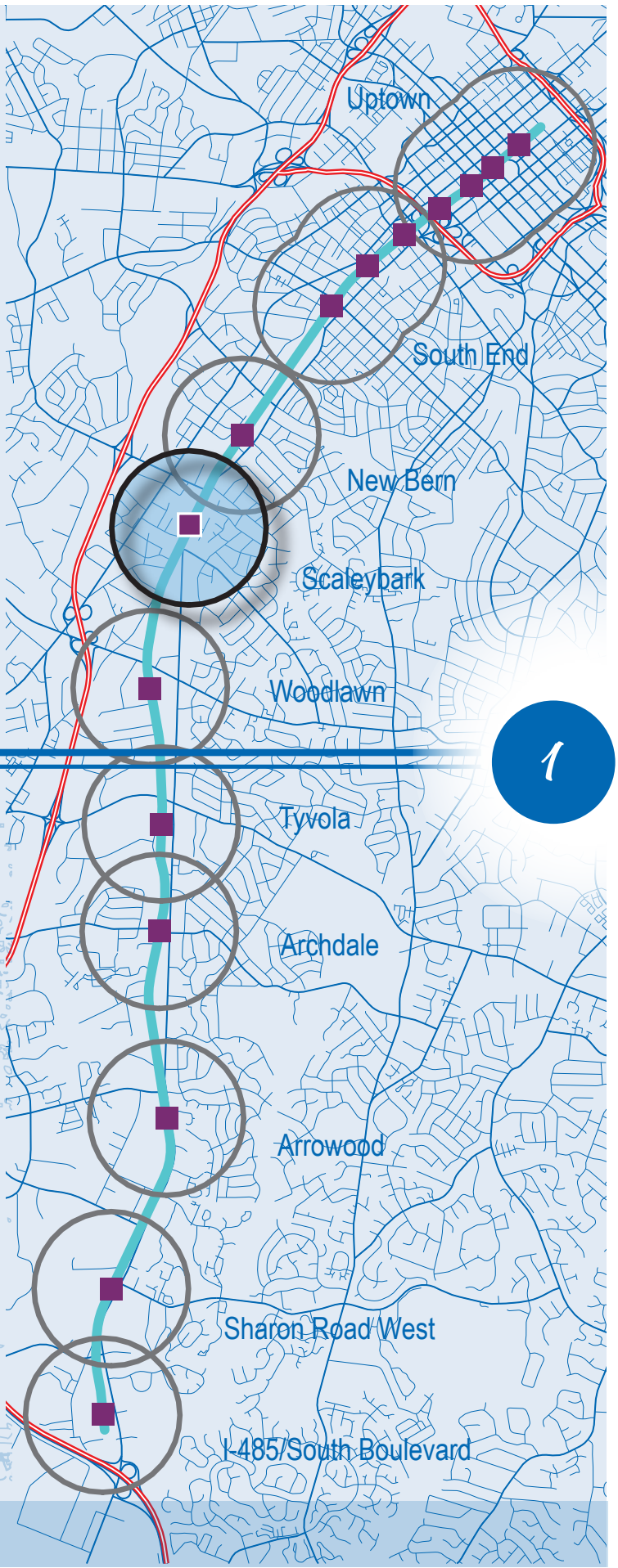
Implementation Plan

The Implementation Plan recommends projects to implement the policy recommendations of the Concept Plan. Because the Implementation Plan is not adopted by elected officials, it is a guide, not a commitment. The Implementation Plan recommends a number of sidewalk improvement and street connection projects, as well as corrective rezonings as shown on Map 6.

Volume 1:

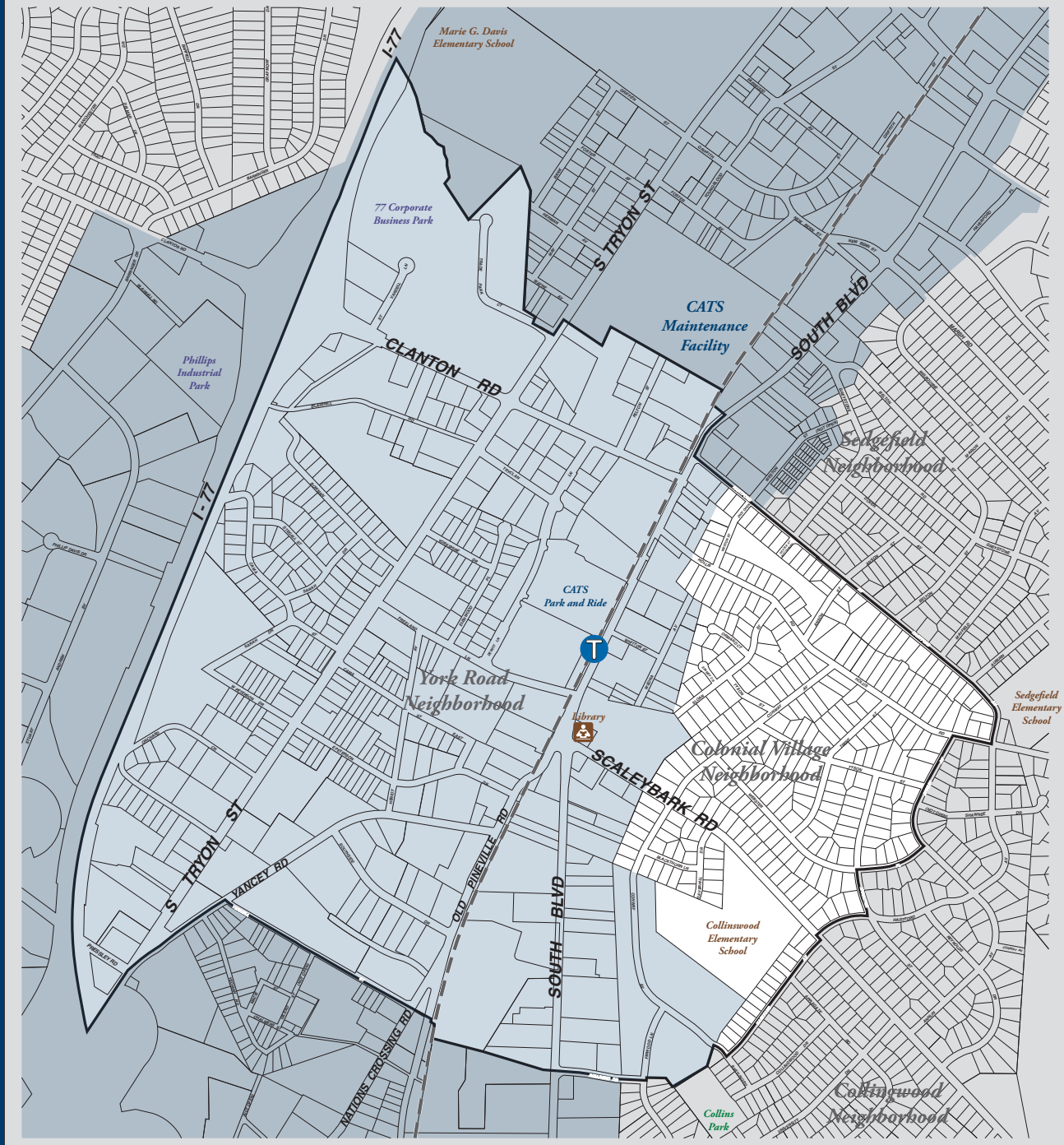
Concept Plan

1



Scaleybark Transit Station Area Plan

Map 1: Study Area and South Corridor Boundaries



Produced by the Charlotte-Mecklenburg Planning Department.

Date: January 23, 2008

Study Area Context

The Scaleybark Transit Station is the ninth station heading south from Center City along the South Corridor Light Rail Transit (LRT) line, also known as the LYNX Blue Line. The first four stations are in the Center City. The next three station areas are covered in the *South End Transit Station Area Plan*. The New Bern station area, located immediately to the north of the Scaleybark station area, is addressed in the *New Bern Transit Station Area Plan*.

This document is the second of a series of plans for the station areas extending south from South End. The plan is divided into the Concept Plan, the Implementation Plan, and an Appendix containing a thorough review of existing conditions. The Concept Plan is the only section of the plan adopted by City Council. The Concept Plan:

- Defines the growth and development vision for the area surrounding the Scaleybark LRT station;
- Makes recommendations for land use, transportation, urban design, and other development-related topics;
- Updates the Centers, Corridors and Wedges boundaries for the plan area from those initially outlined in the Transportation Action Plan; and
- Serves as the official streetscape plan for the station area once the Concept Plan is adopted.

Planning Process

Initial planning for the Scaleybark study area began in conjunction with planning for the South Corridor LRT line. A community planning and urban design consulting firm and an interdepartmental staff team, led by Planning Department staff, held public meetings to gather initial input from area residents and property owners. More recently, City staff and property owners at the core of the station area have worked with a design consultant to address street network and infrastructure issues. A staff team has developed plan recommendations based on citizen input, the area context, consultant recommendations, and guidance from a number of City Council adopted policies.

Prior to adoption of the plan, staff will hold additional public meetings with area residents and property owners to present the plan recommendations and to receive feedback. The next step of the process will be presentation to the Planning Committee of the Charlotte-Mecklenburg Planning Commission who will hear citizen comments and make a recommendation to the Charlotte City Council. The City Council will also hear citizen comments and make a final decision concerning adoption of the plan.

More detailed information on the background, purpose and process for developing this, and other, station area plans can be found in the companion document, *Introduction to the South Corridor Station Area Plans*.

Plan Boundaries

The Scaleybark Transit Station is located on the South Corridor light rail line on South Boulevard at Whitton Street, between Clanton Road and Scaleybark Road. The station platform is located in the median of South Blvd. This station functions as a Neighborhood Station, meaning it serves pedestrians coming from a 1 mile radius around the station, with the support of bus connections. As a Neighborhood Station, it is designed to fit within the existing community fabric, and is surrounded by numerous Transit Oriented Development (TOD) redevelopment opportunities.

This plan addresses the properties within approximately ½ mile of the Scaleybark Transit Station. For contextual purposes, the boundaries of the Scaleybark Transit Station Area Plan cover an area larger than the transit station area, defined as the properties recommended for TOD and located within a ¼ to ½ mile walk of the station.

The plan area is bisected by the light rail line, is bounded on the west by I-77 and also includes major streets such as South Boulevard, South Tryon Street, Clanton Road and Scaleybark Road. The larger plan area falls primarily within the South Growth Corridor but also includes a portion of a Wedge as defined by the Centers, Corridors and Wedges growth framework. The plan boundaries are shown on Map 1; they follow existing zoning and block configurations.

The Transit Station Area, at the center of the plan area, is the primary focus of this plan. This area will be the most influenced by- and have the ability to influence- the success of the LRT line. The plan also addresses portions of the Colonial Village, Collingwood and York Road neighborhoods, as well as areas within the South Growth Corridor but outside of the station area, primarily between South Tryon Street and I-77.

3030 South is an example of transit oriented development pushing south from South End.

The Scaleybark Transit Station is highly visible in a median of South Boulevard.

Opportunities and Constraints

Review of the existing conditions reveal a number of opportunities and constraints to transforming the core of the study area into a transit supportive environment. Success will depend upon effectively dealing with the constraints and capitalizing on the opportunities described below.

For a complete discussion of existing conditions, see the Appendix of this document.

Opportunities

- **Improved Environment:** Currently, the core of the study area has few trees and minimal landscaping and sites are largely covered with asphalt or concrete. As the study area redevelops, there will be a significant opportunity to improve the quality of the environment with the addition of trees, landscaping and grassed open spaces.
- **Station Location:** The highly visible Scaleybark Transit Station sits in the median of South Boulevard with a CATS Park and Ride lot across the street on the west side. The location of the station platform is easily accessible from both sides of South Boulevard. The convenient and visible station location can be a catalyst for the redevelopment of properties on either side of the station, and can provide a centerpiece for a truly unique transit oriented district.
- **Assembled Land:** Despite a large number of small parcels in the study area, land assembly has already begun. A significant portion of the study area is held by a few owners. The master planning effort involving four development teams controlling thirty-six acres provides a unique opportunity for a unique and coordinated transit village at this station.
- **Redevelopment Momentum:** A 2003 market study by Charles Lesser & Company found that the Scaleybark study area is poised for redevelopment as a residentially-oriented mixed-use area, either as an extension of South End revitalization or as its own unique housing core. The Scaleybark station area has the potential to benefit from increased property values and development momentum occurring in South End and the New Bern station area.
- **Underutilized Land:** Much of the land in the core of the Scaleybark plan area is vacant or underutilized. The study area has the potential to accommodate higher density uses desired for a Transit Station Area.
- **Library Relocation:** Charlotte-Mecklenburg Libraries has plans to relocate the existing branch library located on South Boulevard at Scaleybark Rd. There is the opportunity for the relocated library to be a key civic element of a new transit oriented development.

- **Potential Ridership Base:** The Scaleybark study area has a large residential population. The neighborhoods of Colonial Village, Collingwood and York Road are home to approximately 2,400 residents - many within walking distance of the Transit Station. At present, the amount of vacant and underutilized land surrounding the station creates separation from the neighborhoods. This land offers an opportunity to create a large transit village, adding both riders to LYNX and amenities to the surrounding area. A vibrant village has not only the opportunity to generate its own new riders, but also make the walk to the station for existing residents living nearby much more attractive.

Constraints

- **Existing Land Use and Zoning:** Much of the property at the core of the station area is currently planned, zoned and used for industrial or warehouse uses. Such uses typically will not meet the employment intensity and urban design guidelines for transit oriented development.
- **Station Area Street Network:** There is a noticeable lack of connectivity and relatively sparse street network in the Scaleybark station area. Many of the neighborhoods to the east of South Boulevard have few connections to South Boulevard, and street connections between South Boulevard and South Tryon Street are limited. Better connections and an extensive street network will be needed to support the high intensity transit oriented development anticipated around the station.
- **Poor Pedestrian/Bicycle Environment:** Many of the streets in the industrial and commercial districts lack the elements desired for pedestrian and bicycle-friendly streets. These streets are characterized by narrow sidewalks, absent planting strips and street trees, multiple curb cuts, and poor lighting. However, redevelopment will help this situation with the addition of many of these elements in conjunction with development.
- **Lack of Open Space:** The open space surrounding Collinswood Elementary School,is the study area's only public open space. The closest park is Collins Park which is just outside the study area. Additional open space, consistent with an urban environment, is desirable in the station area.
- **Infrastructure Capacity:** The ability of the station area's infrastructure to support high density redevelopment and capacity of other utility systems is not known. As new development and redevelopment occurs, the infrastructure should be updated where needed.
- **Station Access:** The Scaleybark Transit Station is the only South Corridor station situated in the median of a busy thoroughfare. While this makes the station more accessible to both sides of South Boulevard, the current lack of adjacent activity and pedestrian scale poses challenges. Without transit-oriented development with buildings near the street, South Boulevard presently feels more like an environment for motorists, and is not pedestrian friendly. Recently added signals and pedestrian crossings have calmed traffic some, but ultimately, a better mix of adjacent land uses oriented toward pedestrians will likely have the best effect in creating a stronger sense of place less dominated by motor vehicles.

Vision

The Scaleybark study area will become one of a series of vibrant, high density transit villages along the South Corridor. Within its boundaries, there will be three distinct areas:

- **Transit Station Area:** The core of the study area will transform into an urban and pedestrian-oriented center for the larger Scaleybark plan area. This center will include opportunities for living, working, shopping and recreating. The Scaleybark station area will be easily identified by the Scaleybark light rail station located in the landscaped median of South Boulevard.
- **General Corridor Area:** The area between the Transit Station Area and I-77 will include a range of uses appropriate for a Growth Corridor. Existing light industrial, warehouse and office uses will remain, especially in the areas close to the I-77 interchanges. Lower density single family neighborhoods will be preserved and protected from incompatible uses.
- **Wedge Neighborhood Area:** The lower density residential character of the existing Colonial Village, Collingwood, and York Road neighborhoods will be maintained.

Map 2 illustrates the development concept for the Scaleybark plan.

Goals

To achieve this vision, the following goals have been identified for the Scaleybark study area. The goals draw on adopted, or in-progress, City policies, many of which were discussed in the *Introduction to the South Corridor Transit Station Area Plans*.

1. **Land Use:** Promote higher density uses that are served by the high capacity transportation facilities in the Corridor, while protecting the fabric of the existing residential neighborhoods.

2. **Community Design:** Create a high quality urban environment by enhancing the identity of the station area, creating attractive streetscapes, building on the synergy of public infrastructure investments, and respecting the character of the neighborhoods.

3. **Transportation:** Enhance the area's transportation system by providing new street connections and improving the pedestrian and bicycle environment.

4. **Infrastructure/ Public Facilities:** Provide the infrastructure and public facilities needed to support development in the Growth Corridor.

5. **Environment:** Improve the quality of Scaleybark's environment, focusing on enhancing the tree canopy, improving water quality from stormwater run-off, and providing open space for the station area.

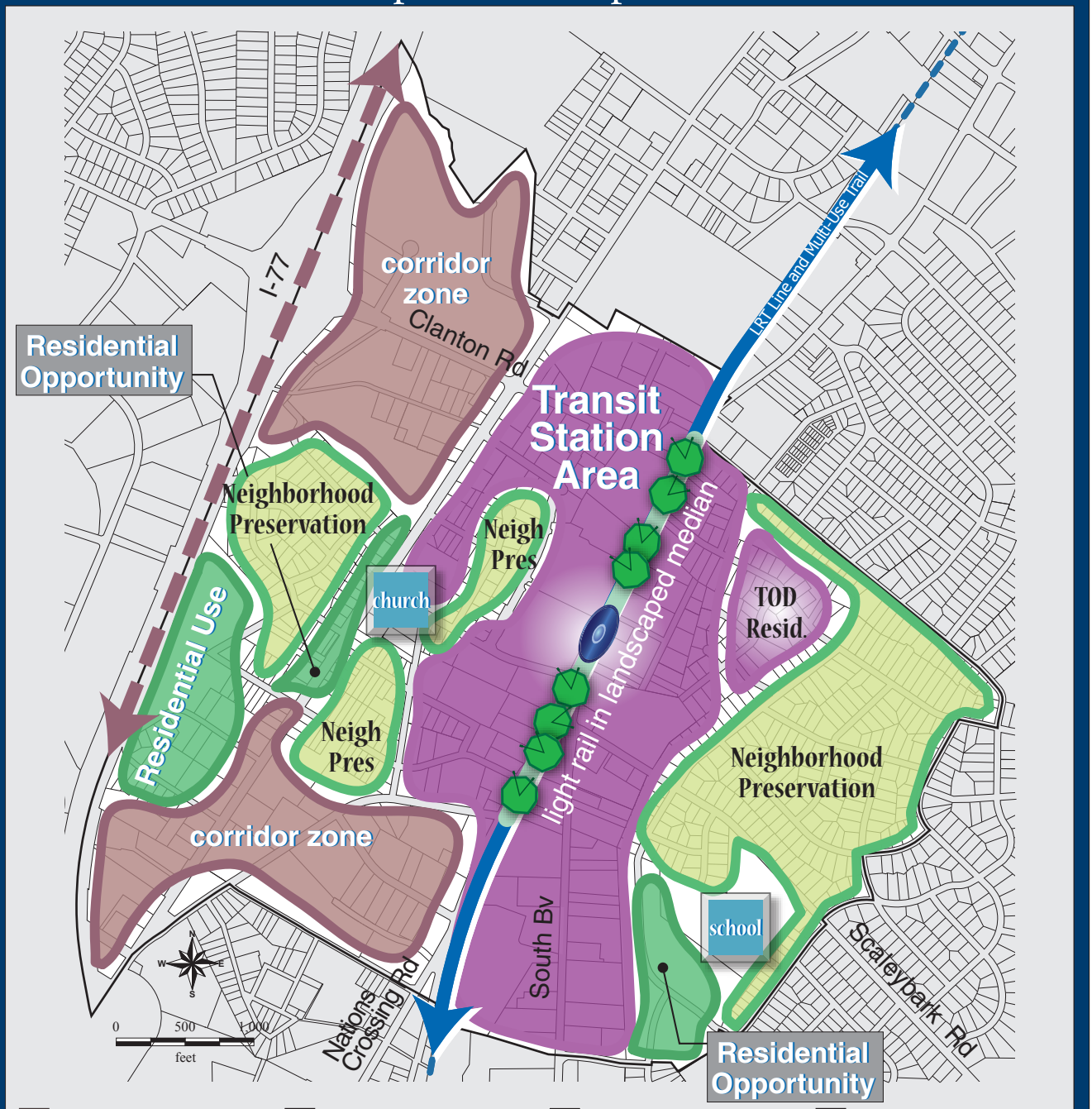
The vision and goals serve as the basis for the recommendations in the chapters that follow.

Scaleybark station is in the median of South Boulevard, shown here with sculpture elements..

New residential development and multi-use trail near the New Bern station.

Scaleybark Transit Station Area Plan

Map 2: Concept Plan

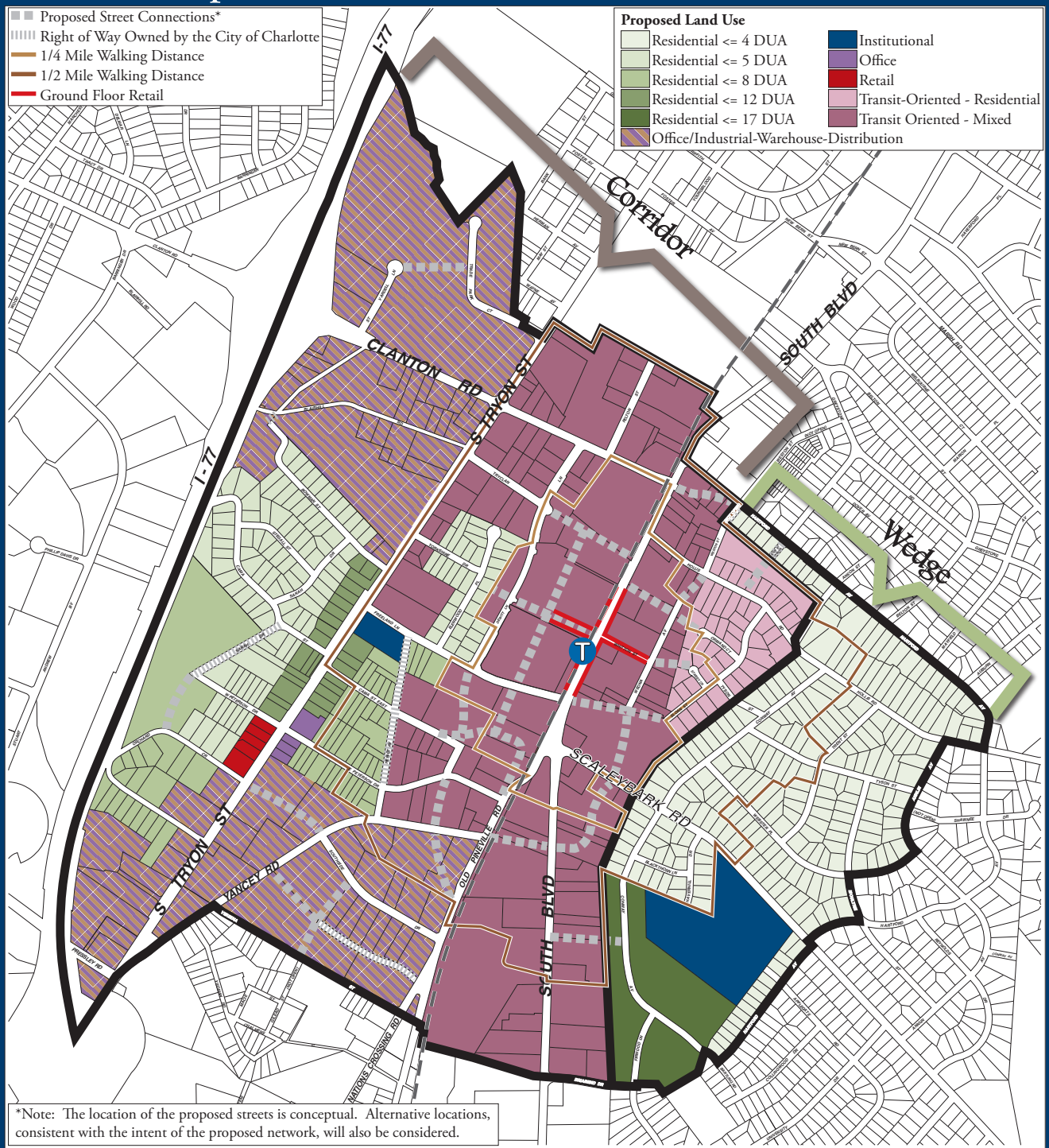


Produced by the Charlotte-Mecklenburg Planning Department.

Date: March 2008

Scaleybark Transit Station Area Plan

Map 3: Recommended Future Land Use



*Note: The location of the proposed streets is conceptual. Alternative locations, consistent with the intent of the proposed network, will also be considered.

Produced by the Charlotte-Mecklenburg Planning Department.

0 500 1,000 feet

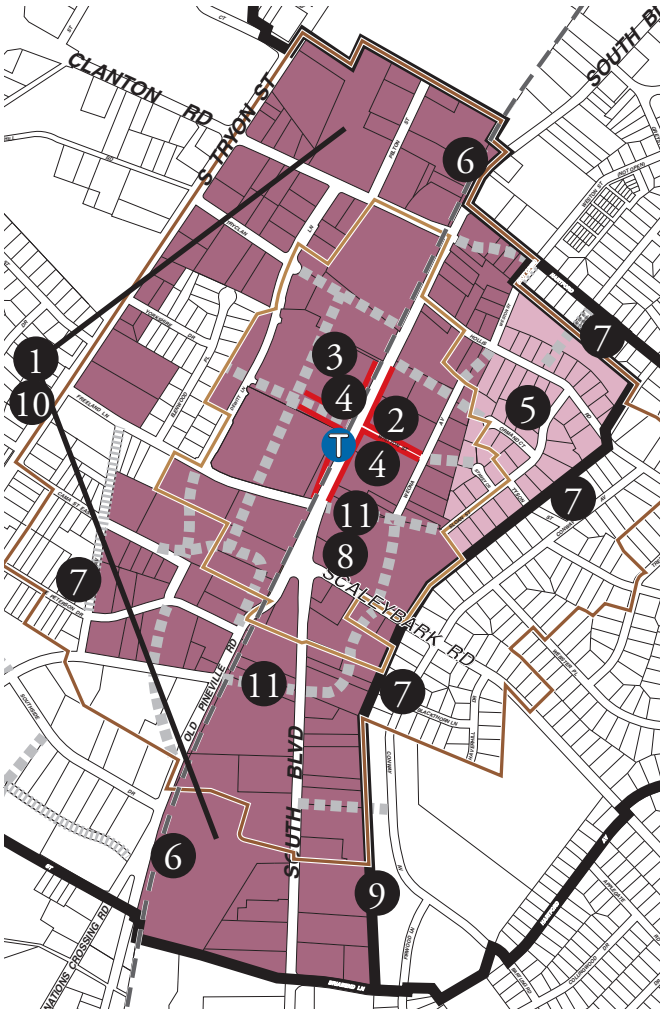
Date: March 10, 2008

Land Use and Community Design

This chapter sets forth land use and community design recommendations to achieve the vision and goals for the Scaleybark plan area. An overview of the proposed street network is also included.

This chapter divides the study area into three distinct districts:

- **Transit Station Area,** the portion of the South Growth Corridor that surrounds the Scaleybark light rail station;
- **General Corridor Area,** which include interchange, general land use, and neighborhood preservation areas of the South Growth Corridor; and
- **Wedge Neighborhood Area,** which is a part of the Wedge area just east of the South Growth Corridor.



Map 3.1: Transit Station Area Recommendations

The land use recommendations are shown on Map 3. The general location for each recommendation is noted on the map extracts within each section, using the item numbers below. The recommendations also are cross referenced using the item numbers in the Implementation Section of this plan.

Transit Station Area

The Transit Station Area is located at the heart of the larger study area. The transit station's location in the median of South Boulevard will create a unique character distinct from the other South Corridor station areas. The following recommendations aim to capitalize on that unique character and create a new and distinct transit oriented district, and transforming the area into a vibrant, urban environment.

Land Use and Community Design

1. **Promote a mix of transit-supportive land uses** (residential, service-oriented retail, civic, office) within the Transit Station Area. This will occur primarily through new development.

   - For new development within the Transit Station Area, ensure that uses, intensity, site and facade design, and transportation elements are consistent with the *Transit Station Area Principles* outlined in the *Introduction to South Corridor Station Area Plans*.
   - Design new development to support pedestrian activity, with buildings brought close to the sidewalk and parking to the rear.

Higher density transit supportive development such as this is appropriate in the Transit Station Area.

Properties adjacent to the Scaleybark Station are lower density uses ready for redevelopment..

Dewitt Lane is a recent addition to the street network in the Transit Station Area, connecting Clanton Road to Freeland Lane.

2. **Provide active ground floor non-residential uses,** such as retail or office, along South Boulevard on both sides of the Scaleybark Transit Station and along Whitton Street as shown on Map 3. To be most accessible to transit users, design these ground floor uses to include clear glass windows and doors, as well as entrances that front on and connect to the sidewalk.

3. **Support redevelopment of the existing CATS park-and-ride surface parking lot** and adjacent land purchased by the City. Incorporate the CATS park and ride facility into the new transit oriented development.

4. **Create urban plazas or parks** on both sides of South Boulevard, at the entrance to the Scaleybark Transit Station. These open spaces would serve as public gathering spaces adjacent to the station.

5. **Support the redevelopment of the duplexes** along Sloan Street and Hollis Road to transit oriented development – residential. The area is within the ½ mile walk distance of the station and should be considered for redevelopment if the following criteria are met:

   - Usable park / open space is provided;
   - A workforce housing component, at least 20%, is included in a mixed income environment;
   - A mixture of housing types is provided;
   - Existing mature trees are preserved, as well as much of the existing street network with enhanced connectivity; and
   - The Residential Design Guidelines in the *General Development Policies* are met.

6. **Orient new development to the multi-use pedestrian and bicycle trail** along the LRT line from the northern boundary of the station area to Clanton Road, and from Freeland Lane to the south boundary. This includes providing active ground floor uses and entrances along the trail.

7. **Ensure that development adjacent to the Colonial Village, Collingwood, and York Road neighborhoods** provides a good transition from the low scale neighborhoods to the taller buildings at the core of the station area. In addition, ensure that building and site design for development across the street from single family housing in the York Road neighborhood is of a scale and design that complements the existing housing.

8. **Maintain the Scaleybark Branch Library** as an institutional/civic use in the station area. If the existing library is relocated, it should be a visible part of a future transit oriented development in the center of the Scaleybark station area.

9. Through the adoption of this plan, adjust the **official boundary between the South Growth Corridor** and the adjacent Wedge to the east to be consistent with the boundary shown on Map 3.

Supporting Street Network

10. **Provide new street connections** needed to create typical block lengths of 400 feet desired, or 600 feet maximum, as shown on Map 3. These connections are the highest priority for the plan area. Critical elements of this street network include:

    - A direct connection between Clanton Road across South Boulevard to Hartford Avenue,
    - Extension of Whitton Street from South Boulevard to Dewitt Lane,
    - Extension of Freeland Lane across South Boulevard and the light rail line, with an at grade signalized intersection at South Boulevard.
    - Extension of Yancey Road from Old Pineville Road across South Boulevard, to Scaleybark Road, and connecting to Weona Road,
    - Extension of Dewitt Lane across Freeland Lane to connect to Old Pineville Road,
    - Increased street network on the west side of South Boulevard, and
    - Additional connections between Sloan Street and South Boulevard.

    It should be noted that the street network shown on Map 3 and Map 4 provides a representation of the desired street network for the Scaleybark station area and may require adjustments to address site conditions. An alternative but comparable network, consistent with the intent of providing connectivity, will also be considered.

11. **Consider new grade crossings of the rail corridor** at Freeland Lane and Yancey Road, in conjunction with the street connections outlined above. These potential crossings should be thoroughly studied to assess the impact on the LRT line, the transportation system and the area's economic development potential. In addition, the existing Old Pineville Road crossing of the light rail line, as well as the driveway crossing just south of Freeland Lane, should be removed if these new crossings are made.

General Corridor Area

The section of the study area west of the Transit Station Area and east of I-77 is classified as the General Corridor Area and is located within the larger South Growth Corridor. It has interstate access from Clanton Road, as well as South Tryon Street, and includes a range of uses designed to take advantage of its interstate access. Between the interchange areas are established single family neighborhoods.

Map 3.2: General Corridor Areas Recommendations

Land Use and Community Design

12. **Maintain locations for low to moderate intensity office, warehouse, and light industrial uses** with easy interstate access in the plan area. This will provide potential relocation opportunities for uses that may need to relocate as the area immediately around this and other transit stations redevelop.

13. Maintain and enhance the single-family housing, at the densities shown on Map 3, in the **York Road neighborhood.**

14. **The four residential properties along Dewitt Lane just north of Freeland Lane**, across from and adjacent to property designated for TOD–Mixed, are recommended for residential at 4 dua. However, the properties are appropriate for TOD-Mixed if all property owners agree and the property is consolidated for development.

15. Similarly, **the single family properties on Ellenwood Place and Yorkshire Drive** are recommended for residential at 4 dua. However, if all property owners agree and the land is consolidated, redevelopment for TOD-Mixed would be appropriate. If redevelopment occurs, street connections to Dewitt Lane and Tryclan should be provided.

16. **The four properties along Freeland Lane at Heriot Avenue**, adjacent to the TOD designated property on Freeland and South Blvd., are recommended for residential development at 8 dua. However, the properties are appropriate for TOD-Mixed if all property owners agree and the property is consolidated for development.

17. **Provide for a compatible sequence of land uses along South Tryon Street between Orchard Circle and Bowman Road abutting single family neighborhoods.** Map 3, shows elements of retail and office use at Peterson Drive reflecting existing uses. The remaining frontage along this street segment should be developed with residential uses compatible with the adjoining neighborhoods, not to exceed 12 dua.

18. **Maintain the existing predominantly single-family housing of the properties along Orchard Circle** between South Tryon Street and I-77. As currently developed, a density cap of 8 dua is appropriate. The area could be redeveloped for Office / Industrial / Warehouse / Distribution use, but only if all property owners agree and only if all properties are consolidated for development.

19. **The vacant property behind Orchard Circle and Sarah Drive,** alongside I-77 should be developed for residential use at a density not to exceed 8 dua, due to its proximity to, and access through single family neighborhoods.

Supporting Street Network

20. **Maintain and enhance the existing street network in the General Corridor Area** as shown on Map 3. New streets between South Tryon Street and Old Pineville Road, south of :Yancey Road, are especially important.

    It should be noted that the street network shown on Map 3 and Map 4 provides a representation of the desired street network for the Scaleybark station area and may require adjustments to address site conditions. An alternative but comparable network, consistent with the intent of providing connectivity, will also be considered.

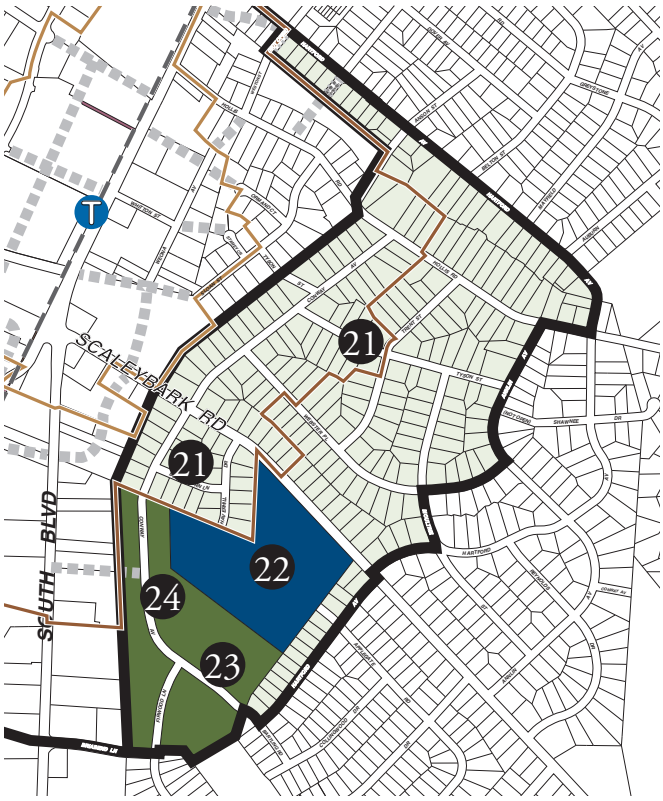
This is an example of higher density residential development appropriate in Corridor and Wedge areas.

The Southgate Apartments property is a redevelopment opportunity, but redevelopment should preserve tree canopy and street network.

Colonial Village and other single family neighborhoods in the study area should be preserved.

Wedge Neighborhood Area

The Colonial Village and Collingwood neighborhoods are located in a Wedge, on the east side of the Transit Station Area. These neighborhoods include single family and multi-family housing, as well as the Collinswood Elementary School. The following recommendations are designed to protect the predominantly low density residential character of the neighborhood, while allowing for redevelopment in selected locations.



Map 3.3: Neighborhood Area Recommendations

Land Use and Community Design

21. **Maintain the single family portion of the Colonial Village and Collingwood neighborhoods** at a density up to 4 dua, consistent with existing land use and zoning.

22. **Maintain Collinswood Elementary School** as an institutional/civic use.

23. **Support the redevelopment of the Southgate Apartments**, at an average density of 17 dua. The area within a 1/2 mile walk distance of the station, and the area in the central portion of the site, should be developed with the highest intensity, with lower densities at the edge of the site adjacent to single family neighborhoods and the school. New development plans also should be consistent with the Residential Design Guidelines in the *General Development Policies*.

Supporting Street Network

24. **Maintain the existing street network for the Wedge Neighborhood Area.** Create a street connection from the Southgate Apartments site to South Boulevard at a location to be determined as redevelopment occurs. It should be noted that this map provides a representation of the desired street network and may require adjustments to address site conditions. An alternative but comparable network consistent with the intent of providing connectivity will also be considered.

Transportation and Streetscape

Transforming the existing streets into an attractive and functional multi-modal street network is critical to the success of the plan area, especially the area around the LRT station where transit-oriented development is planned. Providing a well-connected street network is important throughout the study area to facilitate mobility choices and minimize congestion.

In conjunction with the establishment of the LRT line, the City made a number of improvements to the Scaleybark street network through the South Corridor Infrastructure Program (SCIP). This chapter recommends additional transportation improvements for the plan area for new streets, street cross-sections and streetscape elements.

Transportation/Street Design Recommendations

This section outlines transportation recommendations addressing both proposed new streets and enhancements to existing streets to make them more pedestrian and bicycle friendly. These include both City sponsored capital improvements, as well as improvements that will be required in conjunction with new development and redevelopment.

The general locations of the recommendations are noted on Map 4. The recommendations also are cross referenced using the item numbers in the Implementation section of this plan.

Street Network

25. **Provide new street connections in the plan area,** as discussed in item 10 in the Land Use Section and shown on Map 4. Street connections in the Transit Station Area are the highest priority for this Plan, as these are needed to support high density development and to provide additional travel routes. It should be noted that this map provides a representation of the desired street network and may require adjustments to address site conditions. An alternative but comparable network consistent with the intent of providing connectivity will also be considered.

26. **Pursue new grade crossings of the rail corridor at Freeland Lane and Yancey Road,** replacing the existing grade crossings on Old Pineville Road, as discussed in item 11 in the Land Use Section, in items 38 and 39 of this section, and as shown on Map 4.

27. **Realign Old Pineville Road with Dewitt Lane** to divert traffic away from South Boulevard and offer more connection choices to South Tryon Street and Clanton Road, as discussed in item 10. This plan also recommends amending the Thoroughfare Plan to adopt the new alignment of Old Pineville Road connecting to Dewitt Lane as a Minor Thoroughfare. Old Pineville Road and its existing alignment is currently classified as a Major Collector.

28. **Realign Hartford Avenue with Clanton Road**, as discussed in item 10, to improve east-west mobility and offer more connection choices.

29. **Increase connectivity in the Colonial Village neighborhood**, as discussed in item 10, by connecting Weona Avenue between Hartford Avenue and Scaleybark Road and extending Weona Avenue across Scaleybark Road to connect with the Yancey Road extension.

30. **Consider the addition of roundabouts** at the intersections of Dewitt Lane and Freeland Lane and at Weona Avenue at Freeland Lane, in lieu of four-way stops or signalized intersections.

31. Maintain and enhance the street network in the General Corridor Area, as discussed in items 20 and 24. It should be noted that this map provides a representation of the desired street network and may require adjustments to address site conditions. An alternative but comparable network consistent with the intent of providing connectivity will also be considered.

Sidewalks

32. **Eliminate gaps in the sidewalk system within the core of the plan area.** While sidewalk improvements have been made through the City sponsored South Corridor Infrastructure Program (SCIP), many sidewalk gaps remain in the Transit Station Area. To handle the level of pedestrian activity anticipated in the station area, gaps in the sidewalk system, particularly those along Tryclan Lane, Freeland Lane, Cama Street, and Whitton Street, as shown on Map 4, should be eliminated

The pedestrian system along South Boulevard typically lacks a planting strip, and the sidewalk width is inadequate.

Recent improved sidewalk and planting strip at 3030 South Boulevard provides greater pedestrian safety.

as new development occurs. New sidewalks and planting strips should be built to the specifications of the streetscape cross-sections on the following pages.

33. **Eliminate gaps in the sidewalk system leading from the residential areas to the Transit Station.** The existing residential areas of Colonial Village, Collingwood and York Road neighborhoods on either side of the Scaleybark Transit Station Area provide a large base of potential transit riders. Gaps in the sidewalk system which leads to the transit station should be eliminated to promote pedestrian access to the LRT station. Specific sidewalk projects include Hollis Road and Conway Avenue. The boundaries are shown on Map 4.

34. **Widen sidewalks along primary station area streets.** Currently, Scaleybark's primary streets have sidewalks on both sides of the streets. However, many of these sidewalks are only 5 feet wide, which is not consistent with the recommended width found in the Streetscape Standards on the pages following. Additionally, planting strips which separate pedestrians from vehicular traffic are lacking. This plan recommends widening the sidewalks and adding planting strips along South Tryon Street, Clanton Road, Freeland Lane, Yancey Road, Old Pineville Road, and South Boulevard within the study area boundaries.

35. **Improve the sidewalk network in the General Corridor Area.** As the streetscape cross-sections recommend, new development and redevelopment should install sidewalks on all streets. Though redevelopment seems likely, Freeland Lane is a high priority area for sidewalk improvements, even if redevelopment does not occur.

Pedestrian Crossings

36. **Enhance pedestrian and bicycle crossings** across South Boulevard, South Tryon Street, and Clanton Road. Many of Scaleybark's thoroughfares are difficult for pedestrians and bicyclists to cross due to factors such as traffic volume, traffic speed, number of lanes, frequent turning movements, and distance between signalized cross walks. Anticipating substantial redevelopment near this particular station, the SCIP program did not make significant pedestrian improvements to signalized intersections in the Scaleybark area. This plan recommends adding enhanced crossings, as shown on Map 4. In the station area, these include:

- South Tryon Street at Clanton Road;
- South Tryon Street at Freeland Lane;
- South Boulevard at Clanton Road;
- South Boulevard at Whitton Street;
- South Boulevard at Scaleybark Road;
- South Boulevard at Freeland Lane, when Freeland Lane is extended across the LYNX tracks;
- South Boulevard at Yancey Road, when Yancey Road is extended across the LYNX tracks;
- Dewitt Lane at Yancey Road when Dewitt Lane is extended; and
- Weona Avenue at Scaleybark Road when Weona Avenue is extended.

Enhanced crossings may include a combination of vehicle traffic signals, pedestrian countdown

signals, painted or textured cross walks, ADA curb ramps, and pedestrian refuge islands in the median.

37. **Pursue enhanced pedestrian crossing of South Boulevard supportive of development.** Utilizing the existing yet unopened "Z" pedestrian crossing of LYNX near Hollis Drive and South Boulevard, this plan recommends opening the crossing and providing pedestrian accommodations across South Boulevard, once development on either side creates the demand.

38. **Pursue a pedestrian connection between the Southgate Apartments site** on Conway Avenue and Collinswood Elementary School.

Bicycle Accommodations

39. **Add a designated bicycle lane to Hartford Avenue.** To tie into the bicycle lanes recommended throughout the station area (shown on Map 4), a bicycle lane along Hartford Avenue between Hollis Road and South Boulevard in the Colonial Village neighborhood is recommended.

40. **Site new development to allow future addition of bicycle lanes on Avenues.** This plan recommends the long-term installation of bicycle lanes in the station area along South Boulevard, South Tryon Street, Clanton Road, Freeland Lane, Scaleybark Road, and Yancey Road as shown on Map 4.

41. **Include bicycle lanes on street extensions** of Dewitt Lane to Old Pineville Road, and Yancey Road to Weona Avenue.

Improved LYNX Crossings

42. **Replace the current Old Pineville Road crossing with a crossing at Yancey Road.** Currently, Old Pineville Road crosses the LYNX tracks as the fourth leg of the signalized intersection of South Boulevard and Scaleybark Road. This plan recommends Old Pineville Road to be realigned and relocated to meet Dewitt Lane at Freeland Lane via redevelopment. Combined with a new LYNX crossing of Yancey Road extension to South Boulevard, the traveling public will have more route choices between Old Pineville Road and either South Boulevard or South Tryon Street.

43. **Improve the intersection of Freeland Lane and South Boulevard with new LYNX crossing.** Currently, Freeland Lane only intersects with southbound South Boulevard near its at-grade crossing of the LYNX line. This plan recommends Freeland Lane be extended to connect to Scaleybark Road via Weona Avenue. The recommendation includes a new at-grade crossing and signalized intersection of South Boulevard with Freeland Lane, as well as the removal of the driveway crossing the LYNX line, just south of Freeland Lane.

Multi-Use Trail

44. **Construct the multi-use trail running parallel to the LRT line.** A multi-use trail running from Tremont Avenue to Clanton Road, primarily on the west side of the LRT line, was constructed as part of SCIP. In addition, a section was constructed from Freeland Lane to Old Pineville Road. As new development or redevelopment occurs, the trail should be added where it does not exist or improved where it does exist, consistent with the cross-section recommendations found on the following pages. Ultimately, the trail should be located:

    - between the northern plan boundary and Clanton Road on both sides of the track;
    - between Scaleybark Road and the southern boundary on the east side of the track;
    - between Freeland Lane and Old Pineville Road, where Dewitt Lane connects.

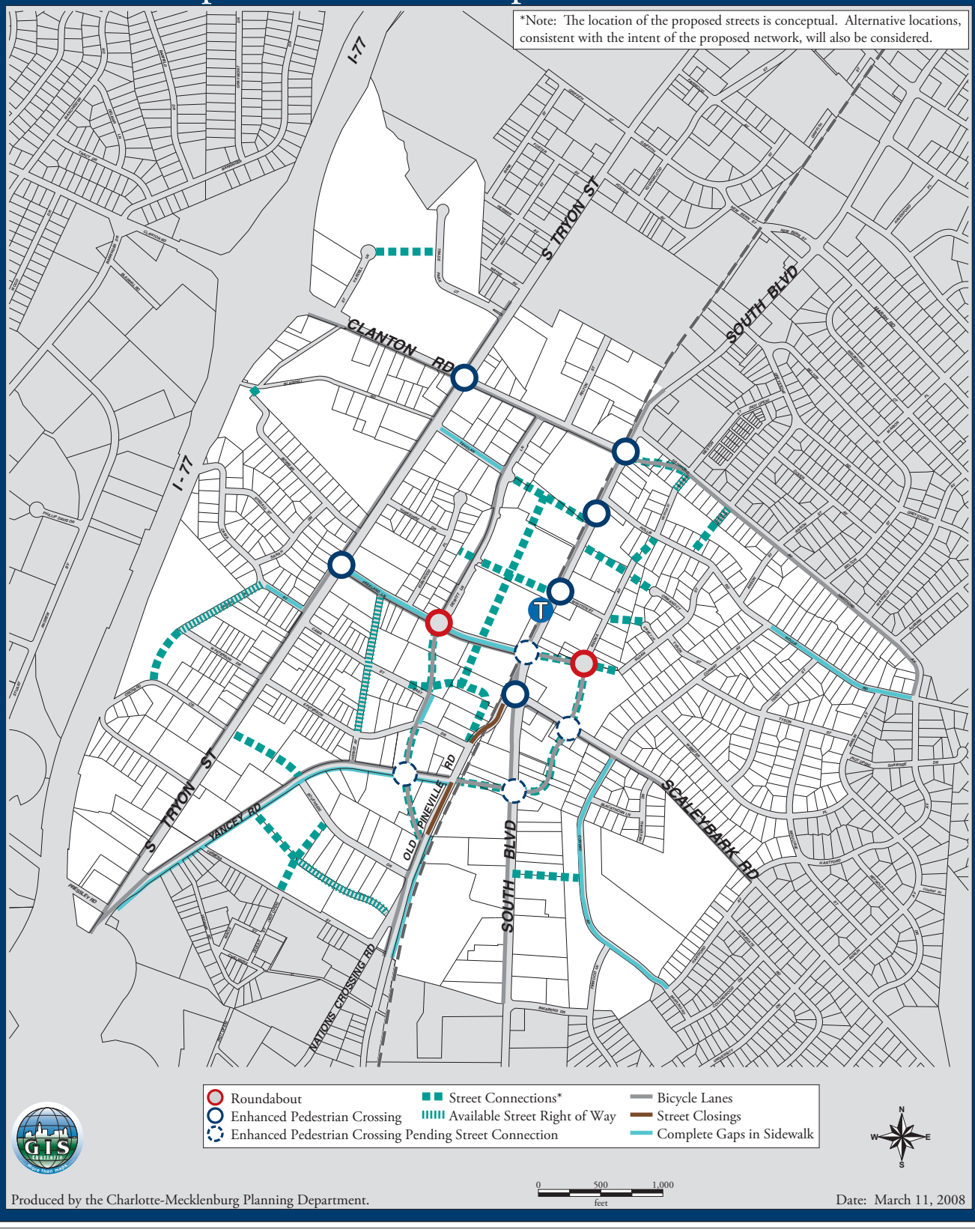
45. **As the trail is constructed through the development process, fill critical gaps** where development is not occurring to facilitate travel to the Transit Stations.

Street Lighting

46. **Install Pedestrian Scale Lighting in key locations.** Typical streetlights illuminate the roadway, but do not provide significant lighting for the pedestrian area of a street. Pedestrian scale lighting is shorter in height than streetlights and focuses on lighting sidewalk areas. It should be installed in the public right-of-way, with special attention to blocks between Dewitt Lane and Weona Avenue.

Scaleybark Transit Station Area Plan

Map 4: Future Transportation Network

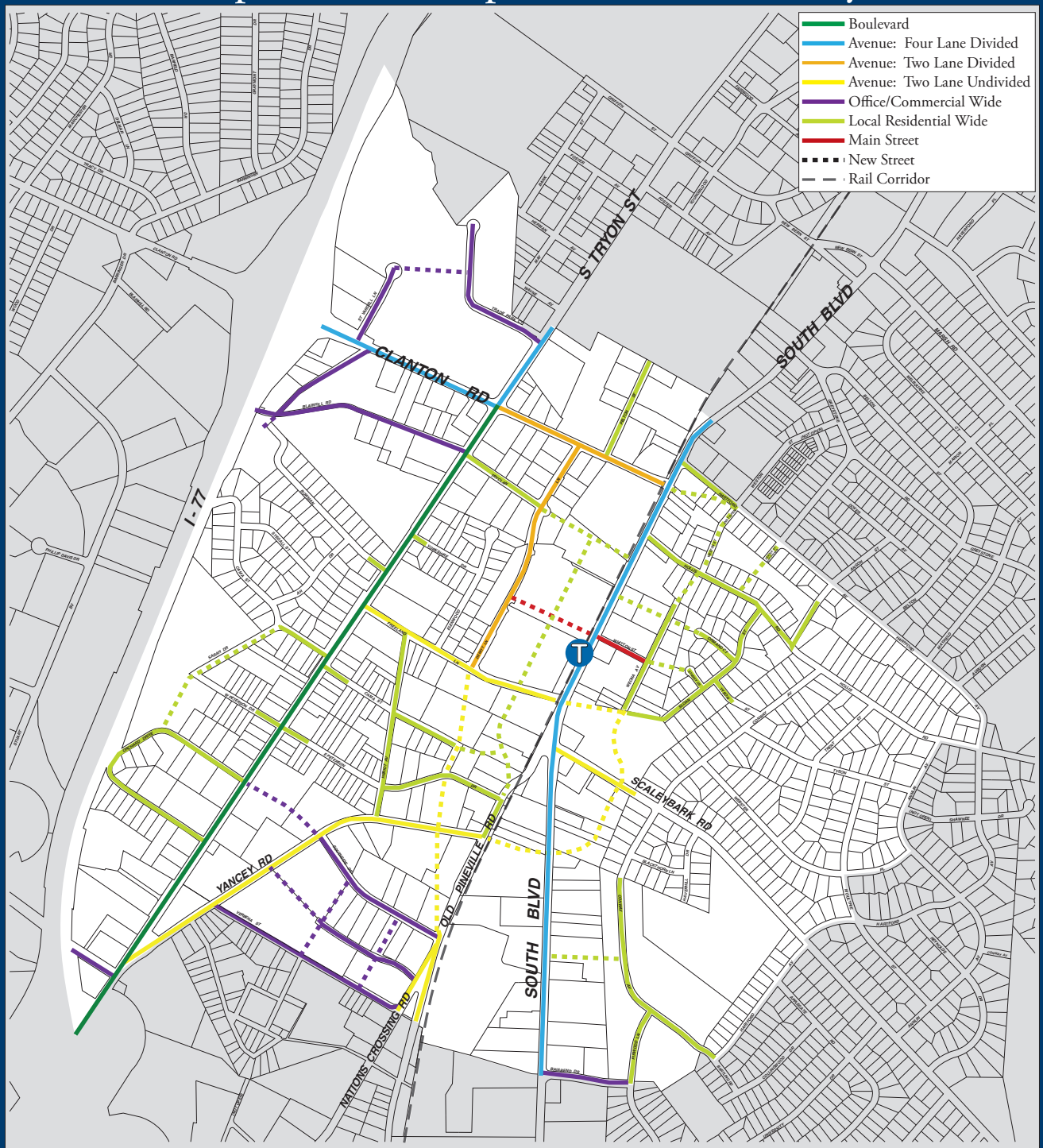


Produced by the Charlotte-Mecklenburg Planning Department.

Date: March 11, 2008

Scaleybark Transit Station Area Plan

Map 5: Streetscape Cross Section Key



Produced by the Charlotte-Mecklenburg Planning Department.

Date: March 12, 2008

Streetscape Standards

Streets are more than just pathways to and through a place. Streets are one of the most highly visible types of urban places. As the entrance and exit to a community, streets have the ability to set the tone for the surrounding environment.

The streetscape cross-sections on the following pages are essential to "setting the tone" for the type of setting desired in the plan area. The cross sections have been developed in accordance with the *Urban Street Design Guidelines* (USDG), adopted by City Council in October 2007. The cross-sections set forth:

- Building setback requirements,
- Streetscape, sidewalk, and street tree requirements, and
- Future character of the streets regarding the number of lanes, bicycle, pedestrian and transit accommodations and provisions for on-street parking.

When this plan is approved, the streetscape standards specified herein will become the official "Streetscape Plan" for the study area, as referred to in the zoning standards for a number of the City's urban zoning districts. As such, all new development on sites zoned TOD, TS, PED, UMUD, MUDD, NS, UR, or other urban zoning districts that may be established must be designed in accordance with these standards. The specifications in the cross-sections are based on typical conditions and may vary based upon further study and in unique circumstances.

Note that these cross-sections are not plans for immediate road improvements, but many are recommended long-term changes. Improvements such as on-street parking, streetscape enhancements, and sidewalk installation typically will be implemented through private redevelopment, although the City may fund minor improvements. New streets also typically will be implemented through private development, while major improvements to existing streets generally will be constructed by the City.

Street Cross-Sections

Based on the City's *Urban Street Design Guidelines*, the future cross-sections have been determined for streets, as well as the rail frontage, within the Scaleybark study area, with the exception of the single family neighborhood areas, where little change to existing streets is expected. The following street types are recommended for the plan area:

- **Avenue -** Four-Lane Divided
- **Avenue -** Four-Lane South Blvd LRT
- **Avenue -** Two-Lane Divided
- **Avenue -** Two-Lane Undivided
- **Boulevard**
- **Main Street**
- **Office/Commercial Street - Wide**
- **Local Residential Street - Wide**
- **Rail Frontage/Multi-Use Trail**

Map 5 shows the desired location for each of these street types. Consult this map to identify the recommendation for a specific street, then refer to the matching cross-section on the following pages. Streets within neighborhood areas slated for preservation are intended for preservation as well, so new cross sections for these areas are not provided.

Avenue - Four-Lane Divided

Description: The Avenue is the most common (non-local) street type in Charlotte, providing access from neighborhoods to commercial areas, between areas of the city, and, in some cases, through neighborhoods. It is designed to provide a balance of service for all modes of transportation, including accessibility for transit, pedestrians, and bicyclists in addition to carrying significant automobile traffic.

Land Use: The land use will vary; within the plan area the desired uses will be typically medium to high density mixed use and residential.

(Avenue - Four-Lane Divided, continued)

Situation: The major thoroughfares in the study area are classified primarily as Avenues. The four lane divided type is recommended for South Boulevard except where the LRT line is in the median; South Tryon Street north of Clanton Road; and Clanton Road west of South Tryon Street to I-77. The proposed cross-section will allow these streets to continue to perform an important mobility function for motorists, as well as to support safe and comfortable pedestrian and bicycle travel.

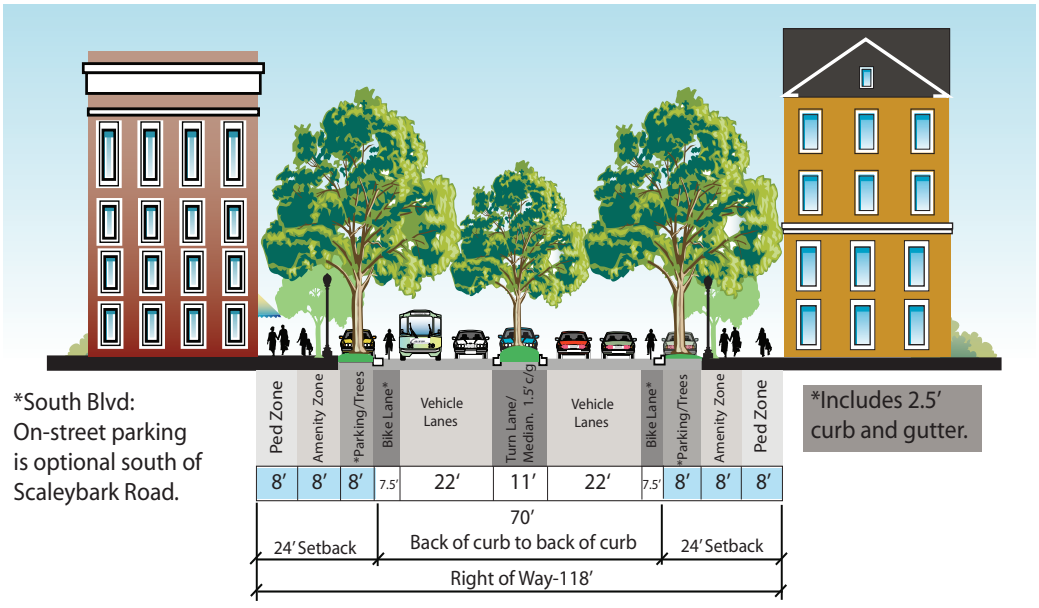
Existing Condition: These streets typically have two lanes in each direction; some are widened for left turn lanes near intersections. Right of way is typically 60 feet, although South Boulevard varies significantly. South Tryon Street is 80 feet.

Proposed Curb to Curb: Recommended width is 70 feet from back-of-curb to back-of-curb; right-of-way is 118 feet.

- Two travel lanes and bike lane in each direction.
- Continuous center lane for left turns and pedestrian refuge; to include mid-block landscaped pedestrian refuge islands in some locations.

Behind the Curb: Minimum building setback is 24 feet from back of (unrecessed) recommended curb. Tree planting is required with spacing, irrigation, subdrainage, and adequate soil space for roots per the Charlotte Tree Ordinance.

- Planting strip or recessed on-street parallel parking serve as buffer from traffic to pedestrians on sidewalk. The recessed parking is required in all locations feasible under CDOT standards, with intermittent planter islands to break up parking into bays no more than 100 feet in length. Planting strip with trees is required in all other situations. South Tryon Street is a state highway, and current state regulations do not permit on-street parking. If circumstances change in the future such that on-street parking would be allowable, on-street parking would be required for further development projects per zoning standards. The on-street parking is optional on South Boulevard south of Scaleybark Road.
- Amenity zone provides supplemental tree planting location. Trees in the amenity zone should be planted in curbed planters. The amenity zone also provides additional paved area for street furniture, paved access to on-street parking, and merchandising purposes.
- Ped zone is the usual location for the clear sidewalk. Where there is no on-street parking and planting strips are in place, the clear sidewalk can be pushed into the amenity zone location and the ped zone can be used for landscaping, sidewalk dining, or paved merchandising purposes. Encroachments into the ped zone for features such as steps and open porches are allowed in accordance with the zoning ordinance, but encroachments at grade may not reduce the clear sidewalk to less than 8 feet.



Avenue - Four-Lane South Blvd LRT

Description: The Avenue is the most common (non-local) street type in Charlotte, providing access from neighborhoods to commercial areas, between areas of the city, and, in some cases, through neighborhoods. It is designed to provide a balance of service for all modes of transportation, including accessibility for transit, pedestrians, and bicyclists in addition to carrying significant automobile traffic.

Land Use: The land use will vary; within the plan area the desired uses will be typically medium to high density mixed use and residential.

Situation: The major thoroughfares in the study area are classified primarily as Avenues. A highly unique four-lane LRT median cross-section exists for South Boulevard, in the blocks where the LRT line is within the wide median. The cross-section allows the street to continue to perform an important mobility and access function for motorists, as well as to support safe and comfortable pedestrian and bicycle travel.

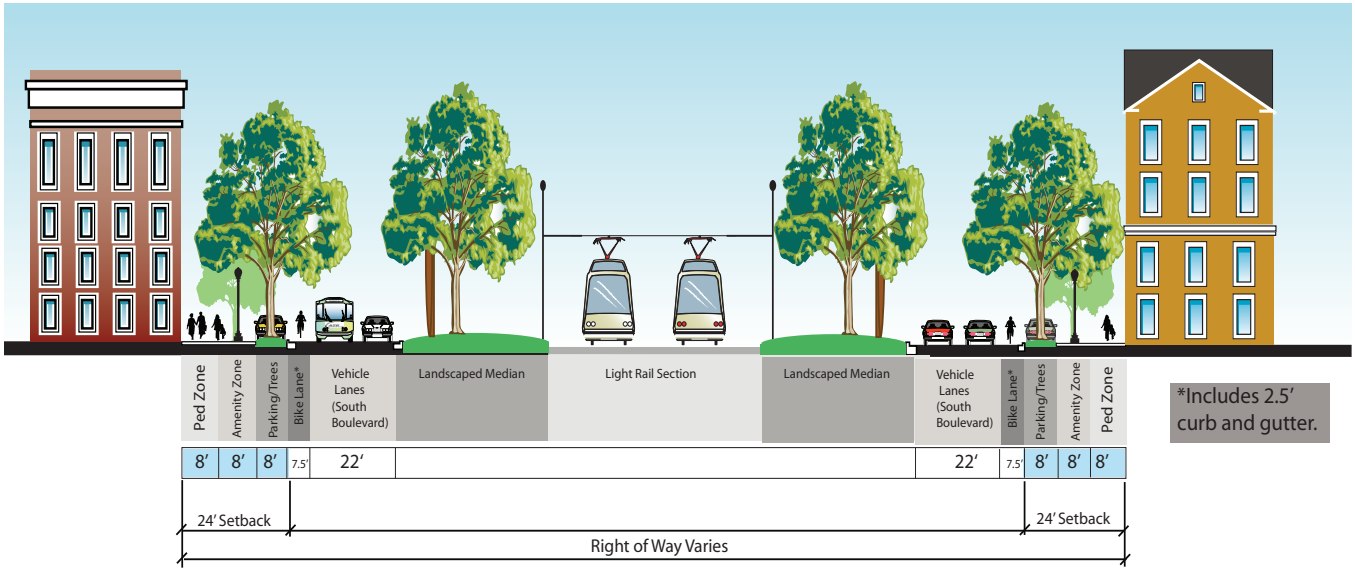
Existing Condition: This street has two lanes in each direction with some left turn lanes near intersections. There is a wide landscaped median through which the light rail line runs. Right-of-way varies widely.

Proposed Curb to Curb: The width of the median with its light rail track and station elements varies. Recommended width of each section of street and bike lane is 31 feet from back-of-curb to back-of-curb.

- Two travel lanes and bike lane in each direction.
- Wide median as constructed for the light rail tracks, station, pedestrian refuge, and landscaping; intermittent lane for left turns.

Behind the Curb: Minimum building setback is 24 feet from back of (unrecessed) recommended curb. Tree planting is required with spacing, irrigation, subdrainage, and adequate soil space for roots per the Charlotte Tree Ordinance.

- Planting strip or recessed on-street parallel parking serve as buffer from traffic to pedestrians on sidewalk. The recessed parking is required in all locations feasible under CDOT standards, with intermittent planter islands to break up parking into bays no more than 100 feet in length. Planting strip with trees is required in all other situations.
- Amenity zone provides supplemental tree planting location. Trees in the amenity zone should be planted in curbed planters. The amenity zone also provides additional paved area for street furniture, paved access to on-street parking, and merchandising purposes.
- Ped zone is the usual location for the clear sidewalk. Where there is no on-street parking and planting strips are in place, the clear sidewalk can be pushed into the amenity zone location and the ped zone can be used for landscaping, sidewalk dining, or paved merchandising purposes. Encroachments into the ped zone for features such as steps and open porches are allowed in accordance with the zoning ordinance, but encroachments at grade may not reduce the clear sidewalk to less than 8 feet.



Avenue - Two-Lane Divided

Description: The Avenue is the most common (non-local) street providing access from neighborhoods to commercial areas, between areas of the city, and, in some cases, through neighborhoods. It is designed to provide a balance of service for all modes of transportation, including accessibility for transit, pedestrians, and bicyclists in addition to carrying significant automobile traffic.

Land Use: The land use will vary; within the plan area the desired uses will be typically medium to high density mixed use and residential.

Situation: This Avenue cross section is narrower than the four-lane divided version used on other streets in the study area. It is recommended for the portion of Clanton Road between South Boulevard and South Tryon Street, and on Dewitt Lane between Clanton Road and Freeland Lane. The proposed cross-section will allow this street type to continue to perform an important mobility function for motorists, as well as to support safe and comfortable pedestrian and bicycle travel.

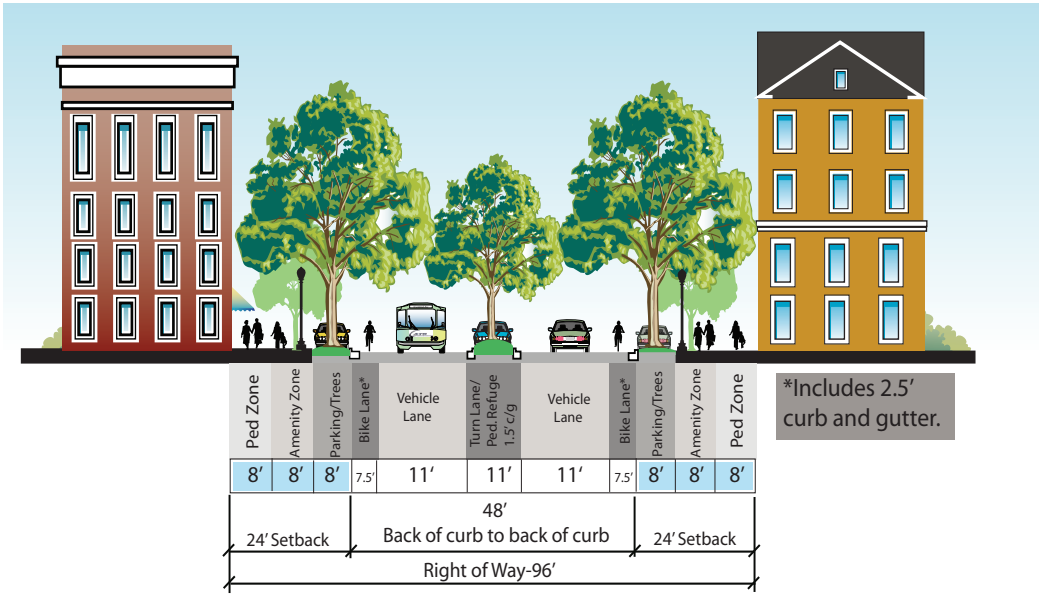
Existing Condition: This street has two lanes in each direction, with left turn lanes near intersections, and some landscaped median. Right of way is variable, generally about 60 feet.

Proposed Curb to Curb: Recommended width is 48 feet from back-of-curb to back-of-curb; right-of-way is 96 feet.

- One travel lane and bike lane in each direction.
- Continuous center lane for left turns and pedestrian refuge; to include mid-block landscaped pedestrian refuge islands in some locations.

Proposed Behind the Curb: Minimum building setback is 24 feet from back of (unrecessed) recommended curb. Tree planting is required with spacing, irrigation, subdrainage, and adequate soil space for roots per the Charlotte Tree Ordinance.

- Planting strip or recessed on-street parallel parking serve as buffer from traffic to pedestrians on sidewalk. The recessed parking is required in all locations feasible under CDOT standards, with intermittent planter islands to break up parking into bays no more than 100 feet in length. Planting strip with trees is required in all other situations.
- Amenity zone provides supplemental tree planting location. Trees in the amenity zone should be planted in curbed planters. The amenity zone also provides additional paved area for street furniture, paved access to on-street parking, and merchandising purposes.
- Ped Zone is the usual location for the clear sidewalk. Where there is no on-street parking and planting strips are in place, the clear sidewalk can be pushed into the amenity zone location, and the ped zone can be used for landscaping, sidewalk dining, or paved merchandising purposes. Encroachments into the ped zone for features such as steps and open porches are allowed in accordance with the zoning ordinance, but encroachments at grade may not reduce the clear sidewalk to less than 8 feet.



Avenue - Two-Lane Undivided

Description: The Avenue is the most common (non-local) street providing access from neighborhoods to commercial areas, between areas of the city, and, in some cases, through neighborhoods. It is designed to provide a balance of service for all modes of transportation, including accessibility for transit, pedestrians, and bicyclists in addition to carrying significant automobile traffic.

Land Use: The land use will vary; within the plan area the desired uses will include medium to high density mixed use and residential; and some office, industrial, warehouse, and distribution uses.

Situation: This Avenue cross section is narrower than the four-lane and two-lane divided versions used on other streets in the study area. It is recommended for Freeland Lane, Yancey Road, Old Pineville Road, Nations Crossing Road, the portion of Scaleybark Road within the Station Area, proposed extensions of Dewitt Lane south of Freeland Lane, and proposed extensions of Freeland Lane, Yancey Road, and Weona Avenue. The proposed cross-section will allow this street type to continue to perform an important mobility function for motorists, as well as to support safe and comfortable pedestrian and bicycle travel.

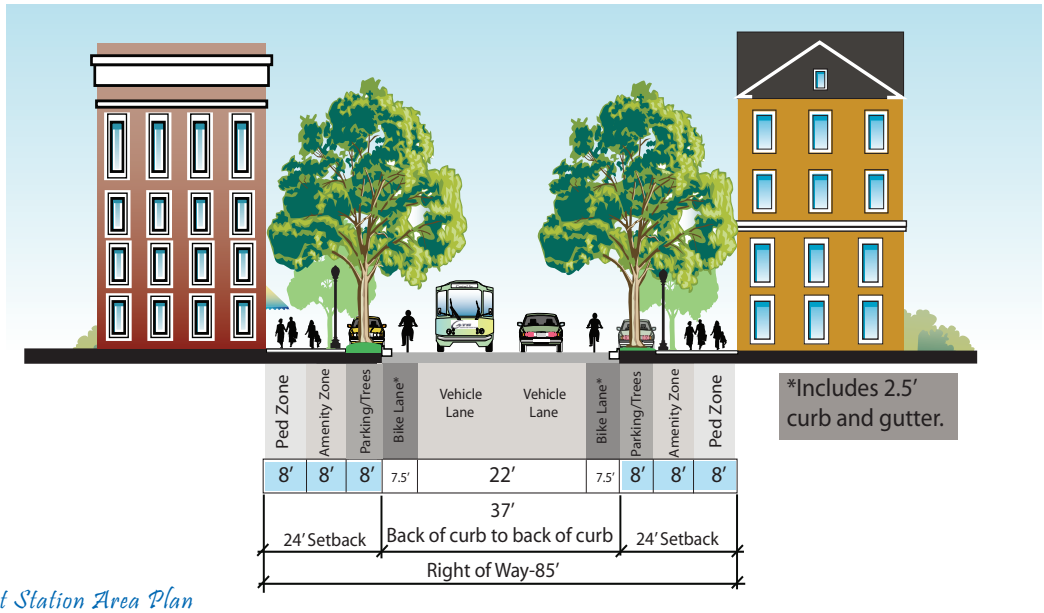
Existing Condition: This street has two lanes in each direction, without turn lanes or landscaped median. Right of way is generally about 60 feet, but varying more and less.

Proposed Curb to Curb: Recommended width is 37 feet from back of curb to back of curb; right of way is 85 feet.

- One travel lane and bike lane in each direction.
- Widening for left turn lanes may be required in some circumstances in accordance with CDOT standards.

Proposed Behind the Curb: Minimum building setback is 24 feet from back of (unrecessed) recommended curb. Tree planting is required with spacing, irrigation, subdrainage, and adequate soil space for roots per the Charlotte Tree Ordinance.

- Planting strip or recessed on-street parallel parking serve as buffer from traffic to pedestrians on sidewalk. The recessed parking is required in all locations feasible under CDOT standards, with intermittent planter islands to break up parking into bays no more than 100 feet in length. Planting strip with trees is required in all other situations.
- Amenity zone provides supplemental tree planting location. Trees in the amenity zone should be planted in curbed planters. The amenity zone also provides additional paved area for street furniture, paved access to on-street parking, and merchandising purposes.
- Ped Zone is the usual location for the clear sidewalk. Where there is no on-street parking and planting strips are in place, the clear sidewalk can be pushed into the amenity zone location, and the ped zone can be used for landscaping, sidewalk dining, or paved merchandising purposes. Encroachments into the ped zone for features such as steps and open porches are allowed in accordance with the zoning ordinance, but encroachments at grade may not reduce the clear sidewalk to less than 8 feet.



Boulevard

Description: Boulevards are intended to move large numbers of vehicles, often as "through traffic," from one part of the city to another, and to other lower level streets in the network. Thus, the modal priority shifts toward motor vehicles, while still accommodating pedestrians and cyclists as safely and comfortably as possible.

Land Use: The land use will vary; within the plan area the desired uses will be typically medium to high density mixed use; residential; and office, industrial, warehouse, and distribution uses.

Situation: South Tryon Street is a major thoroughfare. From Clanton Road southward, traffic volumes and speeds increase significantly from the portion of South Tryon Street to the north. In this area, a four-lane divided Boulevard cross section is recommended.

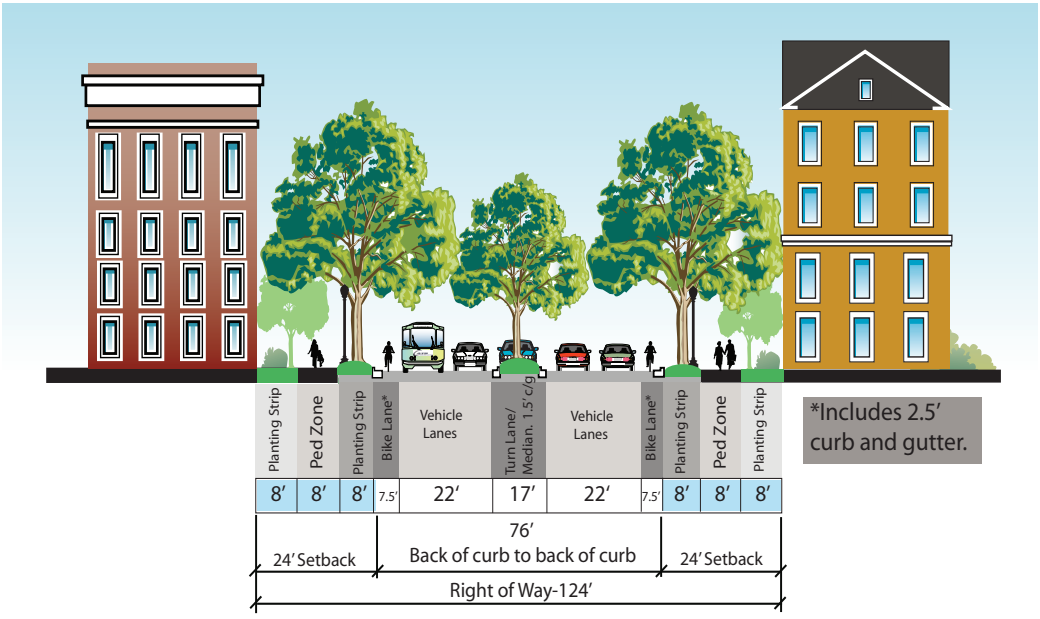
Existing Condition: South Tryon Street has two lanes in each direction, widened for left turn lanes in some locations. Right of way is typically 80 feet, varying in some locations.

Proposed Curb to Curb: Recommended width is 76 feet from back-of-curb to back-of-curb; right-of-way is 124 feet.

- Two travel lanes and bike lane in each direction.
- Continuous median with left turn lanes and pedestrian refuge.

Behind the Curb: Minimum building setback is 24 feet from back of (unrecessed) recommended curb. Tree planting is required with spacing, irrigation, subdrainage, and adequate soil space for roots per the Charlotte Tree Ordinance.

- Planting strip serves as buffer from traffic to pedestrians on sidewalk. South Tryon Street is a state highway, and current state regulations do not permit on-street parking.
- Ped zone is the usual location for the clear sidewalk.
- The additional planting strip behind the sidewalk is intended to provide additional landscaping, and a buffer between sidewalk and building uses. It can be used for landscaping, sidewalk dining, or paved merchandising purposes, as appropriate to the land use. Encroachments into this strip for features such as steps and open porches are allowed in accordance with the zoning ordinance, but encroachments at grade may not reduce the clear sidewalk to less than 8 feet.



Main Street

Description: Main Street is a "destination" street that provides access to and functions as a center of civic, social, and commercial activity. Development along main streets is dense and focused toward the pedestrian realm.

Land Use: In the plan area, the desired land use is typically medium to high density mixed use with ground level retail.

Situation: A Main Street is recommended in the heart of the station area, at Whitton Street. Here, pedestrians receive the highest priority of all the transport modes. To accommodate pedestrian traffic, a wide pedestrian zone and an amenity zone are recommended.

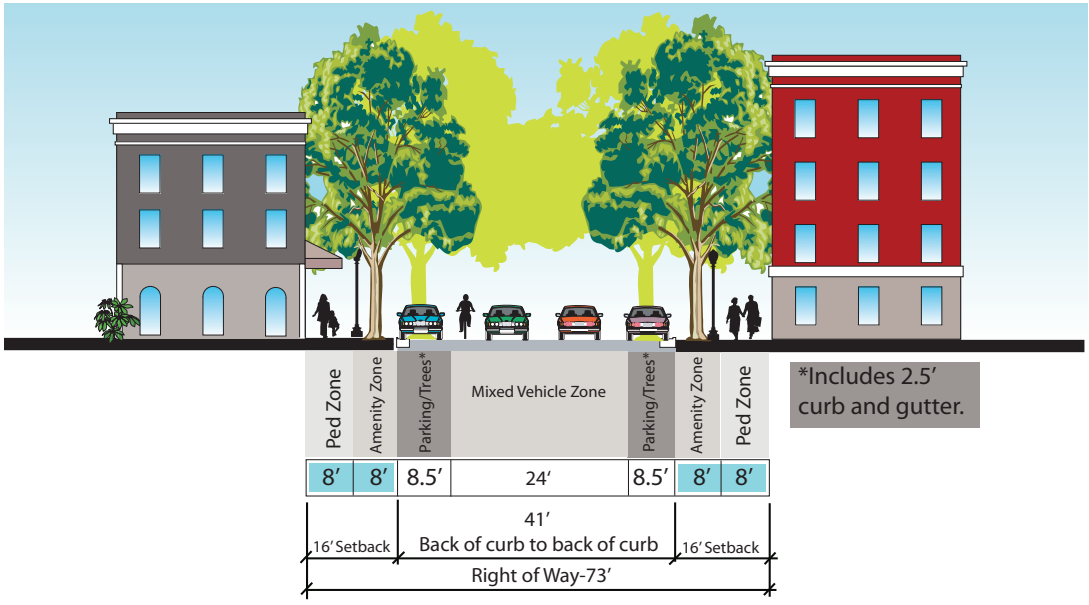
Existing Condition: Whitton Street has one lane in each direction with variation in turn lane and parking arrangement. Right of way varies from 50 feet upward.

Proposed Curb to Curb: Recommended width is 41 feet from back-of-curb to back-of-curb; right-of-way is 73 feet.

- One travel lane in each direction shared with bicyclists.
- Widening for left-turn lane on Whitton Street intersection with South Boulevard.

Proposed Behind the Curb: Minimum building setback is 16 feet from back of recommended recessed curb. Tree planting is required with spacing, irrigation, subdrainage, and adequate soil space for roots per the Charlotte Tree Ordinance.

- Planting strip or recessed on-street parallel parking serve as buffer from traffic to pedestrians on sidewalk. The recessed parking is required in all locations feasible under CDOT standards, with intermittent planter islands to break up parking into bays no more than 100 feet in length.
- Amenity zone provides supplemental tree planting location. Trees in the amenity zone should be planted in curbed planters where planting strip is not in place. The amenity zone also provides additional paved area for street furniture, paved access to on-street parking, and merchandising purposes.
- Ped zone is the usual location for the clear sidewalk. Where there is no on-street parking and planting strips are in place, the clear sidewalk can be pushed into the amenity zone, and the ped zone can be used for landscaping, sidewalk dining, or paved merchandising purposes. Encroachments into the ped zone for features such as steps and open porches are allowed in accordance with the zoning ordinance, but encroachments at grade may not reduce the clear sidewalk to less than 8 feet.



Office / Commercial Street - Wide

Description: Local streets provide access to residential, industrial, commercial, or mixed-use development. The majority of Charlotte's streets are classified as local streets and are typically built through the land development process.

Land Use: In the study area, the land use along these streets is typically office, warehouse/industrial, and retail development with an auto orientation. It may include medium density mixed use development.

Situation: The office/commercial streets are recommended in the portion of the General Corridor Area that is intended for non-residential uses. Office/commercial streets are appropriate because they provide basic pedestrian amenities while allowing for reasonable vehicular access and speeds.

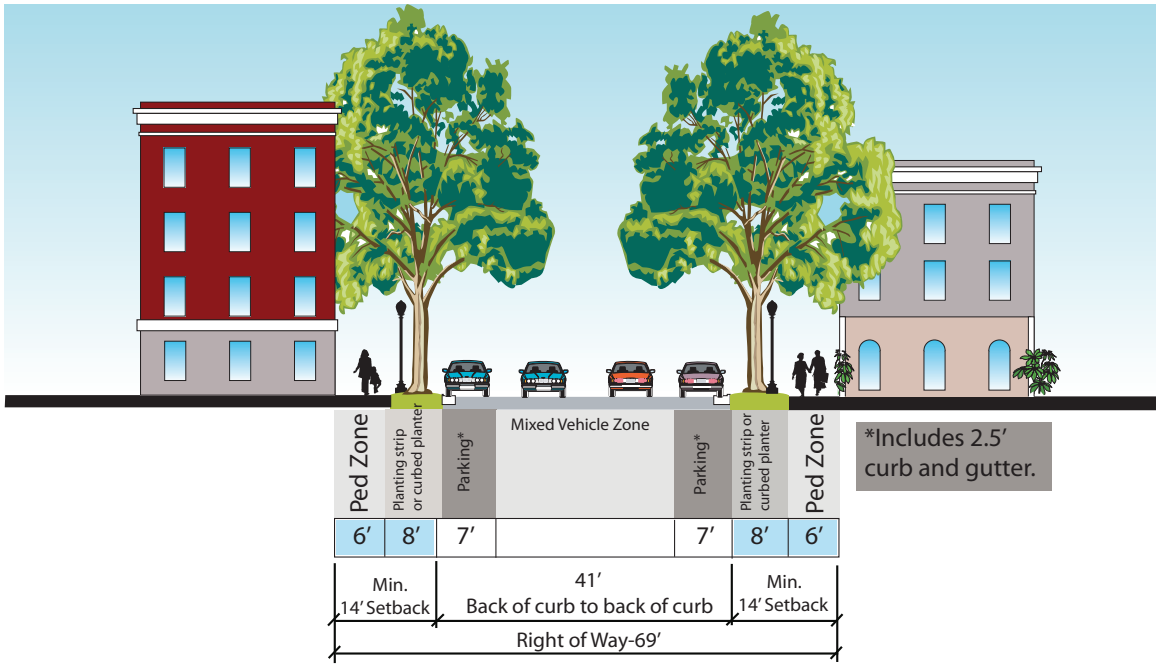
Existing Condition: These streets have one lane in each direction; some have on-street parking. Right of way is typically 50 feet.

Proposed Curb to Curb: Recommended width is 41 feet from back-of-curb to back-of-curb; right-of-way is 69 feet.

- One travel lane in each direction shared with bicyclists.
- On-street parking on both sides. Curb extensions may be used to narrow street width at intersections and other locations where on-street parking is not appropriate.
- Widening for left-turn lanes onto South Tryon Street may be required in accordance with CDOT standards.

Proposed Behind the Curb: Minimum building setback is 14 feet from back of (recessed) recommended curb, or 21 feet from back of any extended curb. Tree planting is required with spacing, irrigation, subdrainage, and adequate soil space for roots per the Charlotte Tree Ordinance.

- Planting strip provides buffer from traffic to pedestrians on the sidewalk, and a landscaping opportunity. In locations with retail frontage or other high density applications, tree planting in curbed planters, with paved amenity zone for street furniture, paved access to on-street parking, and merchandising purposes should be substituted for the planting strip.
- Ped Zone is the usual location for the clear sidewalk. Encroachments into the ped zone for features such as steps and open porches are allowed in accordance with the zoning ordinance, but encroachments at grade may not reduce the clear sidewalk to less than 6 feet.



Local Residential Street - Wide

Description: Local streets provide access to residential, industrial, commercial or mixed-use development. The majority of Charlotte's streets are classified as local streets and are typically built through the land development process.

Land Use: The land use is typically medium to high density residential, with some mixed use development.

Situation: Local residential streets are recommended in portions of the study area where residential uses higher in density than single-family are in place or expected. They also are recommended in portions of the transit station area off of the main thoroughfares where a predominance of residential development is expected. Redevelopment is anticipated, and with that high-quality neighborhood street design is desired. The local residential street cross-section is designed for low traffic speeds and a comfortable walking, cycling and living environment.

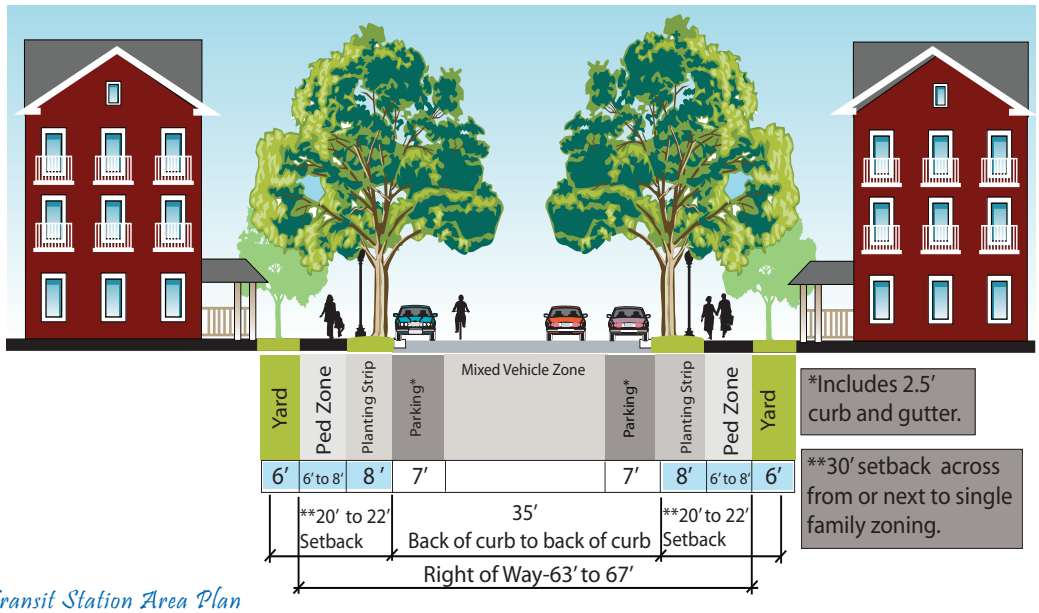
Existing Condition: These streets have one lane in each direction. Some have on-street parking. Right-of-way varies widely, but is typically 50 feet.

Proposed Curb to Curb: Recommended width is 35 feet from back-of-curb to back-of-curb; right-of-way is 63 to 67 feet, depending on the sidewalk requirement.

- One travel lane in each direction shared with bicyclists.
- On-street parking on both sides. Curb extensions may be used to narrow street width at intersections and other locations where on-street parking is not appropriate.
- Widening for left-turn lanes onto South Tryon Street or South Boulevard may be required in accordance with CDOT standards.

Proposed Behind the Curb: Minimum building setback is 20 to 22 feet from back of (recessed) recommended curb, or 27 to 29 feet from back of any extended curb, depending on the sidewalk width requirement. Tree planting is required with spacing, irrigation, subdrainage, and adequate soil space for roots per the Charlotte Tree Ordinance.

- Planting strip provides buffer from traffic to pedestrians on the sidewalk, and a landscaping opportunity. In locations with retail frontage or other high density applications, tree planting in curbed planters, with paved amenity zone for street furniture, paved access to on-street parking, and merchandising purposes should be substituted for the planting strip.
- Ped zone is the usual location for the clear sidewalk. For streets located within 1/4 mile of the transit station, the minimum sidewalk width is 8 feet. Elsewhere in the plan area the minimum width is 6 feet.
- The Yard area is intended to provide additional landscaping, and a buffer between sidewalk and residential uses. Encroachments for features such as steps and open porches are allowed in accordance with the zoning ordinance, but encroachments at grade may not reduce the clear sidewalk to less than the required width.
- Parcels located on streets that have existing single-family zoning designations (R-3, R-4, R-5, R-6, and R-8) either across the street, or abutting on the same side of the street, shall have a minimum setback of 30 feet.



Rail Frontage / Multi-Use Trail

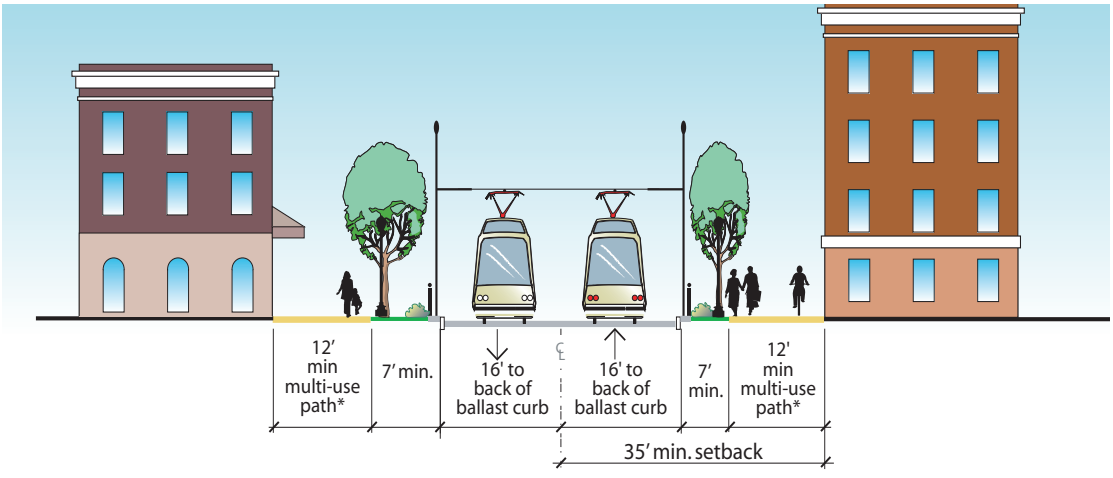
Description: The rail line is the centerpiece of the station area. The City has constructed a multi-use path running parallel to the rail line, typically on the west side. To spark activity along this pathway, adjacent development is required to front it. New development is required to enhance the path where it exists adjacent to the development site. Where the trail does not exist or is across the tracks, new development will be required to construct the trail.

Land Use: The land use is typically medium to high density mixed use, especially residential, with some ground-level retail.

Existing Condition: An asphalt multi-use path has been constructed along portions of the right-of-way, typically along the west side of the tracks north of Clanton Road. Right of way varies, but is typically 130 feet wide. Rail corridor frontage circumstances vary widely, and generally reflect the warehouse/industrial uses presently and formerly occupying the adjoining property.

Proposed Cross-Section: This cross section applies to all portions of the rail frontage except for the segment where the rail line is in the median of South Boulevard. The innermost portion of the right of way is reserved for light rail tracks. A landscaped buffer and multi-use trail are planned beyond the tracks on both east and west sides. The trail is for use by pedestrians and bicyclists.

- The ballast curb for the light-rail line typically extends 16 feet from the center line in each direction. A decorative fence should be located adjacent to the ballast curb/trackway.
- A minimum of 7 feet outward from the ballast curb is reserved for a landscaped buffer to the track. Tree planting is required with spacing, irrigation, subdrainage, and adequate soil space for roots. Trees must be a columnar form, planted a minimum of 5 feet out from the ballast curb, and approved by CATS. Tree spacing should be consistent with spacing for street trees, as required by the Charlotte Tree Ordinance. Decorative pedestrian scale lighting also should be provided.
- The multi-use trail, a minimum of 12 feet wide, should be constructed beyond the landscaped buffer. If there is an existing asphalt trail, it should be replaced by an enhanced trail. The trail location may be required to be more than 7 feet from the back of the ballast curb due to site features such as topography, drainage, and CATS equipment. The location of this trail must be approved by CATS. The trail material must be approved by Planning and CDOT. The trail can be widened to allow emergency fire access, but should not be used as a driveway for adjacent development. Where the rail line abuts Old Pineville Road, the sidewalk and bike lane requirements for the street will replace the need for the multi-use trail on that side of the rail line.
- The minimum setback from the centerline of the tracks is 35 feet or the location of the right of way line, whichever is greater. However, where the right of way line extends beyond the minimum setback required, development may be allowed to encroach into the right of way as a method of encouraging development which is consistent with the City's land use vision and if the required written agreements with CATS are completed to occupy portions of the right-of-way.



*Material of multi-use trail to be approved by Planning CDOT
*Location of multi-use trail to be approved by CATS

Infrastructure and Public Facilities

The core of the Scaleybark study area includes an older built-out industrial area, as well as auto-oriented commercial, that are recommended for higher density redevelopment. Its infrastructure, while sufficient and appropriate for its former uses, may require capacity increases for more intense new uses. The following recommendations are intended to address needs for additional or expanded infrastructure and public facilities.

Public Facility/Infrastructure Recommendations

47. **Relocate the Scaleybark Branch Library into a new transit oriented development at the Scaleybark Station** as discussed in item 8. A 16,500 square feet building is currently proposed to be constructed.

48. **Study opportunities for transit connectivity between the schools and LRT**. Explore the possibilities to provide transit service connectivity for students and employees accessing the two magnet schools within the area.

49. **Conduct an infrastructure study to evaluate the adequacy of infrastructure** (water, sewer, storm drainage) in the station area. The ability of the station area's infrastructure to support high density redevelopment and capacity of the other utility systems is not known. To ensure that the station area will be able to support the new, higher-density development recommended by this plan, a detailed infrastructure analysis is recommended.

50. **Encourage the burying of utilities.** Overhead utility lines detract from the appearance of the station area, which in turn may impact the economic competitiveness of a project. Overhead lines also may impact development density due to required clearances from the lines. As redevelopment occurs, opportunities to relocate or bury utility lines should be pursued.

Park and Greenway Recommendations

51. **Encourage urban open spaces in the Transit Station Area.** New developments in the area are encouraged to provide usable urban open spaces, either on-site or off-site within the station area. Desirable types of urban open spaces include pocket parks, plazas, and community gardens. The intersection of South Boulevard and Whitton Street is a high priority for open space.

New urban open space amenities are needed to supplement Collins Park.

Environment

The Scaleybark study area includes a substantial area of present and former commercial and industrial development, much of which is expected to be redeveloped in the coming years. The environmental recommendations focus on means to improve air, water and land quality through the redevelopment process.

It should be noted that the establishment of dense transit oriented development within station areas is intended to improve the environment of the region by concentrating growth where it can be supported by transit and other infrastructure, by relieving the pressure for growth on outlying greenfield locations, and by reducing vehicular trips and trip lengths that otherwise would extend to the outer edge of the metropolitan area.

Environmental Recommendations

52. **Make trees a key feature of the entire plan area.** Scaleybark's residential neighborhoods are made distinctive by their mature tree canopy. Approximately 30% of the study area has a significant tree canopy. Trees could become an identifying feature for the entire study area if they are added to streets in the Transit Station and Corridor Areas. In addition to their aesthetic value, trees help to reduce stormwater run-off, slow soil erosion, absorb air pollutants and provide shade. Where street trees currently exist in the station area, they should be maintained and replaced as necessary. In parts of the station area where street trees do not currently exist, they should be planted as part of any new development or redevelopment in accordance with the streetscape cross-sections.

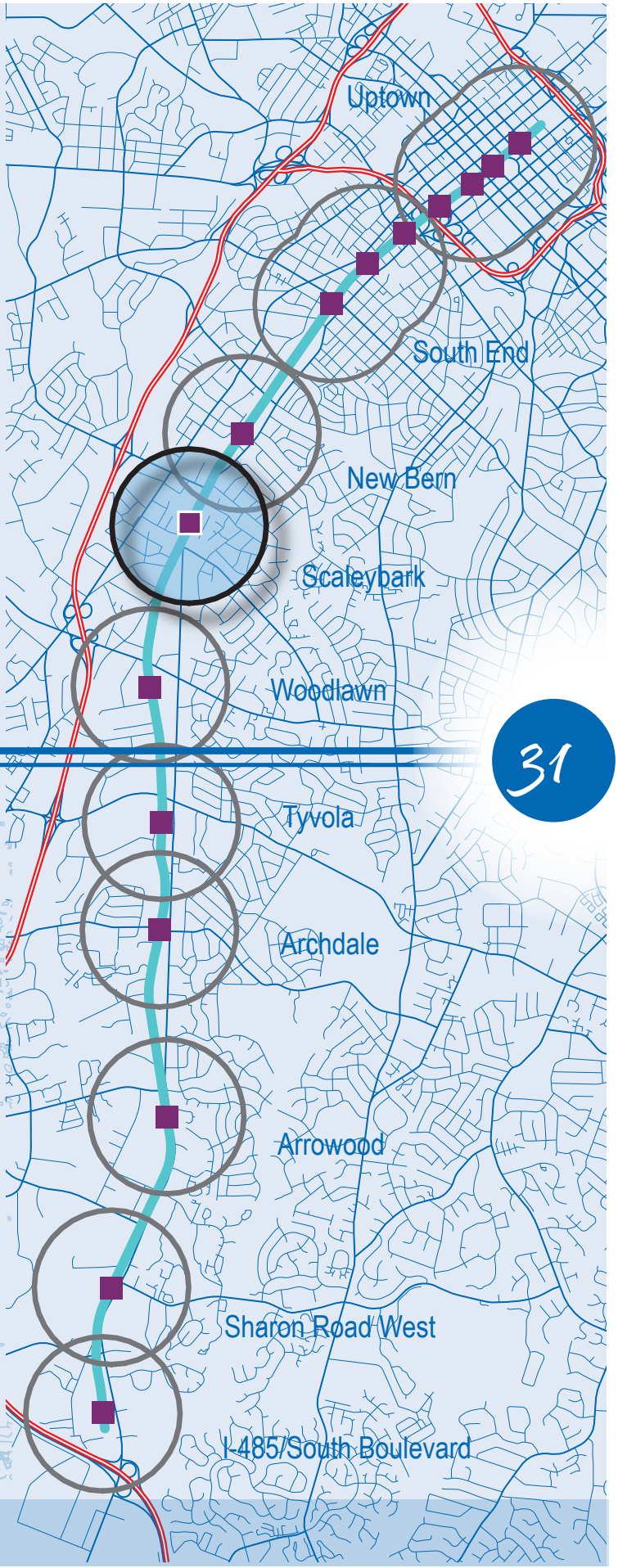
53. **Design site plans for new buildings and renovations in the station area to improve water quality for stormwater run-off.** Over the last decade, innovative design solutions have been developed to address the water quality of stormwater runoff. These best practices in on-site stormwater management include the use of bioswales or rain gardens, wet ponds etc, and pervious parking areas. Because of the large amount of impervious surface area and the proximity of nearby creeks, new developments and redevelopments in the station area are encouraged to incorporate design features that improve the quality of stormwater leaving their site, consistent with the Council adopted Post- Construction Controls Ordinance.

54. **Protect or enhance the watersheds when possible.** The Scaleybark station area sits on a ridgeline that divides the Upper Little Sugar Creek watershed to the east and the Irwin Creek watershed to the west. Both the Upper Little Sugar Creek and Irwin Creek basins are listed as "Impaired" by regulating agencies. Further degradation to either creek would be a negative impact to the community. Any development or redevelopment in the area will have a goal to improve the quality of runoff, reduce flooding impacts, and reduce runoff if possible. This will primarily be achieved with the provisions of the Post Construction Controls Ordinance.

55. **Assist property owners with remediation of sites known or perceived to have contaminated soil.** Soil contamination poses an obvious hazard to the environment; however, it can also serve as an obstacle to development. Since contamination is a potential issue in the transit station area, property owners should be encouraged to participate in the funding programs offered by the City of Charlotte to financially assist with the assessment of contaminated sites.

The tree canopy in existing neighborhoods of the plan area is an amenity to be preserved and emulated in new development.

Volume 2:
Implementation Plan



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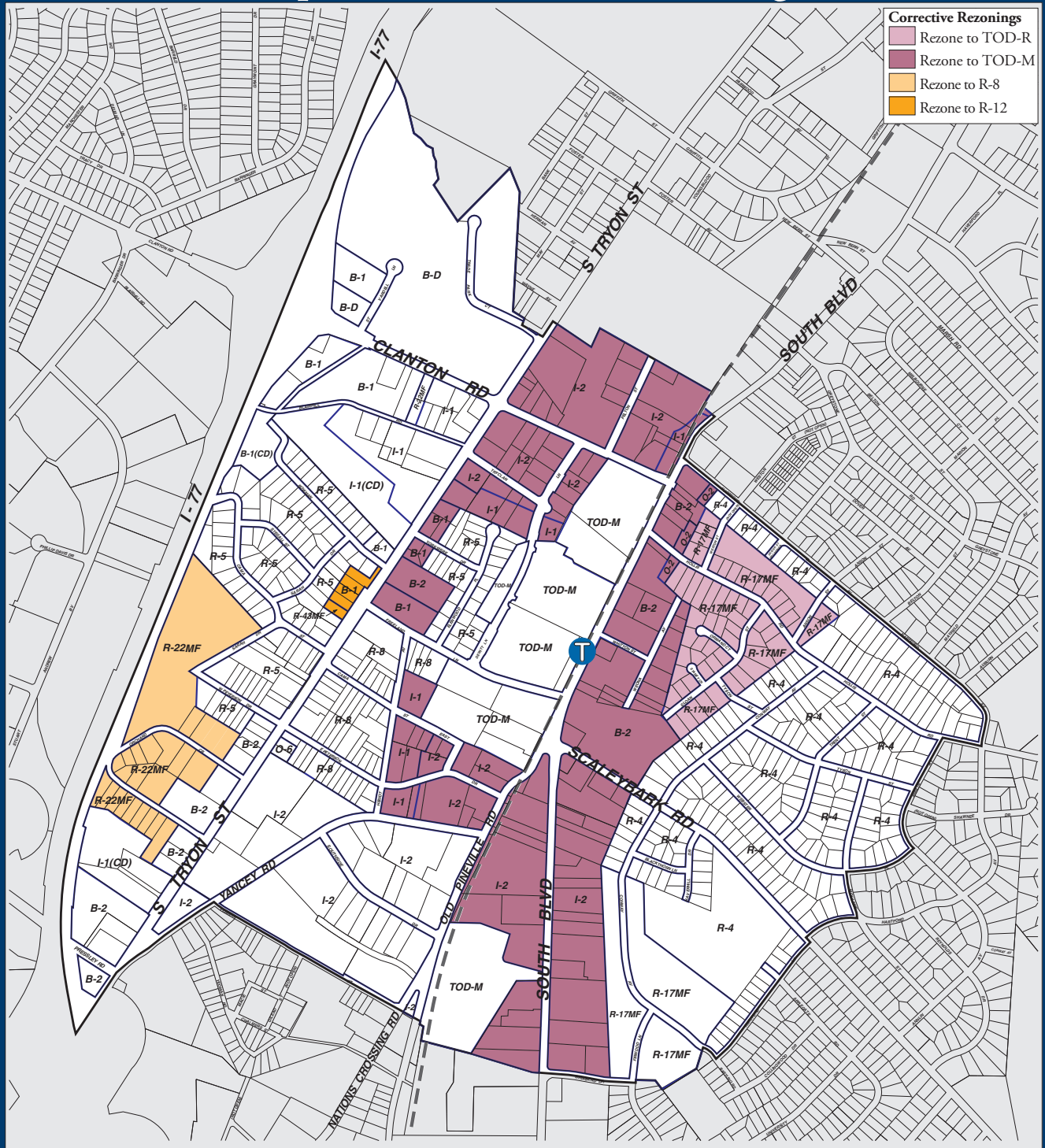
Scaleybark Transit Station Area Plan

Map A6: Corrective Rezonings



Produced by the Charlotte-Mecklenburg Planning Department.

Date: March 12, 2008

Implementation Plan

The recommendations of the *Scaleybark Transit Station Area Plan* will be implemented in a number of ways. First and foremost, all of the recommendations in the plan, once adopted, are City policy. As such, the recommendations will guide future decision-making in the study area, such as requests for rezoning and updates to the Zoning and Subdivision Ordinances.

This Implementation Plan outlines the strategies to help implement the land use, community design, transportation, and other development-oriented recommendations contained in the adopted Concept Plan. Implementation Strategies are listed on the following pages. The number of each action corresponds to the number for the recommendation in the Concept Plan. The responsible agency and possible time frame also are included.

These Implementation Strategies will not be approved by elected officials as part of the Concept Plan adoption. The strategies that require City Council approval will be brought forward on a case by case basis after the Concept Plan has been adopted and the public has had an opportunity to give input.

Because this Implementation Plan is not adopted by elected officials, the public sector sponsored items listed on the following pages are ideas for implementation, not a commitment. The projects may be revised over time; as such this Implementation Plan should be updated periodically to reflect changes and progress.

Public Sector Responsibilities

With input from the community, the public sector will provide the policy framework for land development and will be responsible for making a number of infrastructure improvements. In addition, the Charlotte-Mecklenburg Planning Department in consultation with other City and County departments is responsible for initiating and guiding the corrective rezoning process and monitoring and reviewing rezonings proposed for the plan area to ensure that future development meets the required standards and reflects the intent of the adopted policy.

Private Sector Responsibilities

The private sector will be responsible for developing and redeveloping properties within the plan area consistent with the vision, policies, and recommendations included in the Concept Plan. Ensuring that the infrastructure required in conjunction with development is provided will be part of these development responsibilities.

Corrective Rezonings

The Planning Department will initiate corrective rezonings to implement the land use vision and recommendations adopted as part of the Concept Plan. The proposed rezonings are shown on Map 6. The rezoning process will occur after the adoption of the Concept Plan.

The proposed rezonings to TOD-M may be initiated in one or more groups, or may be proposed on a case-by-case basis in order to insure that new streets and other recommendations of this plan are provided by new development.

Implementation Strategies

The number of each action corresponds to the number for the recommendation in the Concept Plan.

	Action Item	Type	Lead Agency	Priority
	Land Use and Community Design			
1a	Rezone area recommended for transit oriented development to TOD-M per Map A6.	Zoning	Planning	Short (0-5 yr)
1b	Use land use recommendations to guide and evaluate development proposals.	Zoning	Planning	as devel occurs
2	Use land use recommendations to guide and evaluate development proposals.	Zoning	Planning	as devel occurs
3	Use land use recommendations to guide and evaluate development proposals.	Zoning	Planning	as devel occurs
4	Create urban plazas or park on both sides of South Blvd. at the entrance to the Scaleybark Transit Station.	Park	Park & Rec	Short (0-5 yr)
5a	Rezone area recommended for transit oriented development to TOD-R per Map A6.	Zoning	Planning	Short (0-5 yr)
5b	Use land use recommendations to guide and evaluate development proposals.	Zoning	Planning	as devel occurs
6	Use land use recommendations to guide and evaluate development proposals.	Zoning	Planning	as devel occurs
7	Use land use recommendations to guide and evaluate development proposals.	Zoning	Planning	as devel occurs
8	Use land use recommendations to guide and evaluate development proposals.	Zoning	Planning	as devel occurs
9	Update Centers, Corridors & Wedges Boundaries	Planning	Planning	Short (0-5 yr)
10	New street connections - Provide new street connections needed to create typical block lengths of 400 feet desired, or 600 feet maximum, as shown on Map 3. Specifically, extend streets as noted in the plan.	Transp.	CDOT	as devel occurs
11	Pursue new grade crossings of the rail corridor at Freeland Land and Yancey Road.	Street Rail"	CDOT CATS	as devel occurs
12	Use land use recommendations to guide and evaluate development proposals.	Zoning	Planning	as devel occurs

	Action Item	Type	Lead Agency	Priority
13	Use land use recommendations to guide and evaluate development proposals.	Zoning	Planning	as devel occurs
14	Use land use recommendations to guide and evaluate development proposals.	Zoning	Planning	as devel occurs
15	Use land use recommendations to guide and evaluate development proposals.	Zoning	Planning	as devel occurs
16	Use land use recommendations to guide and evaluate development proposals.	Zoning	Planning	as devel occurs
17a	Rezone the properties adjacent to single family neighborhoods along S. Tryon Street between Bowman Rd. and Orchard Circle, to R-12 MF per Map 6.	Zoning	Planning	Short (0-5 yr)
17b	Use land use recommendations to guide and evaluate development proposals.	Zoning	Planning	as devel occurs
18a	Rezone the properties along Orchard Circle to R-8 per Map 6.	Zoning	Planning	Short (0-5 yr)
18b	Use land use recommendations to guide and evaluate development proposals.	Zoning	Planning	as devel occurs
19a	Rezone the properties behind Orchard Circle and Sarah Drive to R-8 per Map 6.	Zoning	Planning	Short (0-5 yr)
19b	Use land use recommendations to guide and evaluate development proposals.	Zoning	Planning	as devel occurs
20	Provide new street connections in the General Corridor Area.	Transp.	CDOT	as devel occurs
21	Maintain the single family portion of the Colonial Village and Collingwood neighborhoods	Planning	Planning	as devel occurs
22	Use land use recommendations to guide and evaluate development proposals.	Zoning	Planning	as devel occurs
23	Use land use recommendations to guide and evaluate development proposals.	Zoning	Planning	as devel occurs
24	Maintain and enhance the existing street network for the Wedge neighborhoods.	Transp.	CDOT	as devel occurs
	Transportation / Street Design			
25	see #10	Transp.	CDOT	as devel occurs

	Action Item	Type	Lead Agency	Priority
26	see #11	Transp.	CDOT	as devel occurs
27	Realign Old Pineville Rd. with Dewitt Lane (see #10)	Transp.	CDOT	as devel occurs
28	Realign Hartford Avenue with Clanton Rd. (see #10)	Transp.	CDOT	Medium (5-10 yr)
29	Increase connectivity in the Colonial Village neighborhood (see #10)	Transp.	CDOT	Medium (5-10 yr)
30	Consider the addition of roundabouts at the intersections of Dewitt Land and Freeland Lane, and at Weona Avenue and Freeland Lane in lieu of four-way stops or signalized intersection (see #10)	Transp.	CDOT	as devel occurs
31	see #20 and 25	Transp.	CDOT	as devel occurs
32	Eliminate gaps in the sidewalk system within the core of the plan area.	Transp.	CDOT	Medium (5-10 yr)
33	Eliminate gaps in the sidewalk system leading from the residential areas to the Transit Station.	Transp.	CDOT	Medium (5-10 yr)
34	Widen sidewalks along primary station area streets.	Transp.	CDOT	Medium (5-10 yr)
35	Improve the sidewalk network in the General Corridor Area.	Transp.	CDOT	Medium (5-10 yr)
36	Enhance pedestrian and bicycle crossings across South Blvd., South Tryon Street, and Clanton Rd.	Transp.	CDOT	Medium (5-10 yr)
37	Pursue enhanced pedestrian crossing of South Blvd. supportive of development.	Transp.	CDOT	Medium (5-10 yr)
38	see #24	Transp.	CDOT	as devel occurs
39	Add a designated bicycle lane to Hartford Avenue	Transp.	CDOT	Medium (5-10 yr)
40	Site new developments to allow future addition of bicycle lanes on Avenues	Transp.	CDOT	Medium (5-10 yr)
41	Include bicycle lanes on street extensions of Dewitt Lane to Old Pineville Rd. and Yancey Rd. to Weona Avenue	Zoning	Planning; Engineering	Short (0-5 yr); as devel occurs

	Action Item	Type	Lead Agency	Priority
42	Replace the current Old Pineville Rd. crossing with a crossing at Yancey Rd.	Transp.	CDOT	Medium (5-10 yr)
43	Improve the intersection of Freeland Lane and South Blvd. with new LYNX crossing.	Transp.	CDOT	Medium (5-10 yr)
44	Construct the multi-use trail running parallel to the LRT line	Zoning	Planning; CATS; CDOT	as devel occurs
45	Fill critical gaps in the multi-use trail where development is not occurring to facilitate travel to the Transit Stations	Transp.	CDOT	as devel occurs
46	Install pedestrian scale lighting	Transp.	CDOT	Medium (5-10 yr)
	Infrastructure and Public Facilities			
47	Relocate the Scaleybark Branch Library into a new transit oriented development at the Scaleybark Station	Civic	PLCMC	Medium (5-10 yr)
48	Study the possibility for transit connectivity between the schools and LRT	Transp.	CDOT / CMS CATS	Medium (5-10 yr)
49	Conduct and infrastructure study to evaluate the adequacy of infrastructure	Utilities	E&PM / CMU	Medium (5-10 yr)
50	Encourage the burying of utilities	Utilities	Planning	as devel occurs
51	Encourage urban open spaces in the Transit Station Area	Park	Planning / Park & Rec	Medium (5-10 yr)
	Environment			
52	Make streets a feature of all streets	Zoning/ Tree Ord.	Planning / E&PM	as devel occurs
53	Design site plans for new buildings and renovations in station area to improve water quality for stormwater run-off	Stormwate	E&PM	as devel occurs
54	Protect or enhance watersheds when possible	Stormwater	E&PMa	as devel occurs
55	Assist property owners with remediation of sites known or perceived to have contaminated soil	Brownfield	Econ. Dev.	as devel occurs

Appendix:

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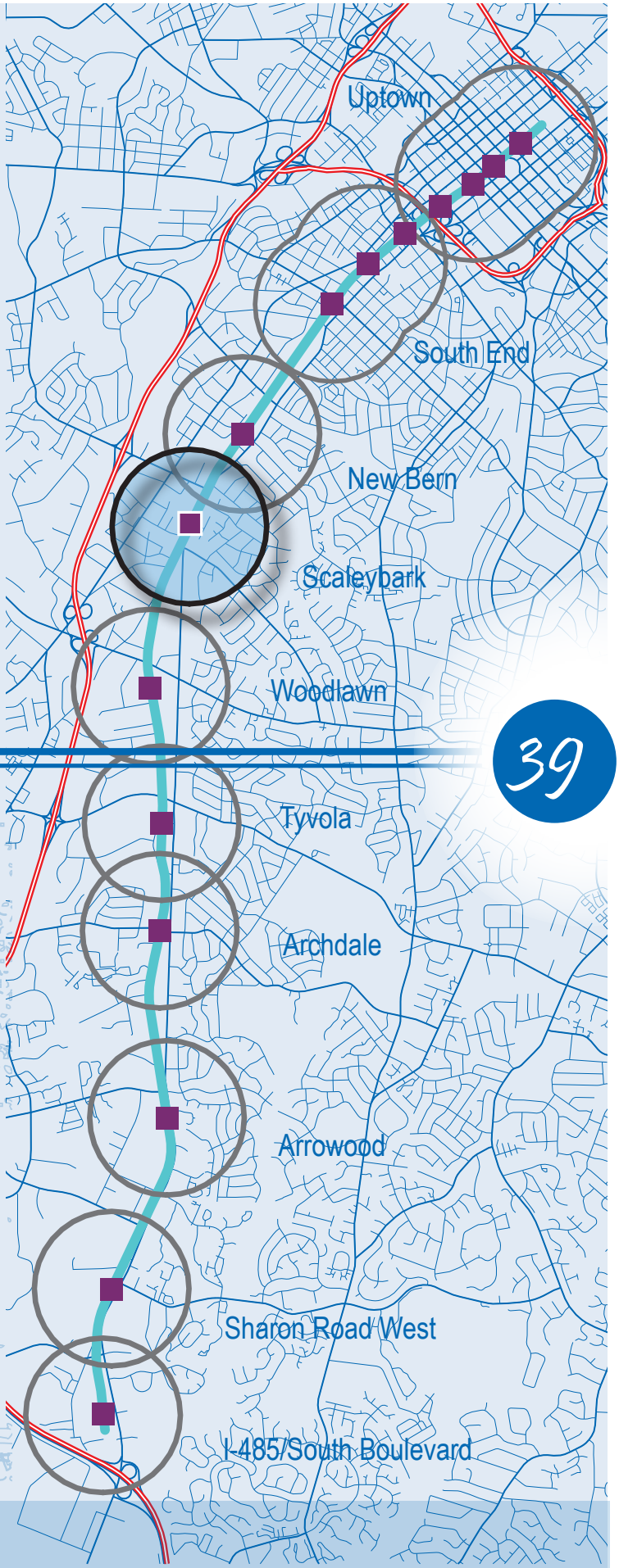

Uptown
South End
New Bern
Scaleybark
Woodlawn
Tyvola
Archdale
Arrowood
Sharon Road West
I-485/South Boulevard

Existing Conditions

This chapter examines existing demographic, environmental, land use, design, transportation, and infrastructure conditions and trends in the Scaleybark study area. It provides a framework for understanding the opportunities and constraints identified in the Concept Plan.

Demographics

According to the 2000 U.S. Census, the Scaleybark study area is home to approximately 2,400 residents. While the largest group of residents is white (43%), it is a smaller percentage than in the City as a whole. The percentage of Hispanic residents (33%) is considerably greater than the City as a whole.

Ages of the residents in the study area are fairly diverse. Twenty-three percent (23%) of the Scaleybark residents are below the age of 18, while ten percent (10%) are over the age of 65. The remaining 67% are working age adults.

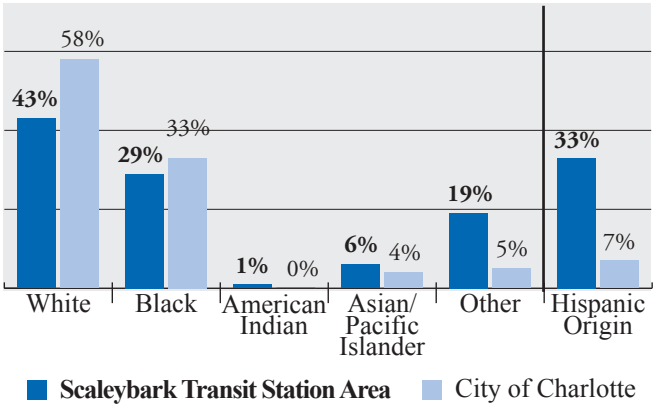
Approximately fifty percent (50%) of residents in the study area have a household income under $35,000, compared to the median income of $47,000 for households in Charlotte overall. The highest level of educational attainment is quite diverse, as seen on the accompanying diagram. Differences in educational levels may contribute to the diverse industries in which residents work. About twenty-five percent (25%) of residents work in the sales/office industry while another twenty-three percent (23%) have occupations in the management/professional industry.

Although residents work within a diversity of industries, the mode of transportation to work among residents is very similar. 90% of the travel to work by car, truck or van, 7% use public transportation and the other 3% is split between bicyclists, motorcyclists and individuals that work at home. The average travel time to work is 21 minutes.

Issues/Opportunities

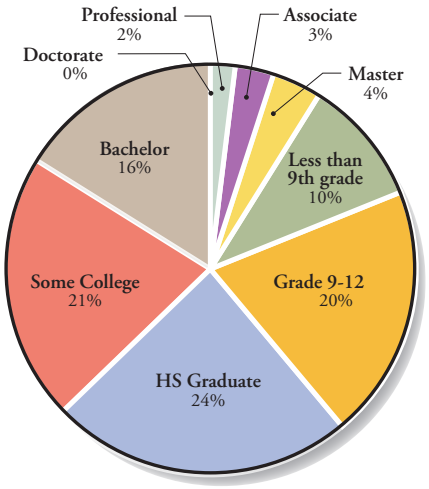
As the area continues to grow, the diverse population provides an opportunity for this area to become a unique place for people to live and work.

In addition, the LYNX Blue Line can provide an alternative mode of transportation for residents within the area.



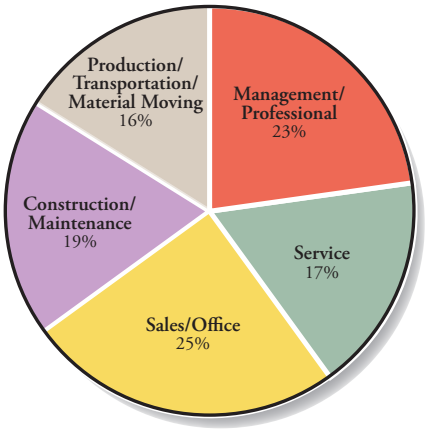
Source: 2000 U.S. Census Block Data
Note: People of Hispanic origin are also included in the racial breakdowns.

Population Charactertistics for Scaleybark and Charlotte



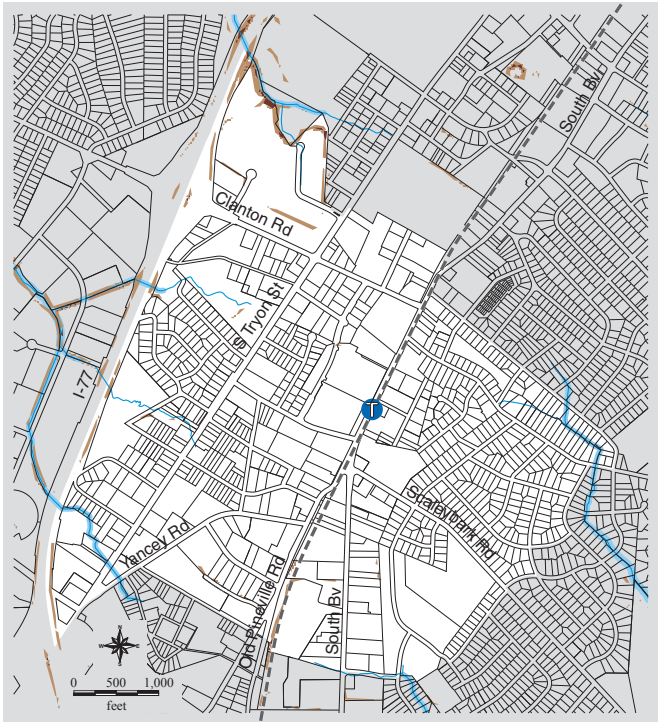
Source: 2000 U.S. Census Block Group Data

Educational Level for Scaleybark Station Area Plan



Source: 2000 U.S. Census Block Group Data

Employment Industry for Scaleybark Station Area Plan

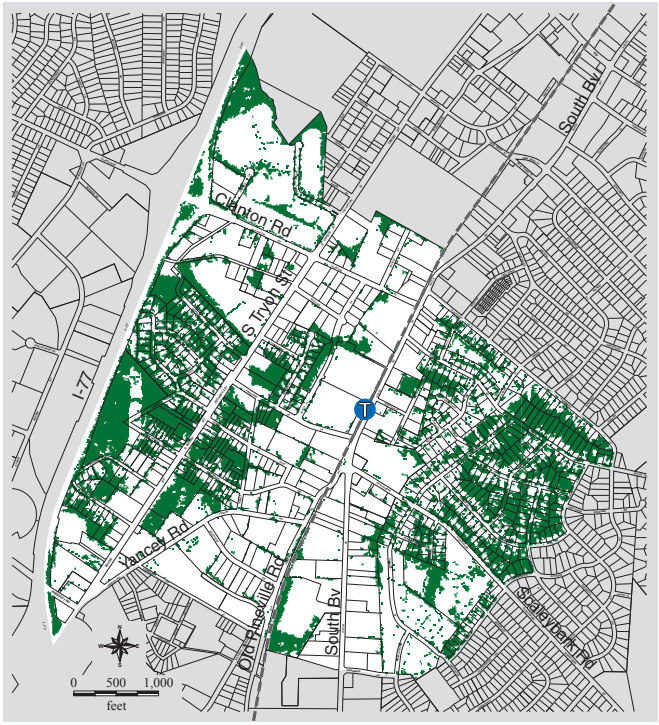


15 - 25% Slope

Greater Than 25% Slope

SWIM Buffers

Scaleybark Transit Station and Line



Tree Canopy (2002 Data)

Scaleybark Transit Station and Line

Environment

Natural Features

The Scaleybark station area, like most stations areas along the South Corridor, sits upon a natural north-south ridge. Consequently, it does not have many sensitive natural features. Tributaries of Irwin Creek flow to the east and west of the ridge leaving the land around the station well drained and without wetlands or floodplains. Topography is relatively gentle with a few steep slopes along the edge of the creeks and along I-77.

The tree canopy in existing neighborhoods is an amenity to be preserved and emulated in new development.

Tree Cover

The tree canopy is the most plentiful natural feature in the Scaleybark plan area. Trees shade approximately thirty percent (30%) of the study area, primarily in the residential neighborhoods.

Issues/Opportunities

Currently, the core of the study area has few trees and minimal landscaping. As the study area redevelops, there will be a significant opportunity to improve the quality of the environment by planting additional trees and landscaping.

Land Use and Design

Existing Land Use and Design

The existing land use pattern within the Scaleybark station area is reflective of its historical relationship with the Norfolk-Southern Railroad corridor. The area was originally designed to support industrial uses. Over time, the core of the area has developed with a mixture of commercial and office uses, with residential uses bordering each side of the station area.

Industrial

Most of the industrial buildings in this station area are single story structures located near the rail line. These include buildings in the 45,000-square-foot range, as well as buildings as small as 7,000 square feet buildings on smaller sites. Since the 1950s and 60s, some industrial uses have transitioned to more commercial uses. There remains a concentration of industrial uses in the southern portion of the study area.

Commercial

Commercial uses within the station area are predominantly single-story, auto-oriented strip retail developments. The Crosland Center Shopping Center was the largest strip center in the station area. A number of years ago, the center was converted to office, but now has redevelopment potential due to recent vacancy of the current office space.

Residential

Most single-family housing in the area was built in the 1950s and 1960s, and is generally single story ranch and split level housing. Multi-family development is somewhat scattered in the eastern portion of the station area. Hollis Road, Sloan Street, and Weston Street contain multi-family land uses that are generally townhouses or duplexes.

Civic

A branch library sits at the corner of the South Boulevard and Scaleybark Road intersection in the Crosland Center Shopping Center. Churches and an elementary school also are located in the plan area.

Existing industrial buildings in the station area are single story industrial park type properties..

Existing commercial development tends to be auto oriented, suburban type design.

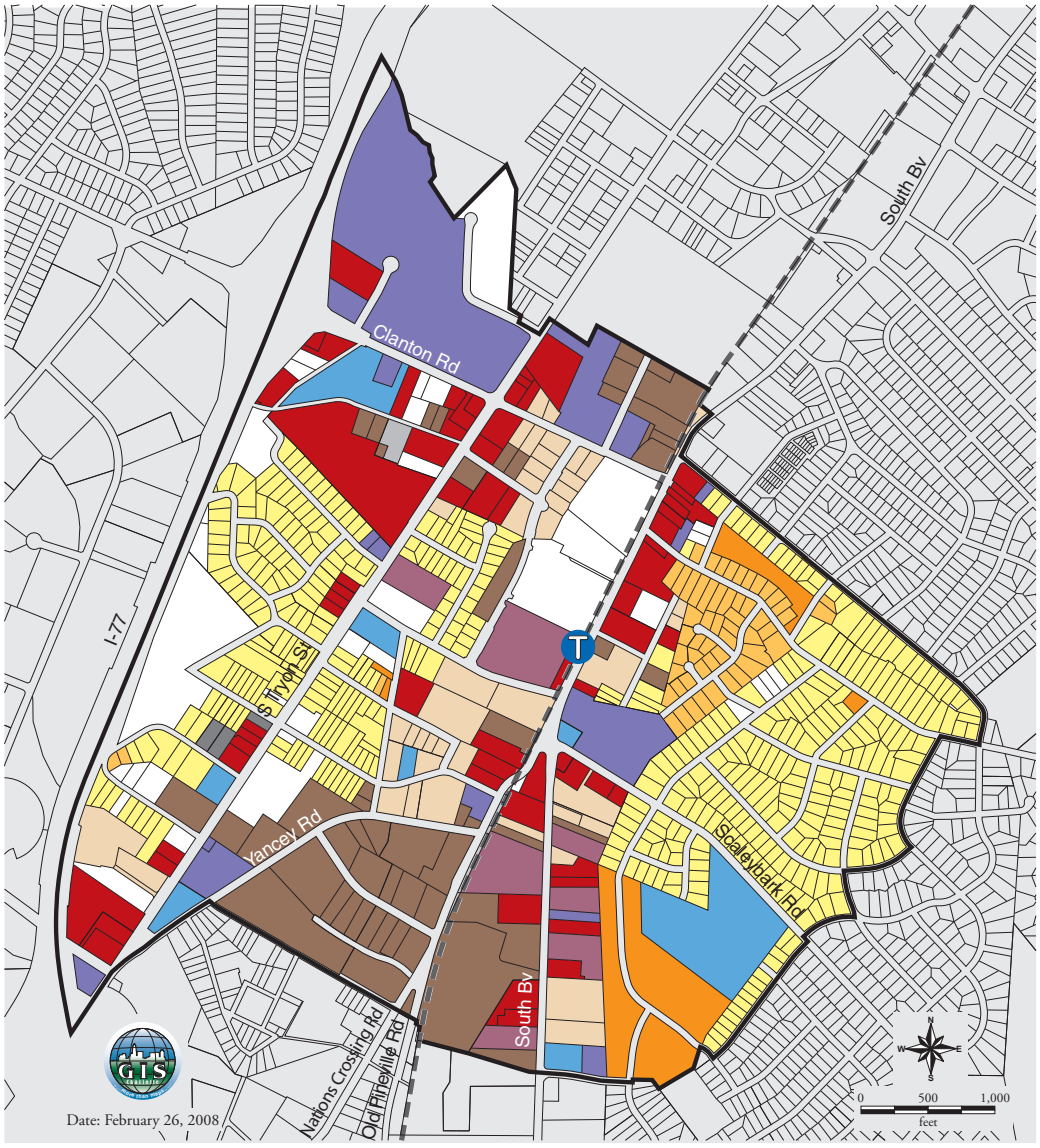
The predominant housing type in the Scaleybark area is suburban ranch style on relatively large lots.

Typical institutional uses include churches, an elementary school and a public library.

Scaleybark Existing Land Use

Existing Land Use

- Single Family - Detached
- Single Family - Attached
- Multi-Family
- Retail
- Office
- Warehouse/Distribution
- Industrial
- Institutional
- Utility
- Transportation
- Mixed Use
- Vacant
- Scaleybark Transit Station and Line

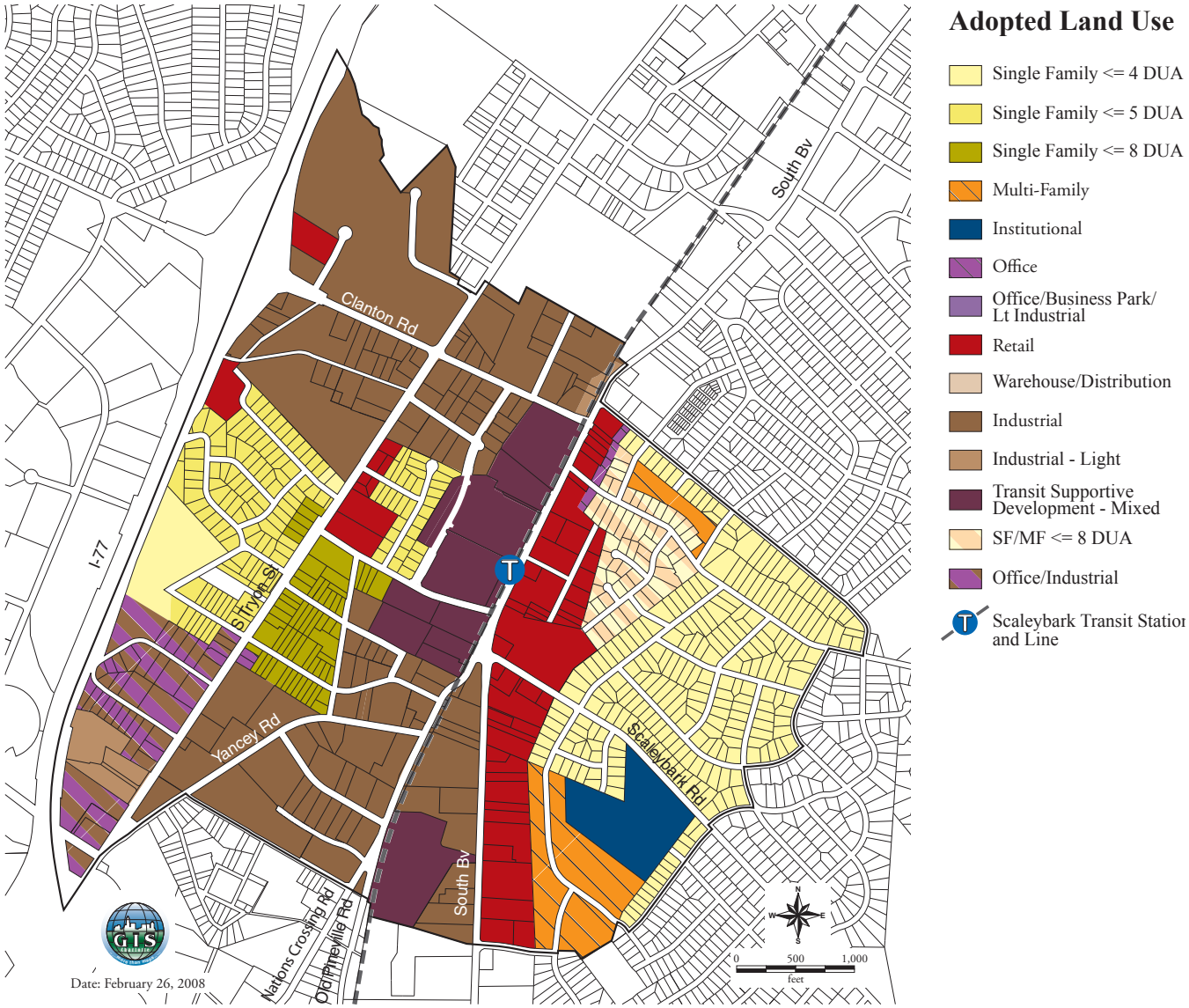


Issues/Opportunities

Industrial/warehouse land uses are not the ideal land uses at the core of transit station areas unless they have a large concentration of employees.

There is an opportunity to maintain the diversity and affordability of the mixture of housing types within the Scaleybark station area.

Scaleybark Adopted Land Use - Central District Plan (1993)



Adopted Future Land Use

The *Central District Plan* (1993) was the most recently completed land use plan for the study area. It has been updated incrementally by Council-approved rezonings. The plan covers Charlotte's central city, a large area bounded by Routes 4 and I-85 and encompassing nearly a third of the city's population.

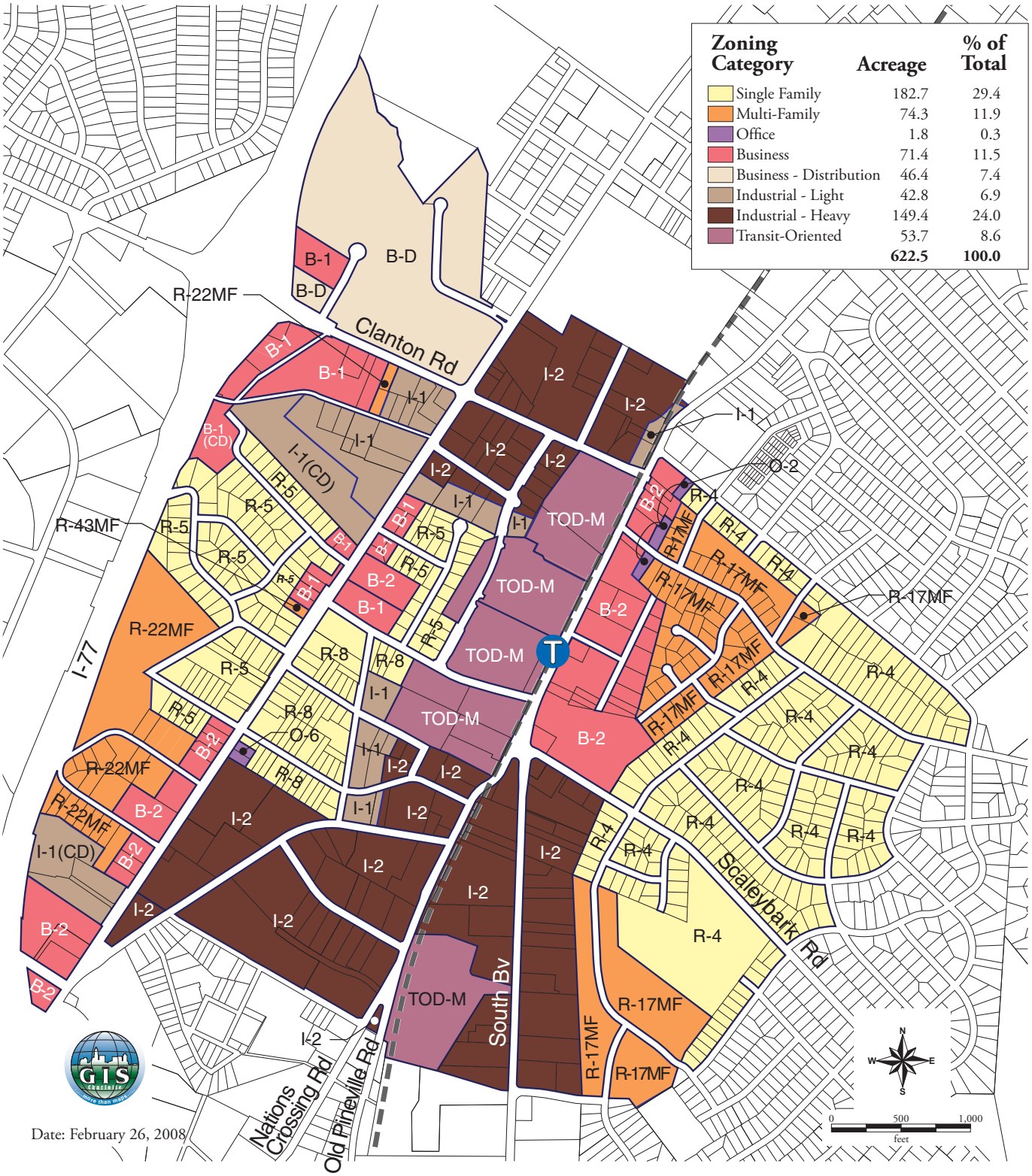
For the Scaleybark station area, the *Central District Plan* recommends protecting existing neighborhoods. It encourages redevelopment east of South Boulevard to retail and business uses, while the west side of South Boulevard should support industrial/business/office park type uses. Properties along South Tryon should prevent any major intensification of industrial uses, as well as promote compatible commercial uses adjacent to residential.

Upon adoption, the *Scaleybark Station Area Plan* will become the governing land use policy document for properties within the plan boundaries. The updated future land uses are presented in the Land Use Recommendations section of this document.

Issues/Opportunities

An update to the currently adopted land use plans provides an opportunity to promote higher intensity and pedestrian oriented development to complement the LYNX Blue Line.

Scaleybark Existing Zoning



Date: February 26, 2008

Existing Zoning

The accompanying map shows existing zoning for the properties within the Scaleybark Station Area. Much of the zoning reflects the existing development pattern in the station area, with industrial and retail zoning along South Boulevard and South Tryon Street, and residential zoning at the edge of the plan area.

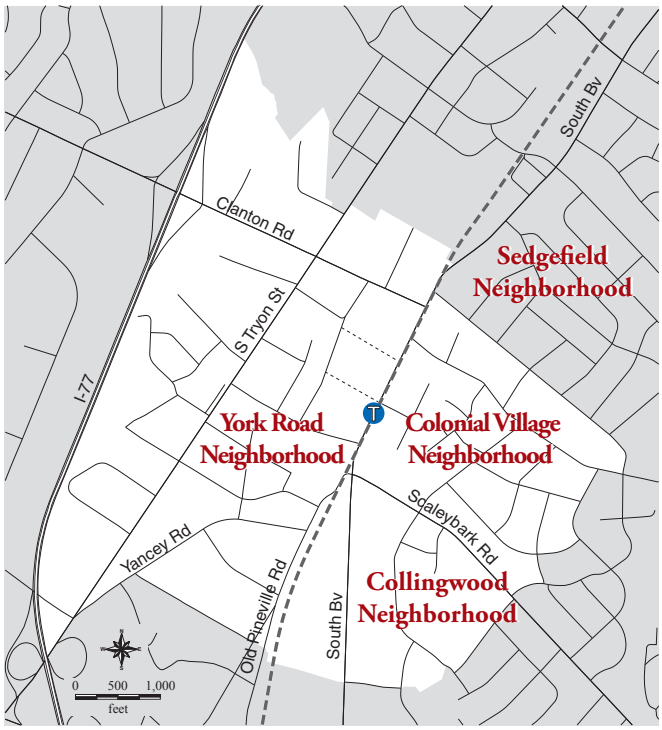
Issues/Opportunities

The development built under the existing industrial and business zoning typically will not meet the intensity, use, and community design guidelines for transit oriented development.

Recent rezonings to TOD-M are consistent with transit oriented development desired around a rapid transit station.

Residential and industrial uses adjoin in a number of places throughout the study area.

The study area is home to some attractive business/industrial uses such as the Piedmont Natural Gas Operations Center.

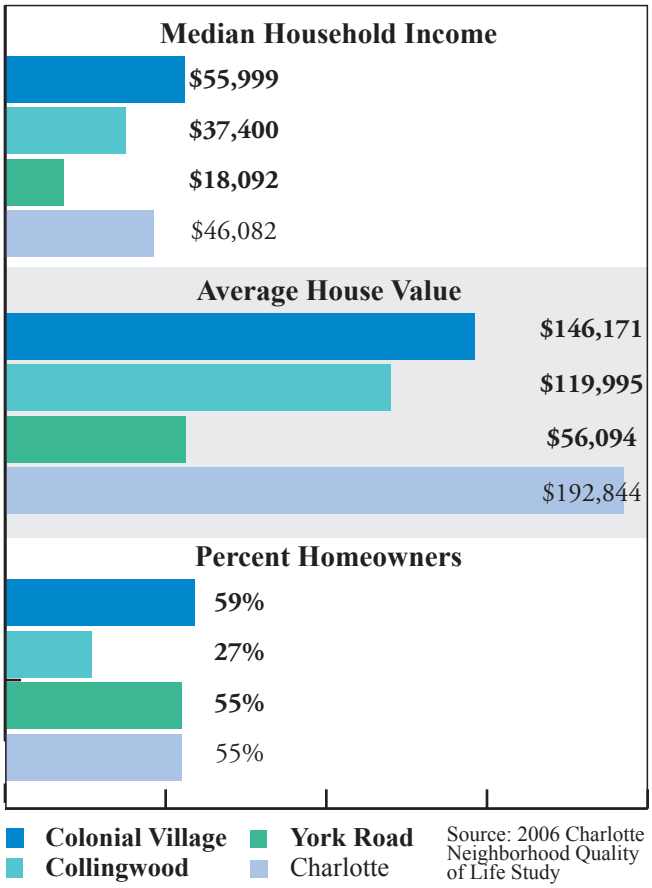


Neighborhoods

The Charlotte Mecklenburg Quality of Life Study identifies three neighborhoods in the Scaleybark station area: Colonial Village, York Road and Collingwood. The study considers social well being, physical characteristics, crime, and economic vitality. Household characteristics such as median income, average house value and percentage of homeownership are illustrated in the table below.

Issues and Opportunities

Single family neighborhoods border the eastern and western edge of the station area and provide stability in an area that will potentially experience more intense development along the rail corridor.



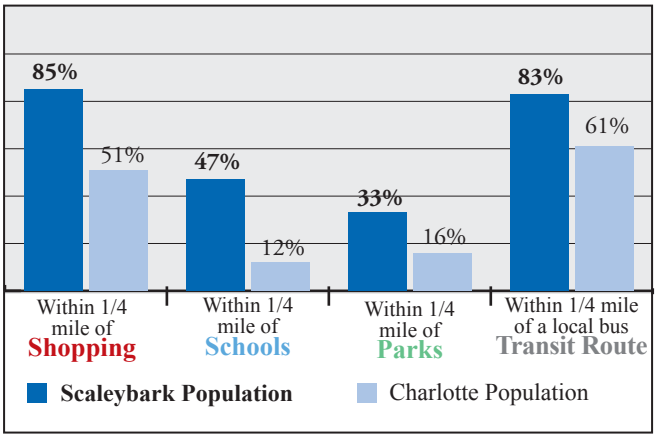
Source: 2006 Charlotte Neighborhood Quality of Life Study

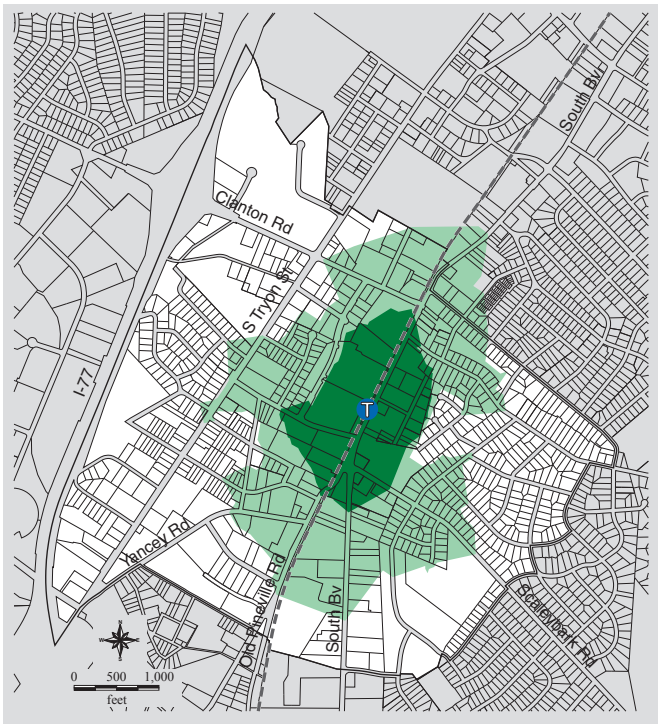
Land Use Accessibility Index

The residents in this area are well served by the mixture of land uses. Scaleybark's land use accessibility scores higher than residents throughout the City of Charlotte. For example, 47% of Scaleybark residents are within a ¼ mile of a school, whereas only 12% of residents throughout the City are that close to a school.

Issues/Opportunities

Potential development around the station area provides an opportunity to further enhance the mixture of land uses that are easily accessible to Scaleybark residents.

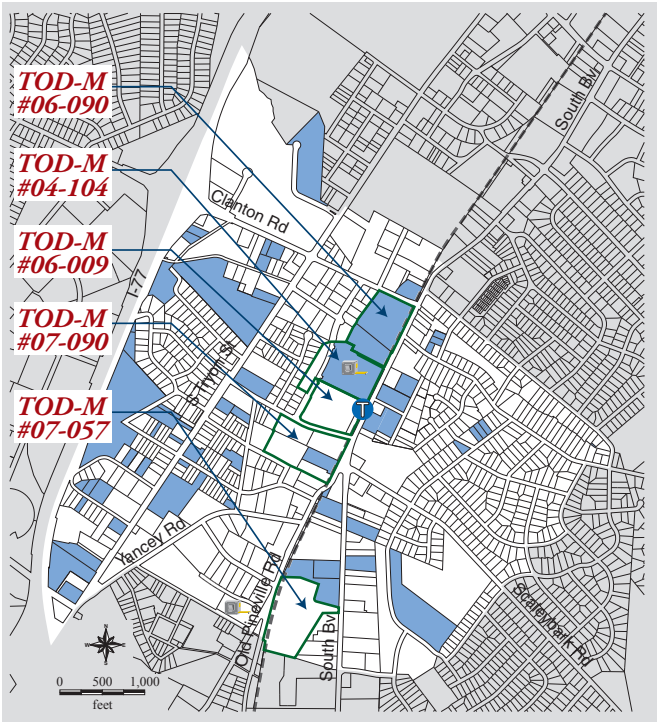




1/4 Mile Walk Distance

1/2 Mile Walk Distance

Scaleybark Transit Station and Line



Vacant or Underdeveloped

Building Permits 2004-07

Scaleybark Transit Station and Line

¼ and ½ Mile Walk Distance

The Scaleybark Station has an extensive amount of land within a ½ mile walk (typically 10 minutes) based on the current street network. The current walk distance extends throughout the non-residential core of the station area and into the surrounding neighborhoods.

Issues/Opportunities

Although there is an extensive area within ½ mile walk distance of the transit station, there is an opportunity to expand the area and to shorten trips to the Scaleybark station by adding street network and connections.

Development Activity/Potential Opportunities

There were only three commercial building permits granted in the study area between 2004 and 2006. One of these was for building demolition. However, there have been a number of rezoning requests approved since 2004. Rezoning requests are typically a precursor to development. Five rezoning requests were for the Transit Oriented Development-Mixed district to allow for transit supportive development.

There are 30.03 acres of vacant land in the study area and 55.99 acres of underdeveloped land. There are a number of vacant and underutilized properties in the study area that are appropriate for redevelopment. Priority redevelopment parcels are located on or near South Boulevard. Recent rezonings to TOD-M will support such development.

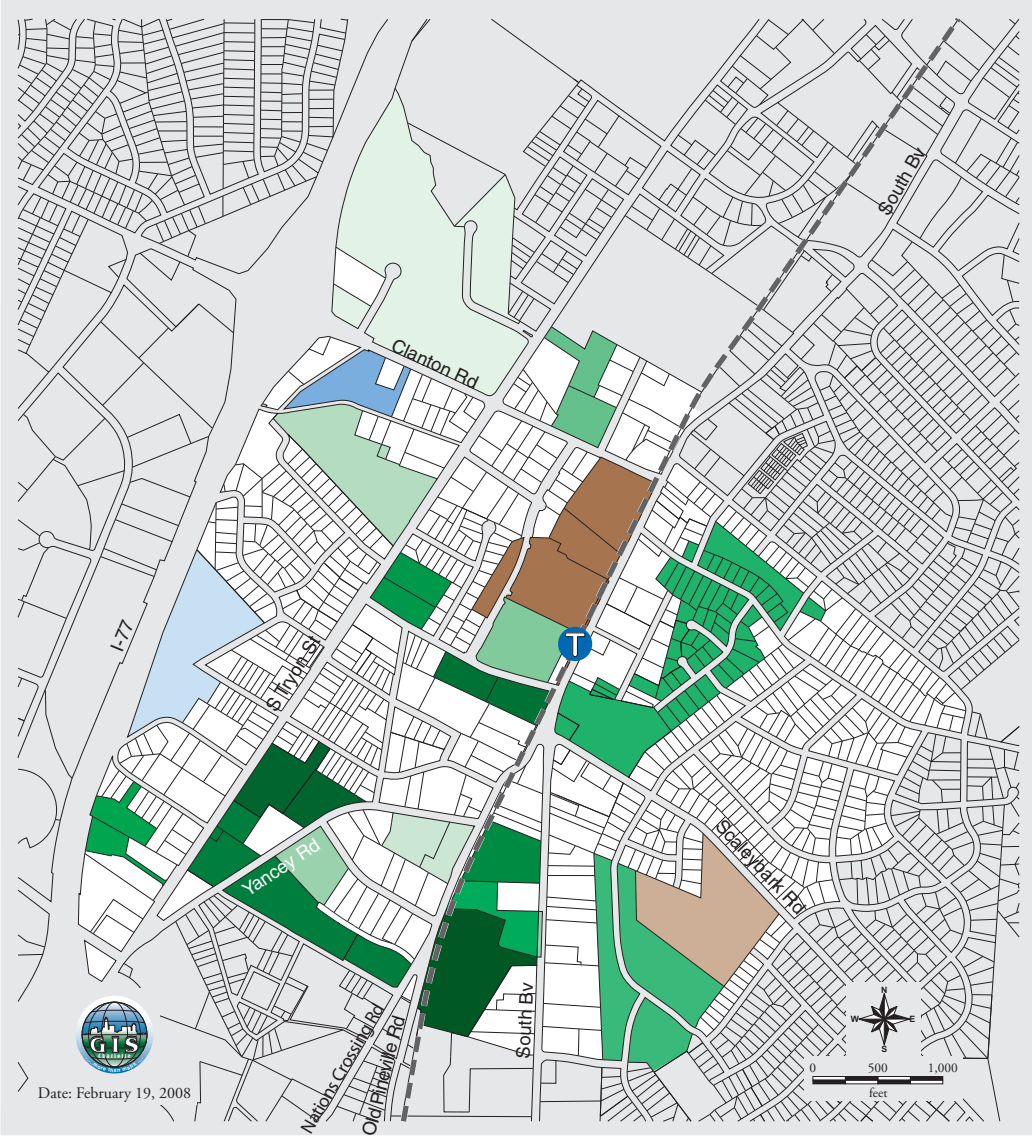
Issues/Opportunities

The large amount of vacant and underutilized land, as well as recent TOD rezonings, indicate strong redevelopment opportunities in the Scaleybark station area.

Scaleybark Large Parcel Ownership

Ownership

- Non-Profit
- Public
- Private



Large Parcel Ownership

While much of the study area consists of small parcels in individual ownership, there are larger concentrations in consolidated ownership. The above map shows such larger holdings as indicated by tax records, whether consisting of a single parcel or of a number of smaller adjacent parcels. The larger holdings include some public and non-profit owners with specific purposes, such as Charlotte-Mecklenburg Schools is an institutional land owner in the area. However, as indicated on the map, there is a considerable amount of property in larger blocks along the corridor that is is privately owned.

Issues/Opportunities

The large parcels within the study area have the potential of accommodating higher density transit oriented development uses with less assemblage than would be necessary with smaller holdings.

Market Research and Development Projections

In early 2003, Robert Charles Lesser & Company completed a market study of the future South Corridor light rail station areas entitled "Station Area Allocations for New Office Retail and Multi-family Development along the South LRT Line 2000-2025." The study found that "Scaleybark is poised for redevelopment as a residentially-oriented mixed-use area, either as an extension of South End revitalization or as its own unique housing core."

The study cited the following factors as catalysts for transit-supportive development in the Scaleybark Station area:

1. The splitting of South Boulevard should enhance development opportunities for several larger properties located on the western side of the rail line.
2. Office users will be attracted to the Scaleybark station area by an urban mixed-use environment with loft or village-type space, including office space above retail or first floor offices below residential.

However, the report does suggest that, because of relatively indirect interstate access and limited east-west access, the opportunity for wide-serving retail and office use is limited. Retail development is projected to accommodate 50,000 square feet by 2025, while residential development has more significant opportunity in the station area.

In the latter part of 2007, four development teams have partnered with the City to develop a master plan for transit oriented development surrounding the station. Together, these property owners control 36 acres.

Issues/Opportunities

The Scaleybark station area has the potential to benefit from increased property values and development momentum from TOD development occurring in the New Bern station area and in South End.

The master planning effort involving four development teams at the core of the study area provides a unique opportunity for a significant and coordinated transit village at this station.

Historic Resources

The South Corridor Light Rail Environmental Impact Statement identified one structure within the study area qualified for historic designation, and no areas potentially eligible for historic district designation.

The South 21 Drive In Restaurant, built in 1955, is on the east side of South Boulevard near Whitton Street. It is representative of the types of automobile-oriented, family restaurants that had become popular across the nation by the 1950's. Attached to the front of the building is a long, flat canopy supported by metal poles that shelters parking spaces. At the street is the original sign with its characteristic modern design. Although built in great numbers after World War II, drive-ins have become rare. This is a well-preserved example, and is particularly notable for its original signage.

The Scaleybark area has a substantial stock of older warehouse and industrial properties where redevelopment might occur.

The South 21 Drive In is identified as eligible for historic designation.

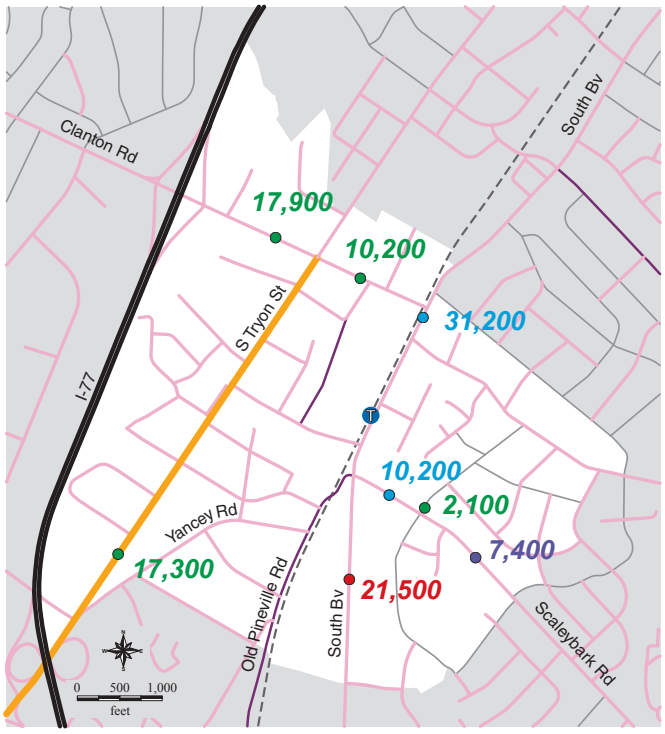
Transportation

The Street Network

The number of route choices available to pedestrians, bicyclists and motorists describes the adequacy of an area's street network. A dense, well-connected network offers greater choices of routes and more direct routes to destinations than does a less connected network, and therefore provides greater overall system capacity.

Route choices are measured by the number of lane-miles of streets, number of intersections (nodes), number of blocks (links), and the connectivity index. A lane-mile is one mile of a single roadway lane. The more lane-miles of streets there are, the greater the overall traffic carrying capacity. The connectivity index quantifies how well a roadway network connects destinations and is calculated by dividing the number of roadway links by the number of roadway nodes. A connectivity index of 1.45 or more is desirable for transit station areas.

Scaleybark Station Area	
Area size (square miles)	1.0
Miles of streets:	13.8
Lane-mile of streets:	33
Connectivity Index:	1.27



Traffic Counts: Average daily volume

Year of Count
- 2002
- 2003
- 2004
- 2006

Speed Limits
- 25
- 30
- 35
- 45
- 55

Scaleybark Transit Station and Line

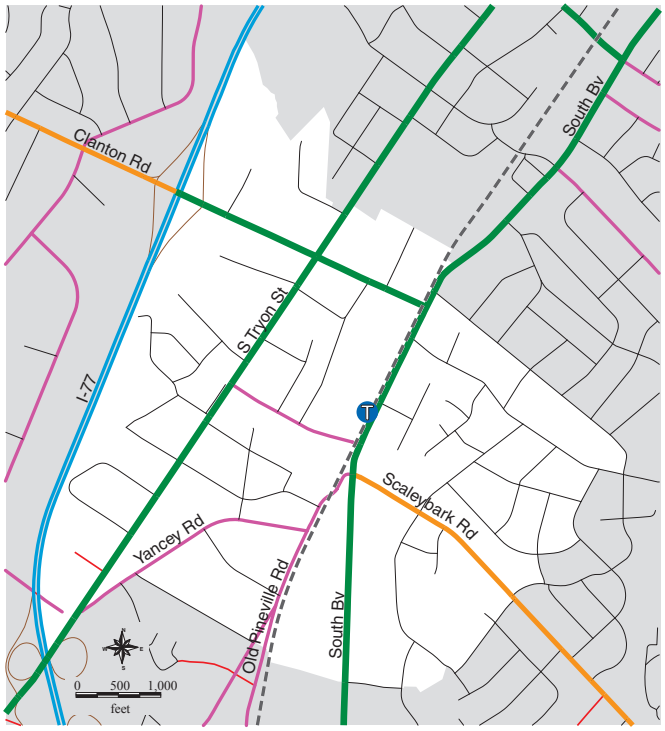
Issues/Opportunities:

There is a noticeable lack of street connectivity from the neighborhoods out to South Boulevard and to South Tryon Street. There is also a lack of connectivity in the Station Area, generally between South Boulevard and South Tryon Street. As commercial properties redevelop along these two thoroughfares, there will be opportunities to provide a more robust street network that better links people and places. This improved street network includes not only streets that connect to South Boulevard and South Tryon Street, but also streets that parallel them.

By extending Dewitt Lane northward to Clanton Road, the City has started the framework for a new network of streets between South Boulevard and South Tryon Street that can be extended further by new development.

With redevelopment opportunities south of Freeland Lane, Dewitt Lane can be extended southward to connect with Old Pineville Road, thus providing a significant new travel alternative to South Boulevard.

Clanton Road is the only true east-west thoroughfare in the Scaleybark study area. As this area grows and redevelops with time, the lack of another such route will be noticed by increased levels of traffic congestion on South Boulevard, South Tryon Street and Clanton Road. Additional east-west streets that can help accommodate the expected increase in travel in the study area can be built through the redevelopment process.



Existing Thoroughfares

The Mecklenburg-Union Thoroughfare Plan is the adopted major roadway plan for Mecklenburg and Union counties. The Thoroughfare Plan is used to assure that the most appropriate street system is developed to meet existing and future travel needs. Streets are classified and designed according to their intended functions so that land use and traffic conflicts are minimized. The street classifications applicable to the Scaleybark station area are as follows:

Thoroughfares: South Boulevard, South Tryon Street and Clanton Road are major thoroughfares serving the Scaleybark area. As major thoroughfares, these streets are designed to accommodate large volumes of traffic at moderate speeds and provide access to major commercial, industrial, and residential land uses. Scaleybark Road is a minor thoroughfare that collects traffic from the local collector streets and carries it to the major thoroughfares. Minor thoroughfares are designed to carry moderate traffic volumes at moderate speeds and provide access to residential, commercial and institutional land uses.

Collectors: Old Pineville Road, Yancey Road, and Freeland Road are collector streets, carrying traffic between the thoroughfares and local streets at moderate volumes and speeds and providing access to adjacent land uses.

Local Streets: The remaining roadways are local streets that carry low traffic volumes, have slow operating speeds and provide access to individual properties.

Additional Facilities

Interstate 77 (I-77) runs north-south, as a cross-country, interstate highway between Columbia, South Carolina, and Cleveland, Ohio. Within Charlotte, I-77 travels between the South Carolina state line and the Lake Norman area. Unlike I-85, the only other cross-country interstate highway traversing Charlotte, I-77 more directly serves downtown, functioning as a radial expressway for South and Southwest Charlotte. Within the Scaleybark area, I-77 serves as the western study boundary and has a full-access interchange at Clanton Road.

Issues/Opportunities:

Old Pineville Road is classified as a major collector. However, it functions more like a thoroughfare. There is opportunity to realign Old Pineville Road with an extension of Dewitt Lane. Such realignment opportunity also can help alleviate travel on South Boulevard, especially between Clanton and Scaleybark Roads.

South Tryon Street is classified as a Major Thoroughfare. It is lacking in amenities for usert other than automobiles..

Street Classifications

Streetscape and Typical Sections

South Boulevard is generally four travel lanes wide with turn lanes added at signalized intersections. Sidewalks of varying widths are located along both sides of the street, sometimes separated from travel lanes by planting strips and sometimes placed directly behind the curb and gutter. Street lighting is provided on utility poles. A two track light rail line runs in a 70' to 80' wide median in the middle of South Boulevard between Scaleybark and Clanton Roads.

South Tryon Street is generally four travel lanes wide with turn lanes added at signalized intersections. Sidewalks of varying widths are located along both sides of the street, sometimes separated from travel lanes by planting strips and sometimes placed directly behind the curb and gutter. Street lighting is provided on utility poles. There is a narrow concrete median located in the middle of Tryon Street that restricts left turn access onto and off of Tryon Street, except at intersections.

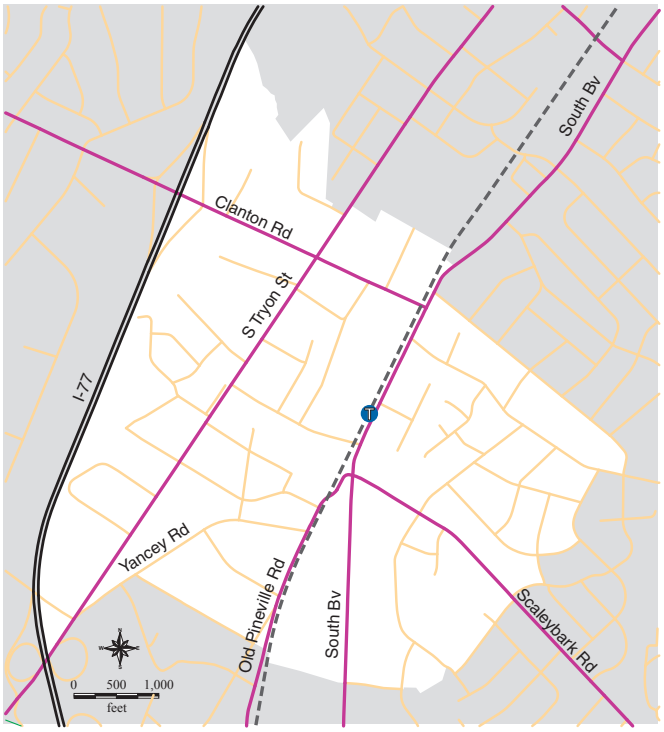
Clanton Road is three travel lanes wide (with bike lanes) from South Boulevard to Tryclan Street. From Tryclan Street to South Tryon Street, Clanton Road widens to five travel lanes (and no bike lanes). There are intermittent sidewalks along Clanton Road, sometimes located directly behind the curb and gutter and sometimes behind a planting strip.

Scaleybark Road consists of two wide travel lanes, bike lanes and sidewalks. Planting strips are provided between the sidewalks and street curb. Street lighting is provided on utility poles.

Old Pineville Road is two travel lanes wide, with bike lanes and sidewalk (on the west side). Planting strips are provided between the sidewalk and the street curb for much of its length. Street lighting is provided on utility poles.

Local streets vary in appearance according to the adjacent land uses. Industrial and commercial streets are relatively wide (30 to 40 feet) with two travel lanes, some on-street parking, few sidewalks and typically no planting strip.

Residential streets are narrower (approximately 24 feet wide) with no sidewalks, except for those streets where the South Corridor Infrastructure Program built sidewalk and planting strips.



Locals: The majority of roadways are local residential and local commercial streets that provide direct access to residential and commercial properties. These streets are intended to safely accommodate pedestrians and bicyclists by providing sidewalks, planting strips with trees and low speed limits.

Issues/Opportunities:
Regardless of their classification, a number of streets in the study area fail to consistently provide the street elements or element dimensions desired in an urban environment. While new streets will be built to provide the desired features, deficiencies on existing streets can be addressed when adjacent properties redevelop.

Clanton Road is the only east-west Avenue in the Scaleybark study area west of South Boulevard. Freeland Lane and Yancey Road offer possibilities for additional east-west Avenues.

At Clanton Road, South Tryon Street changes from a parallel thoroughfare to South Boulevard to more of a radial arterial with Interstate highway connections. Given this change in character and function, The part of South Tryon Street south of Clanton Road may be better classified as a Boulevard.

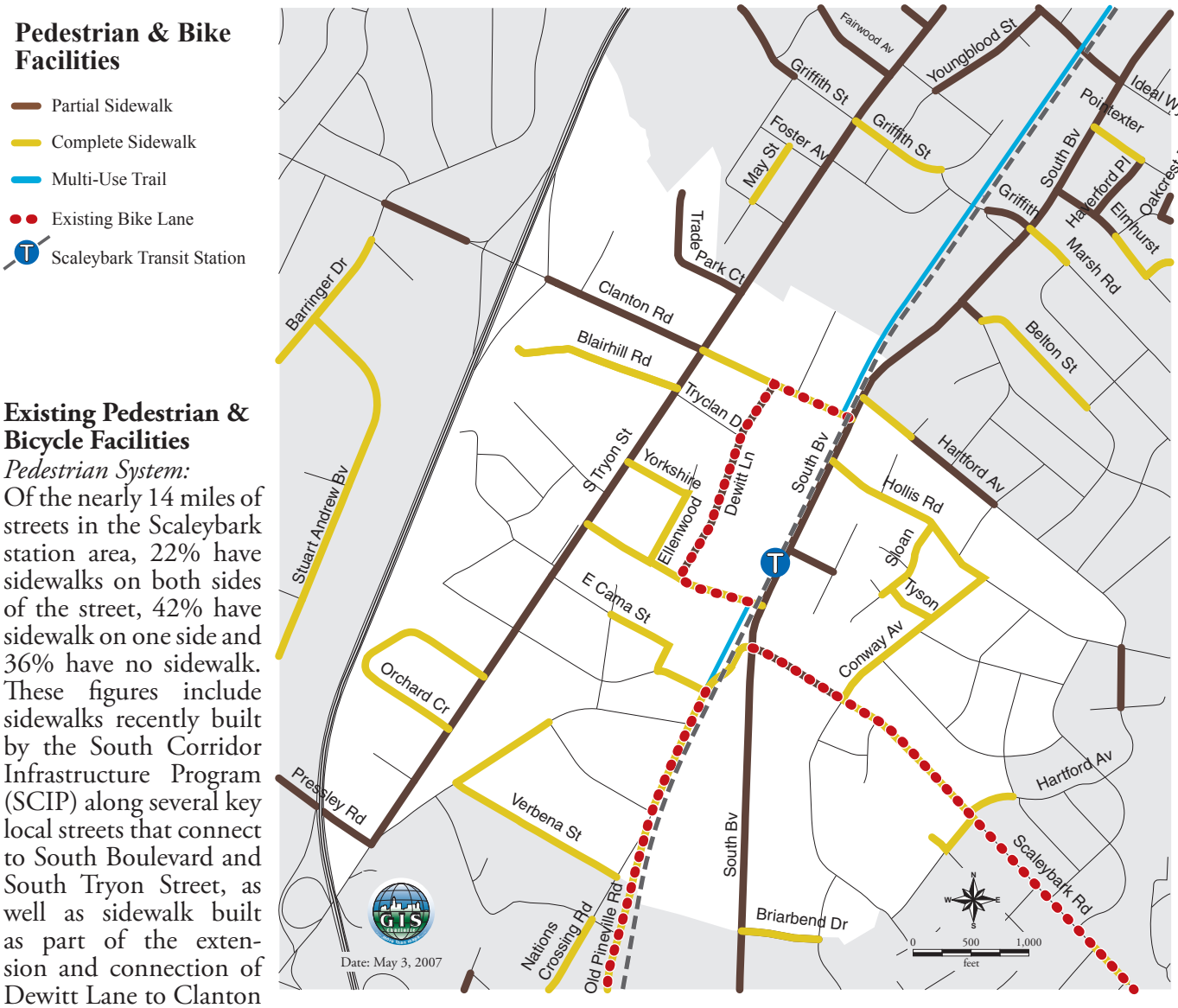
Street Typology
The Urban Street Design Guidelines recommend how Charlotte's streets should be planned and designed to provide viable transportation choices. The guidelines are intended to ensure a process that considers the needs of pedestrians, bicyclists and motorists, as well as the affects on adjacent land uses when planning and designing streets. Streets are classified according to land use and transportation contexts and should be designed accordingly.

Currently, the streets in the plan area fall into the following categories:

Avenues: Within the context of the street design guidelines, South Boulevard, South Tryon Street, Clanton Road, Scaleybark Road and Old Pineville Road function closest to Avenues. Avenues are intended to serve a diverse set of functions for a wide variety of land uses and should be designed to provide a balance of service for all transportation modes. Avenues provide an important mobility function for motorists, but are expected to provide a high level of comfort, safety and convenience to pedestrians and bicyclists. Avenues are generally limited to four or less travel lanes (except at major intersections) with block lengths up to 600'. Common elements should include sidewalks, planting strips or amenity zones with street trees, and bicycle lanes.

South Boulevard is classified as an Avenue. It is in need of a number of improvements, such as planting strips with street trees and wider sidewalks.

Scaleybark Pedestrian & Bike Facilities



Existing Pedestrian & Bicycle Facilities

Pedestrian System: Of the nearly 14 miles of streets in the Scaleybark station area, 22% have sidewalks on both sides of the street, 42% have sidewalk on one side and 36% have no sidewalk. These figures include sidewalks recently built by the South Corridor Infrastructure Program (SCIP) along several key local streets that connect to South Boulevard and South Tryon Street, as well as sidewalk built as part of the extension and connection of Dewitt Lane to Clanton Road.

Bicycle System: Prior to SCIP, there were no designated facilities for bicyclists in the Scaleybark study area. Using SCIP funds, a signed on-street bicycle route with bike lanes (1.2 miles in length) has been added to Clanton Road, DeWitt Lane and Freeland Lane.

Multi-Use Trail: A key north-south pedestrian and bicycle connection has been constructed by SCIP adjacent to the light rail line. Because of space constraints, the trail is discontinued between Clanton Road and Freeland Lane. In this section, pedestrians may use the sidewalk adjacent to South Boulevard and bicyclists are encouraged to use a signed on-street route (with bike lanes) consisting of Clanton Road, Dewitt Lane, and Freeland Lane.

Issues/Opportunities:

More east-west streets that connect to South Boulevard and South Tryon Street are needed to provide better pedestrian and bicycle mobility in the study area. The current large block sizes along the thoroughfares discourage these alternative forms of travel, especially pedestrian travel.

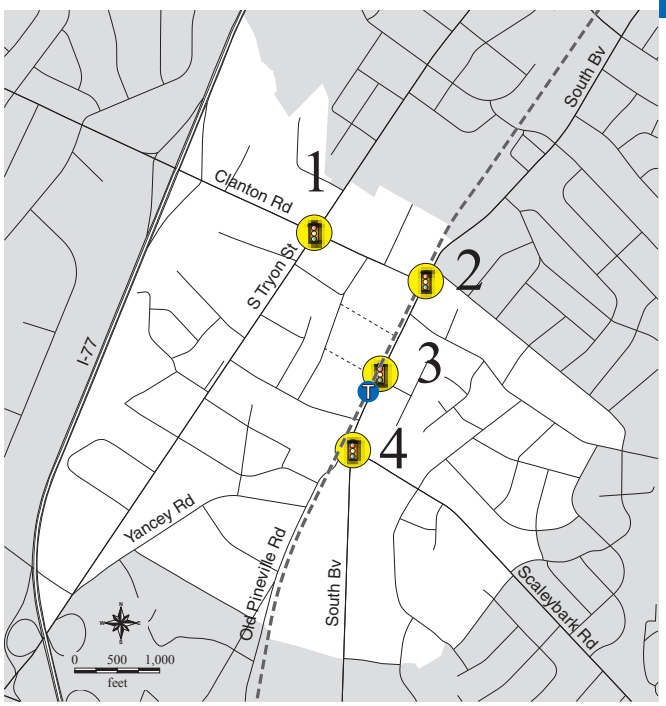
Better north-south pedestrian and bicycle routes are needed parallel to South Boulevard and South Tryon Street. The planned extension of Old Pineville Road to connect with Clanton Road (using Dewitt Lane) will provide one such route. The opportunity to build these routes will come as commercial properties redevelop along South Boulevard and South Tryon Street.

Level Of Service

Level of Service (LOS) measures the quality of service provided by a transportation facility to its users. The City of Charlotte evaluates level of service for pedestrians, bicyclists and motorists and uses the results to help balance their competing needs when planning and designing streets. Levels of service range from A through F, with desirable levels of service based on the street typologies of the Urban Street Design Guidelines. Transit station areas are intended to be highly accessible for pedestrians and cyclists, and therefore should have good pedestrian and bicycle level of service (A to B). Lower levels of service for motorists are acceptable if necessary to achieve the desired pedestrian and bicyclist levels of service.

LOS Rating Scale

A	Excellent
B	Very Good
C	Good
D	Fair
E	Poor
F	Failure



Level of Service (LOS)							
	Signalized Intersection	Pedestrian	Bike	Vehicular			
				Volume to Capacity Ratio **AM Peak**		Volume to Capacity Ration **PM Peak**	
1	S Tryon St & Clanton Rd	C	E+	.57	C	.84	D
2	South Bv & Clanton Rd	B	C	.44	B	.69	C
3	South Bv & Whitton St	B+	D	.43	B	.55	B
4	South Bv & Scaleybark Rd	C	E	.50	B	.73	C

Pedestrian and bicyclist level of service is rated according to the level of comfort and safety offered by the design features at signalized intersections, while motorist level of service is based on motorist delays. Motorist quality of service is also measured by the volume to capacity ratio (v/c), which describes an intersection's ability to process traffic within peak time periods. Values greater than .95 suggest an intersection is near its capacity during this time period and that motorists may experience substantial congestion.

Existing signalized intersections within the station area are mapped with the accompanying table listing Levels of Service by intersection. Pedestrian facilities at the major intersections are generally good and bicycle accommodations are improved, thanks to work done by the light rail project and SCIP. Although improved, pedestrian and bicycle crossing enhancements are still desirable, especially for cyclists. While motorists experience stops and delays resulting from operation of the LYNX Blue Line, the overall quality of traffic conditions is reasonably good today. Traffic conditions are expected to worsen, however, as station area land uses intensify and traffic volumes in the South Boulevard/South Tryon corridor continue to grow.

Issues/Opportunities:

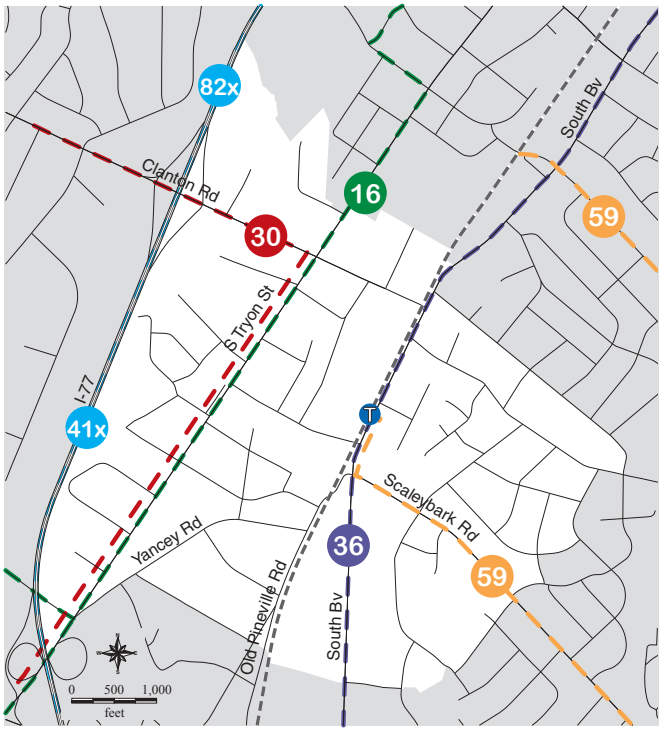
Pedestrian and bicycle levels of service need to be improved for this to be an ideal location for transit oriented development.

Existing Roadway Travel Times

Travel time is another indicator of the service quality provided by transportation facilities and can be used to describe the overall mobility of an area. Present day traffic conditions in the Scaleybark station area are reasonably good. South Boulevard and South Tryon Street have adequate capacity, and motorists do not typically experience excessive delays or stops at major intersections. The recent reconstruction of South Boulevard to accommodate light rail service has improved traffic flow between Clanton Road and Scaleybark Road by providing wider travel lanes and a median that limits left turn access to just a few locations. However, some of the traffic flow benefits gained through this reconstruction are offset by rail crossing delays. Pedestrian facilities at major intersections are generally good and bicycle accommodations are improved, thanks in large part to the work done by the light rail project and the infrastructure program.

Issues/Opportunities:

While vehicle level of service and travel times are generally good in the Scaleybark area, expected growth and intensified development in the future will likely result in increased congestion on existing streets. Without a more extensive street network, motorist will experience longer delays and travel times as more people are forced to travel on the few through streets that serve the area, such as South Boulevard, South Tryon Street, and Clanton Road. An improved street grid will aid motorists, pedestrians and bicyclists by providing more routes to travel destinations.



Public Transportation

Charlotte Area Transit System (CATS) offers public transportation service in and through the Scaleybark area with a combination of light rail vehicles and buses.

Light Rail Service:

The light rail line runs in the middle of South Boulevard within the Scaleybark station area. Light rail patrons are able to access the line at the Scaleybark station, which is located near the intersection of Whitton Street and South Boulevard. A park-and-ride facility is sited west of the transit station on South Boulevard. Light rail service was projected to carry 9,100 passengers per day at the end of the first year of service, but after three months of service has been averaging closer to 12,000.

Bus Service:

Since the late 2007 opening of light-rail service in the South Corridor, CATS restructured area bus service to improve connections with light-rail stations. Currently, CATS provides bus service in the Scaleybark area with several local bus routes, as shown on the accompanying map. Routes 36 and 59 are new routes.

Infrastructure/Public Facilities

Education

Charlotte-Mecklenburg's Collinswood Elementary school falls within the study area. Collinswood is a stable highly sought after magnet school.

Marie G. Davis School abuts the area to the north, within the New Bern Station Area. Marie G. Davis is undergoing extensive renovations and new construction. Eventually , it will house a Junior ROTC magnet school with a grades 6-12 and about 800 students.

Issues/Opportunities

Both Schools are located beyond the ½ mile walking distance from the light rail station but could be accessible by feeder bus.

Having two schools within an accessible range will help make this area a housing choice for families with K-8 school children.

Public Libraries, Parks, Police and Fire

Public Libraries of Charlotte-Mecklenburg County (PLCMC) currently has a small facility at the corner of Scaleybark Road and South Boulevard. It does not meet many current library standards. PLCMC plans to relocate this facility, potentially into a new transit oriented development at the Scaleybark Station. A 16,500 square feet facility is proposed.

Park and Recreation has no facilities within the study area. Collins Park is located just outside of the plan area.

Police have no physical facility plans for the station area but will oversee CATS Transit Police as well as provide service through the Westover Division.

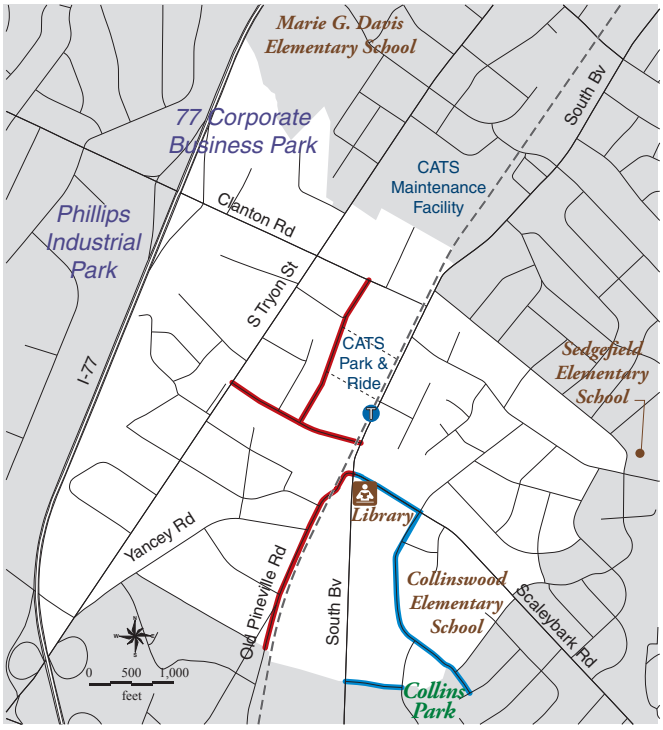
Fire service for the area is provided through Fire Station Number 12, based just off South Boulevard, south of Woodlawn Road. No new facilities in the area are projected.

Issues/Opportunities

Prior to full development of the area, the need for new fire and police facilities should be evaluated. Existing facilities just outside the area may be adequate, but should be verified.

The Study Area lacks public open space and the opportunity to develop small green spaces may be lost without a clear goal and funding for such amenities.

Redevelopment of the existing library can serve as a catalyst for creating a pedestrian and transit oriented development.



Storm Water Improvement

Utilities - Water Main Improvement

Scaleybark Transit Station and Line

Water and Sewer and Storm Water Management

Charlotte-Mecklenburg Utilities (CMU) has worked proactively to replace and install upgraded lines under the light rail line in anticipation of density increases. Many of the upgrades have been financed by SCIP (South Corridor Improvement Program).

City Storm Water Services also has upgraded or intends to upgrade storm water, not only in the station area, but in adjacent neighborhoods. The projects have been financed by several means, including SCIP and the Neighborhood Improvement Programs.

Issues/Opportunities

Increased density will increase demand on CMUD services as well as increase storm water run off.

Increased run-off may not be as noticeable here as it may in other station areas due to the current volume of impervious surfaces. Many commercialized industrial sites in the study area are mostly impervious. Redevelopment of these could result in measures to address the quantity and quality of storm water runoff.

With increased density, CMU will be able to serve a larger number of customers per mile compared to a more suburban setting.

CHARLOTTE
CHARLOTTE-MECKLENBURG
PLANNING

CHARLOTTE
TRANSPORTATION

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