Park Woodlawn area plan

Charlotte-Mecklenburg Planning Department

Public Meeting

December 4th, 2012

CHARMECK.ORG

Part 1:
Concept Plan

Park Woodlawn Area Plan
Plan Context

Charlotte-Mecklenburg
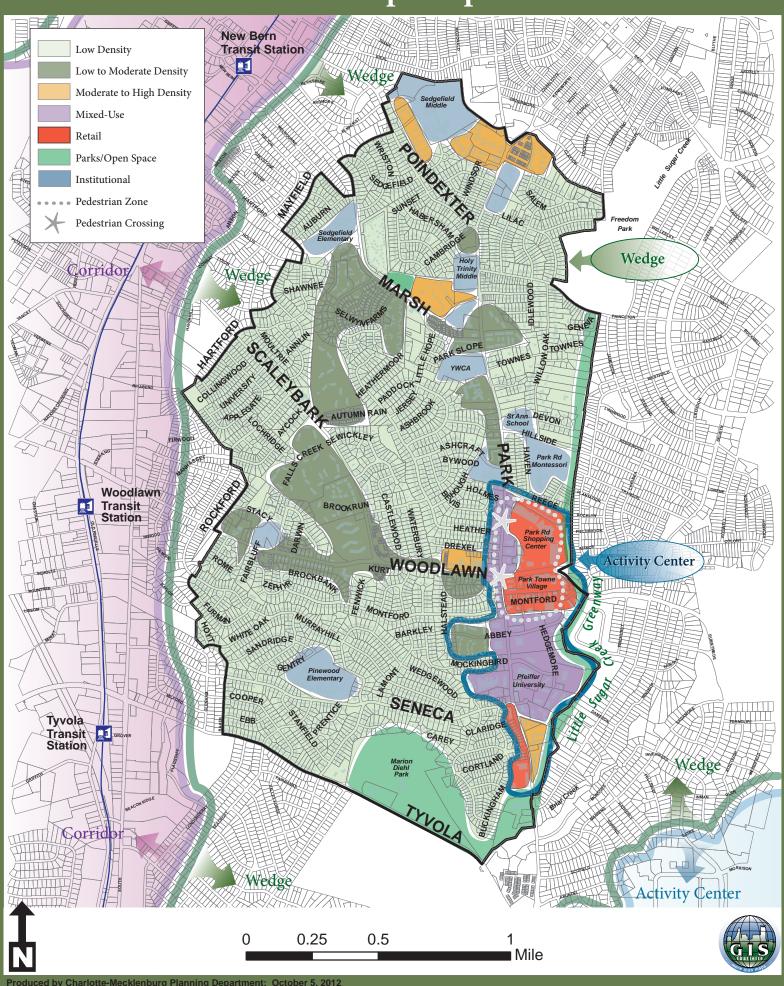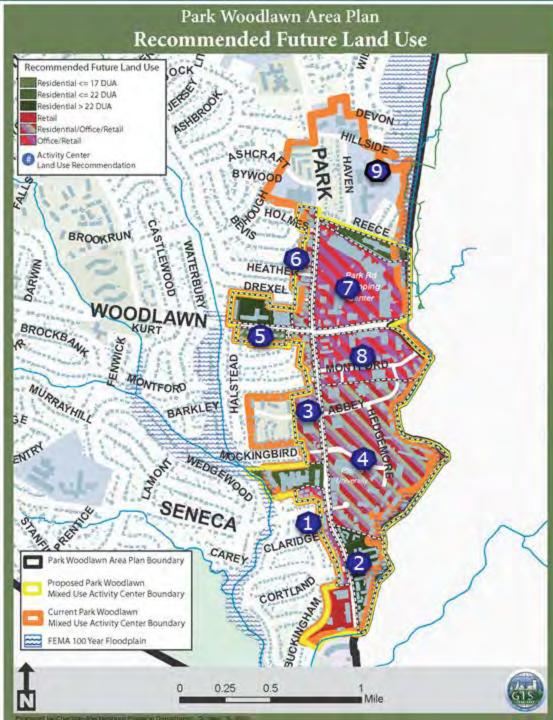**Planning Department**

Vision Statement

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

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

- **Neighborhoods** which are the backbone to the stability of the area and will be essential in preserving the distinctive character of the community into the future. New development in and around the neighborhoods will take into account its impact on the quality of life of area residents by: protecting the tree canopy; providing a variety of enhanced and safe transportation connections that improve mobility; and consider community input during the development process.

- **Open Space** will be well integrated into the community through greenways, parks and plazas where appropriate as new developments take shape.

- **Transportation infrastructure** will be developed to connect neighborhoods with activity centers; and should safely accommodate pedestrians, bicyclists, transit users, and motorists.

- **Mixed-Use Activity Center** will be a thriving neighborhood serving mixed-use center, complimentary and enhancing to the surrounding neighborhoods; with a rich variety of retail, office, entertainment and multi-family residential uses; in a well designed and appropriately scaled development form that is conducive to a high quality of life for area residents and visitors.

Park Woodlawn Area Plan
Concept Map

Legend

- Low Density
- Low to Moderate Density
- Moderate to High Density
- Mixed-Use
- Retail
- Parks/Open Space
- Institutional
- Pedestrian Zone
- Pedestrian Crossing

New Bern Transit Station

Woodlawn Transit Station

Tyvola Transit Station

Corridor

Wedge

Activity Center

Freedom Park

Little Sugar Creek

Little Sugar Creek Greenway

Sedgefield Middle

Sedgefield Elementary

Holy Trinity Middle

Park Slope

YWCA

St Ann School

Park Rd Montessori

Park Rd Shopping Center

Park Towne Village

Pfeiffer University

Pinewood Elementary

Marion Diehl Park

Neighborhood / Street labels: POINDEXTER, MARSH, SCALYBARK, HARTFORD, ROCKFORD, MAYFIELD, PARK, HILLSIDE, WOODLAWN, SENECA, TYVOLA, MONTFORD

Streets: New Bern, Berkshire, Ardmore, Elmhurst, Wriston, Sedgefield, Sunset, Habershamge, Cambridge, Windsor, Salem, Lilac, Idlewood, Geneva, Townes, Willow Oak, Devon, Haven, Reece, Holmes, Heather, Drexel, Kurt, Halstead, Abbey, Mockingbird, Hedgemore, Claridge, Cortland, Buckingham, Briar Creek, Shawnee, Auburn, Collingwood, University, Applegate, Moultrie, Annlin, Aycock, Lochridge, Fairwood, Selwyn Farms, Heathermoor, Paddock, Little Hope, Jersey, Ashbrook, Autumn Rain, Sewickley, Falls Creek, Ashcraft, Bywood, Brough, Bevis, Castlewood, Waterbury, Brookrun, Stacy, Darwin, Fairbluff, Rome, Zephyr, Brockbank, Fenwick, Montford, Barkley, Furman, Hoyt, White Oak, Sandridge, Murrayhill, Lamont, Wedgewood, Gentry, Cooper, Ebb, Stanfield, Prentice, Carey

Activity Center

Produced by Charlotte-Mecklenburg Planning Department: October 5, 2012

0   0.25   0.5   1 Mile

N

GIS Charlotte

Park Woodlawn Area Plan
Recommended Future Land Use

Legend:
Recommended Future Land Use
- Residential <= 17 DUA
- Residential <= 22 DUA
- Residential > 22 DUA
- Retail
- Residential/Office/Retail
- Office/Retail
- Activity Center Land Use Recommendation

- Park Woodlawn Area Plan Boundary
- Proposed Park Woodlawn Mixed Use Activity Center Boundary
- Current Park Woodlawn Mixed Use Activity Center Boundary
- FEMA 100 Year Floodplain

0   0.25   0.5   1 Mile

1 - Office and/or Retail

2 - High Density Res. >22 existing residential development

3 - Mix of Uses (Residential / Office and/or Retail), height limited to 40 feet, emphasis on design due to shallow lots

4 - Mix of Uses (Residential / Office and/or Retail), emphasis on design and pedestrian connections

5 - Residential up to 17 DUA

6 - Mix of Uses (Residential / Office and/or Retail), height limited to 40 feet, emphasis on design due to shallow lots

7 - Office/Retail Support infill development of surface parking lots, ground floor office/retail

8 - Office/Retail

9 - Reduce Activity Center Boundary

Park Woodlawn Area Plan
Recommended Future Land Use

10 - Residential <=12 DUA
Only if all the parcels are assembled

11 - Residential <=12 DUA
If parcels assembled no lots left out

12 - Residential <=17 DUA
(Recognize existing development)

13 - Residential <=12 DUA
Emphasis on design due to single family behind parcel

14 - Residential <=17 DUA

15 - Keep Densities at 17 DUA if Redeveloped

16 - Residential <=17 DUA
CHA Property zoned at R-43MF

Part 1:
Concept Plan

Park Woodlawn Area Plan
Community Design

Charlotte-Mecklenburg
Planning Department

RESIDENTIAL Design Policies [1]
D-1 Building Architecture and Site Design

Close attention to building design serves to enhance the community. Design policies do not result in conformity of design, but provide direction for both new and infill development.

	Policy Number	Single Family Detached	Single Family Attached and Multi-Family
Preserve historically or architecturally significant structures.	1A	•	•
Avoid blank walls along pedestrian circulation areas and public rights-of-way.	1B	•	•
Orient building towards internal street network (unless a thoroughfare) or common open space and provide pedestrian access to the street.	1C	•	•
Transition the scale and height of development with respect to adjacent single family neighborhoods.	**1D**	•	•
Multi-family development/redevelopment along Park Road should relate to the surrounding context and have pedestrian scale street presence.	**1E**		•
Shallow depth lot redevelopment along Park Road should relate to the single family neighborhoods behind. Buildings should orient to Park Road with parking and circulation behind buildings.	**1F**	•	•
Should maintain a residential neighborhood identity. Office and Retail land uses at Cortland Road and Park Road intersection.	**1G**	•	•
Encourage positive orientation of any proposed buildings toward existing or future greenway.	**1H**	•	•

[1] Adopted by City Council, the General Development Policies (GDP) provide guidance for the location, intensity and form of future development and redevelopment throughout the community. Many of the residential and mixed/multi-use center policies for the plan area are based upon these adopted GDP policies. Plan policies that appear in italic text are based upon those previously adopted GDP policies. **Additional new plan-specific policies are shown in bold font.** Plan-specific policies augment the GDP design guidelines.

1D *Transition the scale and height of development with respect to adjacent single family neighborhoods.*

1F *Shallow depth lot redevelopment along Park Road should relate to the single family neighborhoods behind. Buildings should orient to Park Road with parking and circulation behind buildings.*

Part 1:
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Park Woodlawn Area Plan
Community Design

Charlotte-Mecklenburg
Planning Department

RESIDENTIAL Design Policies [1]
D-2 Natural Environment

These policies provide direction to accommodate growth and change while protecting the natural environment on which we depend, including the quality of our air, water and land.

	Policy Number	Single Family Detached	Single Family Attached and Multi-Family
Provide a meaningful amount of usable and accessible open space.	2A	•	•
Incorporate functional, unique, natural, and/or historical elements into the open space.	2B	•	•
Preserve steep slopes along streams or adjacent to significant natural landscape features.	2C	•	•
Preserve at least 10% of the site as "tree save area" consistent with residential tree ordinance.	2D	•	•
Provide and encourage accessibility to Little Sugar Creek greenway and other natural amenities through better connected streets, sidewalks, and trails.	2E	•	•
Design open space to create a network of green spaces within new development and redevelopment.	2F	•	•
Use low maintenance native vegetation as much as possible.	2G	•	•
Preserve prominent stands of existing trees, where feasible.	2H	•	•
Design new development and redevelopment to minimize adverse impacts to the existing tree canopy.	2I	•	•
Encourage 'green' site design and building practices to reduce storm water runoff and minimize adverse environmental impacts.	2J	•	•

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2E *Provide and encourage accessiblity to Little Sugar Creek greenway and other natural amenities through better connected streets, sidewalks, and trails.*

2F *Design open space to create a network of green spaces within new development and redevelopment.*

Part 1:
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Park Woodlawn Area Plan
Community Design

Charlotte-Mecklenburg
Planning Department

RESIDENTIAL Design Policies [1]
D-3 Pedestrian and Vehicular Network

Providing a safe, accessible and comfortable network of streets, sidewalks and pathways for all modes of transportation is an important step in establishing a livable community. The policies below provide guidance for achieving mobility and connectivity for pedestrians, bicyclists and automobile drivers. For additional policies concerning transportation, please see the Transportation section of the plan, as well as the *City of Charlotte Urban Street Design Guidelines* (2003).

	Policy Number	Single Family Detached	Single Family Attached and Multi-Family
Provide pedestrian amenities such as street furniture and pedestrian scale lighting.	3A		•
Provide bicycle parking in appropriate common areas (for example, playground, swimming pools.)	3B	•	•
Provide pedestrian/bicycle connections to nearby parks, greenways, bikeways and trails.	3C	•	•
Provide direct pedestrian and bicycle connections between all abutting or adjacent developments and transit stops.	3D	•	•
Design streets with pedestrian safety and comfort in mind.	3E	•	•
Design street system to calm traffic.	3F	•	•
Align collectors at thoroughfare intersections to promote safe crossings for pedestrians, cyclists and automobile drivers.	3G	•	•
Encourage on-street parking along public and private streets where appropriate to reduce the size of surface parking lots.	3H		•
Provide multiple vehicular entry points.	3I	•	•
Maintain residential street typology and character of existing streets that function traditionally, as neighborhood entrances, i.e. Cortland Road and Seneca Place.	3J	•	•

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3C *Provide pedestrian/bicycle connections to nearby parks, greenways, bikeways and trails. .*

3E *Design streets with pedestrian safety and comfort in mind.*

3J *Maintain residential street typology and character of existing streets that function traditionally, as neighborhood entrances, i.e. Cortland Road and Seneca Place.*

NON-RESIDENTIAL Design Policies [1]
D-4 Building Architecture and Site Design

Architecture and landscape design define streets and public spaces as areas of shared use. Streets lined by buildings and trees rather than vast expanses of parking lots provide a visually rich and physically safe environment.

	Policy Number	Retail-Oriented Mixed/Multi Use	Retail	Office	Mixed Use	Industrial
Design buildings with transparent openings, ornamentation, and architectural character.	4A	•	•	•	•	
Establish entrances with pedestrian interest.	4B	•	•	•	•	
Orient buildings towards street and provide pedestrian access.	4C	•	•	•	•	
Arrange buildings in an orderly block pattern.	4D	•	•	•	•	
Discourage tearing down historic or architecturally significant structures.	4E	•	•	•	•	•
Design buildings with human scale and visual interest in mind.	4F	•	•	•	•	
Discourage further of drive-thru development.	4G	•	•	•	•	
Design for pedestrian safety.	4H	•	•	•	•	•
Locate dumpsters and service areas away from residential areas.	4I	•	•	•	•	•
Shallow depth lot redevelopment along Park Road should relate to the single family neighborhoods behind. Buildings should orient to Park Road with parking and circulation behind buildings.	4J	•	•	•	•	
Transition the scale and height of development with respect to single family neighborhoods.	4K	•	•	•	•	
Encourage existing and future uses behind Park Road Shopping Center to address Little Sugar Creek Greenway frontage.	4L	•	•	•	•	•
Create a better sense of entry to Park Road Shopping Center by reinforcing drive intersections on Park Road and Woodlawn Road with architecture and urban open spaces.	4M	•	•	•	•	

Better define a 'center' to the Park Road Shopping Center and create a more comfortable urban environment with public open space and effective pedestrian linkages.	4N	•	•	•		
Define opportunities along Montford Drive for effective urban open spaces/courtyards that can be flexible in their use.	4O	•	•	•	•	
Better define gateways to Montford Drive at Park Road and Woodlawn Road.	4P	•	•	•	•	

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4J *Shallow depth lot redevelopment along Park Road should relate to the single family neighborhoods behind. Buildings should orient to Park Road with parking and circulation behind buidlings.*

4K *Transition the scale and height of development with respect to single family neighborhoods.*

PARK ROAD

REECE ROAD

IMPROVE PEDESTRIAN / BIKE EXPERIENCE

HARRIS TEETER

LITTLE SUGAR CREEK GREENWAY

IMPROVE CONNECTIVITY TO SHOPS

PARK

MIXED USE DEVELOPMENT WITH POSITIVE STREET EDGE

BLACK HAWK

HEATHER LANE

MAIN STREET

MAIN STREET

CREATE OPEN SPACE

BANK OF THE OZARKS (under construction)

DREXEL PLACE

GREENWAY CONNECTION

SOFTEN PARKING WITH LANDSCAPING

RECONFIGURE / SOFTEN PARKING

BRANDYWINE ROAD

PARK TERRACE

MICHAEL'S

DREXEL PLACE MIXED-USE DEVELOPMENT (under permit review process)

GATEWAY PARK / IDENTITY

WOODLAWN ROAD

TRAFFIC CALMING ON-STREET PARKING

IMPROVE SAFETY AT CROSSING

PEDESTRIAN CONNECTIONS

MONTFORD DRIVE

ABBEY PLACE

LandDesign

NON-RESIDENTIAL Design Policies [1]
D-5 Pedestrian and Vehicular Network

Circulation in and through a site should be comfortable, safe, secure and efficient for pedestrians, bicyclists and automobile drivers.

Policy	Policy Number	Retail-Oriented Mixed/Multi Use	Retail	Office	Mixed Use	Industrial
Create an interconnected sidewalk system.	5A	•	•	•	•	•
Design short blocks with an organized street pattern.	5B	•	•	•	•	•
Provide pedestrian/bicycle connections to nearby parks, greenways, bikeways and trails.	5C	•	•	•	•	•
Design streets with pedestrian safety and comfort in mind.	5D	•	•	•	•	•
Provide ample sidewalk width to accommodate pedestrian circulation, congregation, outdoor dining, and amenities such as street furnishings, trash receptacles, art work and trees.	5E	•	•	•	•	•
Establish clear "way-finding" signage for pedestrians and automobile drivers.	5F	•	•	•	•	•
Provide safe pedestrian circulation throughout the development, including through parking lots and decks.	5G	•	•	•	•	•
Provide safe and secure transit waiting facilities.	5H	•	•	•	•	•
Establish a central vehicular access into the site from the more auto-oriented street and provide secondary access options from the minor streets.	5I	•	•	•	•	•
Integrate landscaping with seating along facades when possible and, when practical, work to integrate the existing tree canopy into the site design.	5J	•	•	•	•	•
Encourage shared driveways and alleys within the development.	5K	•	•	•	•	•
Provide bicycle parking and storage areas.	5L	•	•	•	•	•
Design parking lots on a street/block pattern to minimize large surface lots.	5M	•	•	•	•	•
Minimize large surface parking lots with smaller pods and extensive landscaping.	5N	•	•	•	•	•
Encourage commercial or residential uses in parking decks fronting pedestrian circulation areas.	5O	•	•	•	•	•
Provide structured parking where feasible to conserve land and minimize surface parking.	5P	•	•	•	•	•
Reduce driveway cuts along Park Road and Woodlawn Road (Route 4), especially at the Park Road shopping center to increase ease of pedestrian movement.	5Q	•	•	•	•	
Introduce pedestrian signals and/or pedestrian refuge islands along Park and Woodlawn Roads near the Park Road Shopping Center and Park Towne Village for better neighborhood and pedestrian connectivity.	5R	•	•	•	•	•
Improve Montford Drive streetscape experience by adding wider sidewalks with planting strips and defining onstreet parking (parallel, head-in angled, or reverse-in angled parking).	5S	•	•	•	•	•
Provide better interconnectivity, pedestrian and/or vehicular, between Park Towne Village and Montford Drive experience, as well as between Montford Drive and Abbey Place.	5T	•	•	•	•	
Create a connection, vehicular and pedestrian, from Park Road to Selwyn Avenue across Little Sugar Creek, where feasible.	5U	•	•	•	•	
Create a connection, vehicular and pedestrian, from Abbey Place to Wakefield Drive across Little Sugar Creek, if feasible.	5V	•	•	•	•	
Extend Hedgemore Drive to Seneca Place for improved connectivity.	5W	•	•	•	•	
Encourage shared parking among different uses where feasible to minimize the amount of parking spaces needed and create safe pedestrian connections between shared parking lots.	5X	•	•	•	•	•
Encourage on-street parking, where feasible, along Woodlawn Road between Park Road and Brandywine Road to calm traffic.	5Y	•	•	•	•	•
Create a connection, vehicular and pedestrian, from Park Road to Selwyn Avenue across Little Sugar Creek, where feasible.	5Z	•	•	•	•	•
Create a connection, vehicular and pedestrian, from Abbey Place to Wakefield Drive across Little Sugar Creek, if feasible	5AA	•	•	•	•	•

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Planning Department

Existing

Existing driveway cut

Existing driveway cut

Proposed

5Q *Reduce driveway cuts along Park Road and Woodlawn Road (Route 4), especially at the Park Road shopping center to increase ease of pedestrian movement.*

5S *Improve Montford Drive streetscape experience by adding wider sidewalks with planting strips and defining onstreet parking (parallel, head-in angled, or reverse-in angled parking).*

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Planning Department

NON-RESIDENTIAL Design Policies [1]
D-6 Freestanding Single Tenant Buildings

Freestanding single tenant buildings (out parcels) can be classified as either independent or interconnected. Independent buildings function separate of the surrounding complex while interconnected buildings share parking and site amenities with other buildings in the same complex whether independent or interconnected. The design of freestanding single tenant buildings should be sensitive to the surrounding neighborhood, both built and natural environments.

	Policy Number	Retail-Oriented Mixed/Multi Use	Retail	Office	Mixed Use	Industrial
Design buildings to relate to the scale, height and configuration of the center.	6A	•	•	•	•	•
If drive-thru(s) are included, they must not compromise pedestrian circulation.	6B	•	•	•	•	•
Design to facilitate walking to the freestanding building from other buildings within the center. Provide safe pedestrian pathways and crossings without creating conflicts with automobiles.	6C	•	•	•	•	•
Design the site so that dumpsters, service areas or auxiliary storage do not interfere with, and are not visible from the pedestrian circulation area and do not negatively impact surrounding residential areas.	6D	•	•	•	•	•
The site layout should be clustered in a village arrangement around shared amenities.	6E	•	•	•	•	•
Design buildings to address the primary street with minimized setback wherever possible.	6F	•	•	•	•	•
Encourage 'green' site design and building practices, especially to reduce storm water runoff and provide other environmental benefits.	6G	•	•	•	•	•
Encourage adaptive re-use on Montford Drive.	6H	•	•	•	•	•

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6C *Design to facilitate walking to the freestanding building from other buildings within the center. Provide safe pedestrian pathways and crossings without creating conflicts with automobiles.*

6F *Design buildings to address the primary street with minimized setback wherever possible.*

PARK ROAD

ABBEY PLACE

FUTURE LITTLE SUGAR CREEK GREENWAY

NEW OFFICE IN-FILL DEVELOPMENT

IMPROVE STREETSCAPE

POTENTIAL FUTURE ROAD CONNECTION

HEDGEMORE DRIVE

WAKEFIELD DRIVE

NEW OFFICE IN-FILL DEVELOPMENT

MOCKINGBIRD LANE

NEW MEDICAL OFFICE DEVELOPMENT

NEW OFFICE IN-FILL DEVELOPMENT

PFEIFFER UNIVERSITY

PARKING AREA

PARKING AREA

MULTI-FAMILY IN-FILL DEVELOPMENT

PROPOSED PUBLIC STREET

GATEWAY PARK / IDENTITY

SENECA PLACE

POTENTIAL NEIGHBORHOOD SERVICE RETAIL

NEW MIXED USE MULTI-FAMILY DEVELOPMENT

INTERCONNECT DRIVES AND PARKING

SMALL RESTAURANTS/OFFICE WITH OUTDOOR PATIO

ASBURY HALL COURT

POTENTIAL FUTURE ROAD CONNECTION

BUCKINGHAM DRIVE

CARLANDA CIRCLE

SELWYN AVENUE

PRIVACY FENCE

3-STORY TOWN HOMES WITH TUCK UNDER PARKING

CREATE/ENHANCE RESIDENTIAL IDENTITY

CORTLAND ROAD

3-STORY TOWN HOMES WITH TUCK UNDER PARKING

LandDesign

Part 1:
Concept Plan

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Community Design

Charlotte-Mecklenburg
Planning Department

NON-RESIDENTIAL Design Policies [1]
D-7 Natural Environment

Site development should respect the natural environment.	Policy Number	Retail-Oriented Mixed/Multi Use	Retail	Office	Mixed Use	Industrial
Preserve steep slopes along stream beds or adjacent to significant natural landscape features.	7A	•	•	•	•	•
Provide a meaningful amount of usable and accessible common open space and integrate the tree canopy into it.	7B	•	•	•	•	•
Consider using pervious pavement for overflow parking.	7C	•	•	•	•	•
Avoid piping creeks and minimize channelization. Use a bridge, rather than a culvert at existing creeks when possible.	7D	•	•	•	•	•
Retain existing landscaping when possible. Mass clearing is not preferable and existing tree canopy should be preserved where practical.	7E	•	•	•	•	•
Provide and encourage accessibility to Little Sugar Creek greenway and other natural amenities through better connected streets, sidewalks, and trails.	7F	•	•	•	•	•
Design open space to create a network of green spaces within new development and redevelopment.	7G	•	•	•	•	•
Use low maintenance native vegetation as much as possible.	7H	•	•	•	•	•
Design new development and redevelopment to minimize adverse impacts to the existing tree canopy.	7I	•	•	•	•	•
Encourage 'green' site design and building practices to reduce storm water runoff and minimize adverse environmental impacts.	7J	•	•	•	•	•
Encourage the reduction of heat island effect of large unshaded commercial parking areas by introducing canopy trees and landscape areas.	7K	•	•	•	•	•

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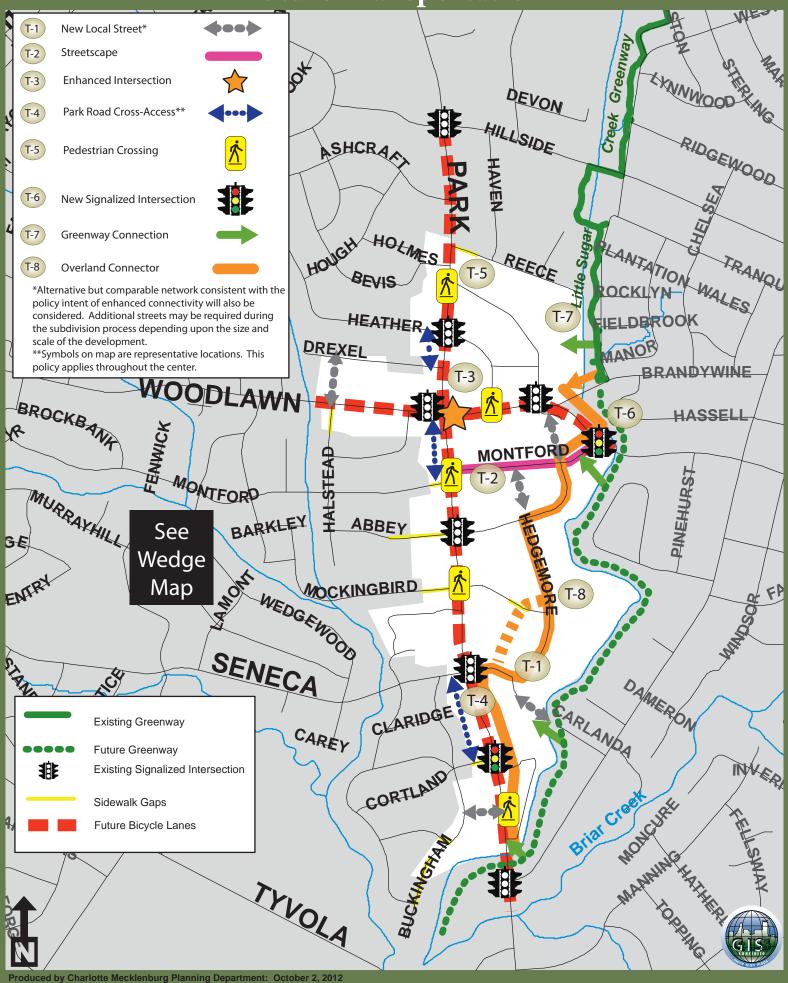

7G *Design open space to create a network of green spaces within new development and redevelopment.*
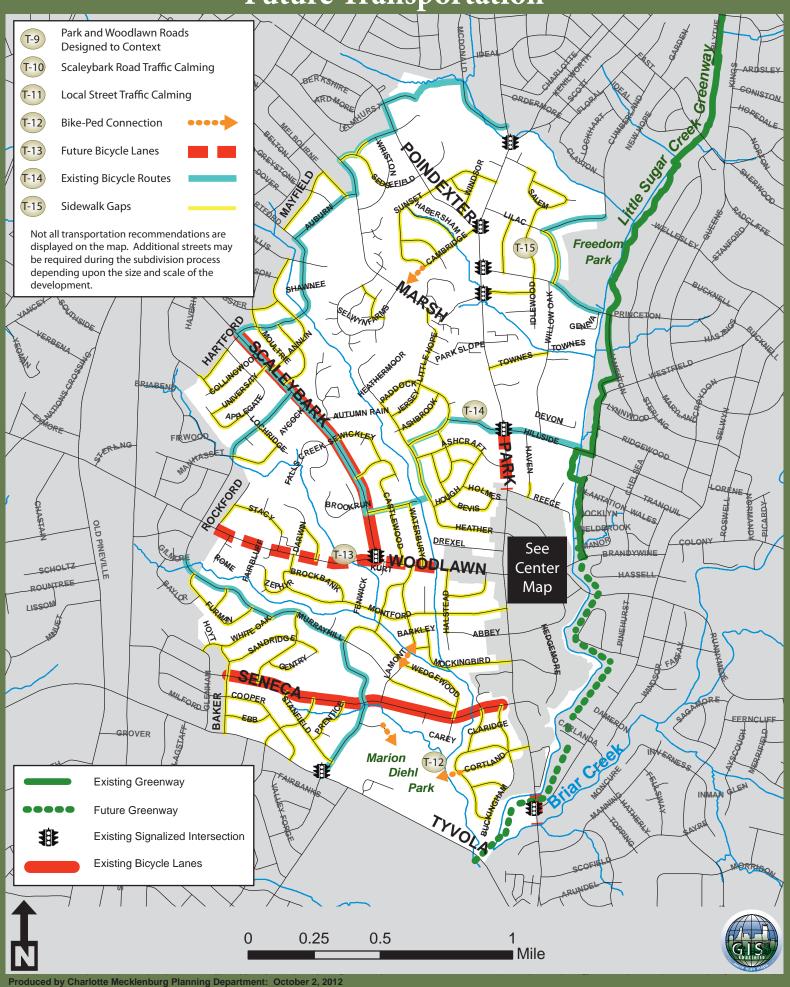

7K *Encourage the reduction of heat island effect of large unshaded commercial parking areas by introducing canopy trees and landscape areas.*

Park Woodlawn Area Plan
Future Transportation

Legend:

ID	Description	Symbol
T-1	New Local Street*	dashed arrow
T-2	Streetscape	pink line
T-3	Enhanced Intersection	orange star
T-4	Park Road Cross-Access**	blue dotted arrow
T-5	Pedestrian Crossing	pedestrian sign
T-6	New Signalized Intersection	traffic signal
T-7	Greenway Connection	green arrow
T-8	Overland Connector	orange line

*Alternative but comparable network consistent with the policy intent of enhanced connectivity will also be considered. Additional streets may be required during the subdivision process depending upon the size and scale of the development.

**Symbols on map are representative locations. This policy applies throughout the center.

Map legend (lower):

- Existing Greenway (green line)
- Future Greenway (green dotted)
- Existing Signalized Intersection (traffic signal)
- Sidewalk Gaps (yellow line)
- Future Bicycle Lanes (red dashed)

See Wedge Map

Street / feature labels on map:

Little Sugar Creek Greenway, DEVON, HILLSIDE, LYNNWOOD, RIDGEWOOD, CHELSEA, TRANQU, WEST, STERLING, MAR, ASHCRAFT, PARK, HAVEN, REECE, PLANTATION, WALES, ROCKLYN, FIELDBROOK, HOUGH, HOLMES, BEVIS, HEATHER, DREXEL, MANOR, BRANDYWINE, HASSELL, WOODLAWN, BROCKBANK, FENWICK, MONTFORD, HALSTEAD, PINEHURST, MURRAYHILL, BARKLEY, ABBEY, HEDGEMORE, LAMONT, MOCKINGBIRD, WEDGEWOOD, SENECA, CLARIDGE, CAREY, CORTLAND, BUCKINGHAM, CARLANDA, DAMERON, WINDSOR FA, INVERI, Briar Creek, MONCURE, MANNING, HATHER, FELLSWAY, TOPPING, TYVOLA, ENTRY

N

Park Woodlawn Area Plan
Future Transportation

Legend:

- **T-9** Park and Woodlawn Roads Designed to Context
- **T-10** Scaleybark Road Traffic Calming
- **T-11** Local Street Traffic Calming
- **T-12** Bike-Ped Connection
- **T-13** Future Bicycle Lanes
- **T-14** Existing Bicycle Routes
- **T-15** Sidewalk Gaps

Not all transportation recommendations are displayed on the map. Additional streets may be required during the subdivision process depending upon the size and scale of the development.

- Existing Greenway
- Future Greenway
- Existing Signalized Intersection
- Existing Bicycle Lanes

0   0.25   0.5   1 Mile

Park Woodlawn Area Plan
Land Cover

Natural Environment Policies

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

E-2: Establish tree canopy goals for the Park Woodlawn area, following the City's 50% Tree Canopy Goal in 2050.
    Wedge at 50%
    Mixed Use Center at 20%

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

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