

**Park Woodlawn Area Plan**  
**Recommended Revisions to Draft Plan**  
 Final Update May 23<sup>rd</sup>, 2013

No.	Rec. & Location	Nature of Change	Current Text, Map or Graphic	Proposed Revisions (Additional Text in Bold)
<b>Update Table of Contents as necessary</b>				
<b>Executive Summary (pages i – vi)</b>				
1.	Executive Summary Page v, Transportation Policies, Fifth bullet	Add text highlighting purpose of street cross-sections.	(new text)	<ul style="list-style-type: none"> <li><b>Streetscape, cross-sections and development standards are included in order to help shape the character of the future street network.</b></li> </ul>
2.	Executive Summary Page v, Key Policy Highlights, Fourth bullet	Clarify text.	Encourage new pedestrian and bicycle connections to reduce vehicle miles traveled.	Encourage new pedestrian and bicycle connections <del>to reduce vehicle miles traveled.</del> <b>to provide travel options.</b>
3.	Executive Summary Page vi, Key Implementation Strategies, Fifth bullet	Clarify that a variety of processes result in trees being planted in the right-of-way.	Working to implement the City's <i>Tree Canopy Goal by 2050</i> , by working with local groups such as TreeCharlotte in helping to plant over 2,000 trees in the public rights-of-way in the plan area, and seek opportunities on private properties where possible.	Working to implement the City's Tree Canopy Goal by 2050 by <b>(in addition to public projects and land development processes)</b> working with local groups such as TreeCharlotte in helping to plant over 2,000 trees in the public rights-of-way in the plan area, and seeking opportunities on private properties where possible.
<b>Plan Policies – Land Use (pages 12 – 18)</b>				
4.	Page 10, Plan Context	Revise language to clarify the Concept Map's relationship to policies	The plan concept also highlights pedestrian zones, and locations for improved pedestrian crossings within the Activity Center. The concept plan is further detailed in the following...	The plan concept also <b>indicates the importance of providing a good pedestrian network in Activity Centers by highlighting conceptual</b> pedestrian zones, and locations for improved pedestrian crossings within <b>a portion of the Activity Center.</b> The concept plan is <del>further detailed in</del> <b>refined by</b> the following...

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5.	Page 14, Land Use Policies for the Activity Center	Add disclaimer to all images produced by design consultants to clarify their purpose and use	Connections & Future Development Concept: Land Design illustration of infill opportunities in the mixed-use Activity Center.	<b>This image is intended for illustrative purposes only and shows some example concepts for the Activity Center. It is not meant to be considered the land use, transportation or design policy of this plan.</b>
6.	Page 15, Land Use Policies for the Activity Center	Specify for which type of development land use policy would apply.	L-1: Park Road, west side, from near Cortland Road near Seneca Place:	...Assembling parcels from the wedge neighborhood into a larger development, while not encouraged would be reviewed on a case by case basis <b>and for residential developments only.</b>
7.	Page 15, Land Use Policies for the Activity Center	Delete text to clarify language concerning land use policy.	L-3: Park Road, east side area from near Abbey Place to near Seneca Place:	...Emphasis should be given to creating walkable and pedestrian friendly developments with active ground floor uses, along the streets, creating a denser development pattern. <del>However keeping it at an appropriate neighborhood scale. There is a 10-story building located in this area currently on Mockingbird Lane; new building heights would be limited to what is permitted in the zoning ordinance.</del>
8.	Page 15, Land Use Policies for the Activity Center	Revise text to clarify the land use policy.	L-8: Montford Drive from Park Road to Woodlawn Road.	Parking at times, especially at peak hours on weekend nights is becoming an issue, and <del>improving the aesthetics of the street with wider sidewalks, pedestrian lighting and street trees would help</del> <b>it will be helpful to work towards a wider variety of parking options and a highly functional pedestrian environment.</b>
9.	Page 16, Land Use Policies for the Activity Center	Revise text to clarify the land use policy.	L-8: Montford Drive from Park Road to Woodlawn Road.	<del>Moderate to high density residential and/or hotel development</del> <b>Other uses</b> would be appropriate only with active non-residential ground floor uses that do not disrupt the pedestrian experience on Montford.
10.	Page 16, Land Use Policies for the Activity Center	Add specific language to clarify intent of land use policy.	L-13: Parcels fronting Woodlawn Road from near Halstead Drive to near Rockford Court.	... <b>The setbacks in</b> urban zoning districts such as Urban Residential and Mixed-Use Development are not appropriate for this portion of Woodlawn Road.
11.	Page 16, Land Use Policies for the Activity Center	Delete and add new text to clarify intent of land use policy.	L-9: Park Road Shopping Center.	... In the event that residential development becomes a potential use, moderate to high density residential uses would be appropriate only if the ground floor contains <del>retail and/or office uses</del> <b>an active use that maintains a continuous pedestrian network.</b>

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12.	Page 18, Land Use Policies for the Activity Center	Add specific language to clarify intent of land use policy.	L-16: Multiple parcels along Park Road.	... <b>The setbacks</b> in urban zoning districts such as Urban Residential and Mixed-Use Development are not appropriate for this portion of Park Road.
13.	Page 18, Land Use Policies for the Activity Center	Revise text to clarify intent of land use policy.	L-17: Scaleybark Road from Woodlawn Avenue to Hartford Avenue	There are opportunities for more increases in densities at other locations <del>at</del> <b>near</b> either end of Scaleybark Road, such as at the <b>Scaleybark</b> Transit Station Area at South Blvd., and <del>at</del> the Park Woodlawn Activity Center <del>at Park Road and Woodlawn Road.</del>
14.	Page 18, Land Use Policies for the Wedge	Add new land use policy	(new text)	<b>L-20 Institutional uses are not always identified on a parcel specific basis, but are considered complementary uses to an area when they seek to establish a balanced land use pattern that may include a mixture of residential, employment, retail and other civic uses.</b>
<b>Plan Policies – Community Design (pages 18 – 28)</b>				
15.	Page 19, Community Design Policies, Residential Design Policies	Add text to clarify intent of community design policy.	D-1: Building Architecture and Site Design; 1E	<del>Any multi-family</del> development/redevelopment along Park <b>or Woodlawn Roads</b> should relate to the surrounding context and have pedestrian scale presence. Building heights should be limited to 40 feet <b>for developments adjacent to single family properties.</b>
16.	Page 19, Community Design Policies, Residential Design Policies	Add text to clarify intent of community design policy.	D-1: Building Architecture and Site Design; 1F	Shallow depth lot development along Park <b>and Woodlawn Roads</b> should relate...  Buildings should orient to Park <b>and Woodlawn Roads</b> with...
17.	Page 19, Community Design Policies, Residential Design Policies	Add text to clarify intent of community design policy.	D-1: Building Architecture and Site Design; 1G	Encourage positive orientation of any proposed buildings toward existing or future greenway, <b>while maintaining an active street front appropriate for an Activity Center.</b>
18.	Page 22, Community Design Policies, Non-Residential Design Policies	Add text to clarify intent of community design policy.	D-4: Building Architecture and Site Design; 4J	Shallow depth lot development along Park <b>and Woodlawn Roads</b> should relate to the single family neighborhoods behind. Buildings should orient to Park <b>and Woodlawn Roads</b> with parking and circulation behind buildings. <b>Building heights should be limited to 40 feet for developments adjacent to single family properties.</b>

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19.	Page 22, Community Design Policies, Non-Residential Design Policies	Add text to clarify intent of community design policy.	D-4: Building Architecture and Site Design; 4L	Encourage existing and future uses behind Park Road Shopping Center to address Little Sugar Creek Greenway frontage, <b>while maintaining an active internal street front appropriate for an Activity Center.</b>
20.	Page 24, Community Design Policies, Non-Residential Design Policies	Delete text to clarify intent of community design policy.	D-5: Pedestrian and Vehicular Network; 5Q	Reduce driveway cuts along Park Road and Woodlawn Road (Route 4), <del>especially at the Park Road Shopping Center</del> to increase ease of pedestrian movement.
21..	Page 26, Community Design Policies, Non-Residential Design Policies	Revise text to clarify intent of community design policy.	D-6: Freestanding Single Tenant Buildings; 6F	Design buildings to address the primary street with <del>minimized setback wherever possible</del> <b>appropriate setbacks.</b>
<b>Plan Policies – Transportation (pages 29 – 49)</b>				
22.	Page 29, Transportation Policies	Add text to clarify intent of transportation policies	Transportation Policy Introduction	Streets connect people to places. As the public face of a <b>any</b> neighborhood, streets can set the tone for the surrounding environment and <b>should help</b> create a sense of community. The Park Woodlawn area <del>is characterized by</del> <b>consists of a Mixed Use</b> Activity Center surrounded by established neighborhoods. <b>Therefore, the streets should support and complement the wide variety of activities and the vibrancy of an Activity Center, as well as the livability of the surrounding residential neighborhoods. To achieve this,</b> the area's streets should reflect and support a pedestrian-scaled environment that encourages walking while also supporting other modes of transportation.

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23.	Page 29, Transportation Policies	Add text to clarify intent of transportation policies	Transportation introduction for Activity Centers	The Park Woodlawn Activity Center serves ... <b>[insert new paragraph following ...motorists]</b> <b>These transportation linkages are created by providing a better, more connected network of streets, sidewalks, bicycle facilities, and greenways. They are also created by providing better and more opportunities for pedestrian crossings at intersections and other logical points along the thoroughfares. These linkages will allow people better access from the surrounding neighborhoods to important places within the Center, as well improved ability for people to move around between the various development nodes within the Center (e.g., between Park Road Shopping Center and Montford Drive or between the Pfeiffer College area and the Park Selwyn Shopping Center). The following policies, in combination, serve to build upon and strengthen the transportation linkages to and within the Activity Center, and create the building blocks of a vibrant, truly walkable mixed-use Center.</b>
24.	Page 29, Transportation Policies	Add text to clarify intent of transportation policies	T-1: Create new local streets in the Activity Center.	... Smaller blocks also support denser development and pedestrian accessibility within an Activity Center. <b>For these reasons, a robust network with 500' (or shorter) block lengths [see Graphic 4 below, for example] are preferred in Mixed Use Activity Centers. As the Park/Woodlawn Activity Center redevelops, new streets should reflect these network expectations and as redevelopment occurs, new local streets should connect:</b>
25.	Page 29, Transportation Policies	Insert new Graphic	Remove photo on page 29, and replace with Graphic 4	Insert new Graphic (4) with caption "By creating streets and smaller blocks as redevelopment occurs, an Activity Center becomes better connected and more walkable."
26.	Page 30, Transportation Policies	Delete text for consistency with updated map.	T-6: Add new signalized intersections to enhance access and circulation	c. Park Road and Cortland Road or Park Road and Park-Selwyn Terrace, <del>provided either location also connects Buckingham Drive and Park-Selwyn Terrace.</del>

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27.	Page 31, Map 5, Future Transportation for the Activity Center	The conceptual connection shown between Montford Drive and Parktowne Village (to the signal on Woodlawn Road), would be reviewed at the time that any large-scale redevelopment of these specific set of parcels takes place.	Map 5: Future Transportation for the Activity Center  Page 29 item a. Woodlawn Road & Montford Drive	See Revised Map 5 Future Transportation for the Activity Center  <del>a. Woodlawn Road &amp; Montford Drive</del>
28.	Page 31, Map 5 Future Transportation for the Activity Center	The conceptual connection shown between Park Rd. and Buckingham Dr. would be reviewed at the time that any large-scale redevelopment of this specific site takes place.	Map 5: Future Transportation for the Activity Center  Page 29 item e. Park Road & Buckingham Drive	See Revised Map 5 Future Transportation for the Activity Center  <del>e. Park Road &amp; Buckingham Drive</del>
29.	Page 36, Street Types	Add footnotes clarifying posted and design speed guidance for each street type as outlined in current adopted City policy – the USDG.	Add new footnotes	<b>Main Streets:</b> <b>Recommended Maximum Posted Speed – 25 mph.</b> <b>Recommended Design Speed – 25 mph, equal to design speed.</b>  <b>Avenues:</b> <b>Recommended Posted Speed – 25-30 mph, with 35 mph allowable.</b> <b>Recommended Design Speed – 30-40 mph</b>  <b>Boulevards: Recommended Posted Speed – 35-40 mph</b> <b>Recommended Design Speed – up to 45 mph</b>  <b>*for existing or modified streets, the general goal is to attain operating speeds at or below 35 mph for most thoroughfares (excluding Parkways). This will require continued coordination with NCDOT for NCDOT-maintained streets.</b>

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30.	Page 47, Transportation Policies, Local Streets Cross-Sections	Correct cross-section dimension.	M1 – Montford Drive (Park Road to Abbey Place)	Walk <del>8</del> <b>10'</b> , Amenity Zone <del>40'</del> <b>8'</b> , Parking 16', Mixed Travel Zone 24', Amenity/ Planter Zone <del>40'</del> <b>8'</b> , Walk <del>8'</del> <b>10'</b>
31.	Page 49, Transportation Policies, Local Streets Cross-Sections	Correct cross-section dimension.	Local Streets Cross-section S2 – Other Local Streets within Activity Center	Walk <del>6'</del> <b>8'</b> , Planting Strip 8', Parking 7', Mixed Travel Zone 26', Parking 7', Planting Strip 8', Walk <del>6'</del> <b>8'</b> ;  <del>22'</del> <b>16'</b> setback
<b>Part II: Implementation Guide (pages 58 – 62)</b>				
32.	Page 59, Implementation Guide	Insert new strategy addressing the implementation of the Land Use and Community Design Policies	(new text)	8. Policy No's. L-1 – L19 and D-1A – D-7K <b>Action Item: Review the possibility of applying a new overlay zoning district to the Activity Center, in order to help implement the Land Use, and Community Design policies.</b> <b>Project Type: Land Use / Community Design</b> <b>Lead Agency: Planning</b> <b>Time Frame: Long Term</b>
33.	Page 59, Implementation Guide	Revise language to convey more immediate action/strategy	3. Policy L-3: Work with Economic Development Division of N&BS to address the parking demand issue in and around Montford Drive, helping to address short and long term solutions. Project Type: Economic Development Lead Agency: Planning / N&BS Time Frame: Long (>10 yrs)	3. Policies L-8 <del>Work with Economic Development Division of N&amp;BS to</del> <b>Conduct a parking study and establish a neighborhood business group to help identify specific strategies to</b> address the parking demand issue in and around Montford Drive, including potential streetscape changes. <del>helping to address short and long term solutions.</del> Project Type: Economic Development Lead Agency: Planning / N&BS/ <b>CDOT</b> Time Frame: <del>Long (&gt;10 yrs)</del> <b>Short (0-5 yrs) and ongoing</b>
34.	Page 59, Implementation Guide	Insert new strategy addressing parking issues	(new text)	Policies L-8 and/or T-2: <b>Investigate additional opportunities for on-street parking around Montford Drive.</b> <b>Project Type: Transportation</b> <b>Lead Agency: CDOT</b> <b>Time Frame: Short (0-5 yrs) and ongoing</b>
35.	Page 60-62, Implementation Guide	Revise timeframe to clarify that some of these might occur through capital projects	As development occurs	Policies T-5, T-7, T-9, T-12, T-14, P-2 <b>As funding becomes available and/or</b> as development occurs

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36.	Page 61, Implementation Guide	Insert new strategy addressing the connections to Little Sugar Creek Greenway and overland connector	(new text)	Policy T-7: <b>Conduct study to determine route/design of interim overland connector, including potential design options for Woodlawn/Brandywine intersection.</b> <b>Project Type: Transportation</b> <b>Lead Agency: CDOT / Park &amp; Rec. / Planning</b> <b>Time Frame: Short (0-5 yrs)</b>
37.	Page 61, Implementation Guide	Revise timeframe	Medium (5-10 yrs)	16. Policy T-10 <del>Medium (5-10 yrs)</del> <b>Short (0-5 yrs)</b>
38.	Page 61, Implementation Guide	Insert new strategy addressing the implementation of the streetscape standards.	(new text)	20. Policy No.: A-1 – A-8, B-1, M-1, S-1 – S-3 <b>Action Item: Use the streetscape standards specified in the plan as the official “Streetscape Plan” for the area in evaluating site plan approvals.</b> <b>Project Type: Transportation</b> <b>Lead Agency: CDOT / NCDOT / Planning</b> <b>Time Frame: As development occurs</b>
39.	Page 62, Implementation Guide	Add language to implementation strategy identifying Carolina Thread Trail, and correct project type, implementing agency and time frame.	21. Policy No. P-2: Establish ped/bike network throughout the plan area, connecting the neighborhoods to the activity center. Project Type: Utilities Lead Agency: CMU Time Frame: Ongoing	21. Policy No. P-2: Establish ped/bike network throughout plan area, connecting the neighborhoods to the <del>a</del> <b>Activity Center, as well as connecting to the Little Sugar Creek Greenway (which is part of the Carolina Thread Trail).</b> <del>Project Type: Utilities</del> <b>Project Type: Transportation / Planning</b> <del>Lead Agency: CMU</del> <b>Lead Agency: CMU Park &amp; Rec./ CDOT/ Planning</b> <del>Time Frame: Ongoing</del> <b>Medium (5-10 yrs)</b>

Note: In addition to the proposed revisions above, minor graphic, text, and typographical changes that do not impact the intent or meaning of the plan may be made. It may also be necessary to make other minor modifications to numbering, references etc. if the proposed changes cause discrepancies in other sections of the plan.



# Map 5 REVISED

## Park Woodlawn Area Plan Future Transportation for the Activity Center

Refer to Map 6 for, page 32 for  
Future Transportation  
Network for the Wedge

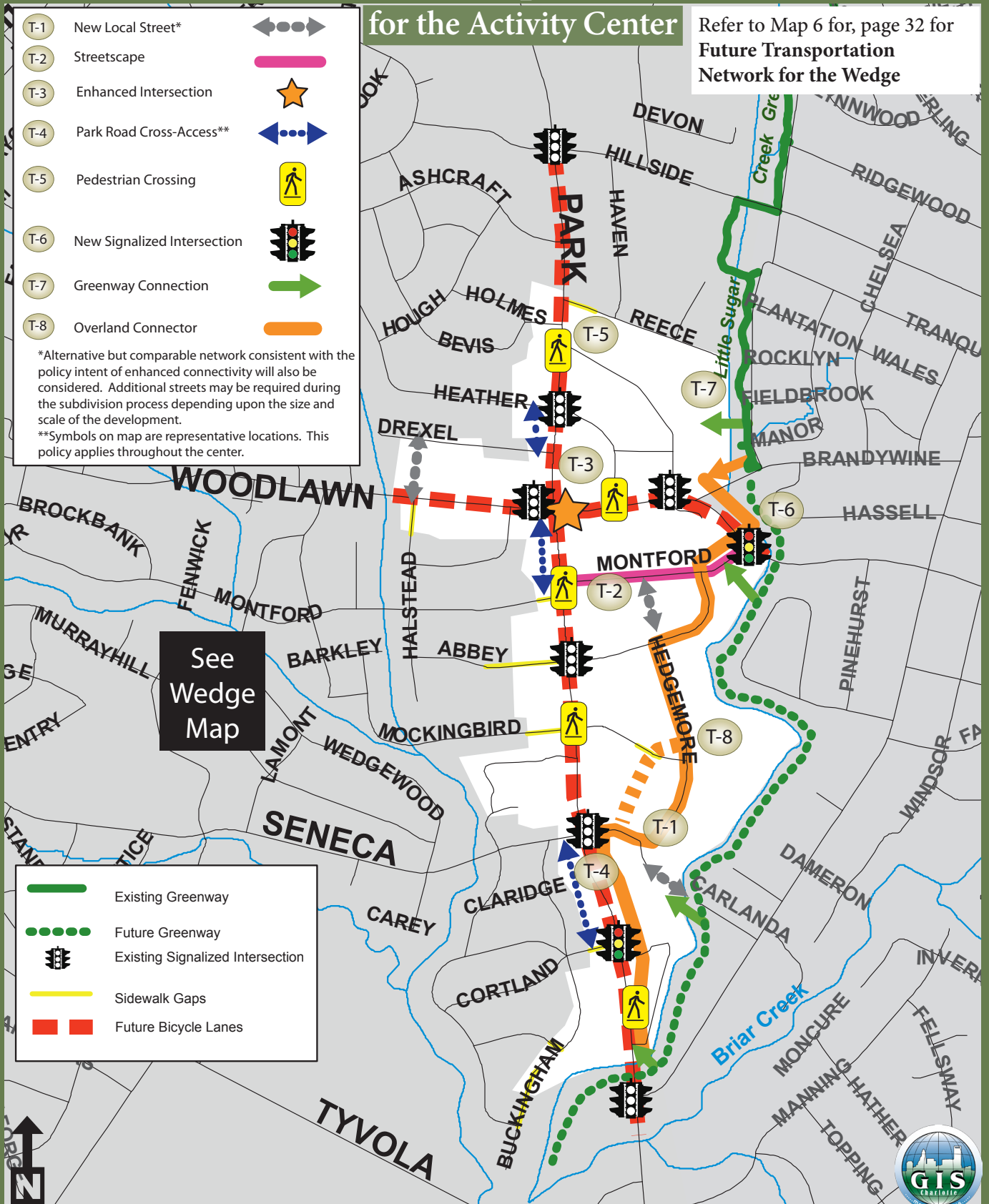
- T-1 New Local Street\*
- T-2 Streetscape
- T-3 Enhanced Intersection
- T-4 Park Road Cross-Access\*\*
- T-5 Pedestrian Crossing
- T-6 New Signalized Intersection
- T-7 Greenway Connection
- T-8 Overland Connector

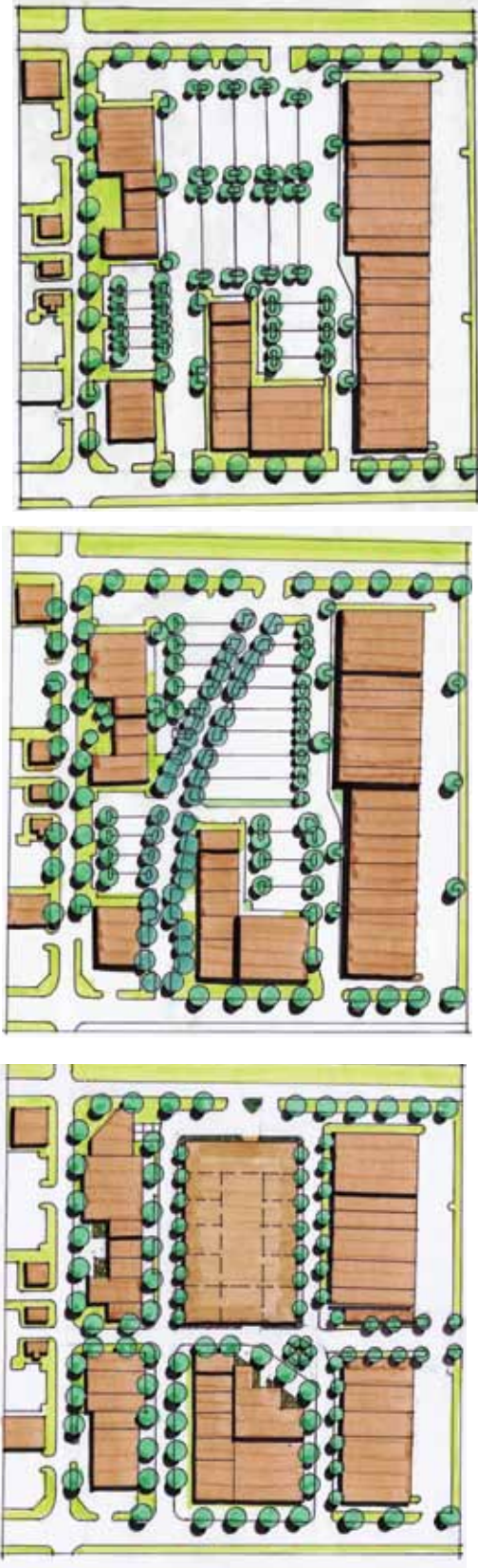
\*Alternative but comparable network consistent with the policy intent of enhanced connectivity will also be considered. Additional streets may be required during the subdivision process depending upon the size and scale of the development.

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

See  
Wedge  
Map

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





## Graphic 4

By creating streets and smaller blocks as redevelopment occurs, an Activity Center becomes better connected and more walkable.