

# Planning Committee

---

## Agenda Packet

April 16, 2013 |  
Room 280  
5:00 p.m. |



**Charlotte-Mecklenburg Planning Commission**  
**Planning Committee Meeting Agenda**  
April 16, 2013 – 5:00 p.m.  
CMGC – 2<sup>nd</sup> Floor, Room 280

---

**1. Call to Order and Introductions**

**2. Approve March 19, 2013 Minutes. *Attachment 1***

**3. M.R. #13-03: Proposal by Charlotte-Mecklenburg Schools to Acquire Land Located on Rocky River Road**

*Background:* Charlotte-Mecklenburg Schools proposes to purchase approximately 22.8 acres of land located at 431 Rocky River Road (Tax Parcel 049-231-03, 51) as a replacement site for Newell Elementary School. ***Attachment 2***

*Staff Resources:* Catherine Stutts, Planning  
Dennis LaCaria, Charlotte-Mecklenburg Schools

*Action Requested:* Approve Planning staff's recommendation for M.R. #13-03.

**4. M.R. #13-04: Proposal by the City of Charlotte to Sell Land Located on John McCarroll Avenue**

*Background:* The City proposes to sell a .34 acre parcel located at 130 John McCarroll Avenue. ***Attachment 3***

*Staff Resources:* Amanda Vari, Planning  
Timothy O'Brien, City Real Estate

*Action Requested:* Approve Planning staff's recommendation for M.R. #13-04.

**5. Draft *Park Woodlawn Area Plan***

*Background:* Public comment was received on the draft plan at the February 19<sup>th</sup> Committee meeting and the Committee continued discussion of the plan at their March 19<sup>th</sup> meeting. You may access the draft plan by clicking the following link: [DRAFT Park Woodlawn Area Plan](#). Proposed revisions to the draft plan are attached. ***Attachment 4***

*Staff Resource:* Alberto Gonzalez, Planning

*Action Requested:* Make a recommendation on the draft *Park Woodlawn Area Plan*.

## 6. Draft *Blue Line Extension Station Area Plans*

*Background:* A public meeting to receive comments on the draft plans was held on January 31<sup>st</sup> and the Planning Committee received public comment on the draft plans at their March 19<sup>th</sup> meeting. You may access the draft plans by clicking the following link: [DRAFT BLE Station Area Plans](#). Proposed revisions to the draft plans are attached. **Attachment 5**

*Staff Resource:* Kathy Cornett, Planning

*Action Requested:* Discuss and consider making a recommendation on the draft *Blue Line Extension Station Area Plans*.

## 7. Area Plan Status and Meeting Report

*Background:* Committee members will provide an update on area plans.

Area Plans	Assigned Commissioners	Scheduled Meetings
Prosperity Hucks Area Plan	Commissioner Low	Public Comment - TBD

*Action Requested:* None, for information only.

## 8. Adjourn

**Attendance**

**Commissioners Present:** Chairperson Andy Zoutewelle, Vice-Chairperson Tracy Finch Dodson, Lucia Zapata Griffith (left at 6:45 p.m.), Thomas Low, Greg Phipps and Deborah Ryan

**Commissioners Absent:** Steven Firestone

**Planning Staff Present:** Kathy Cornett, Alberto Gonzalez, Garet Johnson, Sonda Kennedy, Kent Main, Melony McCullough, Cheryl Neely, Alysia Osborne, Bryman Suttle, Amanda Vari and Jonathan Wells

**Other Staff Present:** Tracy Newsome and Keith Hines (Charlotte Department of Transportation)

**Call to Order and Introductions**

Chairperson Zoutewelle called the meeting to order at 5:05 p.m.

**Approval of Meeting Minutes**

*A motion was made by Vice-Chairperson Finch Dodson and seconded by Commissioner Phipps to approve the February 19, 2013 minutes. The vote was 6-0 to approve the minutes.*

Chairperson Zoutewelle explained the Planning Commission's role to the audience. He described how the Commission is divided into two committees, Planning and Zoning. One of the primary responsibilities of the Planning Committee is to make recommendations to City Council on area plans while the Zoning Committee makes recommendations to City Council on rezonings.

**Public Comment on the draft Blue Line Extension Station Area Plans**

Kathy Cornett (Planning Staff) gave an overview of the draft *Blue Line Extension Station Area Plans*. She shared a PowerPoint presentation that included the plan area boundaries and background information. Ms. Cornett stated that the draft *Blue Line Extension Station Area Plans* are policy documents that provide the framework for future growth and development along the transit line. A public meeting to receive comments on the draft plans was held in the community on January 31<sup>st</sup>.

Chairperson Zoutewelle provided the guidelines for public comment on the plans and encouraged citizens to e-mail additional comments to the commissioners.

Scott Jernigan, Duncan Garden Drive, stated that he is very much in favor of the plans as a whole and thinks that the plans offers a great opportunity for the City. However, he is concerned about the Parkwood Station location. Originally, the station was to be located at Parkwood Avenue and 16<sup>th</sup> Street; however, the currently proposed station location is at Parkwood Avenue and Brevard Street. Mr. Jernigan thinks that development opportunities along North Tryon Street are lost at the currently proposed location and asked that consideration be given to linking development along North Tryon Street to the light rail line. Ms. Cornett confirmed that the station locations are fixed.

Chairperson Zoutewelle asked about the *North Tryon Street Area Plan* and if there was discussion about access and connectivity between the Blue Line Extension and the North Tryon Corridor. Melony McCullough (Planning Staff) stated that Kent Main could better answer this question; however, Mr. Main had left the room and Ms. McCullough confirmed that the *North Tryon Street Area Plan* did acknowledge future planning for the Blue Line Extension.

Commissioner Phipps asked about the possibility of changing the station locations. Ms. Cornett explained that the station locations are firm.

David Brooks, told the committee that his question had been answered.

Chad Maupin, NoDa Neighborhood Association President, spoke on the stations in the NoDa area. This includes the 36<sup>th</sup> Street, Sugar Creek, and 25<sup>th</sup> Street stations. He referenced a policy document, created by the NoDa Neighborhood Association, with their proposed changes to the station area plans. Mr. Maupin's concerns include a 50 foot wall that will be created where the light rail crosses the tracks on North Davidson Street. He would like to see changes to the streetscape; however, he does not think that the cross-sections in the plans work on all streets. He would like for uses to be more specifically noted for the mill houses and for the plans to more clearly state that the houses will be preserved and not redeveloped with higher density development. He also noted that he is not sure about the location of the multi-use trail. Chairperson Zoutewelle asked Mr. Maupin to e-mail the policy document to Planning Committee members. Mr. Maupin agreed and closed by stating that he supports the plans in general.

John K. Moore owns property between the Old Concord Road and Tom Hunter stations, in the 5900 block of North Tryon Street. He said the property has a convenience store and seven warehouses. His driveways have been reduced to one and he was offered \$3,000. His concern is about access to the property once the Blue Line Extension is operating in the center of North Tryon Street. He stated that small businesses have been in the area for a long time and he thinks the area will have the same issue as Independence Boulevard, which is no access. He feels strongly that his businesses as well as others will suffer income losses, resulting in vacant buildings and lots. He generally supports the City but is not pleased with what the City is offering at this time.

Chairperson Zoutewelle asked if Charlotte Department of Transportation (CDOT) will reduce driveways along North Tryon Street. Keith Hines (CDOT) explained that there were a lot of driveways and for safety control reasons, CDOT has tried to create a better pedestrian environment.

Commissioner Phipps asked Mr. Moore if he has shared his concerns with any bodies other than the Planning Committee. Mr. Moore answered yes, but they have no authority on the matter. He added that he has met with an appraiser. Commissioner Phipps suggested that Mr. Moore contact his City Council representative.

At the conclusion of the public comments, Chairperson Zoutewelle stated that additional comments could be e-mailed or mailed to the Committee. He also asked for a show of hands for the number of people that were in favor of the draft plans and a show of hands for the number of people who have serious concerns.

**M.R. #13-02: Proposal by Mecklenburg County to Acquire Land on Little Rock Road for Park Expansion**

Marci Sigmon (Planning Staff) presented the Mandatory Referral for the proposed acquisition of land on Little Rock Road by Mecklenburg County for park expansion. She stated that the county proposes to purchase approximately 1.8 acres of land located at 1300 Little Rock Road (Tax Parcel 055-311-08) to expand Robert L. Smith Regional Park.

*A motion was made by Commissioner Griffith and seconded by Commissioner Ryan to approve Planning staff's recommendation for Mandatory Referral #13-02. The vote was 6-0 to approve staff's recommendation for Mandatory Referral 13-02.*

**Park Woodlawn Area Plan**

Alberto Gonzalez (Planning Staff) gave a brief overview of the plan and shared a handout that summarized proposed revisions to the draft plan. He stated that since the last Planning Committee meeting, where public comments were received, there was a Selwyn Park Road neighborhood meeting. Some of the proposed revisions to the draft plan are in response to comments received at that meeting. The proposed revisions includes additions and deletions to the text as well as changes to the future transportation map. Two proposed road connections were removed from the recommendation map.

Vice-Chairperson Finch Dodson commented on Revision No. 8 to the plan. She asked why the language was changed. No. 8 addresses on street parking, sidewalks, pedestrian lighting and street trees. Tracy Newsome (CDOT) explained that the wording was changed to clarify parking issues. Vice-Chairperson Finch Dodson said that she wished the plan's recommendations were more in depth especially at Woodlawn and Brandywine roads as well as Park Village and Park Road intersections. Ms. Newsome explained that there are some specific items being considered to improve connections at the intersections. She further stated that the plan lays the ground work for future development but she wishes that it had gone further.

Commissioner Phipps stated that in the future he would like to receive the plan revisions earlier. He also shared his concerns about the plan not identifying or recommending specific locations for future institutional land uses. He suggested that a statement be added to the plan that addresses requests for institutional land uses. Mr. Gonzalez told him that staff will address his concern. Chairperson Zoutewelle agreed with Commissioner Phipps' suggestion.

Commissioner Ryan stated that she is impressed with the report which is very thorough and well written. She added that she has several concerns. Her concerns include vehicle traffic flow on Woodlawn and Park roads, the creation of a pedestrian and bike friendly community, the lack of bike lanes on Montford Drive, and street cross-sections. She stressed the need to show leadership in some of these areas.

Commissioner Ryan mentioned that Park Road Shopping Center is a dinosaur that no one wants to change and noted the need to talk about redevelopment. She commented that connections from greenways through parking lots don't provide strong street connections. She questioned the role of civic engagement and cautioned that we may lose sight of the larger vision when listening to the public. However, she understands that it is a difficult balance.

Vice-Chairperson Finch Dodson asked if staff and land design developed the concept for the Park Road Shopping Center. Mr. Gonzalez explained that a design workshop was held in the community that focused on the Activity Center. He added that the concept is illustrative and just the starting point.

Commissioner Ryan stated that she is concerned about the bike lanes. Ms. Newsome said that CDOT is looking at a variety of ways to develop bike travel and have separate bike lanes.

Commissioner Low stated that he supports what other members have said. He thinks that the plan may be limited in terms of the next five years and looks like an infill strategy. The shopping center may be kept as a time piece from the 1950's or developed as a true town center. Commissioner Low put a lot of emphasis on the importance of block structure. He said there is a lot of vagueness in the plan and he would love to see a long term vision. He also said that the street cross-sections need design speeds.

Chairperson Zoutewelle stated that he is excited about the pedestrian refuge islands and think that will be good for pedestrians. He is still concerned about the Park Road Shopping Center practicalities that prevent us from having a true picture of the future vision, how trees will be impacted and building heights along Park Road. He asked if changes are made to the shopping center, will the Planning Commission have the opportunity to review the plans. Mr. Gonzalez said that will happen if the changes trigger a rezoning.



Commissioner Ryan said that she thinks that it is the Planning Committee's job to get in Eden's business and offer advice. She also thinks that there should be a requirement for block structures for the streets. Commissioner Phipps stated that trying to push too far will create neighborhood resistance. Maybe there should be a push in another direction. Mr. Gonzalez stated that a lot of people do not want change. Vice-Chairperson Finch Dodson asked if conversations have been held with Eden. Is Eden trying to figure out what to do without triggering a rezoning or has staff worked with them to develop a vision plan? Mr. Gonzalez said that there have been conversations with Area Planning and Zoning staff about the long term vision, plans for redeveloping the property, the benefits of block structure and what to do now.

Chairperson Zoutewelle stated that since there are outstanding issues, a recommendation may not be in order at this meeting. The plan will be discussed again at next month's meeting.

**Adjourn**

Meeting adjourned at 7:35 p.m.



**Submitted by:** Susan DeSoto, CMS Real Estate Dept.

**Initiated by:** Dennis LaCaria, CMS Facilities Planning & Real Estate

**MANDATORY REFERRAL REPORT NO. 13-03**  
**Proposed Purchase of Land for the Replacement of Newell Elementary School**

**PROJECT PROPOSAL AND LOCATION:**

Charlotte-Mecklenburg Schools (CMS) intends to purchase approximately 22.804 acres of land located at 431 Rocky River Road in northeast Charlotte (tax parcel numbers 049-231-03 and 049-231-51) for the site of a replacement for Newell Elementary School (now located at 8601 Old Concord Road). The property is zoned R-3, single family residential, according to the Charlotte Zoning Ordinance, and is largely vacant with the exception of an owner-occupied dwelling on a corner of the site. The site is adjacent to several residential neighborhoods as well as religious institutions and is within the present attendance boundaries of the current Newell Elementary School (approximately one mile east of the site). School boundaries will not have to change to accommodate the new site.

Since it is proposed to acquire a separate site for the replacement school, the existing Newell school building can continue to be occupied during construction of the replacement school. Following construction, the existing school building will be retained by CMS to provide flexibility including but not limited to providing temporary classroom space during future construction projects ("swing space"), administrative use, or other school-related uses.

The current property owner – who lives in a house on the site - will be given a life estate to the residence on the property and the school will be built around it.

**PROJECT JUSTIFICATION:**

CMS will see significant cost savings by avoiding temporary relocation of students to modular buildings or other sites which would have been required if the current site were to be re-used. There is not sufficient level space on the existing site to enable a new school to be built while the old school remains occupied. Building at a new site provides the opportunity to complete the project sooner and provided needed space relief (the current school enrollment is 749 students and it relies upon 15 mobile classrooms on the site).

**CONSISTENCY WITH ADOPTED PUBLIC POLICIES:**

The replacement Newell facility was a project approved by referendum as part of the 2007 bond package.

**CONSISTENCY WITH ADOPTED LAND USE PLANS:**

The *Newell Small Area Plan* (adopted by City Council in 2002) recommends residential development up to 8 dwelling units per acre. Area plans do not typically specify locations for future institutional uses, but schools are compatible with residential land uses.

**PROJECT IMPACT:**

There are no known public or private projects that will be impacted by this project.

**RELATIONSHIP TO OTHER PUBLIC OR PRIVATE PROJECTS:**

The site lies approximately ¼ mile east of the future Toby Creek Greenway and ¼ mile west of the Blue Line Extension.

**ESTIMATED PROJECT COMPLETION**

The exchange will take place after Mecklenburg County waives the right of first refusal and the proposed exchange receives the necessary advertisement. The goal is to complete the transaction in July, 2013.

**JOINT USE TASK FORCE REVIEW COMMENTS:**

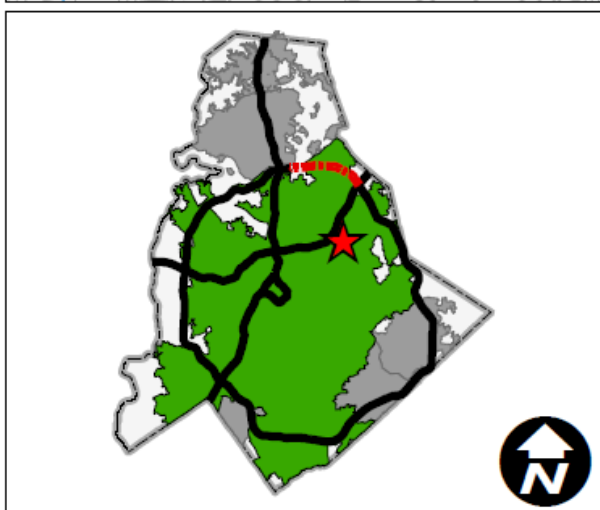
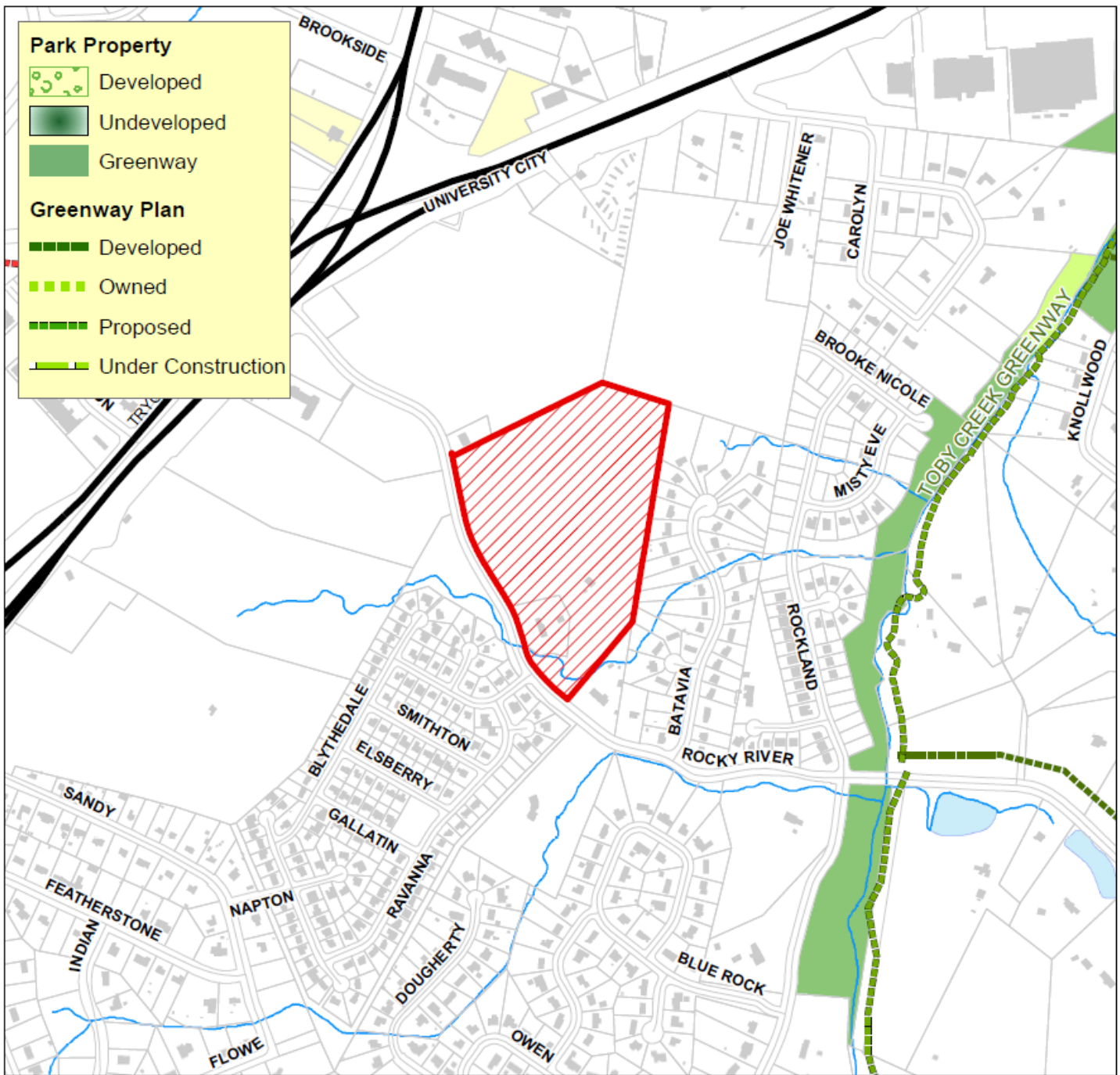
The Joint Use Task Force discussed the matter at its April 4, 2013 meeting and recommended CMS work with Mecklenburg County Park and Recreation to explore pedestrian and bicycle connections between the new site and Toby Creek Greenway. CMS and Mecklenburg County Park and Recreation should also explore recreational re-use opportunities for the old Newell School site. CMS should work with Charlotte Department of Transportation to ensure pedestrian and bicycle connections are established between the Blue Line Extension and the new school site.

**PLANNING STAFF RECOMMENDATION:**

Staff recognizes the need to reserve land for school sites as part of future development. Therefore, staff supports acquisition of the proposed property for use as a school.

**CMPC PLANNING COMMITTEE RECOMMENDATION:**

Staff resource: Catherine Stutts



# Mandatory Referral 13-03

Initiated & Submitted by: CMS

- Mandatory Referral
- City Property
- County Property



Submitted by: Timothy J. O'Brien, City Real Estate

Initiated by: Timothy J. O'Brien, City Real Estate

**MANDATORY REFERRAL REPORT NO. 13-04**  
**Proposed Sale of 130 John McCarroll Avenue in Charlotte**

**PROJECT PROPOSAL AND LOCATION:**

The City of Charlotte owns a .34 acre parcel located at 130 John McCarroll Avenue, (PID # 03903601) at the corner of Brookshire Boulevard and John McCarroll Avenue. The parcel is vacant land and zoned R-22MF (Multi-Family), according to the Charlotte Zoning Ordinance. The property faces Brookshire Boulevard and the land to the south is currently zoned B-1 (Business).

The lot was purchased as a result of the Brookshire Boulevard widening project in 2001, but the portion of the parcel not used for right-of-way is now surplus. There is a mixture of land uses in the area, including highway-oriented commercial land uses along Brookshire Boulevard and residential land uses on John McCarroll Avenue and other secondary streets.

An individual has expressed interest in purchasing the property. Staff would like to sell the surplus land via the upset bid process.

**PROJECT JUSTIFICATION:**

The property was acquired for the Brookshire Boulevard widening project. The project is complete and the remainder property is no longer needed for governmental use. The party who expressed interest in purchasing this property plans to assemble other properties on the block and develop the block with commercial uses. He is aware that the property will need to be rezoned from its current R-22MF designation. Departmental polling has occurred and no other public uses have been identified. The Charlotte Department of Transportation has requested retaining property 65 feet from the centerline of Brookshire Boulevard and 30 feet from the centerline of John McCarroll Avenue for additional right-of-way.

Following disposal from the City inventory, the parcel will generate property taxes rather than incur expenses for the City (i.e. mowing and debris removal).

**CONSISTENCY WITH ADOPTED PUBLIC POLICIES:**

It is consistent with City policy to dispose of property no longer required for construction projects or other public uses.

**CONSISTENCY WITH ADOPTED LAND USE PLANS:**

The *Thomasboro-Hoskins Small Area Plan (2002)* recommends single family land uses at a density of up to 5 dwelling units per acre for the subject parcel. Adjoining properties along John McCarroll Avenue and farther west along Brookshire Boulevard are also recommended for single family residential land uses up to 5 dwelling units per acre. Parcels fronting on Brookshire Boulevard to the east of the parcel are recommended for retail uses. The proposed use is inconsistent with the publicly adopted land use plan.

**PROJECT IMPACT:**

There is no known negative impact to any project.

**RELATIONSHIP TO OTHER PUBLIC OR PRIVATE PROJECTS:**

There are no known impacts to other private or public projects.

**ESTIMATED PROJECT COMPLETION DATE:**

An offer has been made for the property. If the parcel is approved to be sold, the upset bid process will occur next. Once there is a high bidder identified, City Council will be asked to approve the sale. A specific future development timeline cannot be determined at this time since there is no certainty as to the successful bidder or his timeframe.

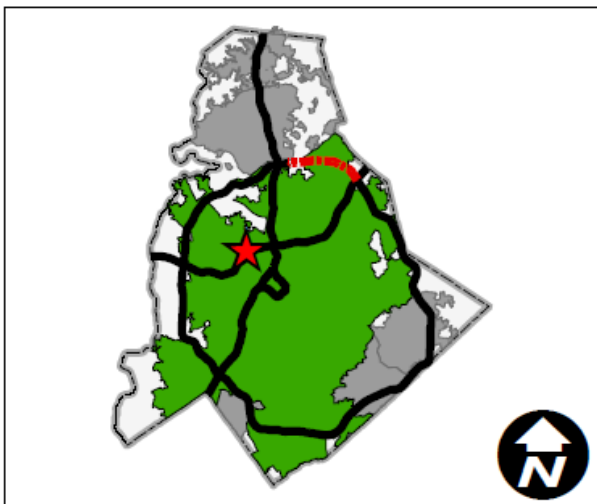
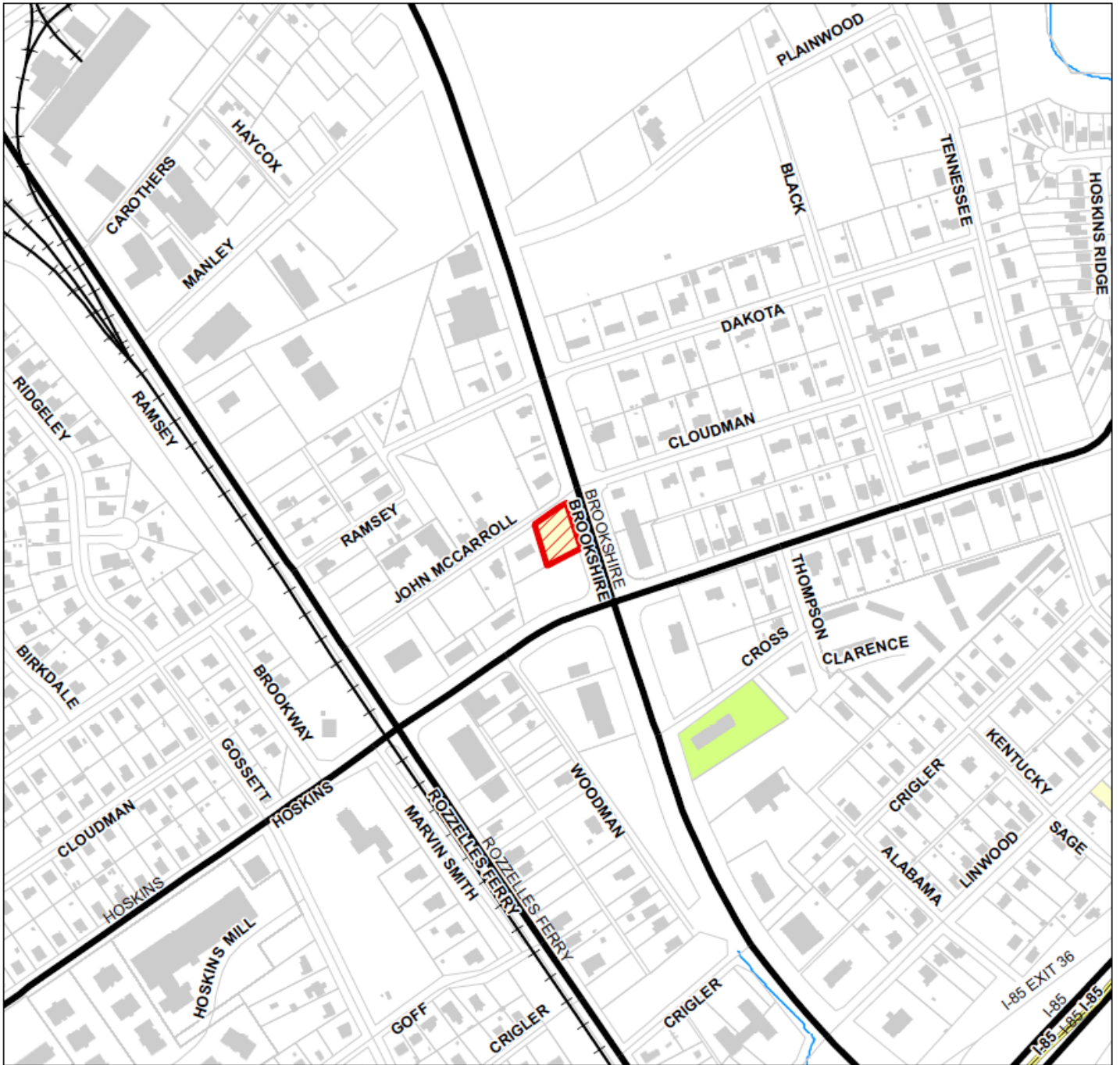
**JOINT USE TASK FORCE REVIEW COMMENTS:**

This matter was discussed with the Joint Use Task Force at their April 4, 2013 meeting and there was concern expressed regarding incremental development of the shallow lots along Brookshire Boulevard that have the potential to result in haphazard development. If possible, every attempt should be made to prioritize the sale of this parcel to the owner(s) of the adjacent parcel(s) to result in more unified and coordinated development.

**PLANNING STAFF RECOMMENDATION:**




Planning staff does not recommend the sale of the subject parcel for retail/commercial land uses. This request is inconsistent with land use recommendations in the *Thomasboro-Hoskins Area Plan* (2002). The intent of the adopted plan is to protect existing residential areas and maintain a cohesive residential development pattern. Planning staff supports the sale of the property for residential development. Commercial development would only be considered with a good site plan that shows a unified development that includes adjoining parcels.

**CMPC PLANNING COMMITTEE RECOMMENDATION:**



# Mandatory Referral 13-04

Initiated & Submitted by: City Real Estate

-  Mandatory Referral
-  City Property
-  County Property







**Park Woodlawn Area Plan  
Proposed Revisions to Draft Plan**

Updated April 8<sup>th</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)	<input type="checkbox"/> <b>Streetscape, cross-sections and development standards are included in order to help shape the character of the future street network.</b>
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</b> of the Activity Center. The concept plan is <del>further detailed in</del> <b>refined by</b> the following...

No.	Rec. & Location	Nature of Change	Current Text, Map or Graphic	Proposed Revisions (Additional Text in Bold)
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>

No.	Rec. & Location	Nature of Change	Current Text, Map or Graphic	Proposed Revisions (Additional Text in Bold)
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 in</b> 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	<b>Any multi-family</b> development/redevelopment along Park or <b>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>

No.	Rec. & Location	Nature of Change	Current Text, Map or Graphic	Proposed Revisions (Additional Text in Bold)
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 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>
23.	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>

No.	Rec. & Location	Nature of Change	Current Text, Map or Graphic	Proposed Revisions (Additional Text in Bold)
24.	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>
25.	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>8-10'</del>
26.	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>6-8</del> <b>;</b>  <del>22-16'</del> setback
<b>Part II: Implementation Guide (pages 58 – 62)</b>				
27.	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>
28.	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 address the parking demand issue in and around Montford Drive, helping to address short and long term solutions.</b> 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>

No.	Rec. & Location	Nature of Change	Current Text, Map or Graphic	Proposed Revisions (Additional Text in Bold)
29.	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>
30.	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
31.	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>
32.	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>
33.	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>
34.	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> Activity Center, <b>as well as connecting to the Little Sugar Creek Greenway (which is part of the Carolina Thread Trail).</b> Project Type: <del>Utilities</del> <b>Transportation / Planning</b> Lead Agency: <del>CMU</del> <b>Park &amp; Rec./ CDOT/ Planning</b> Time Frame: <del>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.

**Blue Line Extension Station Area Plans  
Planning Committee – Proposed Revisions to the Draft Document**

*Updated April 10, 2013*

#	Recommendation and Location	Purpose of Change	Current Text, Map or Graphic in Draft Plan	Proposed Revision (BOLD TEXT)
1.	<b>Parkwood Station</b>  Pg. 30, Map 10; Pg. 32, Map 11	Revise map to include parcels on the north side of Cullman Ave toward 36th Street. These parcels will be included in the proposed park.	Pg. 30, Map 10	<b>Revise Map 10 to include the parcels on the north side of Cullman Avenue near 36<sup>th</sup> Street.</b>
2.	<b>36<sup>th</sup> Street Station</b>  Pg. 31; L-1  <b>Implementation Guide, Pg. 81</b>	Add bullet to L-1 Policy recommendation to address the need for parking as new development occurs and a way-finding system for existing parking facilities in the area. Also add an implementation strategy in the Implementation Guide.	Pg. 31, First Bullet L-1 Promote a mix of transit-supportive land uses (residential, office, retail, civic/institutional, park and open space) through new development and redevelopment.	<u>Land Use Policy:</u> <b>Ensure adequate parking as development occurs and encourage shared parking where appropriate.</b>  <u>Implementation Strategy:</u> <b>Coordinate with Neighborhood and Business Services on their current parking study for the 36<sup>th</sup> area.</b>
3.	<b>Implementation Guide, Pgs. 81 – 82; L-1 for All Stations</b>	Consider new regulatory tool to implement transit oriented development vision in the stations, particularly in business revitalization areas. This change is in response to Council concern about redevelopment along the North Tryon corridor.	Pgs. 81 – 82; L-1 for All Stations Planning staff shall assist private property owners and developers in the Transit Oriented Development (TOD) rezoning process to achieve the goals of dense, supportive development in each area.	<u>Implementation Strategy:</u> <b>Develop new regulatory tool to implement transit oriented development vision in the stations, particularly in business revitalization areas.</b>

\*General note: In addition, minor graphic, text and typographical changes that do not impact the intent of the plan will be made.