

SOUTHPARK

C N I P S U M M A R Y R E P O R T



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PRINCIPLES**
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The SouthPark CNIP project is a collaboration between the residents, business owners, developers, and visitors of SouthPark, the City of Charlotte, and their consultant team. More at: www.charlottefuture.com/southpark

 **COMMUNITY
INVESTMENT
PLAN**

July 30, 2018

SOUTHPARK

Community's Vision
for the Public Realm

SouthPark will continue to be a premier mixed-use activity center in Charlotte because of investments to create a more connected and vibrant public realm. Great streets, more parks and plazas, improved greenspace, and safer intersections will be the foundation for continued investment in the activity center – whether by public or private interests – that promotes continued economic vibrancy and a distinct identity and reputation for SouthPark and its surrounding neighborhoods.

The vision statement for SouthPark's public realm was created from the thoughts, ideas, and opinions of participants collected throughout the CNIP planning process.



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08
GUIDING
PRINCIPLES



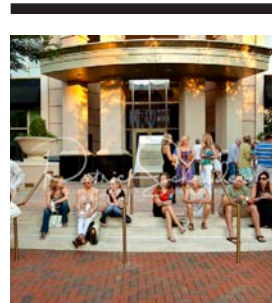
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SOUTHPARK
CNIP SPOTLIGHT

**“feel like
people heard
our concerns
and are taking
things into
consideration.”**

- Neighborhood Resident



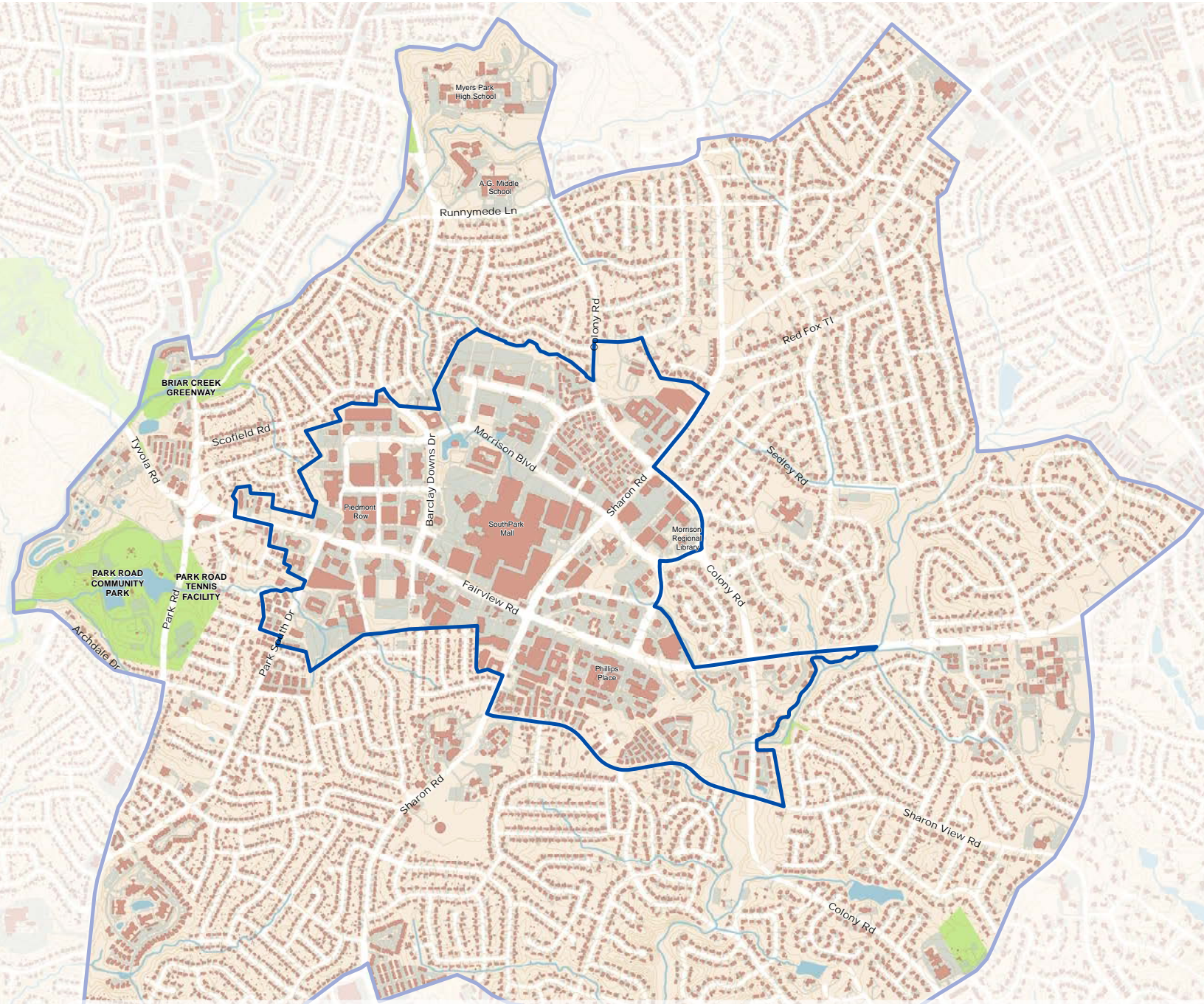
58
CNIP PROJECT
PLAYBOOK



112
WHAT'S NEXT
FOR CNIP?

SOUTHPARK

STUDY AREA MAP



Legend

SouthPark Mixed-Use Activity Center: the focus area identified by the Urban Land Institute for their study of SouthPark in 2016, which also matches the Mixed-Use Activity Center boundary in the Centers, Corridors, and Wedges Growth Framework (2010).

SouthPark Area of Influence: the study area identified by the Urban Land Institute for their study of SouthPark in 2016 modified to represent primarily the twenty-seven neighborhoods that are members of the SouthPark Association of Neighborhoods (removing the Myers Park Golf Course and several neighborhoods near the boundaries of the ULI study area).

Charlotte’s Comprehensive Neighborhood Improvement Program (CNIP) is one approach for investing in the City’s future – one that combines the resources of several departments to leverage the Community Investment Plan with other public, quasi-public, and private partners. Its mission is to engage stakeholders, identify partners, program funds, and move projects forward. Funding for the Program comes from Neighborhood Improvement Bonds presented to voters over a six-year period (\$20 million in 2014; \$45 million each in 2016 and 2018; and \$20 million in 2020 for a total amount of \$130 million).

SouthPark is one of six CNIP areas in Charlotte. It was chosen because developers, builders, and business owners have been making major investments in the area for decades, and their recent investments are transforming the activity center into a thriving mixed-use, urban environment. Public investments in infrastructure are needed to better link neighborhoods with key destinations, create new public spaces between them, and generally support the overall transformation of the area from

a suburban character to an urban, walkable, and vibrant environment.

A public realm vision and seven guiding principles for the SouthPark area help establish a framework for projects that will create a more comprehensive and vibrant “public realm” for the activity center (described on pages 6 and 7). Projects in the document focus on how incremental improvements might reinforce a single and shared vision for infrastructure investments in the activity center and its connected neighborhoods. Projects may be implemented for many reasons, including public-private leverage opportunities, timing for implementation, community input, and available funding. Some projects may be more impactful than others, and some will be implemented quicker than others. For these reasons, the SouthPark CNIP Summary Report was written as a playbook – able to respond to dynamic shifts in the market, project partners, and investment opportunities – and structured so that all projects are ready to move on to the next step of implementation at any time.

“As cities grow, suburban nodes will become denser and start to take on certain characteristics that we identify as urban. They will have more mixed use development, taller buildings, formal public spaces, and have more people commute into them. These are gradual processes, but will change the perception that you have about the suburb and the city.”

Laura Vaughan,
Editor of Suburban Urbanities

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Emphasis on the Public Realm

Every place we visit leaves an impression – sometimes referred to as its “sense of place” – that gives it a distinct identity and reputation. Factors influencing sense of place may include street network, size and scale of buildings, number and quality of public spaces, connections between destinations, streetscape, lighting, landscaping, and art. Charlotte’s CNIP program recognizes sense of place as a strong influencer for promoting transformational change in Charlotte, especially in terms of investments in the “public realm” that may leverage other public and private investments throughout the study area.

Market activity and private investments in SouthPark are transforming the area into an urban place. The City, business leaders, and community all recognize that major investments in the spaces around, between,

and within buildings are needed to keep pace with development. Thinking about a more complete and consistent public realm, and coordinating investments in the public spaces and transportation corridors that primarily make up the public realm, offers the opportunity to coordinate projects that reinforce a common vision and work together to make great spaces for the community. The ability to create walkable environments through investments in the public realm can also influence travel behavior and nearby land uses and development densities.

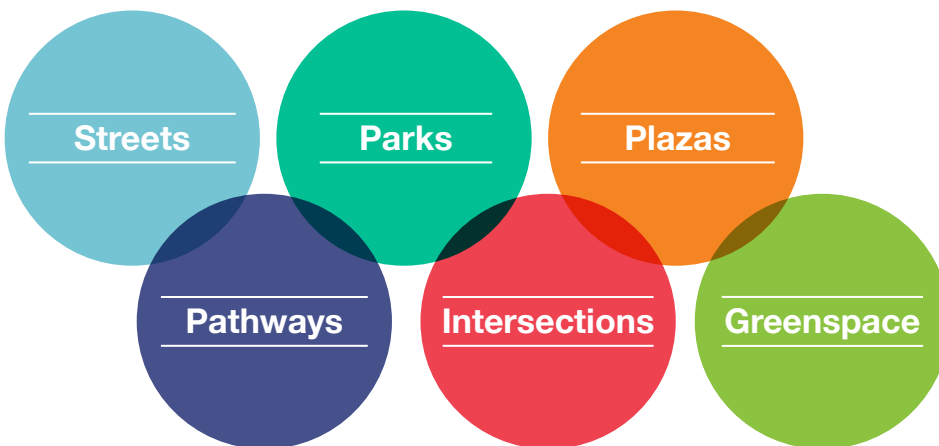
Transformation of the SouthPark public realm into a place that supports urban development already underway and creates additional capacity to serve the community’s walking, bicycle, transit, and open space interests will also be very important to its continued growth and prominence in Charlotte.

Coordinating investments in the public realm – whether by public or private interests—has the potential to significantly influence the form and function of the SouthPark activity center and create a sense of place for pedestrians and the community. Establishing a framework for investing in the public realm starts with the projects presented in the SouthPark CNIP document and continues with private investments within and adjacent to the public realm. The context of buildings, their uses, and interactions near the public realm (especially within the first 30 feet of a building) will also be important for instilling a distinct identity and sense of place for the activity center.

SouthPark is faced with the challenge of creating an inviting and valuable public realm. The panel believes this is the best way to evolve and transition from an automobile-oriented environment to a people-oriented one.

Urban Land Institute,
Technical Assistance
Panel, SouthPark
Study Area, 2016

Six Key Elements for the Public Realm





And Strong Sense-of-Place



Photo Credit: City of Charlotte Planning, Design, and Development Staff Photo Library

Community's Guiding Principles

Seven guiding principles represent actions and objectives important for implementing the public realm vision for SouthPark (presented on the inside cover of this document). The principles are not presented in priority order, but when viewed together, they provide specific themes, targets, and partnerships critical for building a more urban, walkable environment with a unique character and sense of place.



Support an Evolving Mixed-Use Activity Center

Encourage the evolution of the activity center from a suburban place to a more urban place, which includes a mix of uses, more intense development, and activities located close together. Investments in the public realm should support the activity center by providing good transportation infrastructure that supports mobility within and to the center. The investments should also communicate a distinct sense of place and identify what is uniquely SouthPark, creating places that are interesting, walkable, vibrant, and likely to provide long-standing value.



Improve Bicycle & Pedestrian Access from Neighborhoods

Provide a safe, reliable, and integrated transportation system that balances all modes of transportation, including walking, biking, public transit, and cars. Identify infrastructure investments that promote a more complete and connected network of streets throughout the activity center, while also emphasizing opportunities to provide safe and convenient connections between the activity center and its surrounding neighborhoods.



Create a Park-Once Environment

Recognize some people will travel by car to the activity center, but create an environment where they can easily walk between destinations designed to encourage pedestrian access to and between them. Sidewalks, trails, landscaping, lighting, street furniture, crosswalks, etc. should reinforce a safe and convenient pedestrian environment. Direct routes and multiple access points between parking and destinations inside the activity center will make walking and cycling trips shorter.



Increase the Quantity & Quality of Greenspace

Promote and expand opportunities where people can be more involved in an active community lifestyle represented, in part, by the presence of high-quality parks, public spaces, trails, and recreation facilities located near where people live and work, and good bicycle and pedestrian connections between them.



Support Economic Vibrancy and Strong Sense of Place

Promote a healthy and sustainable business environment by investing actively in the public realm and building a community that is attractive to employers and their workers. Continue to promote SouthPark as a vibrant place, and build a competitive advantage to attract knowledge-based businesses to the area.



Leverage Public and Private Investments

Coordinate City and private investments in the public realm – street improvements, public spaces, lighting, landscaping, artwork, etc. – to leverage investments on private property in terms of building use, scale, placement, materials, and interactions with the public realm.



Capitalize on Strategic Partnerships

Different stakeholders in the activity center – the City, developers, investors, business owners, neighborhood associations, etc. – have a shared responsibility for implementing the public realm vision for SouthPark. Recognize the group is stronger together, and leverage individual investments in the public realm to maximize benefits for the community.

A Users' Guide

The SouthPark CNIP Summary Report builds on a library of plans and policies developed by the City of Charlotte. Each of the previous plans was evaluated, and the recommendations considered by the CNIP coordination team and the community for forming the list of projects in the document. Future plans, studies, ordinances, infrastructure projects, and development applications should consider the vision and guiding principles for the public realm – developed using a comprehensive community engagement process – in their recommendations for the SouthPark area.

Important perspectives to remember when reflecting on the SouthPark CNIP process and the lists of recommended projects generated from it are summarized below.



Know what this document is and what it is not.

- 1 The SouthPark CNIP document includes a list of infrastructure projects seen as transformative, supported by the community, and offering great opportunities to partner with the private sector and addressing the public realm vision. It is not a small area plan and makes no recommendations about intended growth, development, or design preferences on private property (unless there is an easement for public use on the property). Subsequent plans, studies, and ordinances that might occur after this effort will address some of these important topics as the SouthPark area continues to transition from suburban to urban in character and intensity.

We heard you.

- 2 Projects represented in the document are the culmination of an extensive community planning process that reflects many differing points of view. Hundreds of SouthPark residents, business owners, employees, visitors, and other supporters participated in the process and contributed to the creation of the document.

Be a champion of the projects included in the document.

- 3 Projects recommended in the document reflect the ideas of an entire community and include many differing points of view – a bit of something for everyone. Pick a project you would like to champion, and work with your partners to make it a reality.

Embrace the playbook nature of the document.

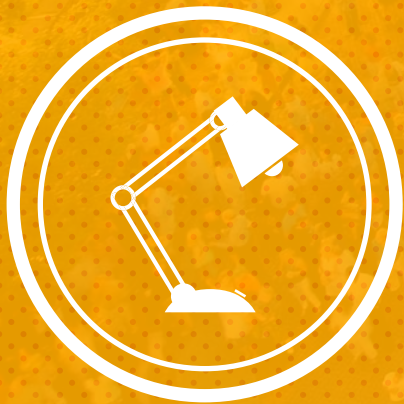
- 4 The document adopts a playbook approach for identifying projects in SouthPark, which is meant to take advantage of opportunities when they present themselves. Shifts in the market or new project partners and investment opportunities may influence the type, timing, or magnitude of projects completed in the study area. Potential projects will be evaluated continuously as new private development is announced or other government agencies target projects in SouthPark. The opportunistic approach to spending CNIP dollars in the study area should maximize the use of City bond dollars for making transformative change in SouthPark.

Please Stay Involved.

- 5 The reality is there is more work to be done than resources to do the work. All of these great ideas take time, money, and capacity. For the projects to become a reality, people must decide they care enough to get involved and help implement the projects. People can attend City Council meetings, work with SPAN or the SouthPark Business Coalition, attend community meetings for development applications, etc. to stay involved in the implementation process.

Understand the element of time.

- 6 The recommended projects may seem ambitious, but they are achievable. Included are some big ideas that would bring about transformative change in SouthPark, and the vision for the public realm being implemented includes many parts and projects. It is important to understand not everything recommended in this document will happen at once. A few things will happen right away; while other ideas will take years or even decades to come to fruition. Some of the projects may not be implemented at all for a variety of changing circumstances in the future.



SOUTHPARK CNIP SPOTLIGHT





- Physical Assessments
- Public-Private Partnerships in SouthPark
- Other Community Investment Plan Projects in SouthPark

SouthPark CNIP Spotlight

The transition of SouthPark into a major activity center started in 1970 when the large shopping mall opened at the edge of the City. For nearly 40 more years, infrastructure investments and private development in the area responded to more suburban focused preferences: single-use sites, low-profile buildings, few street connections, and the general absence of parks, greenways, or public space in the core of the activity center. Rising automobile congestion led to the addition of travel lanes and expanded intersections to help move more vehicles through them. City plans and ordinances adopted during this time period — including the SouthPark Small Area Plan in 2000 and the Centers, Corridors & Wedges Growth Framework in 2010 — recognized the area will continue to grow, and that it needs to grow in a manner suited to creating a more urban, walkable, and sustainable development pattern.

Rules, policies, and requirements in the City’s plans and ordinances support continued growth of a mixed-use activity center in SouthPark, with taller buildings and a connected street network to better accommodate vehicles, transit, bicycles, and pedestrians. Intersection improvements should consider congestion, but also seek to improve conditions for pedestrians, while creating a stronger sense of place. Walkable streets, public parks, and open spaces help create a more comfortable and safe pedestrian environment and enhance overall

livability as a mixed-use, twenty-four hour community.

Market reactions to booming commercial, office, and residential sectors in Charlotte over the last ten years and the City’s policies for a more urban environment have attracted millions of dollars in new investment for SouthPark. Development in the activity center is more focused on mixed-use than in the past, with taller buildings, parking structures, and walkable streets internal to the developments (though still somewhat disconnected from each other). Locations like Phillips Place, Piedmont Town Center, Shops at Morrison, Ashley Park, Apex SouthPark, The Colony, AC SouthPark Hotel, Zom, Liberty SouthPark, and Village at SouthPark are changing the identity and skyline of SouthPark. The activity center continues to grow rapidly, and the entire area is in a suburban-to-urban transition period in terms of attitudes toward growth, transportation, urban design, public space, and walkability.

Continued growth in SouthPark requires a comprehensive infrastructure investment strategy that will complement continued public and private investments in the activity center — especially in terms of additional capacity needs for a more urban environment, a wider range of amenities, and an outstanding public realm. Delivery of these improvements cannot continue on a project-by-project basis, which is creating disconnected

“pods” spread across the activity center. Renewed focus on connecting destinations within and throughout the activity center with streets and better sidewalks and bicycle facilities (between the development pods) will provide travel options, and reduce the reliance on single-occupant automobiles for shorter trips between close-by destinations. There is also a real need for great public spaces and a unified sense-of-place throughout the activity center.

Charlotte’s Comprehensive Neighborhood Improvement Program provides one opportunity to think about infrastructure and a more complete and consistent public realm for a more urban and connected SouthPark. It helps organize investments in the public spaces and transportation corridors that connect destinations (both physically and aesthetically) in the activity center. Coordinating investments in the public realm — whether by public or private interests — has the potential to significantly influence the SouthPark activity center as it continues to grow and maintain its prominence within the City. Establishing a coordinated framework for investing in the public realm starts with the projects presented in the SouthPark CNIP document and continues with private investments within and adjacent to the public realm.

In 2016, the Urban Land Institute published a report — Envisioning a More Walkable, Multi-Modal Future for SouthPark — that found the area needed to anticipate and prepare for inevitable changes.

The ULI Panel recommended several strategies to promote more sustainable development, livability, and economic growth in SouthPark:

1. Make small steps to make big changes. Many communities hold the common misconception that meaningful transformation always requires one big thing. Experiences from other large cities have found the most successful communities “think small in a big way.” The panel believes that SouthPark could make big changes for the better with a series of smaller, incremental steps.
2. Create a stronger identity and a heart and soul. To stay successful, SouthPark has to be more than simply a suburban office and business hub. SouthPark can be a dynamic, live/work/play environment (urban center), but to accomplish this goal, it needs a stronger identity and an expanded set of amenities. Other than the mall, SouthPark lacks a focal point. It also lacks parks, public gathering places, and arts and cultural facilities. Like every community, SouthPark has a history, but the SouthPark story has been lost amid the shopping centers, office buildings, and parking lots.
3. Design for people, not cars. Although SouthPark has a variety of high-quality development projects, these projects are isolated and disconnected from each other. Moving among these places almost always requires a car, as does traveling from the adjacent neighborhoods to the mall or other retail destinations. Stronger connections create better places and reduce traffic congestion, a large issue voiced by the community. Experience in other cities has demonstrated that if a place is designed around cars, cars and congestion will increase; but if a place is designed around people, more people will arrive and move without a car. In addition, walkability fosters profitability. Walkable neighborhoods are places where people stay longer, come back more often, and spend more money. In real estate, this is known as the “place-making dividend.”
4. Connect people and places. SouthPark needs more pocket parks and green spaces where both children and adults feel welcome. Creating more public gathering places and a high-quality environment for pedestrians and other forms of non-motorized transportation will be good for business, the environment, health, and the image and identity of SouthPark.
5. Raise the bar and expect better. The City of Charlotte should demand better design and building practices from developers that would benefit overall from improved walkability and livability in the SouthPark area.

SouthPark CNIP Spotlight

Physical Assessments

Physical features for the SouthPark CNIP were inventoried and evaluated to better understand existing conditions in the study area, general context and characteristics of the built environment, high-level land use conditions and trends, commitments of the private sector through rezoning, and new opportunities to “connect the dots” for improving conditions in the public realm. Aerial photography, geographic information system data, and field visits were used to observe conditions. This information was available throughout the planning process, and informed the CNIP coordination team and their partners during project selection.

Street Network

Bicycle Network

Pedestrian Network

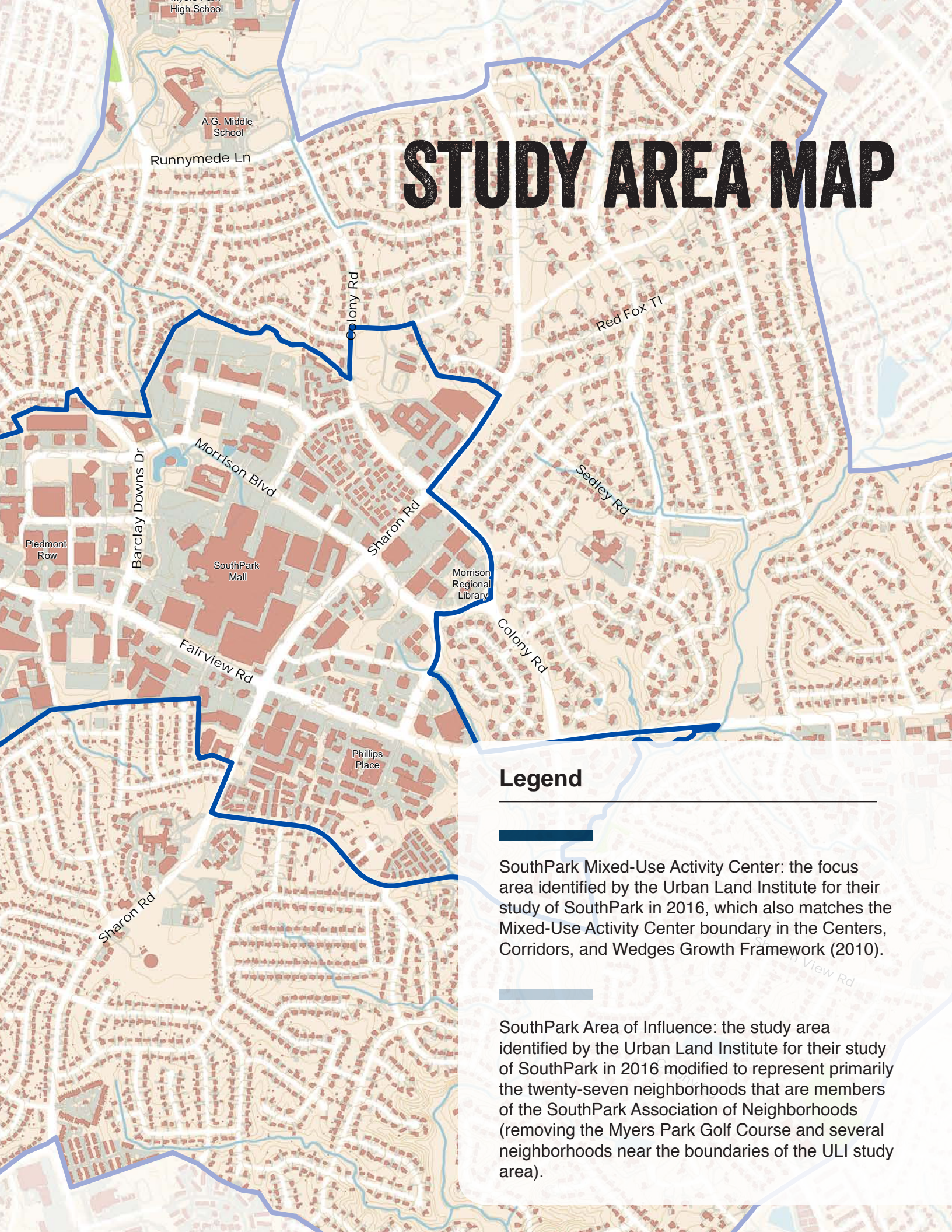
Transit Network

Parks, Open Space & Greenways

Existing Land Use



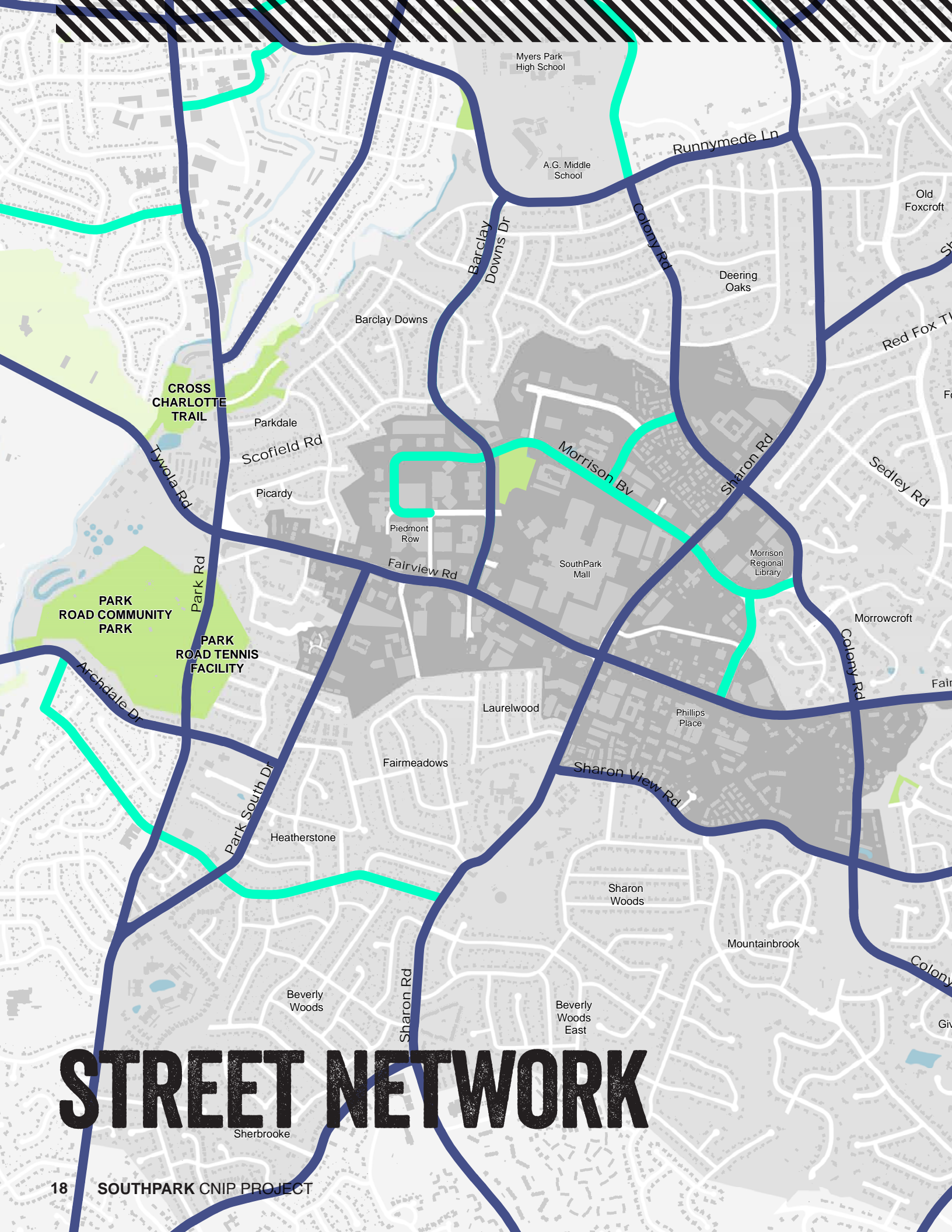
STUDY AREA MAP



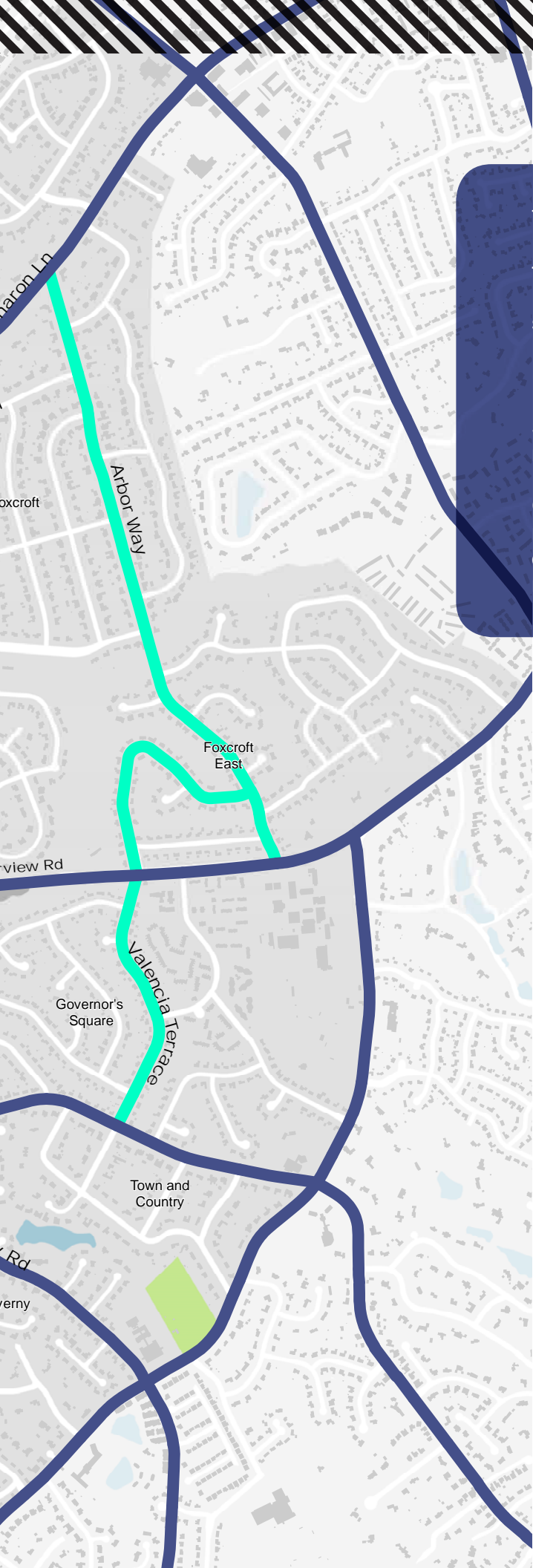
Legend

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STREET NETWORK



The SouthPark CNIP area is generally bound by Runnymede Lane on the north, Carmel Road on the east, Sharon Road on the south, and Park Road on the west. Three thoroughfares — Fairview Road, Park Road, and Sharon Road — cross the study area and connect it with Interstate 77 and Providence Road (via Fairview Road), Uptown Charlotte and Ballantyne (via Park Road), and Independence Boulevard and Quail Hollow Country Club (via Sharon Amity Road/Sharon Lane/Sharon Road). Collector streets in the study area connect neighborhoods with the activity center or nearby thoroughfares.








Generally speaking, low street connectivity between neighborhoods and the activity center (especially for accessing destinations in the core area) makes travel difficult for motorists, cyclists, and pedestrians.

Legend

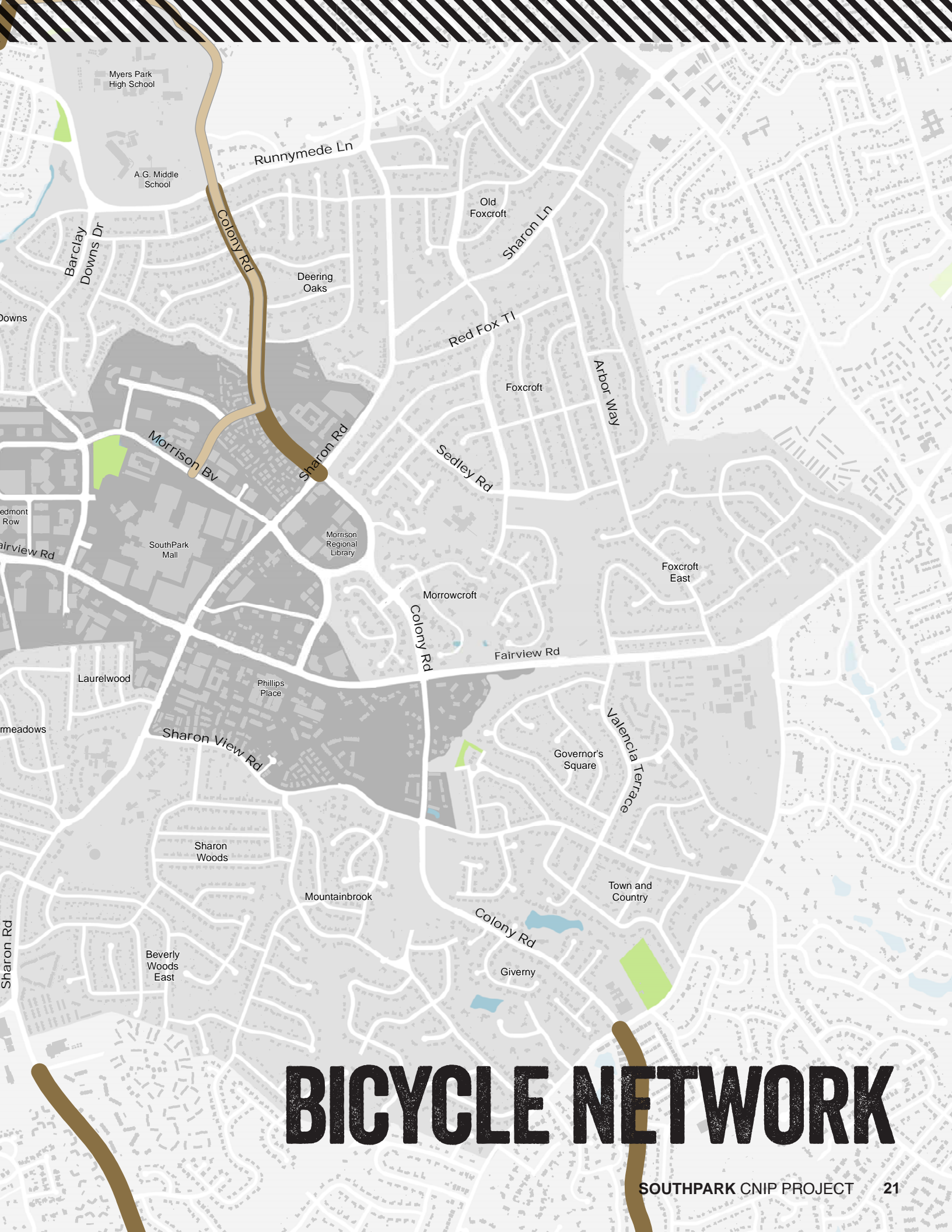
-  **CNIP Focus Area**
-  **Area of Influence**
-  **Parkland**
-  **Water Bodies**
-  **Building Footprints**
-  **Thoroughfare (Major or Minor)**
-  **Collector Street (Major or Minor)**

The bicycle network in SouthPark — consisting of on-street bicycle lanes and signed bicycle routes — is very sparse. Bicycle lanes in the study area are limited to a portion of Colony Road between Runnymede Lane and Sharon Road. Additional bicycle lanes are located on a few streets that start or end near the edge of the study area. While there may be some bicycling opportunities along the local street network, signed bicycle routes are also limited in the study area. One route along Roxborough Road, Colony Road, and Roswell Avenue connects an area of the activity center with A.G. Middle School, Myers Park High School, and Queens University. Significant gaps in the local street and bicycle lane networks make bicycling between near-by destinations a challenge.

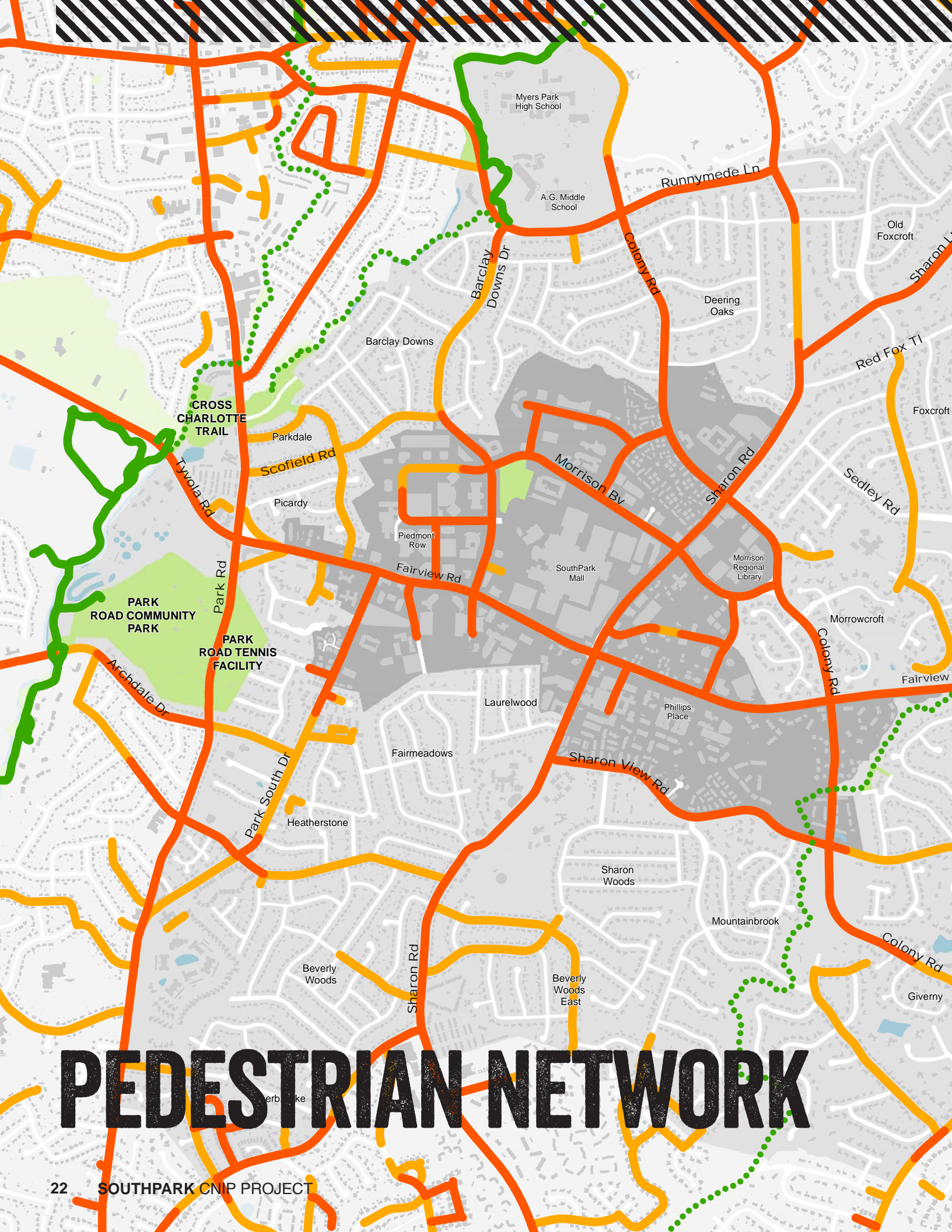
Legend

-  CNIP Focus Area
-  Area of Influence
-  Parkland
-  Water Bodies
-  Building Footprints
-  Bicycle Lanes
-  Signed Bicycle Routes

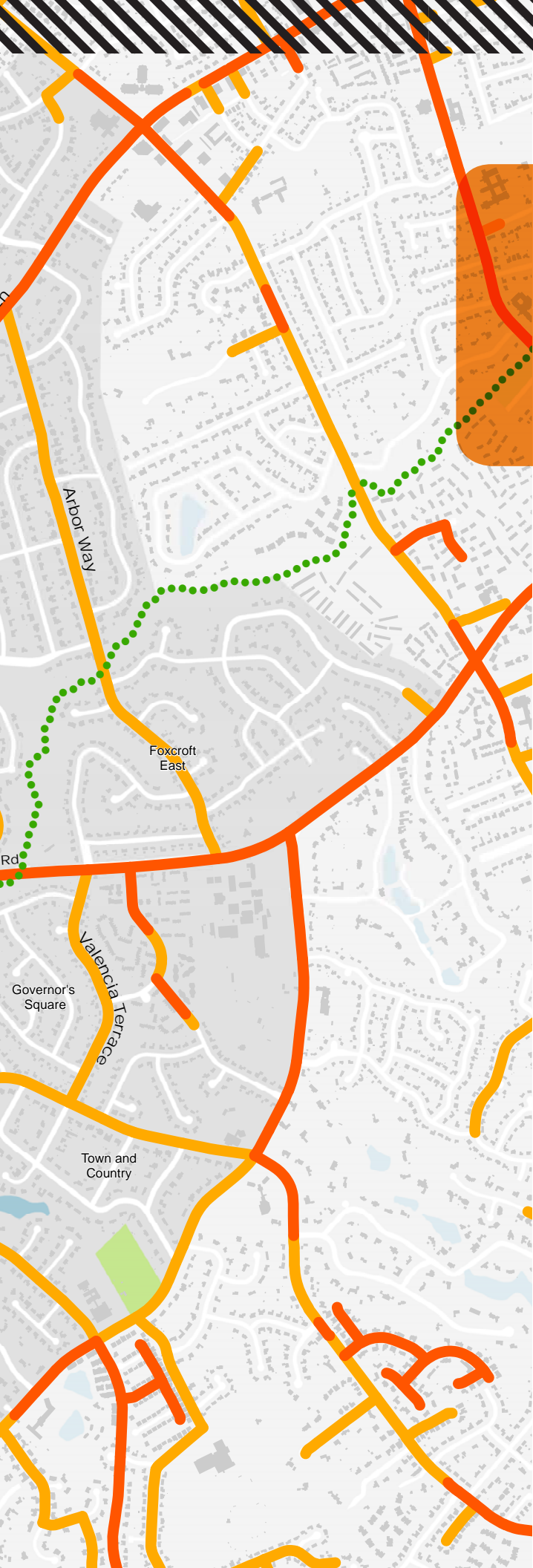




BICYCLE NETWORK



PEDESTRIAN NETWORK










The pedestrian network in SouthPark is generally disjointed and substandard for encouraging walking trips in more urban environments. Many, if not most, sidewalks in the area are narrower than needed and located near the back of curb. There are also gaps in the sidewalk network throughout the area, and crossing large intersections can be challenging. Deficiencies in the street and pedestrian networks create long and circuitous routes, which potentially encourage unnecessary driving trips for residents and employees in SouthPark.

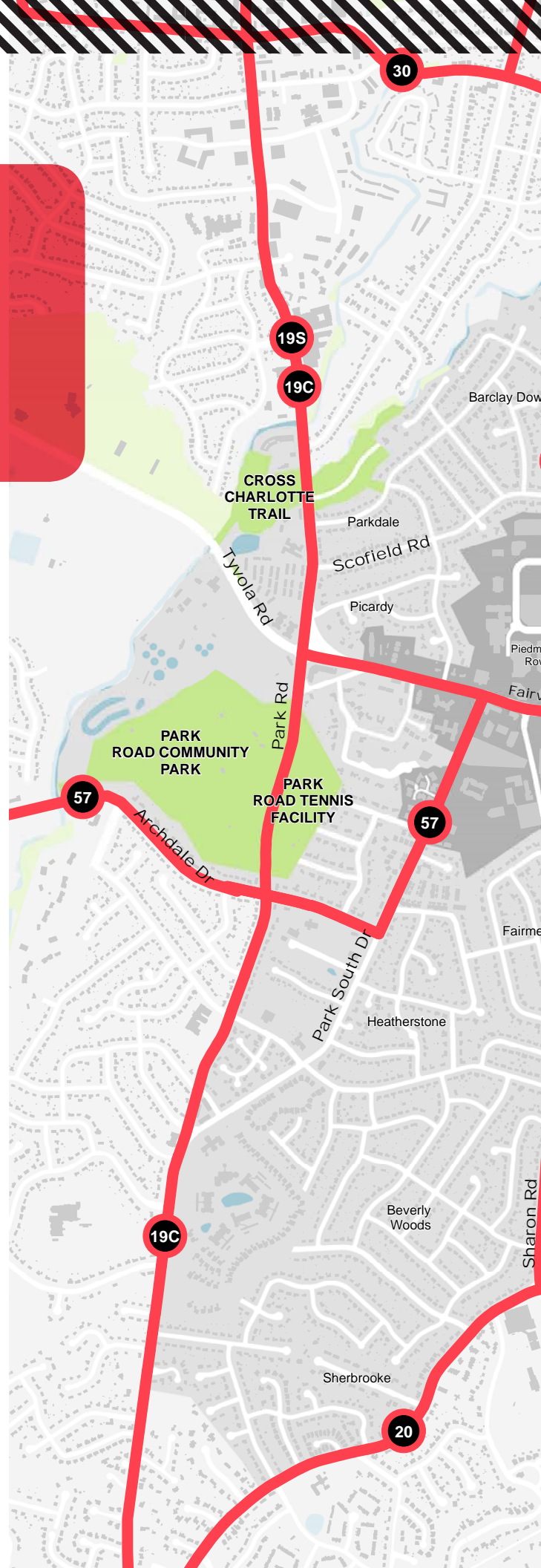
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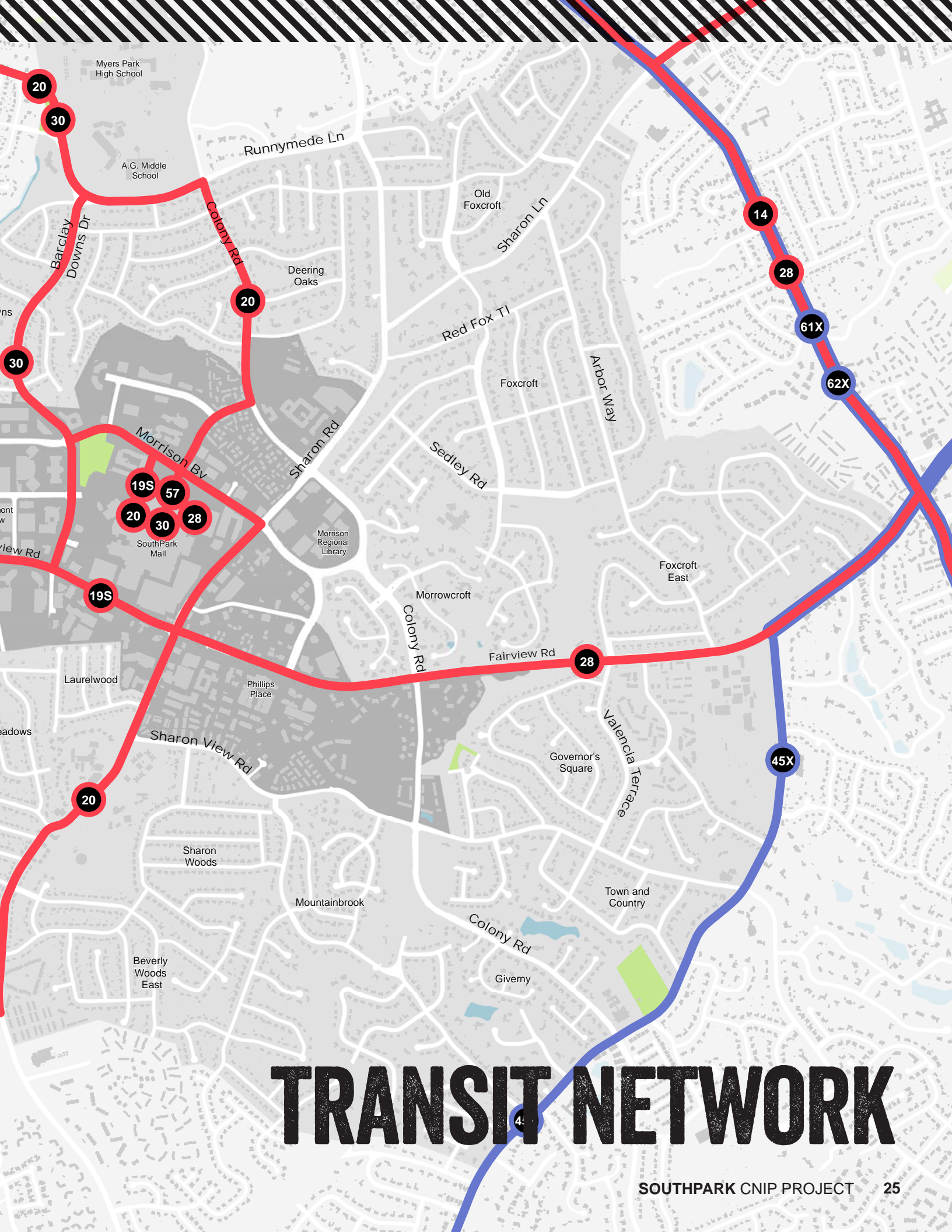
-  CNIP Focus Area
-  Area of Influence
-  Parkland
-  Water Bodies
-  Building Footprints
-  Sidewalk (One Side)
-  Sidewalk (Two Sides)
-  Existing Greenway
-  Proposed Greenway

The Charlotte Area Transit System (CATS) provides regular bus service along thoroughfares — Park Road, Fairview Road, Runnymede Lane, Colony Road, and Sharon Road — and collector streets — Barclay Downs Drive and Morrison Boulevard — in the SouthPark area. Routes 19S, 20, 28, 30, and 57 converge at the SouthPark Community Transit Center under SouthPark Mall. Route 45X connects riders in SouthPark with Ballantyne or Uptown using the Carmel Road Park park-and-ride facility.

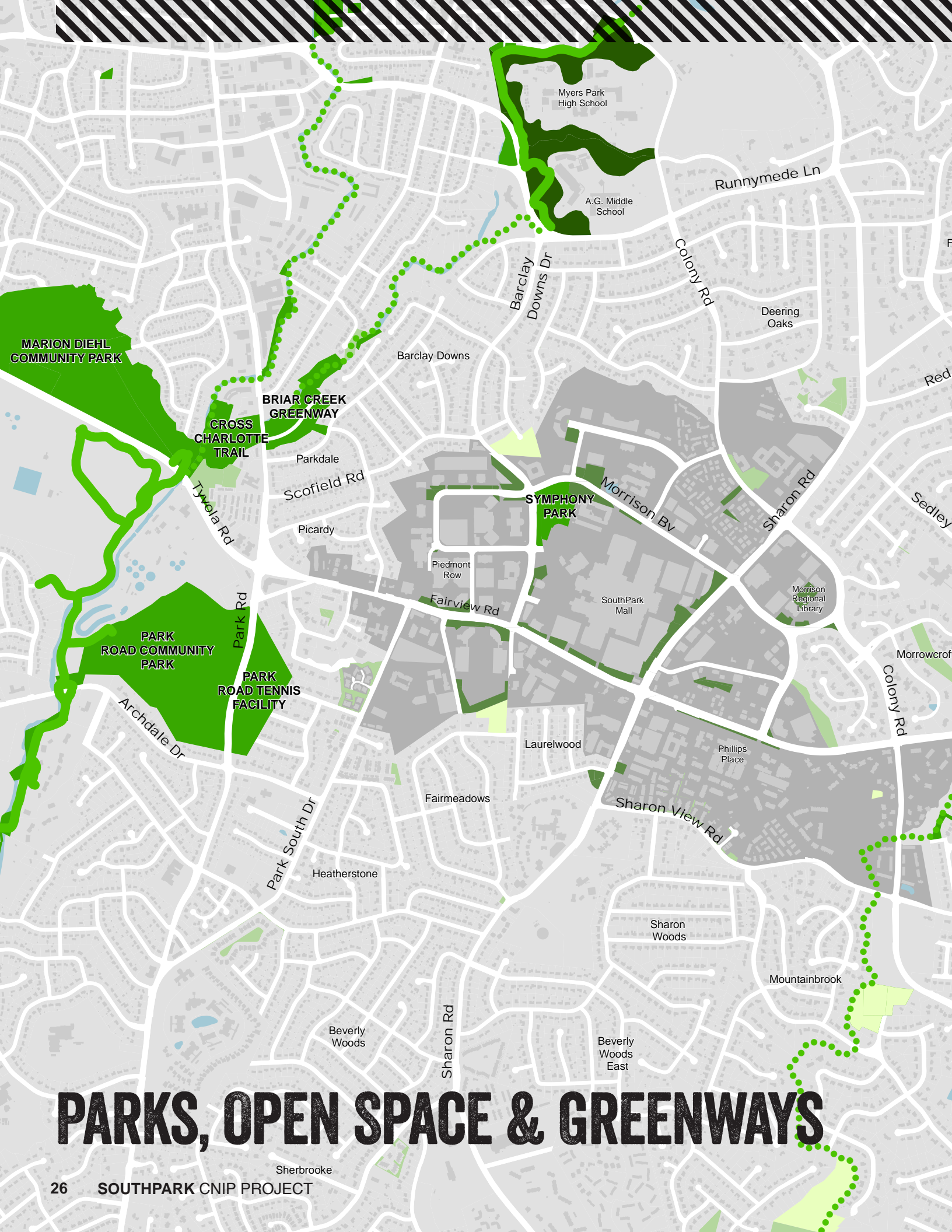
Legend

-  CNIP Focus Area
-  Area of Influence
-  Parkland
-  Water Bodies
-  Building Footprints
-  CATS Regional Bus Route
-  CATS Local Bus Route





TRANSIT NETWORK



Myers Park High School
A.G. Middle School

Runnymede Ln

Colony Rd

Barclay Downs Dr

Deering Oaks

MARION DIEHL COMMUNITY PARK

Barclay Downs

BRIAR CREEK GREENWAY

CROSS CHARLOTTE TRAIL

Parkdale

Scofield Rd

Picardy

SYMPHONY PARK

Morrison Bv

Sharon Rd

Sedley

PARK ROAD COMMUNITY PARK

PARK ROAD TENNIS FACILITY

Archdale Dr

Piedmont Row

Fairview Rd

SouthPark Mall

Morrison Regional Library

Morrowcrof

Colony Rd

Laurelwood

Phillips Place

Fairmeadows

Sharon View Rd

Park South Dr

Heatherstone

Sharon Woods

Mountainbrook

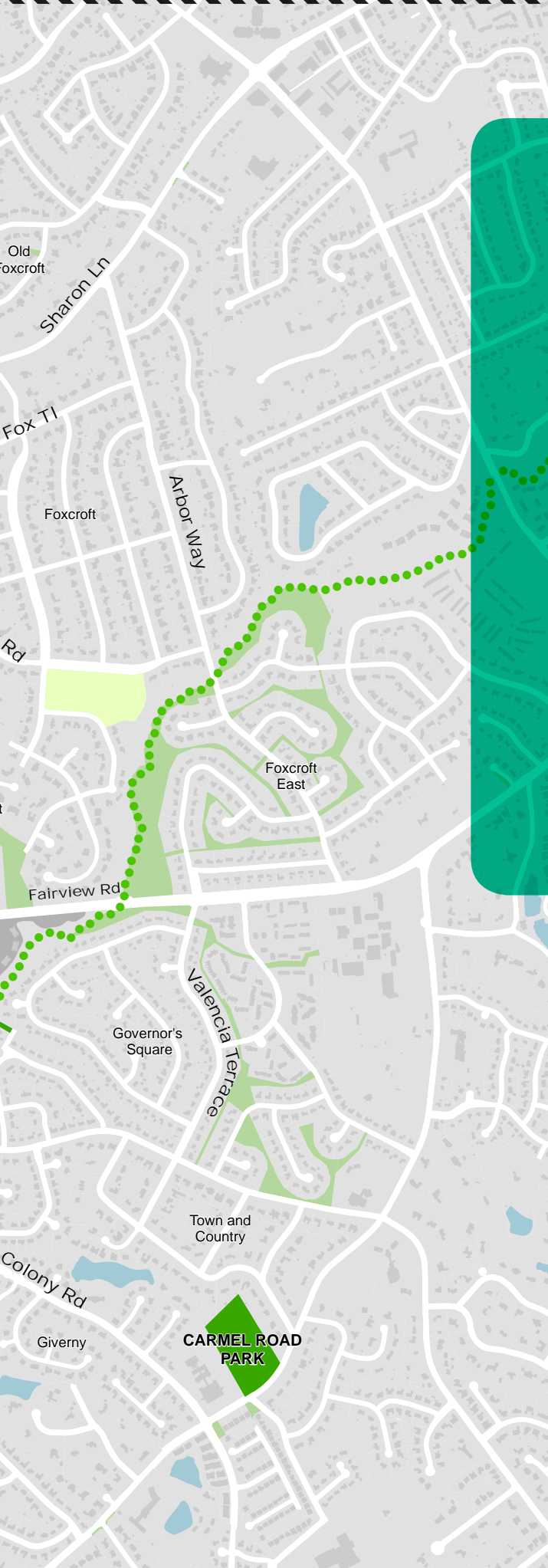
Beverly Woods

Sharon Rd

Beverly Woods East

PARKS, OPEN SPACE & GREENWAYS

Sherbrooke



The number of public parks and large areas set aside for open space in SouthPark is very small, and their locations near the edges of the study area make them less than ideal for widespread use in the community. Park Road Community Park is the largest of four parks in the area and includes both passive and active features: tennis courts, baseball fields, walking trails, large tree stands, and playgrounds. Briar Creek Greenway and Carmel Road Park are smaller parks that provide limited amenities in each location. Symphony Park is located on privately-owned land accessible to the public by a property deed.

The tree canopy in most SouthPark neighborhoods is widespread and representative of communities that have been established for decades. More impervious surface and dense development in the activity center limits tree canopy largely to existing street trees and new street trees that will be added as redevelopment continues. Finding space for future tree planting throughout the activity center will be critical moving forward.

Privately-owned open space located throughout the study area is dedicated to swim clubs, permanent open space near neighborhoods or townhome and condominium communities, and irregular shaped parcels or spaces near buildings in the activity center that accommodate trees, plazas, seating areas, etc.

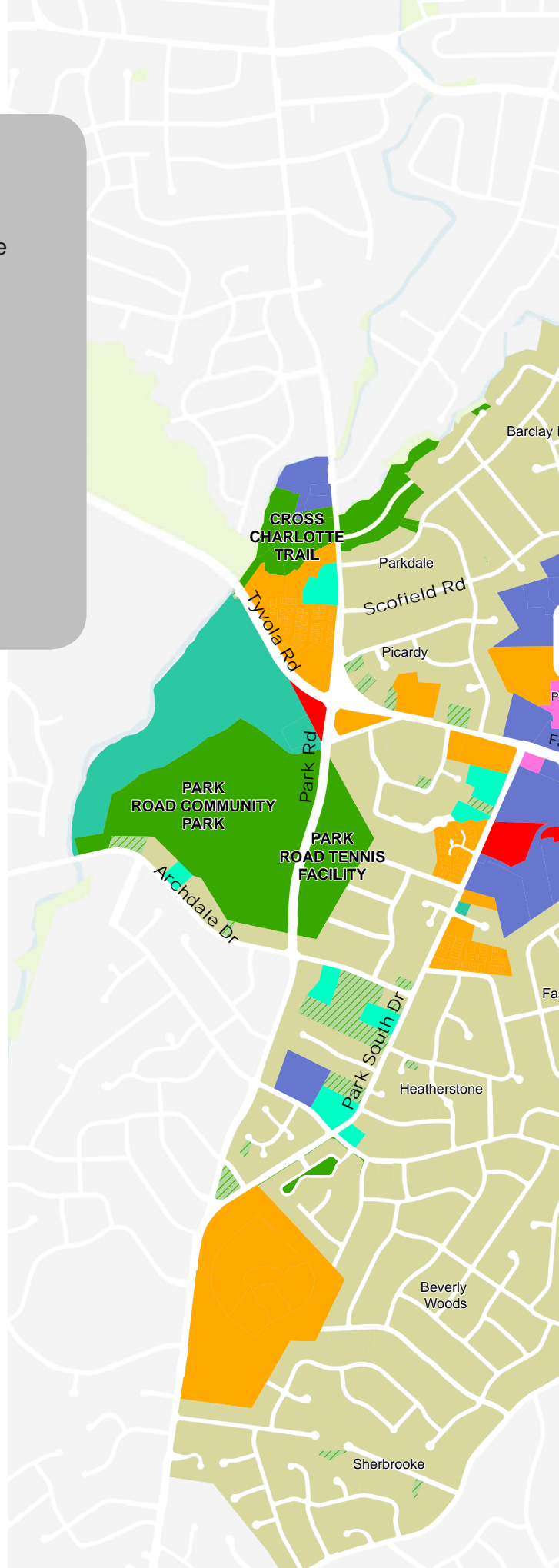
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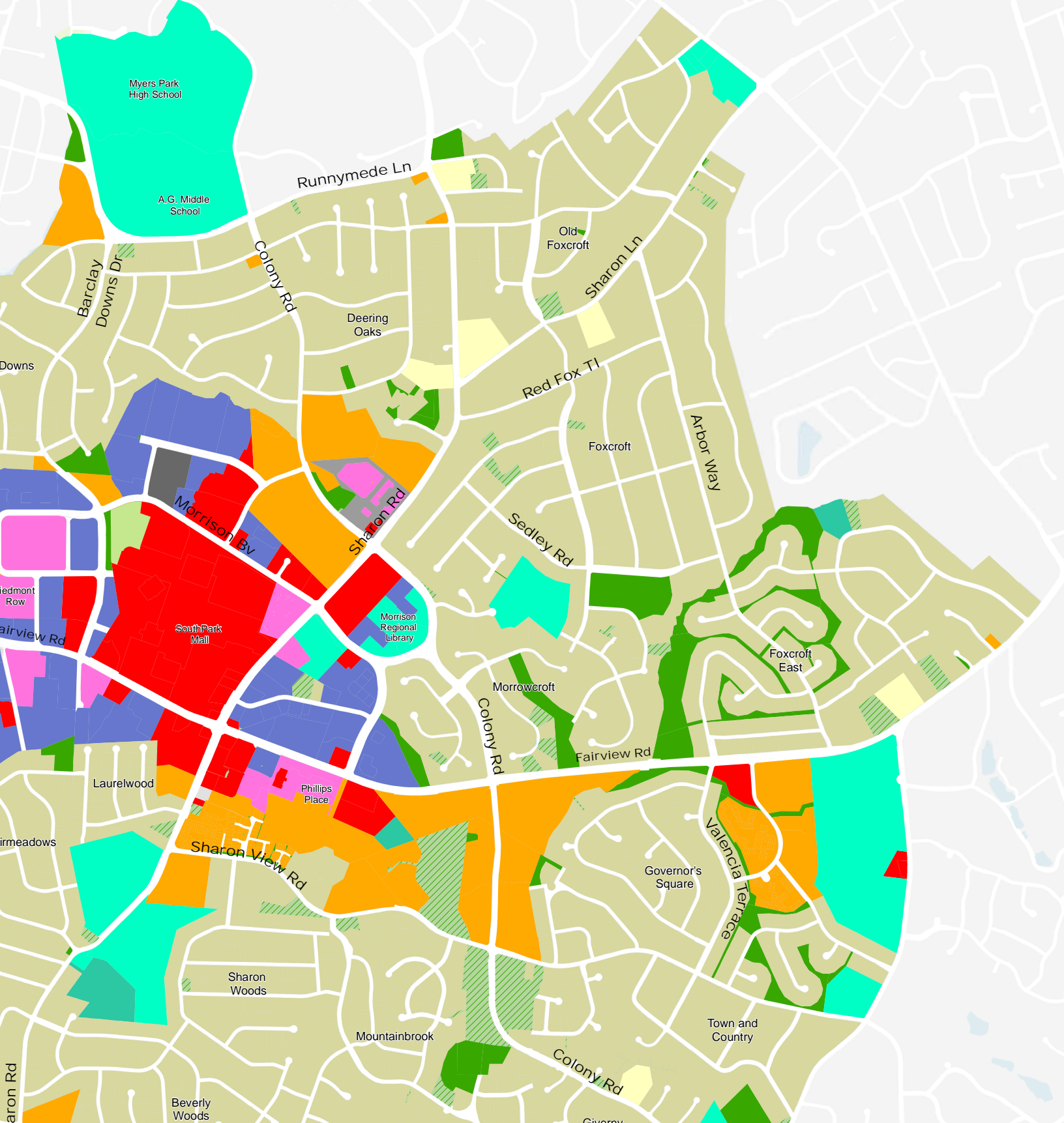
-  **Water Bodies**
-  **Building Footprints**
- PUBLICLY-OWNED**
-  **Public Parks**
-  **Large Greenspace**
-  **Existing Greenway**
-  **Proposed Greenway**
- PRIVATELY-OWNED**
-  **Swim Clubs**
-  **Dedicated Open Space**
-  **Large Greenspace**

SouthPark is generally organized as a regional activity center with several neighborhoods surrounding it. Existing land uses and their intensities in the activity center – restaurant, retail, office, hotel, institutional, multifamily residential, and mixed-use – represent an area that is changing from a more suburban to a more urban place. Buildings are getting taller, development is becoming more compact, and surface parking lots are being replaced with parking decks. Neighborhoods surrounding the activity center continue to support primarily single-family detached residential land uses; however, rising land values in and near some neighborhoods and close proximity to the activity center are creating pressures for more intense infill development and redevelopment that is attached single-family residential or multifamily (i.e., townhomes, condominiums, apartments, and senior living centers). Churches, schools, recreation centers, and a library are also located throughout the study area.

Legend

	Open Space & Recreation		
	Large Lot Residential		
	Single Family Residential		
	Multifamily Residential		
	Civic & Institutional		
	Utility		
	Office		
	Retail		
	Parking		Mixed-Use
	Industrial		Vacant





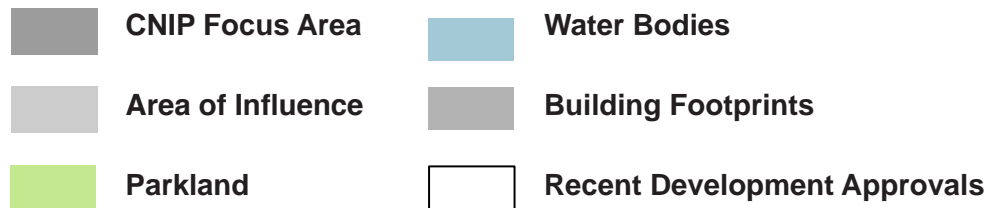
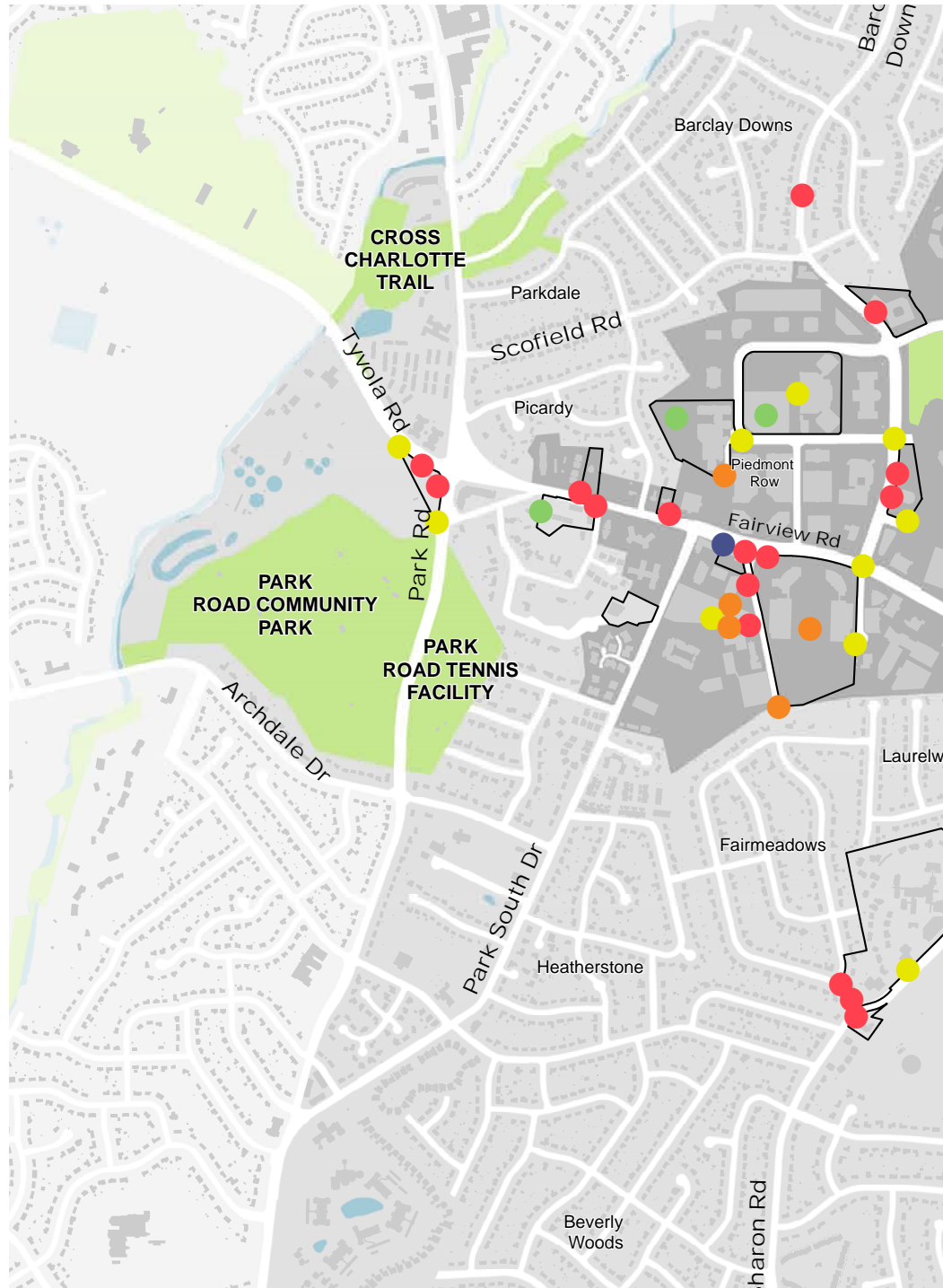
EXISTING LAND USE

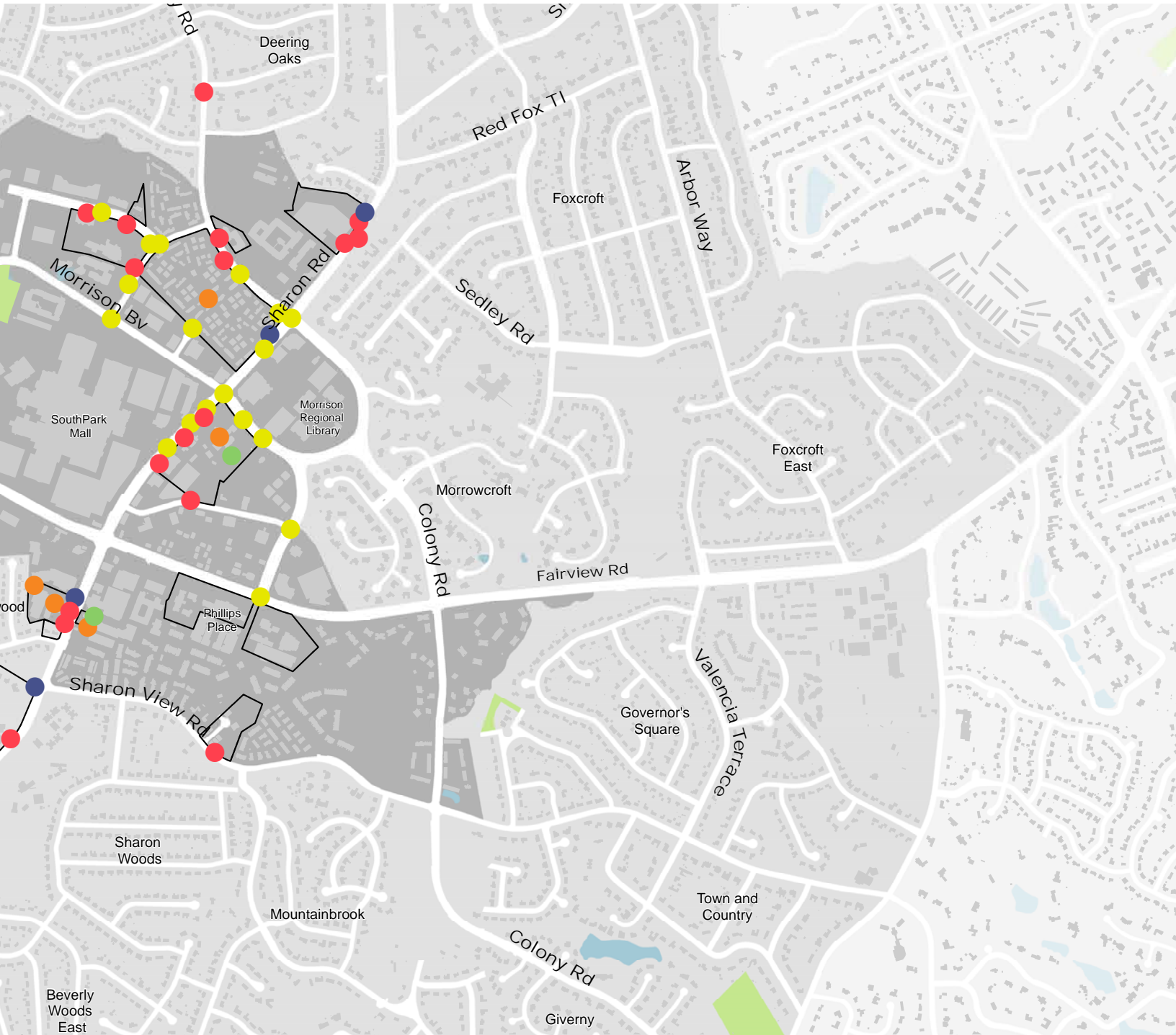
SouthPark CNIP Spotlight

Public-Private Partnerships in SouthPark

Developers, builders, and business owners (the private sector) have been making major investments in SouthPark for decades, and their investments are helping transform this area into a more mixed-use and urban environment. When development occurs, the City works with the developer to identify improvements to the public realm. These might include right-of-way dedication, street improvements, landscaping, street lighting, intersection improvements, etc. The map to the right illustrates the type and location of private sector funded projects already programmed to improve conditions in the SouthPark public realm.

The City will continue to work with private sector investors to implement projects for the public realm, ensuring that the type and timing of specific development conditions are appropriate within the framework of an emerging urban, walkable environment envisioned for the SouthPark public realm.





- Intersection & Crosswalks
- Open Space & Plazas
- Street Connections

- Streetscape
- Transit Stops



SouthPark CNIP Spotlight

Other Community Investment Plan Projects in SouthPark

In addition to the CNIP funds allocated for SouthPark, the City of Charlotte's Community Investment Plan (CIP) includes two major projects aimed at transforming the lives of residents, employees, and visitors in the SouthPark area. Both are beyond the work completed for the SouthPark CNIP, and will not be funded as a part of the \$10 million SouthPark CNIP funding allocation.

Cross Charlotte Trail (XCLT)

The City is partnering with Mecklenburg County to create a 30-mile trail and greenway facility that will stretch north and east from the City of Pineville – extending through Uptown and the UNC Charlotte campus – to the Cabarrus County Line. Approximately 140,000 residents and 130,000 jobs will be within a one-quarter mile walk or bike ride of the XCLT and the greenways that connect to it.

The location of the XCLT near SouthPark is along Little Sugar Creek, generally west of Park Road Community Park and Selwyn Avenue. Participants in the SouthPark CNIP process felt strongly that connecting the activity center with the XCLT is essential to improve walking and bicycle access from the activity center (and the surrounding neighborhoods) to the Greater Charlotte Regional Trail Network.

Park South Drive Extension

The extension of Park South Drive from Fairview Road to Carnegie Boulevard is an important segment for building a more efficient grid street network in the activity center. It will provide an opportunity to safely and efficiently walk or bike between destinations in the activity center, and provide alternative routes for travel between Fairview Road, Morrison Drive, and Barclay Downs Drive.





PROPOSED PROJECT SLATE

RURAL LOOP VISION & FRAMEWORK PLAN

SECTION ENHANCEMENT

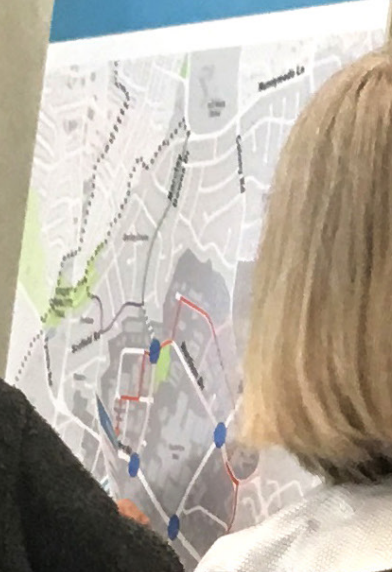
ROAD - FAIRVIEW ROAD

DOWN DRIV

LINE TO SCOFIELD ROAD

Did you walk here?

COMPOSITE PROJECTS MAP



WHO PARTICIPATED?



- Quick Facts
- Community Outreach Events
- On-Line Survey Results
- General Feedback on Potential Projects

Who Participated?

Crafting a public realm vision for SouthPark required a continuous and inclusive community engagement process. The CNIP team reached out to community members, stakeholders, service providers, area visitors, and business partners to ensure all their voices were represented throughout the process.

The CNIP team used a multipronged approach to public engagement, including: stakeholder interviews, interest group meetings, community workshops, online and written surveys, pop-up events, and a public design workshop to capture ideas and receive feedback. Over 1,100 different engagements with people throughout the planning process (often the same person participating at different times and ways during the project) gave the CNIP team a holistic understanding of community needs that helped identify projects with potential to transform the community.

Stakeholder interviews

The CNIP team started conducting interviews in February 2017, working closely with neighborhoods, community groups, business organizations, and City and County agencies to gather information about area needs. Stakeholders shared their points of view regarding current challenges and future opportunities for the SouthPark public realm. City and County agencies provided information about current and proposed projects, potential partnerships, and opportunities for coordination in the study area.



Interest Group Meetings

The Urban Land Institute recommended formation of a new SouthPark Partnership in their 2016 study entitled *Envisioning a More Walkable, Multimodal Future for SouthPark*. The group would be a shared voice for community concerns (engagement), an advocacy group for implementation (cheerleading), and an organizing group for funding new and improved public spaces (financing). Since that time, two separate groups – the SouthPark Business Coalition and the SouthPark Association of Neighborhoods – have formed to meet many of the needs outlined for the SouthPark Partnership. They work together on several shared interests in the area, including improving the public realm under the SouthPark CNIP initiative.

The CNIP team met with both groups regularly throughout the planning process to provide updates, seek input, and partner with local leaders and activists to publicize community workshops, surveys, etc. that supported the SouthPark CNIP process.

4

Community Workshops

- Community Ideas Exchange Workshop
- Projects Development Workshop
- Potential Projects Workshop
- SouthPark CNIP Projects Presentation

16

Interest Group Meetings

- SouthPark Association of Neighborhoods
- SouthPark Business Coalition

2

On-Line Surveys

- Community Ideas Exchange
- Potential Projects Feedback

2

Pop-Up Meetings

- SouthPark Mall
- SouthPark Eats Alternative Food Truck Event

Quick Facts/

19

Stakeholder Interviews

- Charlotte Area Transit System (CATS)
- Charlotte Water
- Charlotte Department of Transportation
- Charlotte Fire Department
- Charlotte-Mecklenburg Police Department
- Mecklenburg County Parks and Recreation Department
- Charlotte-Mecklenburg Storm Water Services
- Charlotte Economic Development
- Mecklenburg County Economic Development
- Charlotte-Mecklenburg Library
- Charlotte Mecklenburg Housing Partnership
- Charlotte Housing Authority
- Sharon United Methodist Church
- Selwyn Elementary School
- Sharon Presbyterian Church
- Capitol Towers Businesses
- Springcroft at Ashley Park
- Charlotte Chamber - SouthPark
- Mecklenburg County Health Department

27 Public Engagement Opportunities

1,147

Different Engagements

(includes individuals participating in multiple engagement opportunities)

Who Participated?

Community Ideas Exchange Workshop and Online Survey

A Community Ideas Exchange Workshop was held at Sharon Presbyterian Church on September 14, 2017 to officially kick off the project. 124 individuals provided the CNIP team with 435 project ideas and comments to consider during the planning process.

The CNIP team provided an overview of the purpose, goals, and recent activities in the SouthPark CNIP area, which included the ULI study in 2016, the SPAN Board Retreat in 2017, and several stakeholder interviews and agency coordination meetings in 2017 to prepare for the larger community engagement effort. The team also previewed the planning process and immediate next steps to develop project ideas moving forward. Participants then visited stations created for individual conversations and hands-on activities aimed at identifying existing deficiencies, new opportunities, and big ideas for improving the public realm in SouthPark. The stations were organized around five themes for the event identified by the CNIP team using information from the early studies and outreach activities in the study area:

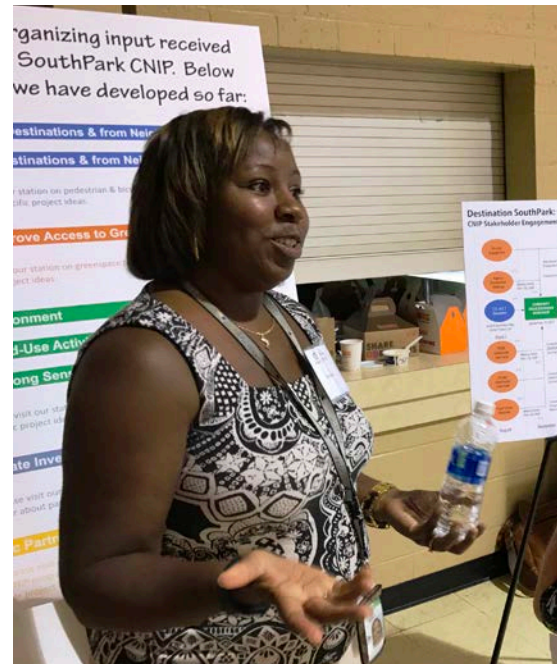
1. potential public-private partnerships;
2. greenspace and trails;
3. bicycle and pedestrian connections;
4. an evolving mixed-use activity center; and
5. sense of place.

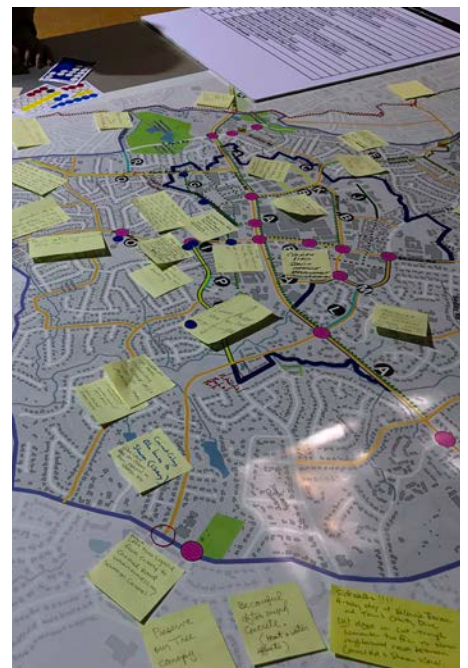
Ideas were captured at the event using markers and maps, dot voting preference exercises, and comment cards.

Generally speaking, comments received at the event were focused on:

1. neighborhood connections to the activity center;
2. building a comprehensive trail and greenway system;
3. safe and convenient connections for pedestrian and bicycle activity;
4. increased quantity and quality of greenspace;
5. public realm improvements and design details for pedestrians; and
6. greater neighborhood and activity center identity (branding and consistent design treatments throughout the study area).

The exchange of ideas continued after the workshop using an online survey, which was launched on September 14, 2017 to collect information from residents, employees, and visitors to the area for 57 more days after the event. Comments collected from 345 unique responses to the survey – 218 residents, 165 employees, and 20 visitors – were combined with information collected during the workshop for CNIP team consideration. A full summary of the workshop event and online survey results is available via weblink at CharlotteFuture.com/southpark.





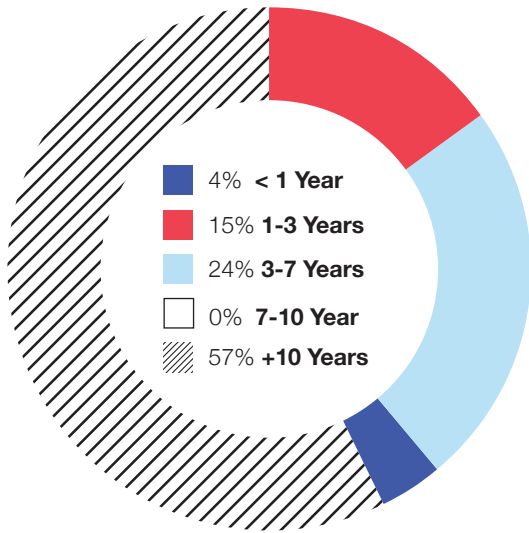
Community Online Survey Results

RESIDENTS

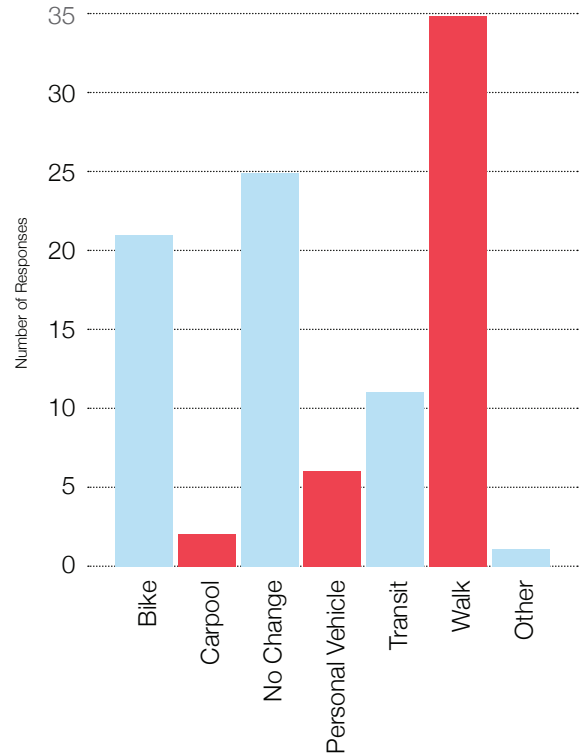
How do you currently travel around SouthPark on a normal day?



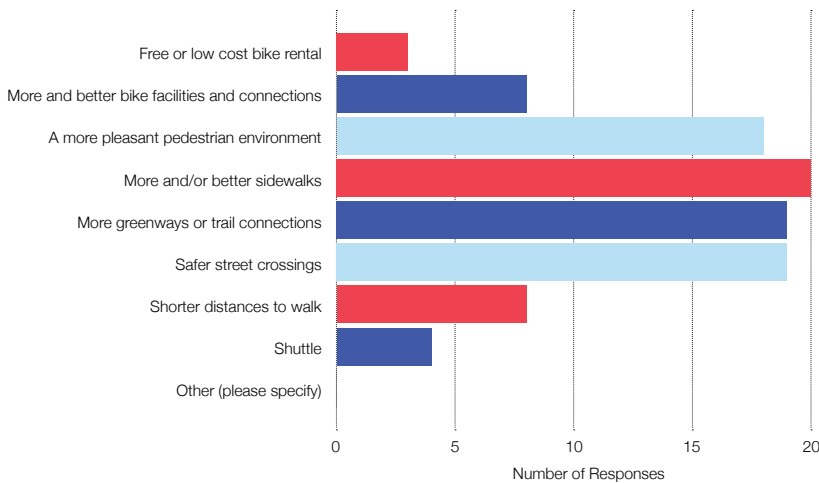
How long have you been living in SouthPark?



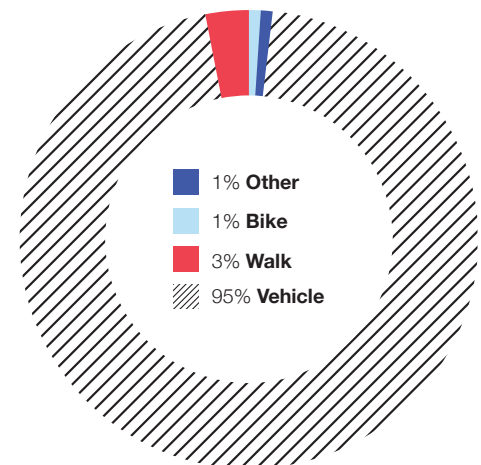
Is there another way that you would consider traveling to and from your home in SouthPark?



What would encourage you to walk or bike to other destinations in SouthPark?

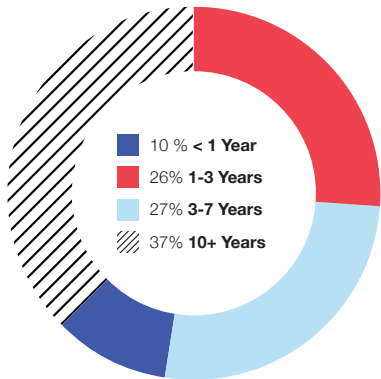


How do you currently travel to these other destinations in SouthPark?

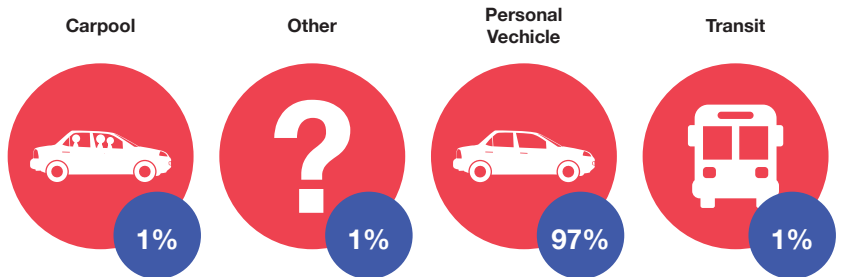


WORKERS

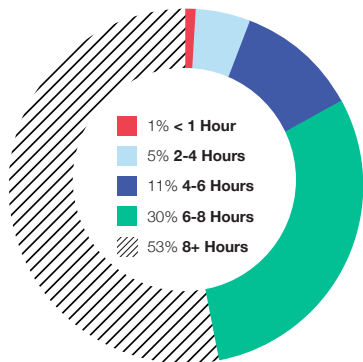
How long have you been working in SouthPark?



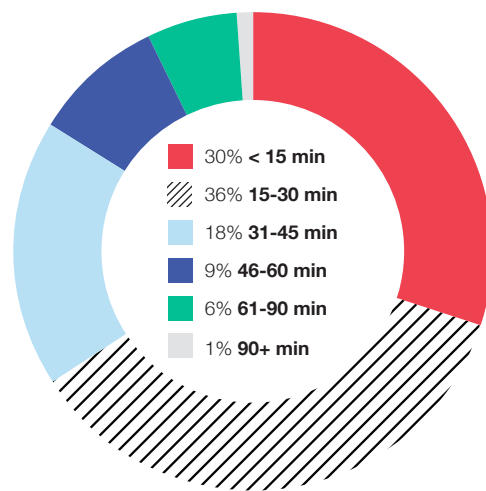
How do you currently get to work on a normal day ?



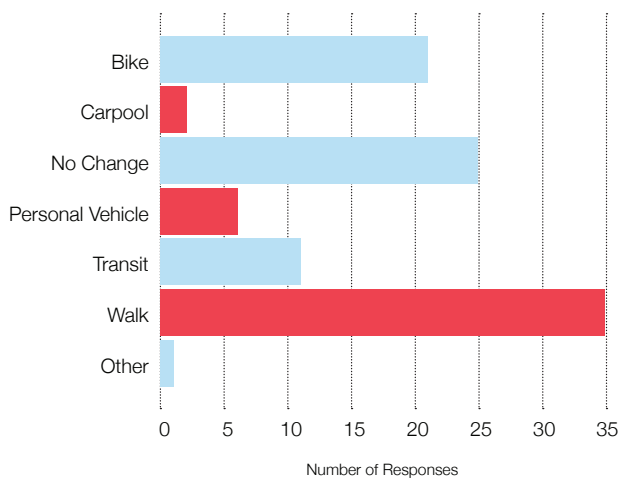
How much time do you spend in SouthPark during a typical workday?



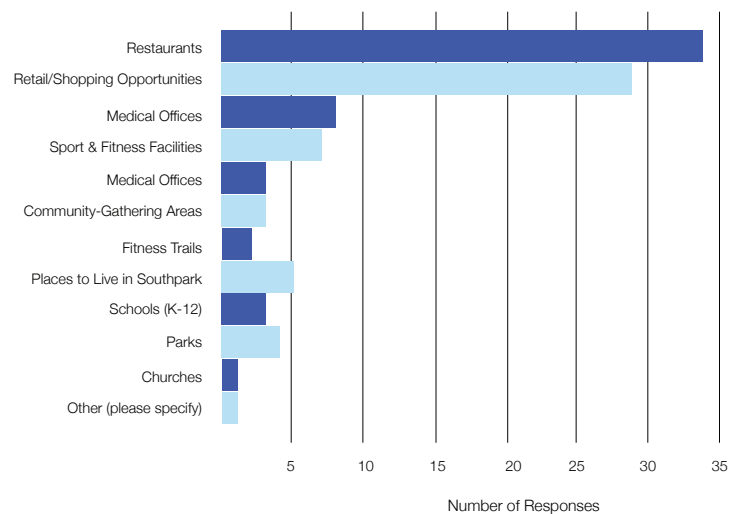
How long is your commute in terms of time?



Is there another way that you would consider traveling to and from your home in SouthPark?



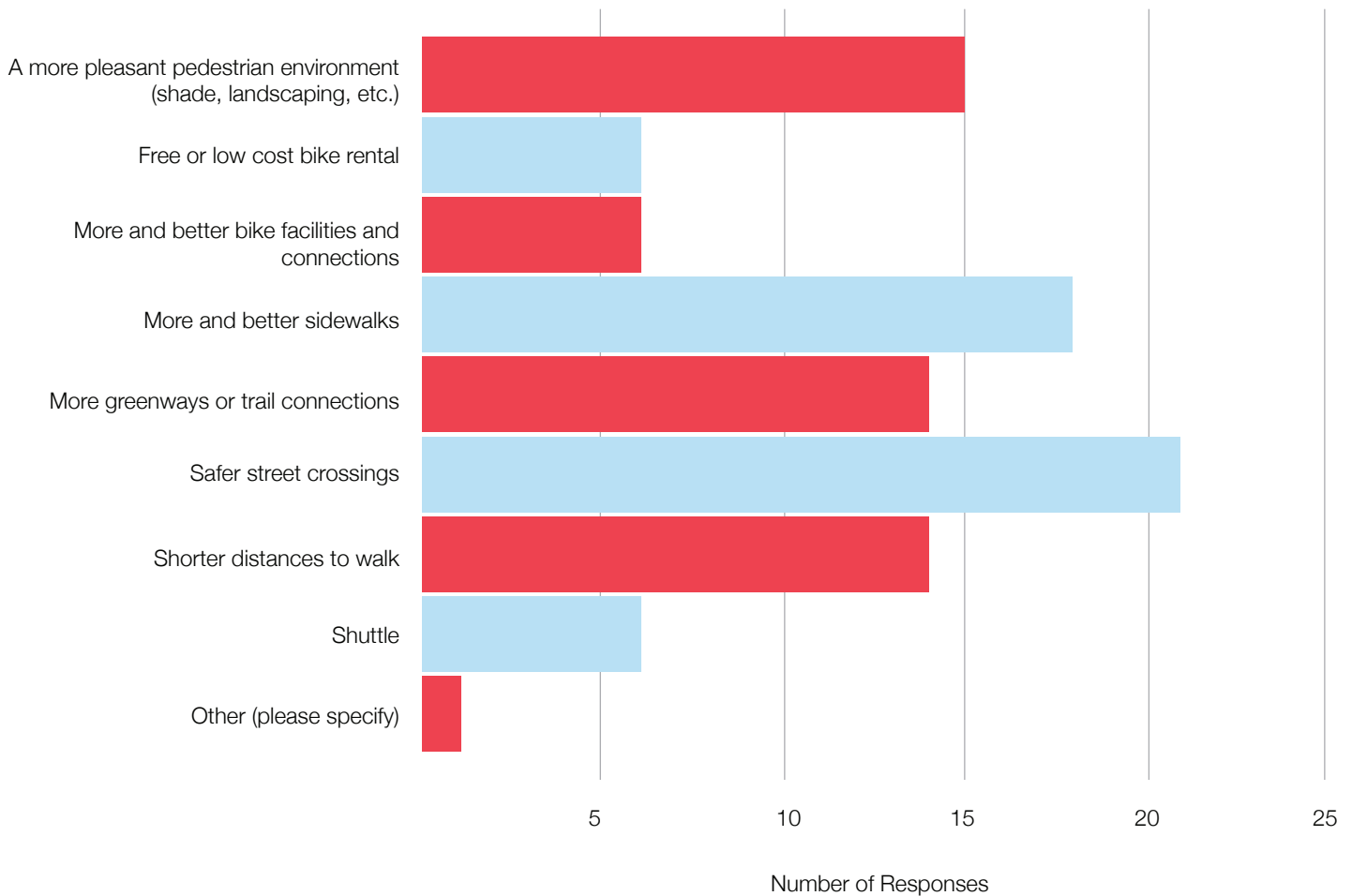
Beyond work, where else in Southpark do you go on a workday?



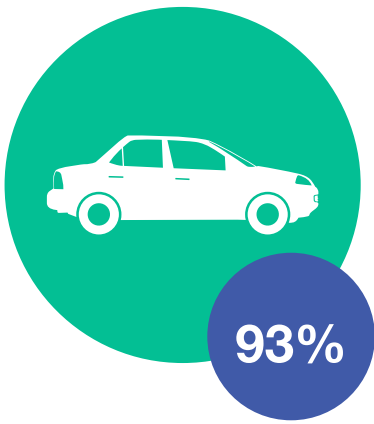
Community Online Survey Results

WORKERS

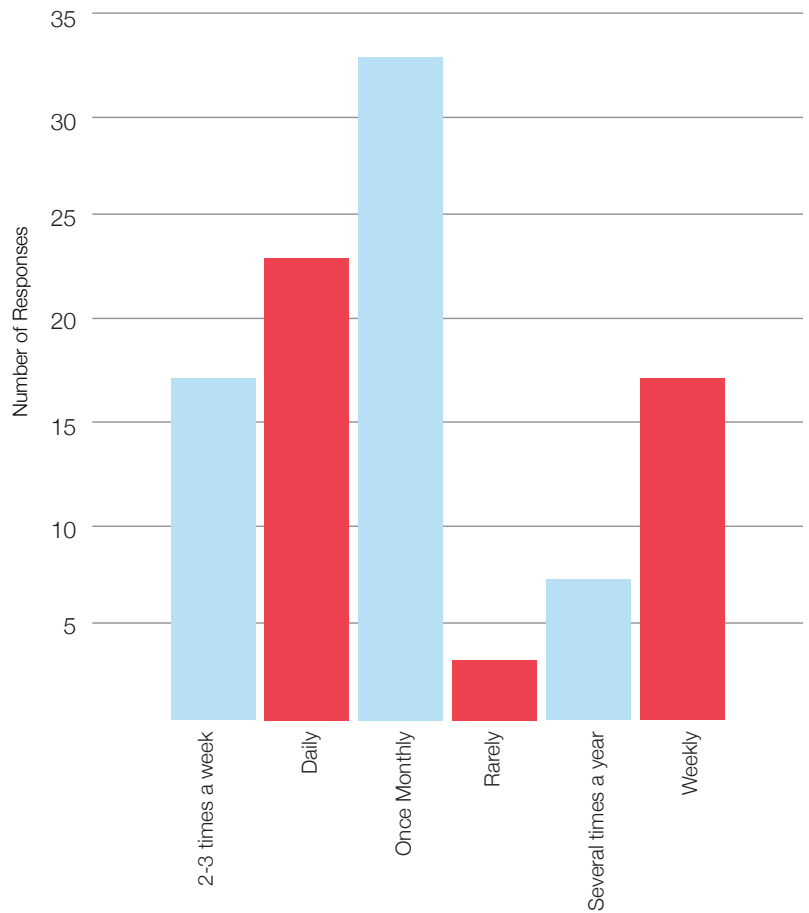
What would encourage you to walk or bike to lunch or a meeting?



How do you currently travel around the SouthPark area on a normal day?



How often do you visit or travel to SouthPark?



Who Participated?

Pop-up Events

Pop-up events were scheduled during the CNIP planning process to capture thoughts, ideas, and opinions about the SouthPark public realm from participants while they were visiting the area or attending a separately planned event in the activity center. CNIP team members interacted efficiently (usually for less than five minutes) with individuals while they were attending food truck rallies, watching their children at playgrounds, or walking in the SouthPark Mall. A brief three-

question survey was used to get feedback about individuals' commuting habits – coming into the SouthPark activity center and then moving within it – and general perceptions of the area. Information collected during the events provided thoughts and ideas from people that traditionally do not attend public meetings, expanding the viewpoints considered by the CNIP coordination team during the project identification process.

Two pop-up events were held in the community – one at SouthPark Mall and one at a SouthPark Eats Alternative food truck event – to hear firsthand about needed improvements for the SouthPark public realm from the people using it.



Projects Development Workshop

A four-day Projects Development Workshop was held at the Hilton Garden Inn on Sharon Road from November 27-30, 2017. An eighteen-member, multidisciplinary team of consultants – representing community planning, landscape architecture, urban design, transportation, civil engineering, and project cost estimation – was assembled to work with staff from the City's planning/urban design, transportation, engineering, housing and neighborhood services, and communication departments.

Residents, developers, business owners, etc. filtered through the studio space at all hours throughout the day to speak with project team members during the event. Simultaneously, team members worked to synthesize ideas, collaborate, discuss design challenges, prepare conceptual designs, compile precedent images, and enter draft project descriptions into a shared database. A final presentation on the last day of the event was used to present the work produced during the four days. Overall, 37 people attended the Projects Development Workshop.

A full summary of the workshop event and online survey results is available via weblink at CharlotteFuture.com/southpark.



Who Participated?

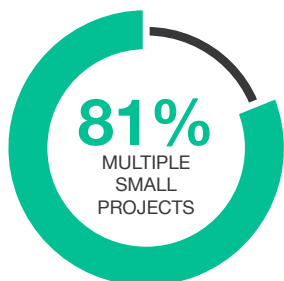
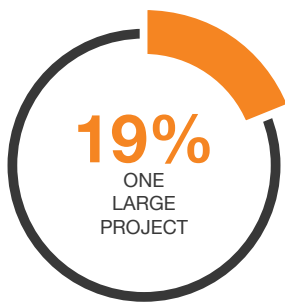
Potential Projects Workshop

A Potential Projects Workshop was held at the Morrison Library on January 23, 2017 to present forty-five candidate projects for community feedback. Participants were invited to drop-in anytime during the day-long event, where they met with CNIP coordination team members at all four stations to learn more about each project's purpose and need, big design ideas, and potential funding/implementation partners. Two formal presentations by the CNIP team were also given during the event to highlight important themes for organizing the projects, the process for developing the forty-five projects, and next steps for evaluating and prioritizing the projects (including community feedback as one of the evaluation criteria).

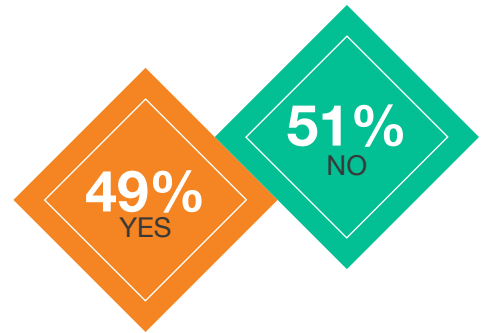
A potential projects workbook distributed at the event summarized information presented at the stations, and included a short survey participants completed before leaving the event. The survey asked participants to identify their ten most impactful projects for improving the public realm in SouthPark and to provide their opinions for a series of questions related to preferred project size (large or small), implementation timeframe (more or less than ten years), and public-private partnership needs. 300 people attended the event and completed the survey.

A full summary of the workshop event and online survey results is available via weblink at CharlotteFuture.com/southpark.

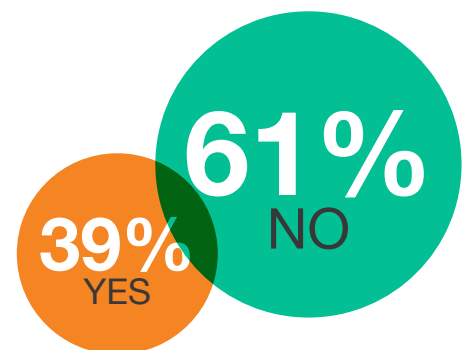
Would you prefer to see one large project, or multiple small projects, move forward with the current \$10 million in CNIP funding?



Would your project choice change if a project took 10+ years to build due to size and scale?

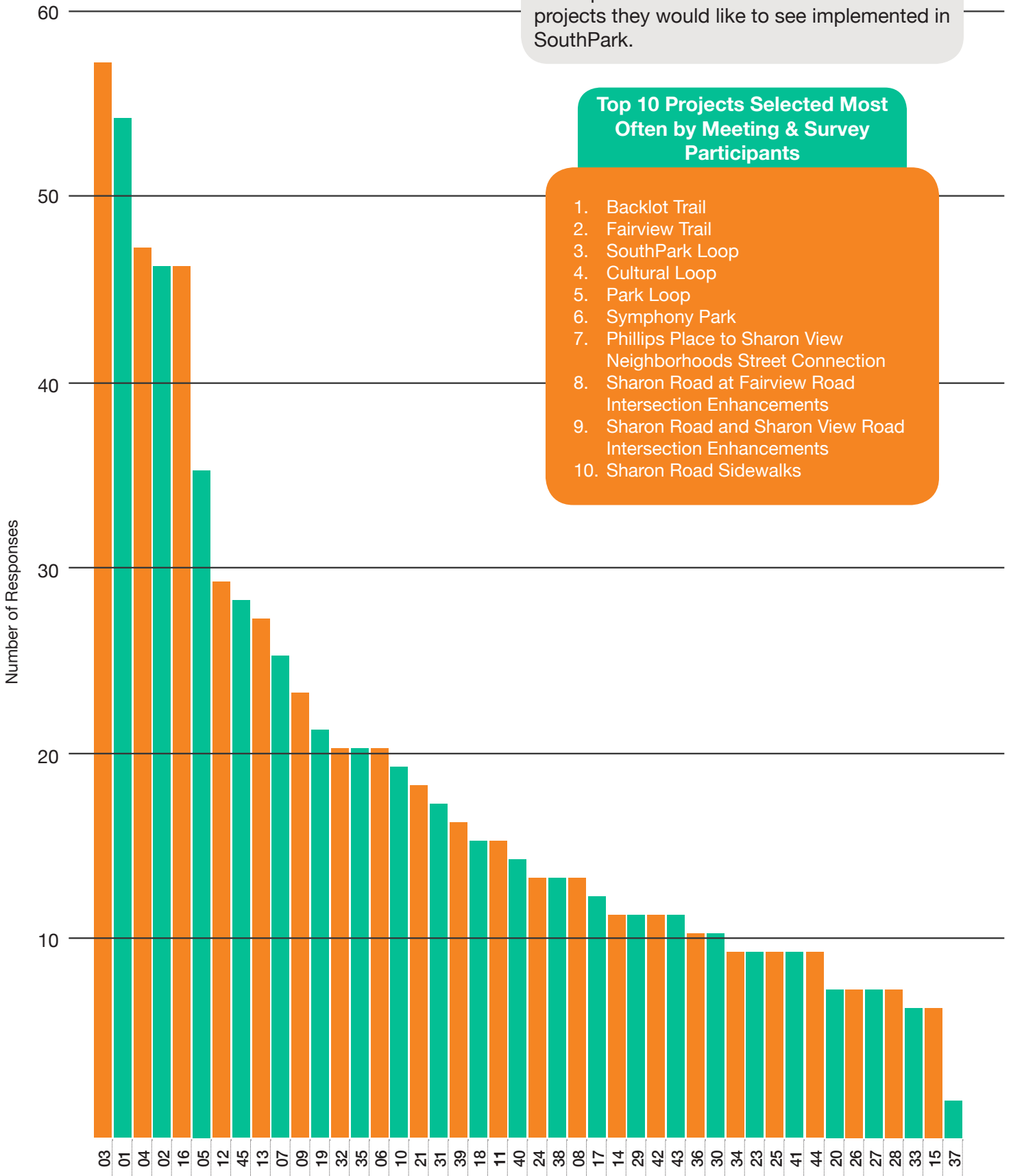


Does a project that uses public dollars need to leverage new private investment to be considered successful?





Participants were asked to select TEN projects they would like to see implemented in SouthPark.



The numbers represented on the x-axis of this graph correspond with the project identification numbers used later in the document. See pages 58 through 105 for specific project descriptions.

Who Participated?

SouthPark CNIP Projects Presentation

A celebration workshop was held at the Charlotte Mecklenburg Morrison Regional Library on April 10, 2017 to officially announce the first round of projects funded with the \$10 million SouthPark CNIP funding allocation. Participants were invited to drop-in anytime during the event, where they met with CNIP team members at one of five stations – Cultural Loop, Intersection Enhancements, Barclay Downs Sidewalk, Backlot Trail, and Briar Creek Greenway Wayfinding – to learn more about the funded projects. Two formal presentations by the CNIP coordination team were also used during the event to highlight the vision and guiding principles for an improved public realm in SouthPark, to review the candidate project evaluation and selection process, and to provide more detail for each of the five funded projects.





Who Participated?

“ I want to be sure that the community benefits, as a whole, are taken into consideration. I want more connectivity for SouthPark as a whole. ”

Neighborhood Resident

“ I feel like people heard our concerns and are taking things into consideration. Obviously they can't do everything and solve all the problems. I understand that the City is growing. ”

Neighborhood Resident

I'm interested in Symphony Park upgrades with small kids since it would provide open space for play. ”

Neighborhood Resident

“ Charlotte is focused on cars and driving. We need to change the mentality to walkability. ”

Neighborhood Resident

I really would like to see trails going across Fairview, so that we can connect people to actual places. I think the trails need to go somewhere. They need to go to Park Road Shopping Center, SouthPark Mall, over to Park Road Park and connect over to Alpine Creek. I'd really like to see all of those merge.

Neighborhood Resident

For myself, the primary area of focus has been cycling. I'm an avid cyclist so today my agenda was to come in and look at what's happening from a cycling-friendly type of perspective. Bike lanes, road widening, reducing traffic or congestion, greenways, trails... those sorts of things.

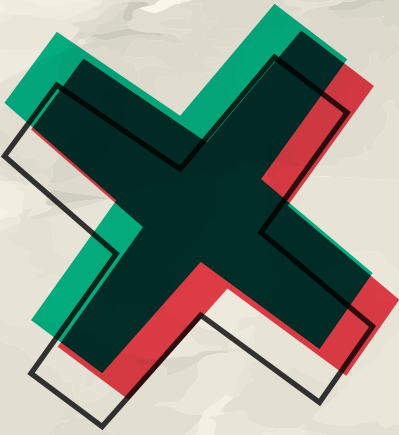
Neighborhood Resident

The biggest priority I heard again and again, and that I share, is that we need more green space, and we need more ways to walk and bike places. So when you look at the map of SouthPark, there is no green. There are no parks, no greenways, and there is a lot of heavy traffic, and I really think that they need to create ways for us to get places that don't involve us getting in our car all the time.

Neighborhood Resident

SouthPark area used to be just the mall. Now it's segmented... SouthPark, Morrison Center, Phillips Place are all close but considered separate areas. There should be more consideration for building community through connections. I'm not connecting with Sharon Amity neighbors because it's too difficult to get across the street.

Neighborhood Resident



RECOMMENDED PROJECTS



**OTHER
CNIP
PROJECTS
TO SUPPORT**

**NON-CNIP
PROJECTS
TO SUPPORT**

- Project Scoring & Prioritization
- CNIP Project Playbook
- Top 15 Highlighted CNIP Projects
- Other CNIP Projects to Support
- Non-CNIP Projects to Support



Recommended Projects

Potential projects for the SouthPark CNIP were evaluated using six general goals for the Comprehensive Neighborhood Improvement Program that apply to all CNIP areas in the City of Charlotte and seven evaluation criteria developed specifically for SouthPark by the CNIP coordination team and their partners. The evaluation criteria incorporate values, opinions, and priorities voiced throughout the CNIP planning process and a commitment to implement projects that support the vision and guiding principles created for the SouthPark public realm. Public input was deliberately included as one of the evaluation criteria to strengthen the influence of community opinion in the decision-making process. A summary of the six general CNIP goals and seven specific SouthPark evaluation criteria is provided on the opposite page.

Project Scoring & Prioritization

The list of projects was developed and refined in three general phases. In the first phase, the community and the CNIP coordination team worked together to identify 435 thoughts, themes, opportunities, and ideas for building a more complete and inviting public realm in SouthPark. The CNIP coordination team recognized that all of these comments are important but realized the list needed to be narrowed because 1) some of the comments or ideas were duplicates, 2) some made sense to combine, and 3) some were already funded and underway. Comments were further evaluated by a technical project team – see the Projects Development Workshop described on page 43 – and transformed into 267 early projects ideas for consideration.

In the second phase, the CNIP coordination team continued the vetting process and narrowed the list of 267 early project ideas to 132 candidate projects, and then categorized them into sub-categories for further action. The list was narrowed and categorized because 1) some

of the early project ideas made sense to combine, 2) some were not physically feasible after the technical evaluation, 3) some were not eligible for CNIP funding, and 4) some were better led by other City departments (e.g., recommendations sent to CATS for improving bus transit service in SouthPark or to the City’s Sidewalk Program).

In the third phase, the CNIP coordination team compared 45 candidate projects against the six CNIP goals and seven SouthPark-specific evaluation criteria (each described on the opposite page). All of the projects were given a low, medium, or high score based on how effective they were at implementing the goals and satisfying the evaluation criteria. With limited CNIP funding available to implement projects, this evaluation was necessary to identify those projects with the most potential to improve and meet the goals for the SouthPark CNIP area.

The ranking process identified 15 highlighted projects rated medium or higher for the six goals

and seven evaluation criteria combined, and 31 other CNIP-eligible projects important for improving the SouthPark public realm. A highlighted project does not guarantee selection for CNIP funding in the future, and implementation of one or more projects may be based on many factors, including, but not limited to, timing, partnerships, community input, available funding, and economic development opportunities.

Six City–Wide CNIP Goals:

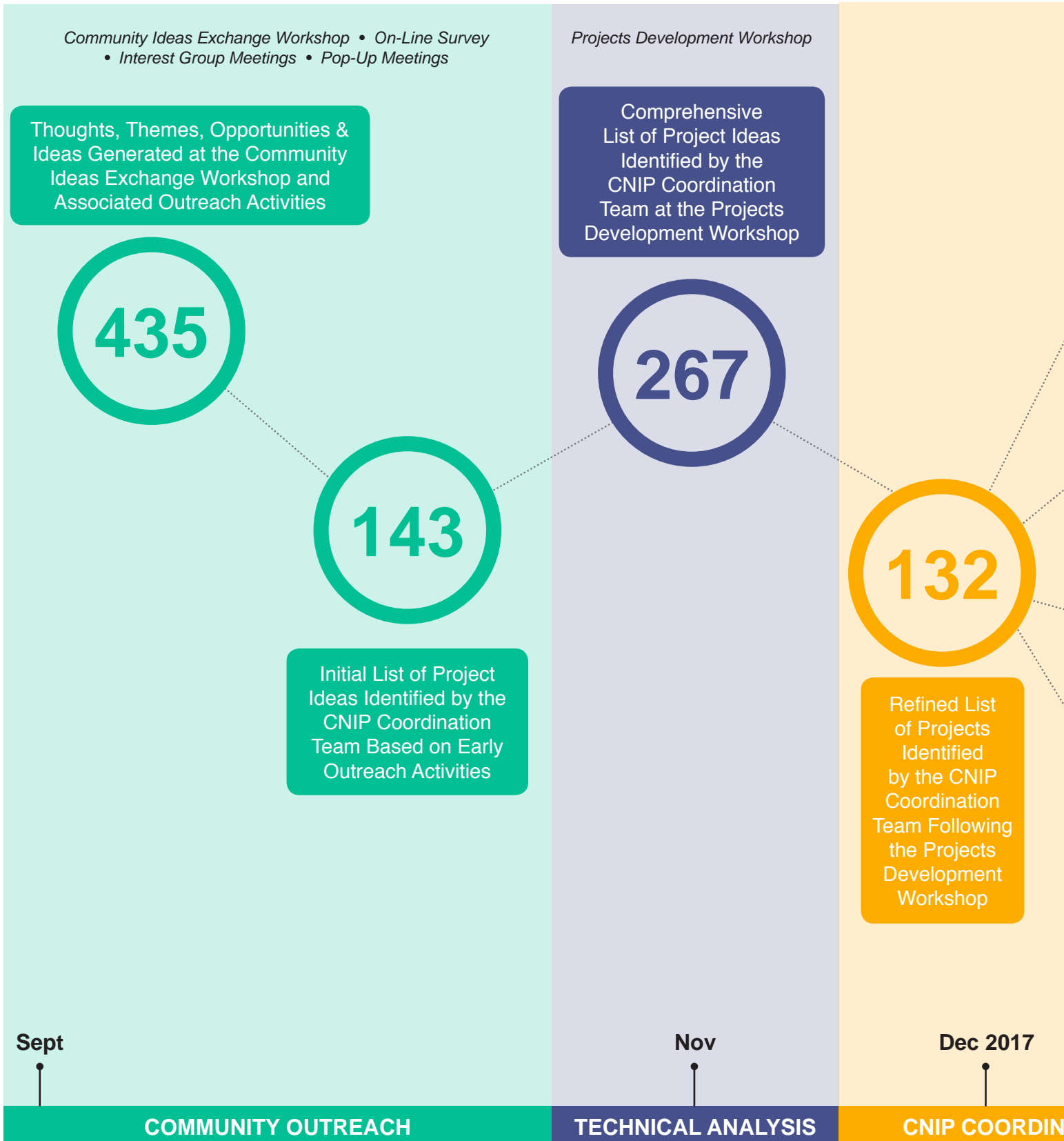
1. A well-connected network of streets, sidewalks, greenways, and bike lanes that link to and enhance existing community assets;
2. Easy accessibility to transit and the larger regional network of streets;
3. Better connections between neighborhoods and major employment, institutional, and retail areas;
4. Successful public/private partnerships that leverage investments and catalyze changes occurring in neighborhoods;
5. Greater coordination with public safety, code enforcement, social services, and education; and
6. Enhanced engagement with residents in determining which investments meet our collective aspirations.

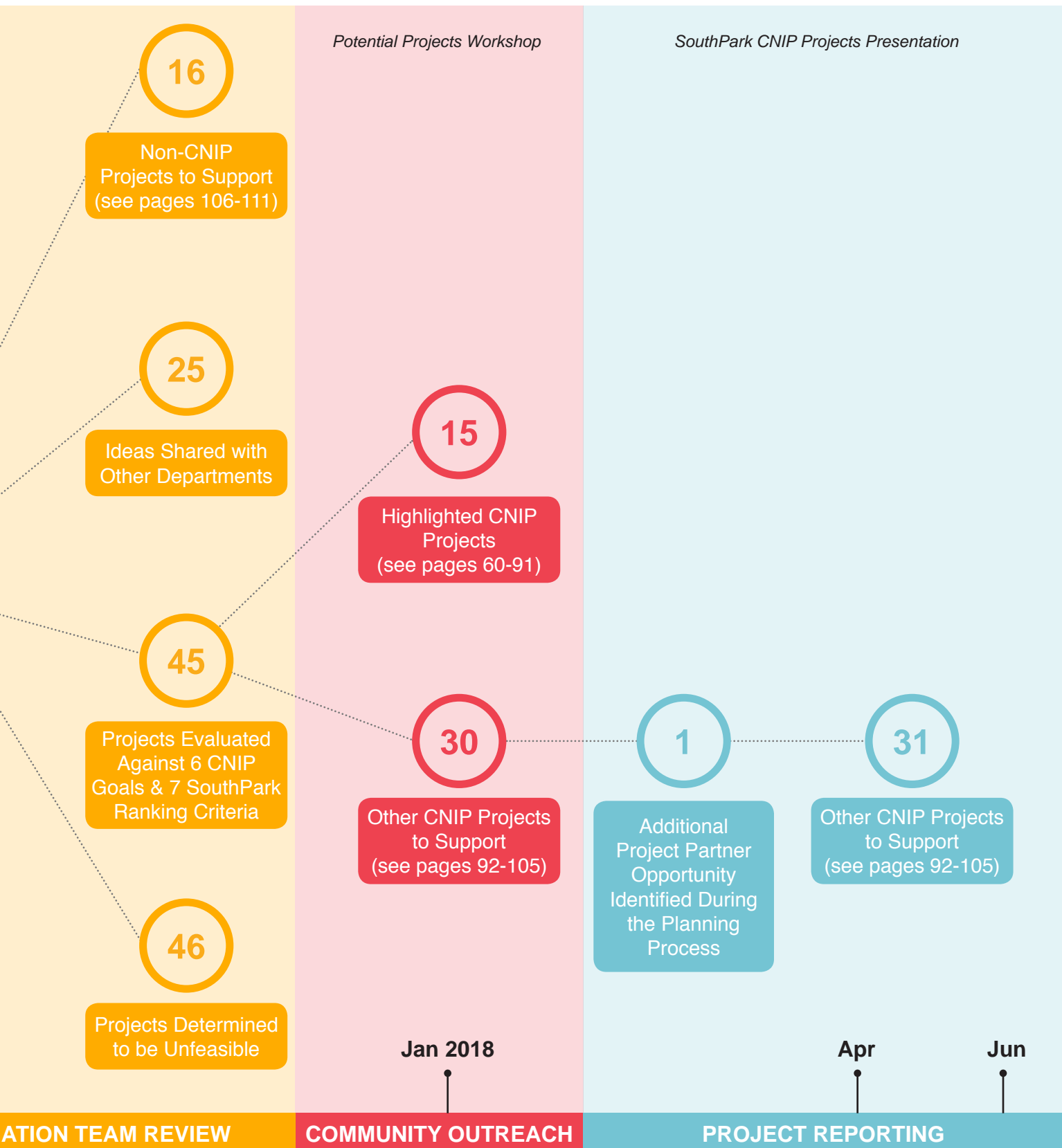
Seven SouthPark Specific Project Ranking Criteria

1. **Placemaking** – the project contributes to SouthPark’s sense of place and defines the identity of the activity center and surrounding neighborhoods. By providing artistic elements, enhanced open space, urban design projects, wayfinding, etc., it brings together community and improves quality-of-life for SouthPark residents.
2. **Potential for Transformative Change** – the project’s scale or relevance is capable of transforming the look, function, or future “feel” of the activity center or can influence a positive shift in how other projects are implemented moving forward.
3. **Potential for Leveraging/Partnership** – the project is near/adjacent to another identified public project or is near/adjacent to a private project, raising the possibility of leveraging funds, establishing a partnership, or otherwise creating bigger “bang for the buck”.
4. **Connections to the SouthPark Activity Center** – the project will provide new or better routes from surrounding neighborhoods to the activity center or other amenities near the activity center, thereby creating easier access by walking, cycling, or driving.
5. **Connections within the SouthPark Activity Center** – the project will provide new or better routes between destinations within the activity center, thereby supporting a park-once environment.
6. **Public Input** – the project is likely to have significant public support, based on public input received throughout the CNIP process.
7. **Consistency with Previous Plans** – the project is either identified in or supports the implementation of relevant plans, studies, policies, programs such as the Centers, Corridors and Wedges Growth Framework, ULI SouthPark Study, the SouthPark Area Plan, Charlotte Walks Pedestrian Plan, Charlotte Bikes Plan etc.

Recommended Projects

Timeline for Project Ideas in SouthPark CNIP





CNIP Project Playbook

Complete List of Projects

Below is a complete list of CNIP and Non-CNIP projects for the SouthPark CNIP area. These include those that have been highlighted by the CNIP coordination team, other CNIP projects to support, and those that fall outside of the CNIP scope*.

(* = Project numbers used in the document are for legibility only and do not indicate rank of importance).

Top 15 Highlighted CNIP Projects

1. Fairview Trail
2. Cultural Loop
3. Backlot Trail
4. SouthPark Loop
5. Symphony Park
6. Barclay Downs Sidewalk
7. Sharon Road Sidewalks
8. Morrison Boulevard and Colony Road Intersection Enhancement
9. Park South Drive Complete Street Upgrades, Fairview Road to Park Road
10. Sharon View Road Complete Street Upgrades, Sharon Road to Colony Road
11. Park Road Signalized Mid-Block Pedestrian Crossing
12. Phillips Place to Sharon View Neighborhoods Street Connection
13. Sharon Road and Sharon View Road Intersection Enhancements
14. Barclay Downs Street Conversion, Morrison Boulevard to Fairview Road
15. Pedestrian Crossing Opportunities on Morrison Boulevard Between Barclay Downs Drive and Sharon Road

Other CNIP Projects to Support

16. Park Loop
17. Rexford Valley
18. Morrison Boulevard and Colony Road Sidewalk Gap Projects (Near the Charlotte-Mecklenburg Morrison Regional Library)
19. Fairview Road Sidewalk Improvements Linking to the Foxcroft East Trail System
20. Pedestrian Crossing Opportunities on Fairview Road Between Sharon Road and Arbor Way
21. A.G. Middle School Signalized Mid-Block Pedestrian Crossing Near the Intersection of Lacie Lane and Runnymede Lane
22. Briar Creek Greenway Wayfinding Improvements
23. Pedestrian Crossing Opportunities on Barclay Downs Drive Between Runnymede Lane and Morrison Boulevard
24. Pedestrian Crossing Opportunities on Sharon View Road Between Sharon Road and Colony Road
25. Pedestrian Crossing Opportunities on Fairview Road Between Sharon Road and Park Road
26. Pedestrian Crossing Opportunities on Barclay Downs Drive Between Morrison Boulevard and Fairview Road
27. Pedestrian Crossing Opportunities on Sharon Road Between Fairview Road and Runnymede Lane
28. Pedestrian Crossing Opportunities on Colony Road Between Sharon Road and Sharon View Road
29. Pedestrian Crossing Opportunities on Sharon Road Between Fairview Road and Eastburn Road
30. Pedestrian Crossing Opportunities on Park South Drive Between Fairview Road and Park Road
31. Archdale Drive Complete Street Upgrades, Park South Drive to Cross Charlotte Trail
32. Barclay Downs Drive Complete Street Upgrades, Runnymede Lane to Scofield Road

33. Carnegie Boulevard Street Conversion, Entire Corridor
34. Morrison Boulevard Street Conversion, Sharon Road to Barclay Downs Drive
35. Sharon Road Realignment at Eastburn Road
36. Colony Road Emergency Access Upgrades
37. Adair Court Street Extension to Southwick Drive
38. Intersection Enhancements at Intersection of Barclay Downs Drive and Morrison Boulevard
39. Intersection Enhancements at Intersection of Barclay Downs Drive and Fairview Road
40. Leftover Intersection on Fairview Road at Entrance to SouthPark Mall
41. Sharon Road at Entrance to SouthPark Mall Intersection Enhancements (near Cheesecake Factory)
42. Barclay Downs Drive at Scofield Road Intersection Enhancements
43. Morrison Boulevard at Sharon Road Intersection Enhancements
44. New Traffic Signal at Intersection of Fairview Road and Valencia Terrace, Simsbury Road, or Arbor Way
45. Sharon Road at Fairview Road Intersection Enhancements

Non-CNIP Projects to Support

46. Bicycle Parking
47. Bicycle Share Program
48. Neighborhood Trail Connection Between Beverly Woods Elementary School and the Harris YMCA
49. Community Gardens
50. Carmel Road Neighborhood Park Improvements
51. New LYNX Trolley Service
52. Install Neighborhood Sidewalks
53. Address Sidewalks Gaps in the SouthPark Activity Center
54. Connect McMullen and McAlpine Creek Greenways
55. Identify New Park Opportunities on Private Property
56. Park Road Park Program and Maintenance Improvements
57. Neighborhood Traffic Circles
58. Farmer's Market
59. Improved Vehicle Access to Sharon Elementary School
60. Transit Service for Special Events at Symphony Park
61. Increase Bicycle and Pedestrian Connections to Sharon Towers

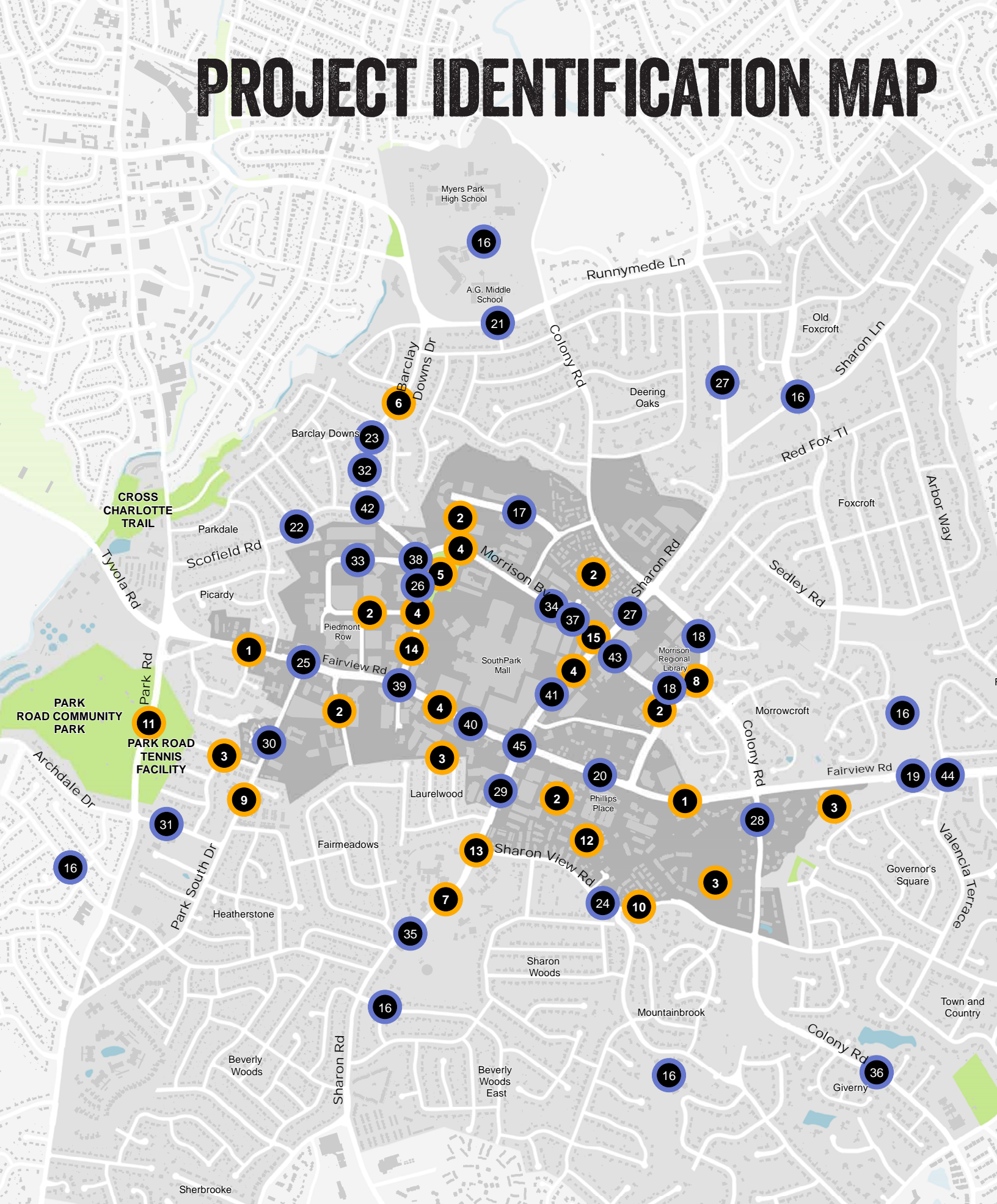
Projects in this category are not shown on the Project Identification Map on page 59.

Other Charlotte CIP Initiatives to Support in SouthPark

63. Cross Charlotte Trail (XCLT)
64. Park South Drive Extension Between Fairview Road and Carnegie Boulevard

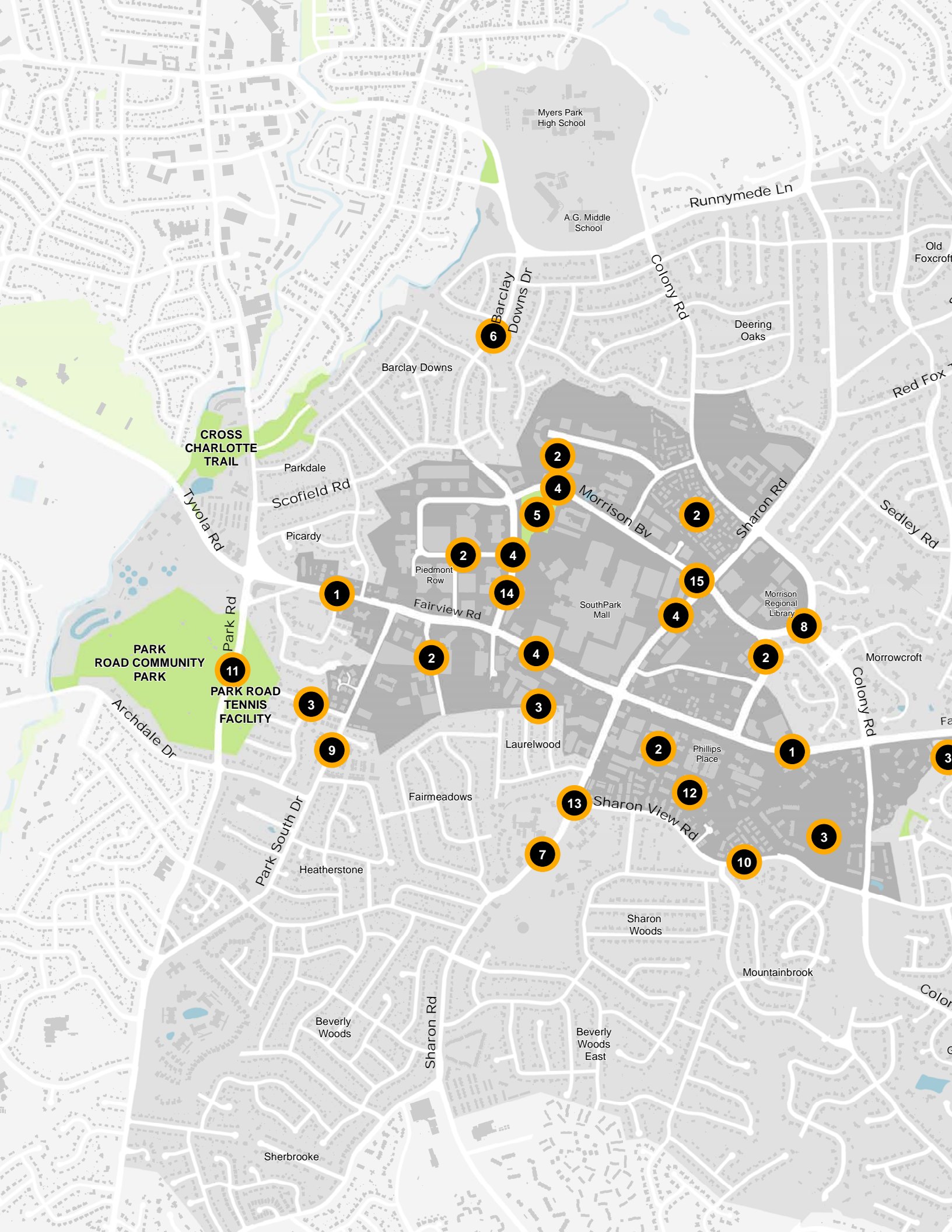
Projects in this category are not shown on the Project Identification Map on page 59.

PROJECT IDENTIFICATION MAP



 Top 15 Highlighted CNIP Projects

 Other CNIP Projects to Support



Myers Park High School

A.G. Middle School

Runnymede Ln

Colony Rd

Deering Oaks

6

Barclay Downs Dr

Barclay Downs

CROSS CHARLOTTE TRAIL

Parkdale

Scofield Rd

Tyvola Rd

Park Rd

PARK ROAD COMMUNITY PARK

PARK ROAD TENNIS FACILITY

1

2

4

5

2

4

Morrison Bv

2

Sharon Rd

Sedley Rd

Piedmont Row

14

SouthPark Mall

15

Morrison Regional Library

8

Fairview Rd

2

4

2

Colony Rd

Morrowcroft

Archdale Dr

3

3

1

Park South Dr

9

3

3

2

Phillips Place

1

Fairmeadows

13

12

3

Heatherstone

7

Sharon View Rd

10

Sharon Woods

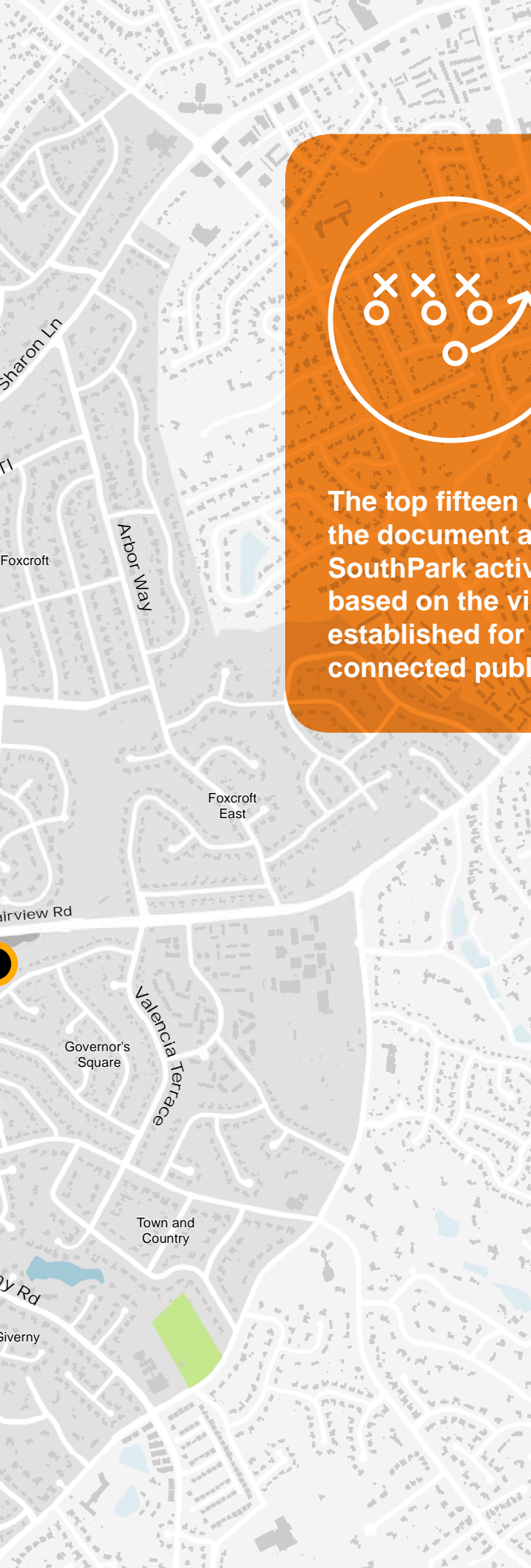
Mountainbrook

Beverly Woods

Sharon Rd

Beverly Woods East

Sherbrooke



TOP 15

HIGHLIGHTED CNIP PROJECTS

The top fifteen CNIP projects described in this section of the document are seen as the most transformative for the SouthPark activity center and its surrounding neighborhoods based on the vision and guiding principles (ranking criteria) established for building a stronger, vibrant, and more connected public realm throughout the SouthPark CNIP area.

Legend

-  Top 15 Highlighted CNIP Projects

Recommended Projects

01

Fairview Trail

A bicycle and pedestrian path that provides a safe and comfortable connection for residents, visitors, and employees along the core of the SouthPark Activity Center to the nearby Cross Charlotte Trail.



The illustration is intended as an early concept for the type of project identified during the CNIP planning process (the starting point for discussion), and could change significantly based on new information uncovered during future planning studies, engineering design plans, partnering opportunities, etc.

Guiding Principles Supported by the Project



Evolving Activity Center



Park-Once Environment



Increase Greenspace



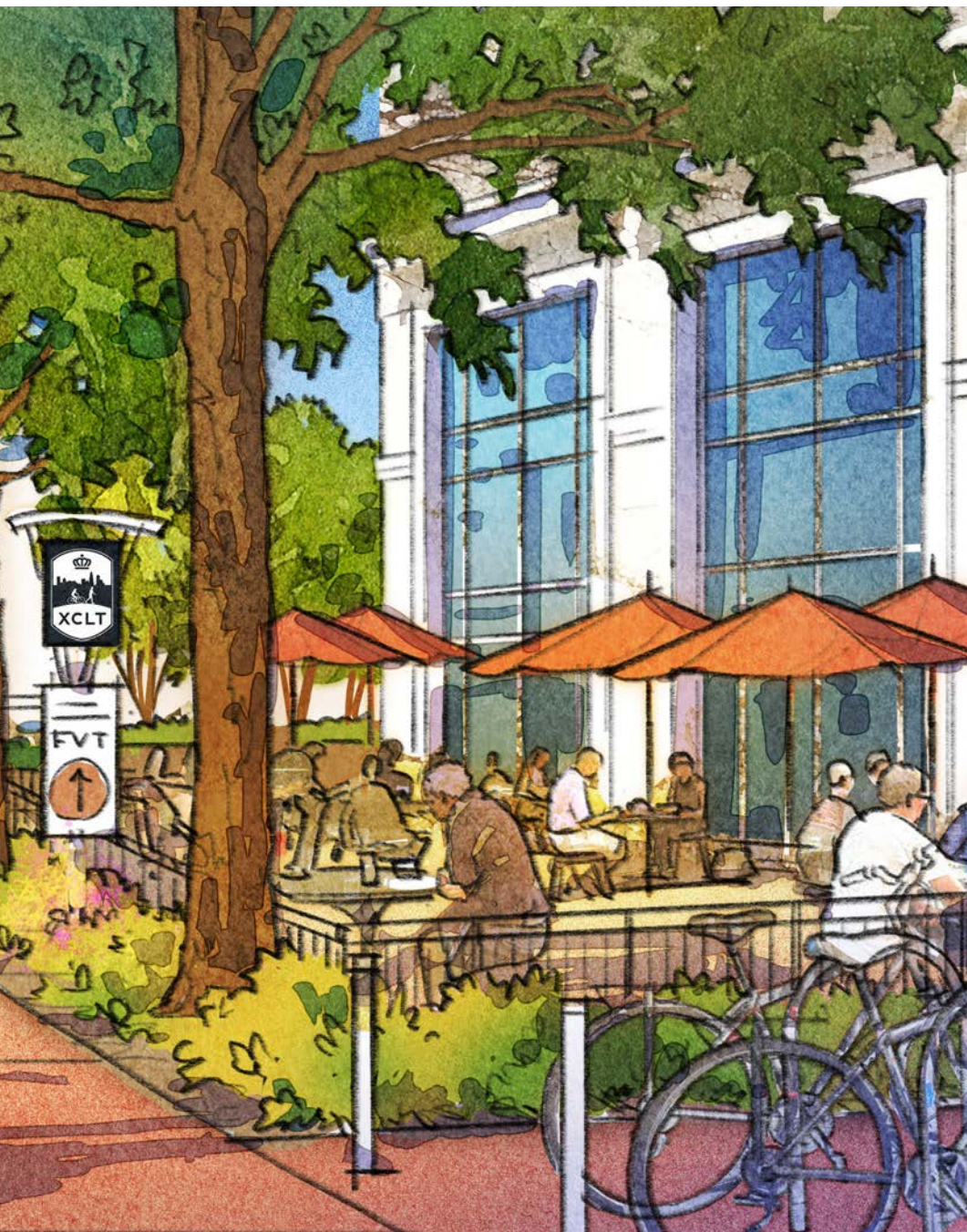
Economic Vibrancy & Sense of Place



Public & Private Investments



Strategic Partnerships



The Fairview Trail is a bicycle and pedestrian path that connects destinations both within the SouthPark activity center and to the Cross Charlotte Trail (XCLT). By offering a safe, attractive, and direct connection between the activity center and the XCLT, it opens up opportunities to attract trail users to shops and restaurants in SouthPark. It also connects neighborhoods to key destinations along a busy corridor in the heart of SouthPark. The Fairview Trail consists of a multi-use path for bicyclists and pedestrians, separated from motor vehicle traffic by a wide landscaped buffer. As an urban linear greenspace, locations along the Trail may include active spaces – plazas, cafe seating, fountains, trailheads, etc. – in adjacent buildings or the spaces between them.

The route is assumed to run adjacent to Fairview Road between Carmel Road and Park Road, and continue west across Park Road to connect to the XCLT. The concept assumes the Fairview Trail will be continuous along the north side with potential parallel routes along the south side of Fairview. A framework plan for the Fairview Trail is the next step in the process, which will organize the concept’s vision, design elements, key destinations, etc. and coordinate its implementation.

Built examples for the Fairview Trail include Little Sugar Creek Greenway along King’s Drive and the Rail Trail in South End.

Recommended Projects

02

Cultural Loop

A bicycle and pedestrian path that connects neighborhoods, shops, restaurants, hotels, and parks in the SouthPark activity center.

The Cultural Loop is a three-mile bicycle and pedestrian path that connects shops, restaurants, hotels, and parks in the SouthPark activity center. It offers a healthy and convenient way to explore the area, and magnifies the impacts of private investments in or near the public realm by connecting destinations and public spaces together - creating a larger attraction and greater experience for residents, employees, and visitors in the activity center. Emphasis on a dynamic, high-quality experience along the Loop will incorporate custom signage, lighting, furnishings, public art, and landscaping that creates a consistent brand and unique sense of place for the area.

The route's early concept uses existing and proposed streets to connect a system of walk-to and bike-to destinations in the activity center. Small pockets of land adjacent to the route – some in the public right-of-way and some on irregular, unused portions of private property – provide the opportunity to create public plazas, seating areas, etc. that turn the system of streets into linear parks.

A framework plan for the Cultural Loop will organize the concept's vision, design elements, key destinations, etc. and coordinate its implementation. Built examples for the Cultural Loop in SouthPark include the Indianapolis Cultural Trail and New York High Line Park.



Guiding Principles Supported by the Project



Evolving Activity Center



Park-Once Environment



Increase Greenspace



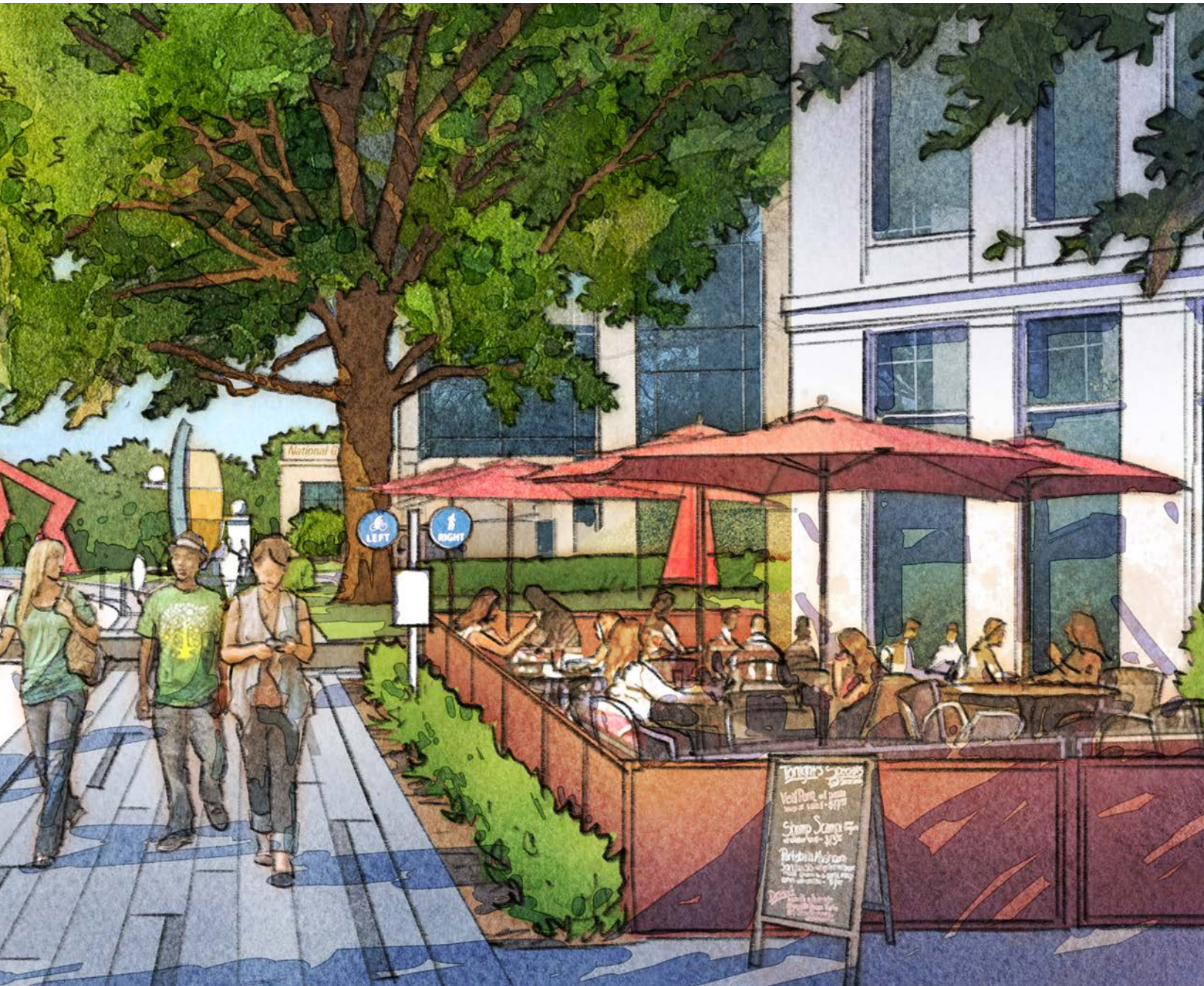
Economic Vibrancy & Sense of Place



Public & Private Investments



Strategic Partnerships



The illustration is intended as an early concept for the type of project identified during the CNIP planning process (the starting point for discussion), and could change significantly based on new information uncovered during future planning studies, engineering design plans, partnering opportunities, etc.

Recommended Projects

03

Backlot Trail

A bicycle and pedestrian path that connects SouthPark neighborhoods with Park Road Park, the Cross Charlotte Trail, Charlotte Country Day School, and neighborhood trail systems.



The illustration is intended as an early concept for the type of project identified during the CNIP planning process (the starting point for discussion), and could change significantly based on new information uncovered during future planning studies, engineering design plans, partnering opportunities, etc.

Guiding Principles Supported by the Project



Evolving Activity Center



Bicycle & Pedestrian Access



Increase Greenspace



Economic Vibrancy & Sense of Place



Strategic Partnerships



The Backlot Trail is a bicycle and pedestrian path that connects SouthPark neighborhoods with Park Road Park, the Cross Charlotte Trail, Charlotte Country Day School, and neighborhood trail systems. It is also a project originally identified by the community and provided to the CNIP coordination team for further evaluation. It offers a less intense, more natural setting for traveling to the activity center with backdoor access to some neighborhoods, shops, restaurants, and hotels immediately south of Fairview Road.

The route's early concept uses on- and off-street facilities to provide a continuous connection, including Duke Energy powerline easements and perimeter buffer/setback areas around existing development. One or more neighborhood stub streets (dead end streets) could connect to the trail and provide residents walk-to or bike-to access to both regional parks and greenways and destinations in the activity center. A framework plan for the Backlot Trail will organize the concept's vision, design elements, key destinations, etc. and coordinate its implementation. The length of the overall project concept (from the Cross Charlotte Trail to Charlotte Country Day School) makes it an ideal candidate for phasing (splitting the large project into several smaller projects) to expedite construction. The route's first phase will run from Park South Drive to Park Road Park.

Recommended Projects

04

SouthPark Loop

A bicycle and pedestrian path proposed around the perimeter of SouthPark Mall.

The SouthPark Loop is an improved bicycle and pedestrian path around the perimeter of SouthPark Mall. It will be designed as a grand promenade with ample width for movement and social interaction and visually-unifying elements around the loop. Symphony Park at the northwest corner of the SouthPark Loop will be a focal point of the promenade with spaces and activities planned for year round use (see Symphony Park Upgrades described on page 48). The SouthPark Loop complements the Cultural Loop and forms a key portion of the Fairview Trail between Barclay Downs Drive and Sharon Road.

The Loop's early concept is inspired by recommendations in the Urban Land Institute's study in 2016: *Envisioning a More Walkable, Multimodal Future for SouthPark*. A framework plan for the SouthPark Loop will organize the concept's vision, design elements, key destinations, etc. and coordinate its implementation. Built examples for the Loop include the Atlanta Beltline, and Cherry Creek Trail in Denver.

The illustration is intended as an early concept for the type of project identified during the CNIP planning process (the starting point for discussion), and could change significantly based on new information uncovered during future planning studies, engineering design plans, partnering opportunities, etc.



Guiding Principles Supported by the Project



Evolving Activity Center



Park-Once Environment



Increase Greenspace



Economic Vibrancy & Sense of Place



Public & Private Investments



Strategic Partnerships



Recommended Projects

05

Symphony Park Upgrades

Early ideas for activating Symphony Park for residents, employees, and visitors in SouthPark.

Symphony Park is located in the northwest corner of SouthPark Mall and serves as the best near-term opportunity to provide large, active green space in a single location for the activity center. The park is actually on private property – maintained by Simon Property Group – and accessible to the public because of a permanent access and use easement. Special events programmed at the Park include the Charlotte Symphony Orchestra’s Summer Pops Series and large-scale festivals, carnivals, walks, and runs. The Urban Land Institute declared the Park the best opportunity to provide a heart for the larger SouthPark public realm and challenged leaders to think about ways to better use the space for daily visits by members of the community (see the ULI document entitled *Envisioning a More Walkable, Multimodal Future for SouthPark* for more information).

Early ideas for activating Symphony Park include child play areas, interactive fountains, intimate seating areas, WiFi hotspots, art-in-the-park, or an elevated walkway through the trees near Barclay Downs Drive. A development program for the park will evaluate the early ideas and others, recommend a master plan and important design elements, and coordinate their implementation. One or more ideas for the park may require



Guiding Principles Supported by the Project



Evolving Activity Center



Increase Greenspace



Economic Vibrancy & Sense of Place



Public & Private Investments



Strategic Partnerships



amendments to the permanent access and use easement on the property. Implementing any recommendations for the park must include private sector or non-profit partner participation.

The illustration is intended as an early concept for the type of project identified during the CNIP planning process (the starting point for discussion), and could change significantly based on new information uncovered during future planning studies, engineering design plans, partnering opportunities, etc.

Recommended Projects

06

Barclay Downs Sidewalk

A sidewalk that connects residents with nearby schools and destinations in the SouthPark activity center.



Guiding Principles Supported by the Project



Bicycle & Pedestrian Access



A new sidewalk on Barclay Downs Drive – between Runnymede Lane and Scofield Road – will connect nearby residents with schools in the CMS Myers Park Campus, as well as to Symphony Park, SouthPark Mall, and commercial destinations within the core of the activity center. The sidewalk project will include a planting strip to separate pedestrians from vehicle traffic.

A preferred side of the street, typical alignment and design treatment, and special conditions in the corridor (design constraints) will be highlighted in a future planning feasibility study.

The illustration is intended as an early concept for the type of project identified during the CNIP planning process (the starting point for discussion), and could change significantly based on new information uncovered during future planning studies, engineering design plans, partnering opportunities, etc.

Recommended Projects

07

Sharon Road Sidewalks

Improvements to create a better pedestrian environment adjacent to Sharon Road and make the street more comfortable for walking to the SouthPark activity center.

Investments in the pedestrian environment for Sharon Road – between Colony Road and Sulkirk Road – will make it a more pleasant experience for short trips between destinations in the activity center and longer trips from neighborhoods to the south. Early ideas for consideration include wider sidewalks, planting strips, pedestrian lighting, and crosswalk enhancements. A corridor study will highlight preferred alignments, design treatments, and special conditions in the corridor.



The illustration is intended as an early concept for the type of project identified during the CNIP planning process (the starting point for discussion), and could change significantly based on new information uncovered during future planning studies, engineering design plans, partnering opportunities, etc.

Guiding Principles Supported by the Project



Bicycle & Pedestrian Access



Economic Vibrancy & Sense of Place



Recommended Projects

08

Morrison Colony Intersection Enhancement

Re-configure the intersection to add greenspace in the SouthPark activity center and make it more comfortable for walking to and from the Morrison Library.



Guiding Principles Supported by the Project



Evolving Activity Center



Bicycle & Pedestrian Access



Increase Greenspace



Economic Vibrancy & Sense of Place



Strategic Partnerships



The intersection of Morrison Boulevard and Colony Road is currently a backdoor entrance to the SouthPark activity center, and the front door to the newly renovated Morrison Library – an important community resource and asset many residents like to walk to. Proposed improvements to the intersection will remove the two right turn slip lanes (the two lanes separate from the main intersection) and add crosswalks in all three directions. Existing right-of-way in the northwest and southwest corners of the intersection – between the existing right turn slip lanes and traditional T-intersection – provides the opportunity to add much needed park, plaza, and green space to the activity center.

Programming the new park and open space at the intersection will occur during design of the new intersection. Emphasis should be on creating a space at the southwest corner to encourage daily visits by members of the community and exploring opportunities at the northwest corner to extend programs and activities at the library outdoors.

The illustration is intended as an early concept for the type of project identified during the CNIP planning process (the starting point for discussion), and could change significantly based on new information uncovered during future planning studies, engineering design plans, partnering opportunities, etc.

Recommended Projects

09

Park South Drive Complete Street Upgrade

Street improvements that provide and/or improve facilities for vehicle, bicycle, pedestrian and transit use in the corridor.

Park South Drive – between Fairview Road and Park Road – is identified as a complete street candidate, which is a street designed to accommodate the needs of pedestrians, bicycles, transit, and motor vehicles in the same travel corridor. The general design and priorities for a complete street will vary by location – influenced by adjacent land uses, development intensities, street spacing and driveway locations, traffic volumes, transit service, right-of-way constraints, etc. A future assessment for Park South Drive would be needed to identify a typical section and needed improvements, prioritize travel modes within the existing right-of-way, estimate planning level cost estimates, and establish an implementation plan.



The illustration is intended as an early concept for the type of project identified during the CNIP planning process (the starting point for discussion), and could change significantly based on new information uncovered during future planning studies, engineering design plans, partnering opportunities, etc.

Guiding Principles Supported by the Project



Evolving Activity Center



Bicycle & Pedestrian Access



Increase Greenspace



Recommended Projects

10

Sharon View Road Complete Street Upgrades

Street improvements that provide and/or improve facilities for vehicle, bicycle, pedestrian and transit use in the corridor.



Guiding Principles Supported by the Project



Evolving Activity Center



Bicycle & Pedestrian Access



Increase Greenspace



Sharon View Road – between Sharon Road and Colony Road – is identified as a complete street candidate, which is a street designed to accommodate the needs of pedestrians, bicycles, transit, and motor vehicles in the same travel corridor. The general design and priorities for a complete street will vary by location – influenced by adjacent land uses, development intensities, street spacing and driveway locations, traffic volumes, transit service, right-of-way constraints, etc. A future assessment for Sharon View Road will be needed to identify a typical section and needed improvements, prioritize travel modes within the existing right-of-way, estimate planning level cost estimates, and establish an implementation plan.

The illustration is intended as an early concept for the type of project identified during the CNIP planning process (the starting point for discussion), and could change significantly based on new information uncovered during future planning studies, engineering design plans, partnering opportunities, etc.

Recommended Projects

11

Park Road Signalized Mid-Block Pedestrian Crossing

A mid-block signalized crosswalk that provides a pedestrian connection from the tennis courts to Park Road Community Park.

Park Road Community Park is physically divided by Park Road, a major four-lane thoroughfare that carries significant traffic volumes at all times of the day. Crossing Park Road to access park facilities on either side of the street and interest in visiting the Park in general is expected to increase significantly with completion of the Cross Charlotte Trail (XCLT).

A signalized mid-block pedestrian crossing at the existing crosswalk north of the entrance to the tennis courts will include signal heads, signage, and pavement markings.



The illustration is intended as an early concept for the type of project identified during the CNIP planning process (the starting point for discussion), and could change significantly based on new information uncovered during future planning studies, engineering design plans, partnering opportunities, etc.

Guiding Principles Supported by the Project



Bicycle & Pedestrian Access



Increase Greenspace



Recommended Projects

12

Phillips Place to Sharon View Neighborhoods Street Connection

A connection that provides better access to Phillips Place and other developments for nearby residents.



Guiding Principles Supported by the Project



Evolving Activity Center



Bicycle & Pedestrian Access



Economic Vibrancy & Sense of Place



Public & Private Investments



Residents in the Sharon Woods and Mountainbrook Neighborhoods are within short travel distance of restaurant, retail, and entertainment uses in Phillips Place; however, they cannot access them without traveling a long and circuitous route. This often encourages people to drive to relatively close destinations. A feasibility study will be performed in the general area south of Phillips Place to identify one or more potential street connections between the neighborhoods and mixed-use destination. One or more of the potential street connections identified may be implemented through the private sector as part of a rezoning or development application.

The illustration is intended as an early concept for the type of project identified during the CNIP planning process (the starting point for discussion), and could change significantly based on new information uncovered during future planning studies, engineering design plans, partnering opportunities, etc.

Recommended Projects

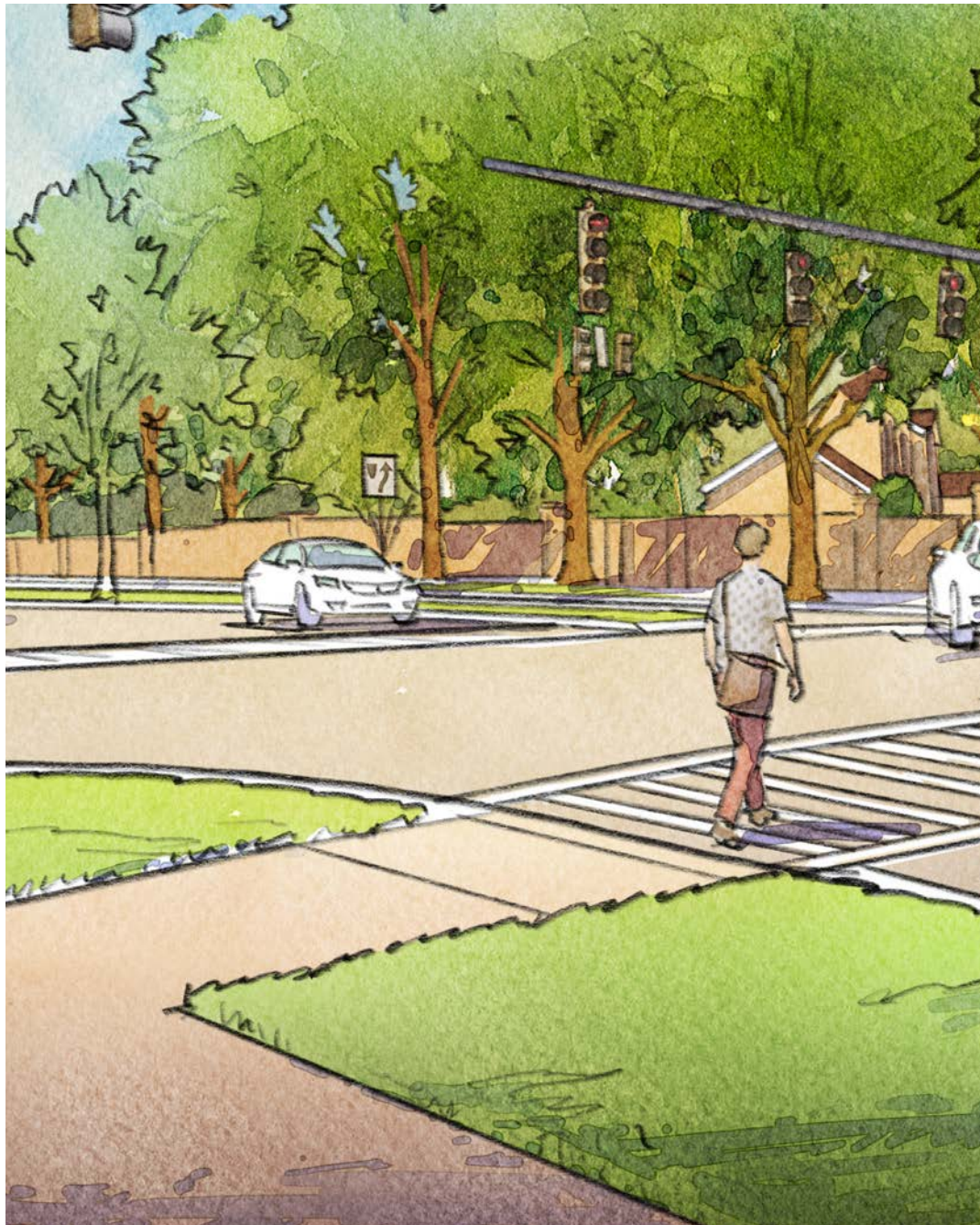
13

Sharon and Sharon View Intersection Enhancement

Re-configure the intersection to function better for pedestrians, bicyclists, and motor vehicles.

The intersection of Sharon Road and Sharon View Road is a gateway to the SouthPark activity center. Proposed improvements to the intersection will reconfigure travel lanes and center islands for more efficient use by pedestrians, bicycles, and motor vehicles.

A traffic signal design study would be needed to identify intersection geometry, signal phasing, lighting, and crosswalk needs. Implementing recommendations from the traffic signal design study should include developer participation and funding.



The illustration is intended as an early concept for the type of project identified during the CNIP planning process (the starting point for discussion), and could change significantly based on new information uncovered during future planning studies, engineering design plans, partnering opportunities, etc.

Guiding Principles Supported by the Project



Bicycle & Pedestrian Access



Recommended Projects

14

Barclay Downs Drive Conversion, Morrison Boulevard to Fairview Road

Street improvements that provide facilities for vehicle, bicycle, pedestrian, and transit use in the corridor.

Barclay Downs Drive – between Morrison Boulevard and Fairview Road – is a four-lane road designated to move people on the west side of the activity center. Other roads in urbanizing areas of Charlotte have successfully been converted to “complete streets” by reducing the number of travel lanes and reprioritizing the space for bicycles, pedestrians, and transit to support new urban development patterns and intensities.

The proposed project will reduce the number of travel lanes on Barclay Downs Drive from four to two with left turn lanes at key locations. The space will be reprioritized for bicycles and pedestrians allowing for shorter trips between home, work, school, and shopping destinations in the activity center. Enhanced crosswalks at Morrison Boulevard, Carnegie Boulevard, Bulfinch Road, and Fairview Road will support more interaction between SouthPark Mall, Piedmont Row, ZOM, and the large office, residential, and retail buildings in between them.



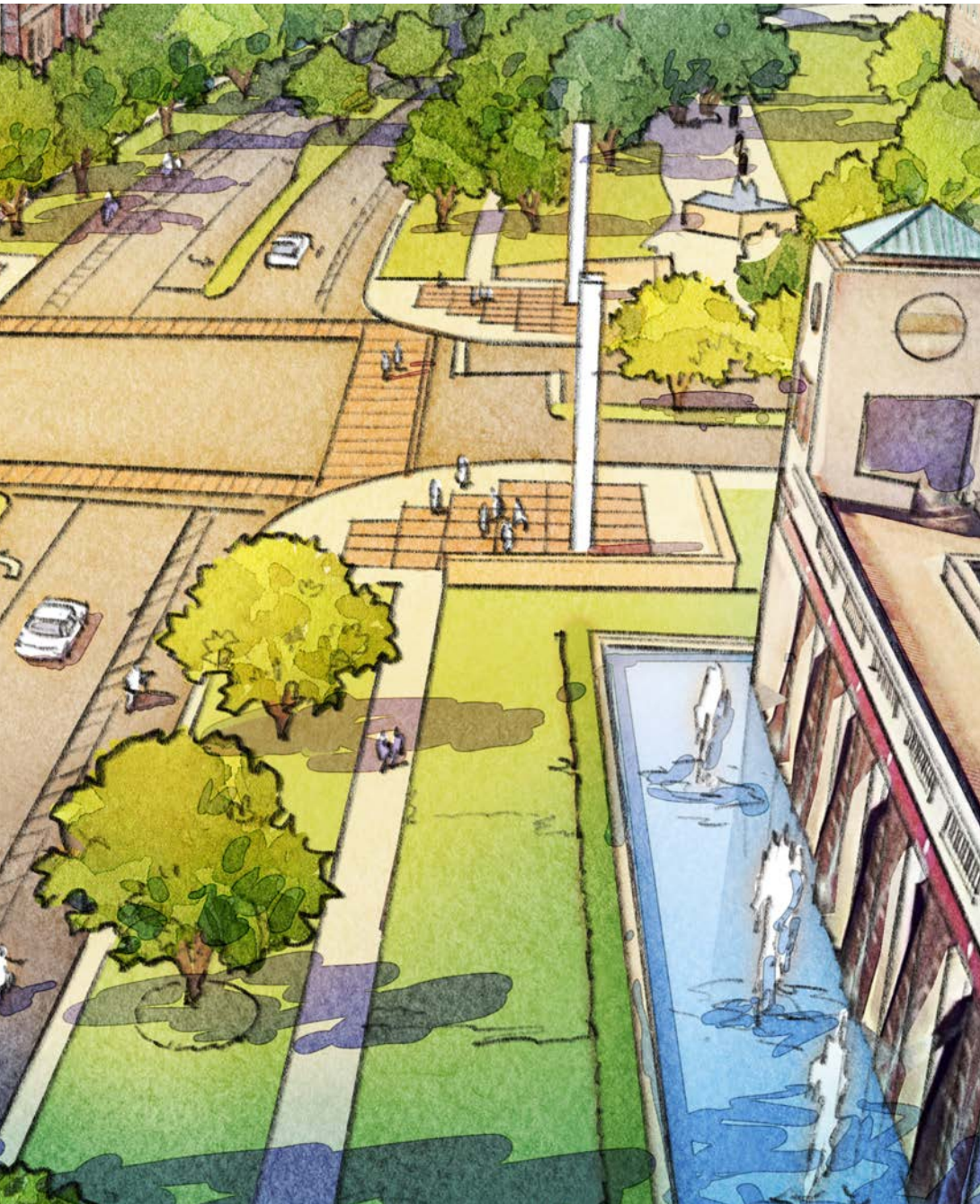
Guiding Principles Supported by the Project



Evolving Activity Center



Park-Once Environment



A corridor study will need to be completed to quantify the impacts to traffic congestion and travel patterns in the area before a reduction in travel lanes is considered feasible. If supported, the corridor study will also identify a typical section and needed improvements, prioritize travel modes within the existing right-of-way, estimate planning level cost estimates, and establish an implementation plan.

The illustration is intended as an early concept for the type of project identified during the CNIP planning process (the starting point for discussion), and could change significantly based on new information uncovered during future planning studies, engineering design plans, partnering opportunities, etc.

Recommended Projects

15

Morrison Boulevard between Barclay Downs Drive and Sharon Road

Identify new opportunities for crossing Morrison Boulevard between Barclay Downs Drive and Sharon Road.



Guiding Principles Supported by the Project



Evolving Activity Center



Bicycle & Pedestrian Access

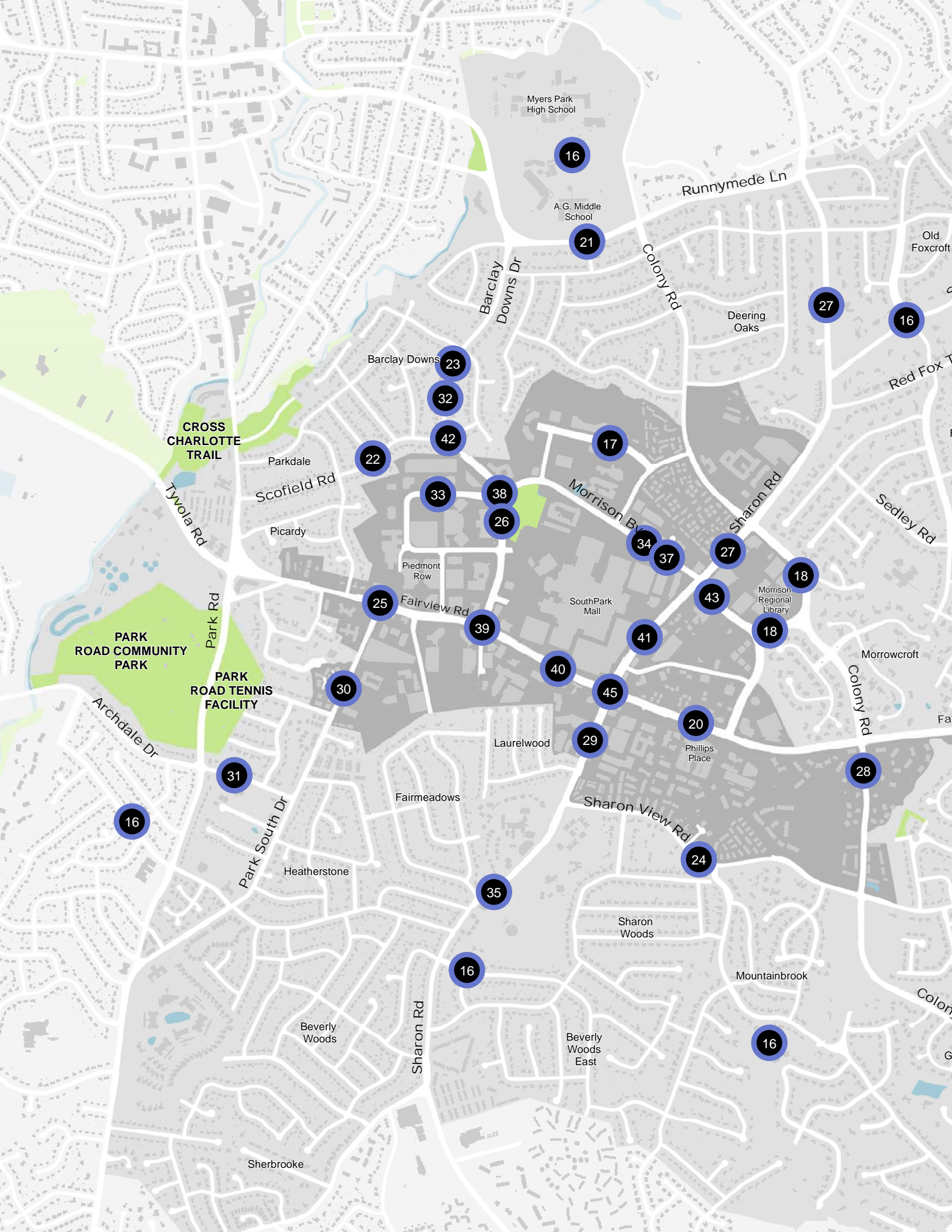


Park-Once Environment



Morrison Boulevard – between Barclay Downs Drive and Sharon Road – is populated with residential, hotel, restaurant, retail, and office uses that offer great opportunities to replace driving trips with walking or biking trips between close-by destinations. A future assessment will be needed to identify new crossing opportunities (or enhanced crossing opportunities at existing locations) on Morrison Boulevard.

The illustration is intended as an early concept for the type of project identified during the CNIP planning process (the starting point for discussion), and could change significantly based on new information uncovered during future planning studies, engineering design plans, partnering opportunities, etc.



Myers Park High School

16

A.G. Middle School

21

Runnymede Ln

27

16

Deering Oaks

Barclay Downs Dr

Barclay Downs

23

32

42

17

CROSS CHARLOTTE TRAIL

Parkdale

Scofield Rd

22

33

26

Morrison Blvd

34

37

27

Sharon Rd

18

43

18

Morrison Regional Library

Picardy

Piedmont Row

25

Fairview Rd

39

SouthPark Mall

41

PARK ROAD COMMUNITY PARK

PARK ROAD TENNIS FACILITY

30

40

45

20

Phillips Place

28

Archdale Dr

Park Rd

Park South Dr

31

16

Fairmeadows

Laurelwood

29

Sharon View Rd

24

Heatherstone

35

Sharon Woods

Mountainbrook

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Beverly Woods

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Beverly Woods East

Sharon Rd

Sherbrooke

Old Foxcroft

Red Fox T

Sedley Rd

Morrowcroft

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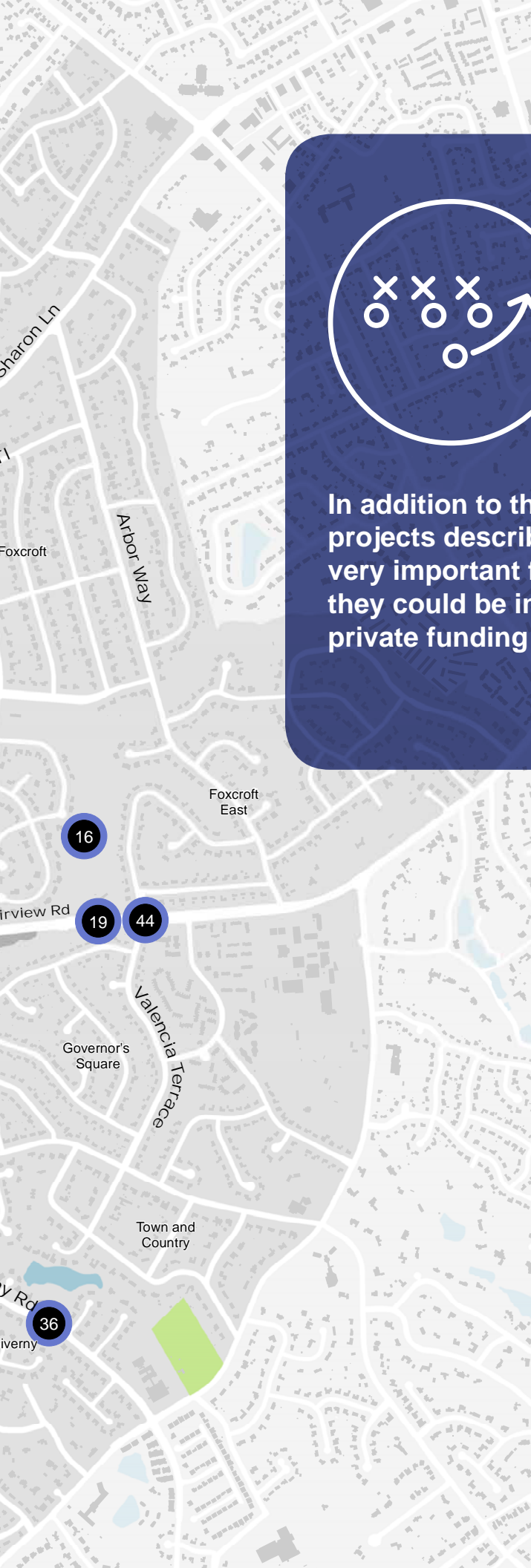
Colony

G



OTHER CNIP PROJECTS TO SUPPORT

In addition to the Top 15 highlighted projects, the CNIP projects described in this section of the document are also very important for SouthPark. Generally smaller in scope, they could be implemented through future public and/or private funding opportunities.



Legend

-  Other CNIP Projects to Support

Recommended Projects

16

Park Loop

Park Loop is a large, circular trail system around the activity center that will connect neighborhoods with other multimodal facilities. Existing roads and trails will be improved with way-finding, branding, and enhanced crossings at some locations.



17

Rexford Valley

Rexford Road is imagined as a vibrant public space that accommodates growth, change, and shifting needs. A place where Smart City technologies foster convenience, safety, health, and efficiency, and local companies test their technology and products in their front yard. This street becomes the “IT-focused place” for tech companies in Charlotte. Improvements to the corridor eligible for CNIP funding would be limited to streetscape improvements. It is assumed private sector funding will be an important part of this project’s implementation.



Source: Continental Automotive (<https://www.continental-automotive.com/en-gl/Passenger-Cars/Interior/Comfort-Security/Intelligent-Street-Light-Control>)

Recommended Projects

18

Morrison Boulevard & Colony Road Sidewalk Gap Project (Near Morrison Regional Library)

This project will fill in the sidewalk gaps along Colony Road and Morrison Boulevard near the Morrison Regional Library. This project will not provide pedestrian crossings along Colony Road or Morrison Boulevard.

19

Fairview Road Sidewalk Improvements (Linking to Foxcroft East Trail System)

This project will provide pedestrian access between the existing sidewalk on Fairview Road and the tunnel under Fairview Road that connects to the Foxcroft East trail system near Valencia Terrace.

20

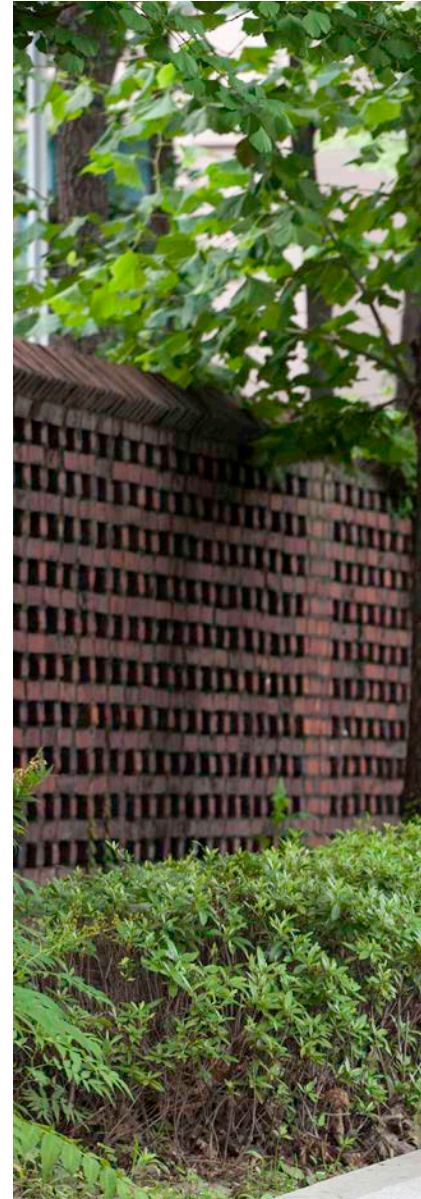
Fairview Road Between Sharon Road & Arbor Way

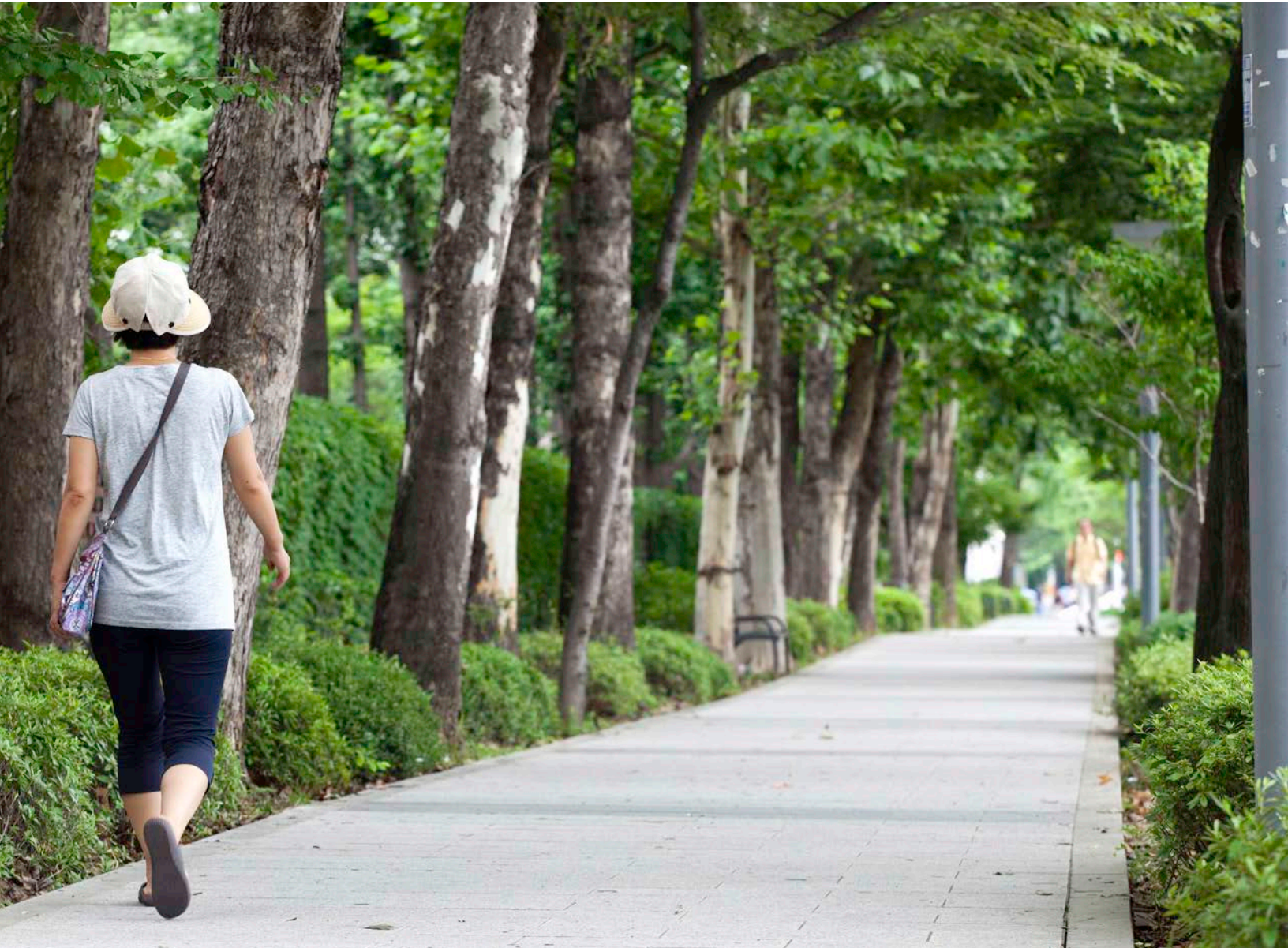
This project seeks to identify and construct up to two crossing opportunities or improve existing crossings on Fairview Road between Sharon Road and Arbor Way.

21

A.G. Middle School, Near Intersection of Lacie Lane & Runnymede Lane

This project would investigate the potential for a signalized crossing at AG Middle School/Lacie Lane and Runnymede Lane.





22

Briar Creek Greenway Wayfinding

This project will program wayfinding improvements on Scofield Road and Wintercrest Lane to link bicyclists and pedestrians from Barclay Downs Drive with the Briar Creek Greenway being built by the Mecklenburg County Park and Recreation Department (with connections to the new Cross Charlotte Trail, XCLT). Wayfinding and path amenities considered for the new connection may include signage, path delineation/ markings, intersection treatments, and bicycle parking.

Recommended Projects

23

Barclay Downs Drive Between Runnymede Lane and Morrison Boulevard

This project seeks to identify and construct up to two crossing opportunities or improve existing crossings on Barclay Downs Drive between Morrison Boulevard and Fairview Road.

24

Sharon View Road Between Sharon Road and Colony Road

This project seeks to identify and construct up to two new crossing opportunities or improve existing crossings on Sharon View Road.

25

Fairview Road Between Sharon Road & Park Road

This project seeks to identify and construct up to two new crossing opportunities or improve existing crossings on Fairview Road between Sharon Road and Park Road.

26

Barclay Downs Drive Between Morrison Boulevard & Fairview Road

This project seeks to identify and construct up to two new crossing opportunities or improve existing crossings on Barclay Downs Drive between Morrison Boulevard and Fairview Road.





27

Sharon Road Between Fairview Road & Runnymede Lane

This project seeks to identify and construct up to three new crossing opportunities (or improve existing crossings) on Sharon Road between Fairview Road and Runnymede Lane.

28

Colony Road Between Sharon Road & Sharon View Road

This project seeks to identify and construct up to two new crossing opportunities or improving existing crossings on Colony Road from Sharon Road to Sharon View Road.

29

Sharon Road Between Fairview Road & Eastburn Road

This project seeks to identify and construct up to two new crossing opportunities or improve existing crossings on Sharon Road between Fairview Road and Eastburn Road.

30

Park South Drive Between Fairview Road and Park Road

This project seeks to identify and construct up to two new crossing opportunities or improve existing crossings on Park South Drive.

Recommended Projects

31

Archdale Drive Complete Street Upgrade, Park South Drive to Cross Charlotte Trail

Archdale Drive Complete Street Upgrades will seek to improve bicycle and pedestrian accommodations along Archdale Drive from Park South Drive to Little Sugar Creek and the Cross Charlotte Trail, as well as identify any needed improvements for motor vehicles.

32

Barclay Downs Drive Complete Street Upgrade, Runnymede Lane to Scofield Road

This project will seek to add bicycle and pedestrian facilities on either one or both sides of Barclay Downs Drive (behind the existing curb line) between Runnymede Lane and Scofield Road.

33

Carnegie Boulevard Conversion (Entire Corridor)

This project will seek to convert Carnegie Boulevard from a four-lane road to a two-lane road with bicycle accommodations, pedestrian accommodations, on-street parking, and/or an enhanced streetscape. Street conversions require a technical analysis to confirm final feasibility of the project.





Recommended Projects



34

Morrison Boulevard Conversion, Sharon Road to Barclay Downs Drive

This project will seek to convert Morrison Boulevard from a four-lane street to a two-lane street with bicycle and pedestrian facilities between Sharon Road and Barclay Downs Drive. Street conversions require a technical analysis to confirm final feasibility of the project.

35

Sharon Road Realignment at Eastburn Road

This project will re-align the curve of Sharon Road at Eastburn Road to improve safety. This project will also potentially reconfigure the intersection of Eastburn Road and Sharon Road and signalize the intersection, if warranted.

36

Colony Road Emergency Access Upgrades

This project will install a mountable curb and pavers within both sides of the median on Colony Road through Giverny to allow for emergency vehicles to pass stopped traffic on Colony Road.



37

Adair Court Street Extension to Southwick Drive

This project will involve working with the property owner to extend Adair Court to Southwick Drive, thus providing easier access and more direct routes for all users.

38

Barclay Downs Drive at Morrison Boulevard Intersection Enhancements

This project will optimize the intersection of Barclay Downs Drive and Morrison Boulevard for vehicles, pedestrians, and bicyclists. The intersection will also be enhanced as a signature intersection in SouthPark that serves as a demarcation leaving the activity center and entering a neighborhood.

39

Barclay Downs Drive at Fairview Road Intersection Enhancements

This project will re-configure the intersection of Barclay Downs Drive and Fairview Road to create a safer intersection for bicyclists, pedestrians, and motorists.

Recommended Projects

40

Leftover Intersection, Fairview Road at Entrance to SouthPark Mall

This project would improve motorist, bicycle, and pedestrian safety at the mall entrance across from Sharon Corners by providing a “leftover” crossing. The project consists of signaling left turns into the mall, while also providing a new, two-stage signalized bicycle and pedestrian crossing.

41

Sharon Road at SouthPark Mall Entrance Enhancements

This project will investigate enhancing the intersection of Sharon Road with the mall entrance at Cheesecake Factory to provide a safer pedestrian and bicycle crossing.

42

Barclay Downs Drive at Scofield Road Intersection Enhancements

This project will study the feasibility of installing a traffic circle at the intersection of Barclay Downs Drive and Scofield Road. If considered feasible, it will fund the design and construction of a traffic circle at this location.

43

Morrison Boulevard at Sharon Road Intersection Enhancements

This project will enhance the intersection of Morrison Boulevard and Sharon Road to create better crossing opportunities for pedestrians and bicyclists.





44

Sharon Road at Eastburn Road (New Traffic Signal)

This project will reconfigure the intersection of Eastburn Road and Sharon Road, and potentially install a traffic signal if warranted.

45

Fairview Road at Valencia Terrace, Simsbury Road, or Arbor Way (New Traffic Signal)

This project will install a new traffic signal and create a new pedestrian crossing on Fairview Road at either Valencia Terrace, Simsbury Road, or Arbor Way.

46

Sharon Road at Fairview Road Intersection Enhancements

This project will study options to enhance the pedestrian and bicycle crossings at Sharon Road and Fairview Road.





NON-CNIP PROJECTS TO SUPPORT

There were a number of projects identified during the CNIP planning process that are important to the long-term sustainability of the SouthPark area but are not eligible for CNIP funding. However, these projects are still included in the document as opportunities to improve the SouthPark area.

Recommended Projects

Bicycle Parking

Increase the number of bicycle parking locations in the SouthPark activity center, whether in new investments for the public realm or on private property (as required by City ordinance).



Bicycle Share Program

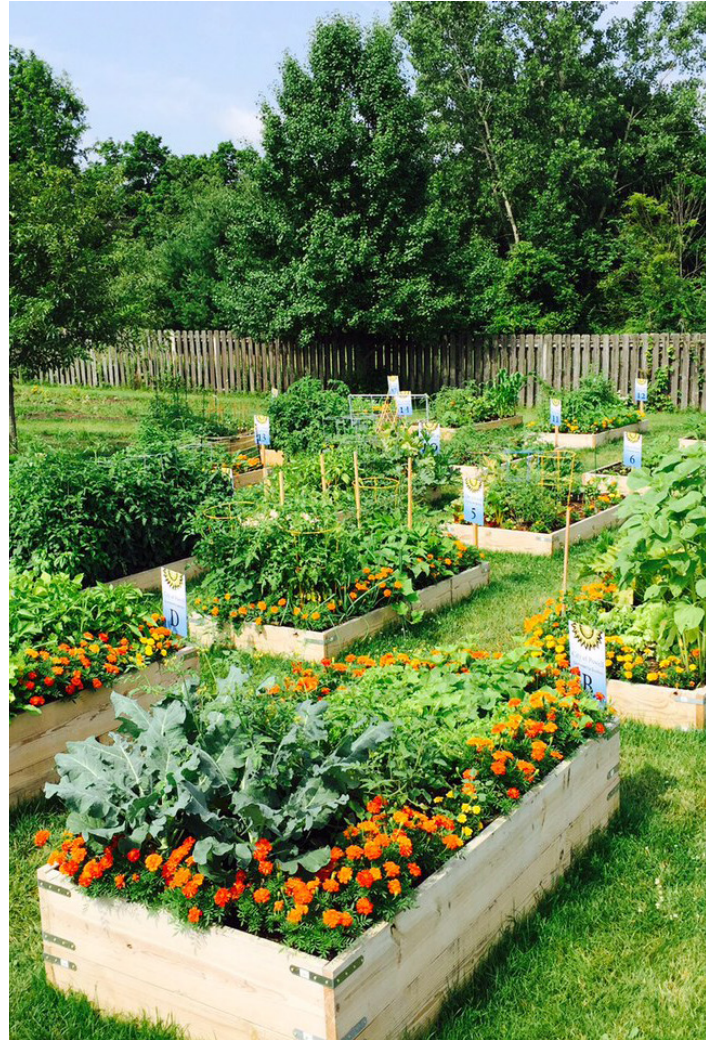
Promote bicycle share programs in the SouthPark activity center that tie into the larger bicycle share programs being run in Charlotte — Charlotte B-cycle, LimeBike, Spin, Mobike, and Ofo.

Neighborhood Trail Connection

Install an ADA-compliant trail connection between Quail Hollow Road and the intersection of Hinsdale Street and Champaign Street to serve the Beverly Woods Elementary School and Harris YMCA. Consider opportunities for a safe and convenient crossing of Quail Hollow Road as part of the feasibility study.

Community Gardens

Identify a program, technical resources, and funding opportunities to install community gardens in SouthPark area neighborhoods.



Carmel Road Park Improvements

Program new facilities and equipment at Carmel Road Neighborhood Park that reinforce its function as a small, walk-to activity center for residents. Consider a splash park as the focal point of the new park improvements.

New CityLYNX Gold Line Connection

Advocate for new trolley/bus service on Fairview Road that connects the SouthPark activity center with the CATS LYNX Blue Line at the Tyvola Station.



Install Neighborhood Sidewalks

Install sidewalks on neighborhood streets to connect residents with the larger system of sidewalks, trails, and greenways identified for the SouthPark activity center.



Address Sidewalk Gaps in the Activity Center

Identify sidewalk gaps in the SouthPark activity center and program improvements to complete the system.

Greenway Connections

Partner with the Mecklenburg County Park and Recreation Department to explore opportunities to connect the McMullen and McAlpine Creek Greenways.



Identify New Park Opportunities on Private Property

Look for opportunities to build new parks in the SouthPark area, including pocket parks, neighborhood parks, or continuous greenspace along floodplains.

Park Road Park Maintenance & Programming

Coordinate with the Mecklenburg County Parks and Recreation Department and non-profit volunteer groups to maintain facilities at the Park Road Community Park (especially during peak use). Also consider other programming ideas for the Park that meet the needs of small children, individual and team sports, and personal fitness.

Recommended Projects

Neighborhood Traffic Circles

Study the potential for adding small, neighborhood traffic circles at appropriate locations in SouthPark neighborhoods to calm traffic on local streets, reduce collisions at intersections, and make neighborhood streets safer for all users.



Farmer's Market

Continue to support interests in the SouthPark area for a farmer's market.



Vehicular Access to Sharon Elementary School

Study vehicle circulation and time of day use of local streets surrounding Sharon Elementary School and determine if improvements can be made to manage demands during peak periods of the day.

Transit Service to Special Events at Symphony Park

Explore opportunities to provide transit service for special events at Symphony Park as a means to mitigate traffic congestion around the events and provide greater access to potential visitors.

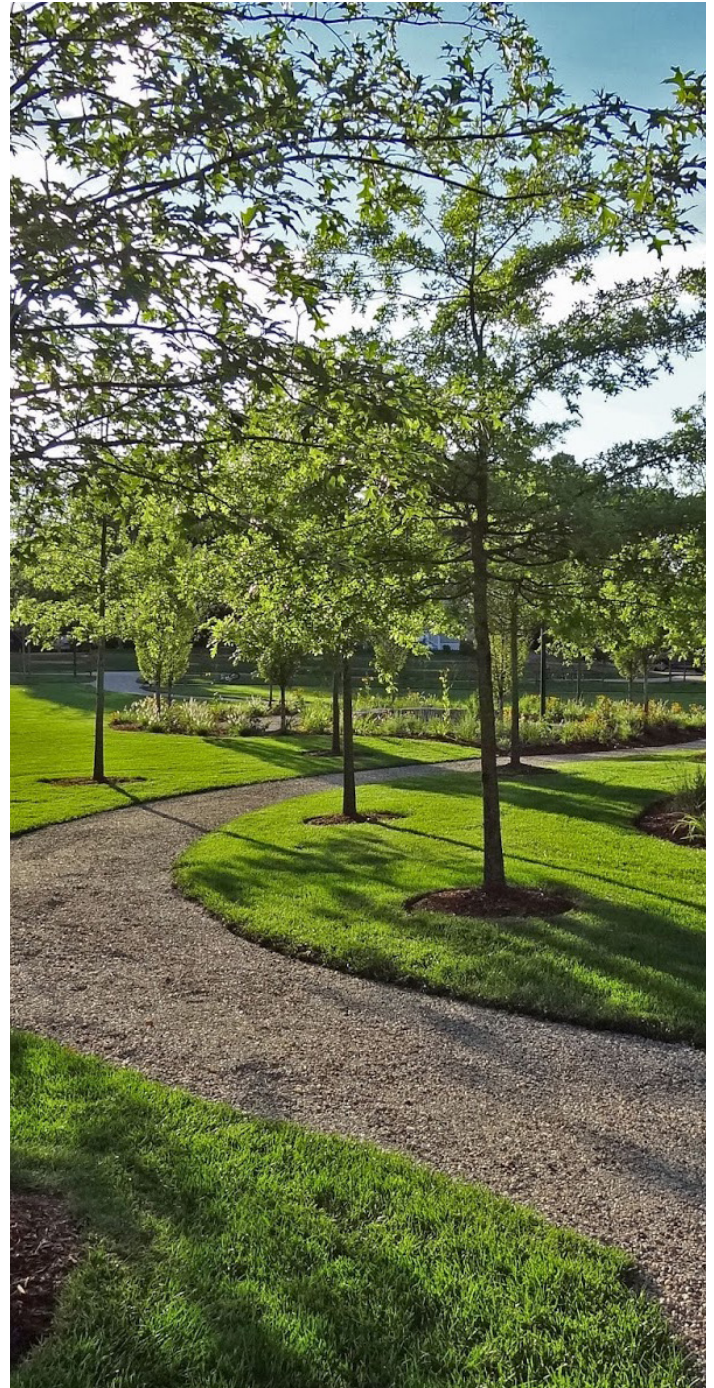
Increase Connections within the Activity Center

Ensure that, as new destinations emerge within the SouthPark activity center, they are well-connected to each other and to surrounding neighborhoods. This will allow for easier access and more direct routes for all users.



Identify New Park Opportunities on Private Property

Look for opportunities to build new parks in the SouthPark area -- including pocket parks, neighborhood parks, or continuous greenspace along floodplains -- in future development projects.



What's Next For CNIP?

This document captures the vision, guiding principles, and project lists for investing in a complete and consistent public realm for SouthPark, which improves the quality of life of the area as an inviting place for active public spaces. It has been written as a playbook – able to respond to dynamic shifts in the market, project partners, and investment opportunities – and structured so that all projects are ready to move on to the next step of implementation at any time.

Not all projects in the document will receive CNIP funding at this time. It will be important for the community and the private sector to collectively advocate for SouthPark and find other funding sources and projects by which they can be completed. Most projects will require a planning study, engineering design plans, and funding schedule before construction begins. Projects will be implemented over time for many reasons, including leveraging opportunities, timing, community input, and available funding.

Work will begin immediately to implement the first round of projects funded with \$5 million from the voter-approved bond referendum in 2016. An additional \$10 million is included in the 2018 bond package that will go to voters in the Fall of 2018. Residents, employees, business owners, developers, etc. who participated in the visioning process should now become part of the implementation team.

01

Continue to advocate for the projects and keep them relevant;

02


Stay engaged with the City and their partners and ask questions when necessary.

03

Work together on issues shared in the community.

04

Help organize interests for funding/constructing more projects or initiatives presented in the document.



Find opportunities to champion the projects presented in this document for future planning studies, policy and ordinance writing, and rezoning applications. Remember project implementation can be a long process, and the community's ability to advocate for projects and keep them relevant will position SouthPark well for additional project investments.

The Southpark CNIP planning process has been a great collaboration between public, private, and community interests with a shared vision for improving the activity center and surrounding neighborhoods. The City of Charlotte is a convenient conduit between these interests while making improvements to the public realm, and all parties should continue to coordinate and ask questions of each other during the implementation process.

There was great interest and participation in the SouthPark CNIP process, in part, because groups were willing to work together on issues shared in the community. Building on the partnerships started before CNIP, and strengthened through the CNIP planning process, is critical to the positive momentum needed to transform the SouthPark public realm.

Market activity and private investments in SouthPark are transforming the area into an urban place, and there is a need to stay ahead of the wave in terms of funding/constructing more projects or initiatives presented in the document. Various interests in the CNIP area should work together to leverage further public and private investments, and find opportunities to build more projects that reinforce a complete and consistent public realm for SouthPark.



“Public spaces will only work if there is pedestrian activity in the area. A public space cannot attract people where there is no one there to begin with, and people do not feel safe stopping in a public space if no one is walking on the surrounding streets.”

Jane Jacobs, 1961



Technical Appendix

Supporting information prepared for the SouthPark CNIP Summary Report is published as a separate technical appendix. Copies of this material are available from the City of Charlotte Engineering and Property Management Division (or via web link at CharlotteFuture.com/southpark).



SOUTH PARK

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