



# Prosperity Hucks area plan



**DRAFT**

**Prosperity Hucks** area plan

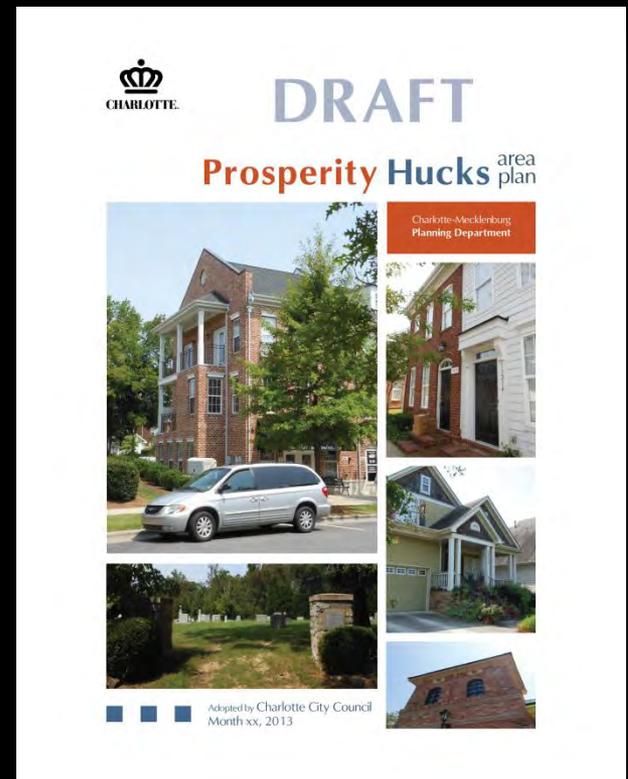
Charlotte-Mecklenburg  
Planning Department



Adopted by Charlotte City Council  
Month xx, 2013

Workshop 2  
January 10, 2013  
6:00 p.m.

1. Plan Purpose and Process
2. Existing Conditions
3. Market Analysis
4. Developing the Vision
5. What we heard from you
6. Continuing Work
7. Your further input





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# Purpose and Process



# DRAFT

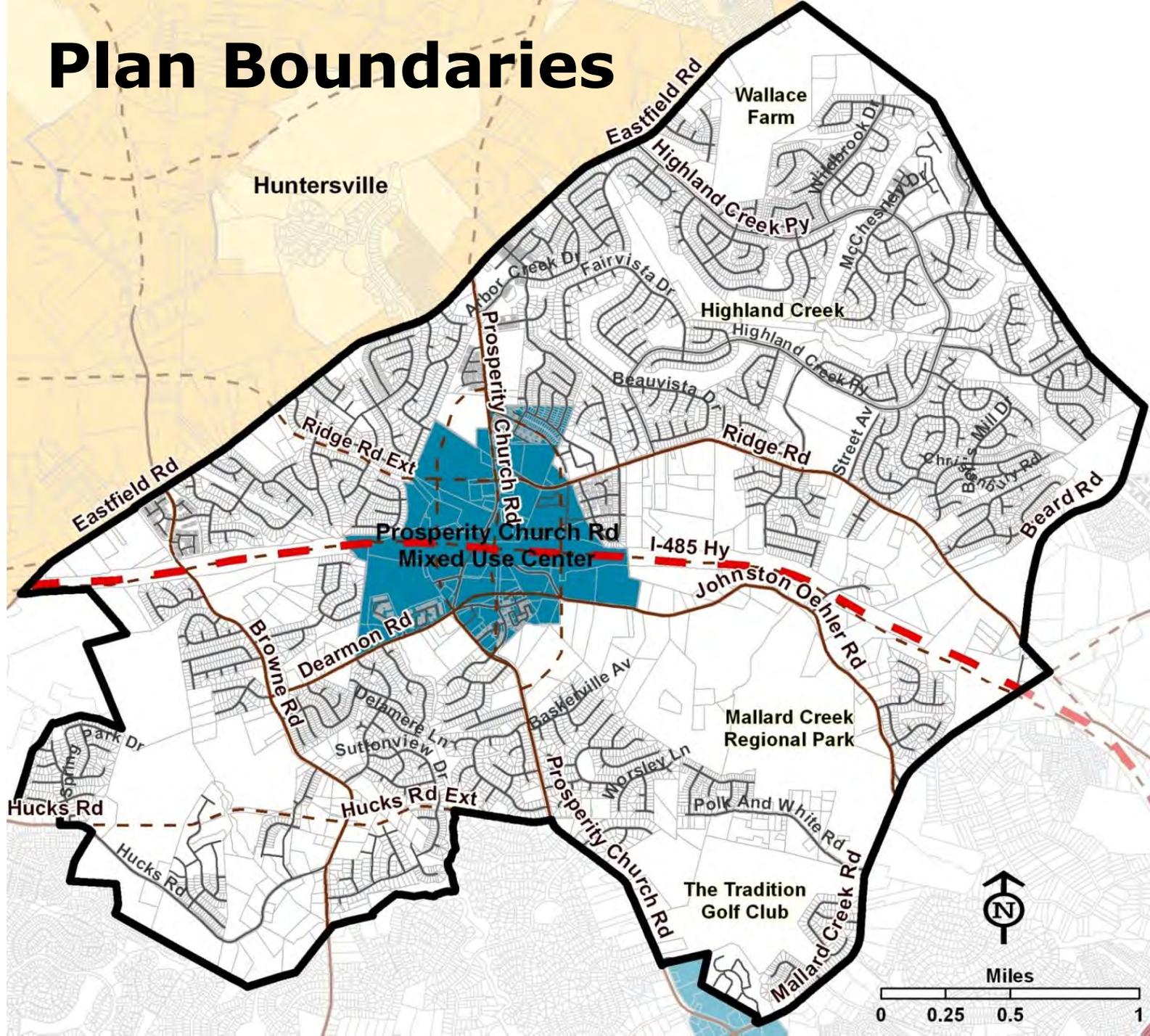
## Prosperity Hucks <sup>area</sup> plan

Charlotte-Mecklenburg  
Planning Department



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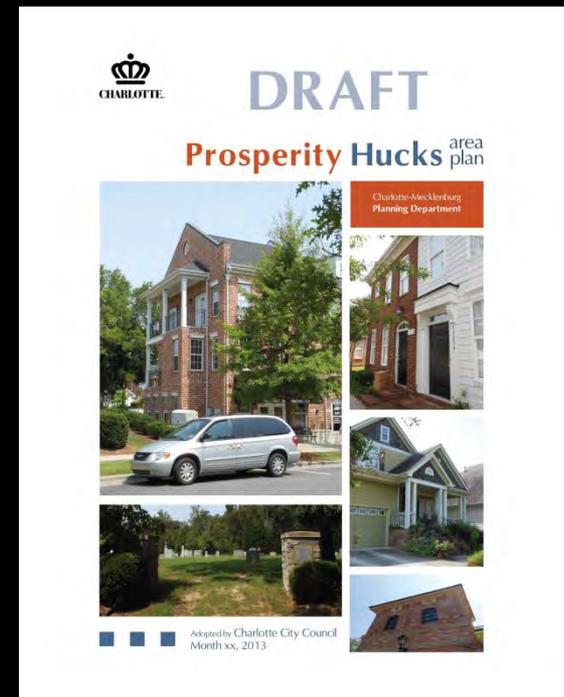
# Plan Boundaries



- **Charlotte-Mecklenburg Planning Department**
- **Mecklenburg County Park and Recreation**
- **Charlotte Mecklenburg Schools**
- **Mecklenburg-Union Metropolitan Planning Organization**
- **Charlotte Department of Transportation (CDOT)**
- **Charlotte Area Transit System (CATS)**
- **Charlotte Engineering & Property Management**
- **North Carolina Department of Transportation**

# What is an Area Plan?

- Community's Shared Vision for the Future
- Policy guide that provides a framework for future growth and development
- Has a specific geographic focus and provides detailed Land Use, Community Design, Transportation, and other recommendations
- Identifies public and private investments and strategies that should be pursued in order to realize the plan vision
- Updates the broader, more general district plans as well as older area plans



# Prosperity Church Road Villages Plan 1999

\$1.00

## **PROSPERITY CHURCH ROAD VILLAGES**

*A Land Use and Urban Design Plan for the Prosperity Church Road and I-485 Interchange*

Prepared by

Charlotte-Mecklenburg Planning Commission  
 Mecklenburg County Engineering Department  
 Charlotte Department of Transportation

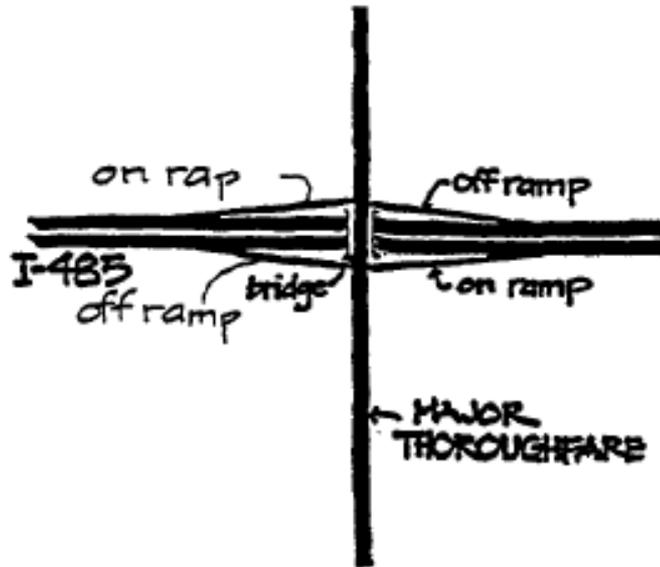
Adopted by Mecklenburg County Board of County Commissioners  
 March, 1999





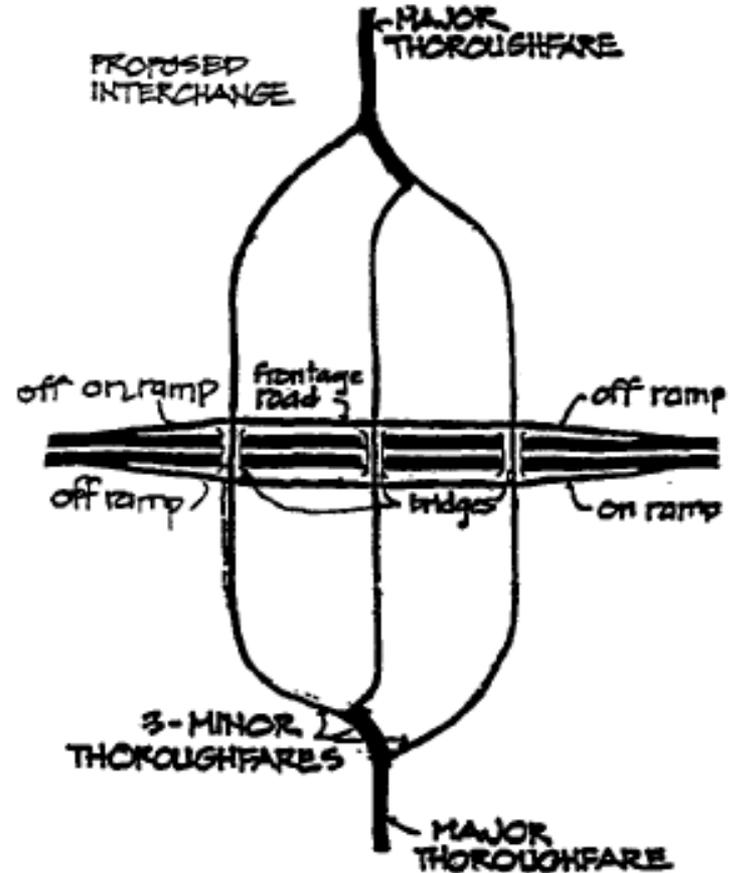
# Expressway Interchange Concept

TYPICAL DIAMOND INTERCHANGE



- unrelated development on 4 quadrants
- traffic concentrated at 1 bridge

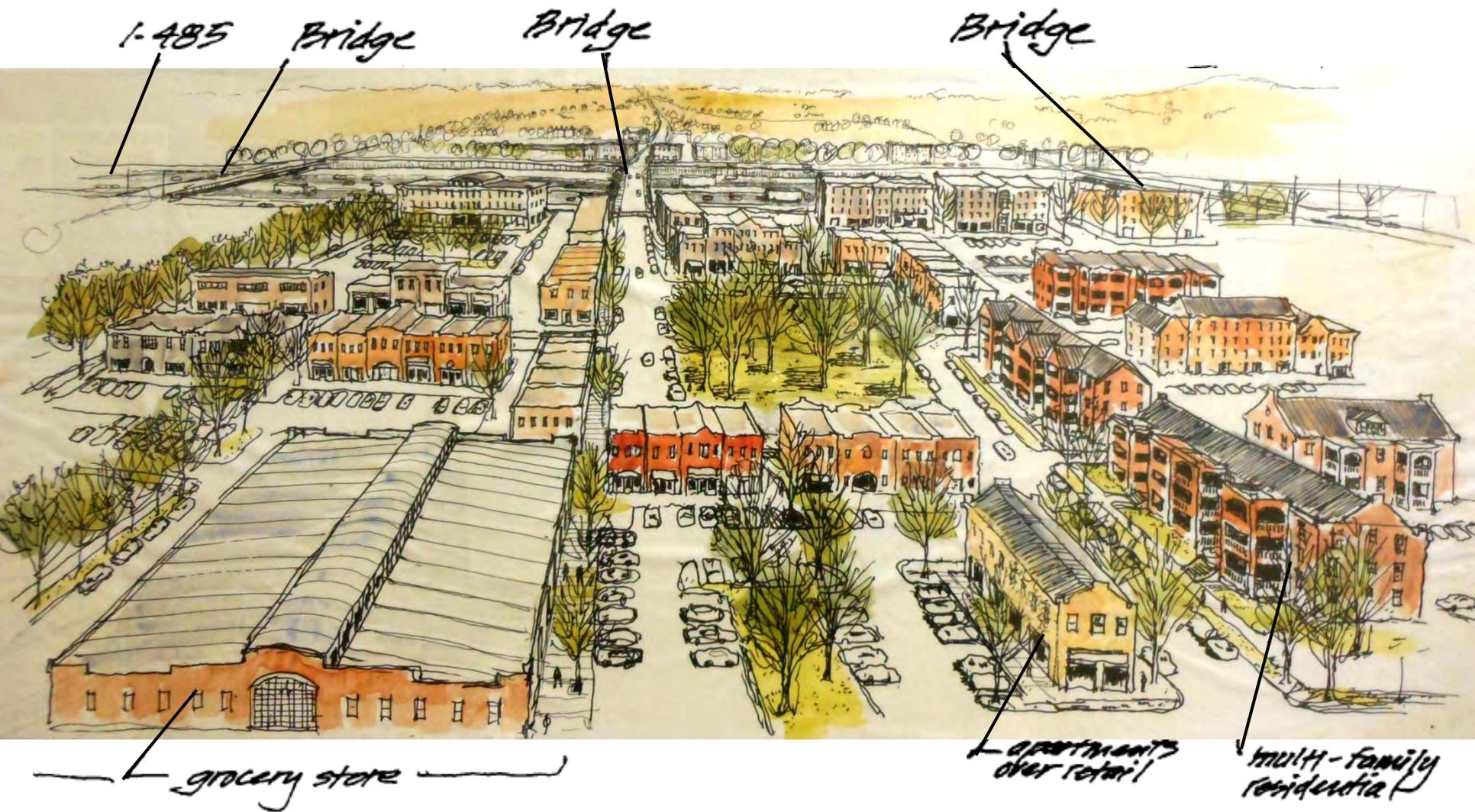
PROPOSED INTERCHANGE



- Expands opportunity for coordinated, mixed-use development
- traffic dispersed among 3 pedestrian oriented streets with 3 bridge crossings
- provides greater connectivity across I-485



# Village Center Concept

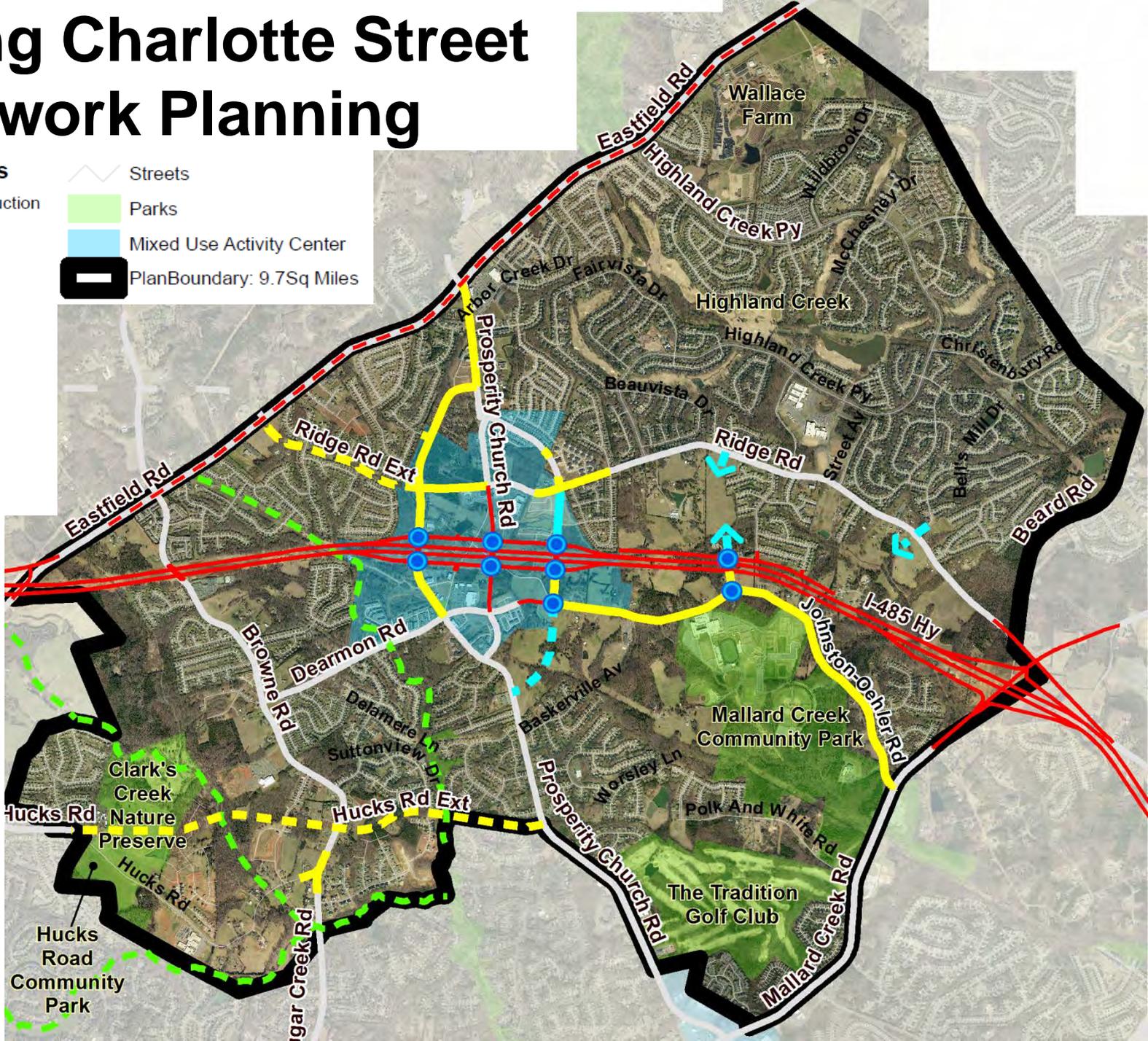


# Ongoing Charlotte Street Network Planning

## Transportation Projects

-  NC DOT, Under Construction
-  NC DOT, Unfunded
-  City, Pending
-  City, Unfunded
-  Developer, Completed
-  Developer, Unfunded
-  Roundabouts
-  Future Greenway
-  Existing Thoroughfare
-  Proposed Thoroughfare

-  Streets
-  Parks
-  Mixed Use Activity Center
-  PlanBoundary: 9.7Sq Miles

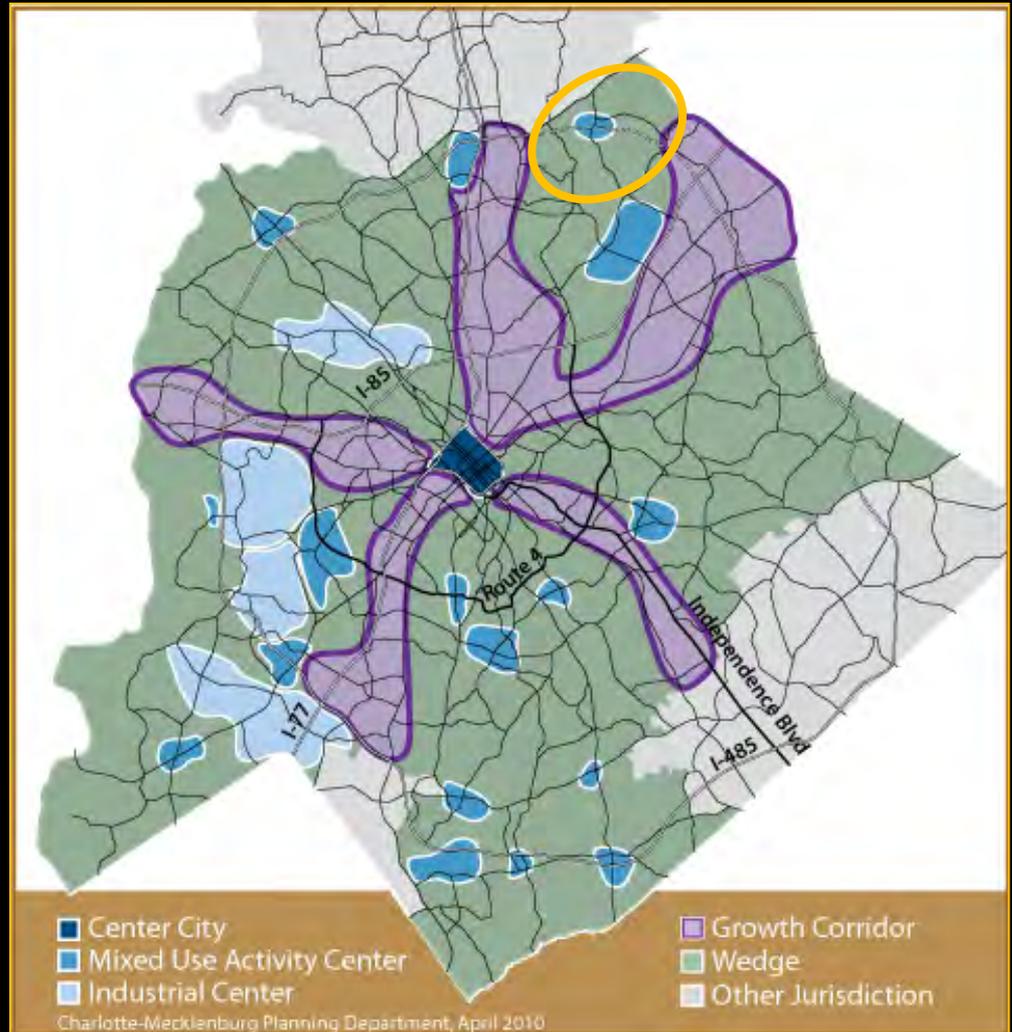


# Centers, Corridors & Wedges Growth Framework

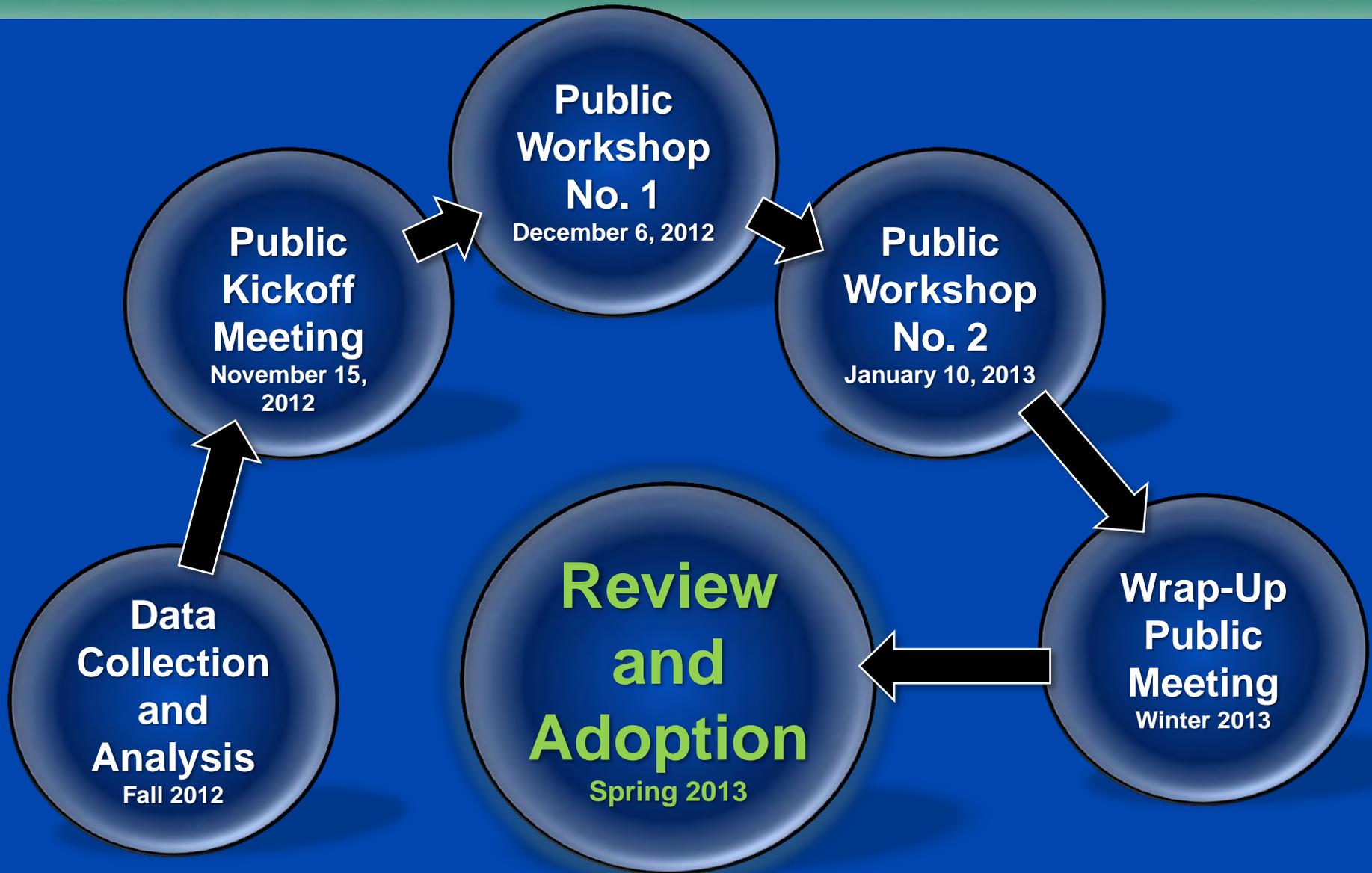
**Activity Centers** are generally appropriate for new growth, with generally increased intensity of development.

**Growth Corridors** are priority locations for new growth, but may include specific neighborhoods for preservation.

**Wedges** are predominantly low density residential with limited higher density housing and neighborhood serving commercial uses.



# Plan Development Process





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# Existing Conditions



# DRAFT

## Prosperity Hucks <sup>area</sup> plan

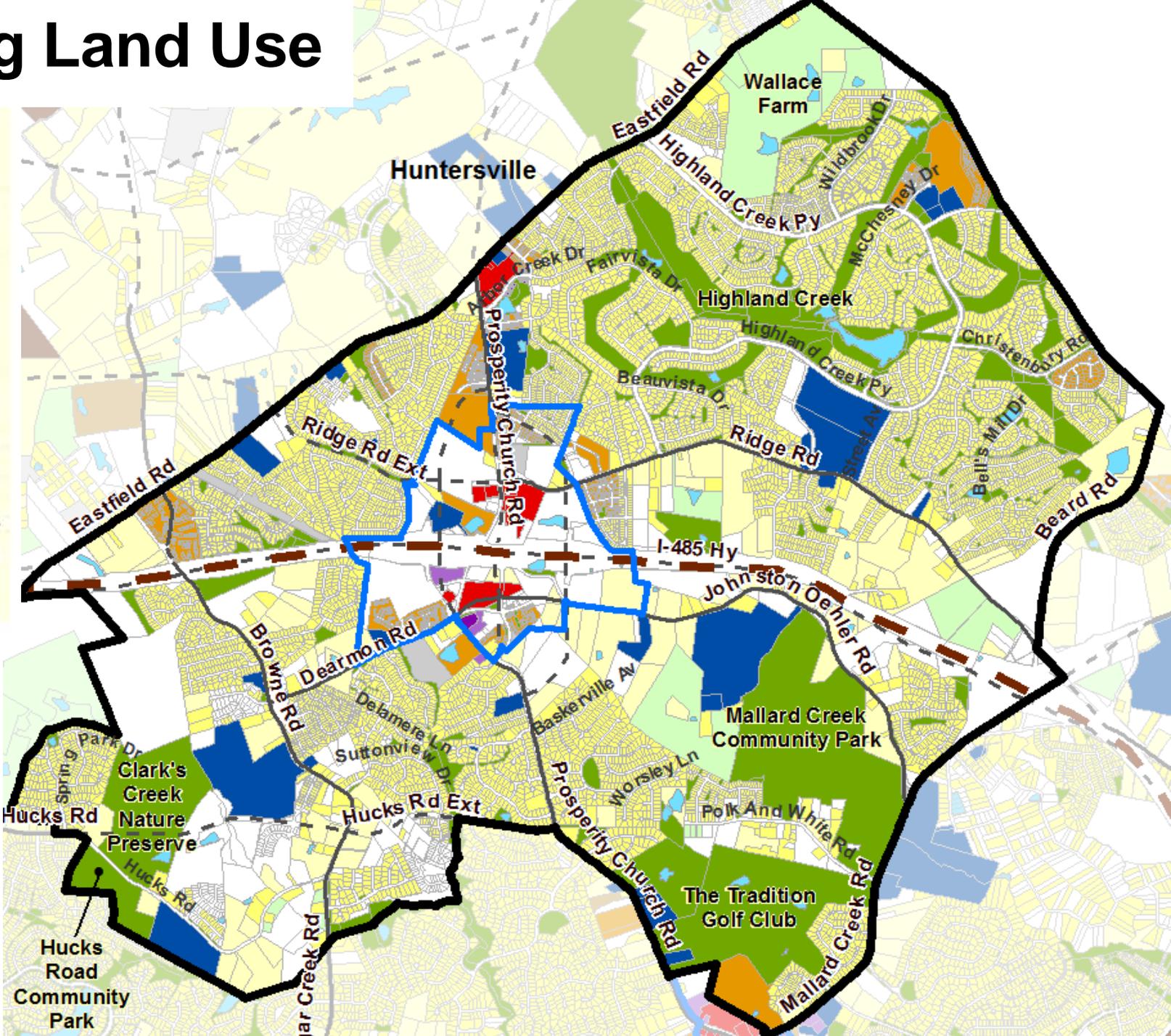
Charlotte-Mecklenburg  
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Month xx, 2013

# Existing Land Use

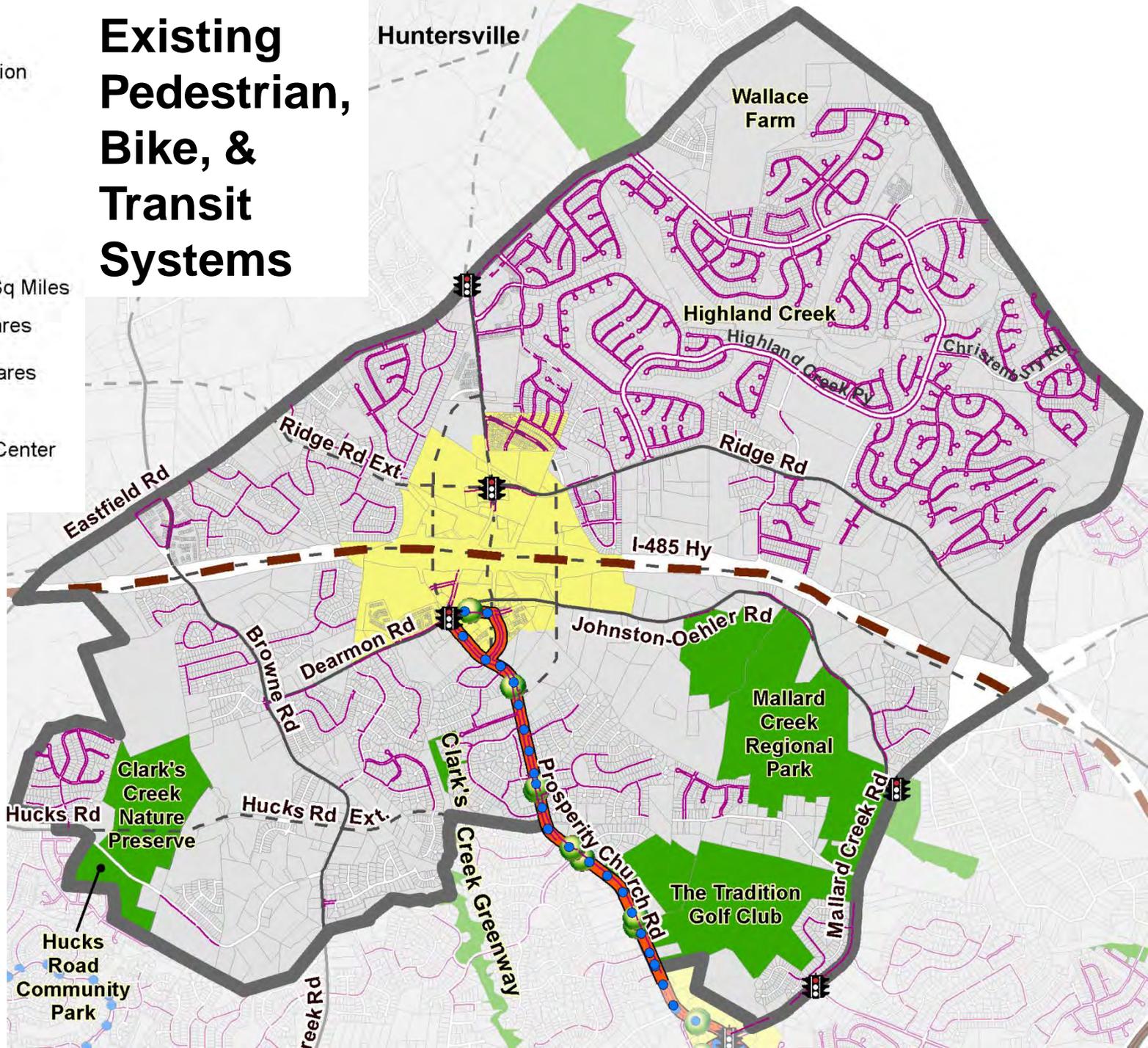
- Existing Land Use**
- Agriculture
  - Large Lot Residential
  - Single Family - Detached
  - Multi-Family
  - Civic/Institutional
  - Office
  - Retail
  - Vertical Mixed Use
  - Utility
  - Vacant
  - Open Space/Recreation
  - I-485 Under Construction
  - Existing Thoroughfares
  - Proposed Thoroughfares
  - Plan Boundary: 9.75 Sq Miles
  - Mixed Use Activity Center
  - Parcel Boundary
  - Ponds



# Legend

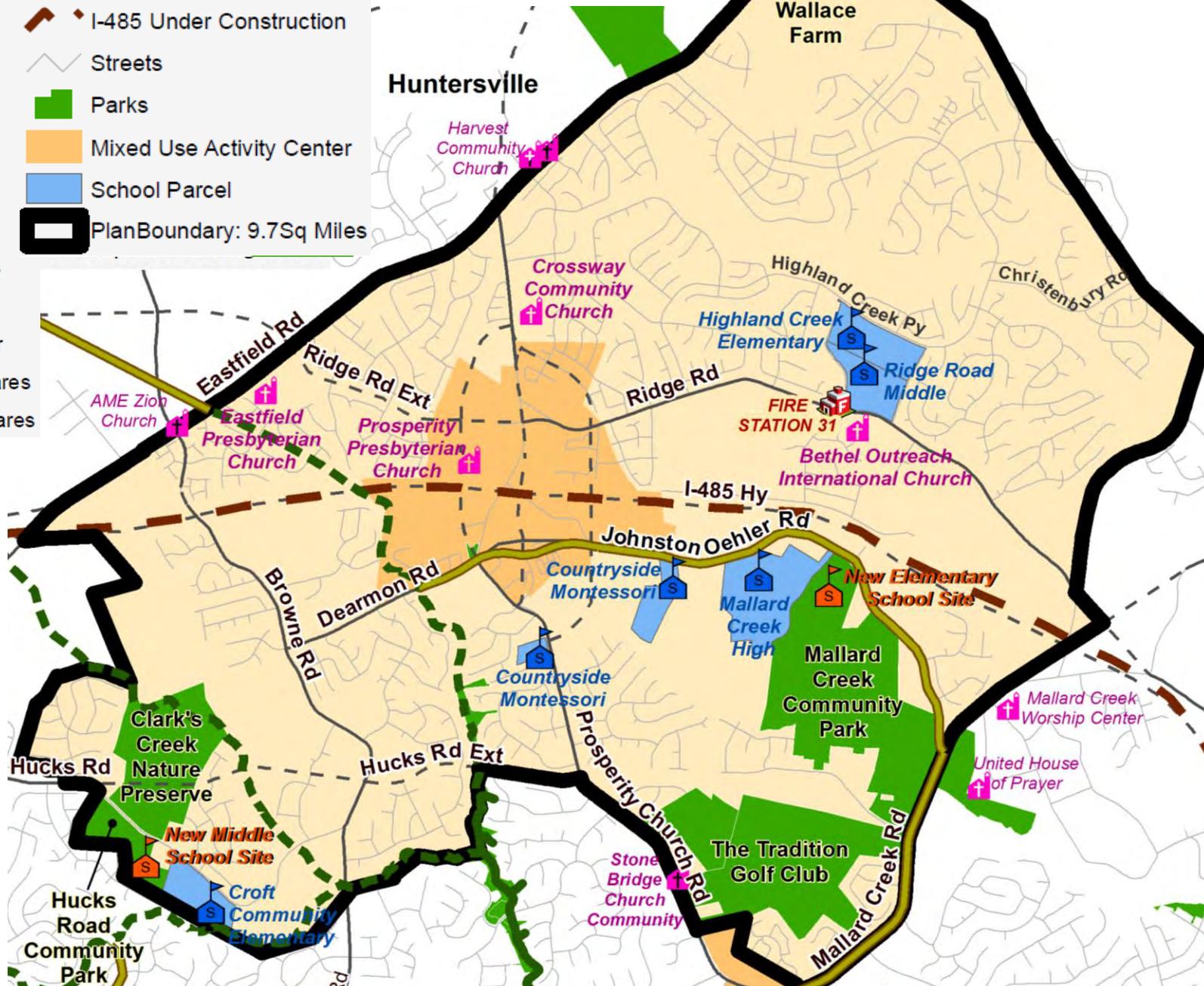
-  Signalized Intersection
-  Bike Lanes
-  Existing Sidewalk
-  Bus Stops
-  BusRoutes
-  PlanBoundary: 9.7Sq Miles
-  Existing Thoroughfares
-  Proposed Throughfares
-  Parcel Boundary
-  Mixed Use Activity Center
-  Parks

# Existing Pedestrian, Bike, & Transit Systems



# Public Facilities

-  Schools
-  Future School Site
-  Churches
-  Fire Stations
-  Post Office
-  I-485 Under Construction
-  Streets
-  Parks
-  Mixed Use Activity Center
-  School Parcel
-  Plan Boundary: 9.7Sq Miles





# PROSPERITY-HUCKS MARKET ANALYSIS

Charlotte-Mecklenburg Planning  
Department

112 KROG STREET NE SUITE 14 | ATLANTA, GA 30307  
| 404.681.0006

CONTACT





# AREA TRENDS & FACTORS

- Economic recovery slow, but moving in good direction
  - Greatest near-term opportunities for rental apartments
- Northeast Meck suburbs have been hit hard
  - Depreciation, high vacancy rates have been an issue
  - Foreclosures still dogging the market
- I-485 will create greater convenience
  - More rapid access to I-77 and I-85 job cores creates opportunities
  - Greater potential for residential and commercial uses
- Generation Y (and X) focusing on walkable environments
  - Northeast Mecklenburg lacking in mixed-use, walkable places
- Value creation an issue
  - Moderate-priced housing, solid schools, safe environment create solid foundation
  - More needed to create greater value upside





# PROSPERITY-HUCKS RETAIL SITUATION

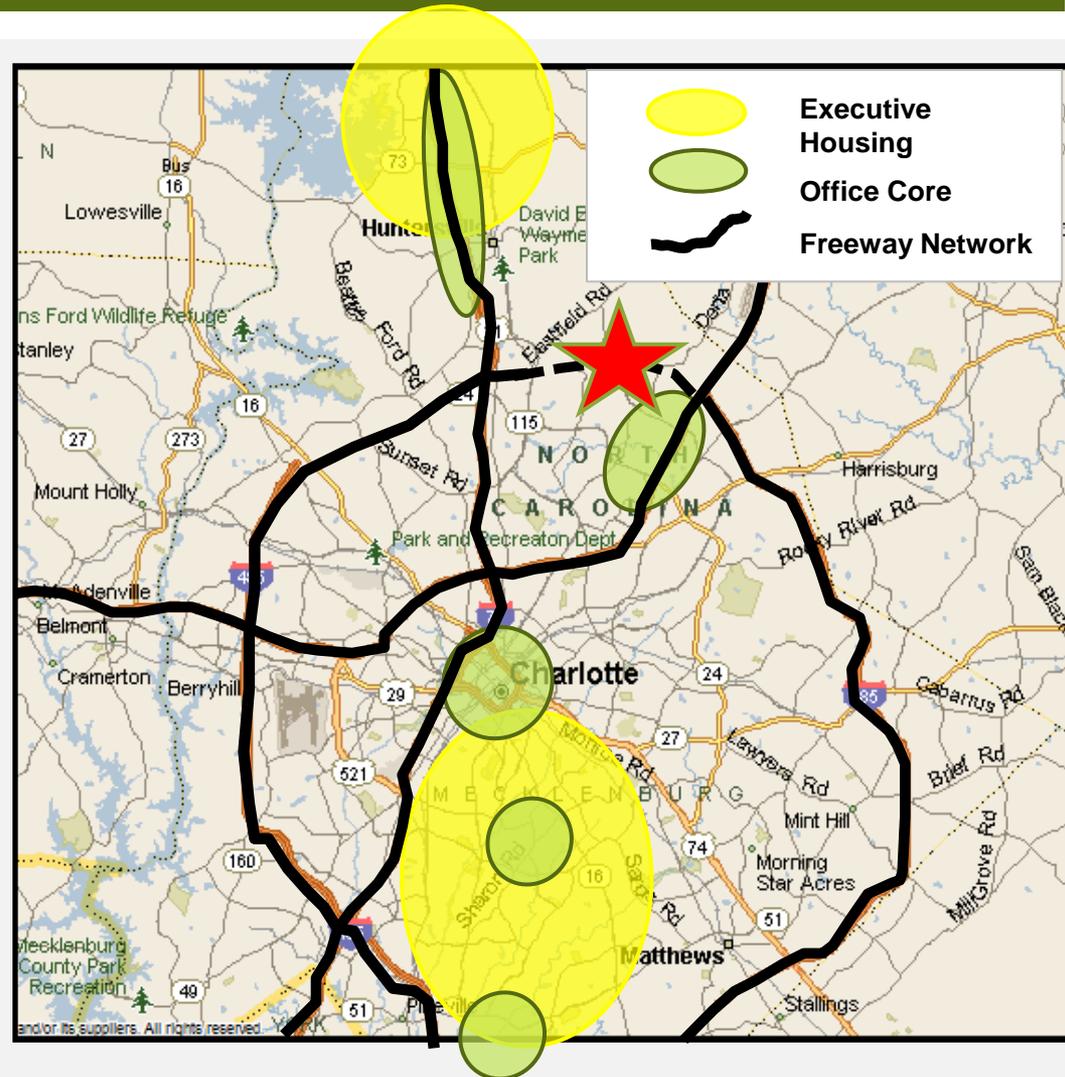
- Area functions as a strong neighborhood core
  - Grocery appears oversupplied currently
  - Centers haven't yet formed walkable core
- Walmart moving into nearby Bryton
  - Bryton will fill many big box opportunities
- Lack of daytime population in the area
  - Reliant on residential base
- Regional retail not present
  - I-485 extension creates potential
  - Most big boxes 4+ miles away
  - Opportunities exist





# PROSPERITY-HUCKS OFFICE CONTEXT

- Area not well situated for regional-serving office
  - Study area has lacked regional access
  - Lacks proximity to executive housing
- Northeast office market underperforming overall
- I-77 and I-85 better suited to capture major office demand
- Smaller, local-serving office a greater opportunity
  - Law, Acctg, Realtors, etc.





# PROSPERITY-HUCKS RENTAL RESIDENTIAL CONTEXT

- Northeast Mecklenburg has been a highly active apartment market
  - Has accounted for 25% of county's absorption
- Housing market conditions highly favorable for apartments with vacancies dropping and rents increasing
  - Significant new construction, incl. two new communities in the area
- I-485 creates greater regional access and study area features solid residential environment and neighborhood retail access
- Almost all product is free-standing product unable to sell lifestyle
- Demand exists for up to 1,200 rental apartments, including existing apts under construction in the study area
- Opportunity is to create lifestyle via a walkable, mixed-use environment
  - Street-oriented rental apartments can help create atmosphere and location



# PROSPERITY-HUCKS FOR-SALE RES. CONTEXT

- Market improving, with home prices steadily increasing and inventories dropping
- I-485 extension and improving market fundamentals will significantly increase housing demand in coming years
- Demand exists for more than 600 townhouses and 2,300 single-family homes from 2011 – 2030
- I-485 access adds to opportunity, but creation of lifestyle will be important to increase values over time



# PROSPERITY-HUCKS DEMAND SUMMARY

Retail Square Feet Demanded by Timeframe	2011 - 2015	2016 -2020	2021 - 2025	2026 - 2030	Totals
Total New Supportable Retail SF (incl. current undersupply)	464,275	41,634	-74,572	12,991	444,329
Average Retail FAR	0.25	0.25	0.30	0.30	0.24
Estimated New Retail Acreage Demanded	42.6	3.8	-5.7	1.0	41.7

\* Note: 2011 - 2015 retail demand includes existing pent-up demand in the market.

Office Square Feet Demanded by Timeframe	2011 - 2015	2016 -2020	2021 - 2025	2026 - 2030	Totals
Total New Supportable Office SF (inc. current undersupply)	65,412	9,321	10,649	12,166	97,547
Average Office FAR	0.25	0.25	0.25	0.25	0.25
Estimated New Office Acreage Demanded	6.0	0.9	1.0	1.1	9.0

\* Note: 2011 - 2015 office demand includes existing pent-up demand in the market.

Rental Residential Units Demanded by Timeframe	2011 - 2015	2016 -2020	2021 - 2025	2026 - 2030	Totals
Total New Rental Residential Units	414	352	258	164	1,188
Average Units/Acre	24	24	30	30	26
Estimated New Rental Residential Acreage Demanded	17.3	14.7	8.6	5.5	46.0

For-Sale Detached Unit Res. Demanded by Timeframe	2011 - 2015	2016 -2020	2021 - 2025	2026 - 2030	Totals
Total New For-Sale Detached Residential Units	724	794	480	324	2,322
Average Units/Acre	4.0	4.0	6.0	6.0	4.5
Est. New For-Sale Detached Res. Acreage Demanded	181.1	198.4	80.0	54.0	513.5

For-Sale Attached Res. Units Demanded by Timeframe	2011 - 2015	2016 -2020	2021 - 2025	2026 - 2030	Totals
Total New For-Sale Attached Residential Units	126	182	173	131	612
Average Units/Acre	15	15	15	15	15
Est. New For-Sale Attached Res. Acreage Demanded	8.4	12.1	11.5	8.7	40.8

	2011 - 2015	2016 -2020	2021 - 2025	2026 - 2030	Totals 2011-2030
<b>Total Acreage All Land Uses:</b>	<b>255.3</b>	<b>229.9</b>	<b>95.4</b>	<b>70.3</b>	<b>650.9</b>
<b>Average Annual:</b>	<b>51.1</b>	<b>46.0</b>	<b>19.1</b>	<b>14.1</b>	<b>32.5</b>



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# Developing the Vision



# DRAFT

## Prosperity Hucks <sup>area</sup> plan

Charlotte-Mecklenburg  
Planning Department



Adopted by Charlotte City Council  
Month xx, 2013

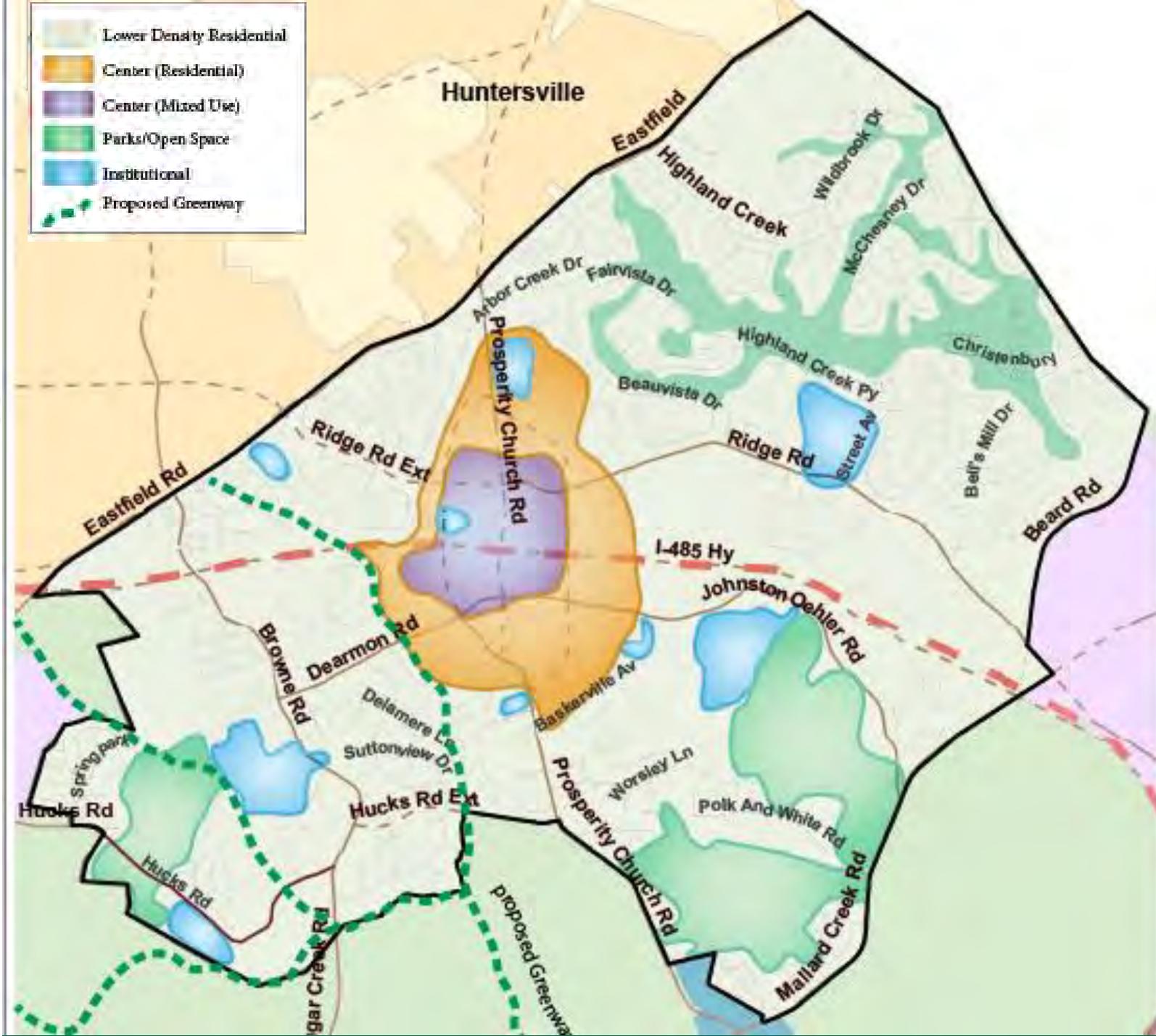
# A Draft Vision Statement

The vision for the Prosperity Hucks area is to create a unique and **sustainable community** that is a great place to live, work, and play. The blend of neighborhoods; along with an **emerging mixed-use** activity center; plus an array of **civic** and institutional facilities will provide for a **thriving community**.

The vision incorporates the following elements:

- **Mixed-Use Activity Center ...**
- **Neighborhoods ...**
- **Transportation ...**
- **Open Space ...**

# Draft Concept Plan



# Village Center Development Alternatives



EDGES	SIDEWALKS	PARKING	BUILDINGS	CHARACTER	EDGES	SIDEWALKS	PARKING	BUILDINGS	CHARACTER
									
Edges are essential for a comfortable walk. Edges define spaces and provide visual cues to guide appropriate behaviors. Open areas such as this create high levels of discomfort for both walkers and drivers. Without an edge, walkers feel they have entered the motorist's realm and motorists feel that pedestrians do not belong, so they do not respect them. Edgeless streets look sick and make people feel sad.	Sidewalks must be a comfortable width (typically 6-10 feet for suburban commercial areas), be separated from the curb with a planter strip of 6-10 feet, be continuous and not open to numerous driveways. In general, the higher the roadway speed the wider the planter strip. This space lacks a sidewalk completely, but even the portion with a walk does not "invite" walking.	Parking set to the front of a building devalues walking in many ways. It creates building-to-building swaths of asphalt as wide as 400 feet. Such inhospitable environments (too hot in the summer, too cold in the winter and lonely all the time) do not honor walking, bicycling, transit, or even auto arrivals. Off-street parking takes three times as much land as on-street parking.	Walkability requires easy and complete access to buildings. When buildings are set back, arrival by foot is plagued with problems. Individual properties often carve up the front of a block into independent parking lots and this fractionalizing of land creates ugly and unpleasant spaces to traverse. It devalues the overall experience and also the overall land value. Property owners rarely take care of these spaces, investing instead in large signs advertising to drivers.	Suburban style strip malls and building types are often devoid of character and personality. They are large, faceless, lifeless, uninteresting, uninspiring spaces. Walkers tend to shun such "voids" and motorists tend to speed up when they come across them. These spaces can be anywhere - they have a universal ugliness. Health studies reveal that people in ugly places have elevated blood pressure. Road rage also increases.	Quality edges provide a protective enclosure satisfying the human eye, heart and foot. Edges address our need for comfort, safety and security. Creating a sense of enclosure usually requires building to the interior edge of walkways, planting ground cover and trees, and including on-street parking to buffer the pedestrian from moving traffic. Edges are essential to an enjoyable walking experience.	Sidewalks of sufficient width allow walking to be the most natural, fun, rewarding and healthy way to travel. They allow people to enjoy walking, a relaxed conversation with another, to linger or sit outdoors at a cafe, and they encourage people to stay and socialize. Although sidewalks can be made of a number of materials from concrete to pavers, the most pleasant walkways have a simple elegance—they are well constructed and maintained.	The combination of on-street parking and urban buildings carefully screen or fully hide off-street parking. Off-street parking is placed in interior courts or in well landscaped gardens to the side or rear of the building. Thriving downtowns or pleasant villages rarely require off-street parking minimums. In many cases today, municipalities prescribe maximum number of spaces that are allowed, which makes better use of limited space.	Quality buildings not only create an address, they address the street. Well designed urban buildings have 70-90% glass at grade, giving natural surveillance to the street. A palette of colors, shapes, tones, textures, window styles add predictability, authority and dignity to a street. In order to improve mobility and accessibility, buildings need to have convenient breaks and pauses, certainly every 400 feet and sometimes less.	Buildings can be simple in their designs, but they must help contribute to the character, personality, style, complexity, elegance, charm and experience of the street. In this way, they define where we are. We want to play in our environment, celebrate great artistry and cultural achievements, and create a place that is always fun to come back to, enjoy and protect. A great street is also great theatre.



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# What we heard from you

Comments from December 6 Workshop

**Prosperity Hucks** 2013 plan 

**Workshop 1 Comments**  
December 6, 2012

Name (optional): \_\_\_\_\_  
Address (optional): \_\_\_\_\_

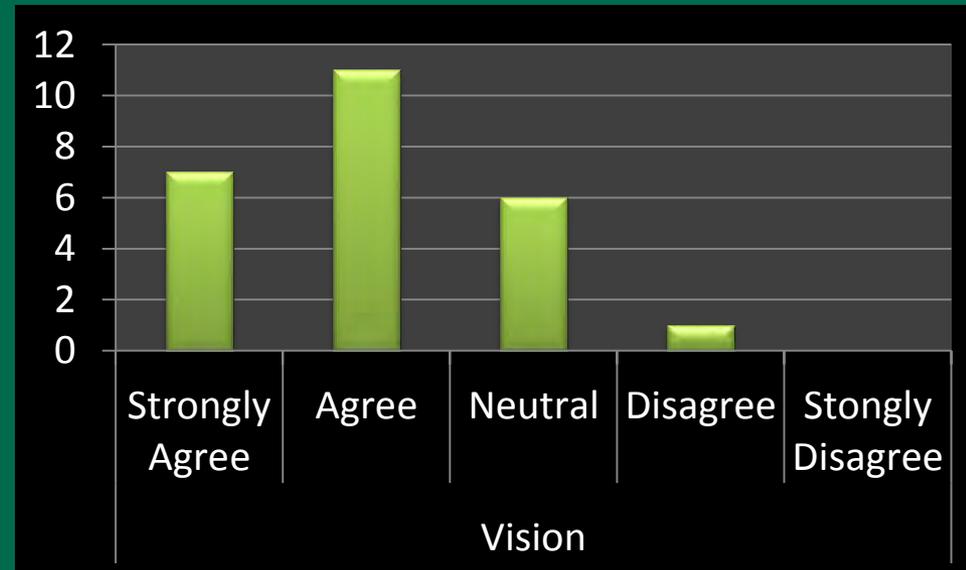
Based on the information presented and discussion at the meeting, what is your opinion of the following:

- Draft Vision Statement**  
Strongly Agree \_\_\_\_\_ Agree \_\_\_\_\_ Neutral \_\_\_\_\_ Disagree \_\_\_\_\_ Strongly Disagree \_\_\_\_\_  
Comments: \_\_\_\_\_
- Village Center Land Use Recommendations**  
Strongly Agree \_\_\_\_\_ Agree \_\_\_\_\_ Neutral \_\_\_\_\_ Disagree \_\_\_\_\_ Strongly Disagree \_\_\_\_\_  
Comments: \_\_\_\_\_
- Wedge Neighborhoods Land Use Recommendations**  
Strongly Agree \_\_\_\_\_ Agree \_\_\_\_\_ Neutral \_\_\_\_\_ Disagree \_\_\_\_\_ Strongly Disagree \_\_\_\_\_  
Comments: \_\_\_\_\_
- Transportation/Street Network Recommendations**  
Strongly Agree \_\_\_\_\_ Agree \_\_\_\_\_ Neutral \_\_\_\_\_ Disagree \_\_\_\_\_ Strongly Disagree \_\_\_\_\_  
Comments: \_\_\_\_\_
- Parks, Open Space, & Community Facilities Recommendations**  
Strongly Agree \_\_\_\_\_ Agree \_\_\_\_\_ Neutral \_\_\_\_\_ Disagree \_\_\_\_\_ Strongly Disagree \_\_\_\_\_  
Comments: \_\_\_\_\_
- Overall/General Comments on Plan and Process**  
Strongly Agree \_\_\_\_\_ Agree \_\_\_\_\_ Neutral \_\_\_\_\_ Disagree \_\_\_\_\_ Strongly Disagree \_\_\_\_\_  
Comments: \_\_\_\_\_

Please leave this form at the sign in table or send to:  
Kent Main, Charlotte-Mecklenburg Planning Department | 600 E. 4th Street | Charlotte, NC 28202  
Phone: (704) 336-5721 | Fax: (704) 336-3123 | kmain@ci.charlotte.nc.us  
Thank you for taking the time to complete this form.

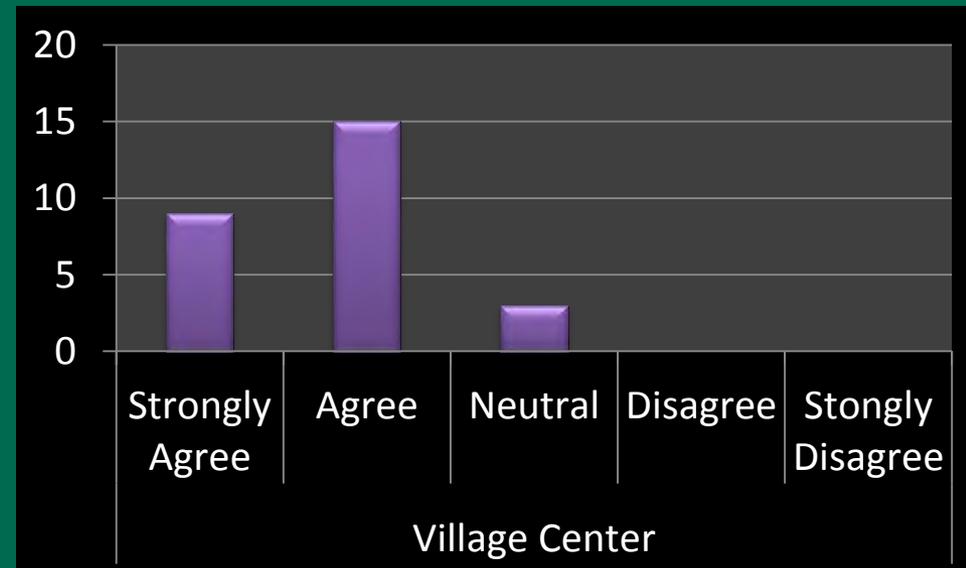
# 1. Vision

- Concerned with transportation in the **Hucks Rd Area**. Area is already **congested**. Adding a middle school will make it worse.
- Concerned with the transportation aspect (traffic, congestion) specifically Hucks Rd area.
- **Very well done.**



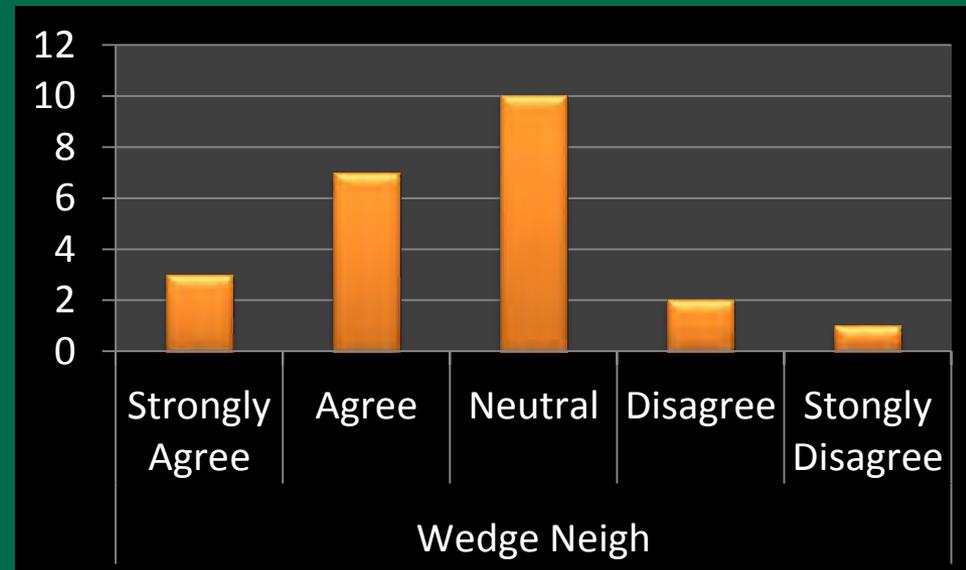
## 2. Village Center

- Please **no fast food** restaurants. Love a Trader Joes/Fresh Market type grocery and restaurants like 131 Main.
- **Village center concept must be maintained**. Big Box stores & Housing Density should be controlled tightly.
- Like the style proposed that has shops around outside w/ parking in the middle. Would not like fast food going in.
- Create mixed use retail-residential on **corner of Dearmon & Prosperity**.
- Need more retail in Mixed Use area.
- Needs to be **pedestrian friendly**.
- Walkable, livable, people focused!!



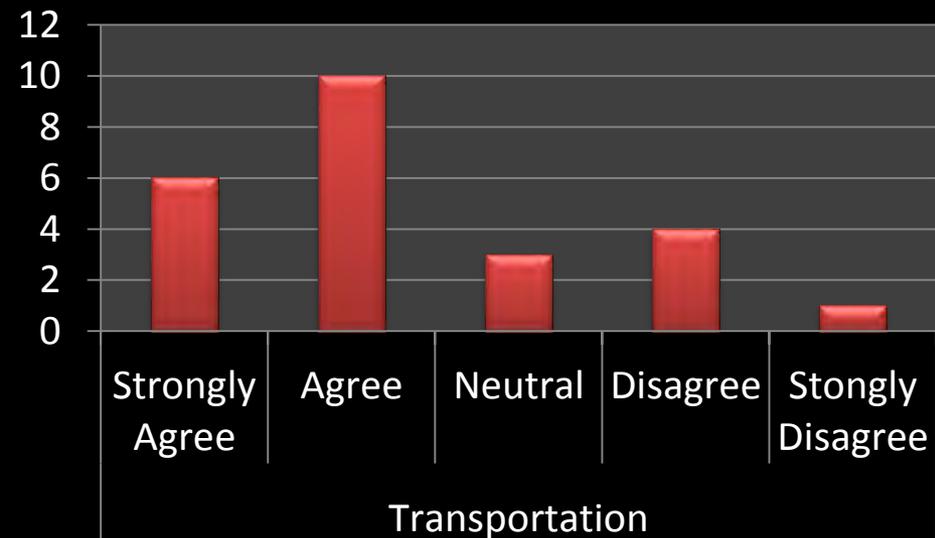
# 3. Wedge Neighborhoods

- Would like to see these areas undeveloped.
- Would like to see the existing farms & equestrian centers remain intact and not developed.
- Love the mixed use.... Greenway connection to the Mixed Use area would be ideal!
- Like to see bike/hike trail along Dearmon.
- Would like to see more mixed residential/commercial development area.



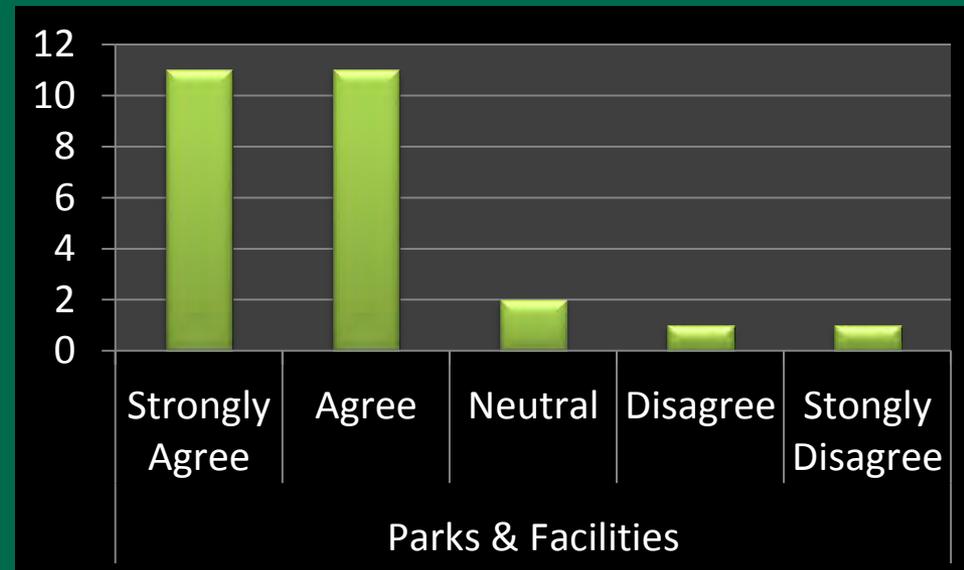
## 4. Transportation

- Would love to see **speed bumps/traffic cop/crossing at the school**. Please see comment for #1. Agree we need more bus routes.
- Concerned townhouses on Prosperity Ridge & Loganville.
- Make sure **sidewalks & bike lanes** are designed in **upfront**.
- Would love to see at least flashing lights for school zone and or a crosswalk, to Hucks Landing.
- Need **bus service** to: Downtown (#22 ride is too long, winding); UNCC.
- **More streets means LESS congestion!** Yay! Look fw to the new network!
- **Want Hucks from Browne to Prosperity.**
- Would like to see a bigger push to **complete Prosperity Ridge Rd.** ext. to Prosperity Creek.
- Hopefully there will be an **alternative for Hucks Rd**, especially if the Middle School is built.



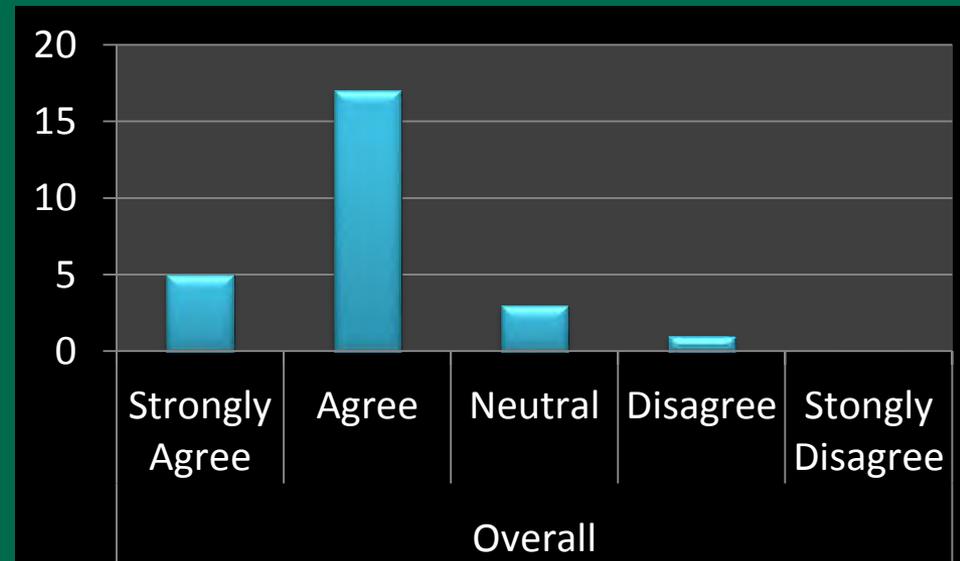
## 5. Parks & Facilities

- Would also like to see a **community pool**. Love the greenways and do think we should **add trees to replace the trees being removed** due to development.
- Love the idea of the greenways. Would also like to see a playground and/or community pool. Please **leave Nature Preserve untouched** on Hucks Rd.
- Would be amazing to **extend Greenway to Prosperity Ridge** mixed use. World class.
- Will write to County Commissioner. Would like to have greenway to Prosperity through/along golf to school.
- Extend and expand greenways.
- Need more greenway earlier.
- Want **access via: greenway, sidewalk, bike lanes**.
- How can large PUD help fund development. Special fund raising drives etc.



## 6. Overall Plan

- Very concerned about the traffic on Hucks Rd. Pls find an **alternative route for the Hucks Rd extension** that was to cut through the nature preserve.
- Also would love to see the Red Line get funded.
- Bicycle & Pedestrian friendly please!
- Make sure the **village concept is completed and that developers do not control** the progress.
- **Thank you** for providing a time for concerned citizens to voice their **opinions and to be heard!**
- **Wary of overdevelopment of apartments, big box stores.**
- The planned changes to add human-scale retail/grocery and empower walkability are great. Can't wait!
- Would like to see better time line estimates.
- **Very well done.**





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# Continuing Work



# DRAFT

## Prosperity Hucks <sup>area</sup> plan

Charlotte-Mecklenburg  
Planning Department



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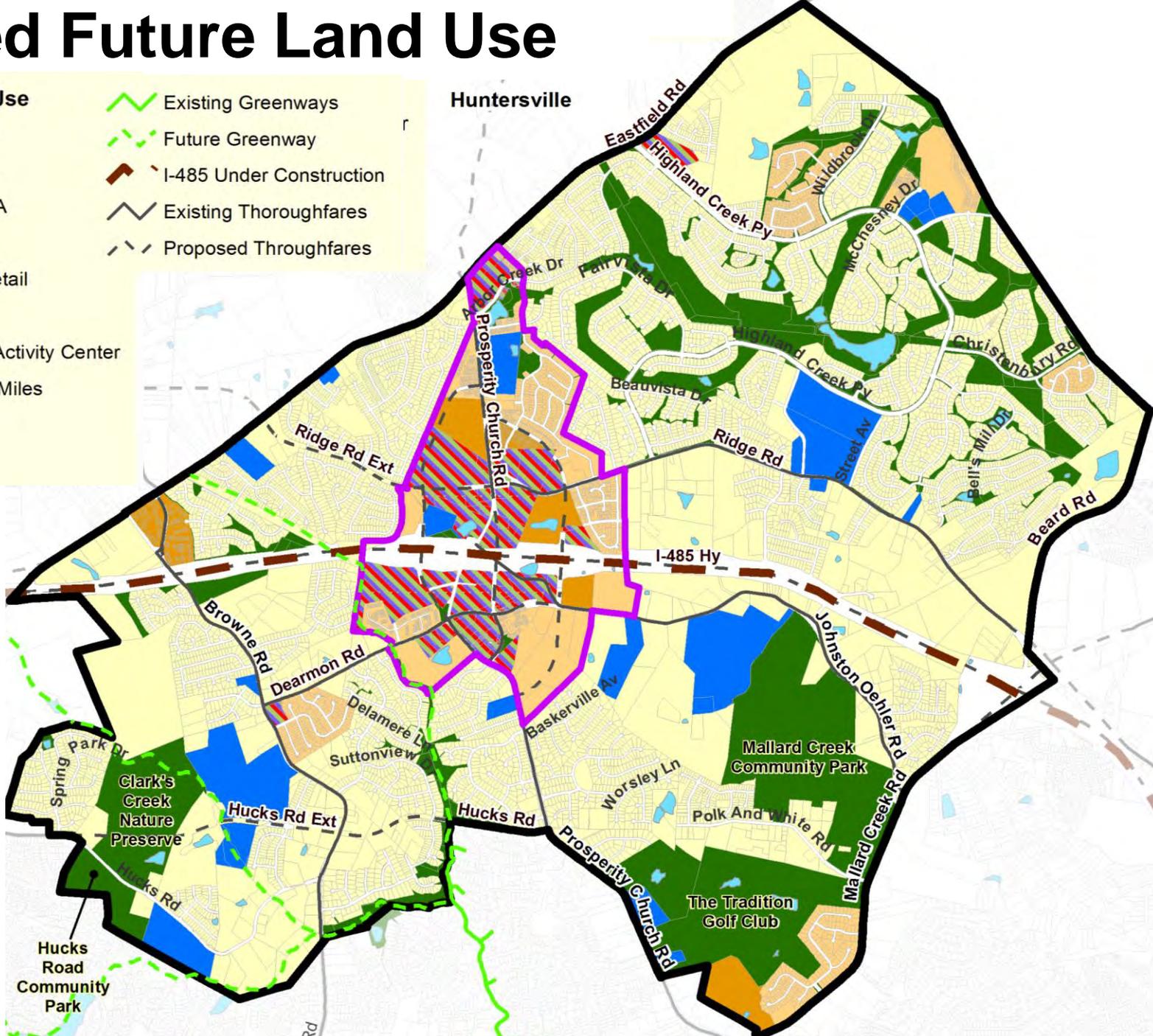
# Proposed Future Land Use

## Proposed Future Land Use

- Residential <= 4 DUA
- Residential <= 8 DUA
- Residential <= 17 DUA
- Institutional
- Residential/ Office/ Retail
- Park/ Open Space
- Proposed Mixed Use Activity Center
- Plan Boundary: 9.7Sq Miles
- Parcel Boundary
- Ponds

- Existing Greenways
- Future Greenway
- I-485 Under Construction
- Existing Thoroughfares
- Proposed Thoroughfares

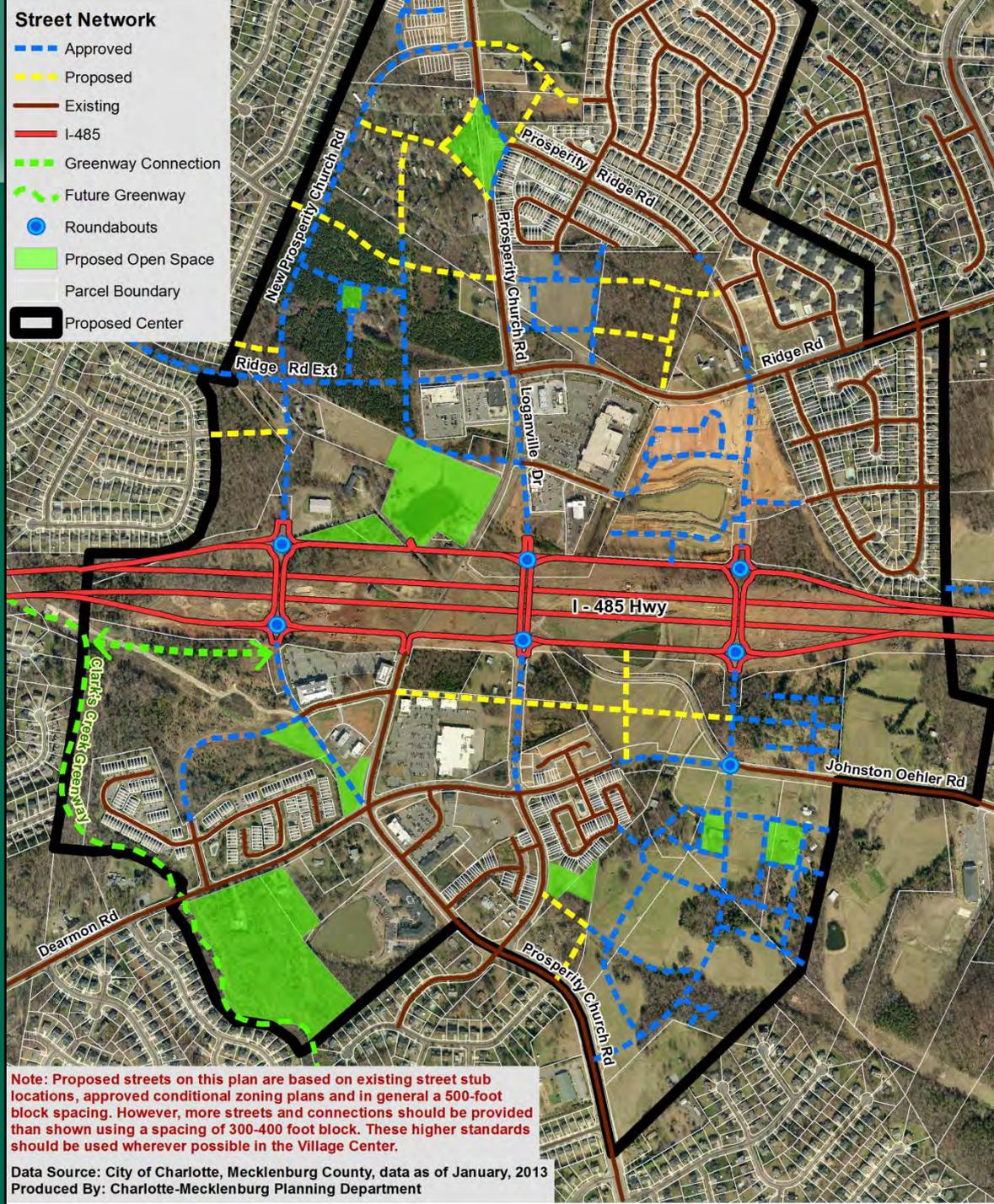
Huntersville





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# Village Center Street & Open Space Network



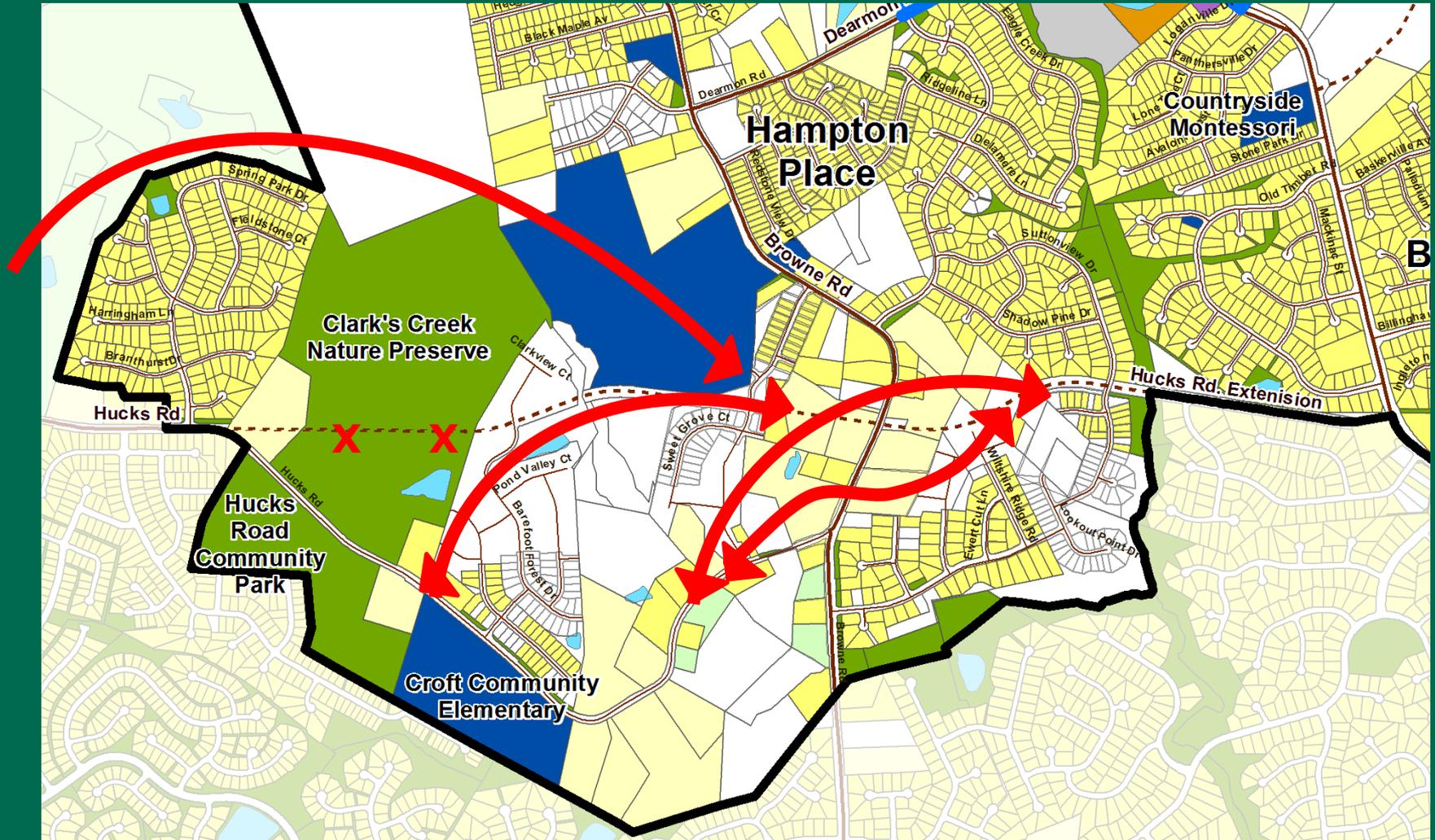
Note: Proposed streets on this plan are based on existing street stub locations, approved conditional zoning plans and in general a 500-foot block spacing. However, more streets and connections should be provided than shown using a spacing of 300-400 foot block. These higher standards should be used wherever possible in the Village Center.

Data Source: City of Charlotte, Mecklenburg County, data as of January, 2013  
Produced By: Charlotte-Mecklenburg Planning Department



# Hucks Road Connection

With the elimination of the Hucks Road connection through Clark's Creek Nature Preserve, seek a feasible continuous route for Hucks Road across Browne Road.





# Community Design: Next Steps



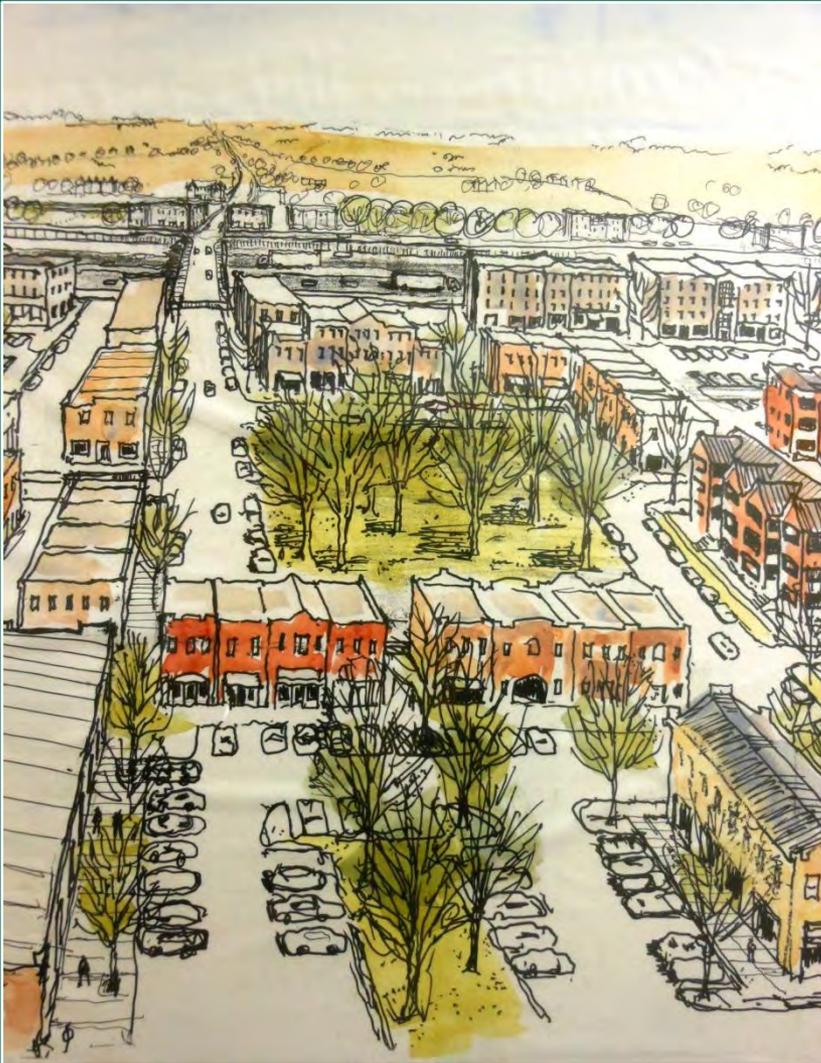
Support and advance the mixed-use pedestrian-oriented “village center” concept described in the Prosperity Church Road Villages Area Plan (adopted 1999).

# Update Vision for Village

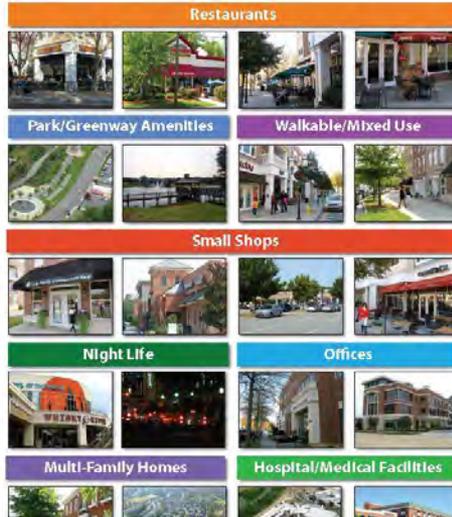
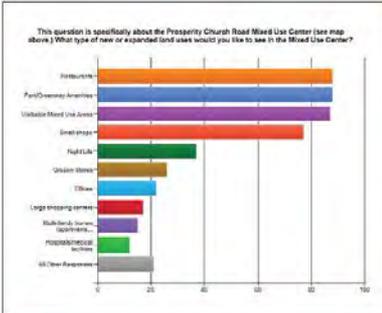
## Prosperity Church Road Villages Area Plan

### Vision for mixed-use village:

- Connected street and open space network that **encourages biking and walking.**
- Retain some natural undeveloped land as part of a **connected open space network.**
- Retail, office, and residential development mixed within blocks and within buildings.
- **Village square** as the center of activity.
- Buildings designed at a **pedestrian scale**, oriented to the street.
- **Taller** office buildings and **larger** scale retail uses **directly adjacent to I-485.**
- **Smaller** scale **neighborhood-oriented** office and retail uses around or **near the village square.**
- Medium and higher density housing close to village square, transitioning to lower density single family at edges.



## What type of new or expanded land uses would you like to see in the Mixed Use Center?



## TOWN MAKER'S GUIDE: Healthy Building Placement

Walkable and Livable Communities Institute

**Strip center retail**

**Over-head electrical poles add to visual clutter**

**Drive-thru oriented building fails to address the street**

**Retail corner entrance with residential above**

**Multi-family units on secondary street**

**Surface parking interior to development**

**Attractive buildings front the main street adding to the living experience**

**Tree line streets to create a sense of enclosure**

**Strip center lighting too tall for human scale**

**Billboard signage scaled for passing automobiles**

**AUTOMOBILE FOCUSED**

**PEOPLE FOCUSED**

EDGES	SIDEWALKS	PARKING	BUILDINGS	CHARACTER	EDGES	SIDEWALKS	PARKING	BUILDINGS	CHARACTER
Edges are essential for a vibrant urban walk. Edges define spaces and provide visual cues to guide pedestrian movement. Clear street lines, consistent signage, and well-maintained sidewalks are key to creating a safe and inviting environment. Without an edge, urban spaces lack structure and the visual cues needed to guide pedestrian movement. Edges are essential for a vibrant urban walk. Edges define spaces and provide visual cues to guide pedestrian movement. Clear street lines, consistent signage, and well-maintained sidewalks are key to creating a safe and inviting environment. Without an edge, urban spaces lack structure and the visual cues needed to guide pedestrian movement.	Sidewalks should be a standard width (typically 6-10 feet) and be continuous. They should be a consistent width throughout the block, and they should be well-maintained. Sidewalks should be a standard width (typically 6-10 feet) and be continuous. They should be a consistent width throughout the block, and they should be well-maintained. Sidewalks should be a standard width (typically 6-10 feet) and be continuous. They should be a consistent width throughout the block, and they should be well-maintained.	Parking lots are the enemy of a vibrant urban walk. They are a visual barrier between buildings and the street, and they take up valuable space. Parking lots are the enemy of a vibrant urban walk. They are a visual barrier between buildings and the street, and they take up valuable space. Parking lots are the enemy of a vibrant urban walk. They are a visual barrier between buildings and the street, and they take up valuable space.	Buildings are the backbone of a vibrant urban walk. They define the street and provide a sense of enclosure. Buildings are the backbone of a vibrant urban walk. They define the street and provide a sense of enclosure. Buildings are the backbone of a vibrant urban walk. They define the street and provide a sense of enclosure.	Character is what makes a vibrant urban walk unique. It is the result of a mix of building types, materials, and colors. Character is what makes a vibrant urban walk unique. It is the result of a mix of building types, materials, and colors. Character is what makes a vibrant urban walk unique. It is the result of a mix of building types, materials, and colors.	Edges are essential for a vibrant urban walk. Edges define spaces and provide visual cues to guide pedestrian movement. Clear street lines, consistent signage, and well-maintained sidewalks are key to creating a safe and inviting environment. Without an edge, urban spaces lack structure and the visual cues needed to guide pedestrian movement. Edges are essential for a vibrant urban walk. Edges define spaces and provide visual cues to guide pedestrian movement. Clear street lines, consistent signage, and well-maintained sidewalks are key to creating a safe and inviting environment. Without an edge, urban spaces lack structure and the visual cues needed to guide pedestrian movement.	Sidewalks should be a standard width (typically 6-10 feet) and be continuous. They should be a consistent width throughout the block, and they should be well-maintained. Sidewalks should be a standard width (typically 6-10 feet) and be continuous. They should be a consistent width throughout the block, and they should be well-maintained. Sidewalks should be a standard width (typically 6-10 feet) and be continuous. They should be a consistent width throughout the block, and they should be well-maintained.	Parking lots are the enemy of a vibrant urban walk. They are a visual barrier between buildings and the street, and they take up valuable space. Parking lots are the enemy of a vibrant urban walk. They are a visual barrier between buildings and the street, and they take up valuable space. Parking lots are the enemy of a vibrant urban walk. They are a visual barrier between buildings and the street, and they take up valuable space.	Buildings are the backbone of a vibrant urban walk. They define the street and provide a sense of enclosure. Buildings are the backbone of a vibrant urban walk. They define the street and provide a sense of enclosure. Buildings are the backbone of a vibrant urban walk. They define the street and provide a sense of enclosure.	Character is what makes a vibrant urban walk unique. It is the result of a mix of building types, materials, and colors. Character is what makes a vibrant urban walk unique. It is the result of a mix of building types, materials, and colors. Character is what makes a vibrant urban walk unique. It is the result of a mix of building types, materials, and colors.

For permission to reproduce this illustration for educational purposes, please credit Walkable and Livable Communities Institute. Photo: Illustration by TBC Design Studio.

# Reaffirm Public Preferences

The online survey and your comments at the previous community meetings indicate you prefer:

- Walkable, mixed-use areas
- Small shops
- Restaurants
- Parks and greenways
- more than you favor:
- Large shopping centers
- Multi-family homes/apartments

# What It Might Look Like

Examples of some of the preferred uses for the mixed-use center and examples of appropriate building typologies.

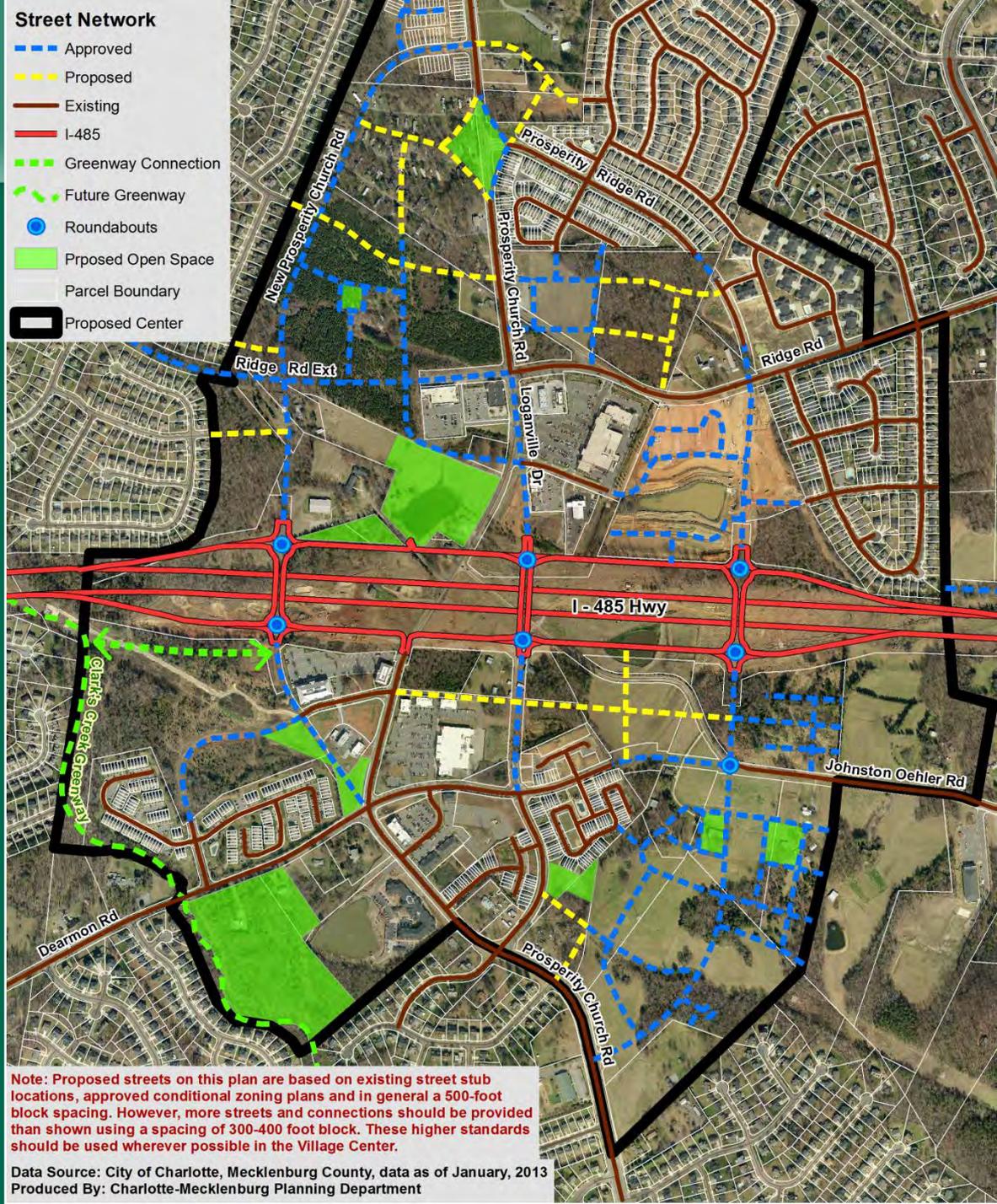




CITY OF CHARLOTTE

# Establish Ped-Friendly Street Network

Conceptual plan of new streets and parks/greenways for mixed-use center



Note: Proposed streets on this plan are based on existing street stub locations, approved conditional zoning plans and in general a 500-foot block spacing. However, more streets and connections should be provided than shown using a spacing of 300-400 foot block. These higher standards should be used wherever possible in the Village Center.

Data Source: City of Charlotte, Mecklenburg County, data as of January, 2013  
Produced By: Charlotte-Mecklenburg Planning Department



CITY OF CHARLOTTE

# Your further input

**Prosperity Hucks** area plan 

**Workshop 2 Comments**  
January 10, 2013

Name (optional): \_\_\_\_\_  
Address (optional): \_\_\_\_\_

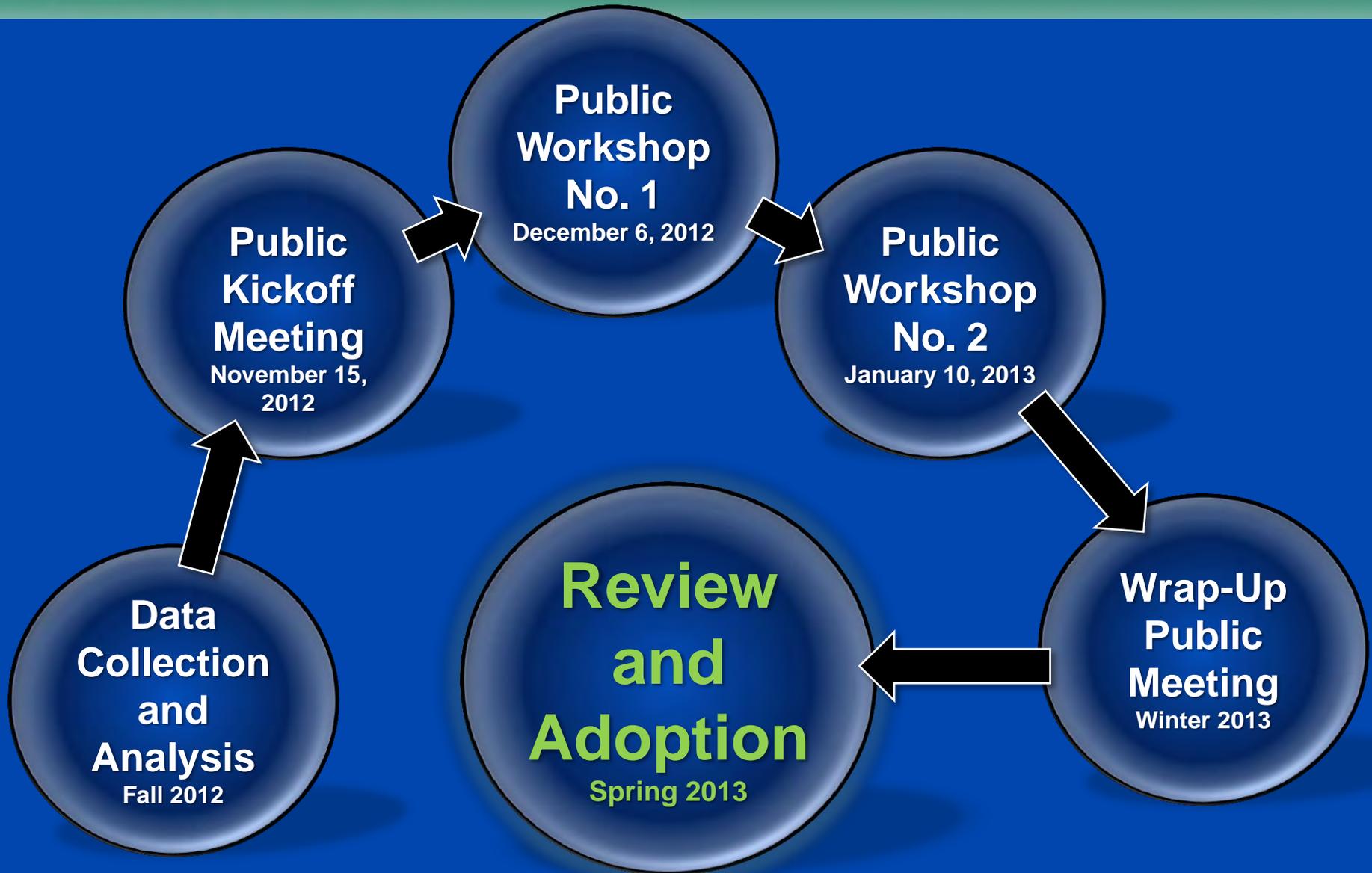
Based on the information presented and discussion at the meeting, what is your opinion of the following:

- Plan Area Land Use Recommendations**  
Strongly Agree \_\_\_\_\_ Agree \_\_\_\_\_ Neutral \_\_\_\_\_ Disagree \_\_\_\_\_ Strongly Disagree \_\_\_\_\_  
Comments: \_\_\_\_\_
- Village Center Land Use and Urban Design**  
Strongly Agree \_\_\_\_\_ Agree \_\_\_\_\_ Neutral \_\_\_\_\_ Disagree \_\_\_\_\_ Strongly Disagree \_\_\_\_\_  
Comments: \_\_\_\_\_
- Transportation/Street Network Recommendations**  
Strongly Agree \_\_\_\_\_ Agree \_\_\_\_\_ Neutral \_\_\_\_\_ Disagree \_\_\_\_\_ Strongly Disagree \_\_\_\_\_  
Comments: \_\_\_\_\_
- Parks and Open Space Recommendations**  
Strongly Agree \_\_\_\_\_ Agree \_\_\_\_\_ Neutral \_\_\_\_\_ Disagree \_\_\_\_\_ Strongly Disagree \_\_\_\_\_  
Comments: \_\_\_\_\_
- Overall/General Comments on Plan and Process**  
Strongly Agree \_\_\_\_\_ Agree \_\_\_\_\_ Neutral \_\_\_\_\_ Disagree \_\_\_\_\_ Strongly Disagree \_\_\_\_\_  
Comments: \_\_\_\_\_

Please leave this form at the sign in table or send to:  
Kent Main, Charlotte-Mecklenburg Planning Department | 600 E. 5th Street | Charlotte, NC 28202  
Phone: (704) 336-5721 | Fax: (704) 336-5123 | kmain@ci.charlotte.nc.us  
Thank you for taking the time to complete this form.



# Plan Development Process





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# Questions?

Staff will be available to discuss specific issues with you after the meeting.



CHARLOTTE.

# DRAFT

## Prosperity Hucks <sup>area</sup> plan

Charlotte-Mecklenburg  
Planning Department



Adopted by Charlotte City Council  
Month xx, 2013