



Prosperity Hucks area plan



DRAFT

Prosperity Hucks area plan

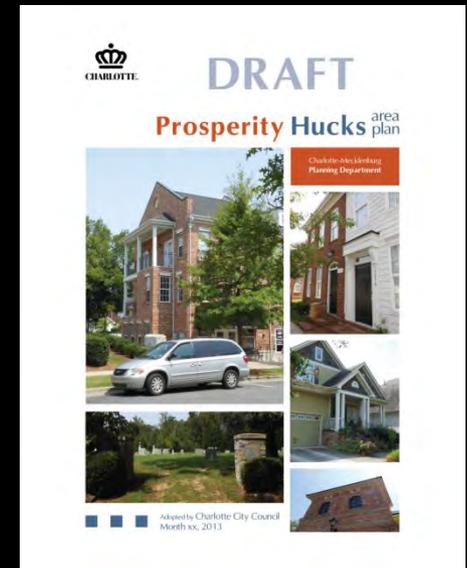
Charlotte-Mecklenburg
Planning Department



Adopted by Charlotte City Council
Month xx, 2013

Public Meeting
Final Recommendations
August 8, 2013

1. Existing Conditions
2. Plan Building Blocks & Process
3. The Plan Policies
4. What we heard
5. Next Steps





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Existing Conditions



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Prosperity Hucks ^{area} plan

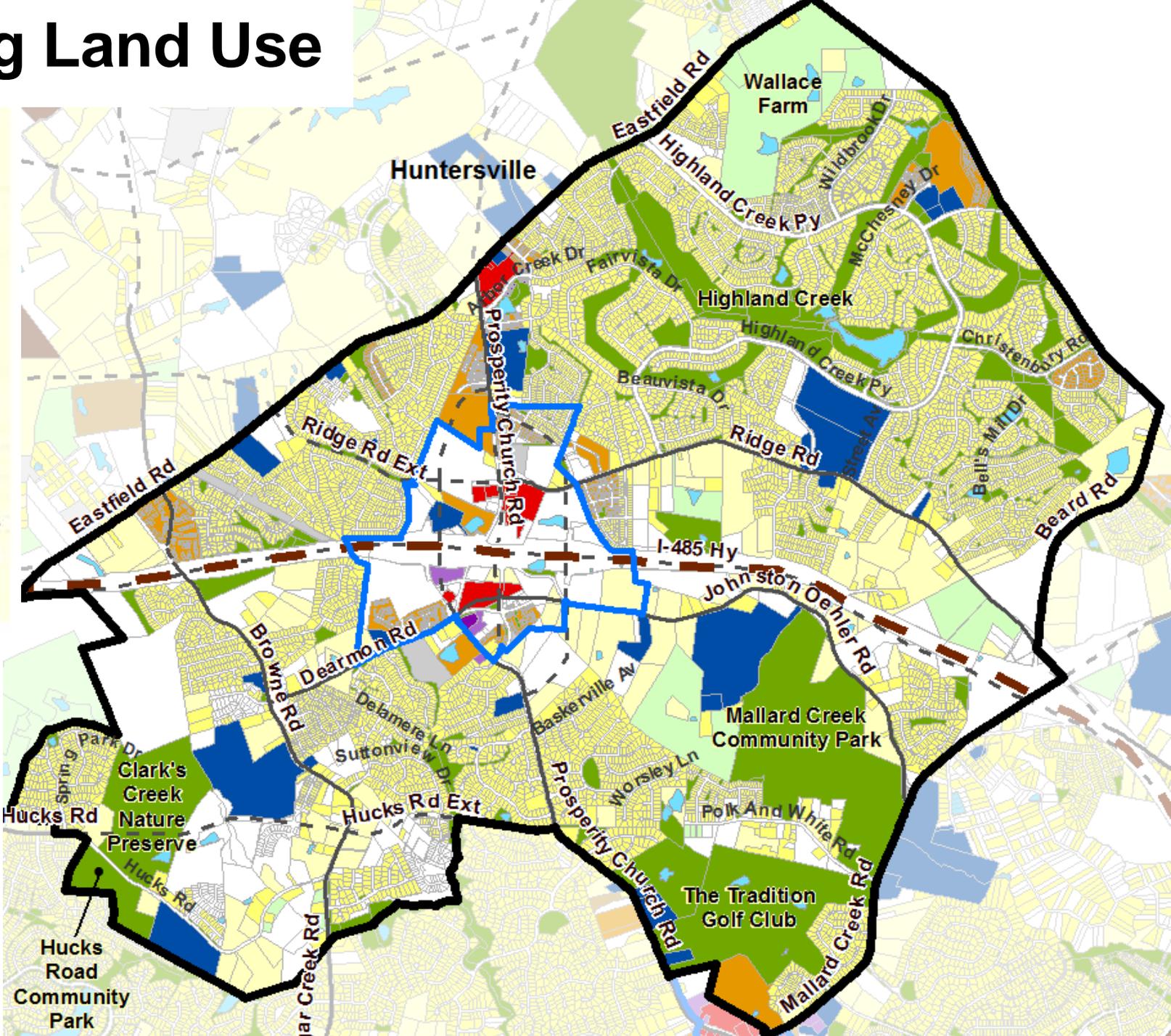
Charlotte-Mecklenburg
Planning Department



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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





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Freeway Construction



Single Family



Townhouses



Shopping Centers



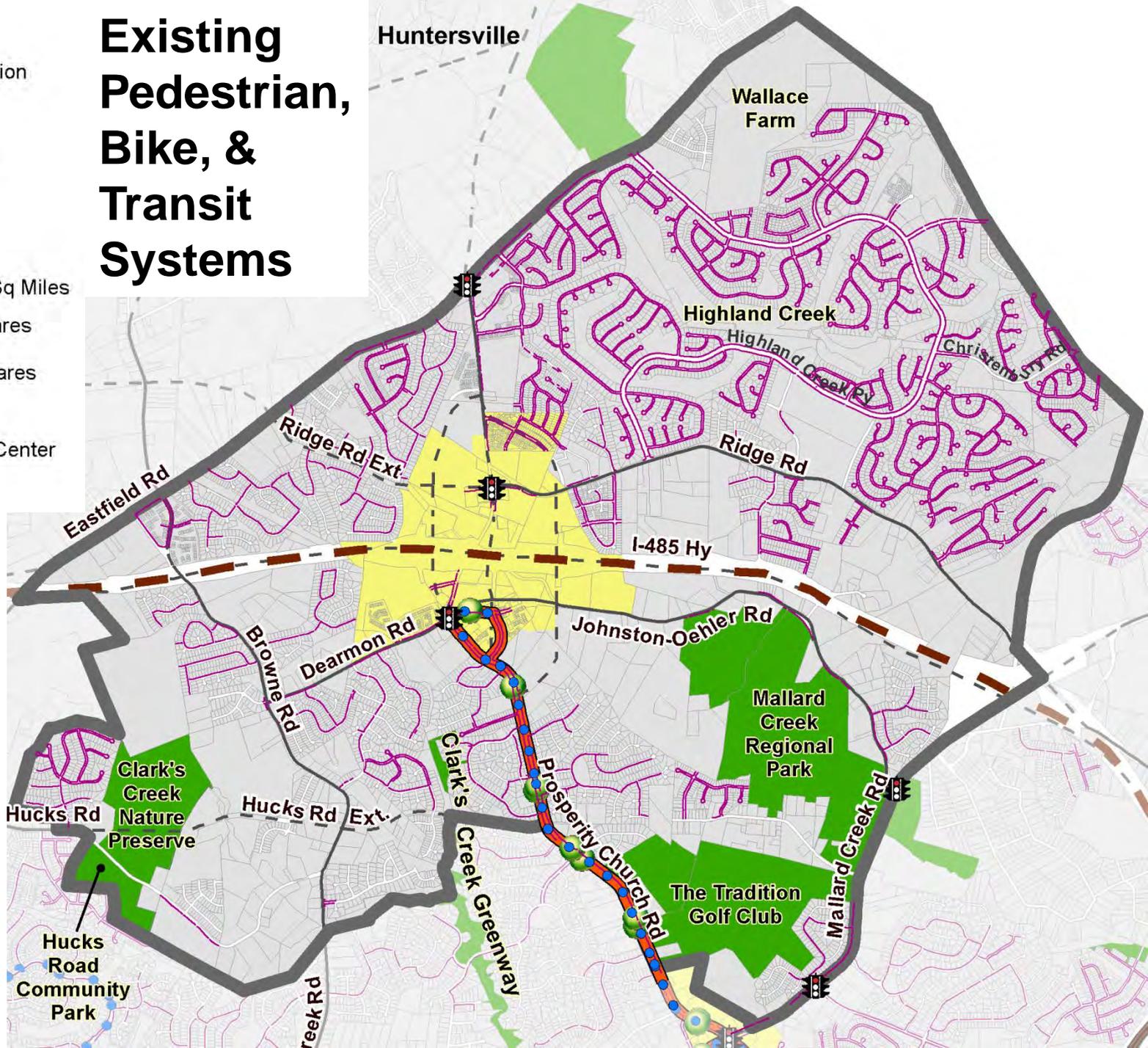
Emerging Village Center: Ridge Road Stub



Legend

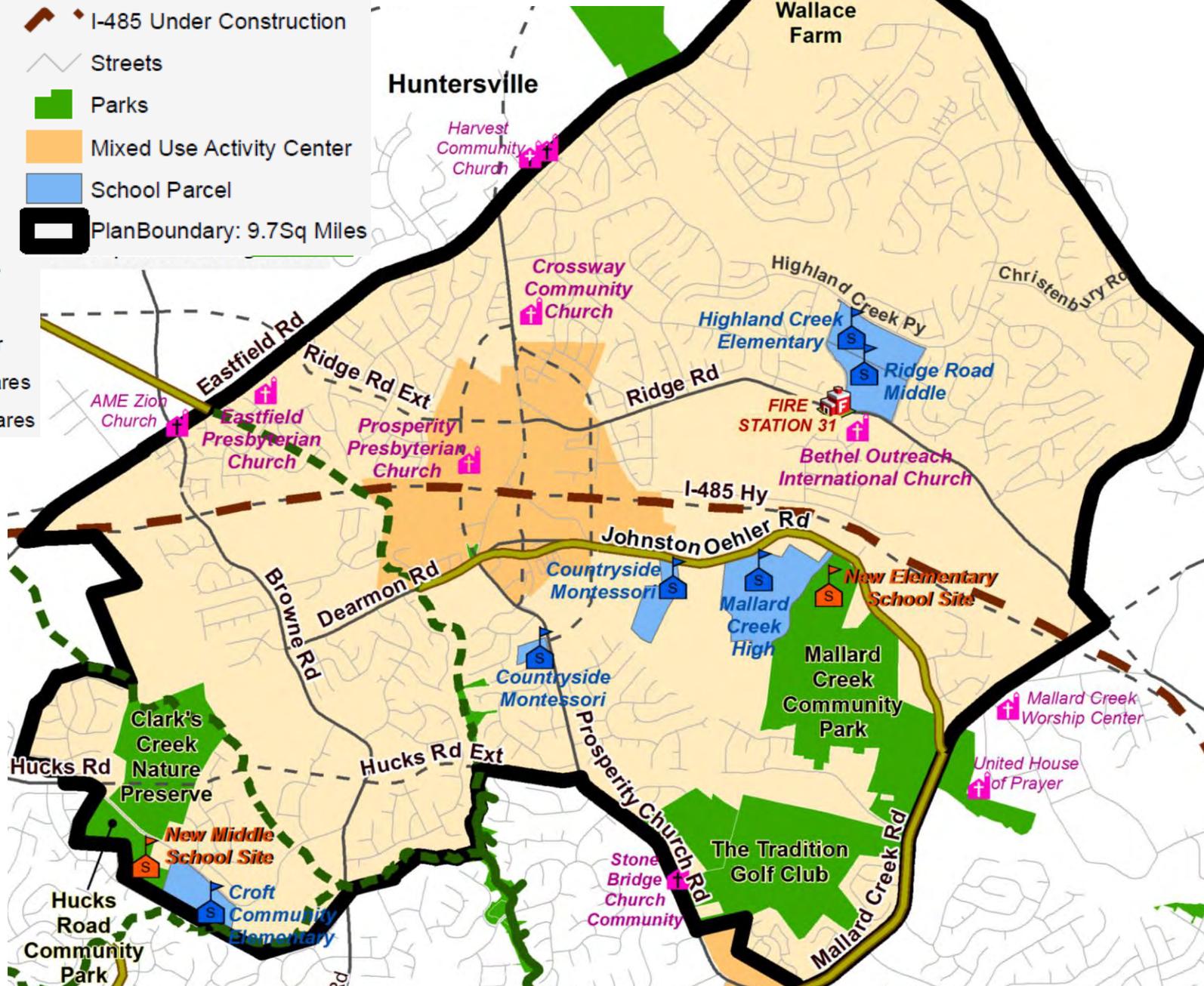
-  Signalized Intersection
-  Bike Lanes
-  Existing Sidewalk
-  Bus Stops
-  BusRoutes
-  PlanBoundary: 9.7Sq Miles
-  Existing Thoroughfares
-  Proposed Throughfares
-  Parcel Boundary
-  Mixed Use Activity Center
-  Parks

Existing Pedestrian, Bike, & Transit Systems



Public Facilities

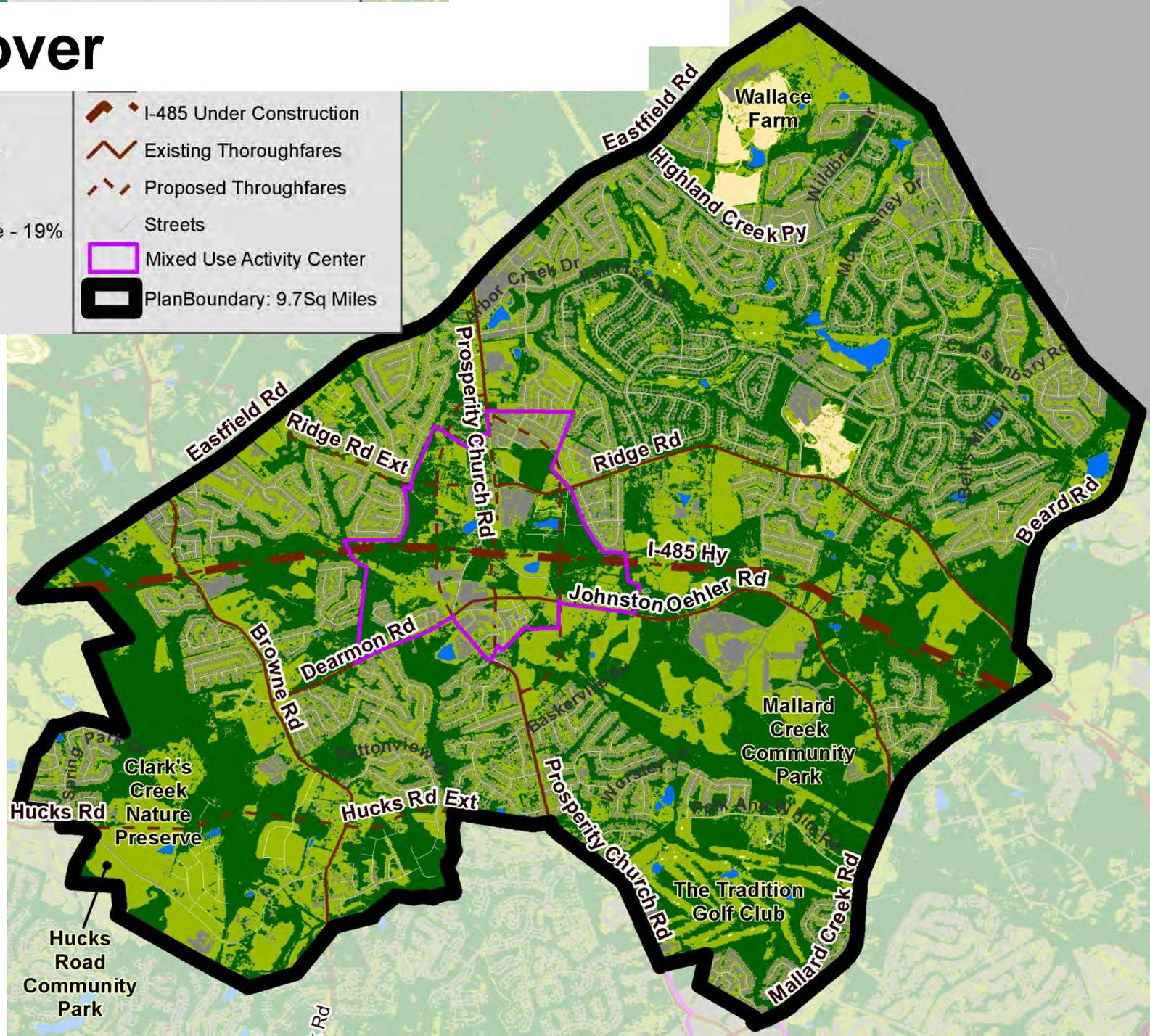
-  Schools
-  Future School Site
-  Churches
-  Fire Stations
-  Post Office
-  I-485 Under Construction
-  Streets
-  Parks
-  Mixed Use Activity Center
-  School Parcel
-  Plan Boundary: 9.7Sq Miles



Land Cover

- Land Cover**
- Open Space - 39%
 - Trees - 40%
 - Impervious Surface - 19%
 - Water - 1%
 - Bare Soil - 1%

- I-485 Under Construction
- Existing Thoroughfares
- Proposed Thoroughfares
- Streets
- Mixed Use Activity Center
- PlanBoundary: 9.7Sq Miles





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Plan Building Blocks and Process



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Prosperity Hucks ^{area} plan

Charlotte-Mecklenburg
Planning Department



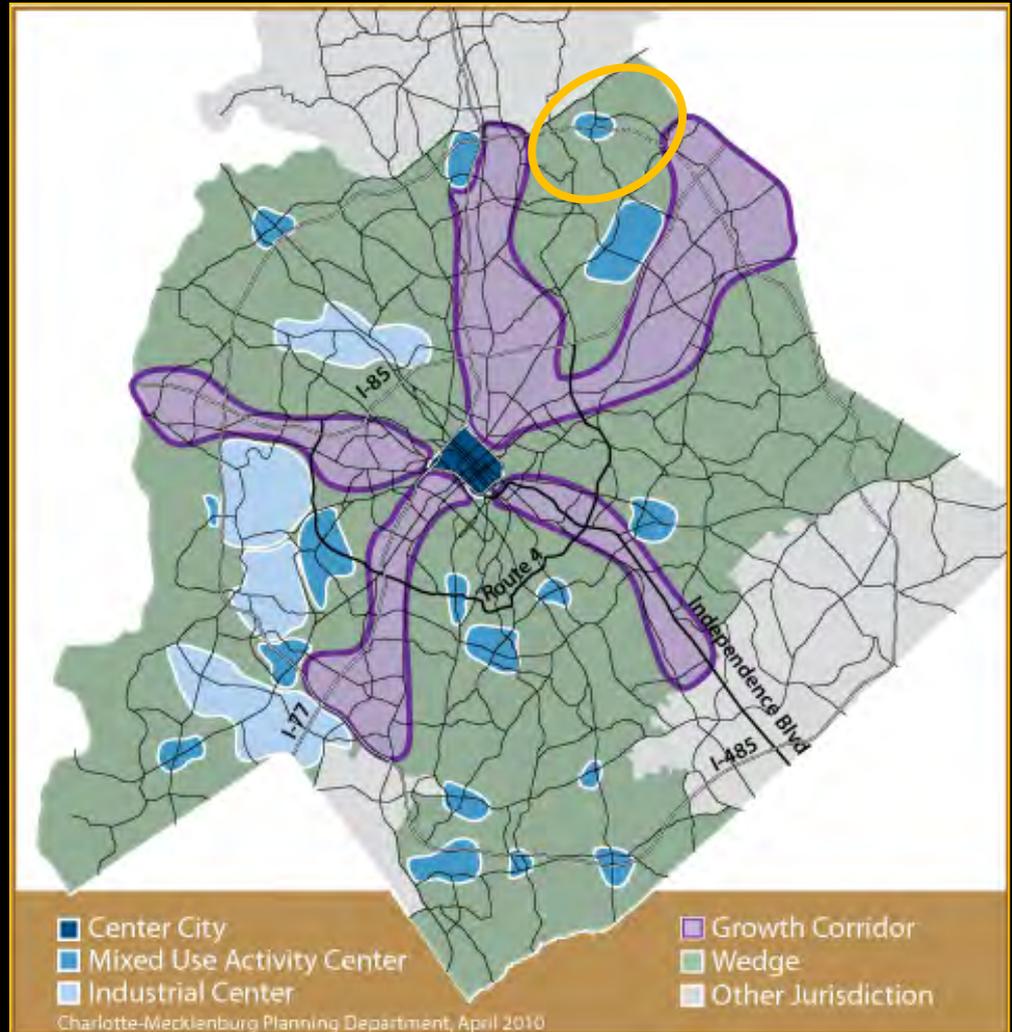
Adopted by Charlotte City Council
Month xx, 2013

Centers, Corridors & Wedges Growth Framework

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

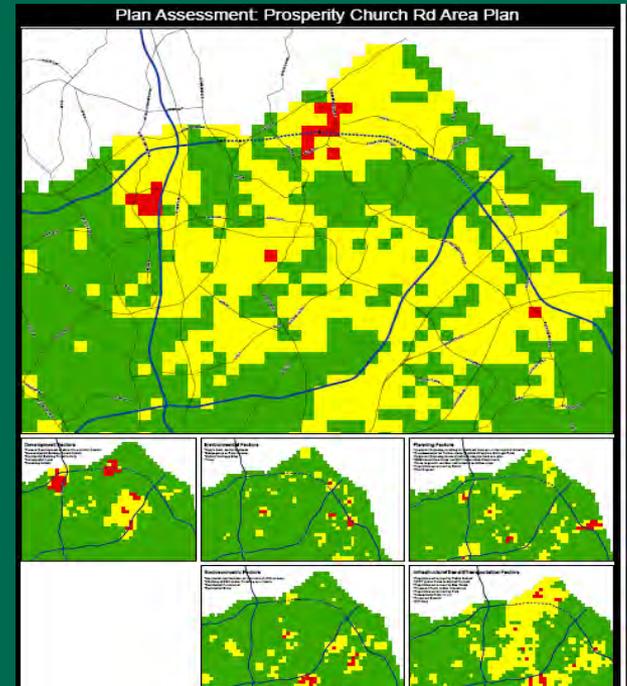
Growth Corridors are priority locations for new growth, but may include specific neighborhoods for preservation.

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



Plan Assessment Hot Spots

- ❖ Mixed Use Activity Center
- ❖ Amount of recent development inconsistent with adopted plans
- ❖ Development pressure
- ❖ Transportation projects
- ❖ Poor connectivity
- ❖ Impact of I-485 Interchange
- ❖ Opportunity to better integrate transportation and land use planning
- ❖ Environmentally sensitive areas



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

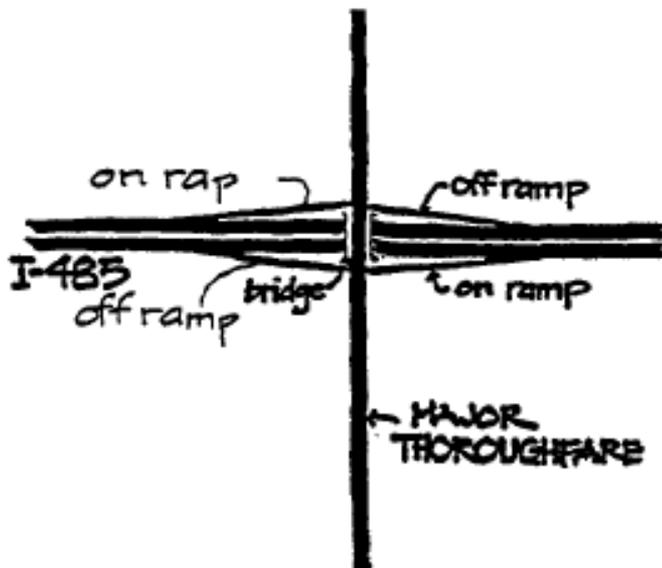
Adopted by Mecklenburg County Board of County Commissioners
 March, 1999





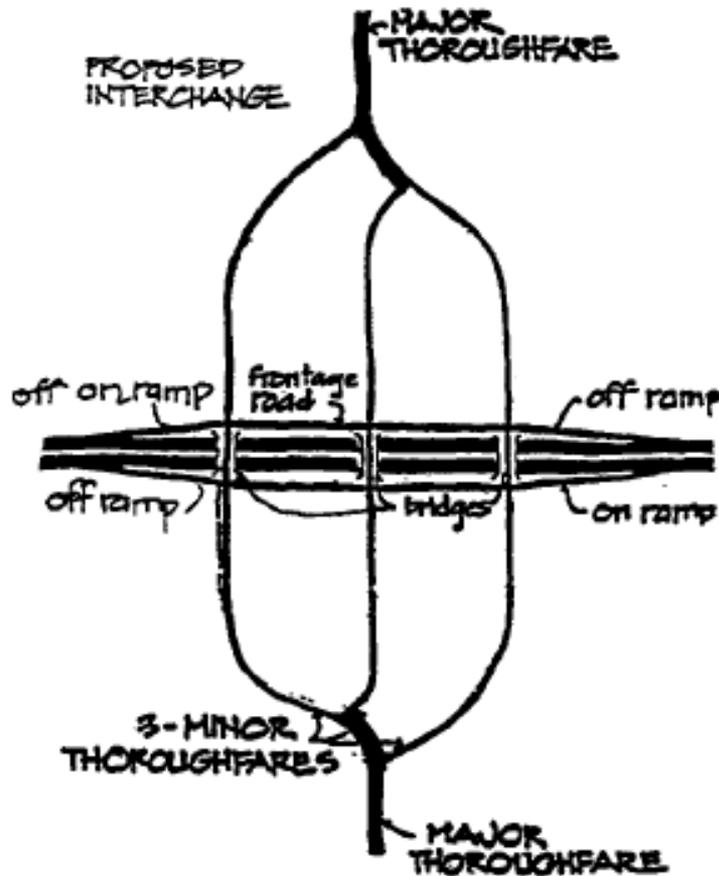
Expressway Interchange Concept

TYPICAL DIAMOND INTERCHANGE



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

PROPOSED INTERCHANGE



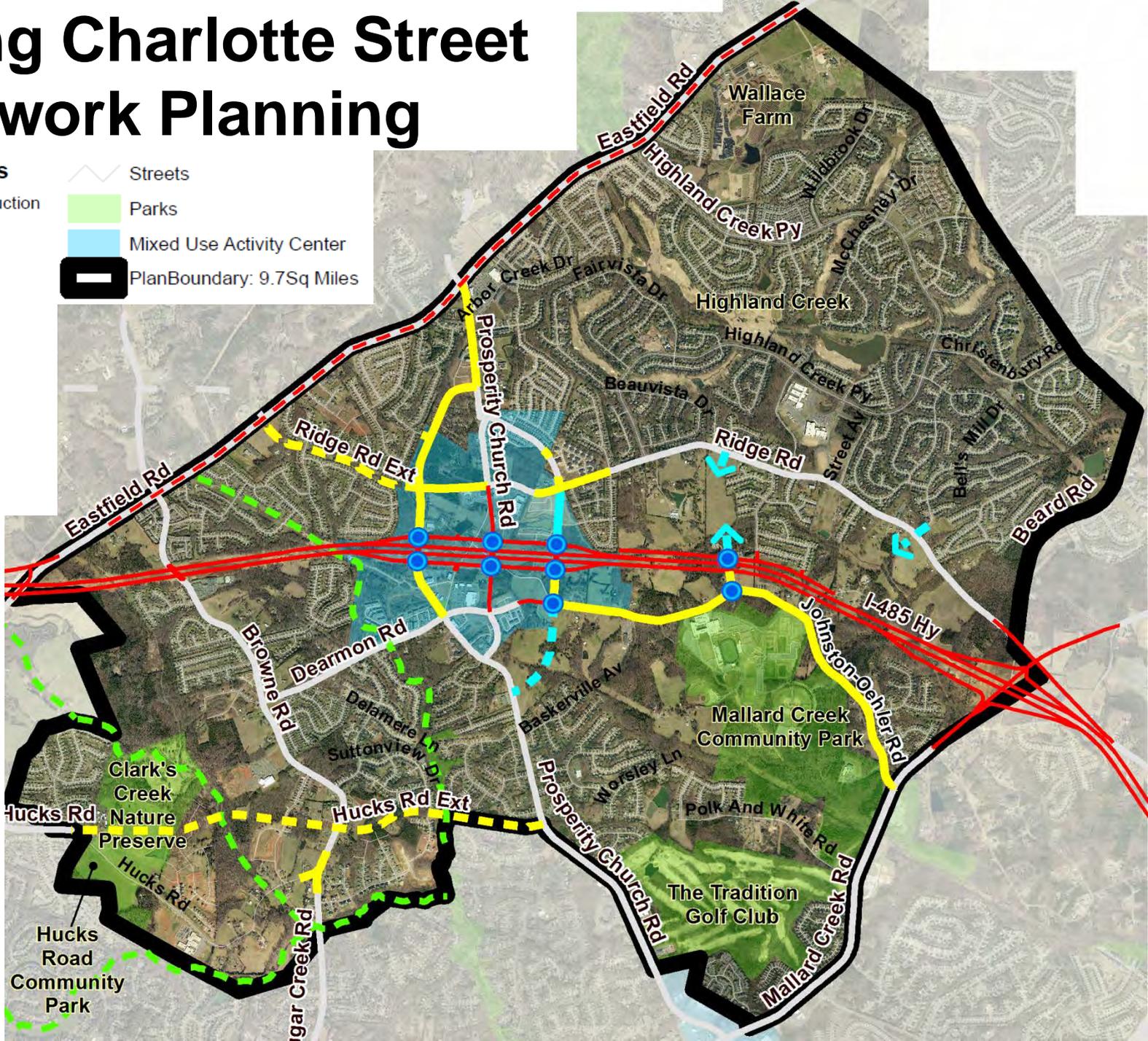
- Expands opportunity for coordinated, mixed-use development
- traffic dispersed among 3 pedestrian oriented streets with 3 bridge crossings
- provides greater connectivity across I-485

Ongoing Charlotte Street Network Planning

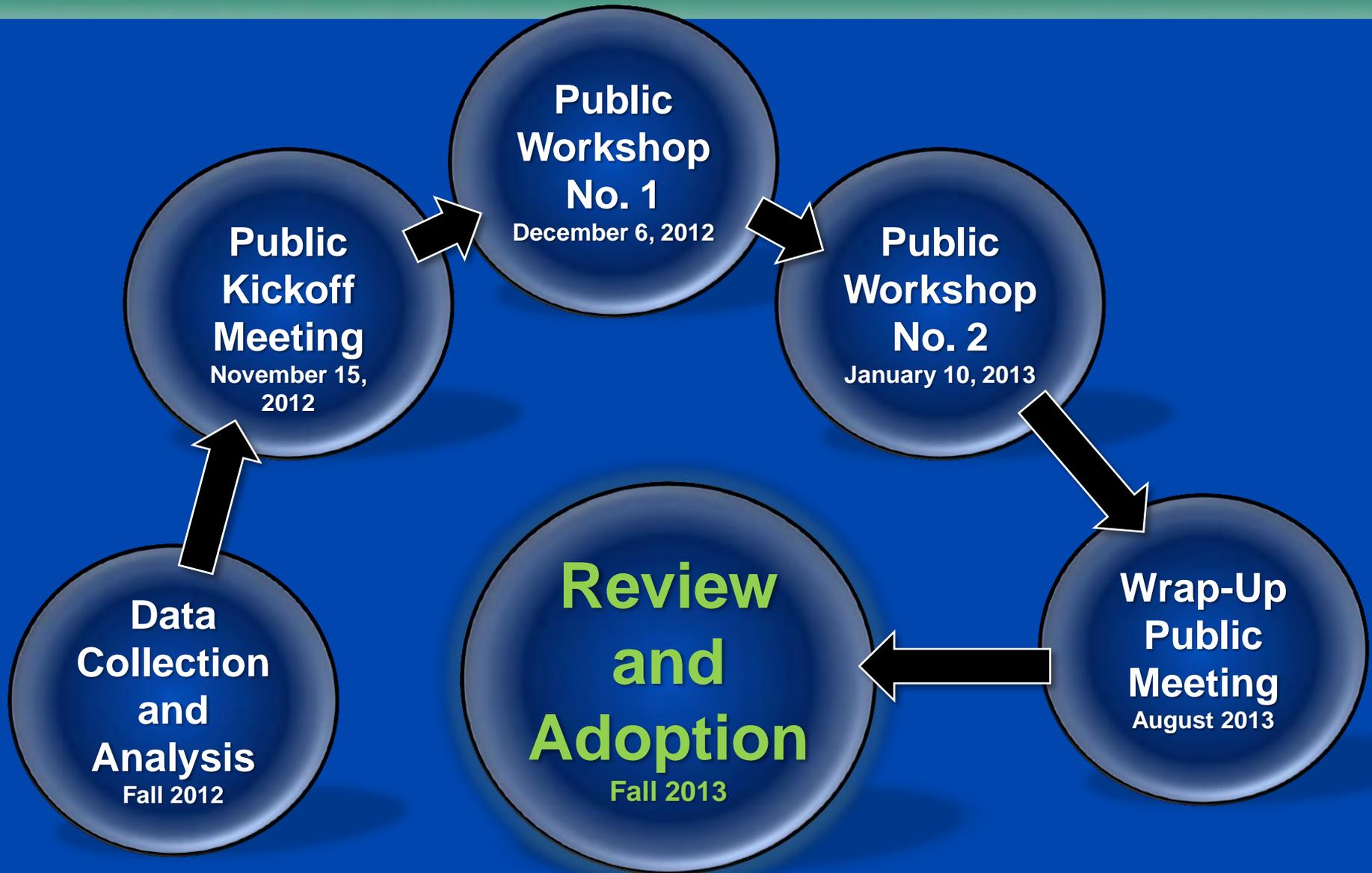
Transportation Projects

-  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



Plan Development Process





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The Plan Policies



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Prosperity Hucks ^{area} plan

Charlotte-Mecklenburg
Planning Department



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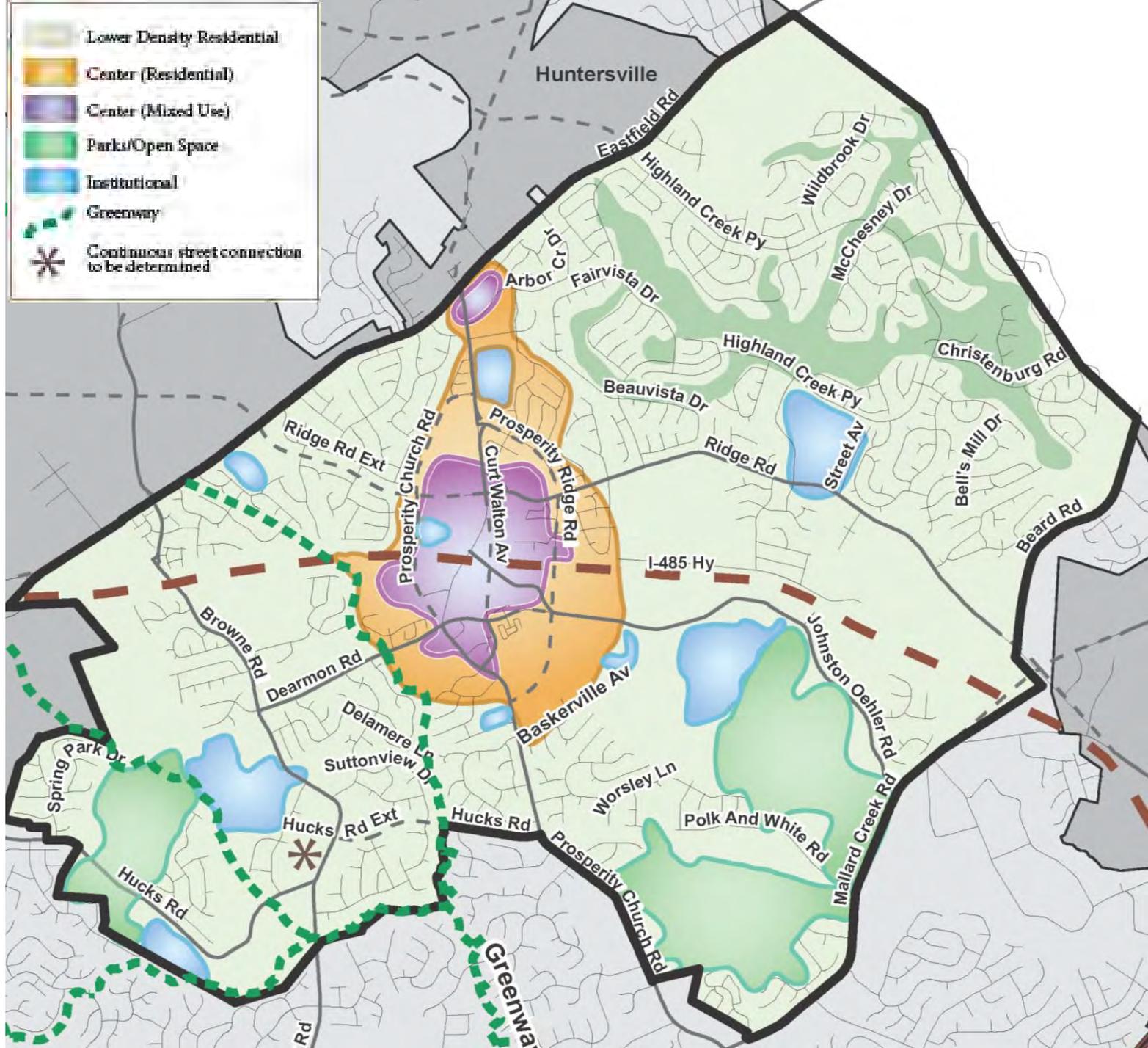
Developing the Vision

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:

- **Village Center ...**
- **Neighborhoods ...**
- **Transportation ...**
- **Open Space ...**

Concept Plan

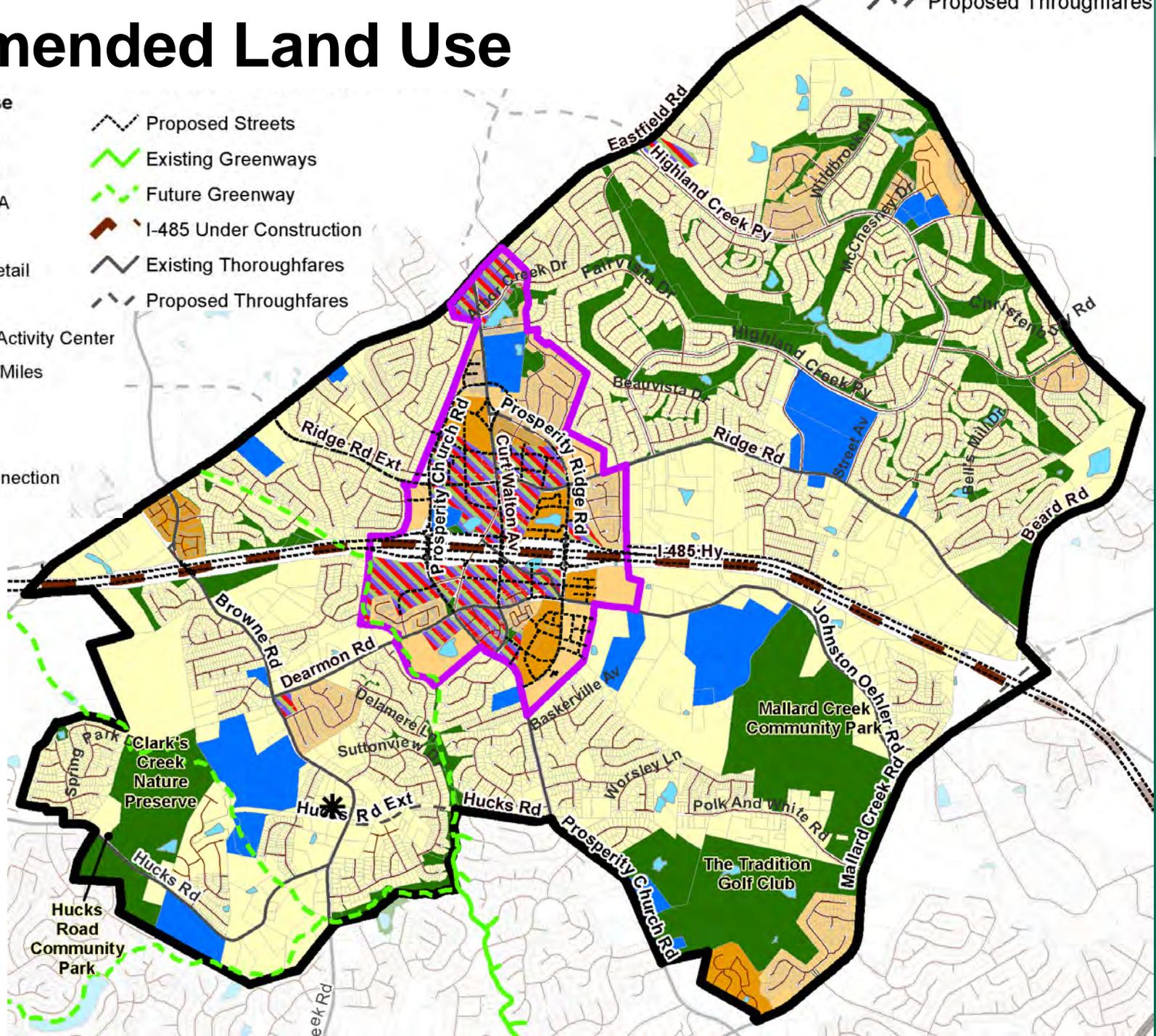


Recommended Land Use

Recommended Land Use

- Residential <= 4 DUA
- Residential <= 8 DUA
- Residential <= 22 DUA
- Institutional
- Residential/ Office/ Retail
- Park/ Open Space
- Proposed Mixed Use Activity Center
- PlanBoundary: 9.7Sq Miles
- Parcel Boundary
- Ponds
- ✳ Continuous street connection to be determined.

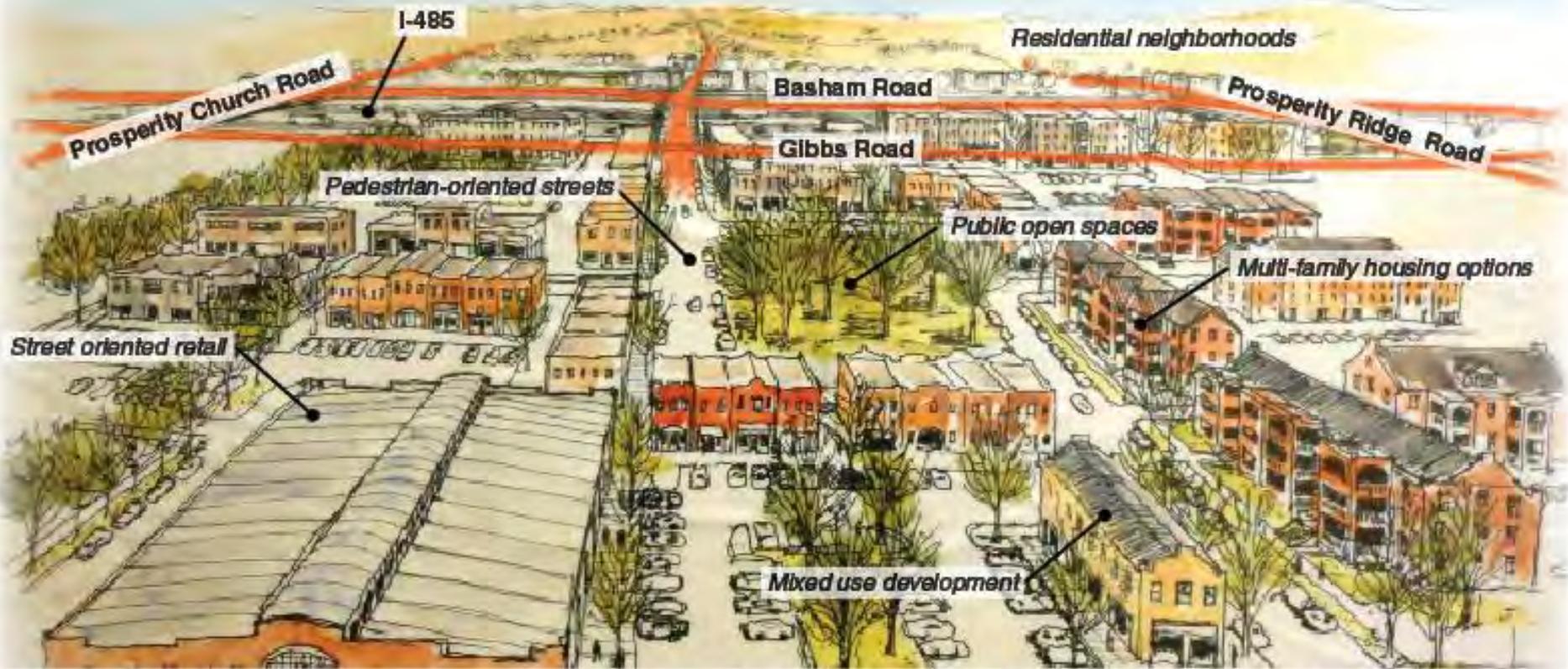
- Proposed Streets
- Existing Greenways
- Future Greenway
- I-485 Under Construction
- Existing Thoroughfares
- Proposed Thoroughfares



Village Center will be a neighborhood serving mixed-use activity center complementing and enhancing the surrounding neighborhoods; with a rich variety of retail, office, entertainment and multi-family residential uses in a well-designed and appropriately scaled form.



Village Center Concept



The vision for Prosperity Hucks is centered on a walkable urban village that supports the surrounding neighborhoods.



Active street-level uses and pedestrian-scaled streetscapes create a vibrant urban environment.



Walkable streets that encourage a range of travel modes and pedestrian-oriented mixed-use development.

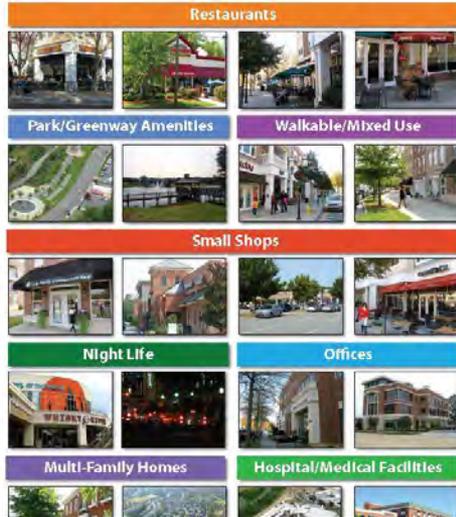
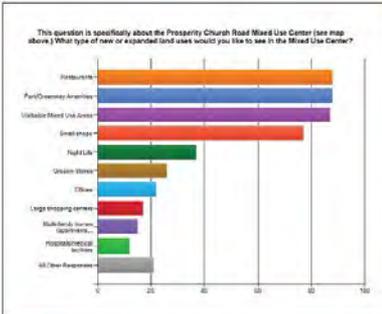


Parks and public spaces enhance quality of life and provide places for public gatherings and festivals.



A range of housing options within the village center provide walkable lifestyle choices.

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
<p>Edges are essential for a vibrant urban walk. Edges define spaces and provide visual cues to guide pedestrian movement. Clear street fronts on the sidewalk are essential for safety and vitality. Without an edge, urban form loses its sense of direction and the result is a sterile, uninviting, and uninteresting urban landscape. Edges do not exist in a vacuum. They are the result of thoughtful planning and make people feel safe.</p>	<p>Sidewalks should be a standard width (typically 6 to 10 feet) and be continuous from the street to the building. A wider sidewalk is a positive step of 10 to 15 feet, but a narrower sidewalk is a negative step of 10 to 15 feet. Sidewalks should be wide enough to accommodate a person with a stroller, a person with a bicycle, a person with a dog, and a person with a shopping bag. Sidewalks should be wide enough to accommodate a person with a stroller, a person with a bicycle, a person with a dog, and a person with a shopping bag. Sidewalks should be wide enough to accommodate a person with a stroller, a person with a bicycle, a person with a dog, and a person with a shopping bag.</p>	<p>Parking lots are the enemy of a building. Parking lots are a visual barrier between the building and the street. They are a source of visual clutter and a source of air pollution. They are a source of visual clutter and a source of air pollution. They are a source of visual clutter and a source of air pollution. They are a source of visual clutter and a source of air pollution.</p>	<p>Buildings receive more attention when they are placed on a street. Buildings that are placed on a street are more visible and more interesting. Buildings that are placed on a street are more visible and more interesting. Buildings that are placed on a street are more visible and more interesting. Buildings that are placed on a street are more visible and more interesting.</p>	<p>Buildings are a key element of a vibrant urban walk. Buildings that are placed on a street are more visible and more interesting. Buildings that are placed on a street are more visible and more interesting. Buildings that are placed on a street are more visible and more interesting. Buildings that are placed on a street are more visible and more interesting.</p>	<p>Edges are essential for a vibrant urban walk. Edges define spaces and provide visual cues to guide pedestrian movement. Clear street fronts on the sidewalk are essential for safety and vitality. Without an edge, urban form loses its sense of direction and the result is a sterile, uninviting, and uninteresting urban landscape. Edges do not exist in a vacuum. They are the result of thoughtful planning and make people feel safe.</p>	<p>Sidewalks should be a standard width (typically 6 to 10 feet) and be continuous from the street to the building. A wider sidewalk is a positive step of 10 to 15 feet, but a narrower sidewalk is a negative step of 10 to 15 feet. Sidewalks should be wide enough to accommodate a person with a stroller, a person with a bicycle, a person with a dog, and a person with a shopping bag. Sidewalks should be wide enough to accommodate a person with a stroller, a person with a bicycle, a person with a dog, and a person with a shopping bag.</p>	<p>Parking lots are the enemy of a building. Parking lots are a visual barrier between the building and the street. They are a source of visual clutter and a source of air pollution. They are a source of visual clutter and a source of air pollution. They are a source of visual clutter and a source of air pollution. They are a source of visual clutter and a source of air pollution.</p>	<p>Buildings receive more attention when they are placed on a street. Buildings that are placed on a street are more visible and more interesting. Buildings that are placed on a street are more visible and more interesting. Buildings that are placed on a street are more visible and more interesting. Buildings that are placed on a street are more visible and more interesting.</p>	<p>Buildings are a key element of a vibrant urban walk. Buildings that are placed on a street are more visible and more interesting. Buildings that are placed on a street are more visible and more interesting. Buildings that are placed on a street are more visible and more interesting. Buildings that are placed on a street are more visible and more interesting.</p>

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Reaffirm Public Preferences

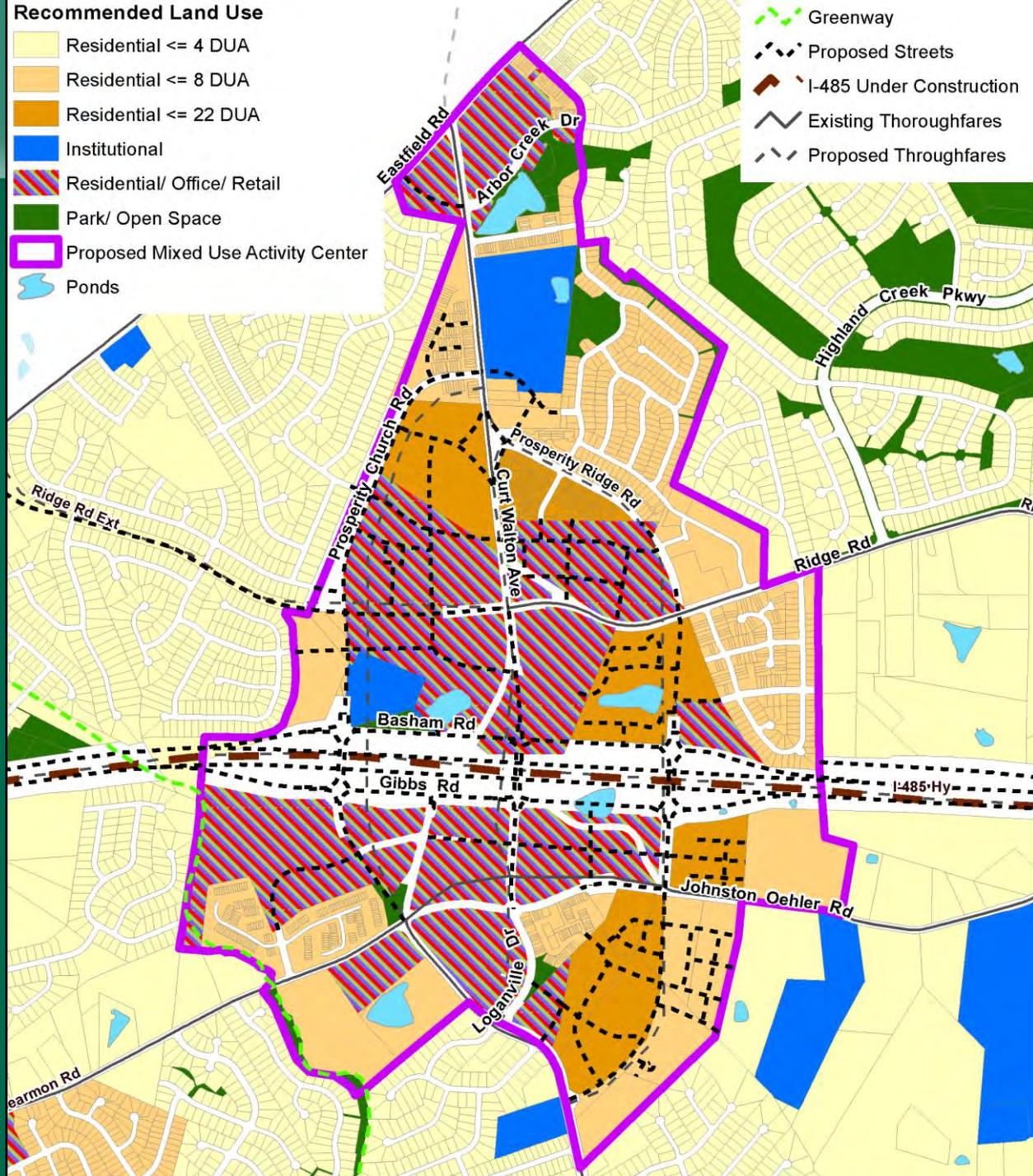
The online survey and comments at community meetings indicate a preference for:

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



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Village Center Recommended Land Use

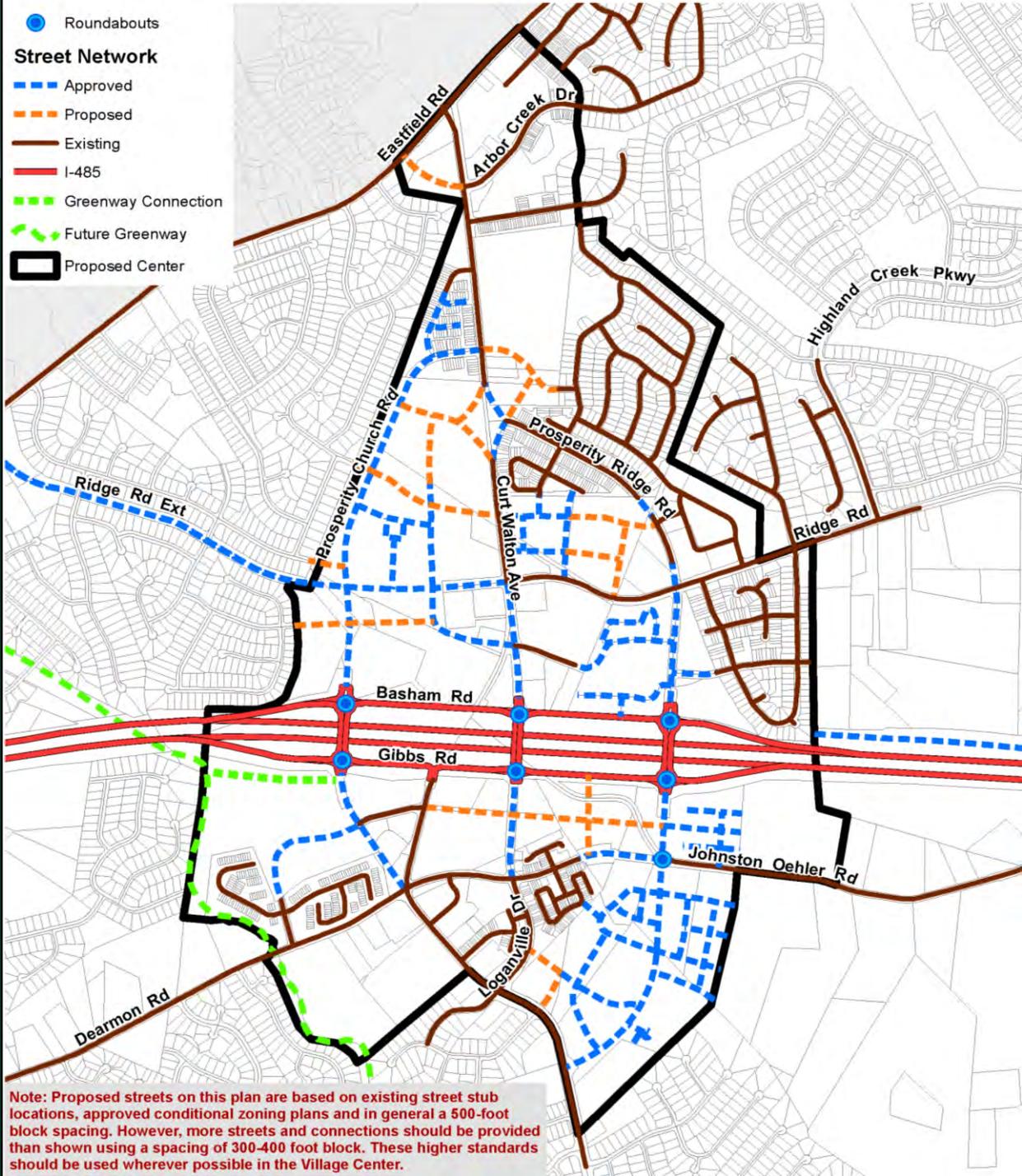


Transportation infrastructure will be developed to connect neighborhoods, Activity Center and other destinations within and beyond the plan area; it should safely accommodate pedestrians, bicyclists, transit users, and motorists.



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Village Center Street 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.

Neighborhoods are the backbone to the stability of the area and will be essential in preserving the distinctive character of the community.

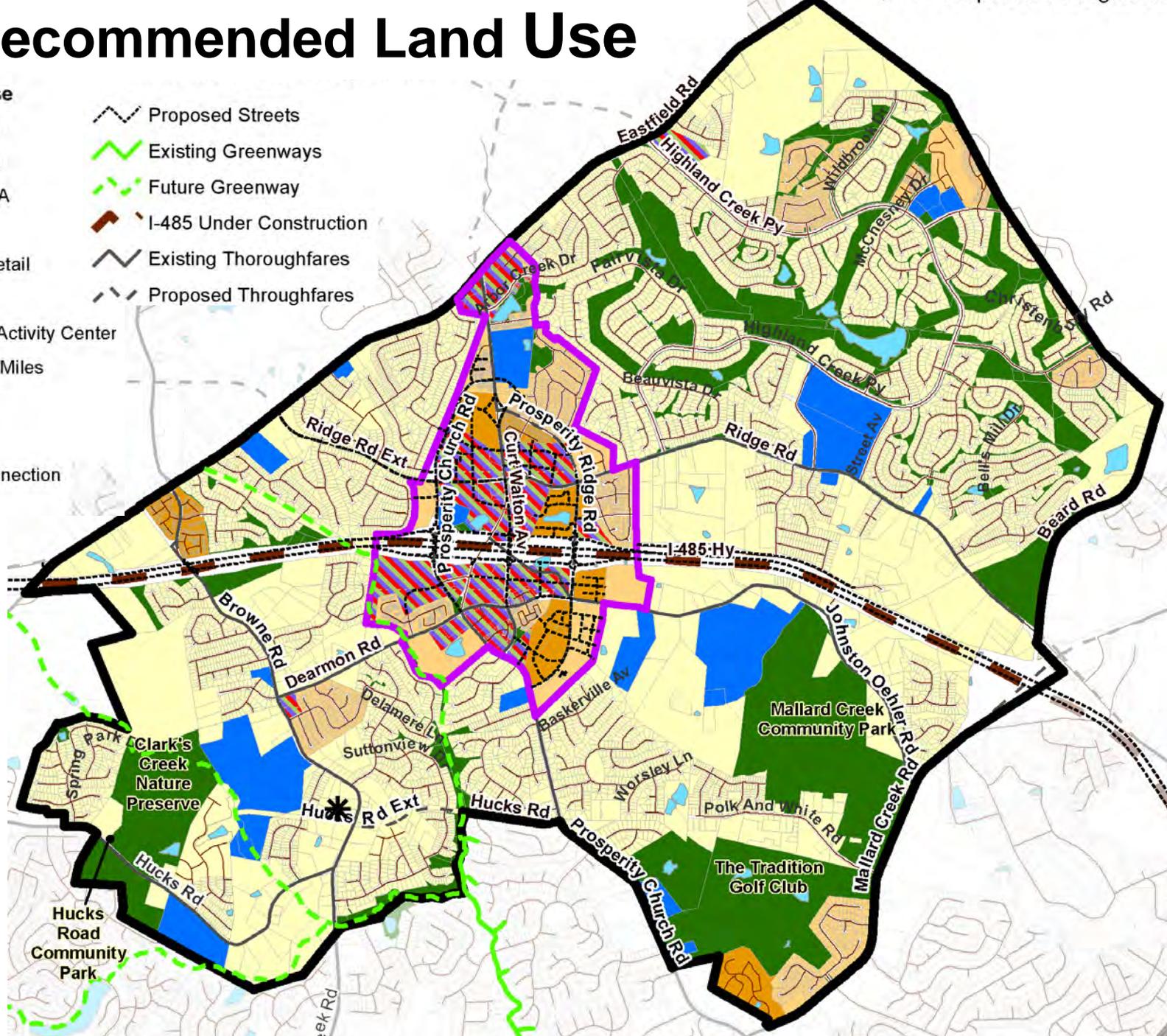
Continuing development in and around the neighborhoods will take into account its impact on the quality of life of area residents and protect the tree canopy.

Wedge Recommended Land Use

Recommended Land Use

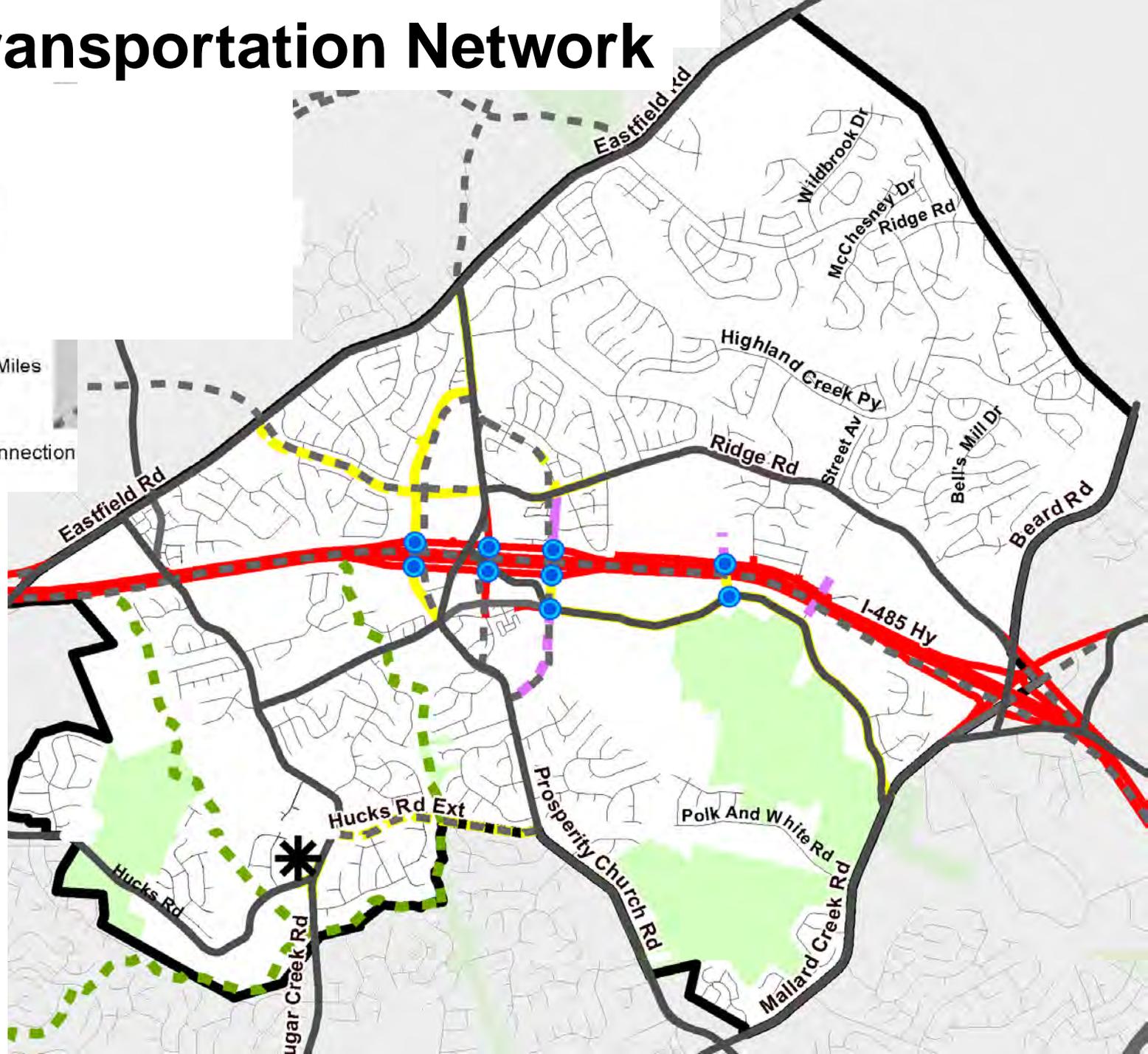
- Residential <= 4 DUA
- Residential <= 8 DUA
- Residential <= 22 DUA
- Institutional
- Residential/ Office/ Retail
- Park/ Open Space
- Proposed Mixed Use Activity Center
- PlanBoundary: 9.7Sq Miles
- Parcel Boundary
- Ponds
- ✳ Continuous street connection to be determined.

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



Future Transportation Network

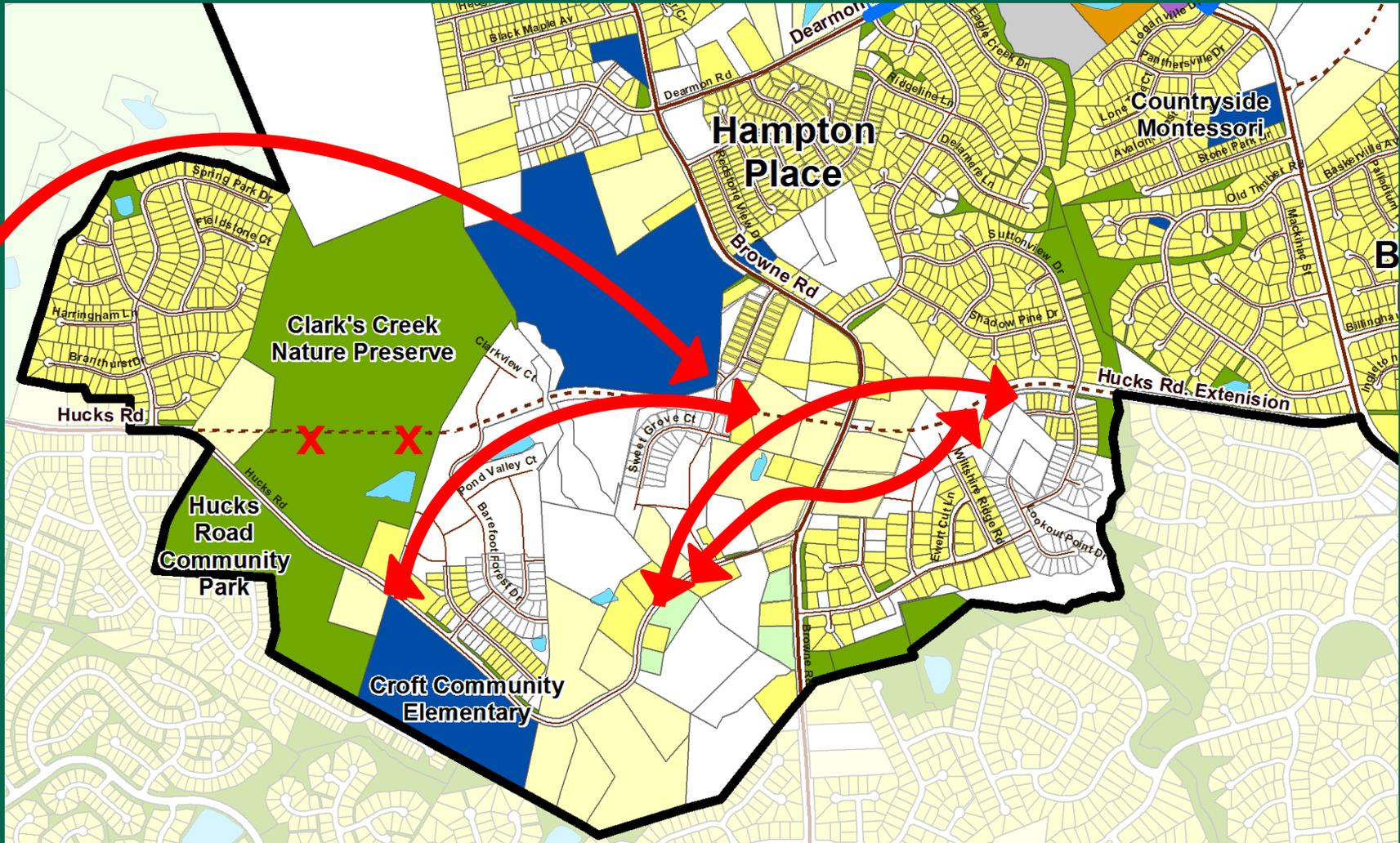
- Roundabouts
- NC DOT, Funded
- Developer, Funded
- Developer, Unfunded
- City, Funded
- City, Unfunded
- Future Greenway
- ▭ PlanBoundary: 9.7Sq Miles
- Parks
- * Continuous street connection to be determined.





Hucks Road Connection

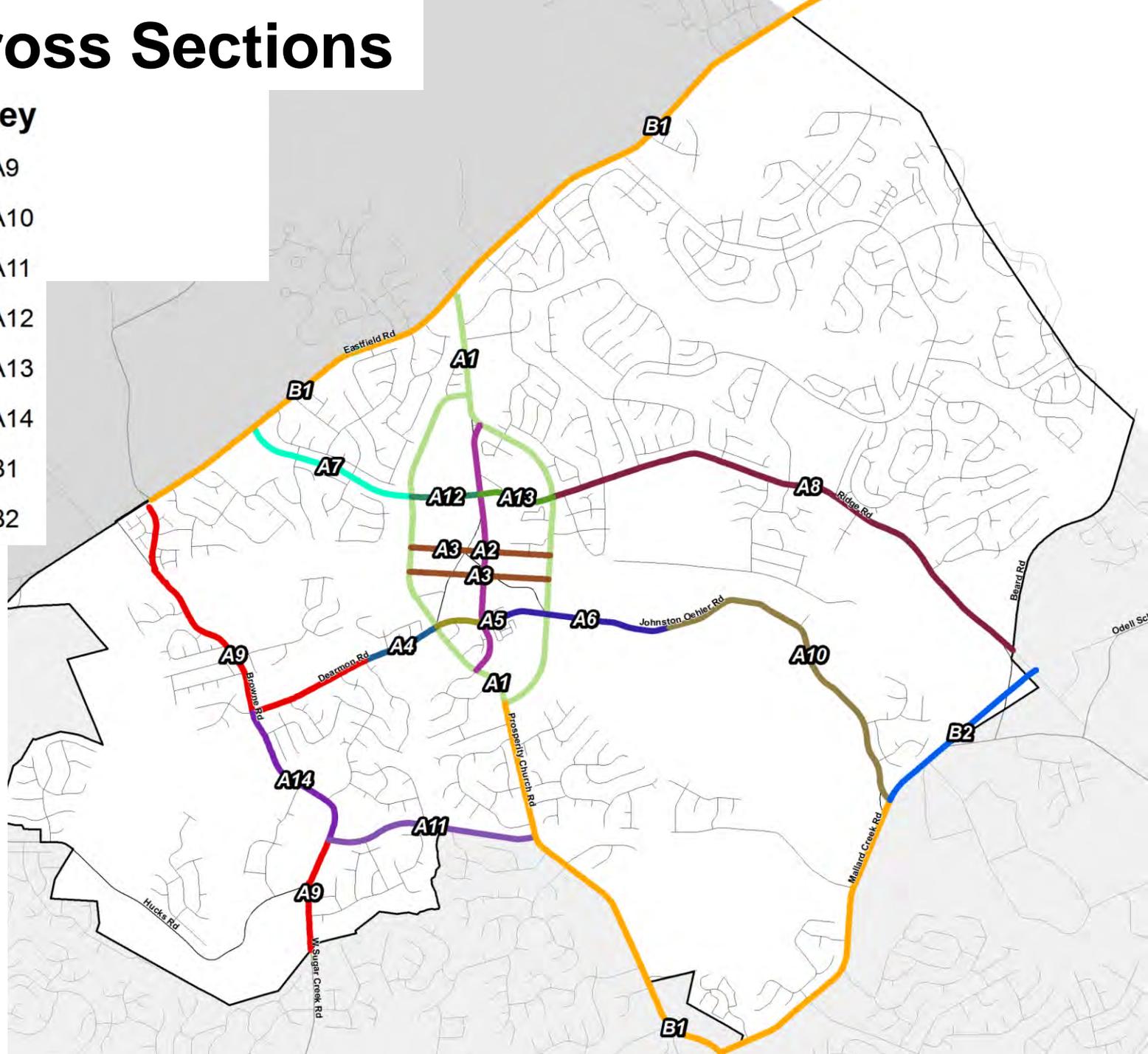
With the elimination of the Hucks Road connection through Clark's Creek Nature Preserve, seek a feasible continuous route for Hucks Road across Browne Road.



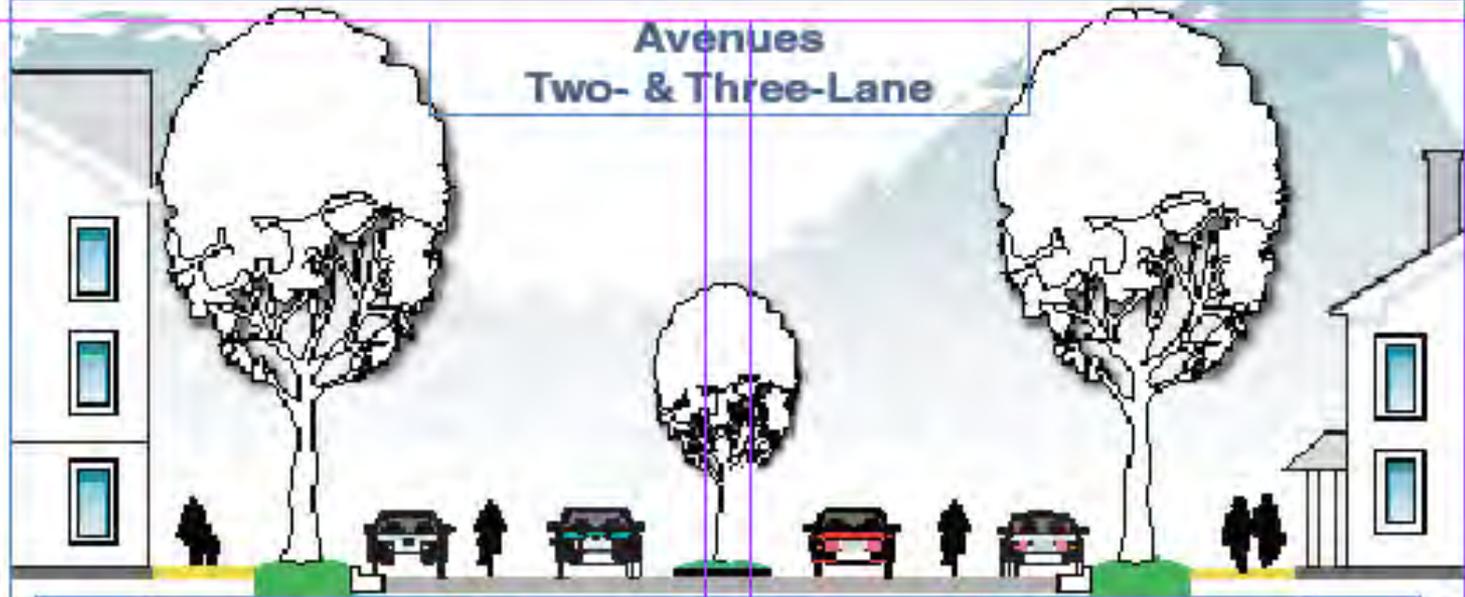
Street Cross Sections

Cross Section Key

- A1
- A2
- A3
- A4
- A5
- A6
- A7
- A8
- A9
- A10
- A11
- A12
- A13
- A14
- B1
- B2

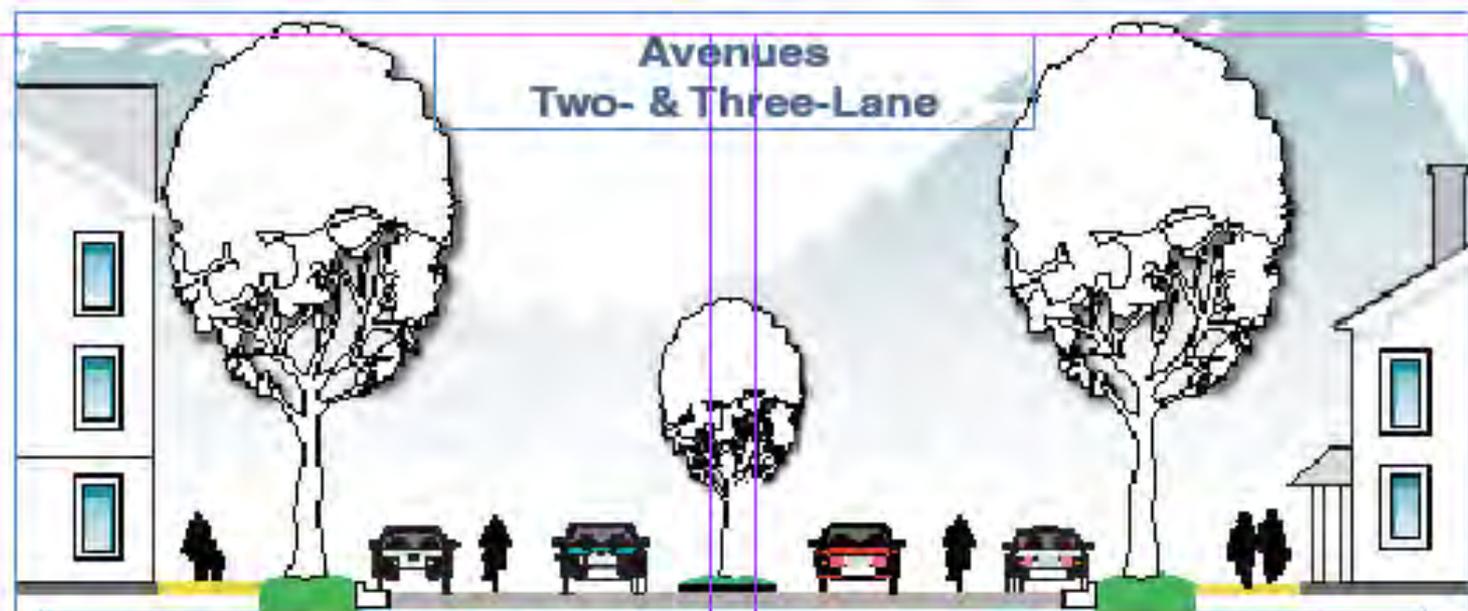


Avenues Two- & Three-Lane



VILLAGE CENTER	A1	<i>Prosperity Church Road (Eastfield Road to Prosperity Ridge Road)</i>										
	A1	<i>Prosperity Ridge Road</i>										
		6'	8'	6'	6'	11'	n/a	11'	4'	n/a	8'	6'
		* Parking only on inner side of Village Center loop streets: East side of Prosperity Church Road; West side of Prosperity Ridge Road										
	A2	<i>Loganville Drive/Curt Walton Avenue</i>										
		6'	8'	7'	8'	10'	n/a	10'	6'	7'	8'	6'
	A3	<i>Basham Road; Gibbs Road (I-485 frontage roads with 1-way operation)</i>										
		n/a	n/a	n/a	n/a	n/a	n/a	12'	6'	7'	8'	6'
	A4	<i>DeArmon Road (East of Clark's Creek)</i>										
		6'	8'	n/a	5'	11'	10'	11'	5'	n/a	8'	6'
	A5	<i>Johnston-Oehler Road (Prosperity Church Road to Prosperity Ridge Road)</i>										
		6'	8'	7'	6'	11'	n/a	11'	6'	7'	8'	6'
	Left-turn lanes allowed when needed											
A6	<i>Johnston-Oehler Road (Prosperity Ridge Road to Countryside Montessori School)</i>											
	6'	8'	n/a	4'	11'	n/a	11'	4'	n/a	8'	6'	
	Left-turn lanes allowed when needed											

For all cross sections in the Village Center, an 'amenity zone' or hardscape treatment may be considered in lieu of a planting strip with appropriate land use contexts



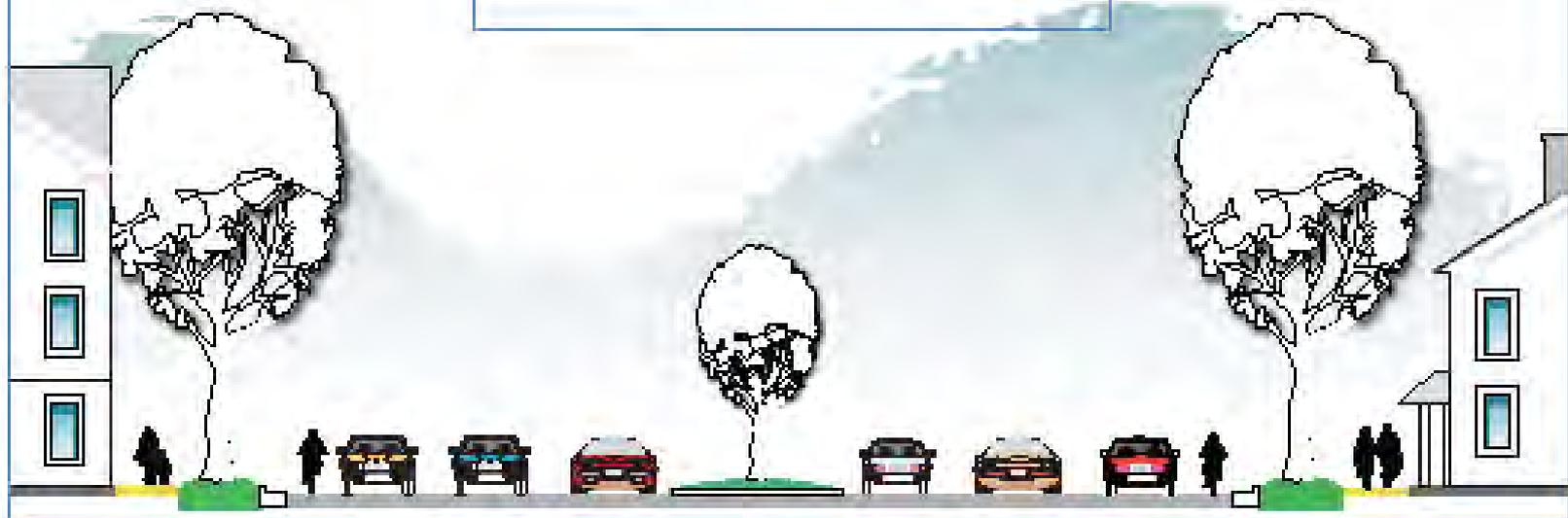
	Shoulder	Planting Strip	Parking	Bike Lane	Travel Lane	Median	Travel Lane	Bike Lane	Parking	Planting Strip	Sidewalk	
WEDGE NEIGHBORHOODS	A7 Ridge Road Extension (Eastfield Road to Prosperity Church Road)											
	10**	8'	n/a	n/a	11'	10'	11'	n/a	n/a	8'	10**	
	* Multi-use path											
	A8 Ridge Road (Prosperity Ridge Road to Mallard Creek Road)											
	10**	8'	n/a	n/a	11'	10'	11'	n/a	n/a	8'	6'	
	* Multi-use path to be located on the north side of Ridge Road											
	A9 Browne Road (David Cox Road to Hucks Road) (DeArmon Road to Eastfield Road)											
	A9 DeArmon Road (West of Clark's Creek)											
	6'	8'	n/a	5'	11'	11'	11'	5'	n/a	8'	6'	
	A10 Johnston-Oehler Road (Countryside Montessori School to Mallard Creek Road)											
	6'	8'	n/a	4'	11'	11'	11'	4'	n/a	8'	6'	
Intermittent islands shall be installed in middle												
A11 Hucks Road Extension (Browne Road to Prosperity Church Road)												
10**	8'	n/a	n/a	11'	0 - 20'	11'	n/a	n/a	8'	10**		
* Multi use path												

Avenues Four- & Five-Lane



	Sidewalk	Planting Strip	Parking	Bike Lane	Travel Lane	Travel Lane	Median	Travel Lane	Travel Lane	Bike Lane	Parking	Planting Strip	Sidewalk
VILLAGE CENTER													
A12	Ridge Road (Prosperity Church Road Arc to Curt Walton Avenue)												
	6'	8"	7'	6'	11'	11'	11'	11'	11'	6'	7'	8"	6'
	Median or 5th lane allowed. * An 'amenity zone' or hardscape treatment may be considered with appropriate land use contexts												
A13	Ridge Road (Curt Walton Avenue to Prosperity Ridge Road)												
	6'	8"	n/a	5'	11'	11'	11'	11'	11'	5'	n/a	8"	6'
	Median or 5th lane allowed. Parallel parking allowed if adjacent land use is appropriate. If parking is provided, adjust bike lane to 6'. * An 'amenity zone' or hardscape treatment may be considered with appropriate land use contexts												
WEDGE NEIGHBORHOODS													
A14	Browne Road (Hucks Road to DeArmon Road)												
	6'	8'	n/a	5'	11'	11'	n/a	11'	11'	5'	n/a	8'	6'
	*11' left-turn lane at collector/thoroughfare intersections												
<i>Source: Charlotte Department of Transportation (CDOT), 2013</i>													

Boulevards



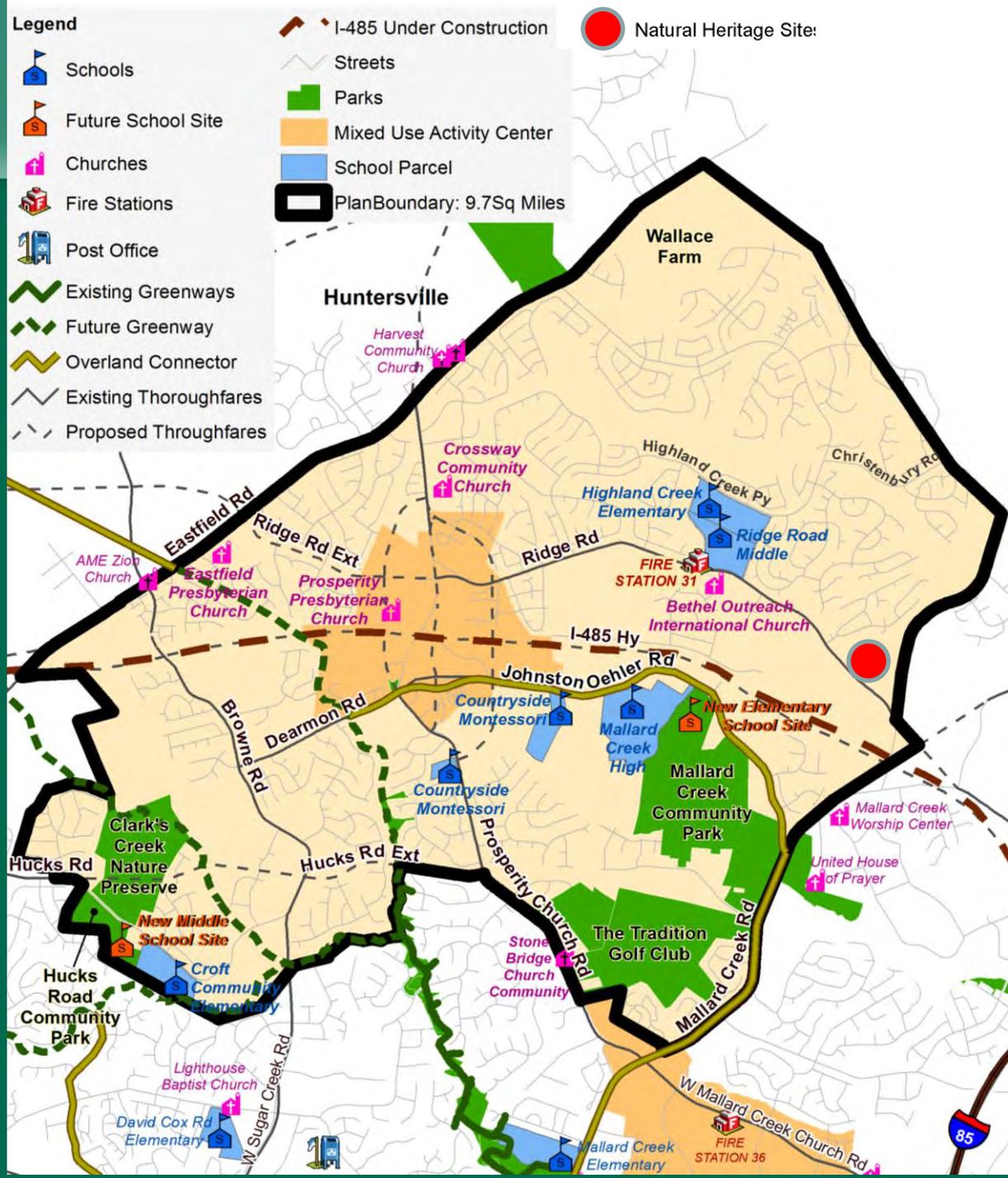
	Sidewalks	Planting Strip	Bike Lane	Travel Lane	Travel Lane	Travel Lane	Median	Travel Lane	Travel Lane	Travel Lane	Bike Lane	Planting Strip	Sidewalks
VILLAGE CENTER													
There are no Boulevards located within the Village Center													
WEDGE NEIGHBORHOODS													
B1	Eastfield Road												
B1	Mallard Creek Road (Mallard Creek Church Road to Breezewood Lane)												
B1	Prosperity Church Road (Prosperity Ridge Road to Mallard Creek Road)												
	6'	8'	5'	n/a	11'	11'	17'	11'	11'	n/a	5'	8'	6'
	Existing segments of Prosperity Church Road include 4' bike lanes, to remain in place												
B2	Mallard Creek Road (Breezewood Lane to Cabarrus County Line)												
	6'	8'	5'	12'	12'	12'	17'	12'	12'	12'	5'	8'	6'
Source: Charlotte Department of Transportation (CDOT), 2013													

Open Space will be well integrated into the community, preserving elements of the natural landscape, becoming part of a meaningful, connected open space network of greenways, parks, and bike paths.



Open Space

- Leverage Parks and Greenways to make connections to Village and neighborhoods.
- **Clarks Creek Nature Preserve:** Preserve trees and fields; no new road through it.
- **Natural Heritage Site, Beard Road:** Preserve and dedicate site.

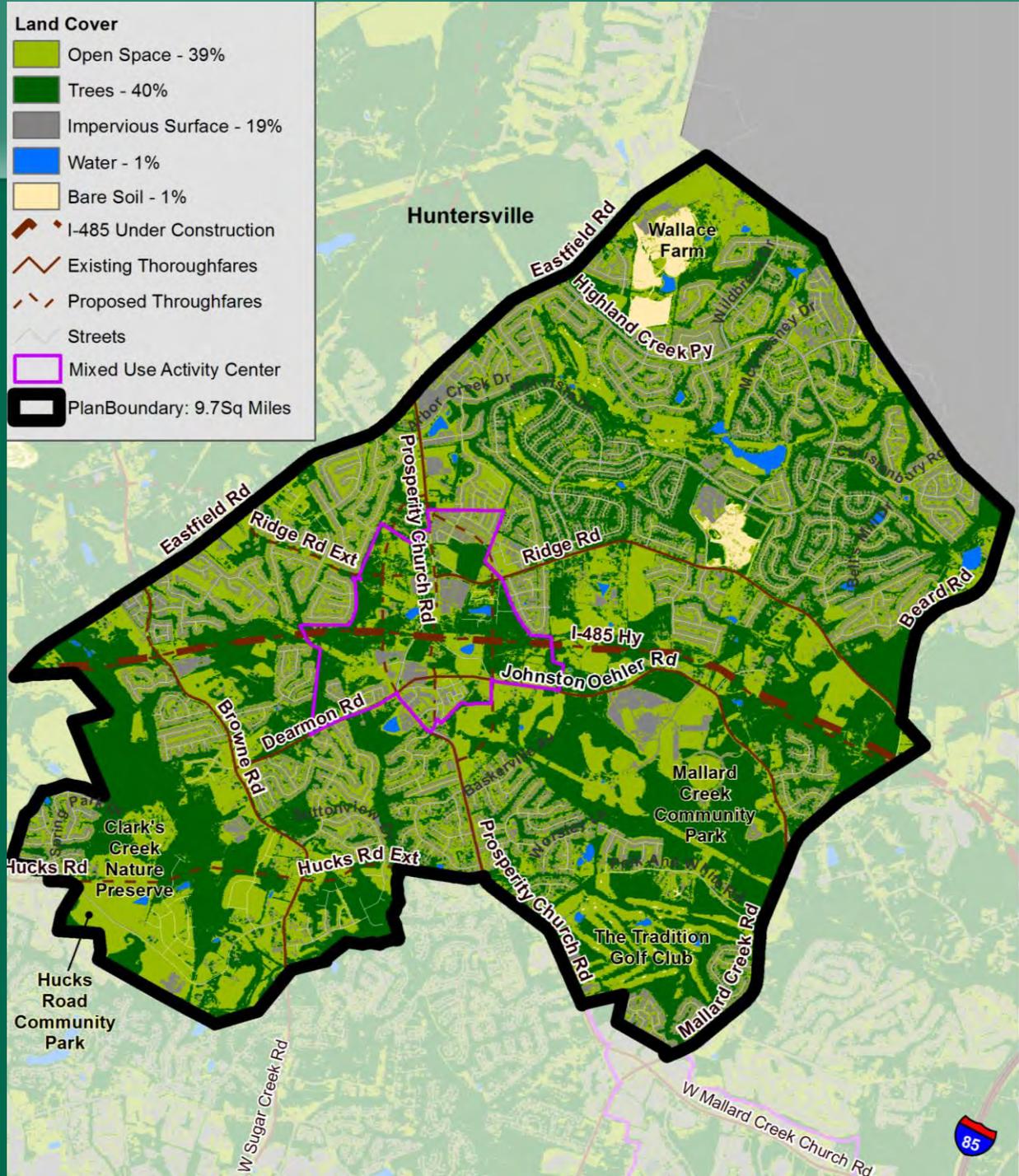




Tree Canopy

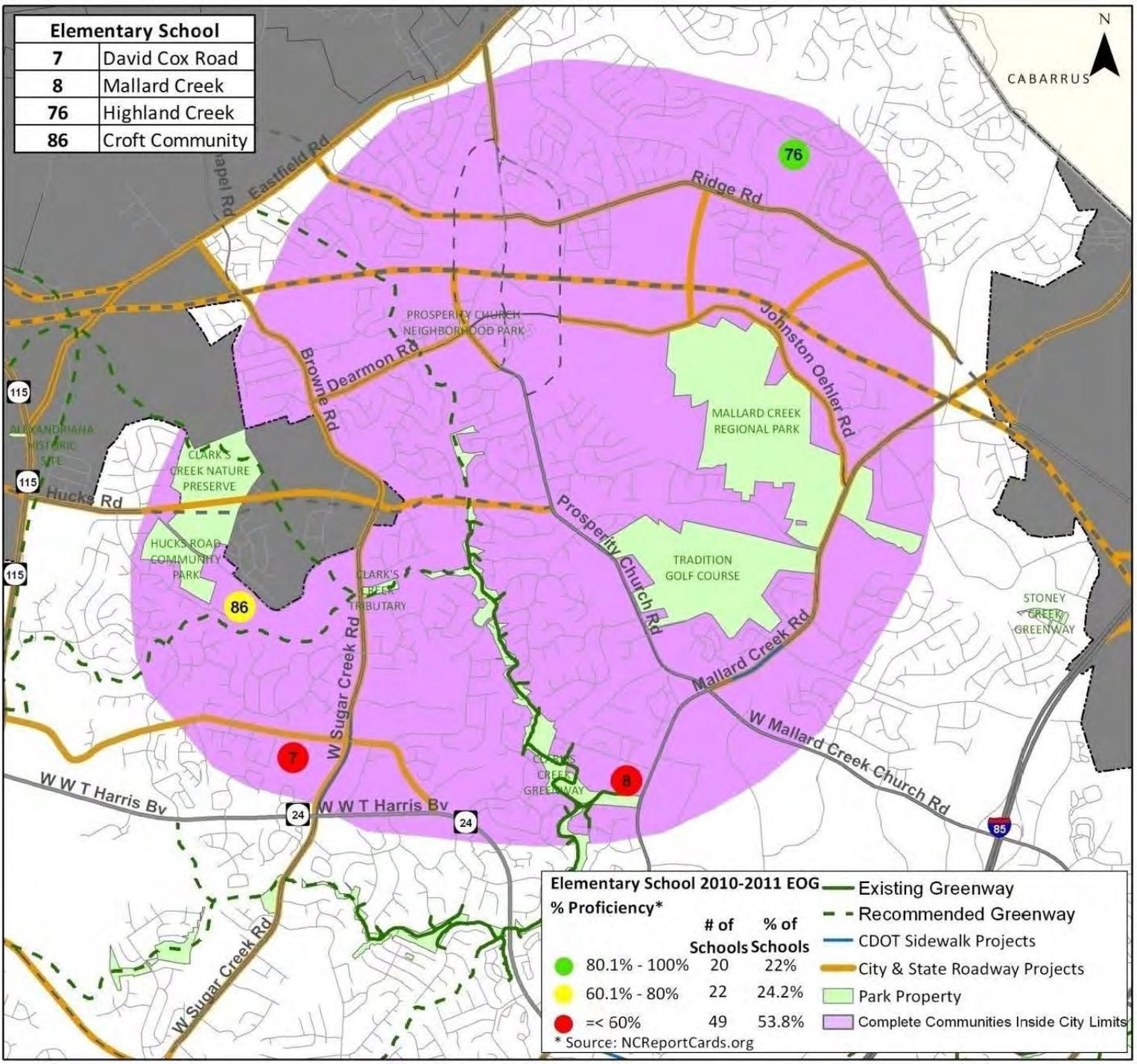
Establish tree canopy goals for the plan area to support the City's 50% Tree Canopy Goal by 2050:

- Wedge at 55%
- Village Center at 25%



Preliminary CNIP mapping

Elementary School	
7	David Cox Road
8	Mallard Creek
76	Highland Creek
86	Croft Community





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What we heard

Comments from the Workshops

Prosperity Hacks area 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:

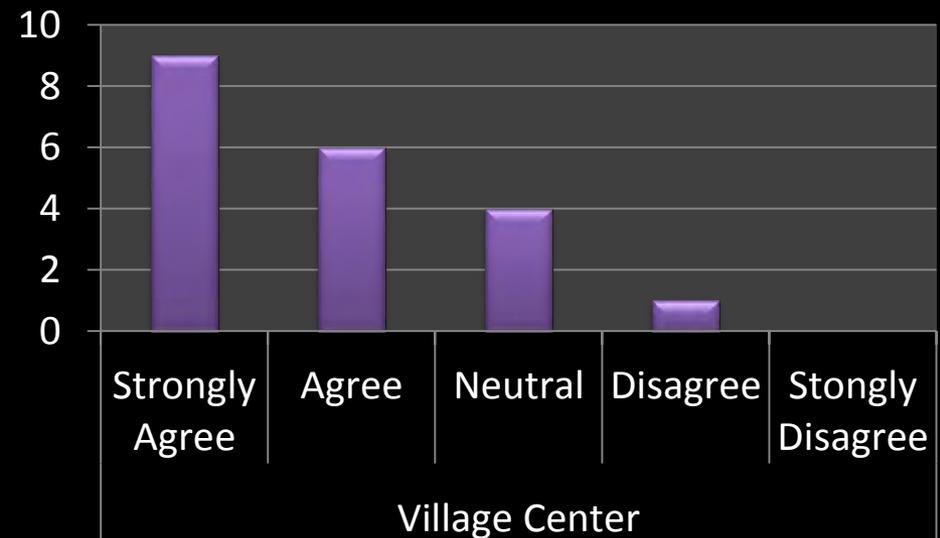
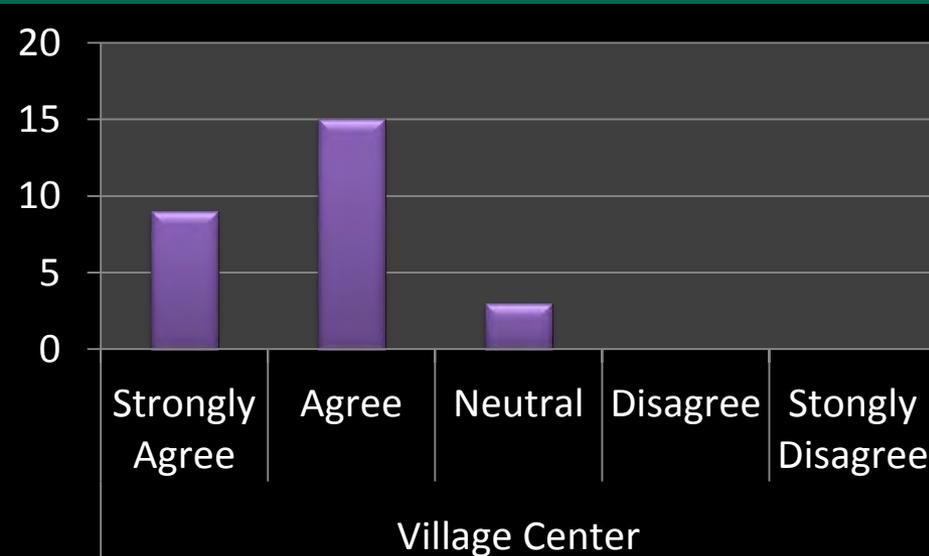
- Draft Vision Statement**
Strongly Agree _____ Agree _____ Neutral _____ Disagree _____ Strongly Disagree _____
Comments: _____
- Village Center Land Use Recommendations**
Strongly Agree _____ Agree _____ Neutral _____ Disagree _____ Strongly Disagree _____
Comments: _____
- Wedge Neighborhoods Land 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.



Village Center

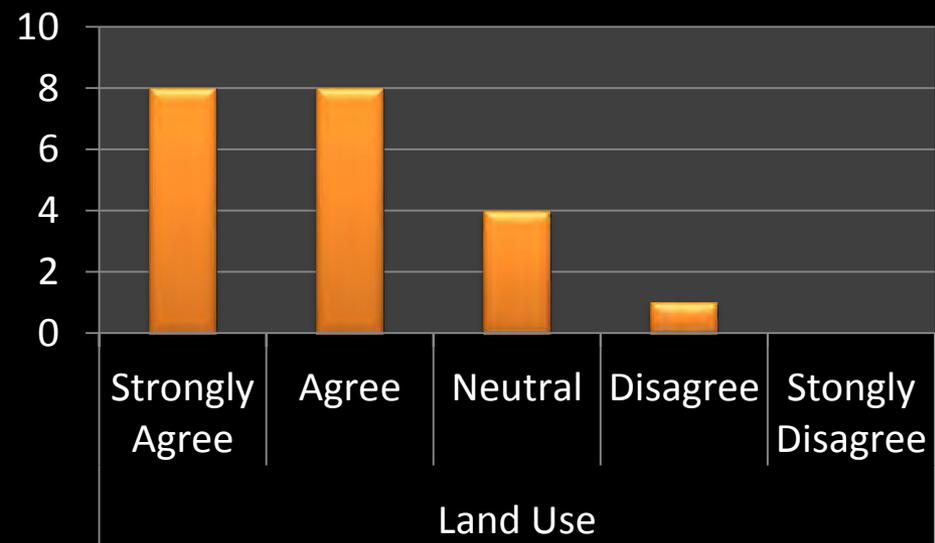
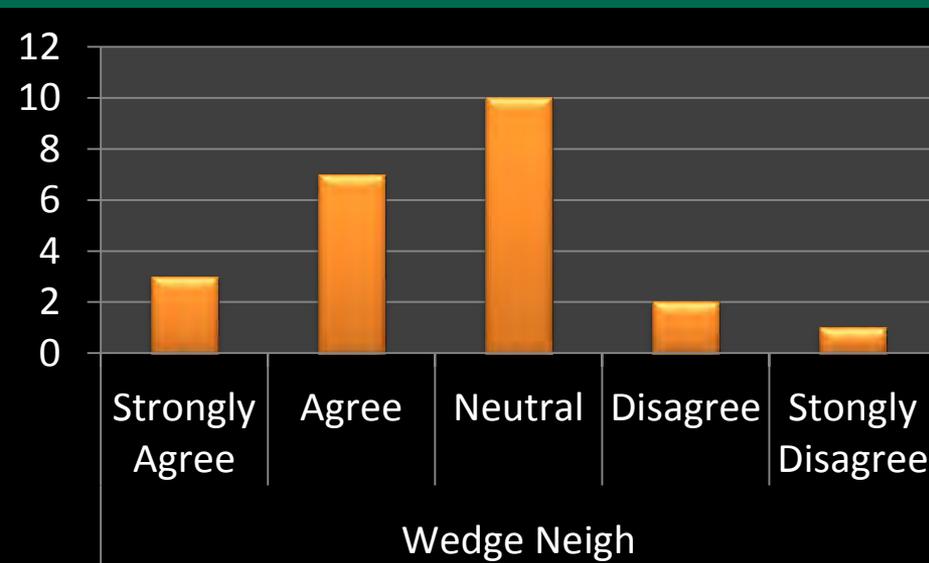
- Please **no fast food** restaurants. Love a Trader Joes/Fresh Market type grocery and restaurants like 131 Main.
- **Village center concept must be maintained**. Big Box stores & Housing Density should be controlled tightly.
- Like the style proposed that has shops around outside w/ parking in the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





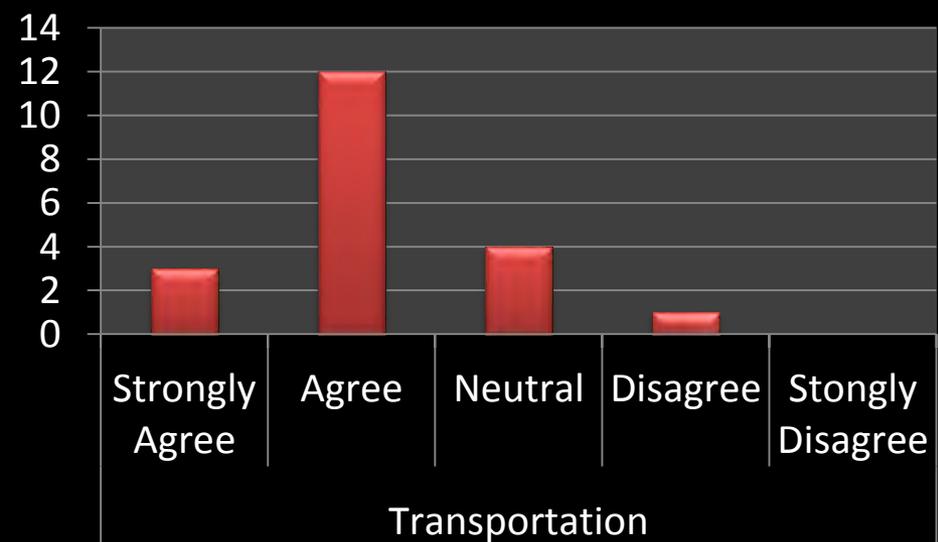
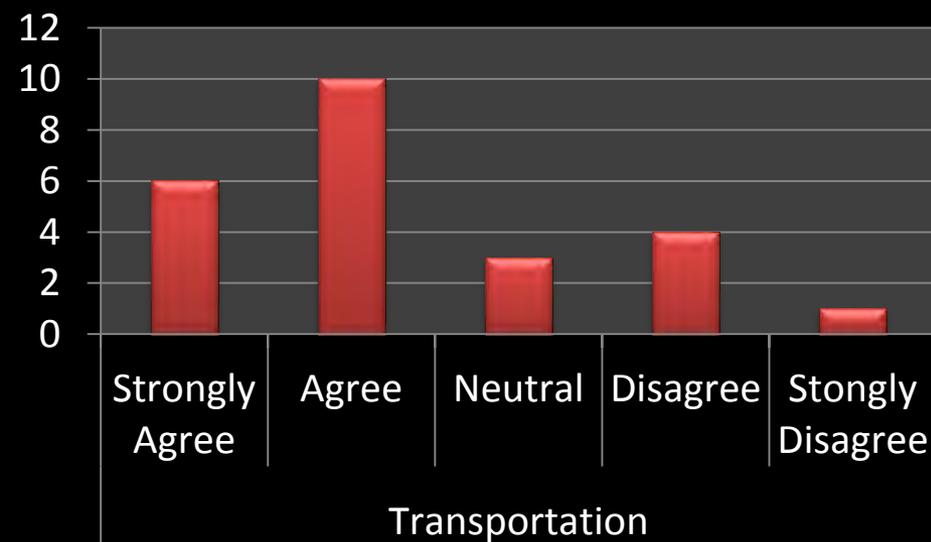
Land Use

- 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.



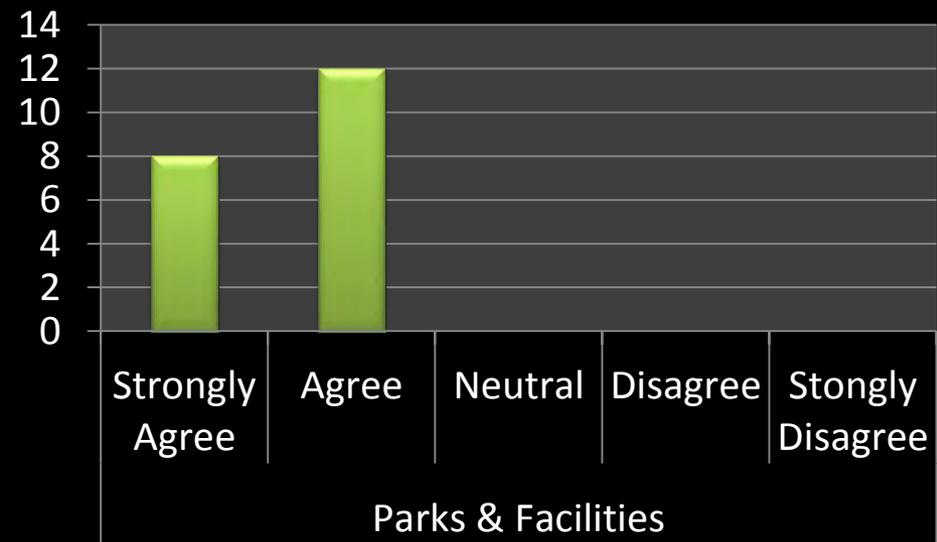
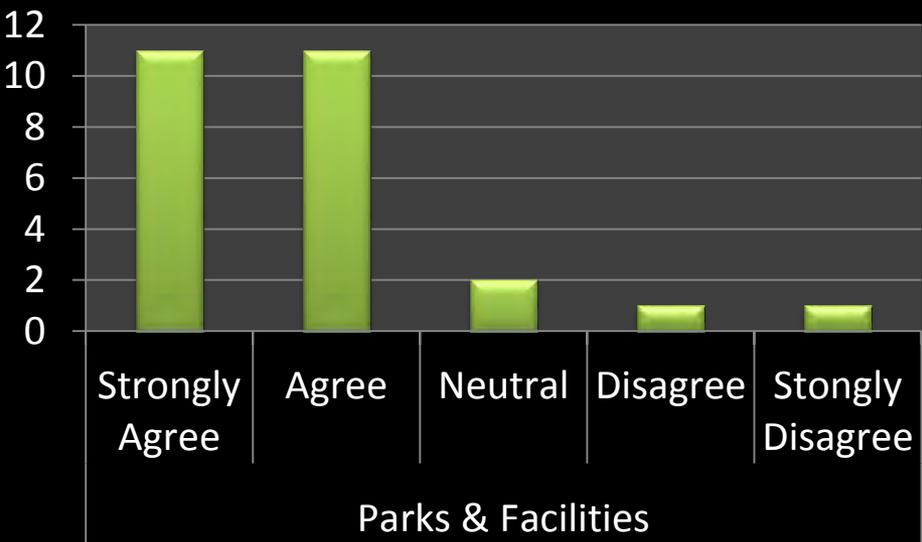
Transportation

- Would love to see **speed bumps/traffic cop/crossing at the school**. 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.**



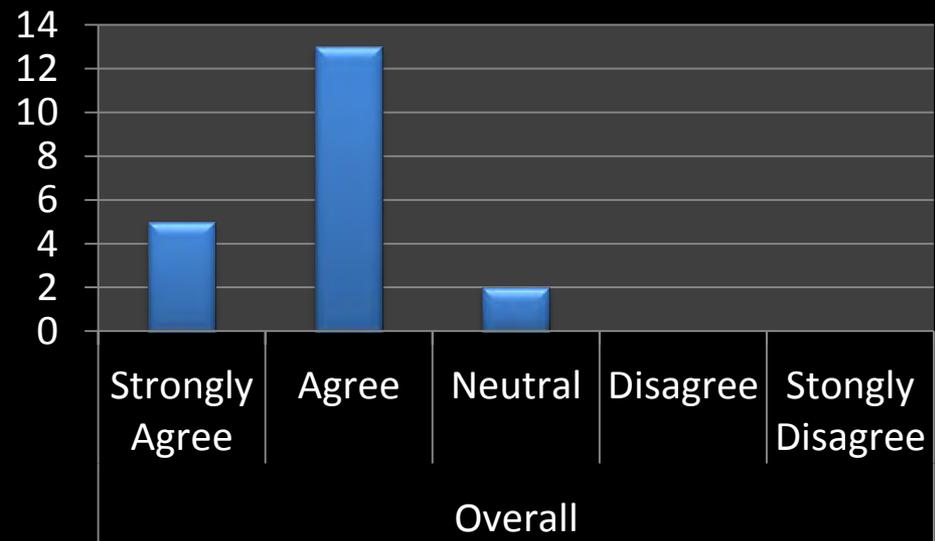
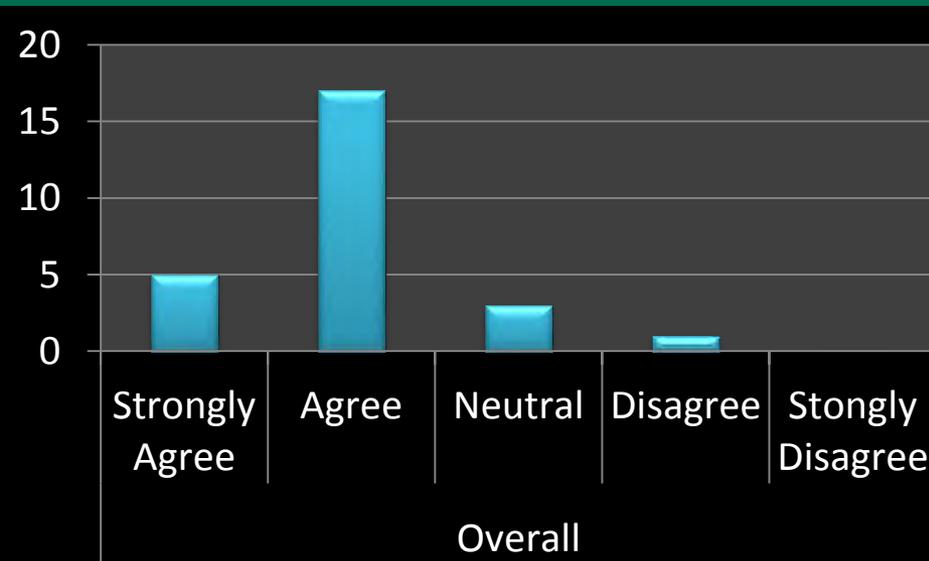
Parks & Facilities

- 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.**



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.
- 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.**





CITY OF CHARLOTTE

Next Steps



DRAFT

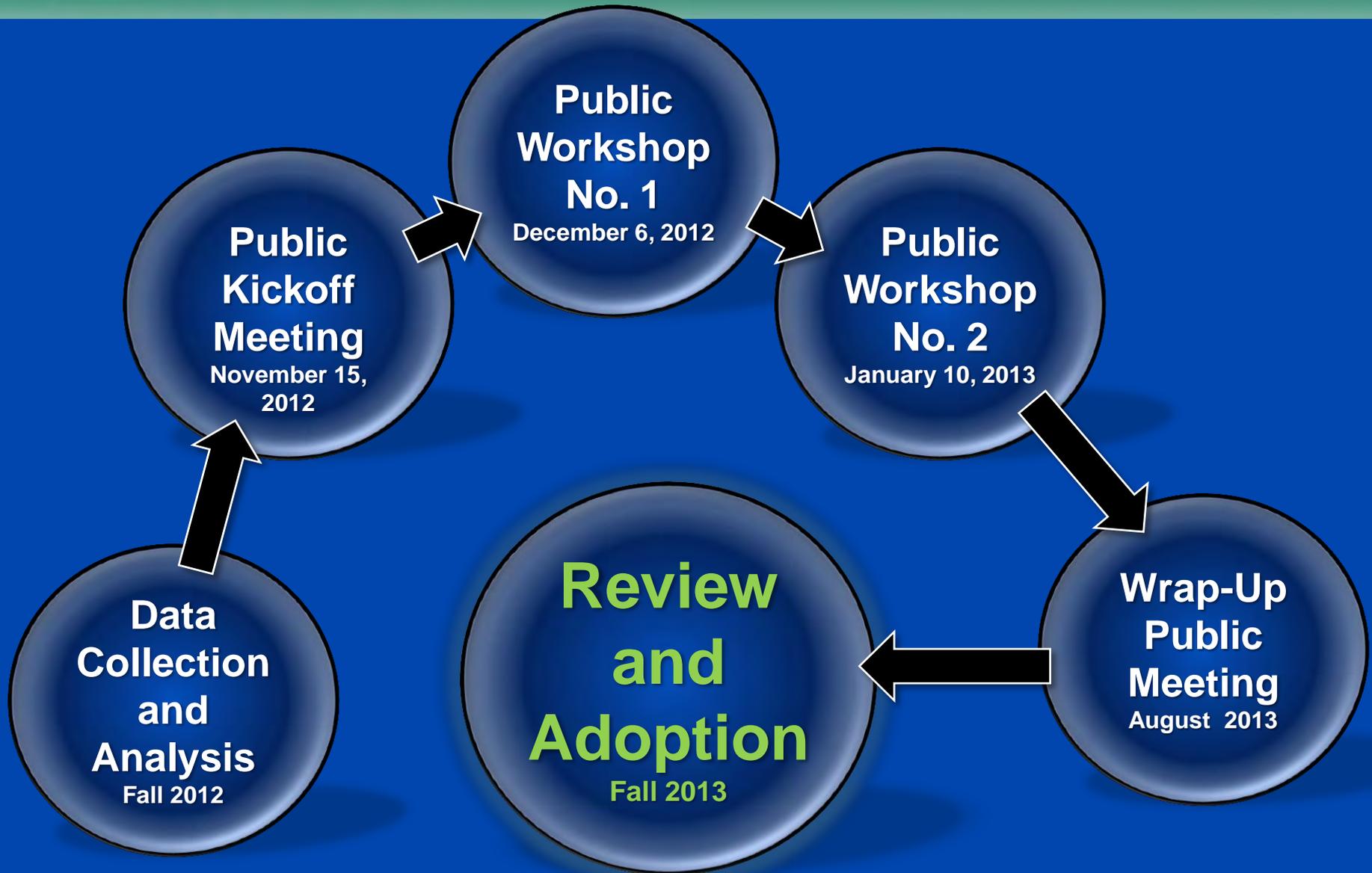
Prosperity Hucks area plan

Charlotte-Mecklenburg
Planning Department



Adopted by Charlotte City Council
Month xx, 2013

Next Steps





- Survey responses will be used to make additional changes to the plan.

Prosperity Hucks area plan 

Workshop 1 Comments
December 6, 2012

Name (optional): _____
Address (optional): _____

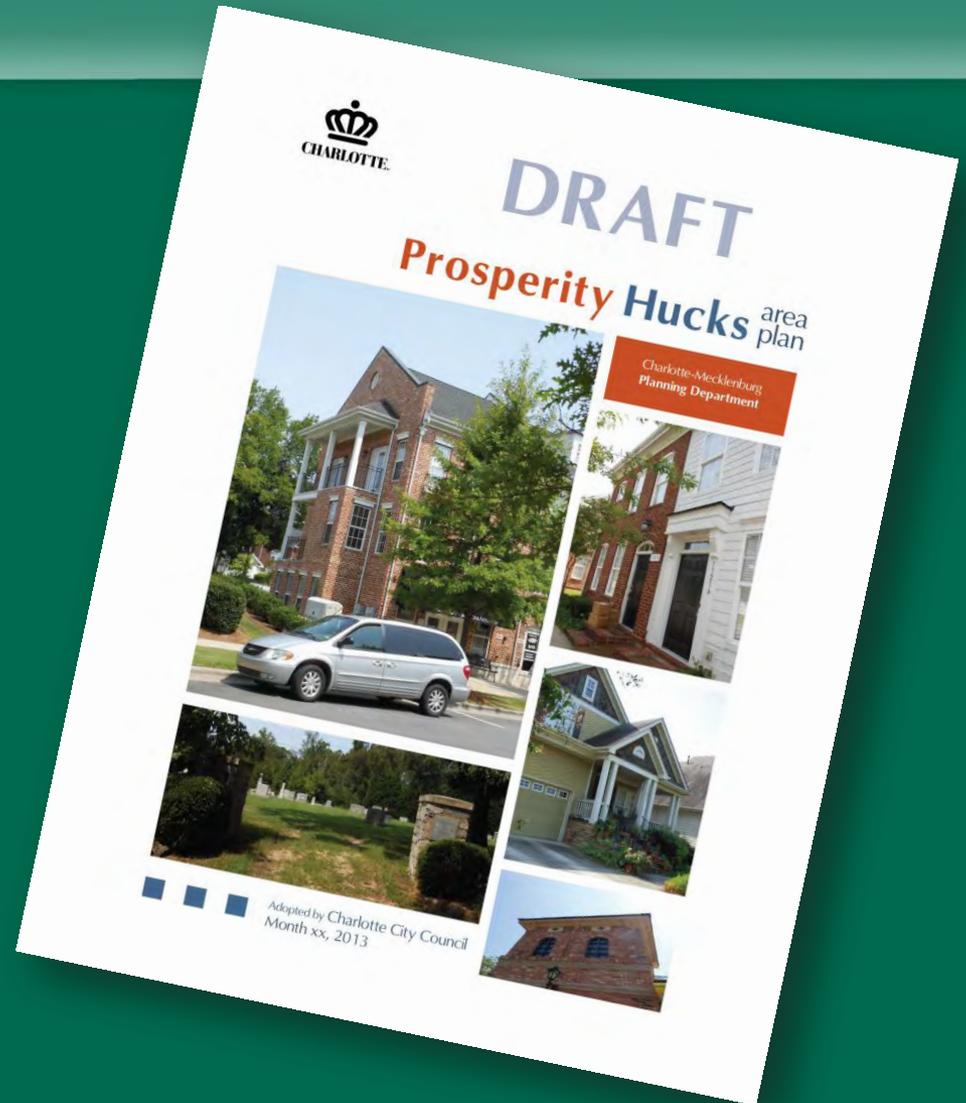
Based on the information presented and discussion at the meeting, what is your opinion of the following:

- 1. Draft Vision Statement**
Strongly Agree _____ Agree _____ Neutral _____ Disagree _____ Strongly Disagree _____
Comments: _____
- 2. Village Center Land Use Recommendations**
Strongly Agree _____ Agree _____ Neutral _____ Disagree _____ Strongly Disagree _____
Comments: _____
- 3. Wedge Neighborhoods Land Use Recommendations**
Strongly Agree _____ Agree _____ Neutral _____ Disagree _____ Strongly Disagree _____
Comments: _____
- 4. Transportation/Street Network Recommendations**
Strongly Agree _____ Agree _____ Neutral _____ Disagree _____ Strongly Disagree _____
Comments: _____
- 5. Parks, Open Space, & Community Facilities Recommendations**
Strongly Agree _____ Agree _____ Neutral _____ Disagree _____ Strongly Disagree _____
Comments: _____
- 6. Overall/General Comments on Plan and Process**
Strongly Agree _____ Agree _____ Neutral _____ Disagree _____ Strongly Disagree _____
Comments: _____

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Thank you for taking the time to complete this form.



- Final Document to be posted on the Website as soon as it is available.





Next Steps

- Thu, August 8 PUBLIC MEETING
CrossWay Community Church
- Fall 2013 PLANNING COMMITTEE
PUBLIC COMMENT
Charlotte-Mecklenburg Government Center
600 East Fourth Street, Room 280
- TBD CITY COUNCIL PUBLIC COMMENT
City Council Chamber



CITY OF CHARLOTTE

Questions?



DRAFT

Prosperity Hucks ^{area} plan

Charlotte-Mecklenburg
Planning Department



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