



CHARLOTTESM
CHARLOTTE-MECKLENBURG
PLANNING

Steele Creek Area Plan

Citizen Advisory Group Meeting #4

Public Facilities

October 1, 2009

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- 1. Welcome and Introductions**
- 2. Policy Framework**
- 3. Background Information**
- 4. Public Facilities Discussion**
- 5. Public Facilities Policies**
- 6. Wrap-up and Next Steps**





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PUBLIC FACILITIES



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- Background
 - Station Location
 - Apparatus in Stations
 - CFD Response Time Goals
- Steele Creek Area

- Station locations are determined based on 2.5 mile response rings around them.
- This approach typically ensures that stations are placed approximately 5 miles apart.
- This same standard approach to response and station location is applied throughout the City to enable us to provide consistent fire protection and life safety.

- Several factors are considered when determining the need for infill stations:
 - Response times
 - Call load (# of calls)
 - Types of structures
 - Density of homes and businesses in the area

- Stations are initially equipped with an engine company.
- As call volume increases, and need arises, a ladder company is added to the station.
- All CFD apparatus are staffed with a minimum of 4 personnel (24/7/365).
- Current citywide staffing of 239 personnel.



CFD Response Time Goals

- Emergency Response: have the first truck on scene in six (6) minutes or less, 80% of the time.
- Effective Firefighting Force (EFF): three companies on scene within nine (9) minutes or less, 80% of the time.
 - This includes two (2) engines and one (1) ladder and 1 Battalion Chief.
- Response time starts from phone pick up until the time we arrive on scene.



- Two fire stations have been built in the area since the annexation:
 - Station 37: 13828 S. Tryon St.
 - Engine 37 went into service July 1, 2005 and began operating out of the new station in January 2007.
 - Engine 37 has run 3,280 calls (July 1, 2005 – September 15, 2009)





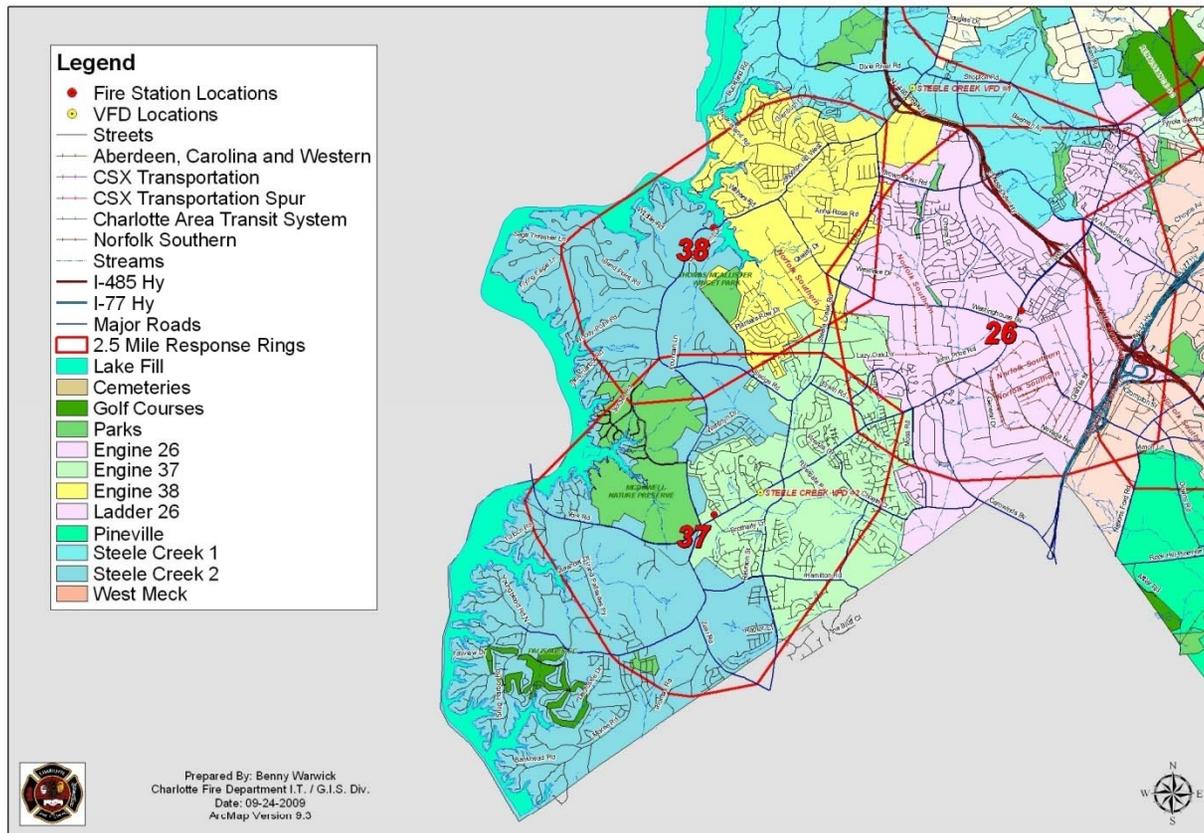
- Station 38: 12100 Shopton Rd. W.
 - Engine 38 went into service January 2007 and began operating out of the new station in September 2008
 - Engine 38 has run 1,309 calls (January 2007 – September 15, 2009).
 - Features Charlotte's first and only fire boat house
 - We are currently in the preliminary stages of developing specifications for a fire boat to address lake and lakeside operations.



- Both stations were built in the middle of their 2.5 mile response area to ensure the most efficient response.
- In planning for the future, we intentionally place stations in the middle of their “build-out” areas. As a result, this places us in the best position for current operations as well as future annexation.
- If annexation occurs outside the 2.5 mile response rings, we will look to build additional station(s).



Fire Stations 37 & 38 Administrative Areas





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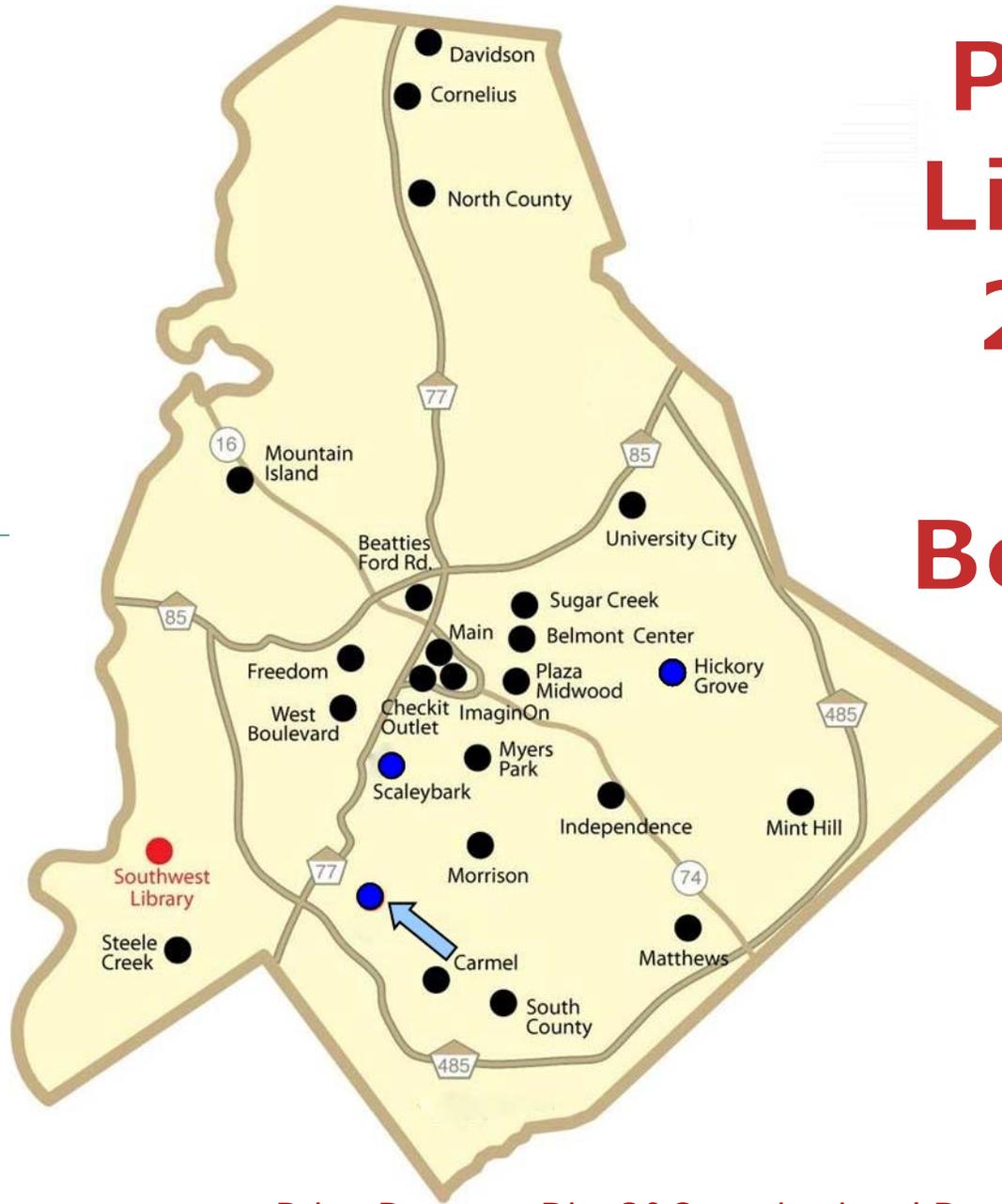


PUBLIC LIBRARY OF CHARLOTTE AND MECKLENBURG COUNTY

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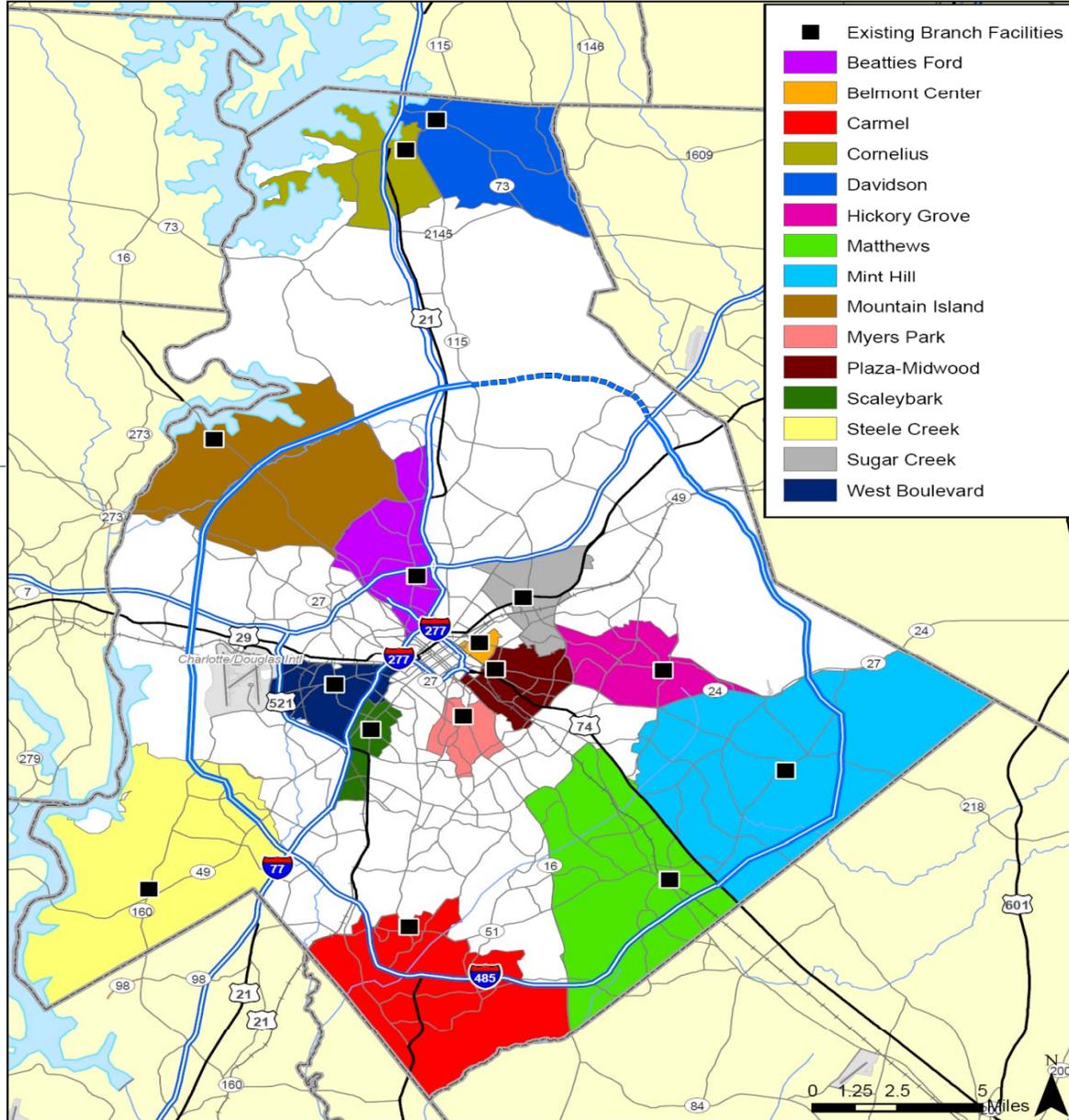
Public Library 2009 and Beyond



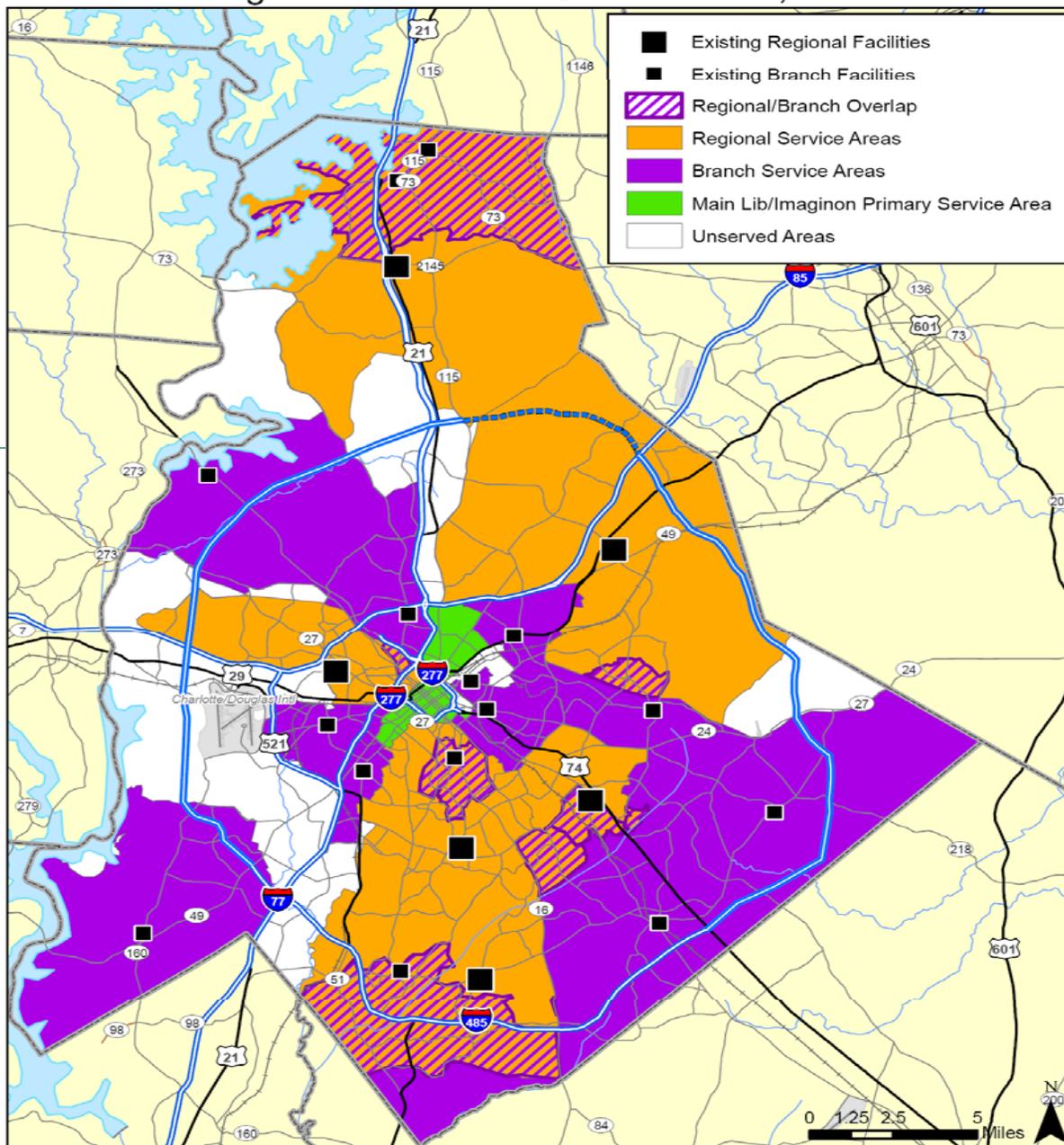
Brian Beavers, Dir. Of Organizational Resources



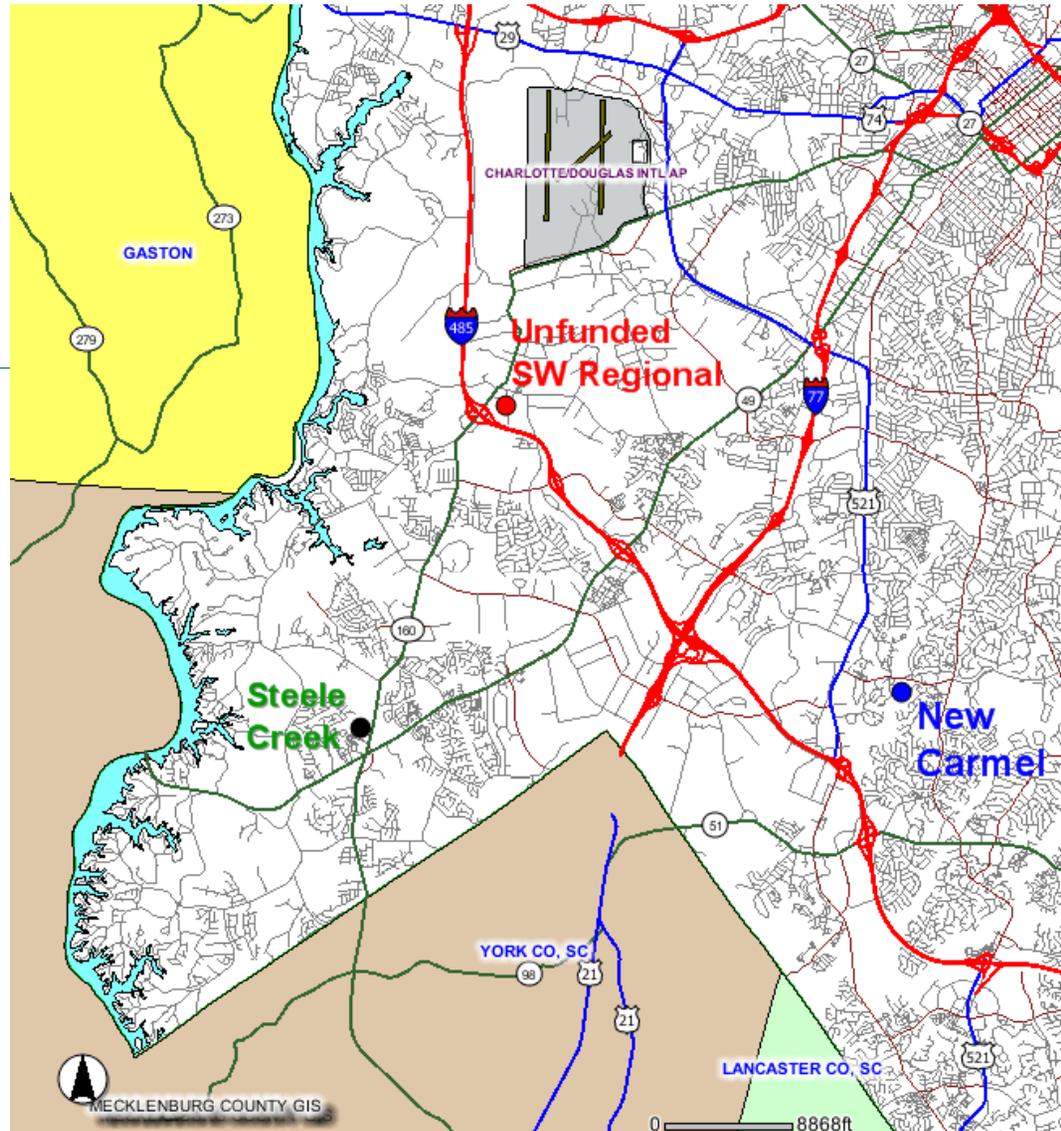
Public Library of Charlotte and Mecklenburg County Existing Branch Service Areas, 2008



Public Library of Charlotte and Mecklenburg County Regional and Branch Service Areas, 2008



SW Area Map



Future Southwest Library/Other



Public Library
of Charlotte &
Mecklenburg County

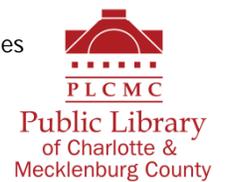
SW Region – Population

CCBAC= .73 Sqft/Capita

2009 PLCMC= .54 Sqft/Capita

Branch Name	2008 Sqft/Capita	POPULATION					
		2005	2009	2015	2025	2005 - 2009 ↑	Projected ↑2005-2025
WEST BLVD	0.76	15965	17147	19086	21005	7.40%	31.57%
SOUTHWEST (Shopton Rd)		39181	43200	50015	57171	10.26%	45.92%
FREEDOM	0.57	54192	59706	69046	79255	10.17%	46.25%
STEELE CREEK	0.50	29480	32836	38600	44776	11.38%	51.89%
PINEVILLE		16160	17654	20159	26615	9.25%	64.70%

Source: Charlotte DOT, Centralina COG, Warren & Associates



Thank You

bbeavers@plcmc.org 704-416-0601



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POLICY FRAMEWORK

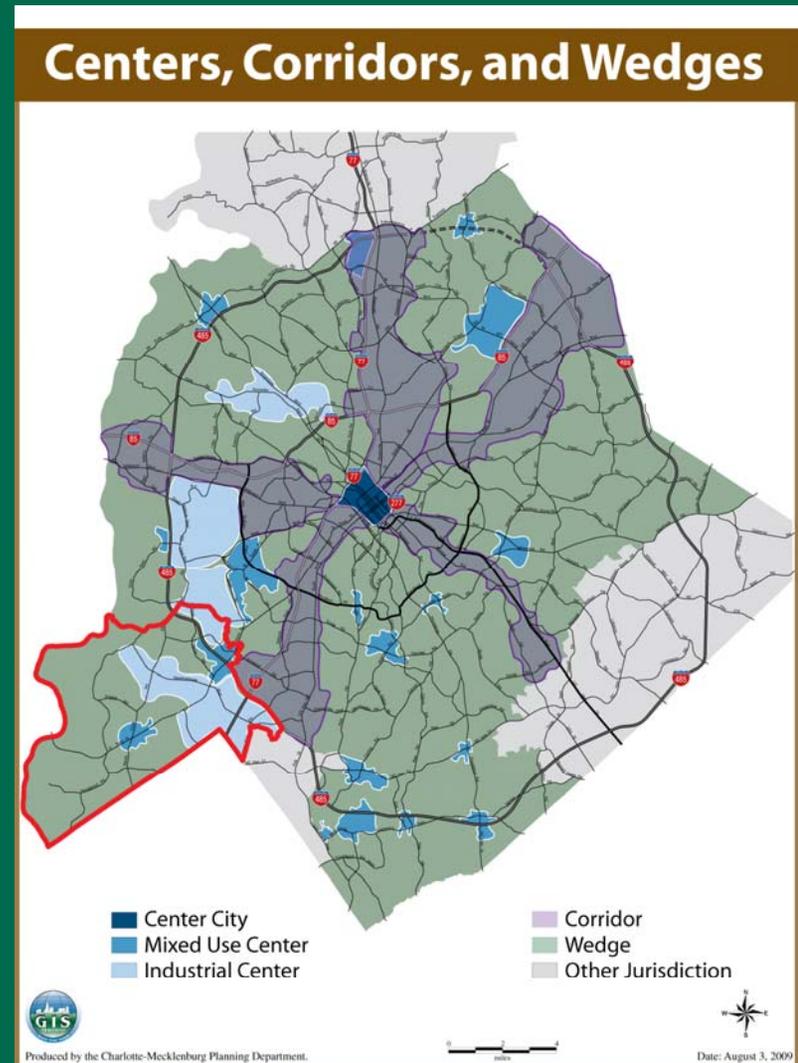
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Activity Centers are generally appropriate for new growth, along with the type and intensity of development corresponding to the Center type.

Growth Corridors are priority locations for new growth, especially in identified Transit Station Areas.

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



Steele Creek Area Plan

STEELE CREEK AREA FEATURES

-  School
-  Library
-  Shopping center
-  Amusement park

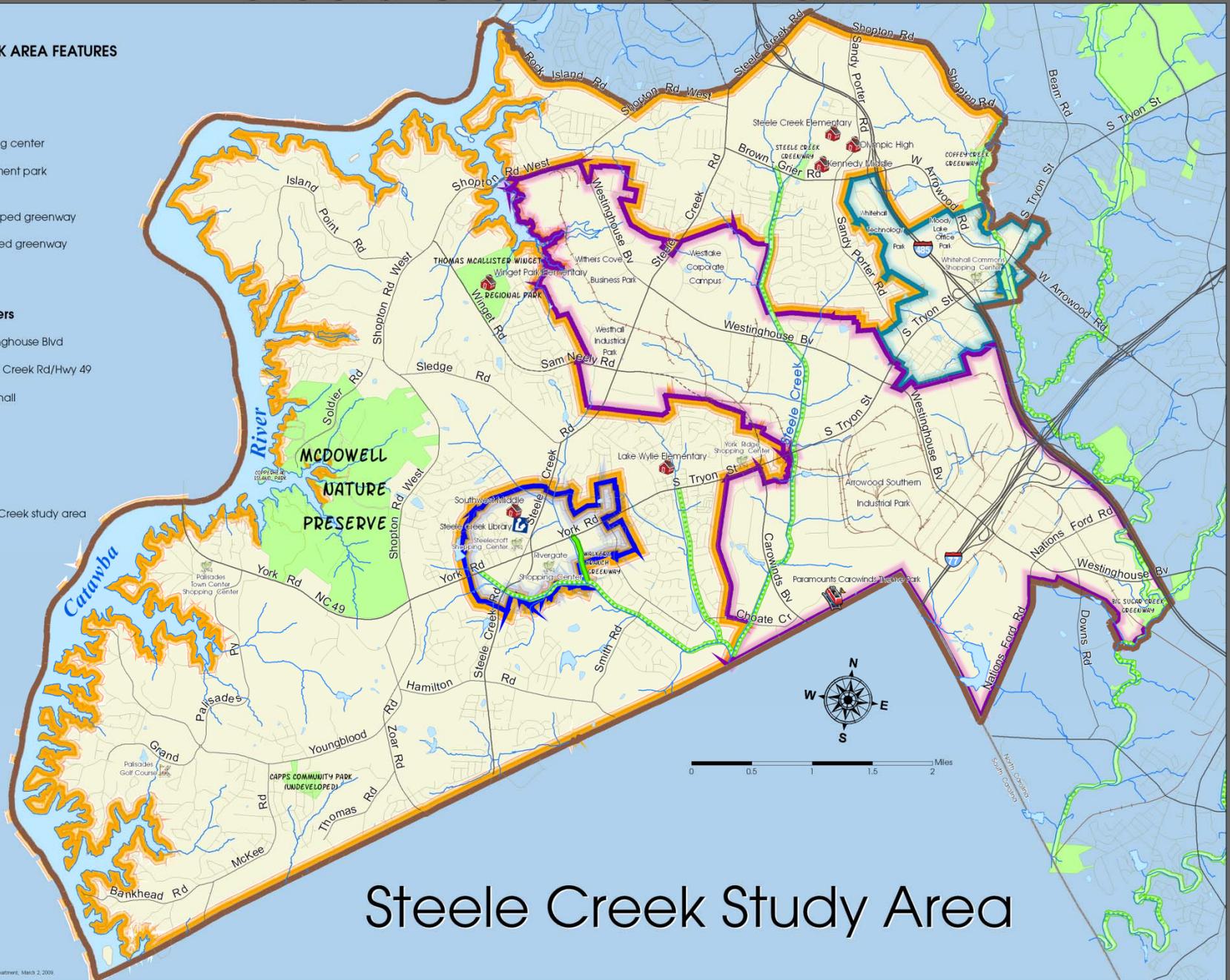
-  Developed greenway
-  Proposed greenway
-  Park

Activity Centers

-  Westinghouse Blvd
-  Steele Creek Rd/Hwy 49
-  Whitehall

Wedge

-  Orange wedge
-  Steele Creek study area



Steele Creek Study Area





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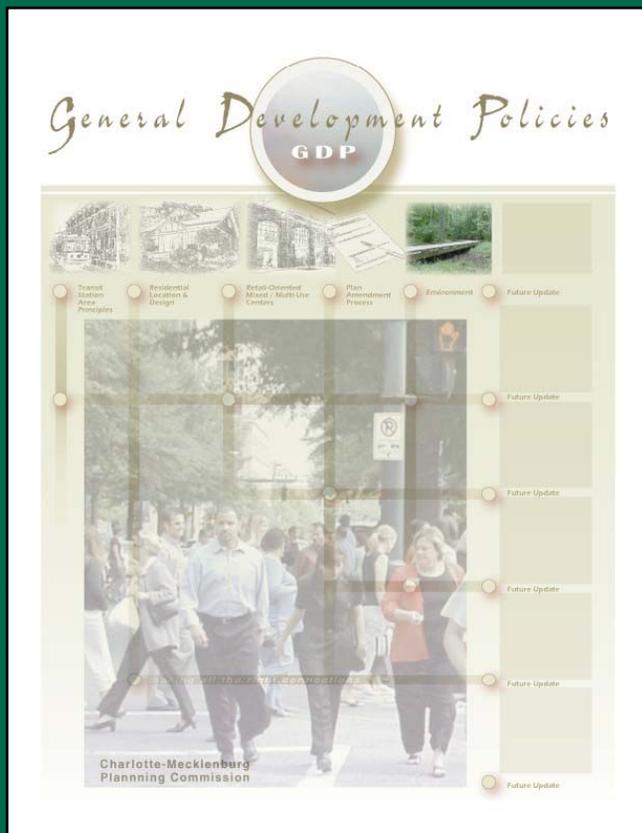


GENERAL DEVELOPMENT POLICIES

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What are the General Development Policies (GDP)?

- Adopted policy framework for guiding future growth and development.



Infrastructure GDP - Adopted 2007

- Purpose is to more closely link land use and land development decisions to the availability of public infrastructure needed to support it.



Types of Infrastructure

- Transportation systems
- Storm water facilities
- Sewer & water facilities
- Schools
- Public safety facilities
- Parks, greenways, nature preserves and recreation facilities



Infrastructure GDP

The Infrastructure GDP will be used to help guide:

- Decisions regarding land use and development
- Updates to infrastructure needs assessments and facilities plans
- Role of private sector in the provision of infrastructure
- Consideration of potential environmental impacts of the development of infrastructure
- Assessment of the impact of infrastructure upon the community and region

Guidance

- Provide guidance to City Council, staff, and the general public to ensure that future growth and development is well-designed and consistent with the long-term goals of Charlotte-Mecklenburg.
- Guide infrastructure providers in enhancing processes used to project and anticipate infrastructure needs and to identify innovative measures to fund and provide infrastructure to the community.



Key Infrastructure Policies

POLICY 1.a: Take a **comprehensive and coordinated approach to defining existing and future infrastructure needs**, based on the City's land use policies and overall growth framework of **Centers, Corridors and Wedges**.

POLICY 2.b: Strive to **have infrastructure projects that address a variety of needs**, are multi-purpose (e.g. right-of-way and greenway) and take advantage of **opportunities to share elements** (e.g. parking, best management practices for storm water projects, sidewalks, and schools/parks/watershed protection).



Key Infrastructure Policies (continued)

POLICY 4.b: Encourage infill and redevelopment as one strategy to take advantage of existing infrastructure.

POLICY 4.e: Consider both the on-site and community-wide impacts of a proposed development on public infrastructure (e.g., roadways, parks and recreation, police and fire protection, schools, stormwater, water and sewer); as well as the possibility of timing/phasing development as infrastructure can be provided.

POLICY 5.a: Make the protection of the natural environment a priority in the infrastructure design and construction process, while acknowledging the need to balance the advantages of the improvements with their environmental impacts.



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VISION





Option 1

The vision for the Steele Creek area is to create a unique and sustainable community that is a great place to live, work, and recreate, while preserving the community's character by incorporating natural and historic features into new development.

The community will implement this vision through the following actions:

- **Protecting the Catawba River, McDowell Nature Preserve, natural features, and historic places;***
- Providing a balanced mixture of land uses with **enhanced public facilities that include quality schools;***
- Developing a safe, accessible and **efficient transportation system** for pedestrians, bicyclists, transit users, and motorists;*
- Encouraging community design that recognizes the natural environment; and*
- Creating an **interconnected network of parks, greenways, and open space amenities.***



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OPPORTUNITIES AND CONSTRAINTS

Opportunities

- Develop Greenways, Parks and Recreation center
- Better coordination of public safety agencies
- Transportation Improvements
- Sidewalks
- Transit Service

Constraints

- Relocation of police station to more centralized location
- Schools
- Lack of post offices and libraries
- Transportation



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PUBLIC FACILITIES GOALS AND POLICIES



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Public Facilities Goals and Policies

The Public Facilities goals and policies provide direction for capital facilities planning to accommodate future growth and development in the Steele Creek area.



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Questions?

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