



CHARLOTTESM

Steele Creek Area Plan

Citizen Advisory Group

Integrating Land Use and Transportation

Meeting #5

October 22, 2008



- **Public Facilities Discussion Cont. - Airport**
- **Policy Framework**
 - **Adopted Land Use Policies**
 - Centers, Corridors and Wedges
 - General Development Policies (GDP)
 - Residential
 - Mixed-Use
 - Design
 - **Adopted Transportation Policies**
 - Transportation Action Plan (TAP)
 - Urban Street Design Guidelines (USDG)
 - 2030 Long Range Transportation Plan (LRTP)



CITY OF CHARLOTTE

Airport





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.*



Adopted Land Use Policies

- Centers, Corridors and Wedges
- General Development Policies (GDP)
 - Residential
 - Mixed-Use
 - Design

Adopted Transportation Policies

- Transportation Action Plan (TAP)
- Urban Street Design Guidelines (USDG)
- 2030 Long Range Transportation Plan (LRTP)



- ❖ Amount of Recent Development Inconsistent with Adopted Plan
- ❖ Amount of Growth in Area
- ❖ Transportation Concerns
- ❖ Opportunity to Better Integrate Transportation and Land Use Planning

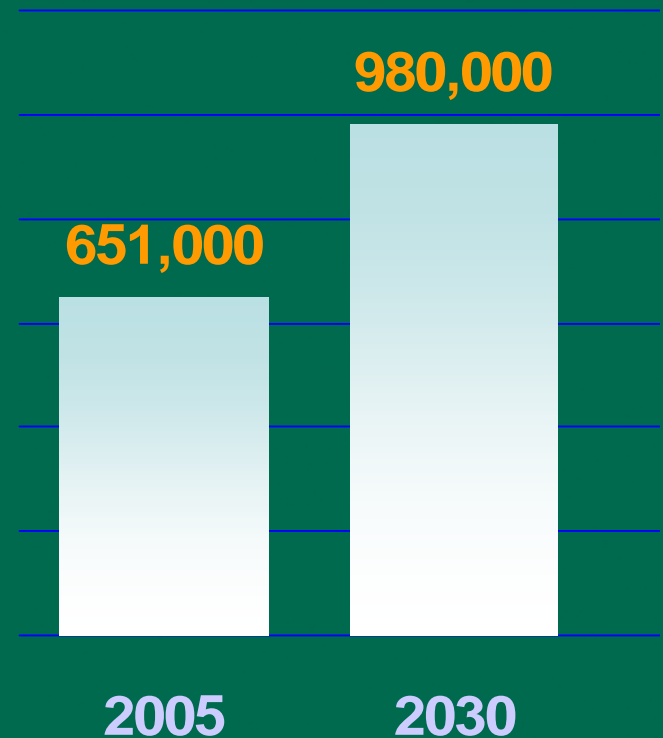




CITY OF CHARLOTTE

Projected Growth in Charlotte's Sphere of Influence

- ❑ An additional 330,000 people are expected to reside in Charlotte's "Sphere of Influence" by 2030
- ❑ That number is equivalent to adding the population of St. Louis, Cincinnati or Pittsburgh...





CITY OF CHARLOTTE

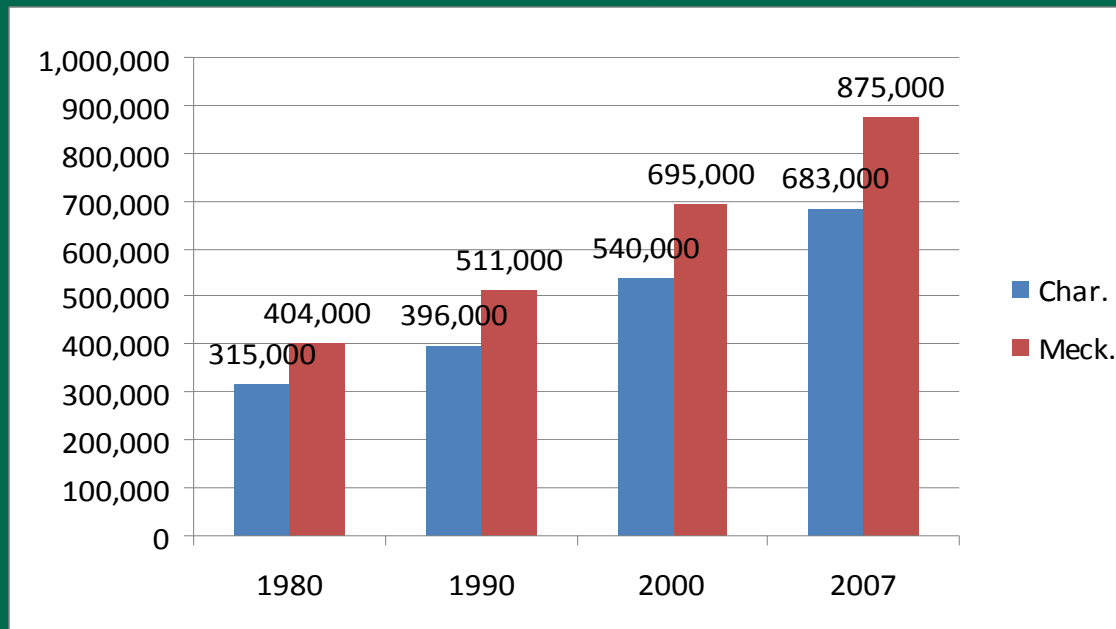


EXISTING CONDITIONS



Population increase over the last 17 years

- 396,000 persons to 683,000 in Charlotte;
- 511,000 persons to 875,000 in Mecklenburg County



Steele Creek Population Change

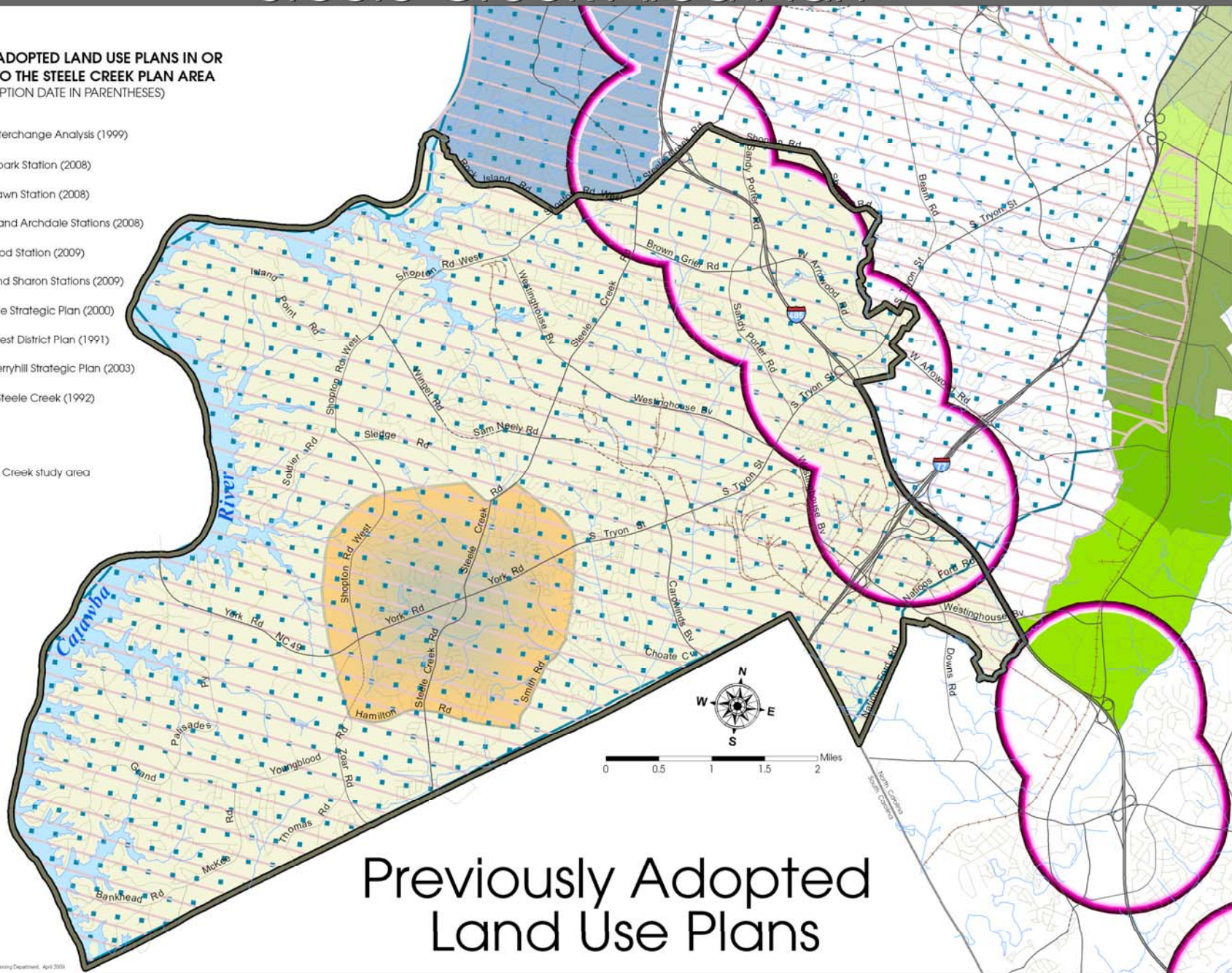


<u>2000</u>	<u>2008</u>
19,166	35,330

+84% Increase

**PREVIOUSLY ADOPTED LAND USE PLANS IN OR
ADJACENT TO THE STEELE CREEK PLAN AREA
(ADOPTION DATE IN PARENTHESES)**

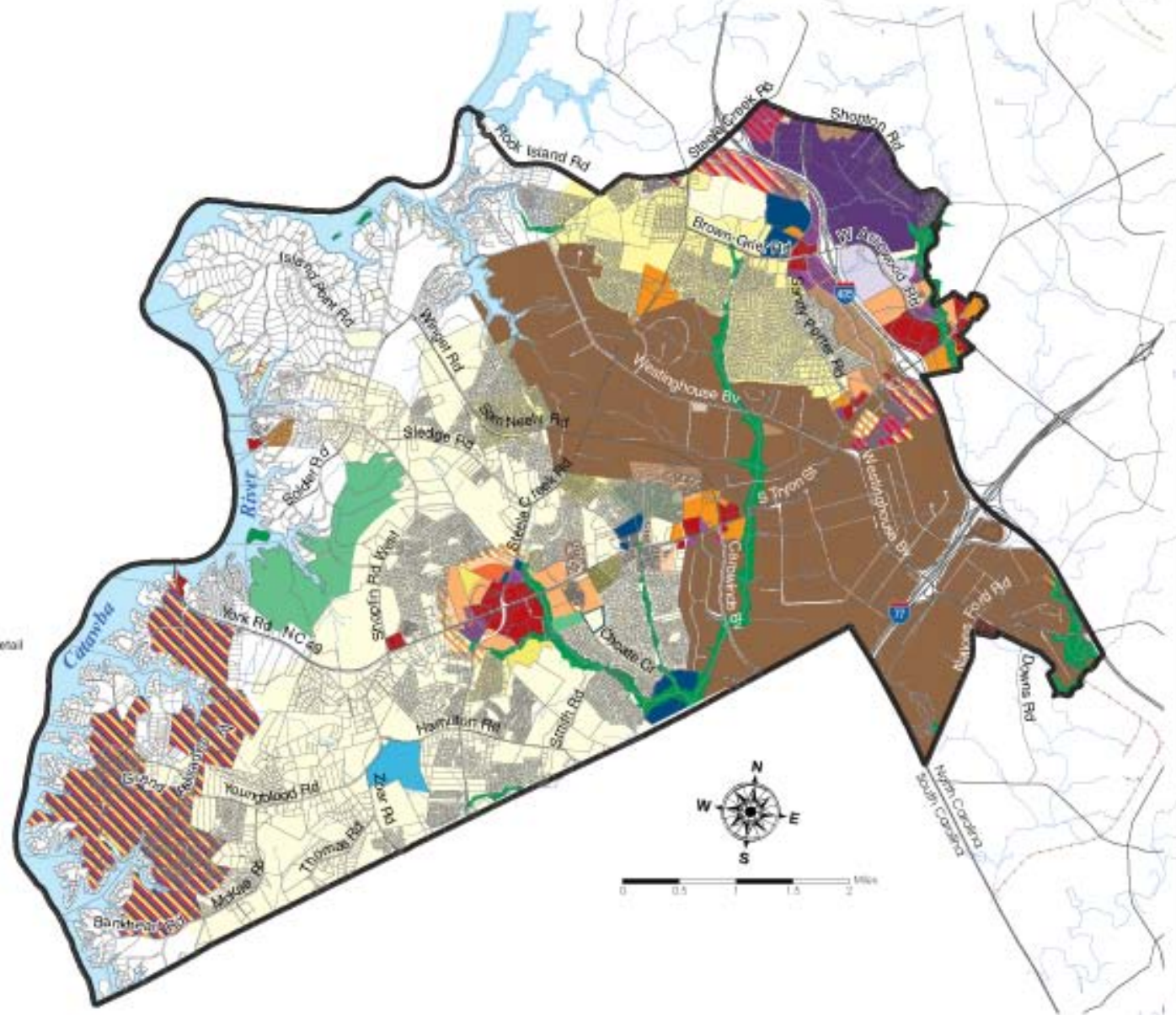
- 
- Steele Creek study area



Previously Adopted Land Use Plans

Steele Creek Area Plan

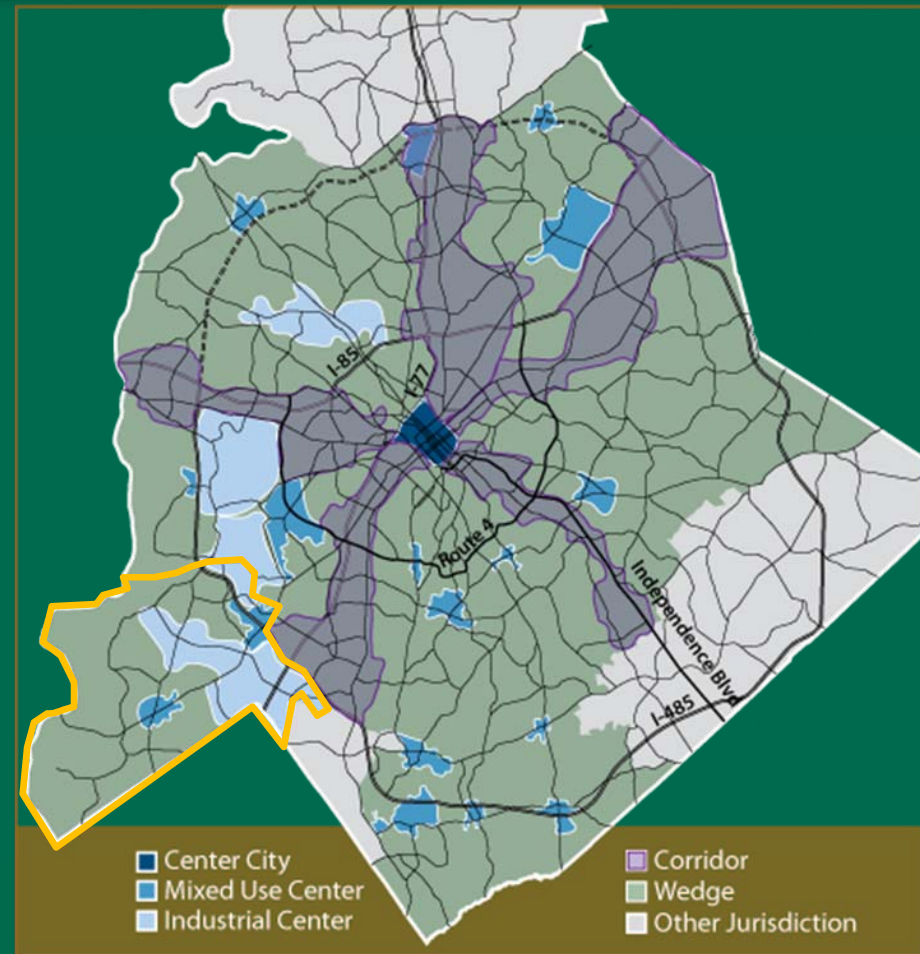
ADOPTED FUTURE LAND USE





Centers, Corridors and Wedges Growth Framework

- A vision for organizing and guiding Charlotte's overall growth strategy
- Endorsed by Council in 1994;
- Update underway
 - Strengthen relationship between land use and transportation planning
 - Expand concepts for Activity Centers, Growth Corridors and Wedges





CITY OF CHARLOTTE

Development Vision for Charlotte

Charlotte will be a city with a variety of choices for living, working and leisure, where sustainable growth improves the quality of life.





Centers, Corridors and Wedges Growth Framework

- The Centers, Corridors and Wedges Growth Framework illustrates a generalized land development pattern for the City of Charlotte by identifying three geographic types used to categorize land in Charlotte's "sphere of influence:"
 - Activity Centers
 - Center City
 - Mixed Use Centers
 - Industrial Centers
 - Growth Corridors
 - Transit Station Areas
 - Interchange Areas
 - General Corridor Areas
 - Established Neighborhoods
 - Wedges
 - Area between Growth Corridors
- The *Growth Framework*:
 - Outlines the desired characteristics of these geographies
 - Provides general guidance relative to land use, transportation systems, other infrastructure and public facilities, and environmental and site design.

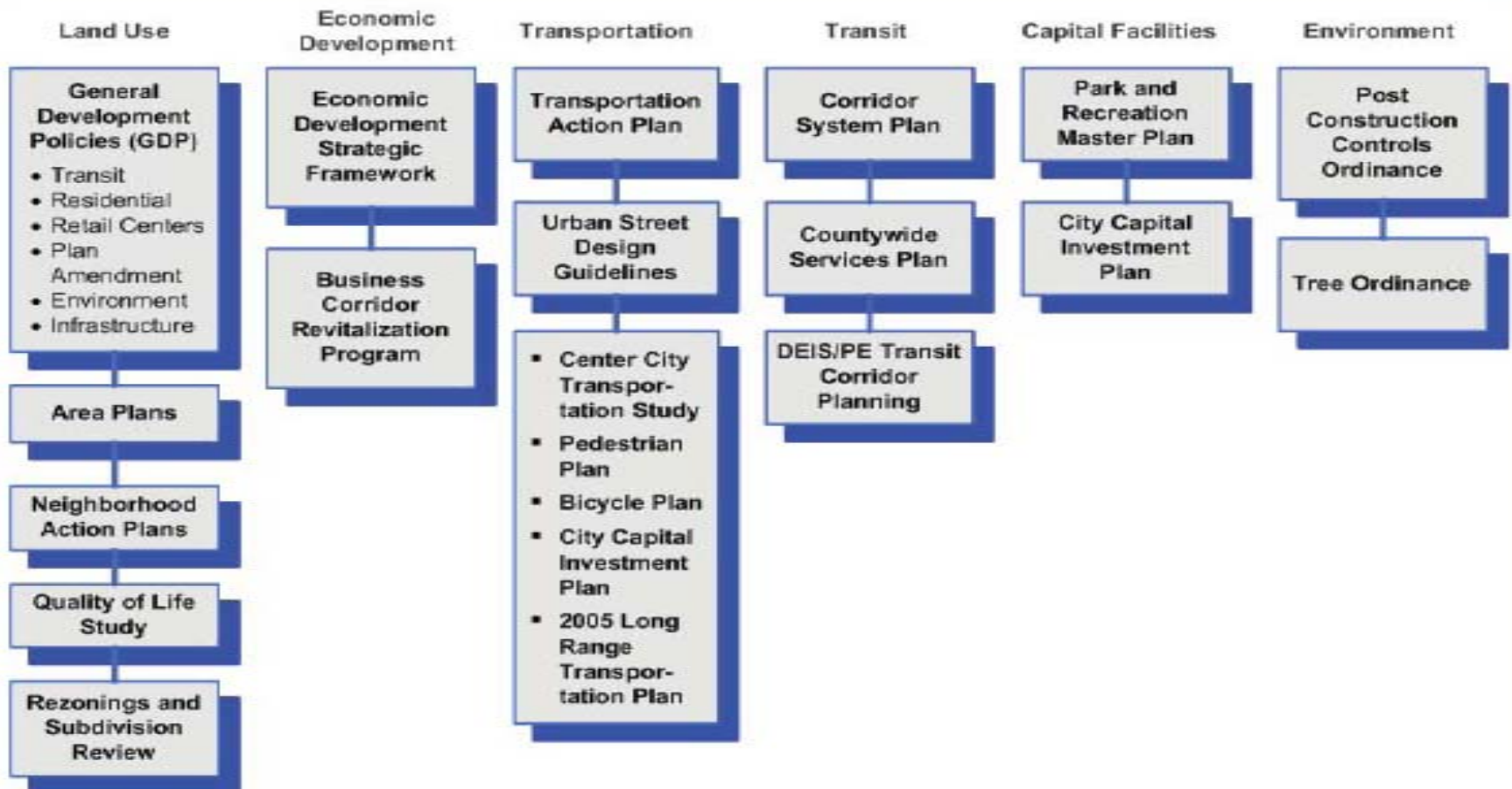




Charlotte's Development Vision

Charlotte will be a city with a variety of choices for living, working and leisure, where sustainable growth improves the quality of life.

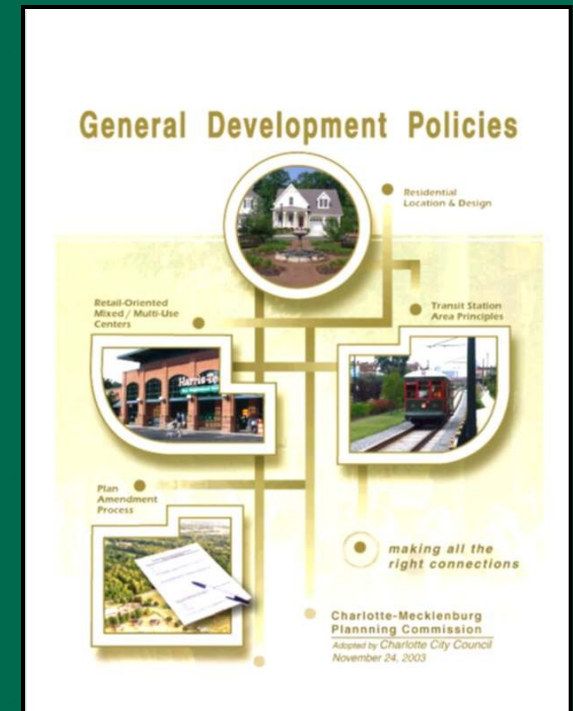
Centers, Corridors and Wedges Growth Framework





General Development Policies

- Provides guidance for the location, intensity and form of future development and redevelopment.
- Gives direction in developing future land use plans, making rezoning decisions, updating zoning and subdivision ordinances, and for integrating land use planning with capital facilities planning, particularly transportation planning.





Goal of the GDP

- Integrate land use and transportation planning.
- This includes:
 - A variety of transportation choices.
 - Organizing land uses so that people will want to *and be able to* use those transportation choices



Residential

- Encourages mixture of housing types within developments.

Retail-oriented mixed/multi-use centers

- *Focal point for the surrounding community, providing retail and other services in a pedestrian-oriented, compact, mixed use setting.*



GDP Provide Guidance For:

- Evaluating rezoning petitions
- Developing area plans
- Amending ordinances and other regulations
- Identifying future planning initiatives and capital projects

Residential Location and Design Assessment Matrix

Assessment Criteria	Density Category				
	> 4 up to 6 dua	> 6 up to 8 dua	> 8 up to 12 dua	> 12 up to 17 dua	Over 17 dua
Meeting with Staff					
Yes = 1; No = 0					
Sewer and Water Availability					
CMUD = 2; Private = 1; No = 0					
Land Use Accessibility					
High = 3; Medium = 2; Low = 1					
Connectivity Analysis					
High = 5; Medium High = 4 Medium = 3; Medium Low = 2; Low = 1					
Road Network Evaluation					
Yes = 1, No = 0					
Design Guidelines					
Yes = 4; NA = 4; No = 0					
Other Opportunities or Constraints (see below)					
Comment (no points)					
Minimum Points Needed	10	11	12	13	14



CITY OF CHARLOTTE

Questions?



“The quality, scale and relationship between land uses, structures and site design are of vital importance in creating a healthy and livable community.”

Charlotte-Mecklenburg General Development Policies, Adopted November 2007

Community design guidelines provide guidance for development and conservation, they do not make everything conform to one style

- Reflect the community's desire for sound design in new developments, re-use of existing buildings, and in public spaces
- Promote health, safety and welfare of the community
- Sensitive to the natural environment
- Create a more pedestrian and bicycle friendly community
- Flexible to allow for creativity
- Easily understood by the public, as well as designers and developers





Community Design

Massing

Massing describes the relationship of the building's various parts to each other. Architectural elements such as windows, doors and roofs as well as interior floor plans can affect building mass. Massing is important because it is one of several details that determine the visual interest of a building and how it blends with its surroundings.

Scale

Scale is the relationship of a building in terms of size, height, bulk, intensity and aesthetics to its surroundings. A building's scale is contextual in nature and is a key factor in determining how well it blends with the neighborhood.





CITY OF CHARLOTTE

Community Design

Articulation

Articulation refers to the division of a building into meaningful parts. Elements of articulation include treatment to porches, balconies, doors, windows, roofs, materials and other architectural details.



Streetscape

Streetscape refers to the natural and man-made elements in or near the street right of way, including buildings, building setbacks, lawns, sidewalks, street furniture, street trees, signs, street lights, transportation amenities, and public art.





CITY OF CHARLOTTE

Community Design

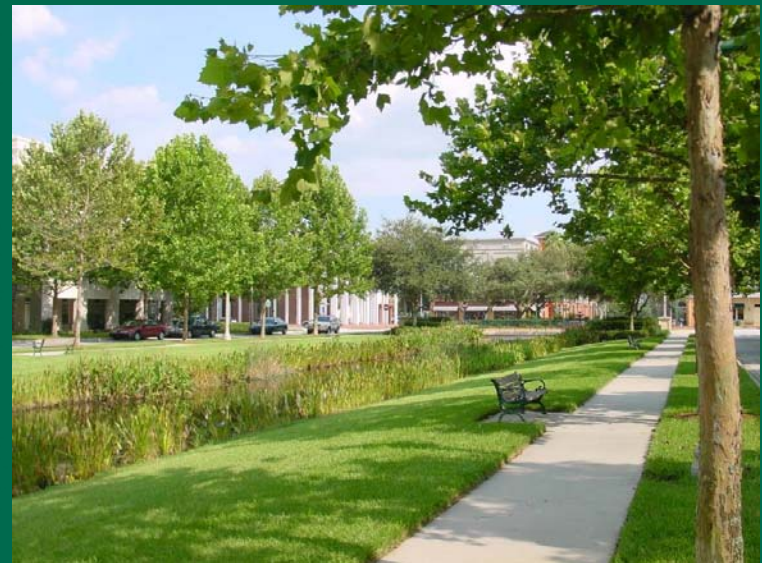
Setback

The setback is the distance between the building face and curb line, or right of way or property line.



Open Space

Open space can include greenways, parks, green spaces, ball fields and can be either active or passive. To help create active, pedestrian friendly communities open spaces should be safe, useable and easily accessible.





CITY OF CHARLOTTE

Community Design

Your Homework:

Find examples of community design that you would like to see in STEELE CREEK.

These can be things that you currently like in the community and would like to see repeated or find examples from other areas of the country, your travels, etc. that represent your desires for the Steele Creek community. Keep in mind the massing, scale, streetscape, etc. when choosing your photographs and then email them to us at steelecreekareaplan@gmail.com and include a description of why you like the design.

Photos will be posted on <http://steelecreekareaplan.wordpress.com> and others can view and comment on their favorites.

Steele Creek Community Design

What do you want to see in Steele Creek? Submit photographs to steelecreekareaplan@gmail.com and let us know! Feel free to comment on others photos as well.

[Home](#)

Green Space

[LEAVE A COMMENT](#)

2009 OCTOBER 22

RECENT POSTS

[Green Space](#)

by [steelecreekareaplan](#)



I would like to see more green/open space in Steele Creek.

from — Environment

CONTACT US

Submit your photos to steelecreekareaplan@gmail.com
Follow the area planning process at
<http://www.charlotteplanning.org>

DISCLAIMER

All comments and content will be monitored for appropriateness. The Charlotte-Mecklenburg Planning Department is not responsible for copyrighted materials submitted to this site.



Community Design

Criteria:

- Photos must be of an appropriate nature and related to community design
- Photos can be from the Charlotte area or anywhere that represents the community design types you would like to see in Steele Creek
- Please include a description of why you chose your photos
- You may submit as many photos as you like
- Deadline for submissions is Thursday, November 5th and comments will be permitted until Monday, November 9th
- Examples include parking, building heights, open spaces, bike lanes, street design, etc.



CITY OF CHARLOTTE

Questions?





CITY OF CHARLOTTE

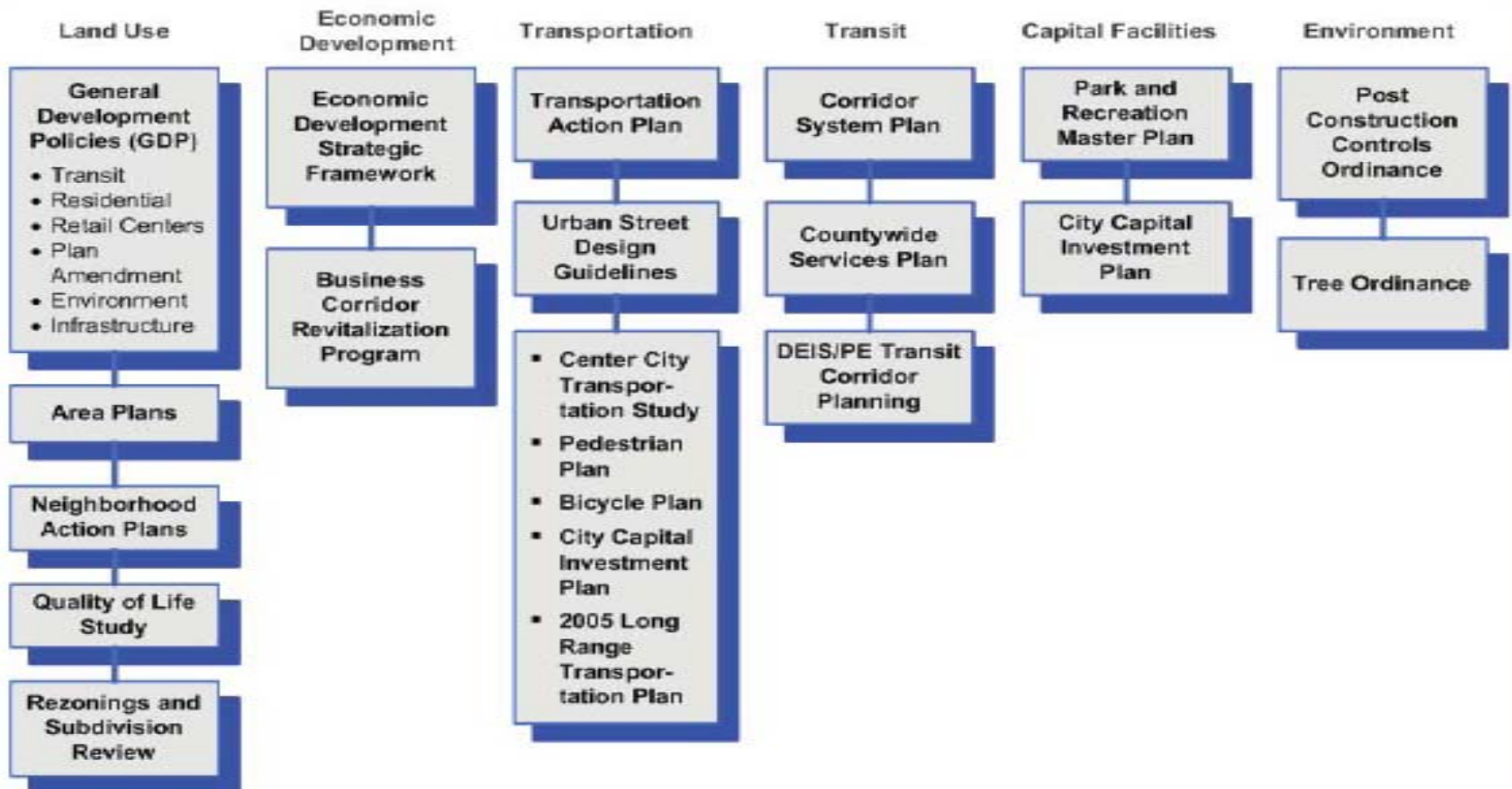
Transportation Policies



Charlotte's Development Vision

Charlotte will be a city with a variety of choices for living, working and leisure, where sustainable growth improves the quality of life.

Centers, Corridors and Wedges Growth Framework





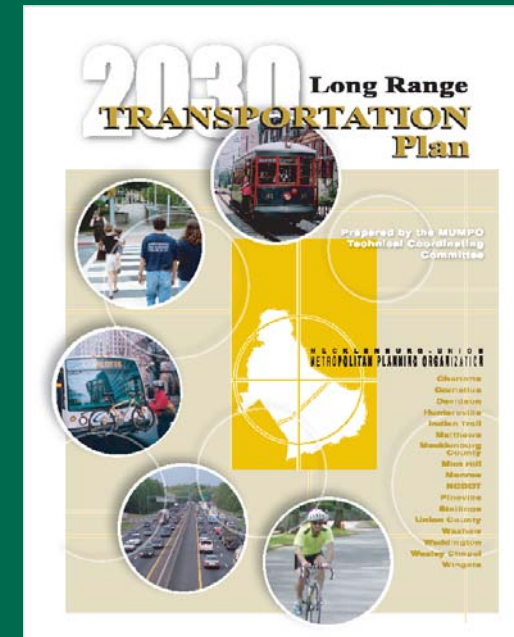
Transportation Action Plan

- ❖ Adopted in 2006
- ❖ 25-year Plan
- ❖ Roads, Intersections, Sidewalks, Bikeways, and Maintenance
- ❖ Supports CCW
- ❖ \$7 Billion Identified Needs
- ❖ \$6 Billion Shortfall Currently





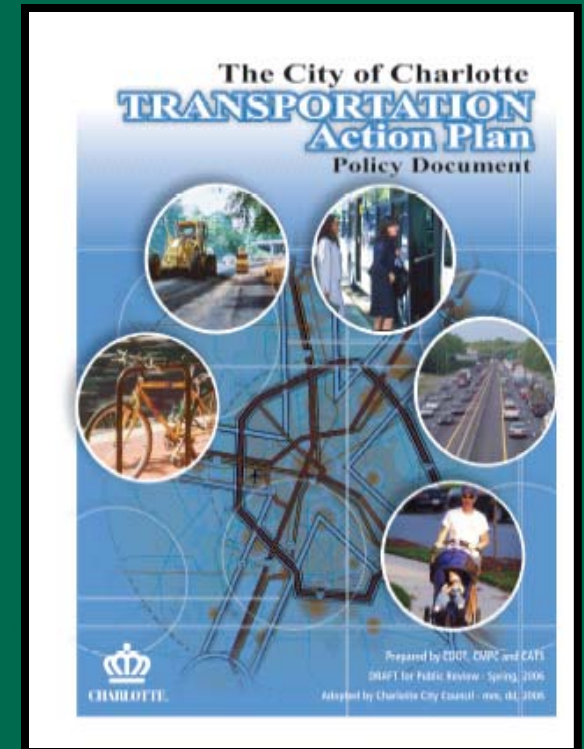
- Primarily lists State-funded road projects
- Updated every four years
- Current plan covers 2005-2030
- New plan will cover 2010-2035
- Must be financially-constrained
- Must meet air quality conformity





Transportation Action Plan (TAP)

- The City's first comprehensive transportation plan
- Describes policies, programs and projects in one document
- Primarily lists City-funded road projects
- Updated every five years





Farm-to-Market Roads

❖ Possible Improvements

- ❖ Turn Lanes
- ❖ Curb and Gutter
- ❖ Sidewalks
- ❖ Planting Strip
- ❖ Street Trees
- ❖ Bike Lanes
- ❖ Medians





Transportation Toolbox

Improving Transportation

- ✓ Build more streets
- ✓ Build more multi-modal connections
- ✓ Improve traffic flow efficiency
- ✓ Upgrade rural roads to City street standards

Integrating Land Use

- ✓ Consider availability of existing and planned transportation infrastructure
- ✓ Encourage mix use and compact development
- ✓ Create better pedestrian network
- ✓ Create better bicycle network
- ✓ Design and implement streets for all users
- ✓ Livable streets

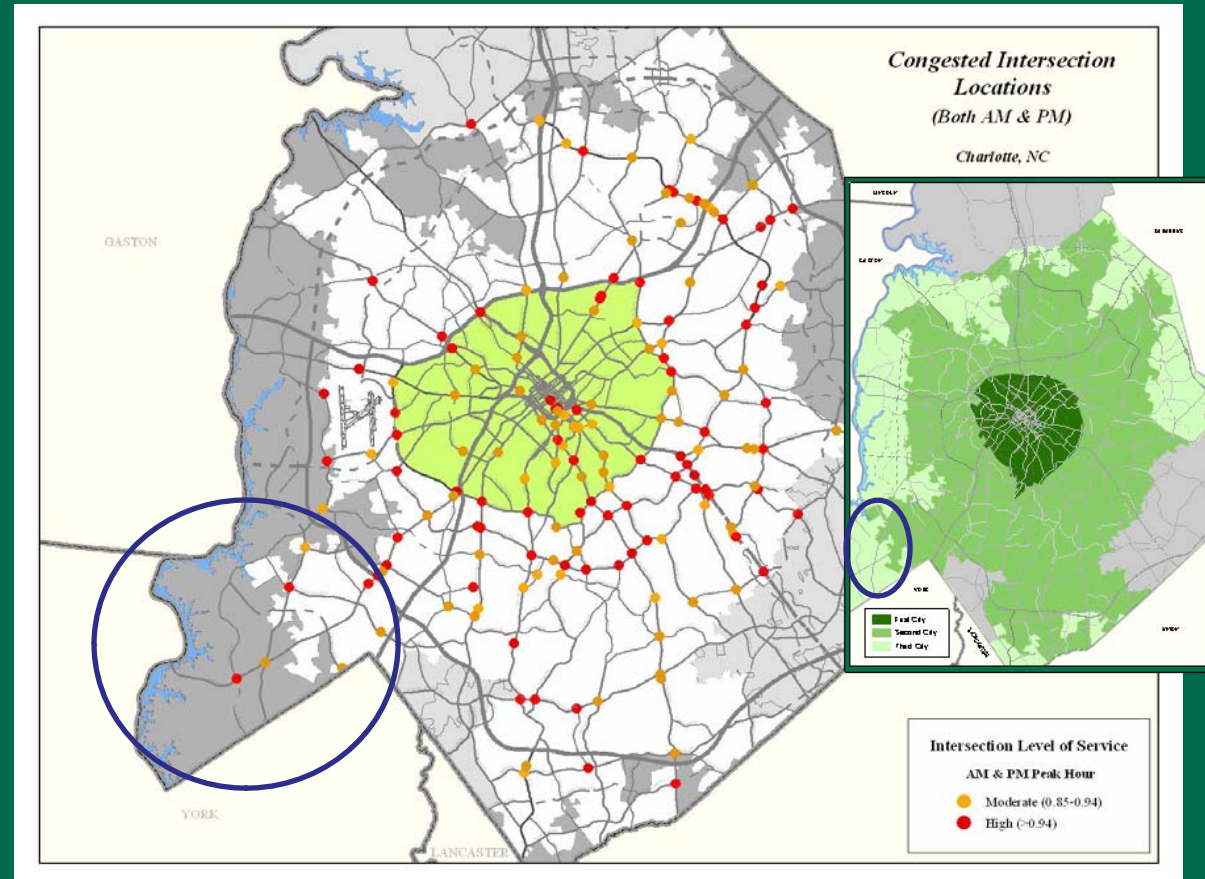
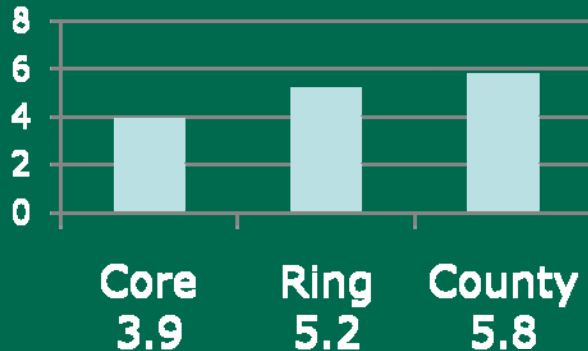


Reduce Vehicle Miles of Travel

"Tale of 3 Cities"

- 1st City (Core)
- 2nd City (Ring)
- 3rd City (ETJ)

**Average Mileage of
Non-Work Trips**



Residents in this area travel almost 50% further for basic trips...this negatively impacts air quality and increases congestion.

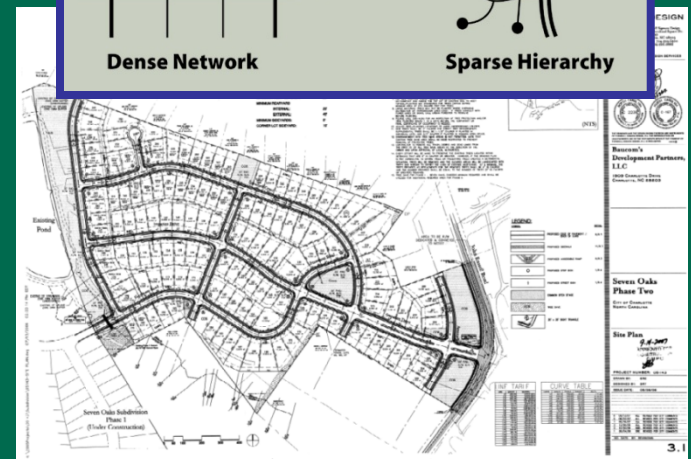


Importance of Connectivity

- Travel choices and route options
- Shorter trips (reduced VMT)
- Reduces need to widen intersections and thoroughfares
- Connected streets make it easier to walk, cycle and use transit



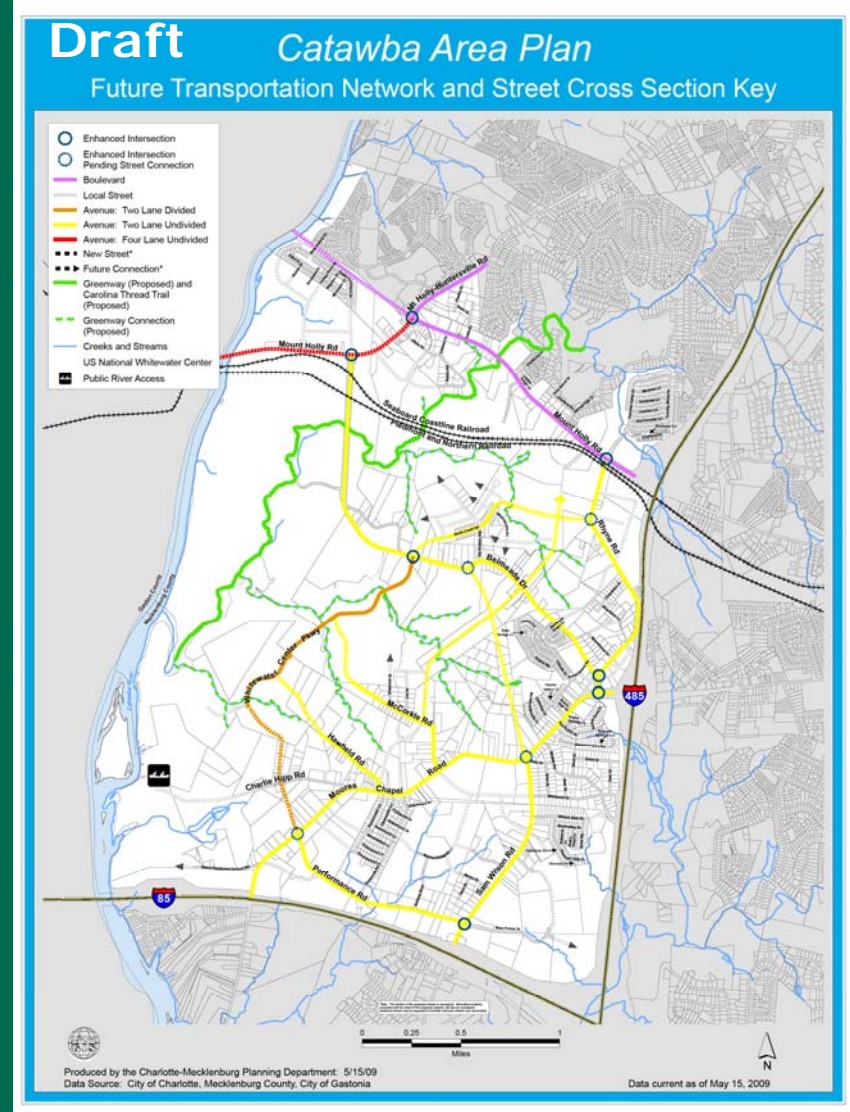
Connectivity Index		
Core Area	Ring	Plan
1.45	1.19	1.16





Function of "Connectors"

- Major collector street by past convention
- Updated collector map
- Local streets with fairly direct connectivity





Design Guidelines

- Streets and intersections that support livability and economic development while creating more travel choices

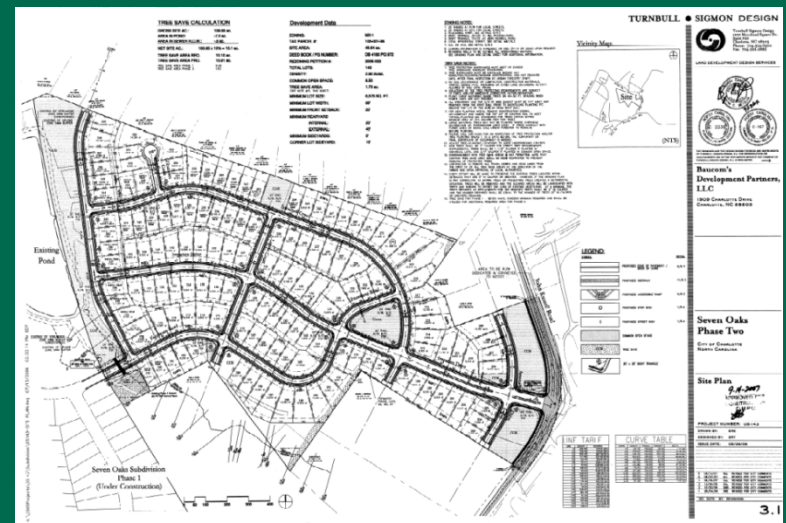
*Adapted from Urban Street
Design Guidelines Policy
Summary*





Implementation of Urban Street Design Guidelines (USDG)

- ❖ Street cross-sections reflect land use and mobility needs
- ❖ “Complete” streets for all users
- ❖ Recommended block size
- ❖ Design of public projects
- ❖ Standards for private development





Transportation Toolbox

- ✓ Implement Centers and Corridors
- ✓ Complete Thoroughfare Plan
- ✓ Build more streets
- ✓ Build more multi-modal connections
- ✓ Improve traffic flow efficiency
- ✓ Upgrade rural roads to City street standards
- ✓ Maintain our system better
- ✓ Create better pedestrian network
- ✓ Create better bicycle network
- ✓ Design and implement streets for all users
- ✓ Enhance quality of life features of transportation projects

Use a toolbox that will make “Charlotte the premier city in the nation for integrating land use and transportation choices.”



CITY OF CHARLOTTE

Questions?





Wrap Up and Next Steps

Next meeting:

November

Topic: Land Use,
Transportation,
Community Design
Existing Conditions



CITY OF CHARLOTTE

Thank You

www.charlotteplanning.org



"Planned" Road Projects

