

## Acknowledgements

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## AT A GLANCE: Centers, Corridors and Wedges Growth Framework:

The *Centers, Corridors and Wedges Growth Framework* updates the original *Centers and Corridors* concept by establishing a vision for future growth and development for Charlotte. It does this by: 1) identifying three geographic types used to categorize land in Charlotte’s “sphere of influence” - Activity Centers, Growth Corridors and Wedges; and 2) outlining the desired characteristics of each of these geographies.

While the *Centers, Corridors and Wedges Growth Framework* provides an overall vision for future growth and development, specific direction for decision making will continue to be provided by policy documents such as area plans and the *Urban Street Design Guidelines*; and, by regulations such as the zoning and subdivision ordinances.

Below is a summary of the key characteristics of Activity Centers, Growth Corridors and Wedges in the future. It is intended to be used as a quick reference, with the more detailed information needed for decision making provided within the text of this document.

### ACTIVITY CENTERS

Activity Centers are focal points of economic activity typically with concentrations of compact development. The expectation for Centers in the future is for:

- further infill development and intensification in Center City;
- infill development, as well as redevelopment of underutilized sites in existing Mixed Use Activity Centers;
- a greater emphasis on a mix of commercial and civic uses and inclusion of moderate and, in some cases, high density housing in Mixed Use Activity Centers;
- concentration of industrial, warehouse and distribution in Industrial Centers;
- a multi-modal transportation system and an interconnected network of streets, especially in Center City and Mixed Use Activity Centers;
- a more urban and pedestrian-oriented form of development;
- pedestrian and bicycle facilities throughout the Center and connecting to adjacent neighborhoods; and
- Activity Centers (in addition to Growth Corridors) to be priority areas for enhancements to the supporting infrastructure, particularly the transportation network.

Regardless of type – Center City, Mixed Use Activity Center or Industrial Center - most Activity Centers will be appropriate locations for new development and redevelopment. However, the amount, intensity and type of new development will be determined by the applicable area plan. For residential development, the *General Development Policies* should be used to determine appropriate density if the area plan does not specify the density. As area plans are developed, a number of factors will be used to determine the amount of development that is appropriate for each Center. These factors include available vacant or underutilized land and the existing and potential transportation network and capacity.

### GROWTH CORRIDORS

The City’s five Growth Corridors stretch from Center City to the edge of Charlotte. They are characterized by the diversity of places they encompass – from historic neighborhoods, to

vibrant mixed-use areas, to significant employment and shopping districts – and by the accessibility and connectivity they provide for these places. The expectation for Growth Corridors in the future is for:

- a greater emphasis on office, residential and mixed use development, especially around Transit Stations;
- a continuation of industrial and warehouse/ distribution uses, particularly in locations with high levels of motor vehicle accessibility;
- additional development of vacant land and redevelopment of underutilized properties;
- increased intensity and a more pedestrian form of development, with greatest intensity development in the Transit Station Areas;
- preservation and enhancement of established single family neighborhoods;
- a multi-modal transportation system with a dense network of interconnected streets; and
- Growth Corridors (in addition to Activity Centers) to be priority areas for enhancements to the supporting infrastructure, particularly the transportation network.

Many areas within the Growth Corridors, particularly the transit station areas, will be appropriate locations for significant new development and redevelopment. However, the amount, intensity and type of new development will be determined by the applicable area plan. For residential development, the *General Development Policies* should be used to determine appropriate density if the area plan does not specify the density.

As area plans are developed, a number of factors will be used to determine the amount of development that is appropriate for each Center. These factors include available vacant or underutilized land and the existing and potential transportation network and capacity. Another key factor that will help to determine the appropriateness of future development, particularly in Established Neighborhood Areas, will be the ability to maintain the existing neighborhood character.

## WEDGES

Wedges are the large areas between Growth Corridors, where residential neighborhoods have developed and continue to grow. The Wedges consist mainly of low density housing, as well as a limited amount of moderate density housing and supporting facilities and services. The expectation for Wedges in the future is for:

- existing neighborhoods to be preserved and enhanced;
- opportunities for “life-long living” with housing for residents at every stage of life;
- new low density housing, as well as limited moderate to high density housing that is well-designed and strategically located in places with the infrastructure capacity to support higher densities;
- neighborhood-scale commercial and civic uses located to serve the immediate area;
- a multi-modal transportation system providing residents better access to and from work, shopping, schools and recreation;
- more street connections within Wedges and between Wedges and Centers and Corridors;
- greater emphasis on safe, convenient and comfortable pedestrian and bicycle facilities;

- a greater emphasis on protection of land and water resources than will typically occur in the more intensely developed areas of Activity Centers and Growth Corridors.

There are many parts of Wedges that will be appropriate locations for new development and redevelopment. However, the amount, intensity and type of new development will be determined by the applicable area plan. For residential development, the *General Development Policies* should be used to determine appropriate density if the area plan does not specify the density.

As area plans are developed, a number of factors will be used to determine the amount of development that is appropriate for properties within Wedges. These factors include available vacant or underutilized land and the existing and potential transportation network and capacity. Another key factor that will help to determine the appropriateness of future development, particularly in and adjacent to existing neighborhoods, will be the ability to reduce adverse impacts on the existing neighborhood character.

# INTRODUCTION

## Overview

In the early 1990's, the Charlotte City Council recognized that the City's quality of life in the coming years would be largely dependent upon how the City responded to growth and redevelopment. After extensive study and citizen input, the Council endorsed a concept known as *Centers and Corridors* as a tool to guide growth. The intent of that concept was to form a stronger link between land use and transportation to guide growth into areas that could support new development or were in need of redevelopment, and away from areas that could not support growth.

The original *Centers and Corridors* concept has been a valuable tool, providing an overarching policy basis for critical growth related initiatives such as the development of the *2025 Integrated Transit/Land-Use Plan* and the subsequent planning for five rapid transit corridors. However, after 15 years, the *Centers and Corridors* concept is in need of an update to better reflect changing conditions.

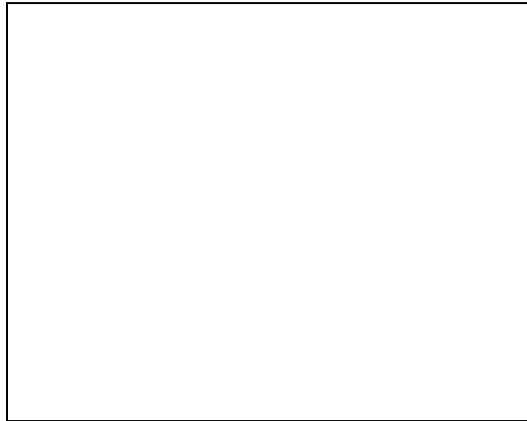
## What is the Centers, Corridors and Wedges Growth Framework?

The *Centers, Corridors and Wedges Growth Framework* updates the original *Centers and Corridors* concept by establishing a vision for future growth and development for Charlotte. It does this by: 1) identifying three geographic types used to categorize land in Charlotte's "sphere of influence" - Activity Centers, Growth Corridors and Wedges; and 2) outlining the desired characteristics of each of these geographies.

A map and a brief summary of the three geographic areas – Activity Centers, Growth Corridors and Wedges - is provided on the following pages.

***Centers, Corridors and Wedges (See map in attached file)***

## ***Activity Centers, Growth Corridors and Wedges***

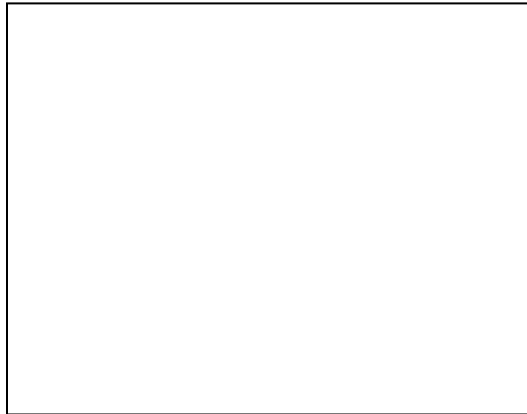


### **Activity Centers** *(pages 13-19)*

Activity Centers should be focal points of economic activity, typically with concentrations of compact development. Many existing Activity Centers have the capacity for significant new growth in conjunction with enhancements to the supporting infrastructure.

There are three types of Activity Centers:

- Center City
- Mixed Use Activity Centers
- Industrial Centers



### **Growth Corridors** *(pages 20-28)*

Growth Corridors are five elongated areas that stretch from Center City to the edge of Charlotte. They are characterized by the diversity of places they encompass – from historic neighborhoods, to vibrant mixed-use areas, to significant employment and shopping districts – and by the accessibility and connectivity they provide for these places. Many areas within the Growth Corridors, particularly the transit station areas, are appropriate locations for significant new growth. Within the Growth Corridors, there are four types of sub-areas:

- Transit Station Areas
- Interchange Areas
- Established Neighborhood Areas
- General Corridor Areas



### **Wedges** *(pages 29-33)*

Wedges are the large areas between Growth Corridors, where residential neighborhoods have developed and should continue to grow. The Wedges will consist mainly of low density housing, as well as a limited amount of moderate density housing and supporting facilities and services.



## How Will Centers, Corridors and Wedges Be Used?

The *Centers Corridors and Wedges Growth Framework* provides an overall development vision and is intended to be general in nature. It will be used in three main ways:

1. As a foundation for development of more detailed policies, plans and regulations;
2. To establish a consistent framework for capital planning; and
3. As a basis for evaluating Charlotte's success in addressing growth and redevelopment issues and maintaining a livable community.

*An illustration of how the Centers, Corridors and Wedges Growth Framework will be used is provided in the implementation section of this document.*

## Growth Trends

Over the last few decades, Charlotte has evolved from a mid-sized city and Southern regional center into the nation's 19th largest city with a role in the new global economy. Growth has been a key driver of Charlotte's economic vitality. Charlotte's population more than doubled between 1980 and 2008, increasing from 315,000 to 697,000 persons.

Charlotte is expected to continue to grow in the future, although growth will likely moderate in the near term, reflecting the impact of current economic conditions. When looking at the longer term, over the next 25 to 30 years, Charlotte is expected to reach a million in population. The City's workforce is also expected to grow, during this time-frame, surpassing the 900,000 mark.

Since 1980, Charlotte's growth in population and employment has been accompanied by an increase in land area. Through annexation, the City has increased from 140 square miles in 1980 to 288 square miles in 2008. (In 2009, the City annexed another 11 square miles and over 18,500 people.) Ultimately, Charlotte's land area is projected to be 376 square miles.

While growth brings jobs and housing, it can also strain livability and the environment. Mecklenburg County has lost open space at the rate of five acres per day since 1980, and more than 22 percent of its tree cover between 1984 and 2001.

Charlotte is expected to continue to grow; the key question is what type of city do we envision Charlotte to be in the future? How can Charlotte embrace the choices, diversity and expanded opportunities that growth brings while protecting the community's livability that growth can also place at risk? The *Centers, Corridors and Wedges Growth Framework* can provide that vision.

## Changing Conditions

Charlotte's growth has been strong, but some conditions and circumstances have changed since *Centers and Corridors* was first presented in 1994. The most significant conditions impacting the *Growth Framework* are summarized below.

- As land for greenfield development has become more limited, redevelopment has become increasingly common. Numerous new development projects are being built on underutilized land or vacant parcels that were previously bypassed.
- Demographic changes continue to impact how development occurs with Baby Boomers and “Generation Xers” often showing a preference for urban environments.
- The need for infrastructure to support new development continues to grow, and is compounded by the increasing need to repair and upgrade existing facilities.
- Environmental consciousness is increasingly impacting where and how people are choosing to live.
- Affordable housing has become a more significant concern and a growing challenge in our community.

### **Organization of Document**

The following chapter provides the overall goal statement and guiding principles of the *Centers, Corridors and Wedges Growth Framework*. Subsequent chapters provide broad guidance for the desired land use, transportation, infrastructure, public facilities, environment and site design characteristics of Activity Centers, Growth Corridors and Wedges, including the subareas of each of these. A glossary and guidance on implementation of the Growth Framework are also included at the end of this document.

## GOAL STATEMENT AND GUIDING PRINCIPLES

The overall goal of the *Centers, Corridors and Wedges Growth Framework* is articulated in the following statement and explained in further detail through the guiding principles.

### *Goal Statement*

*Charlotte will continue to be one of the most livable cities in the country, with a vibrant economy, a thriving natural environment, a diverse population and a cosmopolitan outlook.*

*Charlotteans will enjoy a range of choices for housing, education, entertainment and employment. Safe and attractive neighborhoods will continue to be central to the City's identity and citizen involvement key to its viability.*

### *Guiding Principles*

**As it continues to develop, Charlotte will strive for:**

- 1. High quality, context sensitive community design:** New development should be designed to complement the desired character of the area, as articulated in an area plan. In established areas, this typically means that new development should reflect and build upon the existing character.
- 2. Residential opportunities to accommodate a diverse population in quality and livable neighborhoods:** Charlotte's population includes a diverse range of people with different housing needs and preferences. Differences in income, age, physical abilities, lifestyle preferences and other population characteristics should be recognized, and quality housing choices should be available within the Charlotte community to meet the needs of these various groups of people.
- 3. Diligent consideration of environmental benefits and impacts:** Environmental stewardship is fundamentally important to Charlotte's quality of life and essential to maintaining a vibrant economy. Consideration of environmental factors should continue to be an important part of the process when making decisions related to future growth and development.
- 4. A healthy and flourishing tree canopy:** The City's tree canopy is an integral part of Charlotte's identity. It also contributes to the City's environmental quality, livability and economic viability. Because trees are a renewable resource, the City should seek not only to maintain as much of the existing canopy as is feasible, but also to replant when trees are removed, and plan ahead for replacement as trees are lost due to age or other factors.

5. **More walkable places with a variety of activities:** Much of Charlotte’s future growth should be accommodated by creating, or building upon places that have a mixture of compatible land uses within close proximity and that are well connected to each other. This will not only help create more vibrant and interesting places but will also reduce dependence on the automobile.
6. **A diverse, growing and adaptable economy:** To ensure that Charlotte remains a prosperous and livable City, economic development activities should focus on expanding both the tax base and the employment base, capitalizing on existing strengths while broadening the economy to include emerging industries and other opportunities.
7. **Revitalization of economically challenged business and residential areas:** All areas and neighborhoods should share in Charlotte’s economic prosperity. Therefore, the City should strive to bring redevelopment to challenged areas, particularly by investing in public-private partnerships and targeted projects. However, it is also important that redevelopment efforts are inclusive, and address the needs of existing residents and businesses that could be negatively impacted.
8. **Enhanced transportation networks for pedestrians, cyclists, motorists, and transit users.** As Charlotte continues to grow, it is increasingly important that there be more and enhanced ways for people to get around. To accomplish this, it will be necessary to create more, and better connected route options for people who are walking, cycling, driving, or riding transit. Connectivity between these modes of travel will also be critical. Creating a network of context-based “complete” streets will allow people to feel comfortable and safe, whichever mode they use.
9. **Efficient and coordinated investment in infrastructure that keeps pace with existing and future development:** Charlotte’s infrastructure (e.g., streets, parks, schools, sewer, water, fire stations) has not always kept pace with rapid growth. Going forward, it will be necessary to efficiently fund and build the new and retrofitted infrastructure critical to adequately sustain a high quality of life throughout Charlotte. Additionally, maintenance and reinvestment in existing infrastructure should play a key role in meeting future needs.

## ACTIVITY CENTERS

Activity Centers are concentrations of economic and/or mixed use development, located throughout the community. There are three types of Centers: Center City, Mixed Use and Industrial, defined primarily by land use and intensity of development. Most Centers will be appropriate locations for significant new growth and/or redevelopment. Currently, approximately ten percent of the land area that will one day be within Charlotte's city limits is located within a Center.

### Activity Centers Today

Today, there are 22 designated Centers. The character of these Centers varies considerably, from low intensity Industrial Centers to compact and high intensity Mixed Use Centers. Typical uses in Centers include retail, office, residential, civic and/or industrial.

Center City is the most intensely developed Center type. Although larger and more intense than other Activity Centers, it is probably the best example of the vision for Mixed Use Activity Centers in terms of pedestrian activity and mix of uses. Many of the 17 existing Mixed Use Activity Centers have developed around a regional mall or large strip commercial center and are automobile oriented, with limited or difficult pedestrian circulation. The character of the four Industrial Centers reflects the name, with most uses being industrial, warehouse or distribution.

### Activity Centers in the Future

The expectation for Centers in the future is for:

- further infill development and intensification in Center City;
- infill development, as well as redevelopment of underutilized sites in existing Mixed Use Activity Centers;
- a greater emphasis on a mix of commercial and civic uses and inclusion of moderate and, in some cases, high density housing in Mixed Use Activity Centers;
- concentration of industrial, warehouse and distribution in Industrial Centers;
- a multi-modal transportation system and an interconnected network of streets, especially in Center City and Mixed Use Activity Centers;
- a more urban and pedestrian-oriented form of development;
- pedestrian and bicycle facilities throughout the Center and connecting to adjacent neighborhoods; and
- Activity Centers (in addition to Growth Corridors) to be priority areas for enhancements to the supporting infrastructure, particularly the transportation network.

**Most Activity Centers will be appropriate locations for new development and redevelopment. However, the amount, intensity and type of new development will be determined by the applicable area plan. For residential development, the *General Development Policies* should be used to determine appropriate density if the area plan does not specify the density.**

As area plans are developed, a number of factors will be used to determine the amount of development that is appropriate for each Center. These factors include available vacant or underutilized land and the existing and potential transportation network and capacity.

### **Activity Center Types and Locations** (this text will be part of the map of Activity Centers)

By definition, Activity Centers have (or are planned to have) a significant amount of nonresidential development, consistent with the size of a super-regional retail-oriented mixed/multi-use center as defined by the General Development Policies. However, some Activity Centers include more employment than a typical retail-based super-regional center. There are three types of Activity Centers—described on pages 13 to 19—Center City, Mixed Use Activity Centers and Industrial Centers.

**The following matrix (pages 14-19) describes the three Center types and development characteristics desired for Centers.**

### **Description of Activity Center Types**

#### Center City should:

- be the most intensely developed of all Centers;
- continue to be the region's office and cultural hub;
- be the most accessible point for the entire region and be accessible by a range of transportation modes;
- be a priority location for new office, retail, cultural and entertainment uses;
- have the greatest concentration of high density residential development; and
- continue to be the heart of Charlotte, Mecklenburg County and the region.

Center City should continue to “belong” to everyone, regardless of where one lives or works, and should be the symbolic, cultural and recreational center of the region.

#### Mixed Use Activity Centers should:

- be focal points of community activity, providing opportunities for “live, work and play” for surrounding neighborhoods as well as the greater Charlotte area;
- include a mix of uses, with retail, housing and office components;
- include a cohesive, identifiable pedestrian-oriented core, with the remainder of the Activity Center linked to the core by a pedestrian and street network; and
- typically be surrounded by lower density residential neighborhoods.

*Examples: SouthPark, Northlake*

#### Industrial Centers should:

- serve as major economic generators, with a strong employment focus;
- be designed to have high levels of road capacity;
- include primarily warehouse, distribution and industrial uses; and
- be less compact and less intensely developed than typical Mixed Use Activity Centers.

*Examples: Airport, Westinghouse*

## **Land Use**

### **Center City**

Appropriate uses include:

- office, with a concentration of national and/or regional corporate headquarters;
- moderate to high density housing;
- retail/entertainment, typically on the ground floor of office and/or residential structures designed to serve Center City workers, residents and visitors;
- regional-serving civic uses, such as universities, regional libraries, urban parks, religious institutions, and sports facilities; and
- cultural venues such as museums and performing arts theaters.

Non-residential development intensity should typically be very high.

Mixed use and multi-use represent the desired character of Center City development with some single use housing development in the residential sections of Center City.

### **Mixed Use Activity Centers**

Appropriate uses will typically include:

- retail designed to serve the surrounding community and, in some cases, regional-serving retail as well;
- moderate to high density housing;
- regional and/or neighborhood serving office, which could sometimes include national and/or regional corporate headquarters; and
- civic uses such as urban parks, religious institutions and libraries.

The area planning process will be used to determine which Mixed Use Activity Centers should have a strong retail emphasis, with limited office, and which should be more office-oriented and include regional-serving or corporate office.

Development intensity should typically be low or moderate, with high intensity development sometimes appropriate. The highest intensity development should be located within the core of the Activity Center. Areas outside the pedestrian core should be developed at lesser intensities, especially for sites abutting single family neighborhoods.

Mixed use and multi-use represent the desired character of developments in these Activity Centers.

### **Industrial Centers**

Appropriate uses will typically include:

- mainly light and heavy industrial, warehouse and/or distribution, with associated office and showroom space;
- limited amounts of other uses, such as retail development, that may be located in these areas to serve nearby employees.

Based on the types of uses in the Industrial Center, housing may also be appropriate.

Low-rise and low intensity development represent the desired character of Industrial Centers.

## **Transportation**

### **Center City**

Center City should be served by a range of existing and planned transportation modes, including:

- interstate access;
- dense and interconnected street network of thoroughfares and local streets;
- extensive regional transit service, including major transfer centers (Charlotte Transportation Center and the planned Charlotte Gateway Station, a regional intermodal terminal); interstate bus and rail service; extensive local transit service (local and express bus, streetcar, commuter rail, light rail and bus rapid transit);
- well-developed pedestrian system, including sidewalks and intersections designed to support pedestrian circulation throughout the Center City and to connect Center City to the area outside of the I-277 freeway loop; and
- bicycle connections between Center City and the area outside of the I-277 freeway loop.

Access to Center City is expected to be primarily by automobiles or transit, with walking and local transit being the primary modes for circulating within the Center City.

The transportation focus for Center City should be on enhancing the existing transportation system to promote walking and transit use.

### **Mixed Use Activity Centers**

Mixed Use Activity Centers should be served by a range of existing and planned transportation modes, including:

- interstate or major thoroughfare access;
- dense and interconnected street network;
- a well-developed pedestrian system, especially within the Activity Center core;
- direct pedestrian and vehicular connections from the core to the edge of the Activity Center and surrounding neighborhoods;
- local bus service and, where there is adequate demand, express bus service to the core of the Activity Center; circulator service throughout the Activity Center; and community transit facilities; and
- bicycle facilities, within the Activity Center and with connections to surrounding neighborhoods.

Mixed Use Activity Centers should be designed to allow easy access by vehicles, and to promote pedestrian accessibility and transit usage.

There should be a strong emphasis on pedestrian circulation within the core of the Activity Center, with a balance of vehicular, transit and walking outside of the core and between the Activity Center and surrounding neighborhoods.

The transportation focus should be on enhancing the existing system to promote walking, bicycle and transit access — and on constructing new, interconnected streets to serve a range of transportation modes.



## Industrial Centers

The primary transportation modes for Industrial Centers should be motor vehicles, with transit service focused on employment concentrations. However, pedestrian and bicycle facilities should also be provided to connect large concentrations of employees to transit stops and retail uses.

The transportation system for Industrial Centers should be oriented to vehicular access and circulation. These Centers should have good interstate access and their streets should be designed to accommodate large trucks.

The transportation focus for Industrial Centers should be on enhancing the existing street system to serve the industrial and warehouse/distribution businesses.

## **Infrastructure and Public Facilities**

### Center City

Center City should include a range of public facilities designed to serve residents, employees and visitors. Desired facilities include:

- parks (a central, large, regional park as envisioned in the Center City 2010 Plan that could host major events, as well as small pocket parks and neighborhood parks designed to serve Center City residents and employees);
- community/recreation centers;
- greenways or overland trail connections from surrounding neighborhoods to Center City;
- schools (colleges/universities, K-12 schools designed to serve unique interests or needs, and neighborhood-serving schools);
- the Charlotte-Mecklenburg Government Center;
- public safety and criminal justice facilities;
- the main branch of the library;
- the central post office;
- museums, such as the Mint, Afro-American, New South and NASCAR museums;
- performance venues, such as the Blumenthal Theatre; and
- major sports facilities, such as the Time Warner Cable Arena and Bank of America Stadium.

Center City should be the highest priority for water and sewer extensions and upgrades if needed, with an emphasis on providing capacity for high intensity development.

Infrastructure and public facilities should be designed to complement a high intensity urban environment.

### Mixed Use Activity Centers

Mixed Use Activity Centers should include a range of public facilities designed to serve residents, employees and visitors. Facilities may include:

- urban parks;
- community recreation centers;
- greenways, especially along creeks running to and through the Activity Center, and overland connectors;
- schools (colleges, universities and K-12 schools);
- pre-schools and child care facilities;

- major libraries;
- post offices; and
- police sub-stations and fire stations.

Mixed Use Activity Centers should be high priority areas for water and sewer extensions and upgrades, with an emphasis on providing capacity for anticipated urban development.

Infrastructure and public facilities should be designed to complement a moderate intensity urban environment.

### Industrial Centers

The public facilities located in Industrial Centers should reflect the industrial character of these areas. The Charlotte Douglas International Airport is located in one of these Centers. Examples of other public facilities that might be appropriate for Industrial Centers include:

- maintenance facilities;
- solid waste facilities;
- jails/detention centers; and
- police/fire facilities.

Greenways along creeks and overland connectors might be located in Industrial Centers.

## **Environment and Site Design**

For each type of Activity Center – Center City, Mixed-Use and Industrial - sites and buildings should be designed to be sustainable. In particular:

- Building and site designs should facilitate conservation of water, energy and other natural resources. This will be especially important in Center City and some Mixed Use Activity Centers since land intensive approaches to environmental mitigation may be difficult to accomplish in these areas.
- New development should preserve environmentally sensitive areas, incorporate consideration of natural features – such as wetlands, creeks and the natural tree canopy – into the design of new development whenever possible, and minimize site disturbance, erosion and sedimentation.

New development should respect and preserve the City's historic character, integrating existing historic buildings, artifacts and landscapes into the modern urban fabric.

For additional environmental and site design guidance, see the *General Development Policies* and applicable area plans.

### Center City

Center City should be highly urban in form, with most development in mid- to high-rise buildings.

Development should be designed to promote a high level of pedestrian activity, with ground floor uses facing onto and directly accessible from the public sidewalks.

High quality streetscapes and urban parks/open spaces should be provided to enhance the pedestrian environment and should enhance overall livability.

Parking in Center City should be publicly accessible and located in parking structures to minimize the amount of impervious area devoted to parking and to enhance the pedestrian environment.

- Above ground parking decks should include ground floor uses along the public streets.
- No new surface parking lots should be constructed, and existing surface lots should be redeveloped over time.

### Mixed Use Activity Centers

Most Mixed Use Activity Centers should be urban and highly pedestrian oriented, especially at their core.

Most development should be low- to mid-rise buildings, with the greatest intensity at the core of these Activity Centers and lesser intensity and height at the edges, particularly when next to residential neighborhoods.

These Activity Centers should be designed to provide a high level of vehicular access that supports transit, while encouraging a “park once” environment. Once in a Mixed Use Activity Center, it should be comfortable and easy for people to circulate on foot.

Parking should be shared by a number of uses and, ideally, should not be located in surface lots to minimize the amount of impervious area devoted to parking lots.

Streetscapes, public parks and open spaces should be designed to help create a comfortable and safe pedestrian environment, and should enhance overall livability.

### Industrial Centers

Most development in Industrial Centers should be low-rise and low intensity.

The urban design character of Industrial Centers should recognize the industrial nature of these areas, while providing an attractive environment.

Streetscaping and landscaping should be provided to create an attractive environment for those working in and/or traveling through these Centers.

# GROWTH CORRIDORS

Growth Corridors are five elongated areas that stretch from Center City to the edge of Charlotte. They are characterized by the diversity of places they encompass – from historic neighborhoods to vibrant mixed-use areas to significant employment and shopping districts – and by the accessibility and connectivity they provide for these places. Many areas within the Growth Corridors, particularly the transit station areas, may be appropriate locations for significant new growth. Approximately 20% of the land area that will one day be within Charlotte’s city limits is currently located in Growth Corridors.

## Growth Corridors Today

Today, there are five Growth Corridors: the South, Southeast, Northeast, North, and West Corridors. These Corridors encompass a wide diversity of places, including some with an increasingly urban mixture of residential, office and retail uses, especially in areas near existing or proposed transit stations and/or close to Center City. Some sections of Growth Corridors contain established residential neighborhoods, while other sections contain primarily businesses that provide for shopping, employment and entertainment. Four distinct sub-areas have been identified within Growth Corridors:

- Transit Station Areas
- Interchange Areas
- Established Neighborhood Areas
- General Corridor Areas

These areas typically have a high level of accessibility, especially given that Growth Corridors include at least three high capacity transportation facilities – interstate/expressway, major thoroughfares(s), existing or planned rapid transit and/or a freight rail line – that run parallel to each other. Some portions of Growth Corridors also have an interconnected street network. This accessibility and connectivity contributes to the desirability of Growth Corridor locations for many uses, especially those requiring high levels of both local and regional access.

## Growth Corridors in the Future

The expectation for Growth Corridors in the future is for:

- a greater emphasis on office, residential and mixed use development, especially around Transit Stations;
- a continuation of industrial and warehouse/ distribution uses, particularly in locations with high levels of motor vehicle accessibility;
- additional development of vacant land and redevelopment of underutilized properties;
- increased intensity and a more pedestrian form of development, with greatest intensity development in the Transit Station Areas;
- preservation and enhancement of established single family neighborhoods;
- a multi-modal transportation system with a dense network of interconnected streets;
- and

- Growth Corridors (in addition to Activity Centers) to be priority areas for enhancements to the supporting infrastructure, particularly the transportation network.

Growth Corridors will be, in general, appropriate locations for new development and redevelopment, particularly within the transit station areas. **However, the amount, intensity and type of new development will be determined by the applicable area plan. For residential development, the *General Development Policies* should be used to determine appropriate density if the area plan does not specify the density.**

As area plans are developed, a number of factors will be used to determine the amount of development that is appropriate for areas within Corridors. These factors include available vacant or underutilized land and the existing and potential transportation network and capacity. Another key factor that will help to determine the appropriateness of future development, particularly in Established Neighborhood Areas, will be the ability to reduce adverse impacts on the existing neighborhood character.

### **Growth Corridor Sub-Areas and Locations** (this text will be part of the map of Growth Corridors)

Within Growth Corridors, there are four types of sub-areas: Transit Station Areas, Interchange Areas, Established Neighborhood Areas and the largest area – the balance of each corridor – called General Corridor Areas. The four types are described on pages 20-28.

**The following matrix (pages 21-28) describes the four subareas of Growth Corridors and the development characteristics desired for each.**

### **Description of Growth Corridor Sub-Areas**

#### Transit Station Areas

These sub-areas are located within approximately 1/2 mile walking distance of an existing or planned rapid transit station. However, they generally exclude any established low density neighborhoods within that walking distance, as these areas are typically targeted for preservation and are located within the Established Neighborhood sub-area. Many Transit Station Areas will have the same general characteristics as the Mixed Use type of Activity Center and will become focal points of community activity. The Transit Station Areas should:

- be pedestrian-oriented districts designed to include a mixture of complementary moderate to high-intensity residential, office, retail/entertainment and civic uses located within easy walking distance of a rapid transit station;
- be designed as gathering places for the surrounding community; and
- have a dense, interconnected street network, with extensive pedestrian facilities.

#### Interchange Areas

These sub-areas include the property in Growth Corridors within approximately 1/2 to one mile of interstate or expressway interchanges that have access to and from all interchange quadrants.

These areas:

- are appropriate for development types requiring high levels of vehicular access, such as warehouse and distribution uses and, where identified in an area plan, regional-serving retail;
- may also be appropriate for multi-family and offices uses;
- should be designed to have high levels of road capacity; and
- should have a transportation system that emphasizes vehicular travel, while also accommodating other modes.

#### Established Neighborhood Areas

These sub-areas are those existing, primarily low density residential communities that are located within the Growth Corridors. These areas:

- are typically comprised of single family housing, but may also include some multi-family, commercial and civic uses, as well as some mixed or multi-use developments;
- should be maintained and enhanced;
- should be protected with a transition from more intense development that adversely impacts the character of the neighborhood.

#### General Corridor Areas

General Corridor Areas are those areas within the Growth Corridors that are outside the other three types of sub-areas (Transit Station Areas, Interchange Areas and Established Neighborhood Areas). Typically, these General Corridor Areas:

- are appropriate for a range of low to moderate intensity uses including single use, general services/business type uses; multi-family; industrial/warehouse and civic uses;
- may include smaller mixed-use centers and areas that, much like the larger Mixed-Use Activity Centers, provide a sense of place and services to nearby neighborhoods; and
- have a variety of transportation facilities and modes, based on the area's development character.

### **Land Use**

#### Transit Station Area

Appropriate uses include a mix of complementary, transit-supportive uses per the Transit Station Area Principles. These uses typically include:

- residential;
- office;
- neighborhood-serving retail and entertainment; and
- civic uses.

Transit Station Areas are appropriate for moderate to high density/ intensity development. The minimum density of residential uses and the minimum intensity of non-residential uses should be consistent with the *Transit Station Area Principles* of the *General Development Policies* or an adopted station area plan. The highest densities/intensities are appropriate closest to the transit station, with lower densities adjacent to existing low density residential areas. Except for Center City, Transit Station Areas should have the highest densities/intensities of development.

In Transit Station Areas, uses should be well-integrated, either vertically and/or horizontally.

### Interchange Areas

Appropriate uses include those that need or can benefit from high levels of vehicular accessibility from the interchange. These typically include:

- industrial/warehouse;
- regional and community serving retail;
- highway-serving retail (hotels, gas stations, restaurants);
- office; and
- multi-family residential.

Multi-family residential density should be moderate and, in some cases, high, typically in conjunction with a mixed-use retail center. Non-residential intensity should be low to moderate.

### Established Neighborhood Areas

The predominant use is and will continue to be single family residential. Civic uses, such as parks and schools, may also be appropriate. In some cases, multi-family residential, office and retail, in a pedestrian-oriented, neighborhood business district, may be included in these areas.

If appropriate, multi-family residential density should be moderate and, in rare cases, high. If appropriate, new retail and office development will typically be located on non-local streets. Non-residential intensity should be low to moderate.

### General Corridor areas

Appropriate uses typically include:

- multi-family residential;
- office;
- retail, especially uses that serve the surrounding community;
- industrial/warehouse; and
- civic uses, such as schools, parks and religious institutions.

Multi-family residential density should be moderate and, in some cases, high, typically in conjunction with a mixed-use retail center. Non-residential intensity should be low to moderate.

## **Transportation**

### Transit Station Areas

Transit Areas should be served by a range of transportation modes, including:

- a rapid transit line and station;
- local bus service;
- a dense and interconnected street network;
- an extensive pedestrian network designed to support circulation throughout the station area and connect to the surrounding area; and
- bicycle facilities, especially to support those traveling to the transit station.

Most people will access most Transit Station Areas by transit or automobile.

Overall, the transportation focus should be on enhancing the existing system to promote walking, bicycling and transit access and circulation, as well as on the creation of new streets needed to create the network necessary to accomplish this.

### Interchange Areas

Interchange Areas should be served by a range of transportation modes, including:

- an interstate or expressway with intersecting thoroughfare(s);
- an interconnected street network; and
- pedestrian facilities to connect uses within Interchange Areas—especially retail, residential and office. Particular attention should be given to connecting those uses on the same side of the interstate or freeway.

Access to Interchange Areas will be primarily by motor vehicle. However, the transportation system should also be designed to accommodate pedestrian circulation.

There should be a greater emphasis on pedestrian and bicycle circulation for Interchange Areas that also function as Transit Station Areas.

Access control should be a critical consideration in Interchange Areas.

Overall, the transportation focus should be on improving motor vehicle access and circulation, while still accommodating pedestrians and cyclists. The street network should be enhanced and capacity increased where needed.

### Established Neighborhood Areas

To both preserve and enhance established neighborhoods, these areas should have a transportation network that provides residents with viable transportation choices.

Transportation facilities and services would generally include:

- an interconnected street network to allow residents access by bike, foot, or car to civic uses like schools and parks, as well as to nearby shopping and employment areas, transit stops or Station Areas, or adjacent Activity Centers;
- where they exist, thoroughfares that are designed for all travelers based on context;
- an extensive pedestrian network, including sidewalks along streets, greenway connections, walking trails, and safe street crossings;
- a bicycle network, consisting of low-speed, low-volume neighborhood streets, bike lanes on higher volume streets, greenway connections and other pathways, where appropriate; and
- local and, where there is adequate demand, express bus service, typically along any thoroughfares adjacent to or traversing established neighborhoods.

In most cases, the established local street network should not change, other than when needed to support a major land use change in the Established Neighborhood Area. Overall, the transportation focus should be to preserve and enhance a well-designed, context-based street network that allows the residents to move safely and easily within their neighborhood and to the adjacent activity areas.



### General Corridor Areas

General Corridor Areas should be served by a range of transportation modes including:

- a dense and interconnected street network of thoroughfares and local streets;
- a well-developed pedestrian and bicycle system; and
- local and feeder bus service, focusing on connecting the parts of the Growth Corridor outside station areas to the rapid transit stations.

The primary transportation facilities and mode(s) provided for different parts of the General Corridor Areas will vary, based on the existing and planned development context for that specific portion of the Growth Corridor, as well as transportation service demands.

Overall, the transportation focus should be on creating a denser and better connected transportation system to enhance the local street network.

## **Infrastructure and Public Facilities**

### Transit Station Areas

Transit Station Areas are appropriate for a range of public facilities designed to serve transit users, station area and surrounding residents, employees and visitors. Desired facilities include:

- urban parks/plazas;
- community/recreation centers;
- greenways and overland trail connections;
- libraries, schools, pre-school and child care facilities;
- government service centers, which include multiple public facilities;
- post offices; and
- medical facilities.

Transit Station Areas should be priority areas for water and sewer extensions and upgrades, where needed, with an emphasis on providing capacity for moderate to high intensity transit-oriented development.

### Interchange Areas

Interchange Areas are appropriate for facilities that require high levels of vehicular access and will serve more citizens than the typical facility. Such uses include:

- major active parks and recreation centers;
- schools and universities drawing students from throughout Charlotte;
- large child care facilities;
- government service centers;
- post offices; and
- medical facilities.

Greenways, especially along creeks running through the area, and overland trail connections should be located in Interchange Areas.

For Interchange Areas that are developed with industrial/warehouse uses, compatible public facilities—such as vehicle maintenance or storage—are appropriate.

### Established Neighborhood Areas

Established Neighborhood Areas are appropriate for a variety of public facilities designed primarily to serve the residents, but in some cases may also serve other users based on proximity to adjacent areas.

Appropriate public facilities could include:

- parks;
- greenways and overland trail connections; and
- schools.

Established Neighborhoods with neighborhood business districts might also include in such districts:

- libraries, and
- post offices.

Other public facilities may be found in nearby locations in other parts of the Growth Corridor.

### General Corridor Areas

When public facilities designed to serve area residents cannot be placed in Transit Station Areas, they should be located in General Corridor Areas or in business districts in Established Neighborhoods. Such uses include:

- libraries;
- schools;
- parks and recreation facilities;
- government service centers;
- post offices; and
- medical facilities.

Greenways, especially along creeks running through the area, and overland trail connections should be located in General Corridor Areas.

In portions of General Corridor Areas developed with industrial/warehouse uses, compatible public facilities —such as vehicle maintenance or solid waste facilities—may be appropriate.

## **Environment and Site Design**

For each of the subareas of Growth Corridors – Transit Station Areas, Interchange Areas, Established Neighborhood Areas and General Corridor Areas – buildings and sites should be designed to be sustainable. In particular:

Building and site design should facilitate conservation of water, energy and other natural resources. This will be especially important in areas where land intensive approaches to environmental mitigation are not feasible, particularly Transit Station Areas.

New development should preserve environmentally sensitive areas, incorporate consideration of natural features—such as wetlands, creeks and the natural tree canopy—into the design of new development whenever possible, and minimize site disturbance and related erosion and sedimentation.

New development should respect and preserve the City's historic character, integrating existing historic buildings, artifacts and landscapes into the modern urban fabric.

For additional environmental and site design guidance, see the *General Development Policies* and applicable area plans.

### Transit Station Areas

Transit Station Areas should be highly pedestrian-oriented, with buildings located at or near the back of the sidewalk, and sidewalks wide enough to accommodate significant pedestrian activity.

Most development should be in low-to mid-rise buildings, with the greatest intensity nearest the station, and lesser intensity and height at the edges of the station area, closest to established neighborhoods. In some cases, high-rise buildings may be appropriate.

Parking should be shared by a number of uses and, ideally, should be located in parking structures.

Streetscapes, public parks and open spaces should be well designed to create a comfortable and inviting pedestrian environment.

### Interchange Areas

High quality landscaping should be part of new development, as well as installed around interchanges that serve as gateways into the community.

Interchange Areas should be designed to accommodate primary access by motor vehicle; however, interchange quadrants should also be designed to allow safe pedestrian circulation in a "park once" environment.

Most development should be low to mid-rise in Interchange Areas, with low-scale buildings located adjacent to residential neighborhoods.

### Established Neighborhood Areas

Established Neighborhood Areas should be priority areas for preservation of Charlotte's natural tree canopy. Development in Established Neighborhood Areas should include extensive vegetation and trees.

In general, development should be low scale. A transition, either through a buffer or screening, should be provided between low density residential development in Established Neighborhood Areas and high density residential or non-residential development.

Site design for Established Neighborhood Areas should facilitate pedestrian and bicycle circulation, especially to reach nearby transit facilities, commercial areas and civic uses, by providing good local streets and connections.

### General Corridor Areas

Design characteristics will vary, depending on the land use and transportation context. For example:

- an industrial-based employment area within a General Corridor Area should be designed primarily to accommodate vehicular circulation; and
- an urban mixed-use section of a General Corridor Area should have a strong emphasis on pedestrian-oriented design features, such as buildings sited with parking located in the rear.

In General Corridor Areas, development should be typically low- and in some cases mid-rise, with low-scale development next to residential neighborhoods.

High quality streetscapes should be provided in General Corridor Areas to unify the corridor and soften the urban environment.

## WEDGES

Wedges are the large and primarily residential areas located between Growth Corridors, excluding the identified Activity Centers. Wedges currently represent approximately 70% of the land area that will one day be within Charlotte's city limits.

### Wedges Today

Today, Wedges consist generally of single family neighborhoods. Interspersed are areas of mixed use and commercial development; multi-family housing (typically in apartment complexes); and civic uses, such as religious institutions, parks, fire stations and libraries.

The intensity of development is often an issue in Wedges locations, especially where the transportation system is overburdened. The area within Route 4 generally has a more dense and well-connected street network, and is relatively pedestrian-friendly. Outside Route 4, the transportation system is typically more auto-oriented, blocks are longer and the street network is not as well-connected.

### Wedges in the Future

The expectation for Wedges in the future is for:

- existing neighborhoods to be preserved and enhanced;
- opportunities for “life-long living” with housing for residents at every stage of life;
- new low density housing, as well as limited moderate to high density housing that is well-designed and strategically located in places with the infrastructure capacity to support higher densities;
- neighborhood-scale commercial and civic uses located to serve the immediate area;
- a multi-modal transportation system providing residents better access to and from work, shopping, schools and recreation;
- more street connections within Wedges and between Wedges and Centers and Corridors;
- greater emphasis on safe, convenient and comfortable pedestrian and bicycle facilities;
- a greater emphasis on protection of land and water resources than will typically occur in the more intensely developed areas of Activity Centers and Growth Corridors.

There are many parts of Wedges that will be appropriate locations for new development and redevelopment. **However, the amount, intensity and type of new development will be determined by the applicable area plan. For residential development, the *General Development Policies* should be used to determine appropriate density if the area plan does not specify the density.**

As area plans are developed, a number of factors will be used to determine the amount of development that is appropriate for properties within Wedges. These factors include available vacant or underutilized land and the existing and potential transportation network and capacity. Another key factor that will help to determine the appropriateness of future development, particularly in and adjacent to existing neighborhoods, will be the ability to reduce adverse impacts on the existing neighborhood character.

## **Wedge Definition and Locations** (this text will be part of the map of Wedges)

Land use, development intensity and design characteristics vary within Wedges. However, all Wedges share the common characteristic of being located outside one of the five Growth Corridors and the various large scale Activity Centers. Wedges are not divided into sub-areas or types. Wedges are described in more detail on pages 29-33.

### **DESCRIPTION OF WEDGES**

**The following matrix (pages 30-33) describes the development characteristics desired for Wedges.**

#### **Land Use**

- In Wedges, appropriate land uses typically include a diversity of housing types and other uses to support residential neighborhoods. In some cases, smaller mixed-use centers and areas that, much like the larger Mixed-Use Activity Centers, provide a sense of place and services to the surrounding neighborhoods may be appropriate in Wedges.

Housing in Wedges typically includes mainly low density housing,

- with limited moderate density residential; and
- in very limited cases, and typically within Route 4 (mostly along thoroughfares) and/or within a mixed-use district, high density housing.

The highest density residential should be located where extensive existing transportation facilities and infrastructure are found, or can be created, and where residents will have easy access to a range of complementary retail and civic uses.

Civic Uses in Wedges include such facilities as:

- parks;
- greenways;
- places of worship;
- schools;
- libraries;
- fire and police stations; and
- medical facilities.

Where possible, civic uses should be located within Mixed Use/Retail Districts as discussed below. In some cases, these uses will be freestanding or part of a joint use facility. However, even freestanding and joint use civic uses should be connected to surrounding residential uses, with pedestrian and bicycle connections being especially important.

### Mixed Use/Retail Districts in Wedges

- should complement the larger Mixed Use Activity Centers discussed on pages 13-19;
- should act as focal points or small scale town centers that create a sense of place for surrounding neighborhoods; and
- should serve surrounding neighborhoods by providing neighborhood-serving retail and office uses.

These districts should be compact and nodal in form; however, in some cases they may be more linear, reflecting existing strip commercial development. They should typically include:

- retail and/or office development, consistent with the “Neighborhood Size Centers” in the *General Development Policies (GDP)*;
- in some cases retail and/or office, consistent with the “Community Size Centers” in the *GDP*. This square footage of development will typically be related to an existing retail or mixed-use center, an existing business district, or a significant redevelopment plan or will be identified in an area plan; and
- in rare cases retail and/or office consistent with the “Regional Size Centers” in the *GDP*. This square footage of development will typically be related to an existing retail or mixed-use center, an existing business district, or a significant redevelopment plan or will be identified in an area plan.

In addition to retail and/or office these Mixed Use/Retail Districts in Wedges may also include:

- civic uses; and
- where appropriate, may include moderate to high density housing.

Mixed Use/Retail Districts in Wedges should be low to moderate intensity.

### **Transportation**

To both preserve and enhance existing neighborhoods and to ensure that new neighborhoods are sustainable, Wedges should be served by a range of transportation facilities and services which provide residents with transportation choices. These facilities and services should include:

- an interconnected network of thoroughfares and local streets;
- an extensive pedestrian system which includes sidewalks, greenways, overland trail connections and safe street crossings, especially to connect neighborhoods with civic uses like schools and parks, as well as shopping areas, transit stops and adjacent Activity Centers and Growth Corridors;
- local and express bus service, typically concentrated along thoroughfares to connect adjacent neighborhoods and Mixed Use/Retail Districts within Wedges to Activity Centers and Growth Corridors;
- a bicycle network, with marked bike routes, as well as bike lanes on higher volume streets.

Based on existing and planned land use and transportation context, some streets may be more automobile-oriented and others may be more pedestrian friendly. (See the *Urban Street Design Guidelines* for additional information on context sensitive street design.)

In Wedges, the transportation focus should be on completing the street network and improving the capacity of the existing transportation system.

## **Infrastructure and Public Facilities**

Wedges should include a range of public facilities designed to serve residents.

Public facilities should include:

- schools of all types and sizes;
- parks of various sizes and purposes:
  - the inclusion of smaller parks and open spaces in Mixed Use Districts is desirable;
  - neighborhood parks should be located within residential areas in the Wedges;
  - larger parks, such as community parks, should also be located in Wedges (they should be easily accessible from major thoroughfares);
  - privately-constructed open space and neighborhood-based recreational facilities should complement public park facilities;
  - private and non-profit land conservation easements and reserves;
  - greenways, especially along creeks, and overland trail connections; and
  - libraries, post offices and similar public facilities should be located in the Mixed Use/Retail Districts within the Wedges.

In general, greenfield areas in Wedges should be the lowest priority for water and sewer extensions, unless required to serve annexation areas. New development should have access to municipal water and sewer service and the construction of private water and sewer systems should be discouraged. Water and sewer extensions in Wedge areas should be linked to annexation requirements, area plan recommendations and City Council adopted economic development policy.

## **Environment and Site Design**

Buildings and sites should be designed to be sustainable. New development should preserve environmentally sensitive areas and incorporate consideration of natural features—such as wetlands, creeks and the natural tree canopy— into the design of new development whenever possible. In addition, site disturbance and related erosion and sedimentation should be minimized.

- Improvements to water quality should be a priority in Wedges.
- Wedges should also be a priority area for preservation of Charlotte’s natural tree canopy.
- Development in Wedges should include extensive vegetation and trees.
- Land-intensive environmental mitigation measures should be focused in the Wedges instead of Activity Centers and Growth Corridors, whenever possible.

In general, development should be low scale, with lowest heights next to existing or planned low density residential neighborhoods. A transition, either through a buffer or screening, should be provided between low density residential development and non-residential development located either within the Wedges, or within an Activity Center or Growth Corridor.

New development should be designed to facilitate pedestrian and bicycle access and circulation, and to minimize motor vehicle trips.



Mixed Use/Retail Districts should be designed to allow automobile and pedestrian access, and to encourage easy pedestrian circulation upon arrival.

New development should respect and preserve the City's historic character, integrating existing historic buildings, artifacts and landscapes into the modern urban fabric.

For additional design guidance, see the *General Development Policies* and applicable area plans.

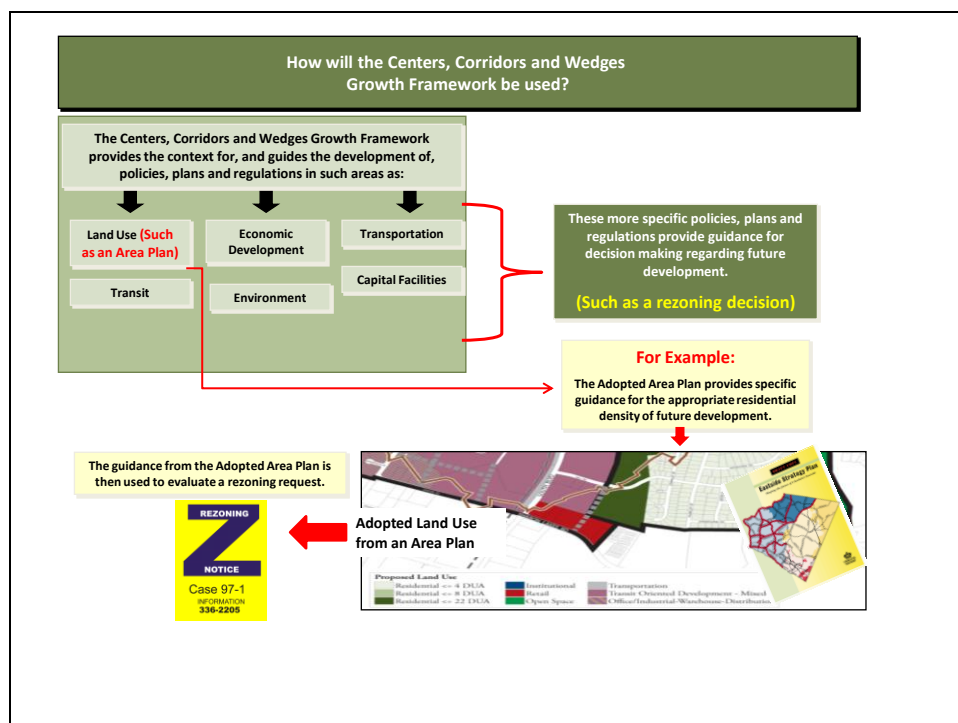
## CONCLUSION

Growth has been, and will continue to be, a central issue for Charlotte. The City's population is not only projected to grow, but is also expected to continue to diversify. How the city responds and accommodates growth, with redevelopment being the highest priority, will determine the type of city that Charlotte will become.

The *Centers, Corridors and Wedges Growth Framework* provides a vision for how Charlotte should grow and develop to meet the needs of an expanding and changing population. It provides guidance to help achieve this vision by:

- recognizing redevelopment as a key part of accommodating future growth, particularly in Activity Centers and Growth Corridors; and
- supporting a variety of housing choices at appropriate locations;
- providing guidance to better match development types and intensities with infrastructure, particularly transportation facilities;
- emphasizing quality design and the importance of environmental considerations;
- encouraging a variety of transportation choices.

*Centers, Corridors and Wedges* will not directly guide specific development proposals, but instead provides the overarching policy basis for more detailed growth and development-related plans, policies and ordinances. Below is an illustration of how the *Growth Framework* relates to a specific development proposal that requires a rezoning. As shown, it provides the overarching policy basis for the development of and updates to the applicable Area Plans. Subsequently, the area plan provides the more specific guidance for evaluating a proposed rezoning. For example, the area plan would indicate the appropriate land use, urban design features, and unique transportation requirements for the subject property.



Consistency between the *Centers, Corridors and Wedges Growth Framework* and the complementary policies, plans and ordinances, such as the parcel specific area plans, will be necessary to ensure that growth occurs in the manner outlined in this document. An initial step in implementing the *Growth Framework* will be an assessment of existing policies, plans and ordinances to determine their consistency with *Centers, Corridors and Wedges* and whether updates are needed. Both the *General Development Policies* and *Charlotte Zoning Ordinance* are major documents that should be reviewed to determine what updates are needed to support the implementation of the *Growth Framework*.

Once implementation of *Centers, Corridors and Wedges* is underway, the effectiveness of the growth framework will need to be assessed periodically. Growth targets, which have been developed to assist with this assessment, are:

- 70% of new multi-family residential and 75% of new office to be constructed in Centers and in Corridors.
- 70% of new multi-family and 75% of new office to be constructed in Activity Centers and in Growth Corridors, with an emphasis in Growth Corridors on Transit Station Areas.

These growth targets will help determine whether *Centers, Corridors and Wedges* is being effectively implemented. Periodically, the implementation approach may need to be reviewed and adjusted. In addition, the *Growth Framework* should be reviewed and updated as conditions change.

Although there are many complexities associated with guiding Charlotte's growth, the City is well positioned to take advantage of the many benefits that growth can bring. A coordinated and collaborative approach to implementing the concepts presented in this document will be a key step to ensure that Charlotte realizes its vision "*to continue to be one of the most livable cities in the country, with a vibrant economy, a thriving natural environment, a diverse population and a cosmopolitan outlook.*"