

HANDOUT FOR CCW ADVISORY GROUP MEETING
COMMENTS ON CORRIDORS
01/26/09

CITIZEN COMMENTS FROM WORKSHOPS AND INTERNET SURVEY

- Corridors allow anything to be included in them
- Concern about residential neighborhoods located in Corridors – areas shown as Corridors are too large; will threaten neighborhoods located in Corridors; should provide pedestrian facilities to accommodate today's needs before proposing more density
- Recognizing importance of public transit and pedestrian activities/urban parks is important in achieving responsible growth
- Lacks a Corridor "looping around" Charlotte – to connect spokes
- Dense development in one area of a Corridor may adversely affect traffic in another area planned for pedestrian activity
- No discussion of the traditional use of Corridors for moving vehicular traffic – will there be an attempt to maintain them at existing widths and intensities?

SUMMARY OF ADDITIONAL ADVISORY GROUP COMMENTS

- Based on description of subareas in Corridors, could see existing single family neighborhoods fitting into any subarea
- Need to see how neighborhoods in Corridors will be classified
- Concerned that neighborhoods in a Corridor would be destroyed by upgrades to street network to meet standards
- Established neighborhoods within walking distance of a transit station should be protected; established neighborhoods within Interchange Areas and General Corridor Areas should also be protected
- On page 18 under Transit Station Areas, document indicates "a minimum density of residential uses should be 15 dwelling units per acre" – delete this or consider providing established neighborhoods with protection
- Explain what an "Interchange Area" is
- Define "Bicycle facilities". And, however they are defined in this document, who pays for them?
- (On page 17 - top right bullet & bottom of the page): a dense network of streets does not work for all land uses & such a requirement is not necessary regardless
- (On Page 19): 400 foot block lengths are too short
- (On Page 19 - bottom of the Transportation Column): "...new streets needed to create the desired network." Where does the land come from to create these new streets?
- (On Page 18): it restricts multi-family to <22dup anywhere outside Hwy 4 – even freeway off ramps. Won't this hurt the community's renewed efforts to provide affordable housing throughout the city?

- Pages 21 and 22 focus heavily on "sustainable building and site design". However, requirements of shorter block lengths (400 ft.), bike facilities, pedestrian facilities, and over-all density is to contradictory the goal of environmental sustainability (i.e. increased stormwater, etc.).
- Why aren't Albemarle and Providence Road listed as Corridors?
- Plan seems transportation driven
- Will transportation and economic decisions trump livability?
- Why is the framework a "wagon wheel?" Why are Centers not connected by Corridors?
- Neighborhoods in Corridors feel threatened by designation
- Need to identify Corridor subareas
- Yes, corridors seem to allow anything. Maybe we just need to add "where appropriate" when the document lists the uses allowed in corridors
- The one land use that the document seems to indicate that is not appropriate in the corridors is low density residential
- The document doesn't seem to provide a good explanation of the difference between growth corridors and other corridors like Wendover and Providence
 - We may need to address these and what the vision is for them
 - Independence Hwy construction is destroying that part of town