

Insert photos from Sept. 26th
Draft document.

Activity Centers (pages 7-14)

Activity Centers are focal points of economic activity, typically planned for 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 Centers

Industrial Centers

Growth Corridors (pages 15-22)

Growth Corridors are five linear areas that extend 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:

General Corridor Areas

Transit Station Areas

Interchange Areas

Established Neighborhood Areas

Wedges (pages 23-28)

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

GROWTH CORRIDORS

Growth Corridors are five linear areas that extend 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. 20% of Charlotte's ultimate land area is currently located in Growth Corridors.

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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 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 the 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 Corridors include at least three high capacity transportation facilities – interstate/expressway, major thoroughfares(s), existing or planned rapid transit and/or a freight line – that run parallel to each other. Some portions of Corridors, especially within Route 4, also have an

interconnected street network. This accessibility and connectivity contributes to the desirability of Corridor locations for many uses, especially those requiring high levels of both local and regional access. Growth Corridors are, 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 through the area planning process and will depend on a number of factors, including vacant and underutilized land and the existing 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.

Corridors in the Future

The expectation for 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 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; **subareas of Corridors;**
- preservation of established single-family neighborhoods;

a multi-modal transportation system with a dense network of interconnected streets;

Corridors (in addition to Centers) to be priority areas for enhancements to the supporting infrastructure, particularly the transportation network;

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

The following matrix (pages 17-22) describes the **three four subareas of Corridors types** and the land use, transportation, infrastructure and design characteristics desired for each **Corridors.**

<div>Add New Sub-Area: Established Neighborhoods</div> <div>TRANSIT STATION AREAS INTERCHANGE AREAS GENERAL CORRIDOR AREAS</div>		
Description of Growth Corridor Sub-Areas		
<p>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 located within the Established Neighborhood subarea. Many Transit Station areas will have the same general characteristics of the Mixed-Use type of Center and will become focal points of community activity. The Transit Station Areas should:</p> <ul style="list-style-type: none"> - be pedestrian-oriented villages 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 	<p>No changes</p>	<p>General Corridor Areas are those areas within the Growth Corridors that are outside the other two-three types of sub-areas (Transit Station Areas, Established Neighborhood Areas and Interchange Areas). Typically, these General Corridor Areas:</p> <ul style="list-style-type: none"> - are appropriate for a range of low to moderate intensity uses; - may include areas with the character and function of Mixed-Use Centers; and - may include some previously developed low-density neighborhoods; and - have a variety of transportation facilities and modes, based on the area's development.

community; and - have a dense, interconnected street network , with extensive pedestrian facilities.		
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