

# Centers, Corridors and Wedges Advisory Group “Make-up” Meeting



**January 8, 2009**

# Presentation Overview

- Advisory Group – Role and Process
- Overview of Centers, Corridors and Wedges
- Review of Citizen Comments





# Advisory Group



# Public Input Process

- **Public Review/Input**
  - **Public Workshops – October 2008**
  - **Web Survey – October/November 2008**
- **Advisory Group Meetings – December 2008/February 2009**
- **Planning Commission Review and Recommendation – February/March 2009**
- **City Council Review and Adoption – March/May 2009**

## Advisory Group Roles and Responsibilities

- Review Centers, Corridors and Wedges document
- Review comments received to date and provide additional comments
- Assist staff in understanding and prioritizing issues
- Provide input on how to address issues
- Prepare for, attend and participate in meetings
- Act as liaison between staff, advisory group and group you represent
- Work toward group consensus/agreement



## City Staff Roles and Responsibilities

- Facilitate advisory group meetings
- Provide additional information needed to assess issues
- Document advisory group input for elected/appointed officials
- Work toward group consensus/agreement and recommend revisions to document when there is staff and advisory group agreement
- Carry forward issues/concerns when consensus is not reached

# Advisory Group and Adoption Process

## Meeting #1 – Dec. 9

- Introduction
- Issue Verification

## Meeting #2 – Dec. 16

- Guiding Principles
- Centers

## Meeting #3 – Jan. 13

- Guiding Principles Wrap-Up
- Centers, Corridors

## Meeting #4 – Jan. 27

- Centers, Corridors Wrap-Up
- Wedges
- Other Issues

## Meeting #5 – Feb. 10

- Wedges Wrap-Up
- Other Issues Wrap-Up

## Document Update – Jan./March 2009

- Document Revisions Based on  
Advisory Group/Staff Consensus
- Summarize Outstanding Issues  
from Advisory Group Process

## Planning Commission Review and Recommendation – Feb./March 2009

- Public Input

## City Council Review and Adoption – March/May 2009

- Public Input

# Meeting Ground Rules

- Begin and end meetings on time.
- Focus on the charge.
- Be brief and to the point.
- Be an active participant.
- Don't be afraid to ask questions.
- Be courteous to others.
- Strive for consensus.





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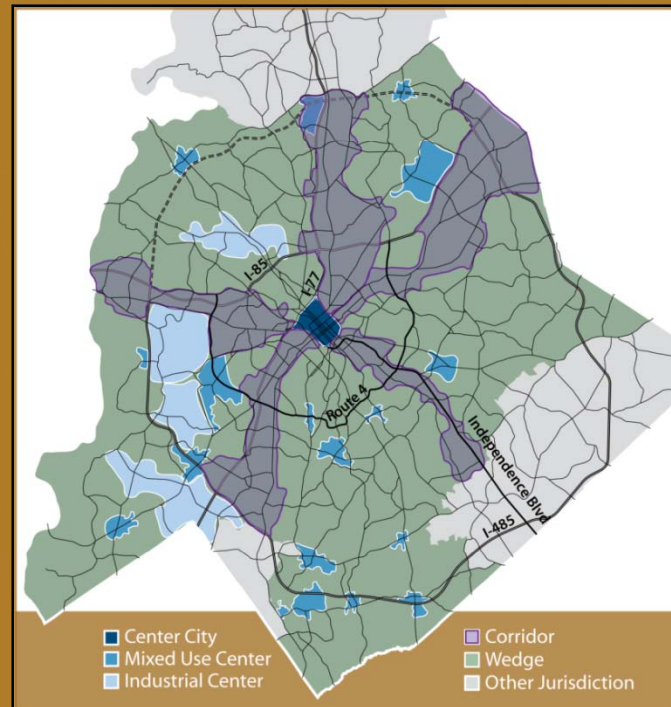
**Growth Framework**



# Questions?

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# Centers, Corridors and Wedges



## Guiding Principles

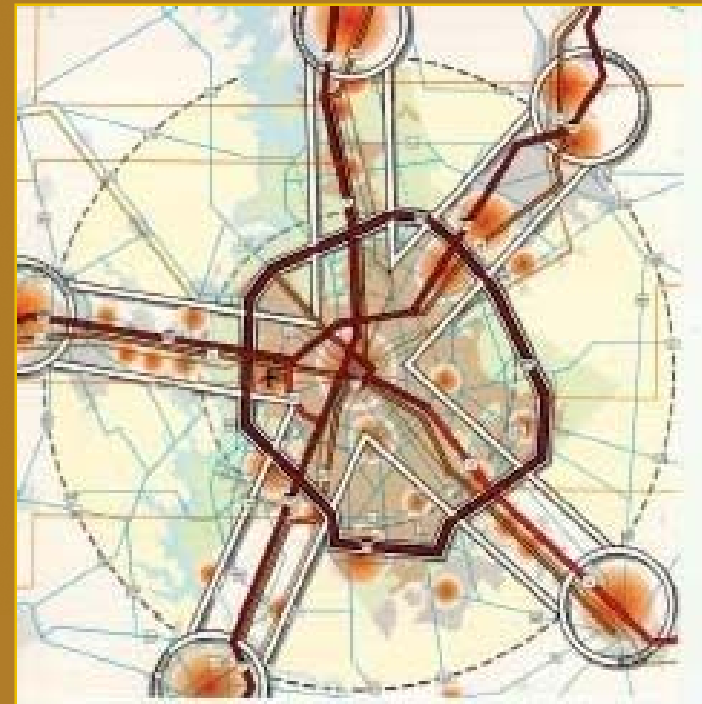
**As it continues to develop, Charlotte will strive for:**

- Empowered, informed and engaged citizenry
- High quality community design
- Quality and livable neighborhoods with a range of residential opportunities to accommodate a diverse population
- A diverse, growing and sustainable economy
- Revitalization of economically challenged areas
- More places where a variety of activities are accessible
- Expanded transportation choices
- Heightened consideration of environmental benefits and impacts
- A healthy and flourishing tree canopy
- Efficient investment in infrastructure that guides future growth and is able to serve both existing and future development



# Centers, Corridors and Wedges Growth Framework

- A concept for organizing land uses designed to help community realize its development vision
- Endorsed by Council in early 1990s
- Illustrates a generalized land development pattern
- Divides the City into Centers, Corridors and Wedges



## Centers, Corridors and Wedges focuses on:

- Building on city's positive development momentum
- Providing choices for living, working and recreation
- Creating a community that is sustainable – physically, economically and environmentally
- Guiding growth to areas that can support new development and away from areas that cannot
- Maintaining Charlotte as a desirable city for both current and future generations





# Why Update Centers, Corridors and Wedges?

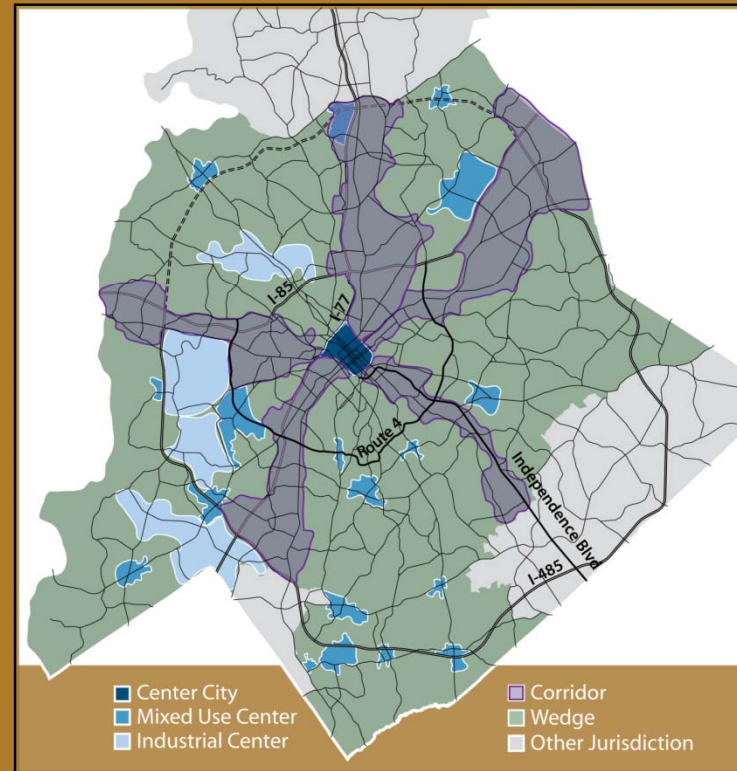
- **Changing factors:**
  - Demographics – Population Characteristics
  - Redevelopment
  - Environment
  - Infrastructure
- **Increased use of the framework requires:**
  - Clearer definition of Centers, Corridors and Wedges
  - Additional directions on Wedges
  - Expanding concept to include infrastructure/public facilities, community design and environment, in addition to land use and transportation



# Role of the Updated Centers, Corridors and Wedges

## Centers, Corridors and Wedges Will:

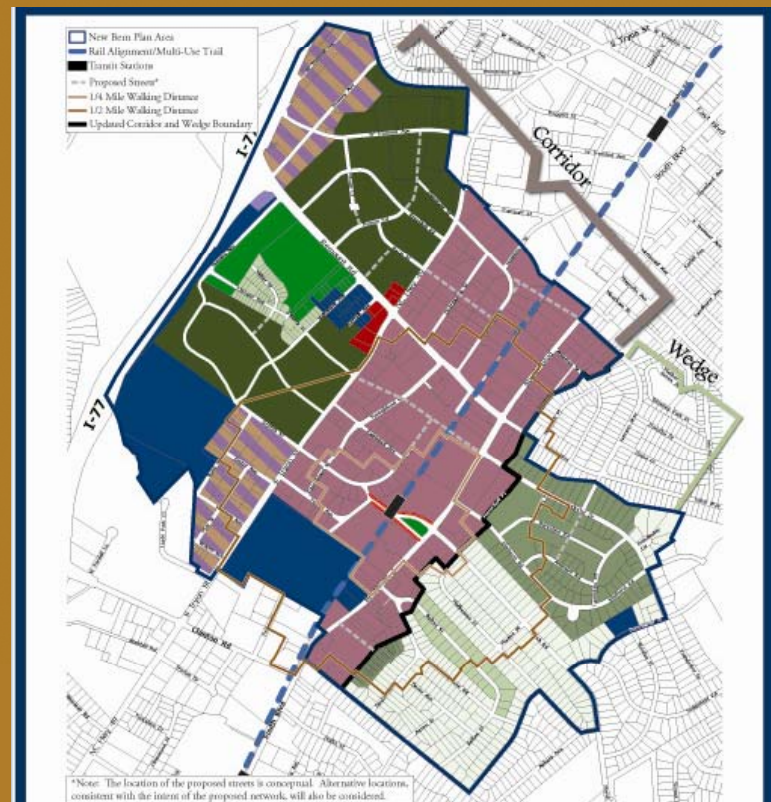
- Illustrate a general development pattern
- Serve as a “starting point” for development of area plans and other development related policies, plans and regulations



# Role of the Updated Centers, Corridors and Wedges (cont.)

## Centers, Corridors and Wedges Will Not:

- Provide parcel-specific land use recommendations
- Change existing adopted land use plans
- Amend ordinances and regulations





# What Are Centers?

- Concentrations of businesses and/or mixed-use development
- Multi-modal transportation system designed to support higher intensity uses
- 70% of new multi-family and 75% of new office in Centers and Corridors
- Three Center Types:
  - Center City
  - Mixed-Use
  - Industrial



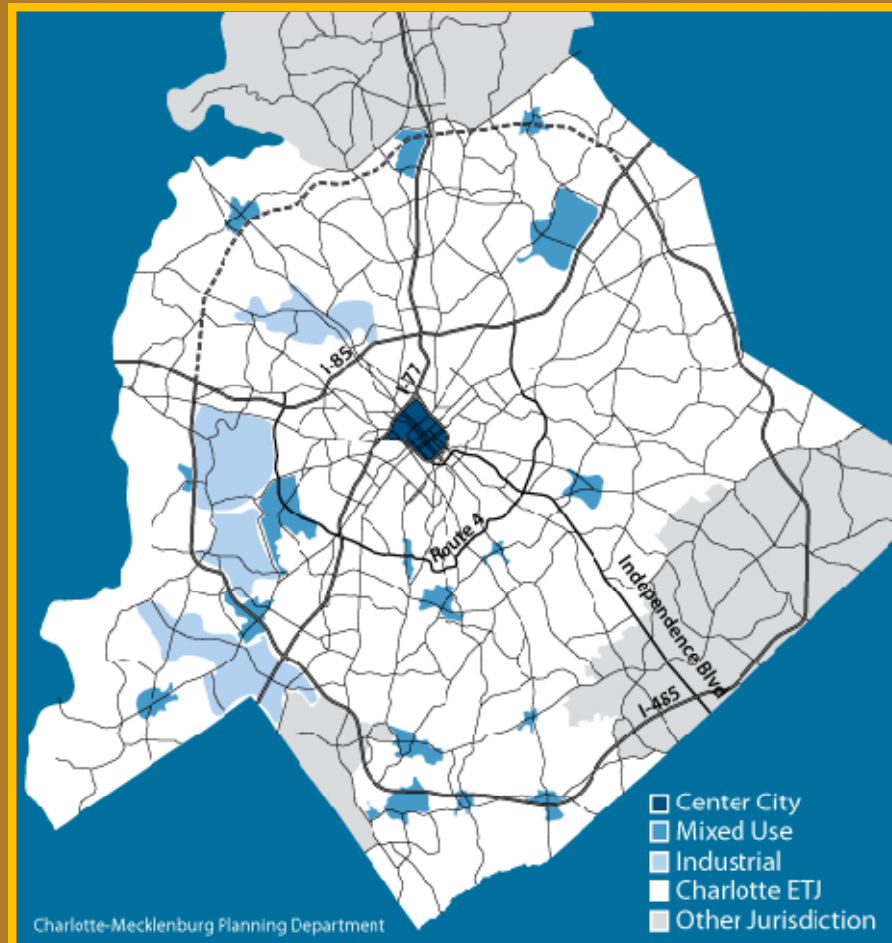


# Center Types

- **Center City**
  - Greatest concentration of people and jobs
  - Region's office and cultural hub
  - Tallest buildings
- **Mixed Use**
  - Centers of activity for nearby neighborhoods
  - Mix of office, retail, housing, civic
  - Comfortable and safe for pedestrians
- **Industrial**
  - Primarily warehouse, distribution, industrial
  - Lower scale buildings



# Where Are Our Centers?





# What Are Corridors?

- Linear districts with concentration of major transportation facilities – interstates/expressways, rapid transit lines, major arterials, freight rail
- Typical uses include moderate to high density residential, office, retail, industrial and/or warehouse/distribution uses
- Existing neighborhoods to be preserved/enhanced
- 70% of new multi-family and 75% of new office in Centers and Corridors





# Corridor Subareas

## ■ Transit Station Areas

- Area within approximately ½ mile walk of rapid transit station
- Emphasis on pedestrians
- Mid to high rise residential, office, retail and civic



## ■ Interchange Areas

- Area within ½ to 1 mile of interchange
- Emphasis on driving (cars and trucks)
- Appropriate for uses needing easy vehicular access

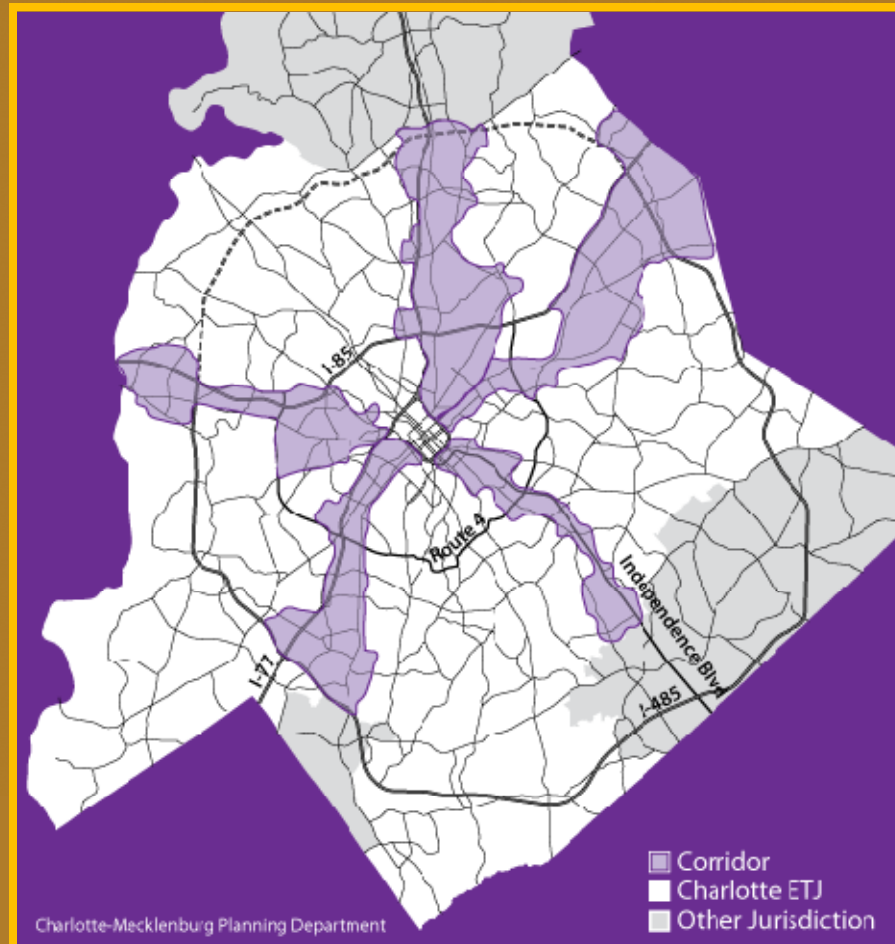


## ■ General Corridor Areas

- Area not in Transit Station Area or Interchange Area
- Uses determined through specific area plans



# Where Are Our Corridors?





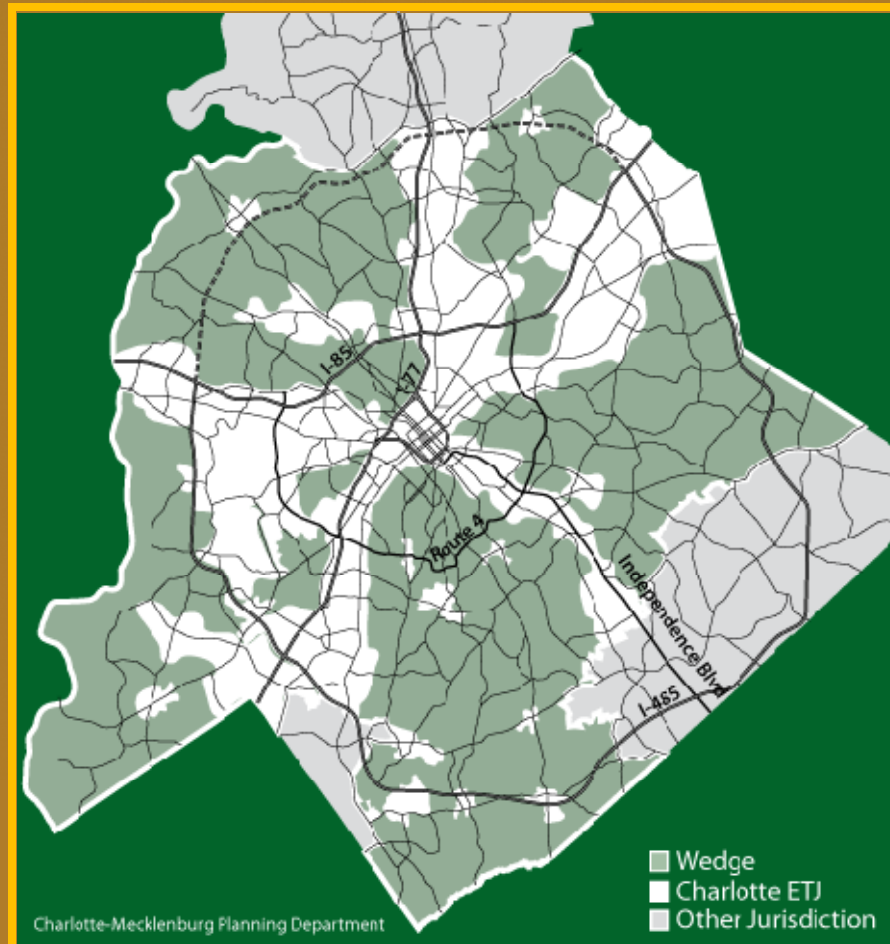
# What Are Wedges?

- Large areas between Corridors, excluding Centers
- **Include 2/3 of Charlotte's ultimate land area**
- Mainly residential and include many single family neighborhoods
- **Higher density housing accommodated in limited locations**
- Also contain retail, office and civic uses to serve surrounding residents





# Where Are Our Wedges?



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**Growth Framework**



# Questions?

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# Citizen Comments

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## Comments on Centers

- Concept of mixed-use needs to be better defined
- Centers can include same items as Corridors – how are they different?
- Center City should provide option for people to have access to all they need, without having to drive
- Disagree that district parks should only be located in Wedges; central district parks in Centers are equally important





## Comments on Corridors

- 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



## Comments on Corridors (p.2)

- 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?



## Comments on Wedges

- Unclear how inappropriate density is prevented
- Concerned that concept is lowering property value in Wedges
- There should be flexibility to develop higher density in the Wedges, if there is a need
- Commercial buildings are needed in Wedges, too



## General Citizen Comments

- Document does not have adequate level of detail; is too broad; vague
- Document is too general and requires all application of principles on a case-by-case basis
- Document has “an agenda”
- Too much “planner speak”
- Concern about commercial or large projects in established neighborhoods
- Very helpful information; excellent work
- Waste of taxpayer dollars
- Like to see continued focus on green space in Centers and Wedges

## General Citizen Comments (p.2)

- Implementation items from Transportation Action Plan (TAP) are divisive – TAP adopted as policy, not action steps
- Market should take greater importance in land development decisions
- Need flexibility – should not force retail to the Corridors or Centers
- Document is in conflict with the Urban Street Design Guidelines as it relates to the environment
- Process must be extended – very few citizens and developers know it exists
- Plan should include all of the County, not just the City
- Don't trust that "my part of town" will be served in the long run



## General Citizen Comments (p.3)

- There should be discussion and planning with neighboring cities and counties before adoption of this document
- **Good plan only if city sticks to it**
- **Need to focus on revitalization**
- **Need to reduce lot sizes (no larger than 0.125 acres) and discourage continued reliance on motor vehicles**
- **Need clarification on connection between pedestrian friendly concepts and transportation enhancements**
- **Wonderful effort and coordination of government agencies**

## General Citizen Comments (p.4)

- Inadequate discussion of the interrelationship between land use and the roadway network – no tie between vehicular mobility levels and support of increased density
- Need to address how to balance the needs of Centers, Corridors and Wedges from a mobility perspective, especially when they are abutting
- Too general in discussing allocation of employment to Centers and Corridors
- Need better discussion of access management
- Need to clarify what is existing development pattern versus future vision



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# Feedback Based on Advisory Group Meeting #1

- Citizen Input
- Terminology
- Role of Framework
- Corridor Concept



# **Advisory Group Comments - Citizen Input**

- Low participation in survey
- Dead link
- Need to engage more citizens

## **Staff Recommendation**

- Re-establish survey on website – keep open until end of Advisory Group process
- At end of Advisory Group process, determine what additional input is needed

# **Advisory Group Comments - Terminology**

- Need more specific definitions
- What do terms mean?
- Seems to be a lot of ambiguity in some definitions

## **Staff Recommendation**

- Develop a glossary for document

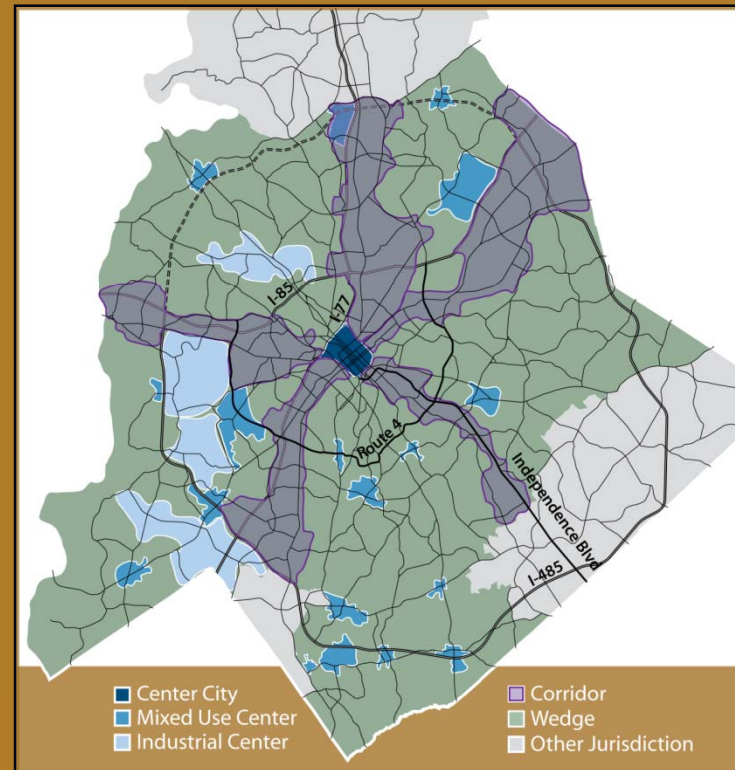


# **Advisory Group Comments – Role of Document**

- Document too general a plan to be used for specific geographies
- Seems like this is one plan among many
- Which plan trumps?
- How is this document a plan?

# Role of Centers, Corridors and Wedges

- Is not a plan
- Provides a development framework
- Serves as a common "starting point" for development of parcel specific area plans
- Does not provide direct guidance for development decisions

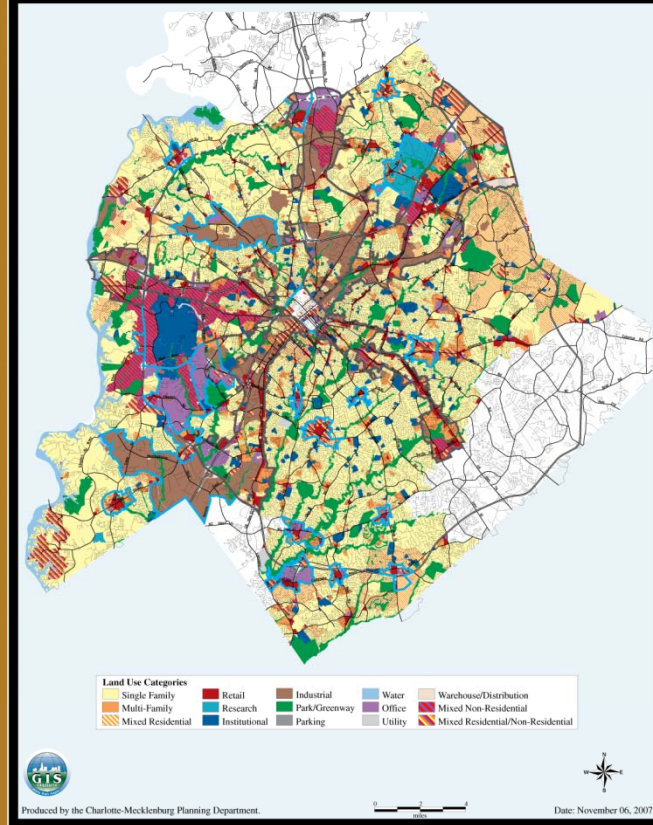




## Role of Area Plans

- Used in development decisions
- Provide parcel-specific land use recommendations
- Provide detailed transportation recommendations

Generalized Adopted Future Land Use

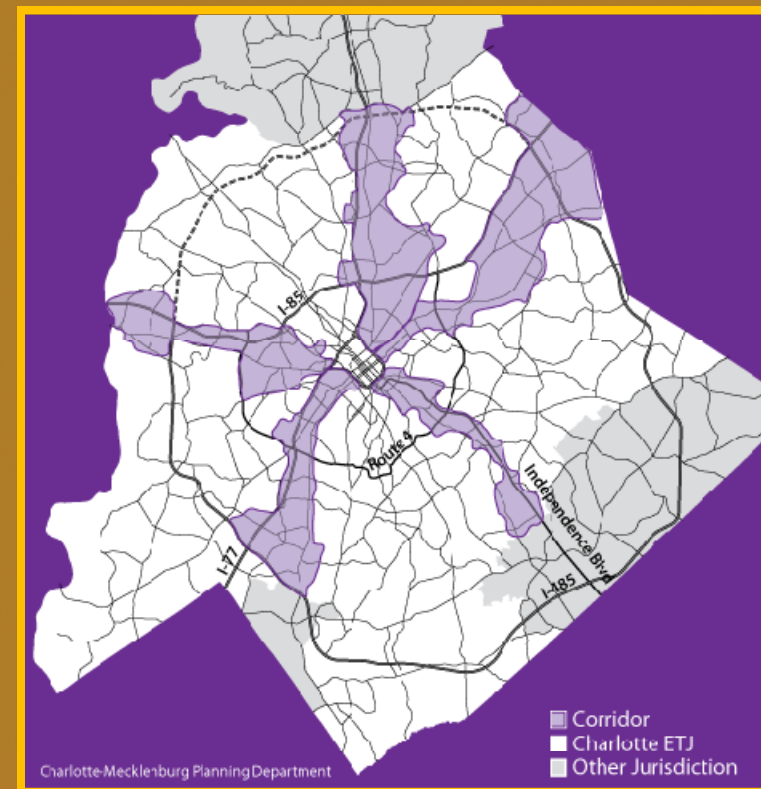


## Advisory Group Comments – Corridor Concept

- 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

## Growth Corridor Concept

- Areas defined by multiple high capacity, parallel transportation facilities/modes:
  - Highway/expressway
  - Rapid transit
  - Thoroughfare
  - Freight rail
- Not single transportation corridors
- Provide infrastructure capacity for higher intensity growth, except in established neighborhoods

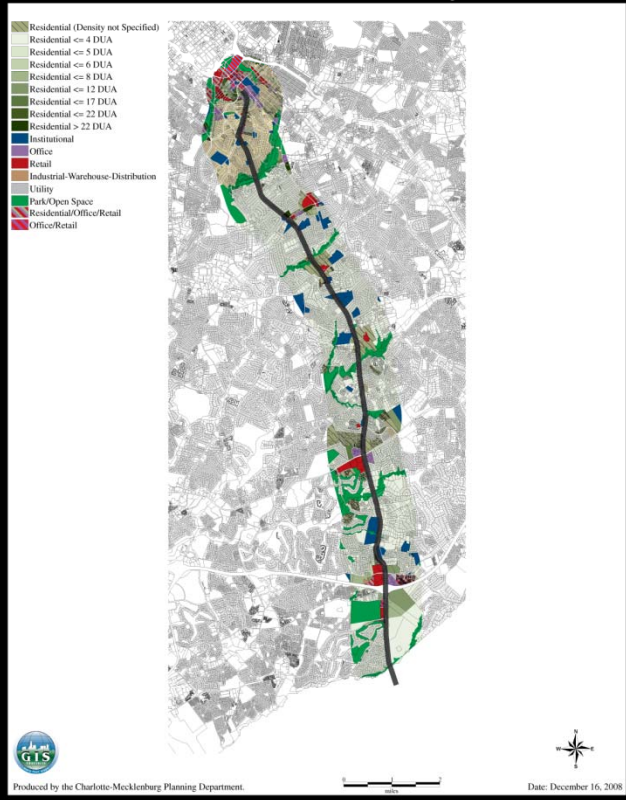




# Transportation vs. Growth Corridor

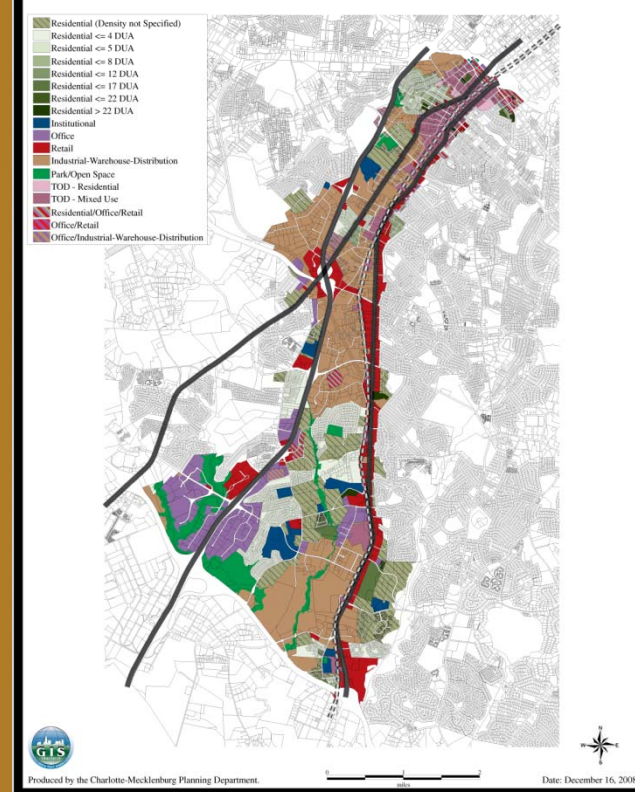
## Transportation Corridor

### Providence Road / Hwy 16



## Growth Corridor

### South Growth Corridor



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# Thank You

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