

Centers, Corridors and Wedges

Advisory Group Meeting #3



January 13, 2009

Presentation Overview

- Advisory Group Process
- Feedback from Meeting #2
- Preparation for Break-Out Groups
 - Centers
 - Corridors



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
- 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

Make-Up Meeting

- Held January 8
- Those new to the process were strongly encouraged to attend
- Reviewed information provided at two meetings in December
- Meeting notes part of tonight's handout

Feedback Based on Advisory Group Meeting #2

- Vision Statement
- Guiding Principles

Advisory Group Comments – Vision

- Vision is bland

Staff Recommendation

- Revise wording of Vision
- Ask Advisory Group to provide suggested language

Revised Vision

Charlotte will be the city of choice, where sustainable growth improves the quality of life for an empowered, informed and engaged citizenry.

Initial Vision

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

Advisory Group Comments – Guiding Principles

- Numerous comments and recommendations for changes
- Confusion about the intended meaning of some principles

Staff Recommendation

- Revise wording of number of Guiding Principles
- Add explanatory text for each Guiding Principle

Example of an Alternative Approach to Guiding Principles

Strengthen and Build Neighborhood.

The neighborhoods are the foundation of the Study Area. The plan will strengthen these areas, as well as provide for new neighborhoods in appropriate places.

Provide Choices.

The plan will provide for improved choices in transportation (such as transit, bicycling, and walking) as well as more land use choices in appropriate areas, by integrating a wider range of housing, shopping, employment and recreational opportunities into the community.

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Growth Framework



Questions?

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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

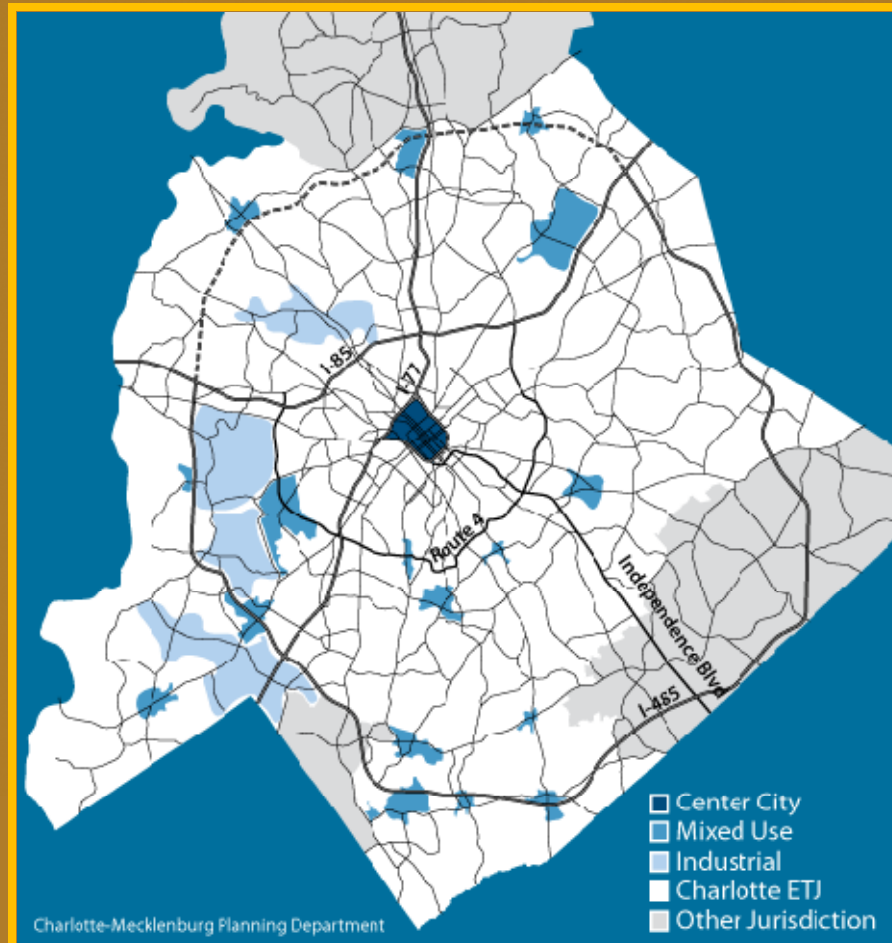


Center Types

- **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?



Citizen 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
- Need to address smaller Centers, Centers within Corridors and historic Centers
- Need to define centers as “place”

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

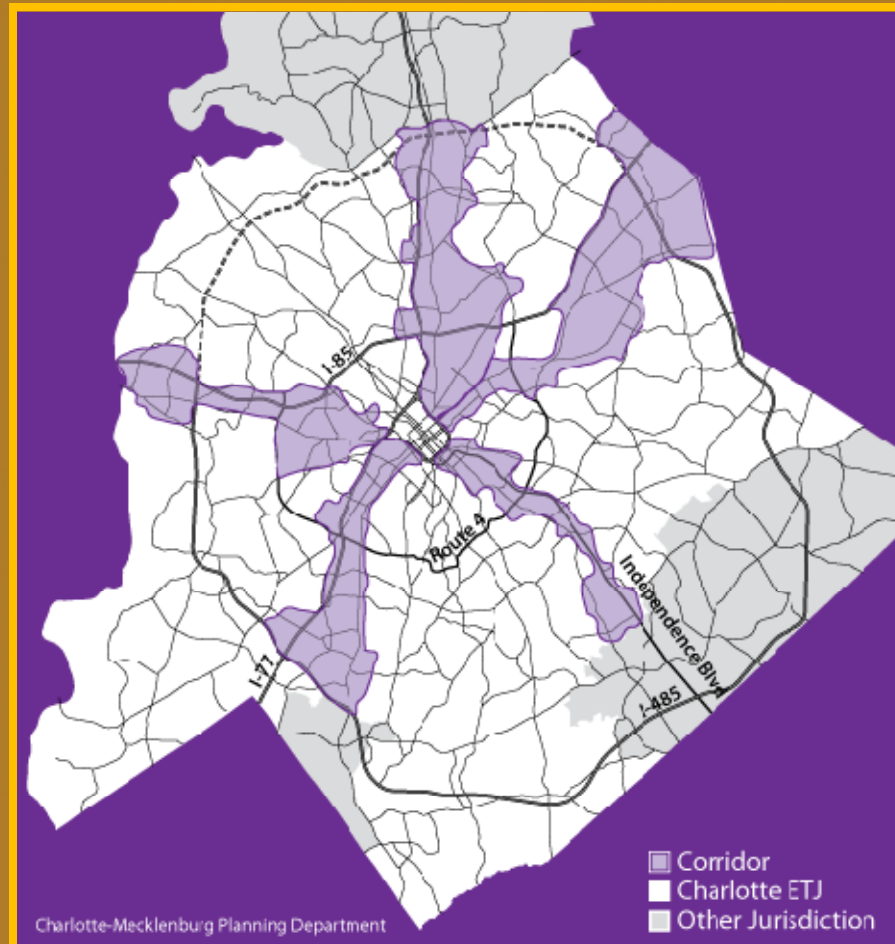


■ General Corridor Areas

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



Where Are Our Corridors?



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?

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

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Growth Framework



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Thank You

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