Charlotte City Council

Transportation & Planning Committee

Meeting Summary for August 22, 2011

COMMITTEE AGENDA TOPICS

I. **Subject:** **2020 Center City Vision Plan**
Action: Motion made to forward recommendation to City Council for approval. (Passed unanimously)

II. **Subject:** **BikeShare Program**
Action: Received briefing

III. **Subject:** **Steele Creek Area Plan**
Action: Motion made to forward the Steele Creek Area Plan to City Council for public comment. (Passed unanimously)

COMMITTEE INFORMATION

Present:	David Howard, Nancy Carter, Patsy Kinsey and Edwin Peacock (visitor)
Absent:	Warren Cooksey and Michael Barnes
Time:	2:05 pm – 3:20 pm

ATTACHMENTS

1. Agenda Package

DISCUSSION HIGHLIGHTS

Chairman David Howard called the meeting to order and asked everyone in the room to introduce themselves.

I. **2020 Center City Vision Plan**

Chairman Howard said the first item is revisiting the 2020 Center City Plan. Staff is requesting a Committee recommendation be sent to Council for approval. He then turned it over to Planning Director Debra Campbell.

Ms. Campbell stated that they have a presentation prepared with key issues that they want to discuss. They had a public comment session and had no-one to speak in opposition of the plan and had five who spoke in favor of the plan. There were a couple of questions that were asked from City Council, as well as some other questions and we responded to those. She said the staff is asking for the Committee to move this forward with recommendations from the Committee to go to City Council for a final decision on September 12th. Ms. Campbell and Mr. Michael Smith, Center City Partners, quickly reviewed the "Center City 2020 Vision Plan" presentation (copy attached).

Carter: You did not highlight entertainment. Is it potentially more important to absolutely delineate that given the fact that we've gone professional, in other words Johnson and Wales. Destination Charlotte, does that say it to the outside world as well as to our own citizens?

Smith: There are a lot of recommendations inside the plan.

Carter: I'm thinking about the initial impact. That is what I'm asking. In your introduction, slide 3, I love the "livable and viable, etc."

Smith: Memorable, is where we are trying to capture that.

Carter: And looking at creative, because this is going to be our creative center where you've got your art centers, and so forth, so that is what we are looking for in the new professionals that we want to attract and maintain. Creative might be an aspiration for us.

Council member Kinsey made the motion and was seconded by Council member Carter to recommend to the City Council the Center City 2020 Vision Plan for their approval. *(Motion passed unanimously)*

II. Bike Share Program

Chairman Howard said this subject came to us by a recommendation from Council member Peacock, who is joining us today. He then asked Council member Peacock to speak about why it is important to bring this item to Council.

Councilmember Edwin Peacock: As many of you know, we were at the National League of Cities Convention in March and were staying at the Washington Marriott Warden Park hotel. I was, at the time, commuting from a relative's home in the Eastern Market area which is on the other end of Washington, on the back side of the Library of Congress. It was one night about 10:00 and I was coming back from our dinner meeting and I got out at the Metro Station at Eastern Market and realized there are no cabs that I could visibly see and it was going to be a long walk. I saw the one bicycle that was at the Eastern Market Station, I swiped it (used my credit card) and I followed the instructions. I thought if I got the bike to my aunt's house, which was about 15 blocks away, within 30 minutes, it was free, so I was hooked right then. I swiped it and I made it there in 7 minutes. That is why this item is before us today.

Danny Pleasant then introduced Alison Cohen, President of Alta Bicycle Share and John Cock, Southeast Regional Manager with Alta. Ms. Cohen thanked the Committee for the opportunity to share this program with them and she then reviewed the "Lessons Learned from Capital Bikeshare, and Bikesharing Potential in Charlotte" presentation (copy attached). Ms. Cohen talked about the goal of bike sharing, the benefits, recent experience in other cities that currently have the program, the installation of stations/docks, operations of the program, program funding, marketing, and Charlotte's potential.

Howard: How do you deal with theft?

Cohen: We have a credit card in your name and if you are a member, your address is attached to the bicycle. Just like when you rent a car, you are responsible for that asset while you have it and you call somebody between 24 and 48 hours and if you can't get in touch, then after 48 hours we charge $1,000. The key with theft and vandalism is not being able to remove a bike, even by force, from the docking point. Vandals have not had a big effect on the system?

Carter: Do you provide the helmets?

Cohen: No, our system is actually one of the two systems in the world that have a mandatory helmet law. We have two prototype helmet vending machines and we also have a contract with someone to provide cheap helmets in the Central Business District. In Boston, we have a contract with Walgreen and CVS to provide helmets. I believe with Vancouver we might be looking into BikeSharing next year and there is going to be some innovation with helmet vending and return machines at the stations, but that is not there yet.

Howard: Where are we on bike lanes in Charlotte?

Pleasant: The total bike way system is 120 miles or so. The bike lane system is close to 50 miles.

Howard: Where are we in the Center City?

Tippette: Sorry, I don't know that off the top of my head.

Howard: Let's talk about ownership. If the City is using their money, then they are the owners of this system and you guys are the operators, not owner/operators, right?

Cohen: Yes, that is how this is done.

Howard: So the majority of them so far have been publicly owned?

Cohen: Yes, the majority have been some mix of public and private funding, mostly public. There are a couple of very small, privately owned ones. Miami is actually privately owned, but recently, they have gone back to City Council to add more advertising, because apparently they are not earning enough money.

Howard: How much space do you need for a station?

Cowen: It is about the width of a bike, about 8 feet. They are usually about 40 feet long, which is the minimum size station that we would want.

Howard: Where would that work in Center City?

Pleasant: I would say Tryon Street Mall or some plaza areas where we may find a partnership of property owners.

Campbell: There are zoning and regulatory issues that would need to be looked at.

Cohen: Other cities have done ordinances to allow BikeSharing on private property. Parking spaces are really good for BikeSharing because you can expand if you need to, but obviously, no one wants to give up parking, so we try to minimize the number of parking spaces that are used. Boston committed to 300 parking spaces for BikeShare.

Cock: Chattanooga, where we are setting up the system now for a fall launch, also has fairly narrow sidewalks and I think of the 30 stations that they are doing, there are 4 or 6 that are going to be on private property. It is right-of-way somewhere in a plaza or a wide sidewalk. You find the spaces and there are more out there then you think.

Carter: Have you thought about parking decks? Are they accessible or is that a private use that could be transformed?

Cohen: Yes, but solar is the issue with that. Another issue that I've heard is the stations aren't extremely visible if you put it inside a parking deck. It is certainly an option, but we haven't done any in parking decks.

Howard: What about in transit stations?

Cohen: Certainly there is a really big use to co-locate them in transit stations, however in terms of having a limited number of property owners to work with, it is better to put them in on public property near transit stations.

Howard: Regarding memberships, do you ever cut it off? Do you have some maximum number?

Cowen: The good thing is the revenues go to the district and they use the revenues that come to them, so if you have 30,000 members, the system is doing very well financially and they reinvest those revenues to increase the system. Right now, Denver and Minneapolis would be the systems with some data behind that.

Howard: Would you do a survey when you went into a city to see if there was demand?

Cohen: Yes, we would do feasibility studies. We get a whole set of plans and look at PIS data from employment, residential, bike facilities, transit facilities, visitor attractions data and actually make predictions. We are stepping more into the privately owned type system where we really want to know how much it is going to get used.

Peacock: This bike is very heavy; it is not actually something that you want to steal if you are thinking about stealing a bike. Obviously, they are built for high use, short commutes and very elementary type biking, but I can't emphasize how easy it was to actually use the bike. It is not like jumping on my mountain bike. I just want to make one point to the Committee. The Committee should pay the most attention to what was said for transit stations. I lived along the Orange Line in DC and our light rail here is very heavily a suburban feel, very similar to that corridor there. That is where I'm curious or at least the Committee and the Council would be curious about what type of ridership that you think you would be able to develop along a corridor like that. We don't have the high rise development, but it is developing and you particularly see it here in what we call South End. As you go out toward the City of Pineville, how do you see that being able to grab that suburban rider that would be a casual user like I was, but then there is also a number of serious commuters who are leaving their neighborhoods to drive to our stations to park their car. What is your first review of Charlotte? The downtown district corridor where I was using it is different and we just don't have that kind of density in uptown Charlotte or that long of a distance to actually need a bike. We've only got 14,000 residents uptown and I know Michael Smith wants to see that increase to substantially more and it will, but the 75,000 people that commute here are largely coming by car.

Cock: I used to work in this building and walk and bike a lot, but I would actually say that in uptown, there is a lot more kind of in-biking distance. You've got a great walking node on Tryon and a couple blocks off, but you see the folks in Gateway Village who are waiting for the shuttle to bring them uptown or the people from Johnson C. Smith, Johnston and Wales, CPCC, Presbyterian or from the Metropolitan. On a nice spring day, you've got a long lunch hour that is walking distance, but you are not going to run an errand walking that distance or go out to Dilworth, but it is a quick bike ride. Within the uptown loop, there is a lot that I think you could get to much more easily on a bike than you would be willing to walk in that distance. That is kind of my perspective in terms of the distances, but the transit corridors, I think the opportunities are nodal, they are not necessarily linear or concentric.

Peacock: I can foresee us having bike stations at each of our light rail stops. The question that I want to know is where we would put the actual destinations for people to put their bikes into. It is very easy obviously, when you are in an urban grid like Capitol Hill or Northwest Washington or Georgetown, because it is so dense there and you've got a small circumference of people that you are dealing with. How would that work? I think that is where those 30 stations in northern Virginia are really sort of my test model as to how you all would do with suburban moms, the NASCAR dads or just your average person that really uses the light rail to get uptown to save money on parking uptown.

Cohen: There are transit stops all along the corridor, so it doesn't help just to put bike stations at

the stops. You want to have a network around the stops so that people can use it to skip the transit altogether or to ride to the transit. A mini-network around the transit stop, depending on how far away they are, could eventually work into a dense network. The idea here would be, you want it at the transit stop, but then you have a network around the transit stop, so they can use it to get to transit.

Peacock: So each neighborhood could have a station, either at the entrance of the neighborhood or at one of the major thoroughfares leaving the neighborhood, then the question would be how you are going to find public space. There you have an abundance of public parks. You've got little tiny nodes where you can put it in a triangle of a traffic circle around the parks there. DuPont Circle is a perfect example. Very easy to put it there, but where do you put it in suburbia? That is what I'm most curious today, where are you going to put that?

Cohen: I can't say that I'm familiar with the area that you are speaking of, but I think when you look around, there is more space.

Cock: We are finding developers in other cities who are saying they want this on their property or in their developments. That would be a possibility here.

Howard: I think we will have to make it popular in the Center City before you could even think about going down our transit lines. You may go to Ballantyne or you may go to South Park, and you may go to downtown and set up some regional nodes like you said, but before you do that whole neighborhood, you have to do it in the nodes I think.

Carter: You do the destinations from downtown and NoDa first.

Howard: Yes, some of those neighborhoods we talked about with the 2020 Plan.

Kinsey: Some of those neighborhoods like Plaza/Midwood would work within the neighborhood.

Howard: Are there any ideas about next steps? This was a great presentation and I don't know what we will do with it. I'm not sure about feasibility, so let's spend just a few minutes on that so we can go on to the Steele Creek Plan.

Carter: What about the CMAQ funds? Where do we stand on those? Are we in the hopper for some funding, is there any availability?

Smith: For CMAQ funds, you have to actually define a project and calculate the air quality emission benefits. The way we would start this would be to take the standpoint of this presentation to an initial feasibility study to see if in some selective geographies in Charlotte, would it make sense to start small and then define using the planning capabilities to learn whether or not there is enough demand to justify it.

Howard: That doesn't sound like something you would go back to Council and ask for, is it? It

sounds like staff can look at it.

Pleasant: The feasibility study would take assistance beyond staff. There are various ways we could go about it, but I can't give you that answer right now as to what that would be.

Howard: I'm not looking at how we fund it. I'm talking about how we take this conversation to the next step. We've heard this whole concept come up and I think the reason Denver did it was because of the Democratic Convention. I'm wondering how we back into that so that we get ordinances and whatever else we need to get done and get it on the ground, if it is possible. Maybe we can even ask Denver how they did it as one of the first steps. I really just want to figure out how we keep the conversation going. As opposed to giving us the answer today, why don't you tell us next time how to keep that conversation going?

Cock: The City has a role in moving the conversation forward, but some of your corporate partners and institutional partners will also have an interest. Blue Cross/Blue Shield of North Carolina has reached out to us in the Triangle area and their scope certainly extends to the Charlotte region as well.

Cowan: What we've done in Seattle, for example, there has been a gradual interest among the community and among the planners. You actually will be doing a feasibility study and you want a non-profit organization which can be a funnel for funding and for planning and an RFP for a provider. There are numerous different ways. Often it ends up whoever holds the flag and usually it takes a Mayor or someone to get it going. In Minneapolis and Denver, the Mayor tapped someone on the shoulder and said we want a non-profit to get this done. Then that person took it.

Howard: Jim, if you will get with Curt and figure out what we need to do and then tell us at the next meeting what is recommended, I think that would be a good next step.

Schumacher: We will do that.

Howard: Great, thank you all for this presentation. Let's move on to the next item.

III. <u>Steele Creek Area Plan</u>

Council member Howard asked staff to update them on the public comment session of this plan. Mr. Brent Wilkinson then reviewed the portions of the "Steele Creek Area Plan" presentation (copy attached) that dealt with public comments received and staff responses. Council member Howard then asked for questions from the Committee.

Carter: Regarding staff's proposal to revise design guidelines, we might have some objections in the State Legislature about the guidelines and how we could deal with them. Are we being observant of that?

Campbell: The Senate Bill 731 is from a zoning perspective and we are looking at this as a policy document and it doesn't necessarily deal with architectural design of a structure. This is more site design, which is very different than determining the type of shingles or the pitch of a roof for a structure.

Howard: I had a very interesting phone call about this plan one morning and the one thing that stood out was the push through of Carowinds Boulevard and Moss Road connection, so where is that in this?

Alysia Osborne: In 2009, there was a connectivity study done and we acknowledged that connectivity study, but it doesn't show that actual connection in the actual document. However, the implementation strategy recognizes that feasible study was done and should those connections need to be made, there would be additional study information. I think in the Citizens Advisory Group (CAG) meetings, we talked about some of the legal requirements that would need to be met. We added some additional language and proposed a list of changes that would address the issues of the CAG.

Howard: Just some conditions where that could happen?

Osborne: Yes, like restrictive covenants, zoning conditions, things typical of land development. There is always some kind of legal constraints on property, but the CAG wanted us to acknowledge that in the plan, so we added some language that would make them more comfortable with it. The information is not shown, but it recognizes the study.

Howard: That road name keeps changing, South Tryon and York Road.

Osborne: We have added some language in the plan that recognizes the historical significance of that road name.

Howard: York or Tryon?

Osborne: York Road, and some implementation strategy to provide some type of community marker.

Campbell: Staff has done a good job of reconvening the CAG and trying to discuss outstanding issues, but there may still be things that staff says is staff's recommendation and some may not have agreed. I didn't want you all to think that in September there may not be someone that comes to the public meeting that still has an outstanding issue.

Howard: When I talked to the neighborhood, my point was to get this to public comment session. This document still has some ways to go. The process is what produces the document. I told them not to try to get staff to where they are, they have the right to disagree. What we need to do is get those narrowed down and then move it through. This process will get us that document. As long as staff and everybody understands when we finish with this, who knows what six of us will decide.

Council member Carter made a motion and was seconded by Councilmember Kinsey to move this forward to Council for public comment. *(Motion passed unanimously)*

Meeting adjourned at 3:20 p.m.

Transportation & Planning Committee
Monday, August 22; 2:00 – 3:30 PM
Charlotte-Mecklenburg Government Center
Room 280

Committee Members: David Howard, Chair
Michael Barnes, Vice Chair
Nancy Carter
Warren Cooksey
Patsy Kinsey

Staff Resource: Jim Schumacher

AGENDA

I. 2020 Center City Vision Plan - 30 minutes
Staff Resource: Dan Thilo
Staff will provide an overview of the 2020 Center City planning process and comments from the July 25, 2011 City Council public comment session.
Action: Consider recommendation to the City Council for Plan approval.
Attachment: 1. 2020 Center City Vision Plan.ppt

II. BikeShare Program – 40 minutes
Staff Resource: Ken Tippette
A bike share program provides the public with convenient and affordable access to bicycles for short trips and connectivity to transit services. It consists of the placement of bicycles and bicycle rental stations in strategic locations near points of demand. This approach to urban mobility has proven successful in a growing number of American and European cities. Alison Cohen of Capital BikeShare will be presenting information about the bike share program in Washington, D.C.
Action: Determine any recommendation to the City Council.
Attachment: 2. Lessons Learned from Capital Bikeshare.ppt

III. Steele Creek Area Plan – 20 minutes
Staff Resources: Brent Wilkinson & Alysia Osborne
Staff will give a brief review of the draft area plan and provide an update on activities that have occurred since the plan was presented to Committee in March.
Action: Consider forwarding the Steele Creek Area Plan to the City Council to receive public comment.
Attachment: 3. Steele Creek Are Plan.ppt
Link to Plan:
http://charmeck.org/city/charlotte/planning/AreaPlanning/Plans/Pages/SteeleCreekAreaPlan.aspx

Next Scheduled Meeting: Monday, September 12, 3:30 – 4:00 pm in Room 280

Distribution:

Mayor & City Council	Curt Walton, City Manager	Leadership Team
Transportation Cabinet	Alysia Osborne	Brent Wilkinson
Ken Tippette	Dan Thilo	

CENTER CITY 2020 VISION PLAN

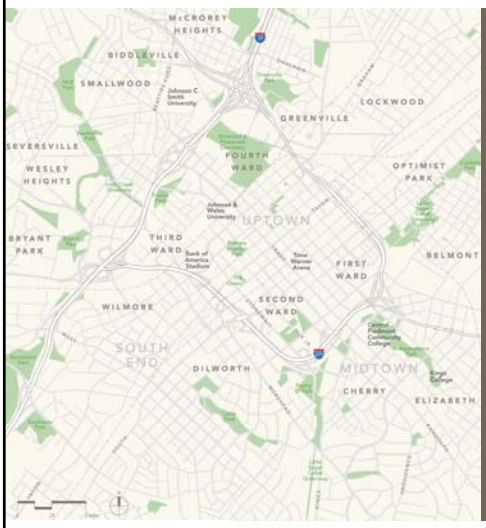
Center City 2020 Vision Plan

Transportation & Planning Council Committee Meeting
August 22, 2011

CENTER CITY 2020 VISION PLAN

Plan Overview

2020 Plan Boundary



- **Study area was expanded from that of the 2010 Vision Plan**
- **Focus on connecting adjacent neighborhoods & breaking down barrier of I - 277**

CENTER CITY 2020 VISION PLAN

Plan Framework

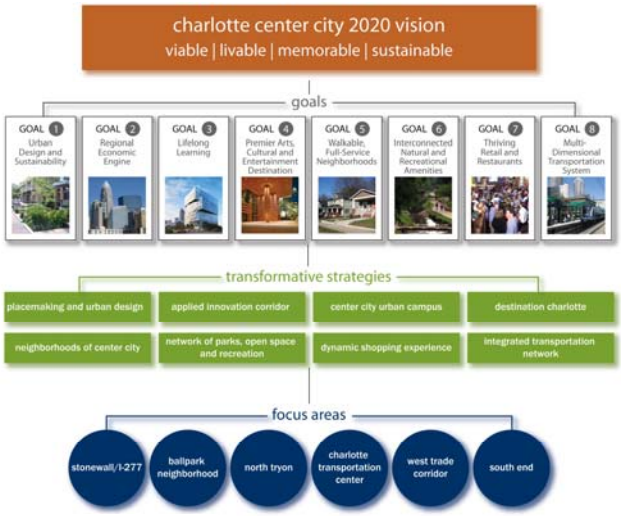
Enduring Vision

Charlotte's Center City will be a **viable** and **livable** community whose extraordinary built environment, interconnected tapestry of neighborhoods and thriving businesses create a **memorable** and **sustainable** place.

CENTER CITY 2020 VISION PLAN

Plan Framework

Overview

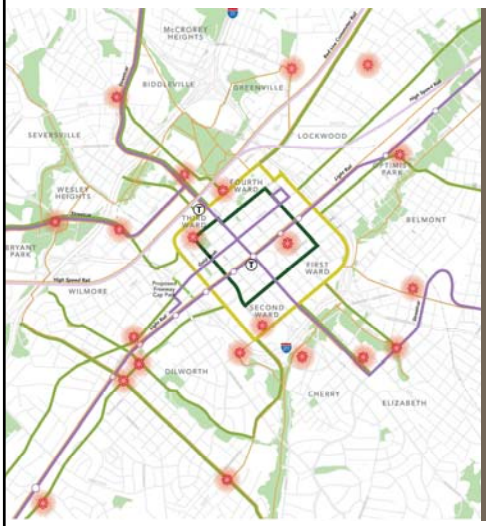


- **Multi-decade vision**
  - **Goals**
  - **Transformative Strategies**
  - **Focus Areas**
- **Promotes job growth**
- **Enhances neighborhoods**
- **Recommends 21st century infrastructure**

CENTER CITY 2020 VISION PLAN

Plan Recommendations

Transformative Strategies

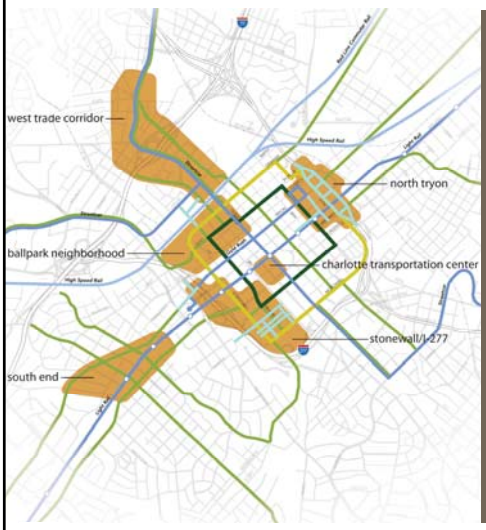


- Placemaking & Urban Design
- Applied Innovation Corridor
- Center City Urban Campus
- Destination Charlotte
- Neighborhoods of Center City
- Network of Parks, Open Space & Recreation
- Dynamic Shopping Experience
- Integrated Transportation Network

CENTER CITY 2020 VISION PLAN

Plan Framework

Focus Areas

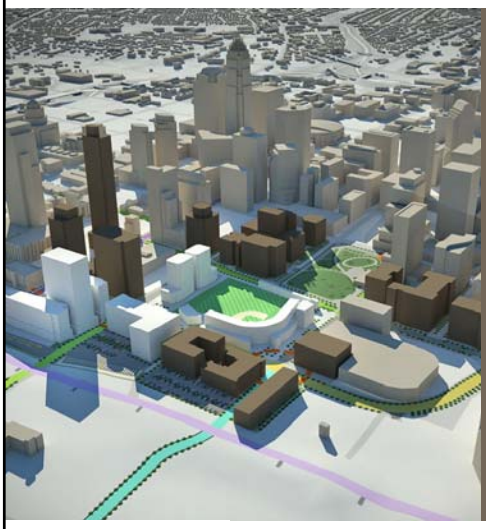


- Stonewall / I-277
- Ballpark Neighborhood
- North Tryon
- Charlotte Transportation Center
- West Trade Corridor
- South End

CENTER CITY 2020 VISION PLAN

Plan Implementation

Priority Actions



- **14 Priority Actions listed in Chapter 5**
- **Each priority includes:**
  - Possible lead responsibility
  - Associated timelines
  - Quick-win potential
- **Organize Implementation Teams & create process to implement plan recommendations**

CENTER CITY 2020 VISION PLAN

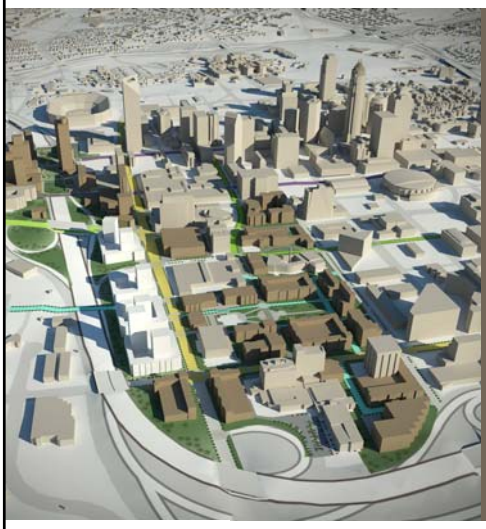
Summary of Public Comment

- **5 speakers in favor**
- **None opposed**

CENTER CITY 2020 VISION PLAN

Summary of Public Comment

City Council Questions



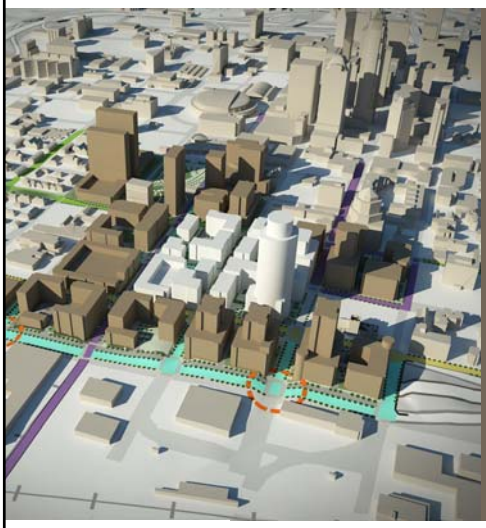
- **Are priority actions prioritized?**
  No. These critical recommendations are not listed in order of priority.
- **Why is the east side not represented in a Focus Area?**
  Plan recommendations apply to neighborhoods adjacent to & beyond the freeway loop.

  Several recommendations such as 'neighborhood centers' apply to the east side.

CENTER CITY 2020 VISION PLAN

Next Steps

Adoption Schedule



- **August 22**
  Council's Transportation & Planning Committee meeting
- **September 7**
  County Commission
  - Receive as information only
- **September 12**
  City Council considers plan adoption

CENTER CITY 2020 VISION PLAN

Thank you!

Questions?

Lessons Learned from Capital Bikeshare, and Bikesharing Potential in Charlotte

Alison Cohen, President, Alta Bicycle Share
John Cock, Southeast Regional Manager, Alta Planning + Design

August 22, 2011
Charlotte, NC

What is Bike Sharing?

- A pool of many bicycles shared and used for point-to point short trips
- 1st generation: "Yellow Bikes"
- 2nd generation: Coin-Operated systems
- 3rd generation: RFID system with identification attached to bicycle
- "4th generation" (proposed): modular, movable systems, solar-powered and wireless

Why Bike Sharing?

- Commitment to vibrant and healthy communities
  - Environmentally friendly
  - Less traffic congestion: 5-40% bike share trips are instead of car trips
  - Quieter
  - Better air quality
  - Healthy residents
- Extends public transportation by 1 mile
- “Bang for the buck” compared to most public transportation

Bike Sharing - 2011 Launches

Recent Experience

MELBOURNE

Melbourne Bike Share
Launched: May, 2010
600 Bicycles
50 Stations
11,000 Casual users
1,000 Annual members

WASHINGTON DC / ARLINGTON

Capital Bikeshare (CABI)
Launched: September, 2010
1,100 Bicycles
114 Stations
55,000 Casual users
14,500 annual members

BOSTON REGION

Hubway
Launched: July 28, 2011
610 Bikes
61 Stations
800 members

How-To Video

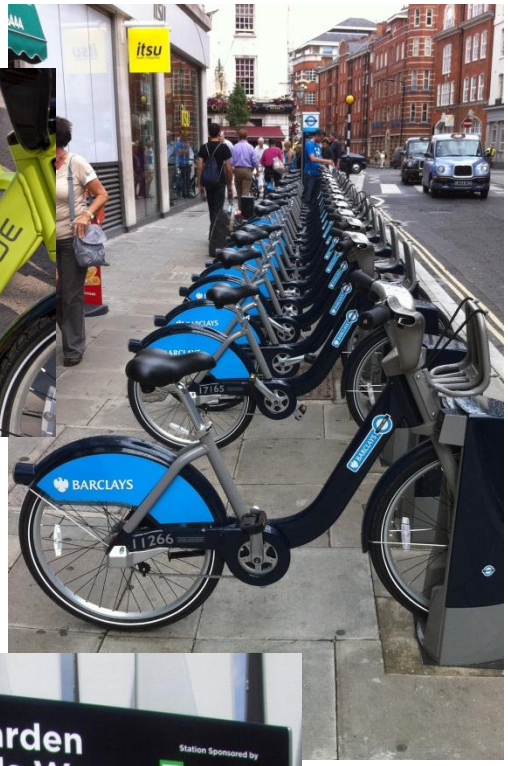
http://www.youtube.com/watch?v=qQ62cQiGFI8

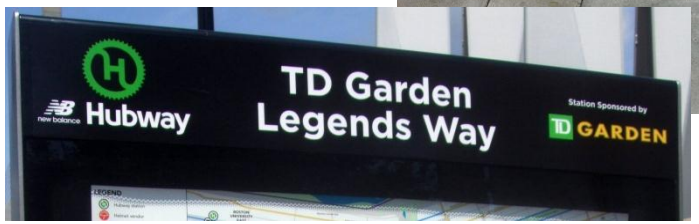
Infrastructure in DC

- Increased bike lane miles from 3 to 50 in last 10 years
- Added 1,500 bike racks over last 10 years
- 86% rise in bike commuting between 2000 and 2009
- 5 percent of our budget towards bike improvements and built bike/ped into every existing project

Funding in DC

- DC CMAQ
- Arlington multiple sources
- Enough to have a substantial system to start
- Sponsorship model is maturing



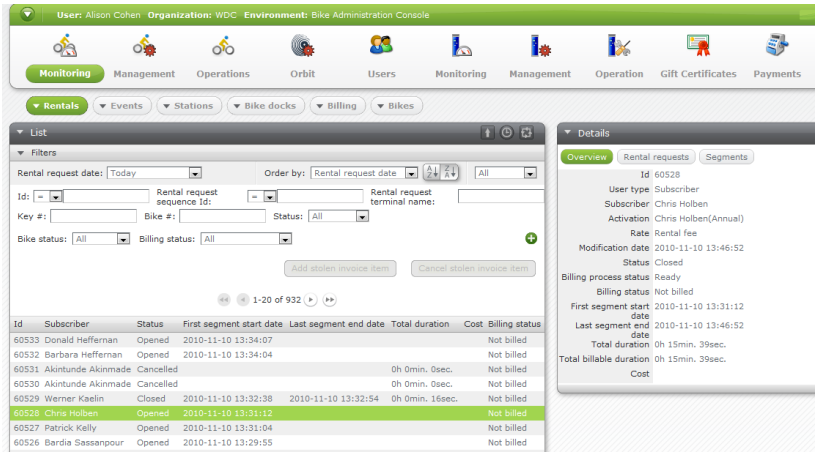


Station Siting/Installation

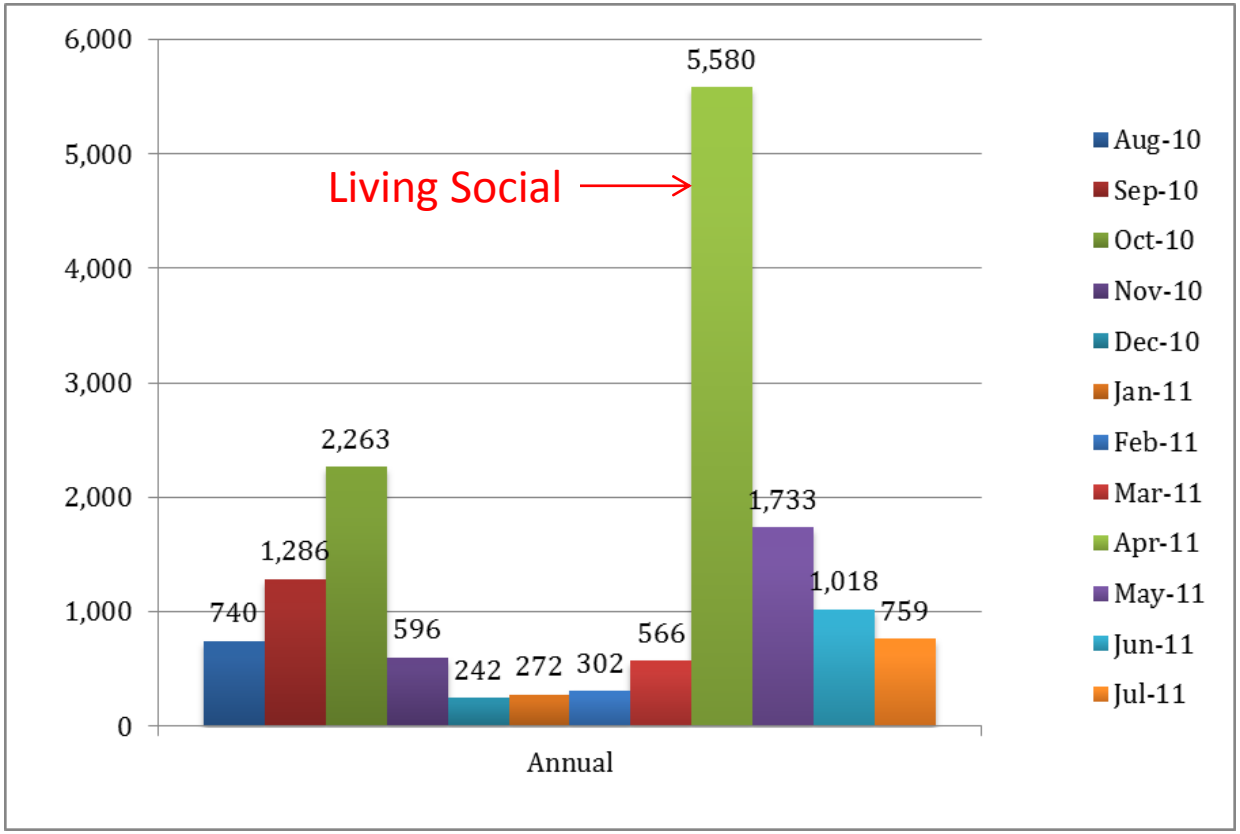
- 105 sites in, minimal significant delays
- Very few public issues / backlash with sites; stations in every ward
- Installed over period of 2 months, 5 Smartbike stations still not in
- System more spread out than optimal
- Not enough stations/docks downtown
- Still working on NPS property

Operations

- Bike maintenance, station maintenance, backend, rebalancing

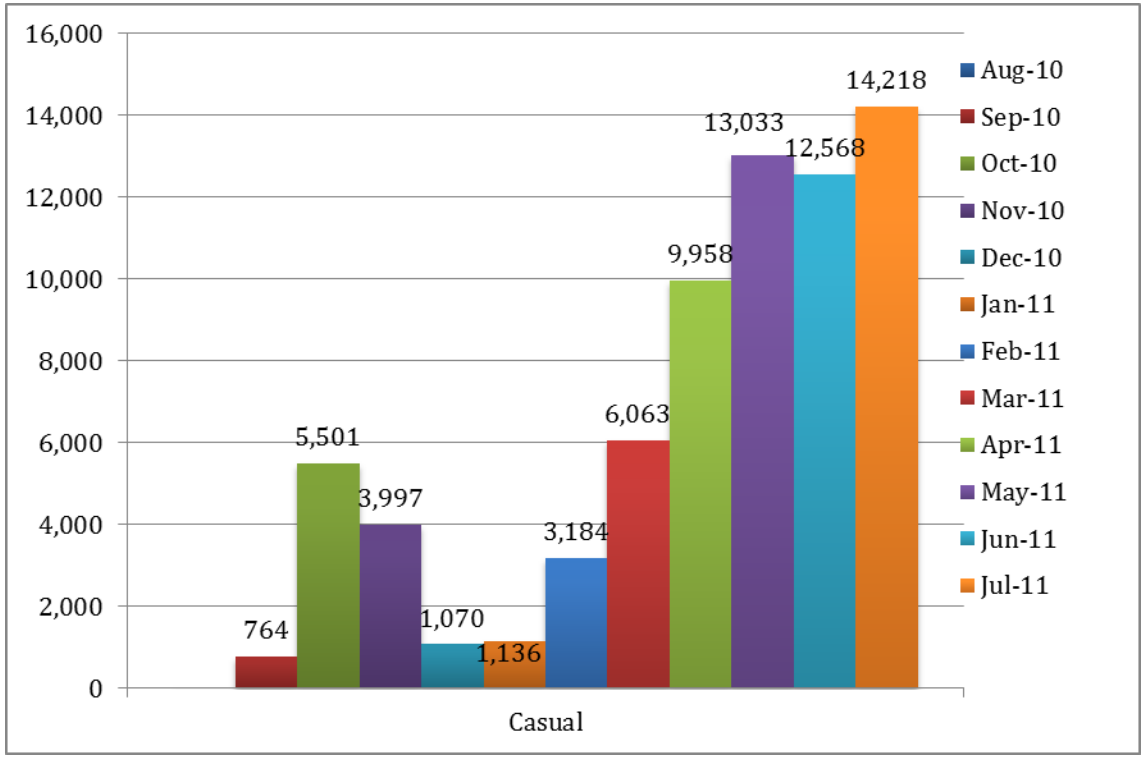


Annual Membership by Month



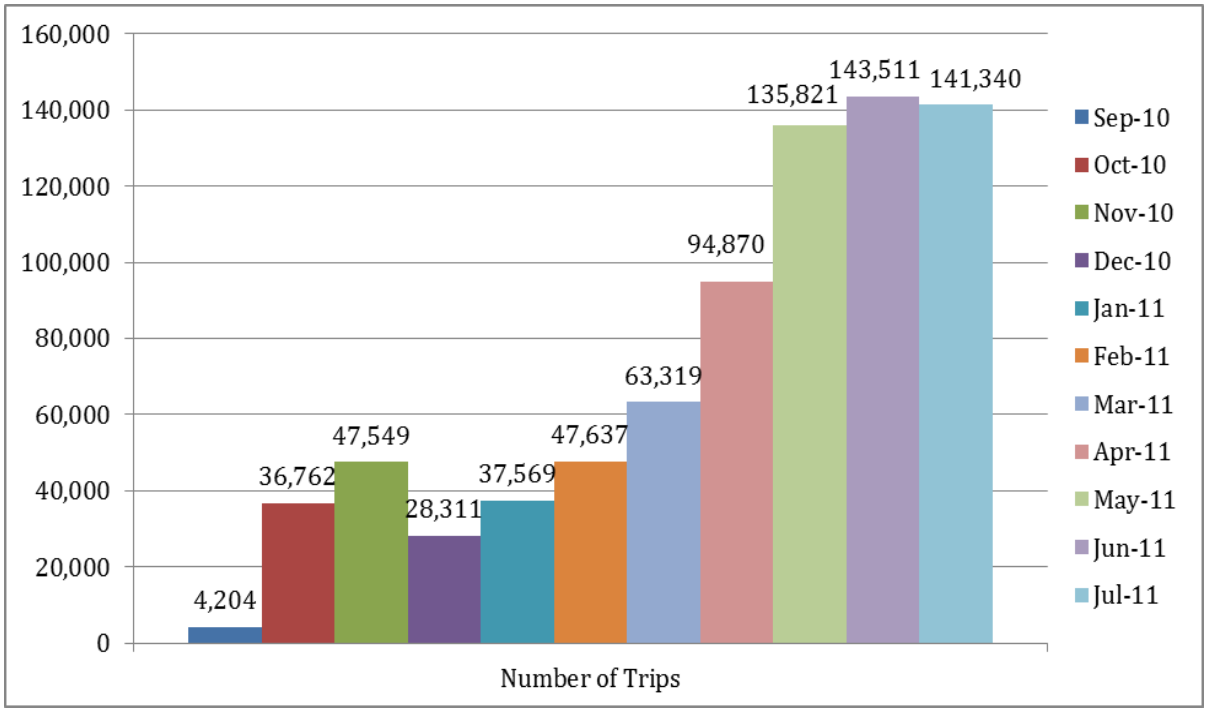
15,357 total!

Casual Membership by Month



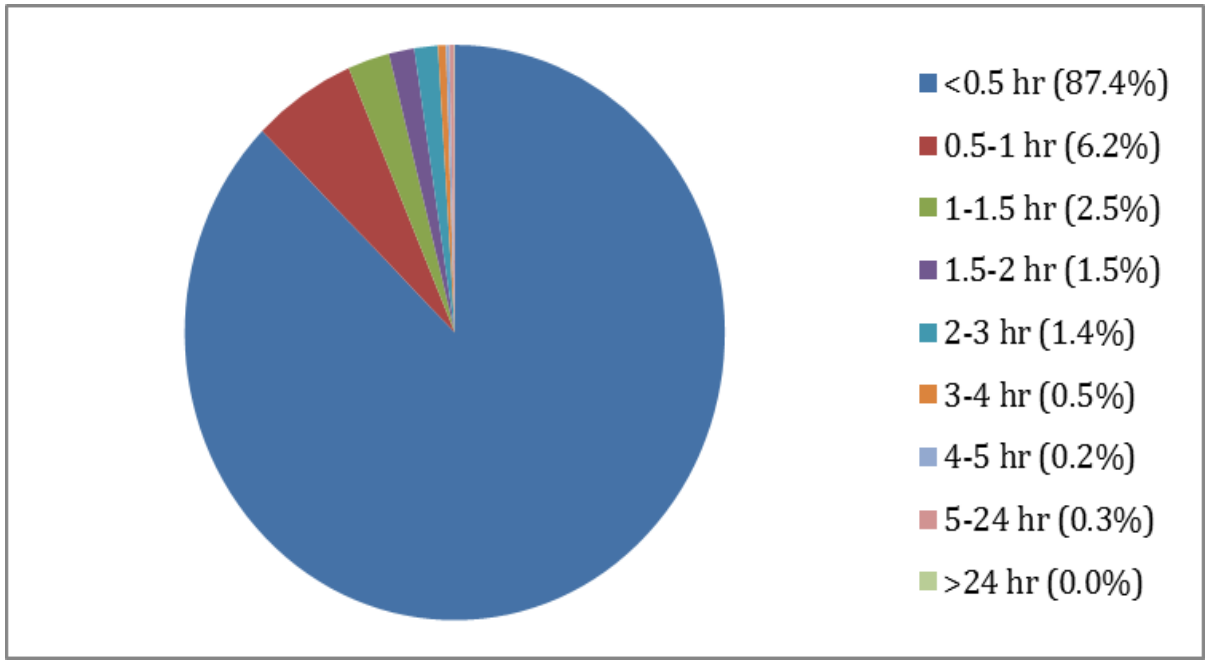
71,492 total!

Number of Trips by Month



- 780,000 trips
- Average trip length = 1.2 miles
- 889,000 miles

Average Trip Duration



- 87% of all trips <30 minutes
- 97% of annual member trips <30 minutes
- 61% of casual member trips <30 minutes
- 42% of July revenue from usage fees

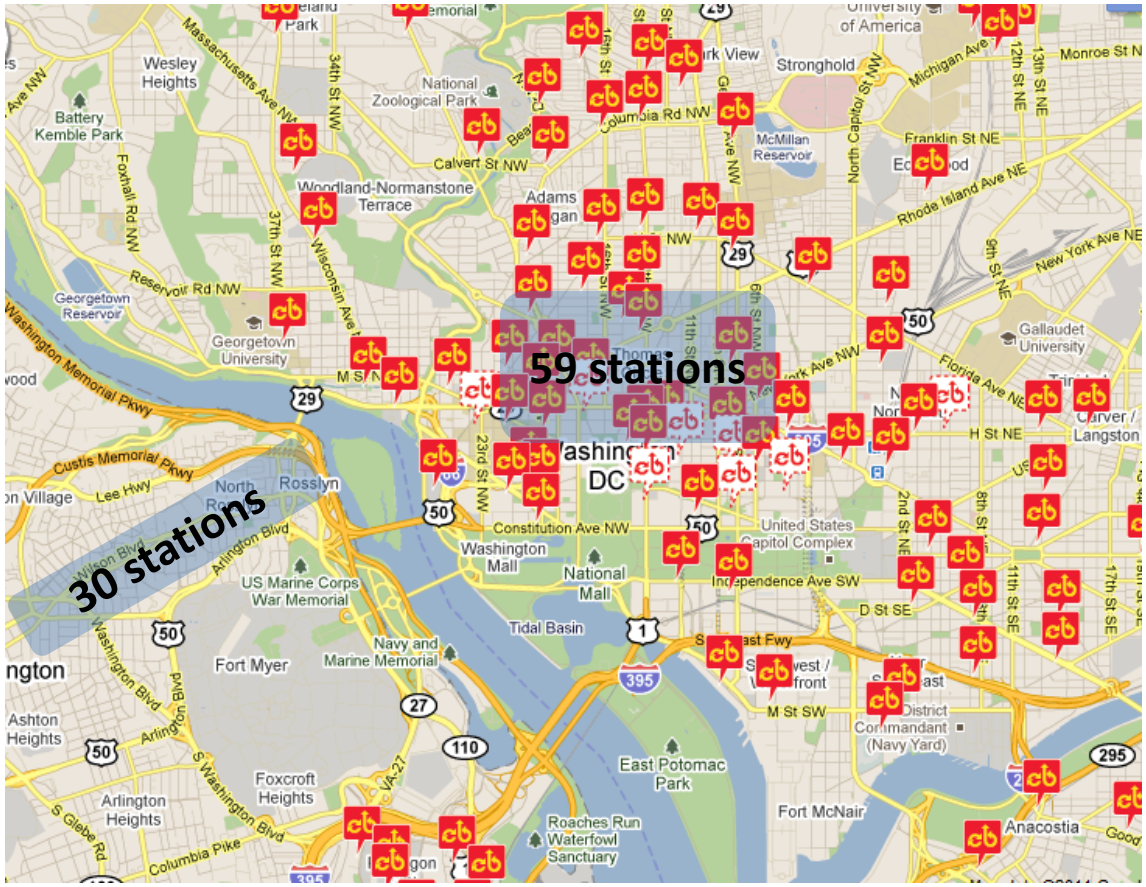
Marketing

- High annual membership (16,000), incredible casual usage (57,000)
- Events
- Corporate outreach – OPM, GSA
- FB / Twitter presence
- Free PR
- Contests
- Promotions

Theft/Vandalism, Accidents, Liability

- "Big Three" that were keeping bike share out of US
- Low theft
- Low vandalism
- 13 crashes in 700,000 rides

Expansion, Future!



Charlotte Potential – First Review

- Fast-growing **bike infrastructure and bike culture:** BFC, expanding greenways/bikeways, USDGs/complete streets, events, and much more
- Major **tourism attractors:** sports, NASCAR, events, arts, etc.
- Major **employment centers:** downtown and major centers
- Growing **urban residential population:** uptown and neighborhoods
- **Carolina Thread Trail** connections to region
- Connections to/from **regional transit system/corridors**: bus, light rail, commuter rail, commuter bus
- Strong **corporate & non-profit community**: sponsorship potential
- Potential **institutional partners/sponsors**: hospitals, universities, YMCA, CCCP, hospitality/tourism agencies and businesses and others

Thank you!

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Steele Creek Area Plan

Transportation and Planning Committee

August 22, 2011

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Action Requested

Refer to City Council to receive public comment

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Presentation Outline

Purpose: Review of draft area plan and provide an update on activities that have occurred since plan was presented to Transportation and Planning Committee in March.

- **Plan Overview**
- **Public Comments Received to Date**
- **Next Steps**

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PLAN OVERVIEW

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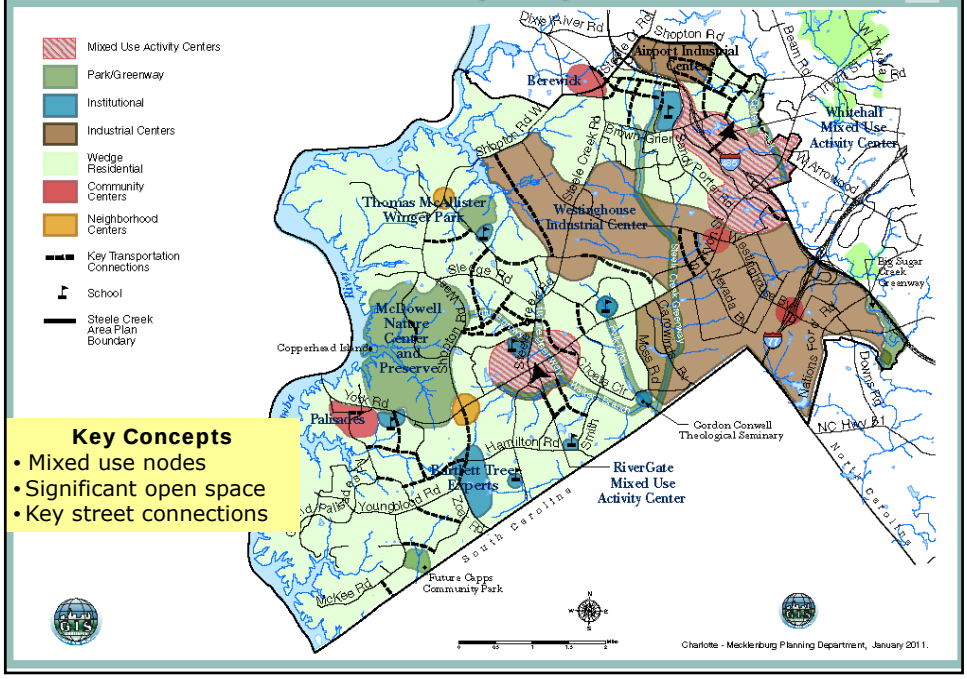
Plan Development Process

Data Collection and Analysis	Public Kickoff Meetings June 23 and June 25, 2009	Information Refinement	Draft Document March 2011
	Advisory Group Meetings August 2009- August 2011		Community Meeting March 31, 2011
2008 - 2010	Community Workshop March 25, 2010	November / December 2010	Review & Adoption April – November 2011

Steele Creek Area Plan

Concept Map

Map 2



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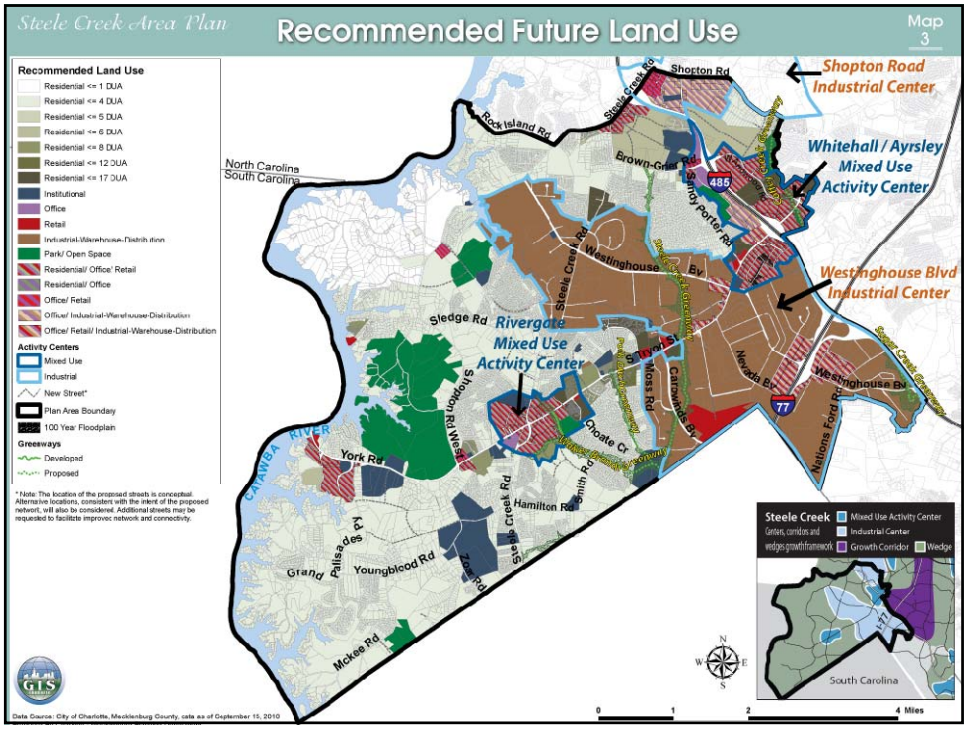
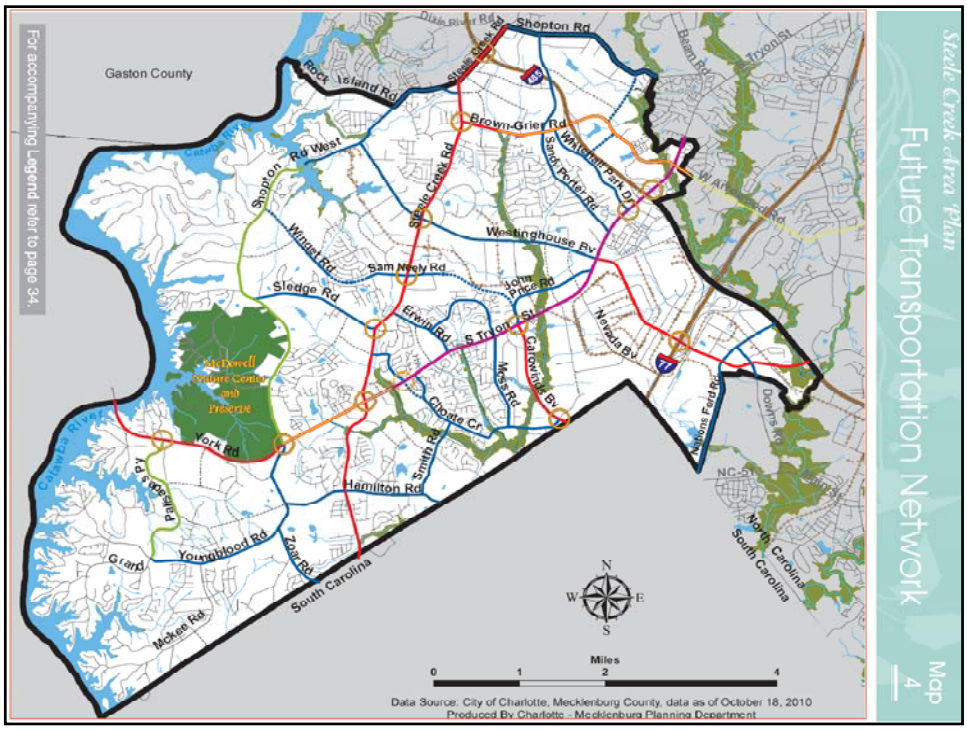

Steele Creek Area Plan
Recommended Future Land Use
Map 3
Recommended Land Use
Residential <= 1 DUA
Residential <= 4 DUA
Residential <= 5 DUA
Residential <= 6 DUA
Residential <= 8 DUA
Residential <= 12 DUA
Residential <= 17 DUA
Institutional
Office
Retail
Industrial-Warehouse-Distribution
Park/ Open Space
Residential/ Office/ Retail
Residential/ Office
Office/ Retail
Office/ Industrial-Warehouse-Distribution
Office/ Retail/ Industrial-Warehouse-Distribution
Activity Centers
Mixed Use
Industrial
New Street*
Plan Area Boundary
100 Year Floodplain
Greenways
Developed
Proposed
* Note: The location of the proposed streets is conceptual. Alternative locations, consistent with the intent of the proposed network, will also be considered. Additional streets may be requested to facilitate improved network and connectivity.
Shopton Road Industrial Center
Whitehall / Ayrsley Mixed Use Activity Center
Westinghouse Blvd Industrial Center
Rivergate Mixed Use Activity Center
North Carolina
South Carolina
Rock Island Rd
Shopton Rd
Brown-Grier Rd
Sandy Porter Rd
Steele Creek Rd
Westinghouse Bv
Sledge Rd
Shopton Rd West
Moss Rd
Carowinds Bv
Nevada Bv
Mallons Ford Rd
Choate Cr
York Rd
Hamilton Rd
Smith Rd
Grand Palisades Py
Youngblood Rd
Zoar Rd
Mckee Rd
CATAWBA RIVER
Steele Creek
Mixed Use Activity Center
Industrial Center
Growth Corridor
Wedge
South Carolina
Data Source: City of Charlotte, Mecklenburg County, data as of September 15, 2010
0 1 2 4 Miles


Steele Creek Area Plan
Future Transportation Network
Map 4
For accompanying Legend refer to page 34.
Gaston County
Rock Island Rd
Shopton Rd
Brown-Grier Rd
Sandy Porter Rd
Steele Creek Rd
Westinghouse Bv
Shopton Rd West
Winget Rd
Sam Neely Rd
Sledge Rd
John Price Rd
Erwin Rd
S Tryon St
Nevada Bv
Carowinds Bv
Moss Rd
Choate Cr
Smith Rd
Hamilton Rd
York Rd
Mallons Ford Rd
Downs Rd
NC-51
Grand Palisades Py
Youngblood Rd
Zoar Rd
Mckee Rd
South Carolina
North Carolina
CATAWBA RIVER
McDowell Nature Center and Preserve
Miles
0 1 2 4
Data Source: City of Charlotte, Mecklenburg County, data as of October 18, 2010
Produced By Charlotte - Mecklenburg Planning Department

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Other Plan Policies

Community Design

- Encourage sustainable development
  - Building Architecture
  - Site Design
  - Natural Environment
  - Pedestrian and Vehicular Network

Natural Environment

- Protect and enhance the natural features
  - Land Quality
  - Water Quality
  - Air Quality

Infrastructure and Public Facilities

- Improve and maintain service levels to residents
  - Water and Sewer
  - Parks and Recreation
  - Schools, Police, Fire, Libraries

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PUBLIC COMMENT

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Public Comments Received

Main Issues:

- Land Use Intensities
- Transportation Improvements
- Airport Noise
- Desire for Additional CAG Meetings
- Additional Square Footage for Palisades Community Center
- References to York Road as S. Tryon Street
- Modifications to Centers and Wedge Boundaries
- Community Design
- Other

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Staff Responses

- **Staff held additional CAG meetings:**
  - May 5, 2011
  - June 6, 2011
  - June 30, 2011
  - August 18, 2011

- **Staff is proposing several changes to the draft plan to respond to Citizens' Concerns, including:**
  - Correcting South Tryon/York Road references
  - Clarifying confusing language
  - Revising design guidelines
  - Providing additional flexibility for Palisades future development
  - Modifying boundaries of Westinghouse Industrial Center and Whitehall/Ayrsley Mixed Use Activity Center

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NEXT STEPS

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Next Steps

- **Council Public Comment**
  - September 2011
- **Planning Committee Recommendation**
  - September/October 2011
- **TAP Committee Recommendation**
  - October 2011
- **Council Action**
  - November 2011

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Action Requested

- Refer to full City Council to receive public comment

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Questions?

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