Charlotte City Council

Transportation & Planning Committee

Meeting Summary for January 9, 2012

COMMITTEE AGENDA TOPICS

I. **Subject:** **2010 Census Update**
Action: For information only

II. **Subject:** **Steele Creek Area Plan**
Action: Received update

III. **Subject:** **Midtown Morehead Cherry Area Plan**
Action: Motion to forward to full Council for public comment (passed unanimously)

IV. **Subject:** **Review 2012 Committee Meeting Schedule and Future Topics**
Action: Motion to adopt the 2012 Committee meeting schedule (passed unanimously)

COMMITTEE INFORMATION

Present: David Howard, John Auten, Warren Cooksey, Patsy Kinsey
Time: 3:00 pm – 4:30 pm

ATTACHMENTS

Agenda Package

DISCUSSION HIGHLIGHTS

Chairman David Howard called the meeting to order at 3:03 and asked everyone in the room to introduce themselves.

I. **2010 Census Update**

Howard: I would like to welcome Ruffin Hall to his first meeting serving as support from the City Manager's office.

Debra, would you please set up the 2010 Census update?

Campbell: Ruchi will tell you what you need to know about the 2010 Census process, update, and trends.

Hall: Before the presentation begins, I wanted to ask Danny to comment on this presentation as well.

Pleasant: One of the reasons the census numbers are important to Transportation is because we constitute our Metropolitan Planning Organization (MPO). Federal law requires us to reconstitute every ten years subsequent to published census numbers. That determines what our urban boundary will be, which jurisdiction may join that boundary, and how we interact with jurisdictions surrounding us. We are a metropolitan area under the influence of four MPOs, one of which is in South Carolina. The others represent Gaston, Cabarrus, and Rowan counties. The census will be a topic that will come up in the MPO context, and will go before City Council to provide direction to its MPO representative.

Howard: How soon will you know what the boundary changes will be?

Pleasant: It will be this year.

Howard: If you add Mooresville like some think we may, and the representation changes, will they be added now or will there be an interlocal agreement?

Pleasant: An interlocal agreement is required.

Agarwal: The Census is a valuable resource for planning and is used to draw boundaries, neighborhood statistical areas, and traffic analysis zones. We use it in the redistricting process, transportation, and facilities planning.

Ms. Agarwal began the Census 2010 Update presentation (see slides 2 & 3).

Howard: How do you define the map (see slide 3)? Is it defined by the freeways?

Agarwal: This map is used in our Metrolina Regional Transportation Model, which included eleven counties.

Norm Steinman: This boundary was determined to be sufficient for air quality non-attainment evaluations. The point is to make the modeling area as large as the designated air quality non-attainment area.

Ms. Agarwal continued the presentation (see slides 4-7).

Agarwal: We looked at areas that experienced population loss. We found higher vacancy rates, teardowns, smaller family sizes due to empty nesters, change in demographics, and racial composition. There are multiple reasons why some of the Census graphs are showing loss in population (see slide 7).

Howard: Age of housing?

Agarwal: Yes, teardowns.

Howard: Debra, any concerns from you about the sprawl from 1990 to 2010 (see slide 7)?
Campbell: When you have a major transportation facility like I-485, which is far outside the Center City, some growth is going to take place. It is not necessarily where we wanted the growth to occur, but it would have been worse without the I-485 land use policies we have in place. We also have major employment centers like Ballantyne.

Howard: That says something about City policy going forward. We want to revitalize inner city communities too.

Campbell: That has been a policy since the 1990s covering the City of Charlotte and Mecklenburg County. We continue to promote and encourage infill development and redevelopment. There is a strong Centers, Corridors, and Wedges goal statement about reuse and revitalization.

Kinsey: I think that people want to be back in the Center City. People are moving back and paying big prices for houses in the Center City.

Campbell: We want to see the urban lifestyle trend return. Our transit initiatives support that.

Hall: The impact on the development community started hitting at the end of its cycle, specifically at the end of 2009 through 2010. Going in to the first part of the next decade, development recovery will start at a slower pace.

Agarwal: Responding to what Mrs. Kinsey said, we have looked at the data, and it's showing a population increase in the mixed use centers.

Ms. Agarwal continued with slide 9.

Howard: What about those just out of college to the 32 year olds? Did our young professional population grow?

Agarwal: There was no major change, but I would have to look at the numbers.

Ms. Agarwal continued with slide 11.

Committee member, John Autry joined the meeting at 3:23.

Howard: The increasing and decreasing percentages don't tell me enough. I would like to know what the total numbers are for the City and the County (see slide 12). Would you provide that in a follow up report?

Ms. Agarwal continued with slide 13 through the Summary slide 17.

Howard: How often do they look at vacancy rates?

Agarwal: The American Community Survey data is available every year.

Howard: Have we seen that go down yet?

Agarwal: We have to wait another year.

Howard: Is that just properties that are vacant and not for rent or for sale?

Agarwal: Correct. Not occupied.

Howard: I want to welcome new City Council member John Autry to the Committee.

Autry: Do we know what factors allow 49% of Portland's population to live within a 10 mile radius of their center city?

Campbell: Yes, urban growth boundaries. They have areas where they are not encouraging growth; it's prohibited. They retain a lot of open space for farmland, so the density literally occurs within the urban area.

Pleasant: I would say the urban growth boundary had a strong start in the 70's and 80's. They have been very aggressive about public transportation and coding in mixed used development. They have streetcars, and have been aggressive about parking ratios. Instead of having a parking minimum in their code, they have a parking maximum that limits the number of parking spaces. They have intentionally become more walkable, bicycle, and transit friendly.

Howard: How does the cost of living compare between the 10 and 20 mile radii? The cost of living between Portland's 10 mile radius must be very expensive compared to the cost of living in Charlotte's Center City.

Pleasant: Just about anything on the west coast is more expensive than anything in the southeast. I think you'll find that Portland is one of the more affordable places on the west coast, but it's probably not by our standards.

Campbell: It would be good to also look at the demographics of Portland. You will probably find more young people.

Howard: They don't need a lot of space. They are okay with a New York style of living that's not in New York.

Campbell: They are the kind of folks that want to be outdoors. They are preservationists and conservationists. It's a different community.

Cooksey: I would like to see the 2000 and 2010 comparison for Charlotte population growth using the 2000 boundaries of Charlotte. We have annexed a good bit in the past ten years, and I think that artificially inflates what kind of growth Charlotte has had. When you have people move to the county and then get annexed, that counts as Charlotte population growth over a ten year period. What actually happened in the boundaries of Charlotte over the past 10 years? Has there been growth and has it been stable? Also, the Population Change by Centers, Corridors and Wedges numbers (see slide 27) are completely backwards to what our policies are. Granted, this is in the first decade of the Centers, Corridors and Wedges adoption, but this is something that is worth considering for policy choices going forward. What do we do that encourages additional density in the wedges when we are aiming for it to be in the corridors and the centers? We are seeing that growth has been in the wedges more than we were expecting.

Howard: It seems that you need a ratio more than you need a percentage.

Campbell: It seems that if you look at the population versus land area, there was a little increase in terms of actual population for Centers, a slight increase for Corridors, and a small reduction for Wedges.

Agarwal: The Centers are major employment areas versus the Wedge areas.

Howard: What does the percentage of sphere mean (see slide 27)? Is it actual land or development?

Agarwal: It's the land.

Cooksey: The Corridor population density in 2010 is 1885 people per square mile. The population density in the Wedges is over 2000 people per square mile. The Wedges are denser than the corridors.

Howard: But we're changing.

Cooksey: I know.

Howard: I hear what you're saying. But given what Debra says, you've got to like the fact that it went up 2%, and the others went down 1% each. We're going in the right direction.

Garet Johnson: Also, remember that most of our residential is in the Wedges without other uses, and like Ruchi said, the employment centers are more non-residential.

Howard: Should you be defining growth as population? You need to look at population, employment, and residential.

Cooksey: If you don't live in a corridor, you are less likely to take transit.

Agarwal: One last thing on Centers: 49.1 square miles is the number for all Centers, industrial and mixed use. If you just look at the mixed use Centers, that number is only 27 square miles, in which 7% of the sphere land mass was just 8% of the population.

Cooksey: I want to hear the Center number adjusted too, even though I know there is little population in industrial centers. If you are going to reduce one, I want to hear the reduction of the others.

Howard: The only way we can figure if this concept is working is to measure the south corridor, because the other corridors haven't seen improvements like public transportation. It's still a work in progress.

Cooksey: The northeast corridor had more than double the population growth compared to the south corridor.

Campbell: If we are truly going to get serious about where the growth occurs in Centers and Corridors, then there has to be some acknowledgement about rezoning policies that are approved outside the Centers and Corridors. Also, with by-right zoning (Zoning is on the ground; you just go get your building permit), the majority of our undeveloped land is in the Wedges. Redevelopment is Corridors and in some instances, Centers.

Howard: Are there any more questions?

Cooksey: I have one more follow up issue. How effective were growth projections that existed in 2000 at actually predicting what happened in 2010?

Howard: Have we made projections for the next decade?

Cooksey: We have them out to 2030, right?

Howard: I would be interested in seeing the projections.

We knew this would be a spirited conversation. Thank you all for your patience.
Debra has asked that we switch agenda items II and III, so the Midtown Morehead Cherry Area Plan will be next.

II. <u>Midtown Morehead Cherry Area Plan</u>

Main: This area plan is for three different sorts of neighborhoods. This a policy guide for future growth. It does not rezone anything, but sets in place the policies by which we will look at rezoning application.

Mr. Main began the Midtown Morehead Cherry Area Plan presentation.

Howard: I want to ask about the boundaries (see slide 16). Did you take in the Cherry neighborhood because it hasn't been updated for a while? Also, since it's next to Metropolitan, do you want them to seem like one neighborhood? I noticed along East Morehead, you didn't deal with Dilworth at all.

Campbell: We have recently completed a plan for Dilworth.

Kinsey: Cherry is a separate neighborhood. It is not part of Metropolitan.

Mr. Main continued the presentation with slide 18.

Howard: Are the purple areas somewhat residential?

Main: The purple areas represent a mix of residential and office, but not necessarily retail other than strictly ground floor of a high rise.

Campbell: We need to clarify that we would consider a small amount of retail as part of these developments. We don't want large, major, freestanding retailers.

Mr. Main continued the presentation with slide 20.

Howard: I know it floods at the leg of the creek. Are we dealing with that while we are dealing with storm water issues there?

Brian Horton: The blue line on the map (see slide 20) is in the heart of Pearl Street Park, and it is in the flood plain. We are trying to avoid that as much as possible.

Howard: Can we help with the water issue while we are doing this?

Brian Horton: As Kent mentioned, this street is envisioned as having on street parking that helps free up the green space where today we have surface parking lots.

Main: Those are details we will be working through as we fine tune the plan.

Mr. Main continued the presentation with slide 21.

Howard: Is there an existing plan where someone intends to use R-22 (see slide 28)?

Main: The best I can tell it was probably done in the 1960s or 1970s, when a lot of neighborhoods just threw their hands up and gave up.

Campbell: We recommended corrective rezoning for this area.

Howard: Are you coming back with a separate Pedestrian Overlay (PED) process?

Main: Yes, that will be a whole separate process. This plan recommends that we look for ways to have a pedestrian oriented development. We will come back with a full application for rezoning. I know there are still concerns about the existing PED ordinance. We have also seen concerns about restaurants added to existing areas as well as what we require on the ground floor of parking garages. We did insert an administrative approval that allows for a little flexibility regarding PED where, for example, we have a full block where we know we can't achieve perfect unity around the entire site.

Howard: Regarding the slide (28) with the PED Overlay; that's a PED issue, not necessarily a plan issue, right? If you would address what you just said in writing that would be great. Please include what you said about retail on the bottom floor. I don't know if we're requiring it on the bottom floor or if it's the economy.

Campbell: I want to clarify that we are talking about active use, not specifically retail.

Howard: What's the difference?

Campbell: It could be a lifestyle center; it could be an exercise room. It's just to activate the space instead of having dead space.

Main: There are some options available other than retail. We are open to further discussion regarding how to use that space. If we put the PED Overlay in place, and someone can't meet those requirements, they are still able to apply for an optional provision. So, they are no worse off than they were under B-1 or B-2. No one is asking to build under B-1 and B-2. They are all coming in for PEDs and MUDs. There are some definite benefits to PEDs to allow folks the flexibility to not have to go through the whole rezoning process.

Howard: Today you are asking for this is to go for public for comment, so we'll have another shot or two at this if we want to have more discussion about either one of those points.

Mr. Main continued with exploring the possibility for a Historic District (see slide 29) in the Cherry neighborhood.

Howard: Does explore mean further discussions with the neighborhood?

Campbell: Yes. You may recall as part of the residential design standards, we had a concept that was in the middle called Conversation Districts. That would be the most appropriate for the

Cherry Neighborhood in my opinion, because it responds to it currently and continuing to be an affordable community.

Kinsey: Did you say both the Dilworth and Cherry Neighborhoods are good with this?

Main: That's what I have heard.

Campbell: I was present at the Cherry Neighborhood meeting. We resolved outstanding issues.

Howard: Let's review the schedule before we move on.

Mr. Main reviewed Next Steps slide 32.

Howard: We're looking for a motion to move this to City Council for public comment.

Council member Kinsey made a motion, and Council member Cooksey seconded the motion; the motion carried unanimously.

III. Steele Creek Area Plan

Howard: I'm passing this directly to Melony.

McCullough presented a brief background of and changes to the Steele creek Area Plan. McCullough explained the concerns of the Sanctuary residents include density per acre along the riverfront (see slides 6 & 7).

McCullough: Staff will meet with the Citizen Advisory Group in late January to share information derived from the Sanctuary (see slide 10), and will be back in front of this Committee in February to share the results of that meeting.

Howard: Thank you.

IV. Review 2012 Committee Meeting Schedule and Future Topics

Hall: There is a proposed Committee meeting schedule in your packets, as well as a future agenda items sheet.

Howard: Let's do the proposed schedule. The Thursday meeting last term was at 3:00, and this year that meeting will be a lunch meeting.

Hall: The Red Line is suggested for the next meeting, although Mr. Howard is going to get the referral tonight.

Howard: Since there is so much going on with the Red Line, it's time for this Committee to start vetting the process as well.

Hall: There are a couple of follow up topics that will return.

Council member Kinsey made a motion to adopt the 2012 Transportation & Planning Committee meeting schedule, and Council member Cooksey seconded the motion.
The motion passed unanimously.

The meeting adjourned at 4:33.

Transportation & Planning Committee
Monday, January 09, 2012
3:00 – 4:30 p.m.
Charlotte-Mecklenburg Government Center
Room 280

Committee Members: David Howard, Chair
Michael Barnes, Vice Chair
John Autry
Warren Cooksey
Patsy Kinsey

Staff Resource: Ruffin Hall, Assistant City Manager

AGENDA

I. **2010 Census Update**– 20 minutes
Staff Resource: Ruchi Agarwal
2010 Census Update provides an overview of the population growth that has occurred in the Charlotte-Mecklenburg region in the last decade. It illustrates population and demographic changes since 2000, which can impact transportation and land use planning.
Action: For information
Attachment: 1. Census 2010 Update.ppt

II. **Steele Creek Area Plan** – 15 minutes
Staff Resource: Melony McCullough
This item was removed from the December 12 Council agenda to allow staff time to meet with citizens from The Sanctuary and nearby neighborhoods. These citizens expressed concerns about land use recommendations in the draft plan for The Sanctuary and parcels along the river as well as a pending rezoning Petition No. 2011-065. Staff is working with this group to address their concerns, and will meet with the Citizen Advisory Group to share proposed changes to the draft plan. Staff will update the Committee on this work and next steps in the review and adoption process.
Action: Receive update on plan adoption process
Attachment: 2. Steele Creek Area Plan.ppt
Steele Creek Area Plan (Draft)
Draft Steele Creek Area Plan Revisions

III. **Midtown Morehead Cherry Area Plan**– 30 minutes
Staff Resource: Kent Main
The Midtown Morehead Cherry Plan area includes three adjoining but diverse neighborhoods just outside of Uptown and I-277, centered on the Little Sugar Creek Greenway and encompassing about 455 acres. The plan is intended to establish a vision and provide policy direction for future growth and development, while preserving historic and natural features important to the community. Over the past year, staff

worked with a Citizen Advisory Group through nine meetings and several public forums. Staff will present the draft plan for review by the Committee.
Action: Forward to Council for public comment
Attachment: 3. Midtown Morehead Cherry Area Plan.ppt
Link to the Plan and Proposed Revisions:
http://charmeck.org/city/charlotte/planning/AreaPlanning/Plans/Pages/MidtownMoreheadCherry.aspx

IV. Review 2012 Committee Meeting Schedule and Future Topics– 10 minutes
Attachment: 4. Proposed 2012 Meeting Schedule.doc
5. 2012 Projected T&P Committee Agenda Items.doc

Next Scheduled Meeting: Thursday, January 26, 2012 – 1:30 p.m.

Distribution:	Mayor & City Council	Curt Walton, City Manager	Leadership Team
	Transportation Cabinet	Ruchi Agarwal	Melony McCullough
	Kent Main		

CHARLOTTE

Census 2010 Update

Transportation and Planning Committee

January 9, 2012

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CITY OF CHARLOTTE

Census 2010 Update: Outline

- Metrolina Region Population
- Historical Growth Patterns
- Population Change by Census Tract (2000 – 2010)
- Charlotte-Mecklenburg Statistics
  - Household
  - Gender & Age
  - Race & Ethnicity
- Picture of the Future

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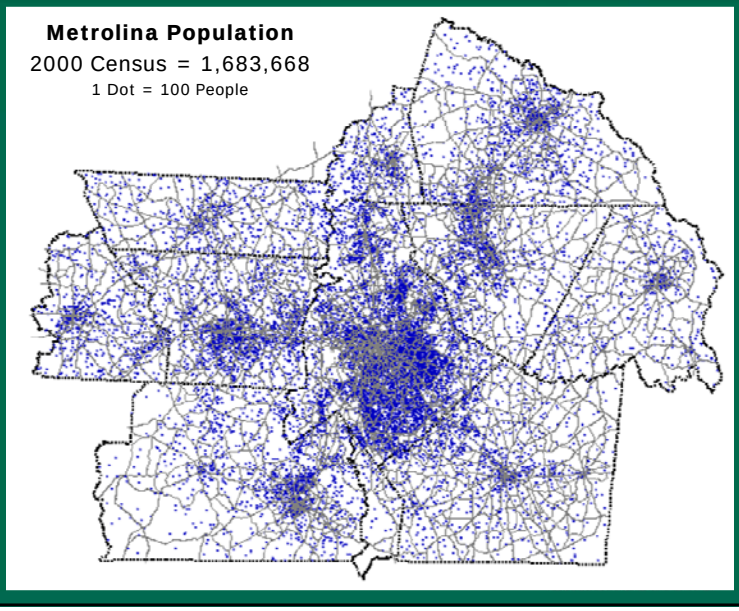
Metrolina Region 2000 Population



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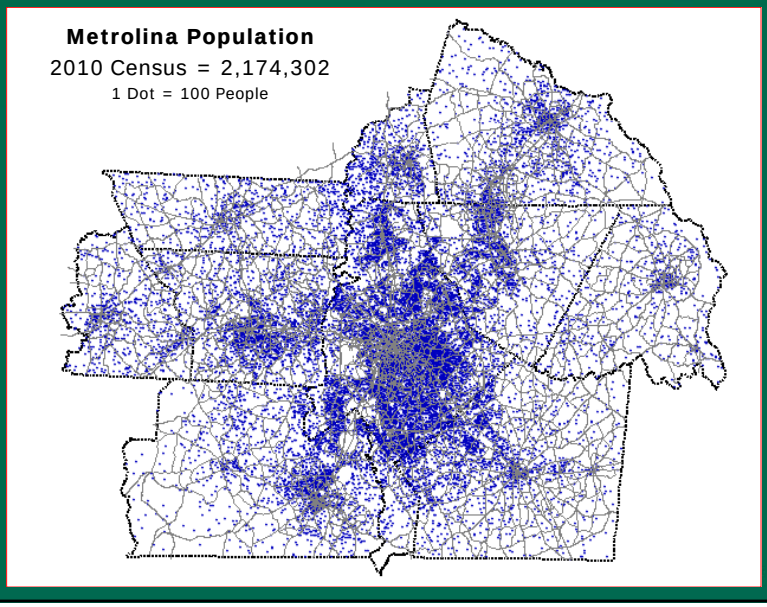
CITY OF CHARLOTTE

Metrolina Region 2010 Population



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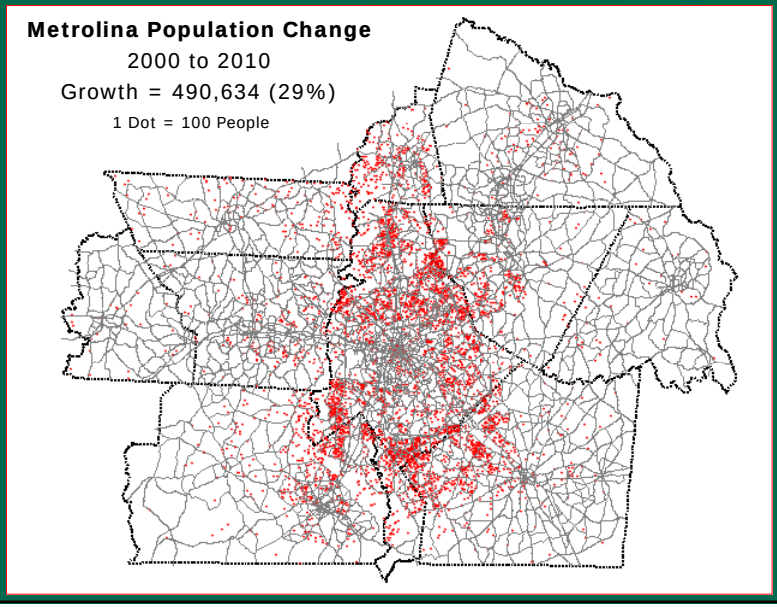
Metrolina Region Population Growth since 2000



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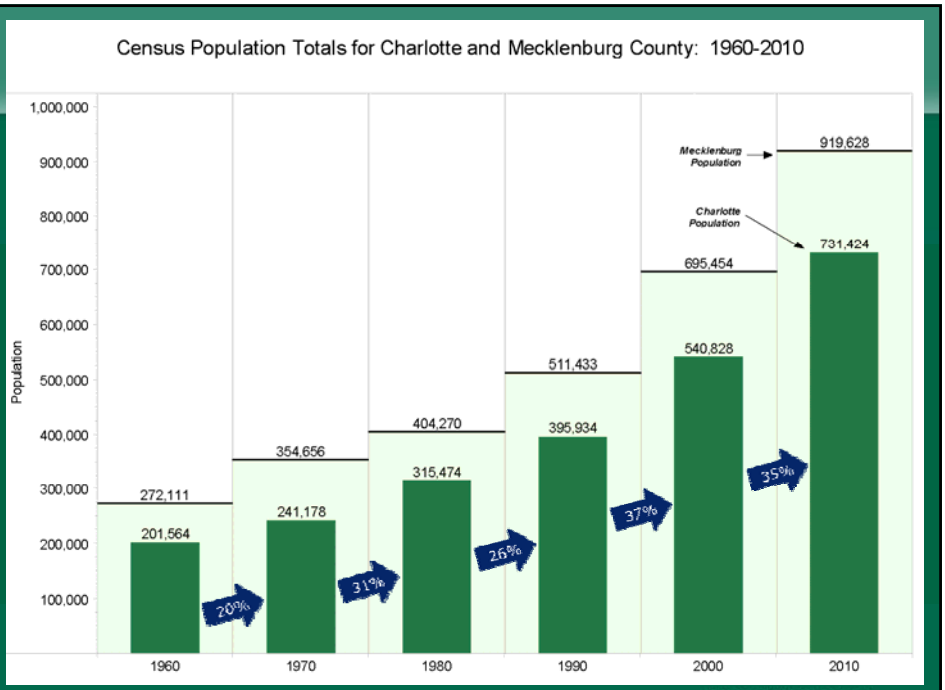

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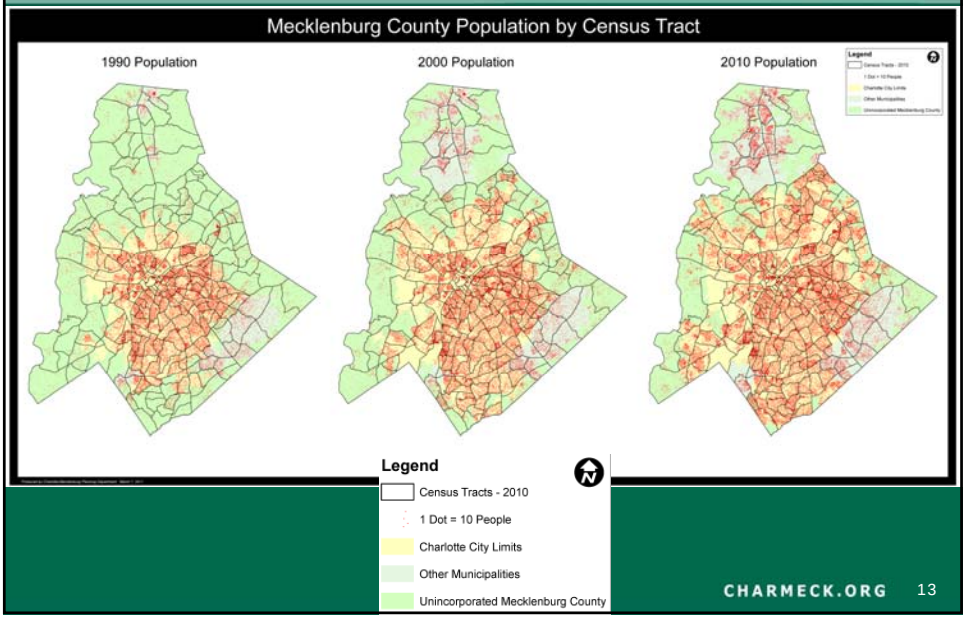
Population Density 1990, 2000, 2010



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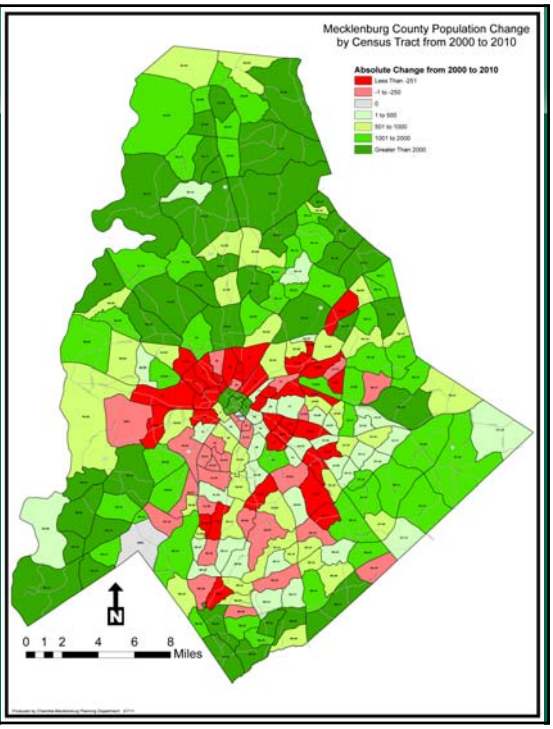
CITY OF CHARLOTTE

Population Change by Census Tract 2000 - 2010

Areas with largest Population gains:

- Southwest, South, North and Northeast Charlotte
- Northern Towns



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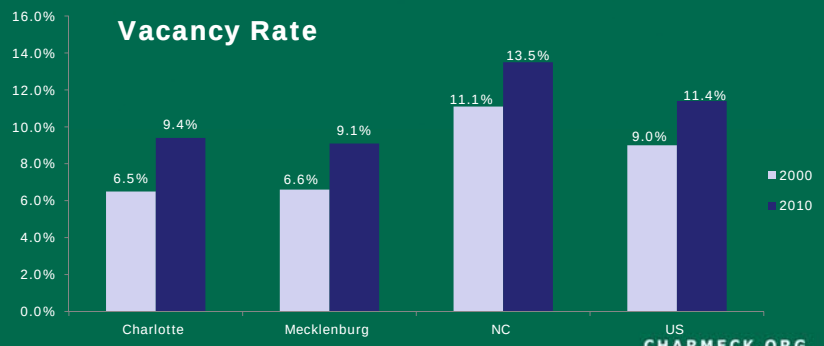
Charlotte-Mecklenburg 2010 Statistics: Households

Households	Charlotte 2000	Charlotte 2010	Mecklenburg 2000	Mecklenburg 2010
Average Household Size	2.45	2.48	2.49	2.49
Owner Occupied	57.5%	57.4%	62.3%	60.6%



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CITY OF CHARLOTTE

Charlotte-Mecklenburg 2010 Statistics: Sex and Age

Gender	Charlotte 2000	Charlotte 2010	Mecklenburg 2000	Mecklenburg 2010
Male	49.0%	48.3%	49.1%	48.4%
Female	51.0%	51.7%	50.9%	51.6%
Age	**2000**	**2010**	**2000**	**2010**
Median Age	32.7	33.2	33.1	33.9
Less than 18 years	24.7%	25.2%	25.1%	25.4%
62 years and Over	10.5%	10.9%	10.3%	11.3%

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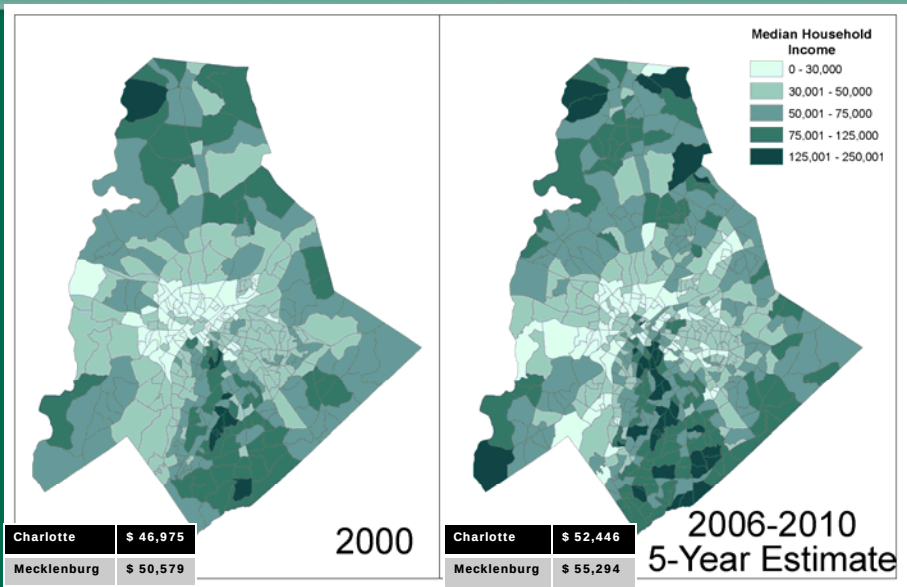
CHARLOTTE

CITY OF CHARLOTTE

Median Household Income



Charlotte	$ 46,975
Mecklenburg	$ 50,579

Charlotte	$ 52,446
Mecklenburg	$ 55,294

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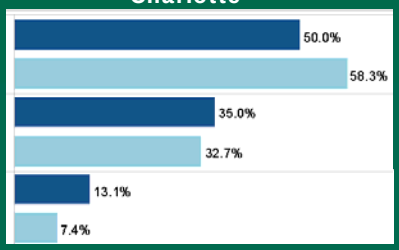
CITY OF CHARLOTTE

Census 2010 Race and Ethnicity

Charlotte

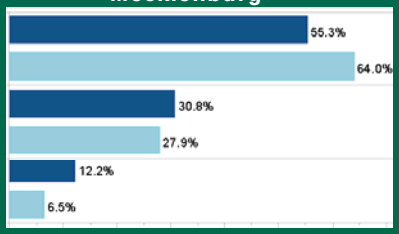


White population decreased from 58% in 2000 to 50% in 2010

African American population increased from 33% to 35%

Hispanic population increased from 7% to 13%

Mecklenburg



White population decreased from 64% in 2000 to 55% in 2010

African American population increased from 28% to 31%

Hispanic population increased from 7% to 12%

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CHARLOTTE

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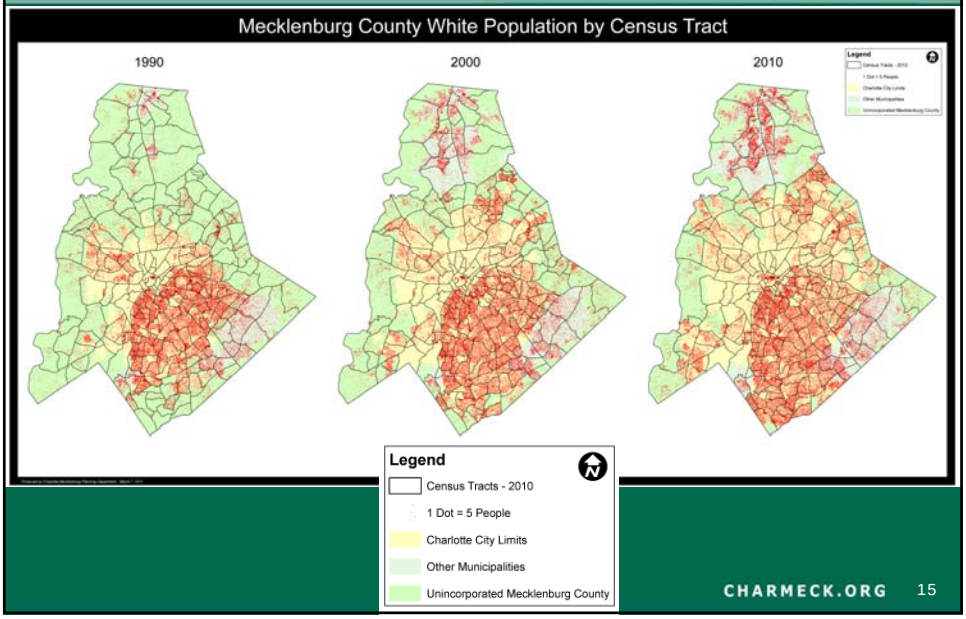
White Population 1990, 2000 & 2010



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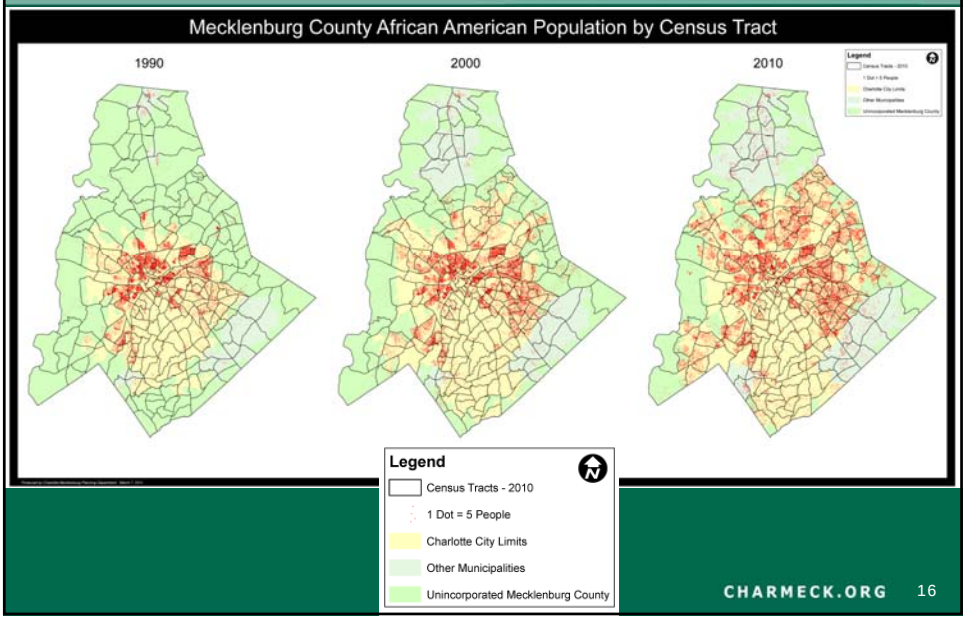
CITY OF CHARLOTTE

African American Population 1990, 2000 & 2010



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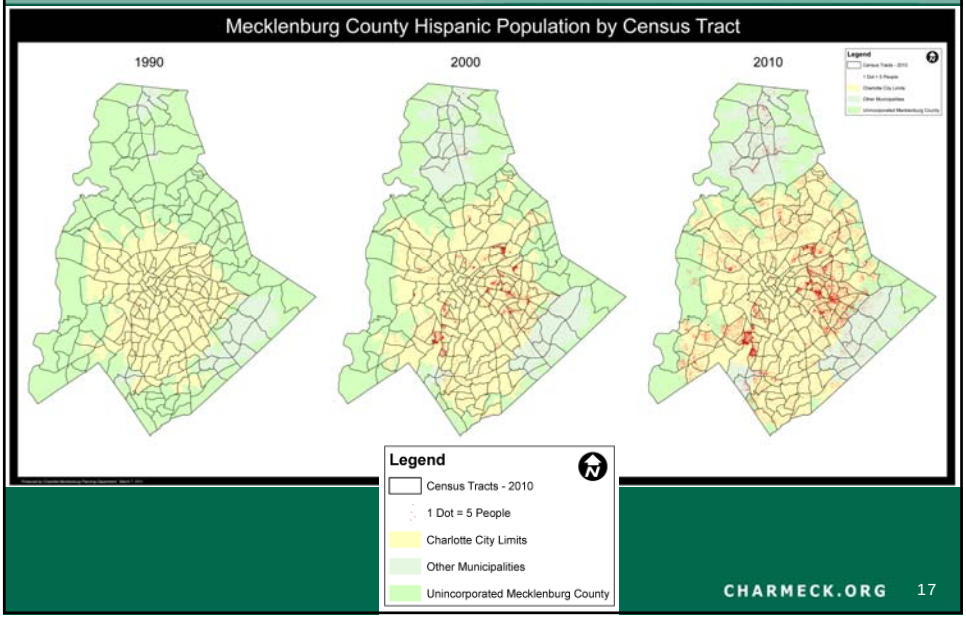
Hispanic Population 1990, 2000 & 2010



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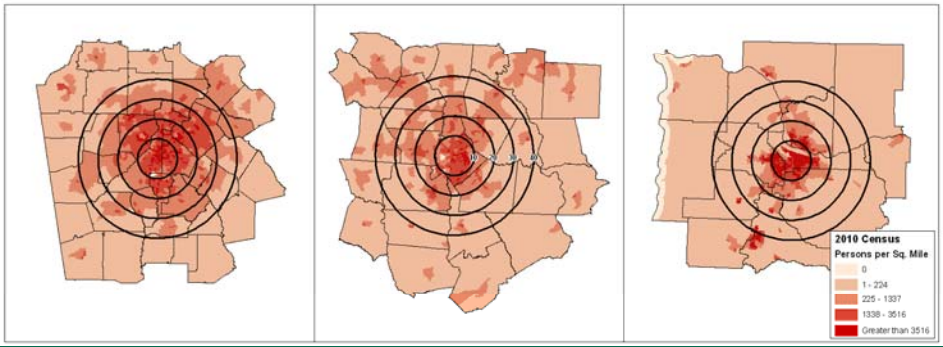
CITY OF CHARLOTTE

Picture of the Future?



Atlanta, GA	Charlotte, NC	Portland, OR
10 Miles: 868,877 (18%)	10 Miles: 644,364 (28%)	10 Miles: 1,140,757 (49%)
20 Miles: 2,505,576 (51%)	20 Miles: 1,398,145 (60%)	20 Miles: 1,938,751 (84%)
30 Miles: 4,130,464 (84%)	30 Miles: 1,927,126 (83%)	30 Miles: 2,161,347 (93%)
40 Miles: 4,903,908 (100%)	40 Miles: 2,320,062 (100%)	40 Miles: 2,319,036 (100%)

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Summary

- Charlotte grew by 35% in last decade
- Almost half of Charlotte's population growth occurred outside I-485 which is 30% of the land area
- Southwest, South, North and Northeast Charlotte and Northern Towns experienced largest population gain
- Hispanic population in Charlotte more than doubled to almost 96,000
- Charlotte's Median Household Income increased by 11.7%
- Housing Vacancy Rate increased from 6.5% to 9.4%

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CITY OF CHARLOTTE

Questions?

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CHARLOTTE

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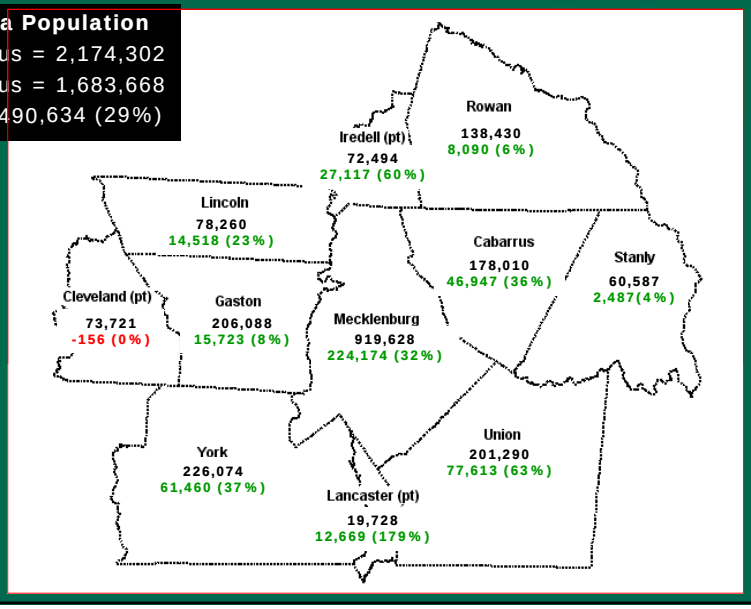
Additional Information not included in Presentation

CHARMECK.ORG 26

CITY OF CHARLOTTE

Metrolina Region 2010 Population

Metrolina Population
2010 Census = 2,174,302
2000 Census = 1,683,668
Growth = 490,634 (29%)



6

CHARLOTTE

Mecklenburg County and Municipalities Population: 2010

	2000		2010		Change (2000-2010)	
Mecklenburg Population	**695,454**		**919,628**		**224,174**	**32.2%**
		% of Total		% of Total		% Change
Charlotte	540,828	77.8%	731,424	79.5%	190,596	35.2%
Cornelius	11,969	1.7%	24,866	2.7%	12,897	107.8%
Davidson	7,139	1.0%	10,944	1.2%	3,805	53.3%
Huntersville	24,960	3.6%	46,773	5.1%	21,813	87.4%
Matthews	22,127	3.2%	27,198	3.0%	5,071	22.9%
Mint Hill	14,922	2.1%	22,722	2.5%	7,800	52.3%
Pineville	3,449	0.5%	7,479	0.8%	4,030	116.8%
Unincorporated	70,060	10.1%	48,222	5.2%	(21,838)	-31.2%

Key Points:

-In the last decade Mecklenburg County grew by 224,174, a growth rate of 32.2%.

-Charlotte saw the largest increase of 190,596 people, a growth rate of 35.2%

-Charlotte population as a proportion of the county's total population increased from 77.8% in 2000 to 79.5% in 2010.

-The population of both Cornelius and Pineville doubled since 2000.

-Only 5.2% of the population live in an unincorporated area of Mecklenburg County.

7

CITY OF CHARLOTTE

Charlotte-Mecklenburg 2010 Statistics

Percent Change from 2000

	Charlotte	Mecklenburg	NC	US
Population	35%	32%	19%	10%
Employment	7%	8%	3%	2%
Housing Units	39%	36%	23%	14%

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CHARLOTTE

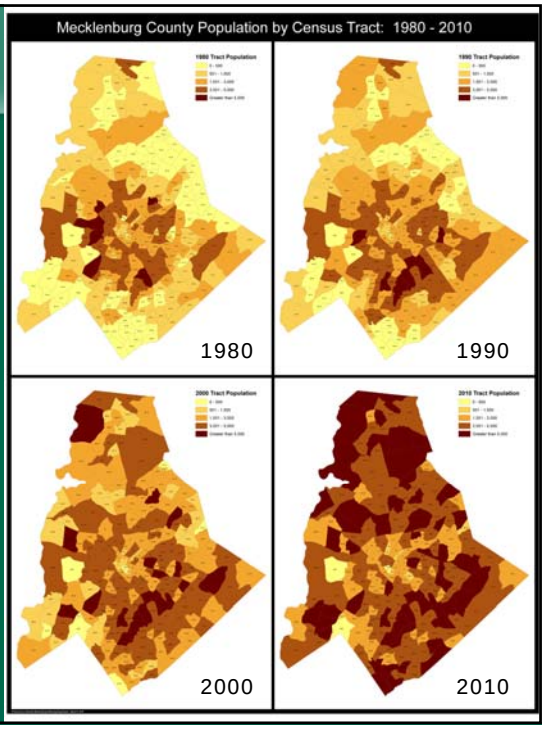
CITY OF CHARLOTTE

Population by 2010 Census Tract

- In 1980 most of the county population was within a seven mile radius of Uptown
- Over the next three decades population grew outwards toward county boundary

Tract Population

- 0 - 500
- 501 - 1,500
- 1,501 - 3,000
- 3,001 - 5,000
- Greater than 5,000



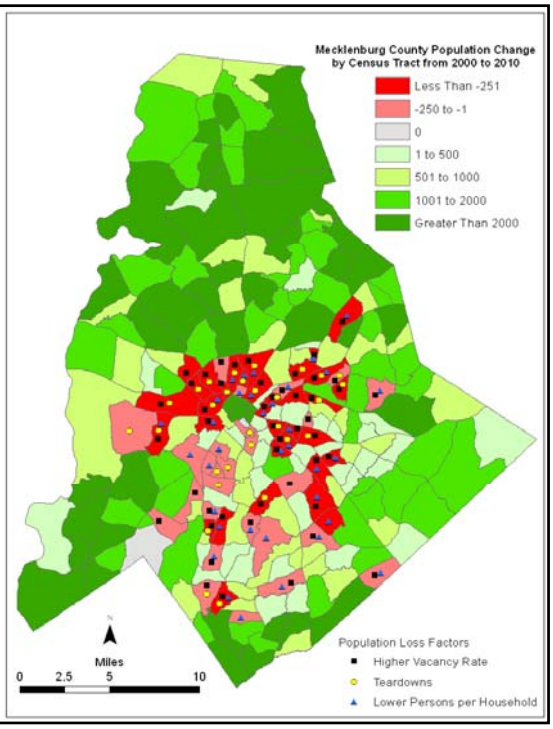
12

CITY OF CHARLOTTE

Population Change by Census Tract 2000 - 2010

Areas with largest Population gains:

- Southwest, South, North and Northeast Charlotte
- Northern Towns

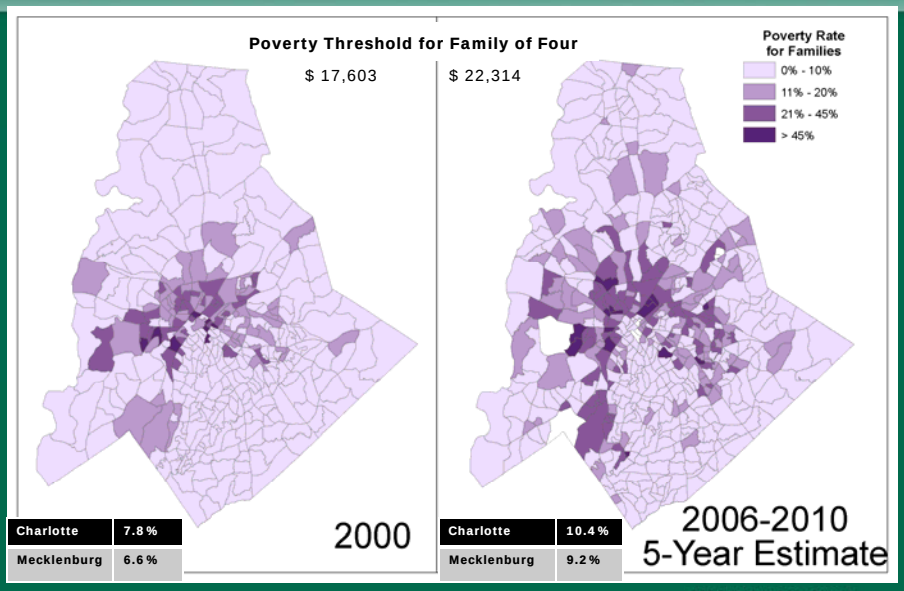


10

CHARLOTTE

CITY OF CHARLOTTE

Families below Poverty Level



Charlotte	7.8%
Mecklenburg	6.6%

Charlotte	10.4%
Mecklenburg	9.2%

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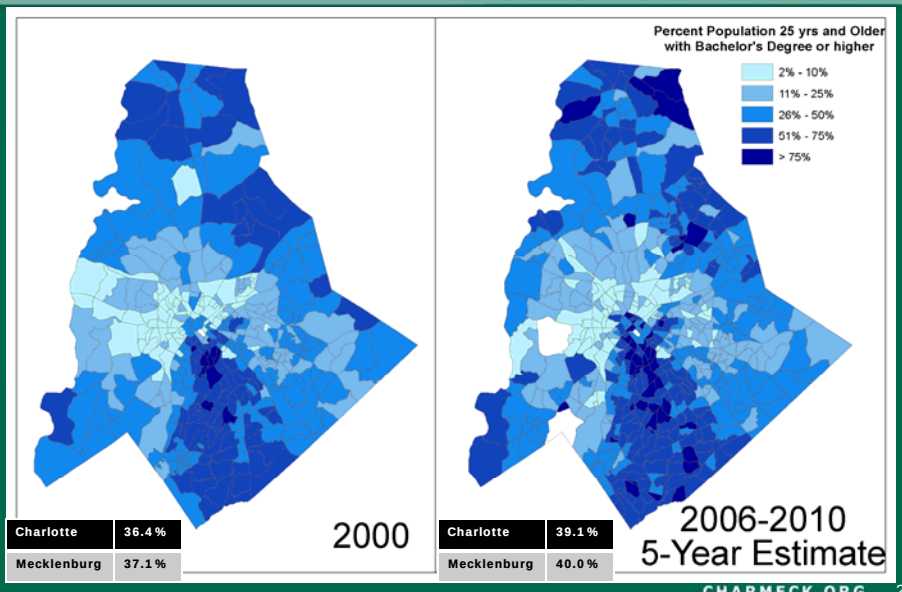
CITY OF CHARLOTTE

Educational Attainment

Bachelor's Degree or Higher



Charlotte	36.4%
Mecklenburg	37.1%

Charlotte	39.1%
Mecklenburg	40.0%

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CHARLOTTE

CITY OF CHARLOTTE

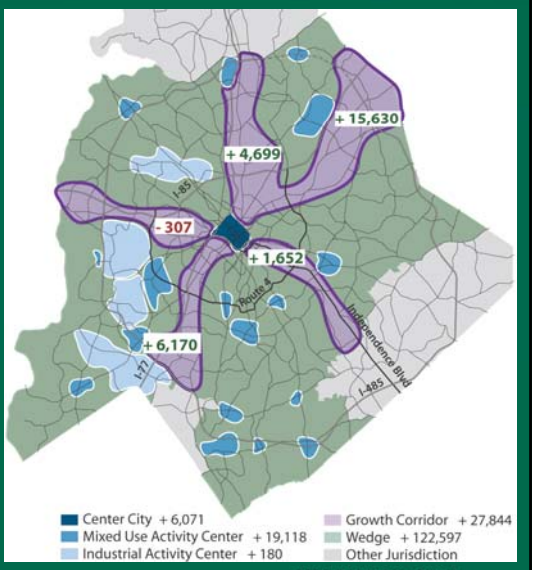
Population Change by Centers, Corridors and Wedges

Population

	2000	2010
Centers	36,035 (6%)	61,404 (8%)
Corridors	116,052 (20%)	143,896 (19%)
Wedges	438,583 (74%)	561,180 (73%)
Sphere	**590,670**	**766,480**

Land Area

	Square Miles	% of Sphere
Centers	49.1	13%
Corridors	76.3	20%
Wedges	256.8	67%
Sphere	***382.2***	***100%***



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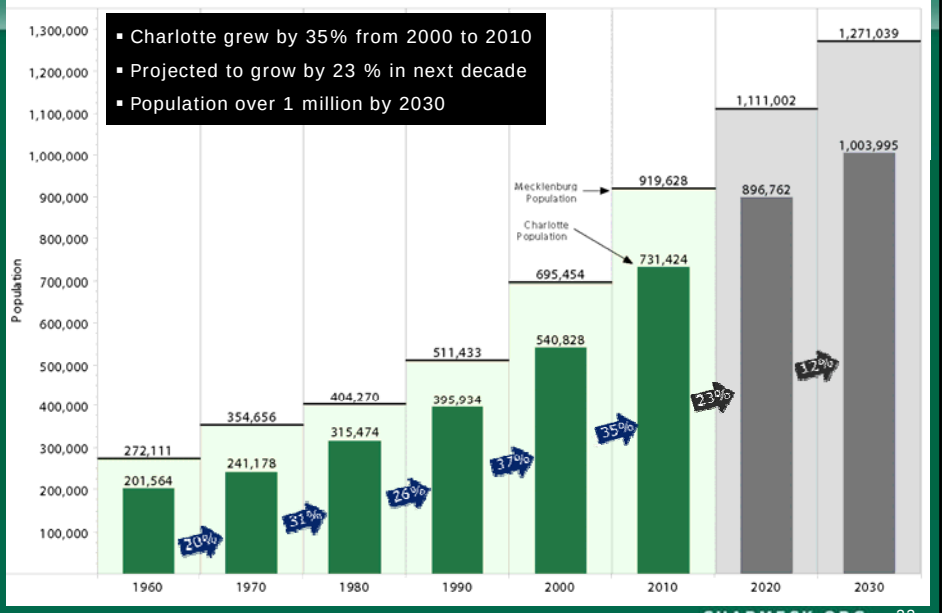
Population Totals and Projections for Charlotte and Mecklenburg County: 1960-2030



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CHARLOTTE

CHARLOTTE

Steele Creek Area Plan

Transportation and Planning Committee Meeting

January 9, 2012

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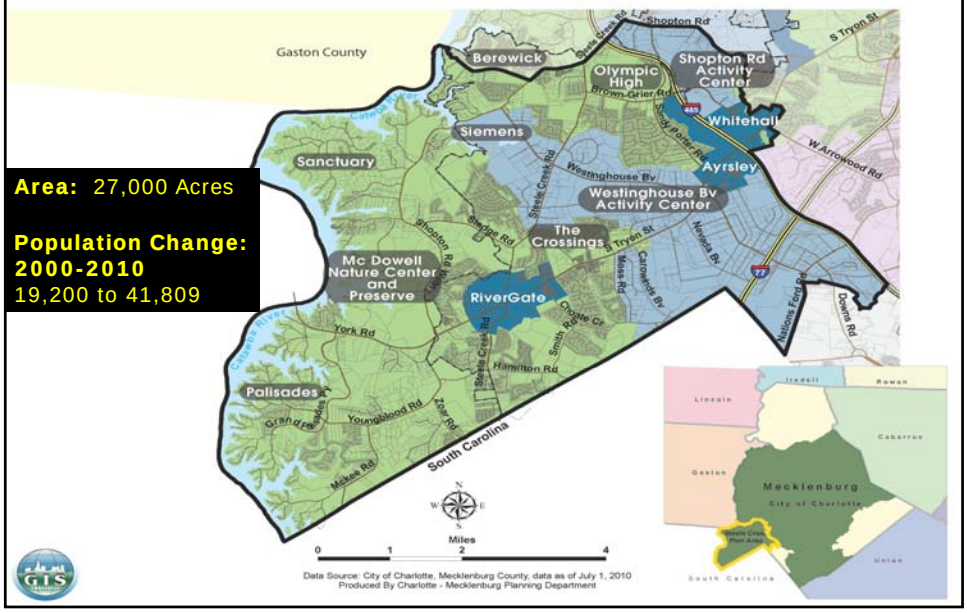
CITY OF CHARLOTTE

Area Plan Boundary



CHARLOTTE

CITY OF CHARLOTTE

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 2011– Feb/March 2012

CITY OF CHARLOTTE

Plan Review and Adoption Process

April 28, 2011
- Committee Received Overview and Directed Staff to Continue Meeting with Citizen Advisory Group (CAG) to Discuss Outstanding Issues

May – August, 2011
- Four Additional CAG Meetings

August 22, 2011
- Committee Reviewed Proposed Changes and Forwarded to Council to Receive Public Comment

September 26, 2011
- City Council Received Public Comment

November 28, 2011
- Committee Recommended Council Adopt the Plan with Changes

December 12, 2011
- Council Action Delayed at Staff Request to Allow Time for Discussions with Sanctuary Area Residents

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CITY OF CHARLOTTE

Committee Recommendation

Approval of the draft plan with the following changes:

- Table of proposed revisions (dated September 19, 2011).
- Additional revision that adds language recognizing the historical significance of retaining the name York Road instead of changing it to South Tryon as property is annexed into the City.
- Change land use for parcels located within the RiverGate Activity Center across from the hospital (change from office to residential/office/retail land uses, parcels 219-123-01, 02)

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CITY OF CHARLOTTE

Sanctuary Area Residents' Concerns

- **Recommended density for river front properties**
- **Environmental impacts from increased density**
- **Pending rezoning petition**

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CITY OF CHARLOTTE

Proposed Revision

Change recommended land use for the entire Sanctuary Development and parcels located within close proximity to the river to what it was previously in the Southwest District Plan (1 dua).

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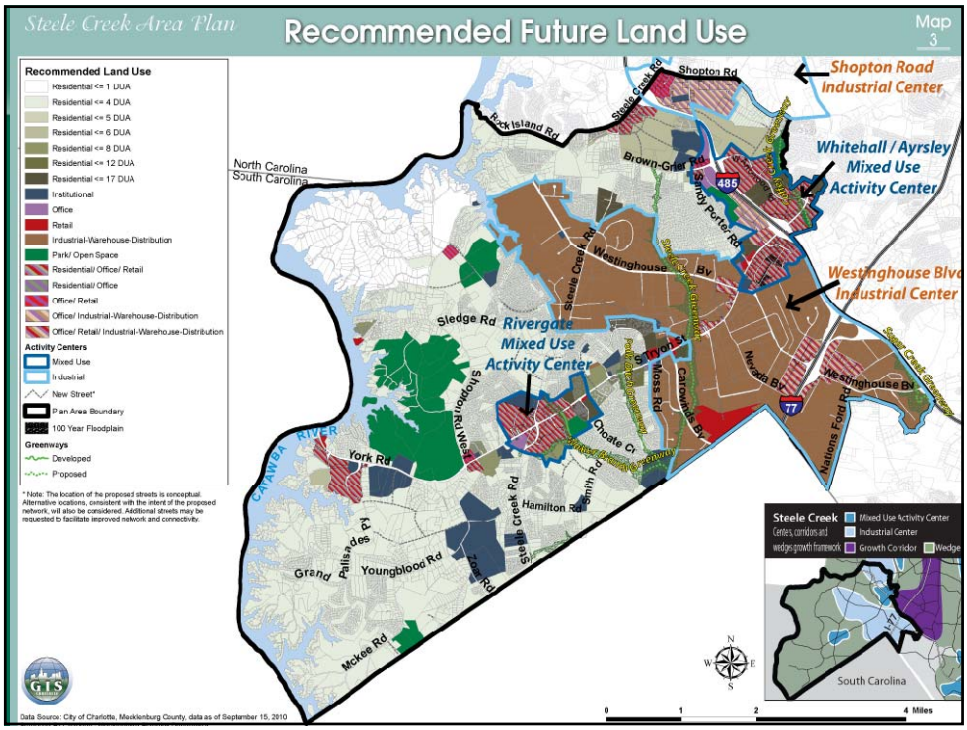

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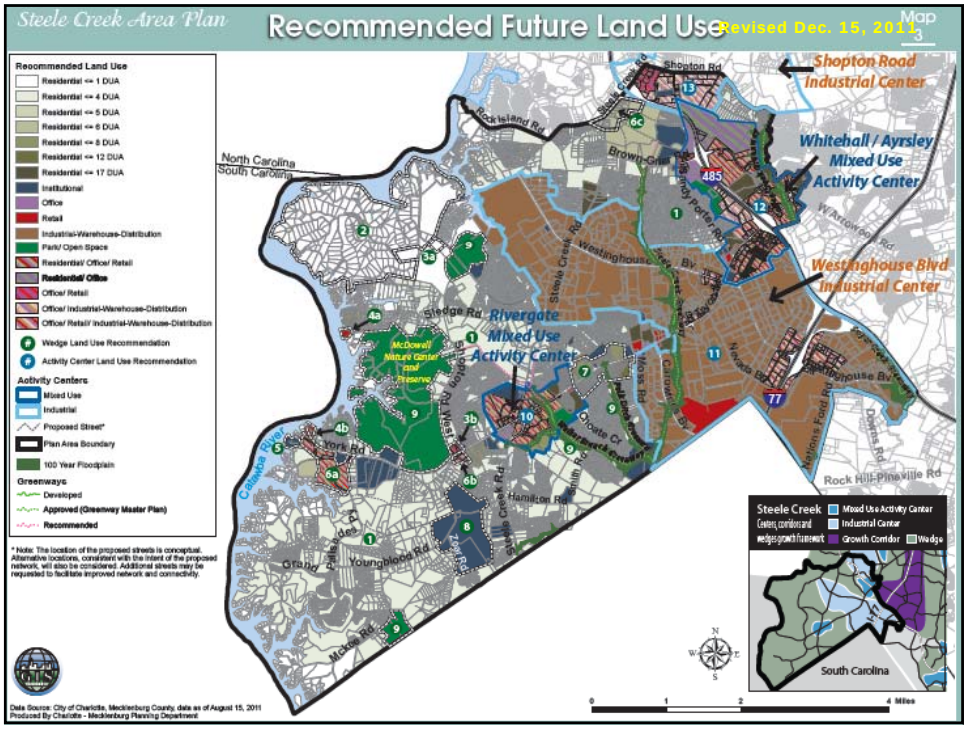

CITY OF CHARLOTTE

Next Steps

January

- Citizen Advisory Group Meeting (tentative)

January / February

- Transportation and Planning Committee Recommendation

February / March

- City Council Action

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Transportation and Planning Committee

January 9, 2012

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CITY OF CHARLOTTE

Agenda

1. Background Review
2. Land Use
3. Transportation & Streetscape
4. Infrastructure, Public Facilities, Environment
5. Implementation Guide
6. Next Steps

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CITY OF CHARLOTTE

Background Review

CITY OF CHARLOTTE

What is an Area Plan?

- Community's Shared Vision for the Future
- Policy guide that provides a framework for future growth and development
- Has a specific geographic focus and provides detailed Land Use, Community Design, Transportation, and other recommendations
- Identifies public and private investments and strategies that should be pursued in order to realize the plan vision
- Updates the broader, more general district plans as well as older area plans
- Companion Implementation Guide (not adopted by council) outlines further actions to be undertaken

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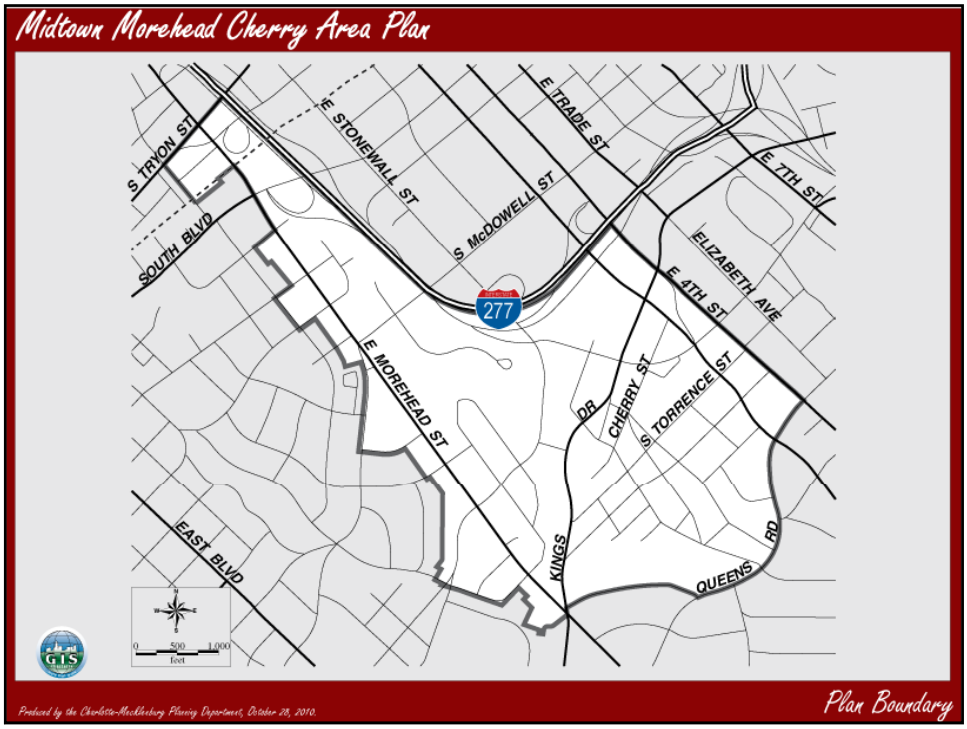
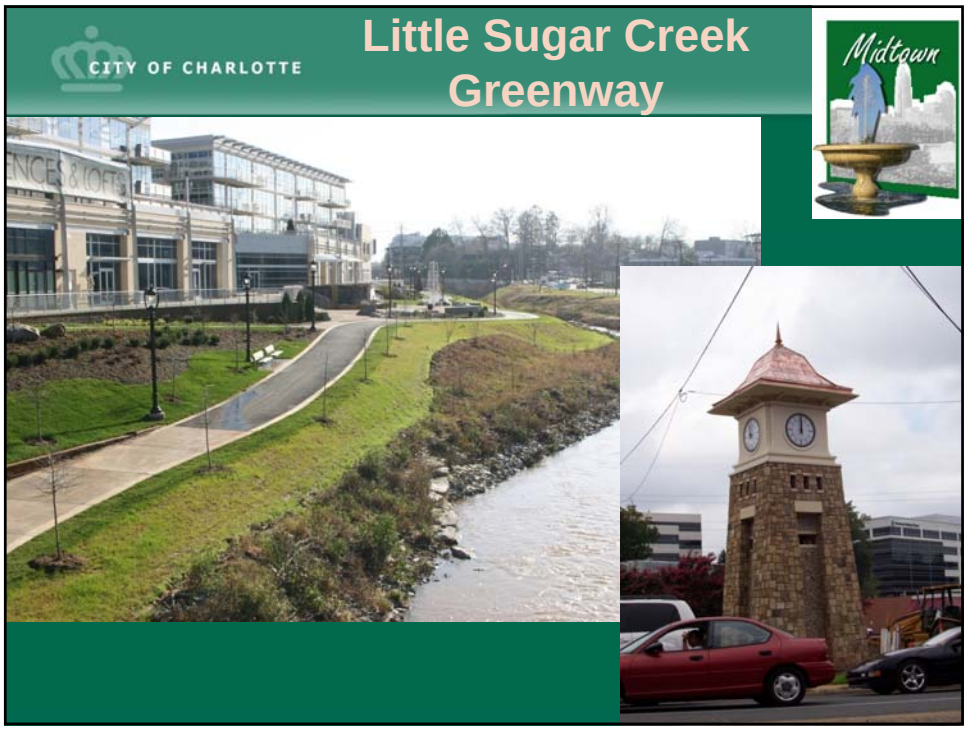

Midtown Morehead Cherry Area Plan
S TRYON ST
SOUTH BLVD
E STONEWALL ST
S McDOWELL ST
E TRADE ST
E 7TH ST
ELIZABETH AVE
E 4TH ST
277
E MOREHEAD ST
DR
CHERRY ST
S TORRENCE ST
EAST BLVD
KINGS
QUEENS
RD
0 500 1,000
feet
Produced by the Charlotte-Mecklenburg Planning Department, October 28, 2010.
Plan Boundary


CITY OF CHARLOTTE
Little Sugar Creek Greenway
Midtown

CHARLOTTE.

CITY OF CHARLOTTE
Metropolitan
Midtown
Third Street Development
METROPOLITAN
BALDWIN AVE
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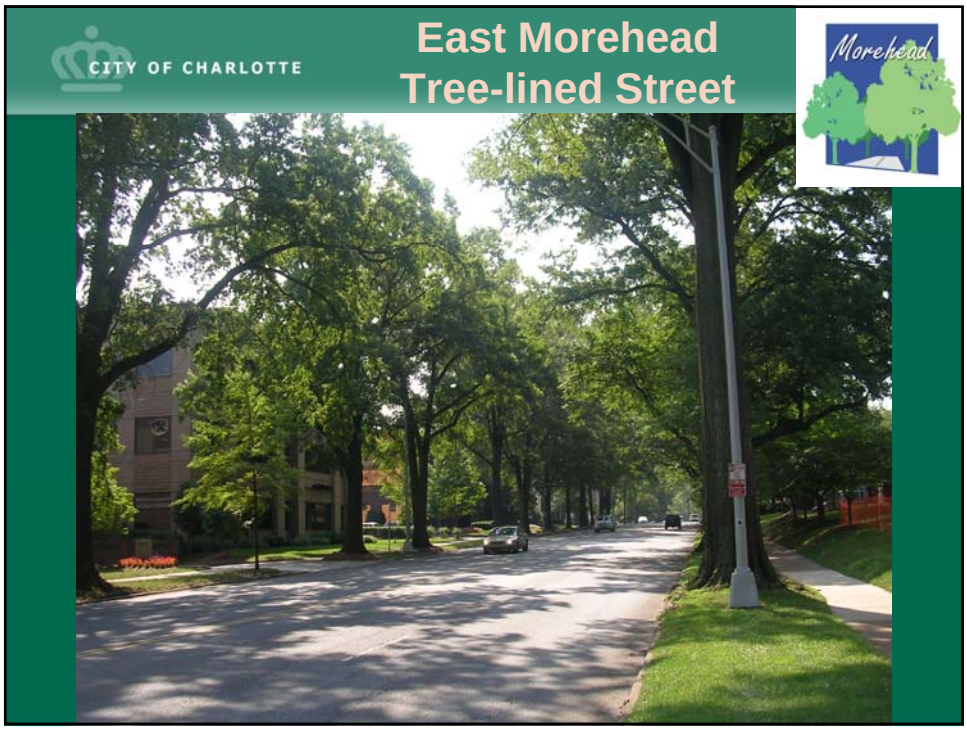
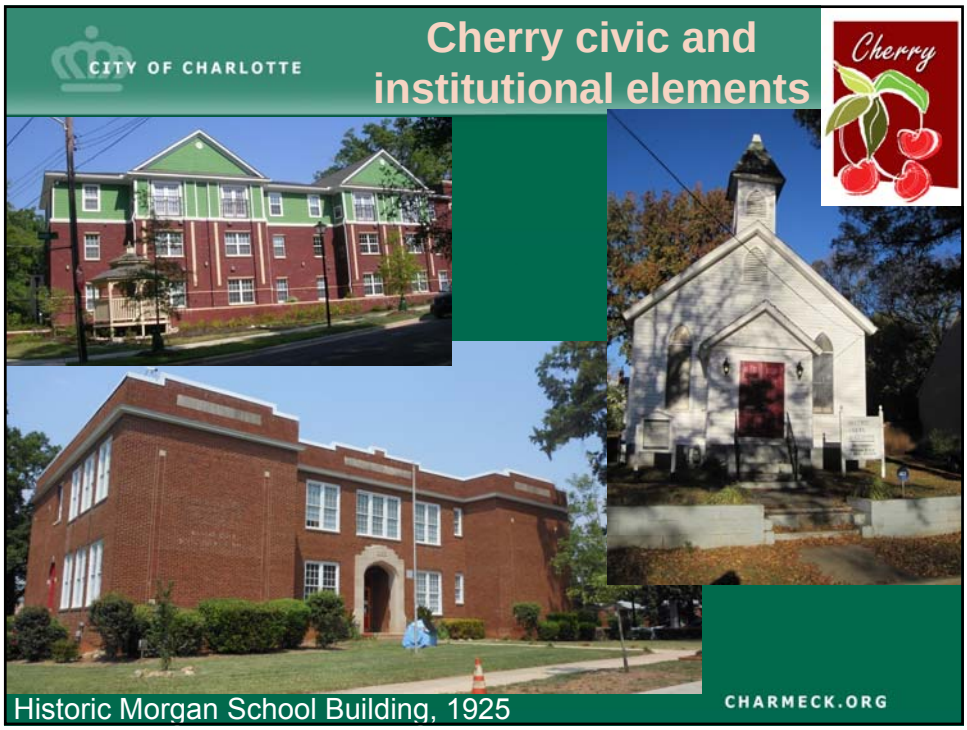
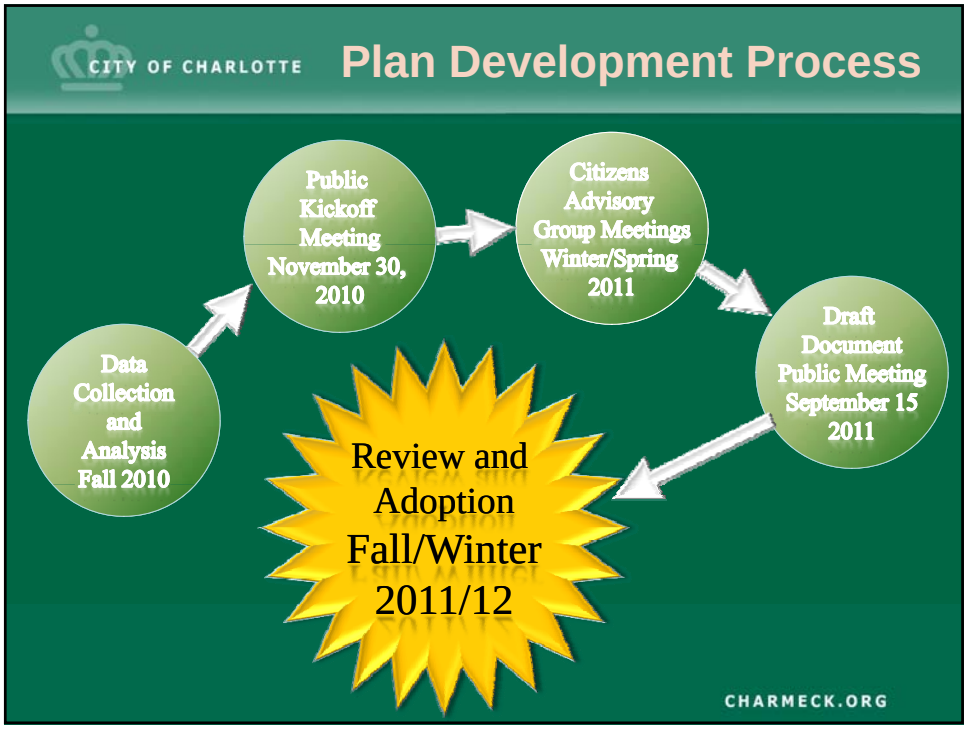

CITY OF CHARLOTTE
East Morehead Tree-lined Street
Morehead

CHARLOTTE

CITY OF CHARLOTTE
Single Family neighborhood
Cherry


CITY OF CHARLOTTE
Cherry civic and institutional elements
Cherry
Historic Morgan School Building, 1925
CHARMECK.ORG

CHARLOTTE


CITY OF CHARLOTTE
Plan Development Process
Data Collection and Analysis Fall 2010
Public Kickoff Meeting November 30, 2010
Citizens Advisory Group Meetings Winter/Spring 2011
Draft Document Public Meeting September 15 2011
Review and Adoption Fall/Winter 2011/12
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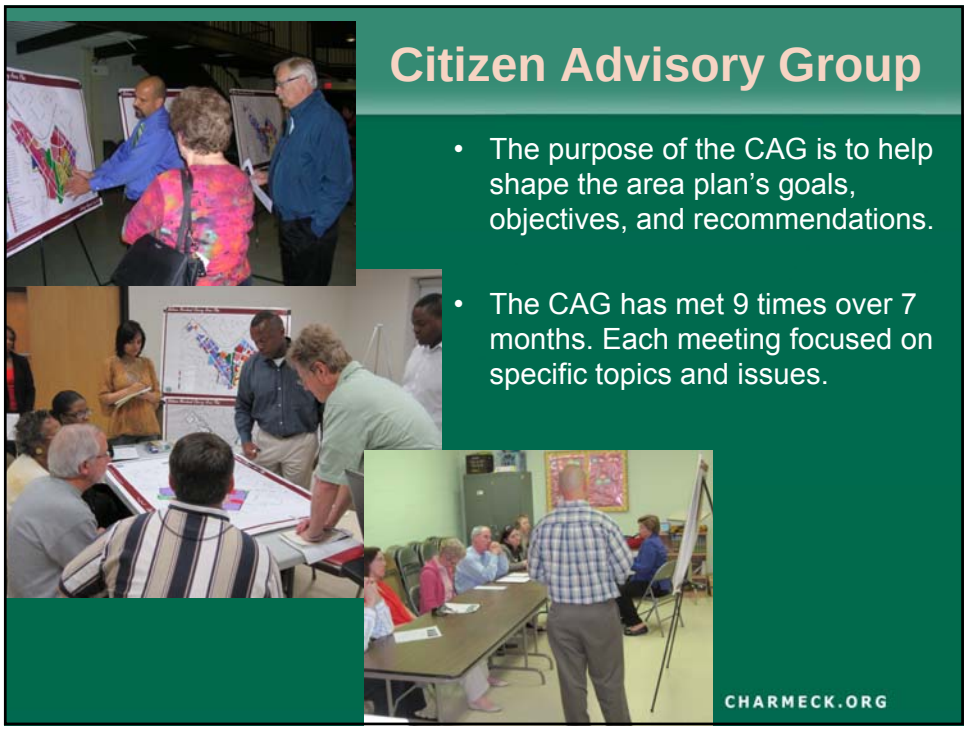
Citizen Advisory Group
• The purpose of the CAG is to help shape the area plan's goals, objectives, and recommendations.
• The CAG has met 9 times over 7 months. Each meeting focused on specific topics and issues.
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CITY OF CHARLOTTE

MMC Vision

The Midtown Morehead Cherry Area is a diverse community of residents, businesses, and institutions located just south of Uptown Charlotte. The Little Sugar Creek Greenway provides a common amenity and focal point for continued evolution as sustainable, pedestrian-friendly mixed use neighborhoods surrounding and interacting with Uptown. The area is composed of three neighborhoods, each with distinct character and aspirations.

- Midtown …
- Morehead …
- Cherry …

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Land Use

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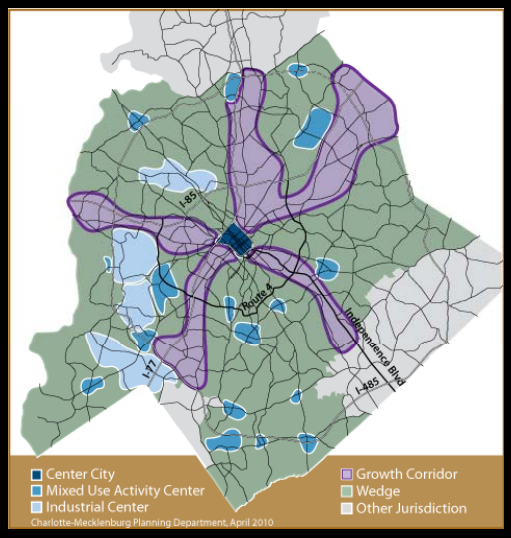
CITY OF CHARLOTTE

Growth Framework

Activity Centers are generally appropriate for new growth, with generally increased intensity of development.

Growth Corridors are priority locations for new growth, but may include specific neighborhoods for preservation.

Wedges are predominantly low density residential with limited higher density housing and neighborhood serving commercial uses.



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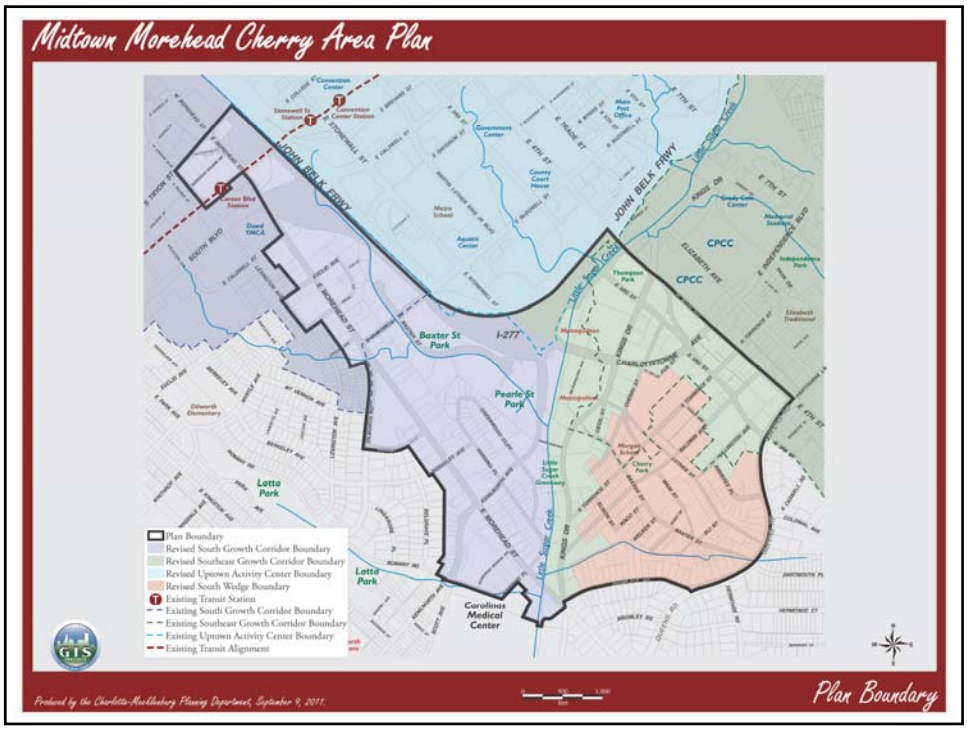
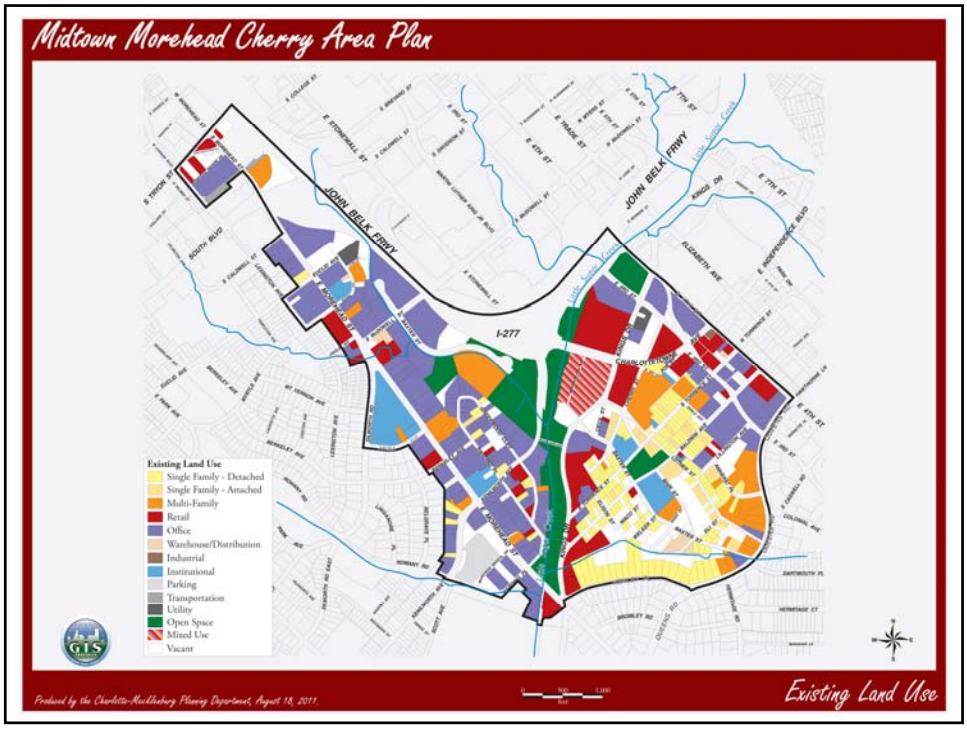
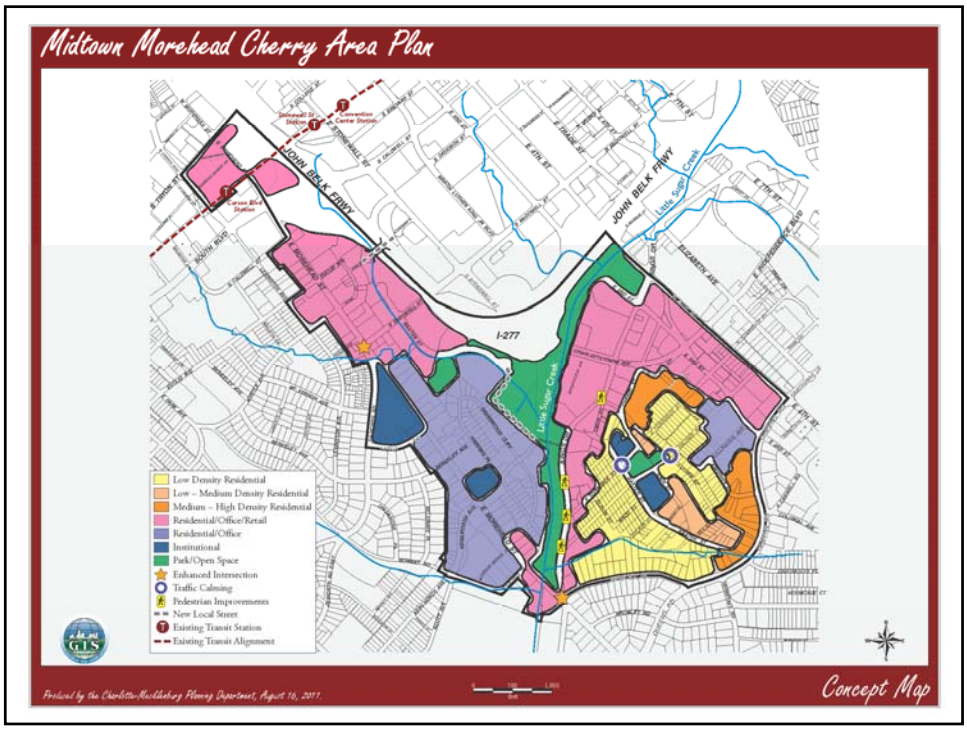


CHARLOTTE

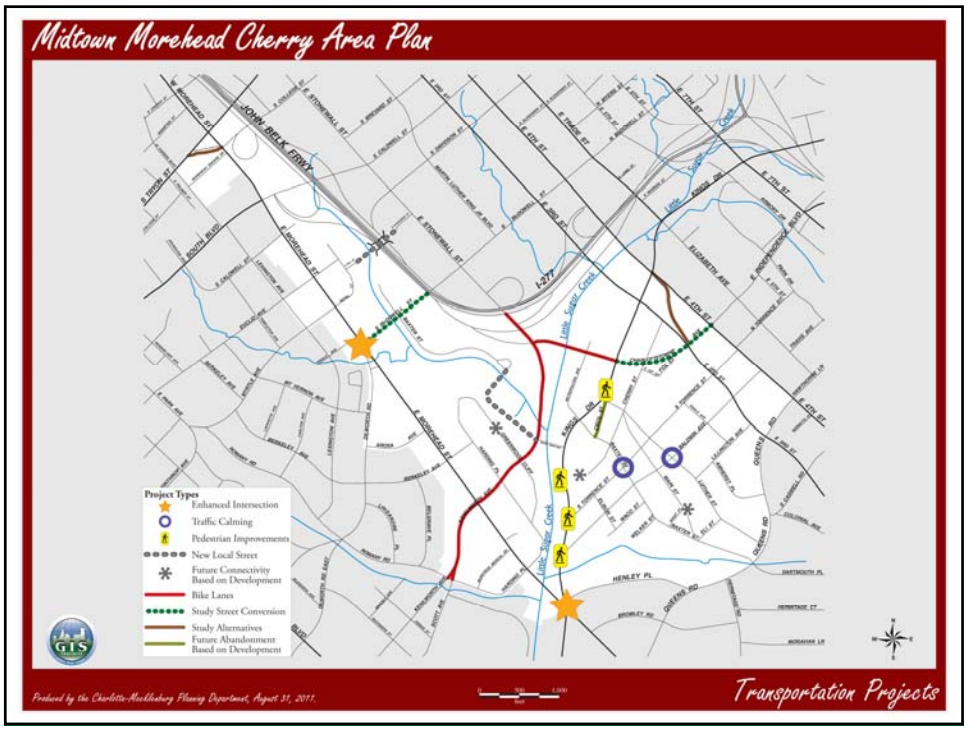

Midtown Morehead Cherry Area Plan
JOHN BELK FRWY
I-277
Existing Land Use
Single Family - Detached
Single Family - Attached
Multi-Family
Retail
Office
Warehouse/Distribution
Industrial
Institutional
Parking
Transportation
Utility
Open Space
Mixed Use
Vacant
Produced by the Charlotte-Mecklenburg Planning Department, August 18, 2011.
Existing Land Use


Midtown Morehead Cherry Area Plan
JOHN BELK FRWY
I-277
Little Sugar Creek
Low Density Residential
Low – Medium Density Residential
Medium – High Density Residential
Residential/Office/Retail
Residential/Office
Institutional
Park/Open Space
Enhanced Intersection
Traffic Calming
Pedestrian Improvements
New Local Street
Existing Transit Station
Existing Transit Alignment
Produced by the Charlotte-Mecklenburg Planning Department, August 16, 2011.
Concept Map

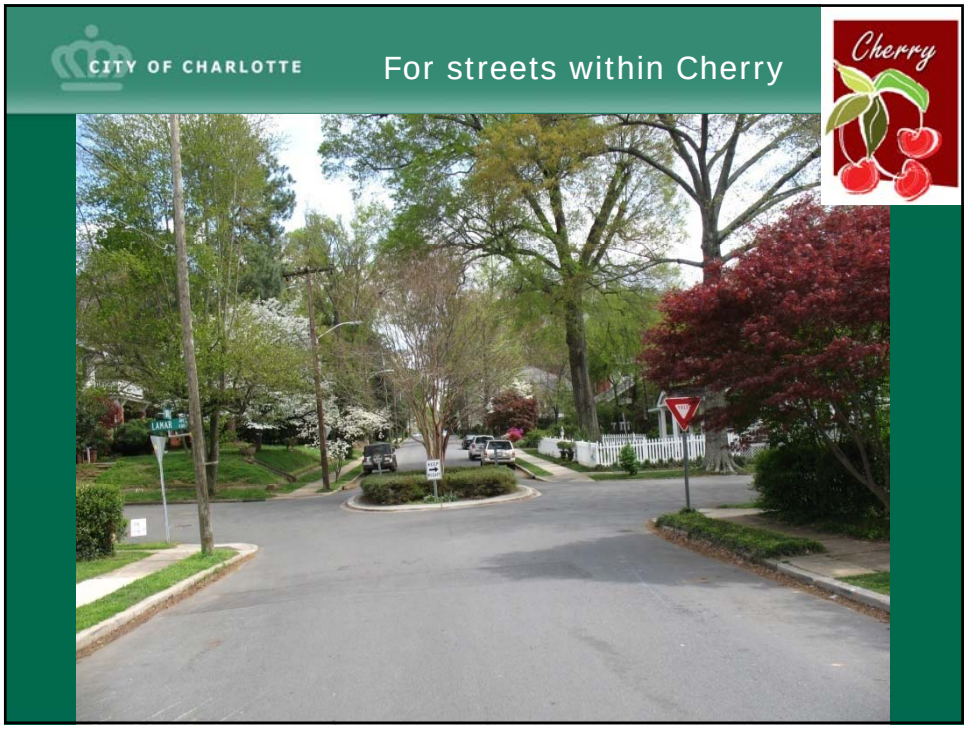
CHARLOTTE.

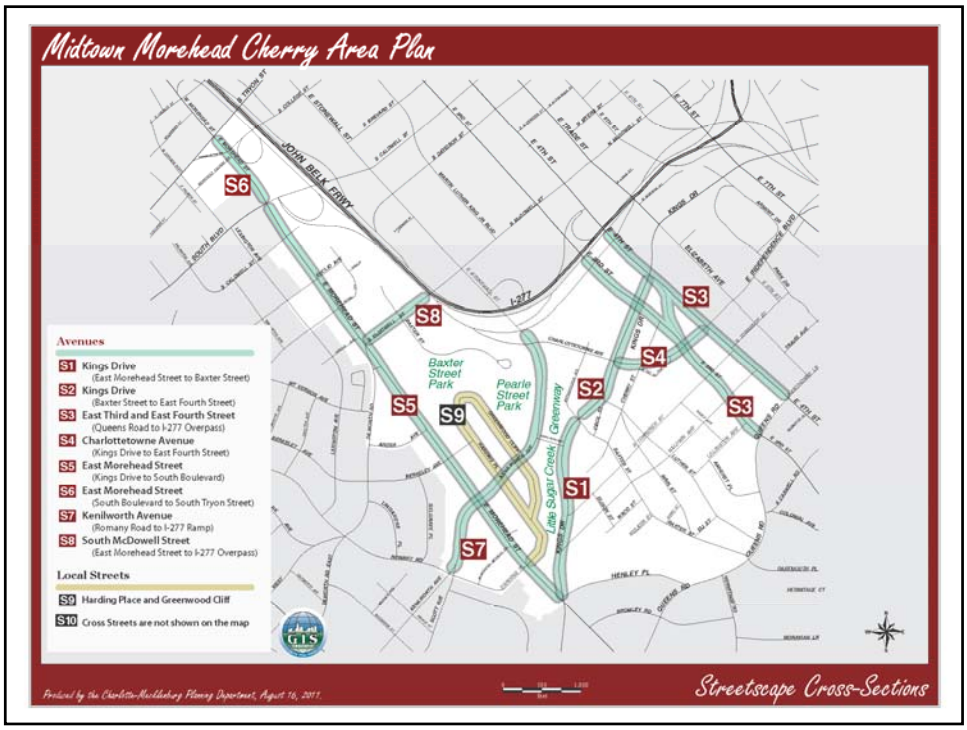
CITY OF CHARLOTTE

Transportation and Streetscape



CHARLOTTE

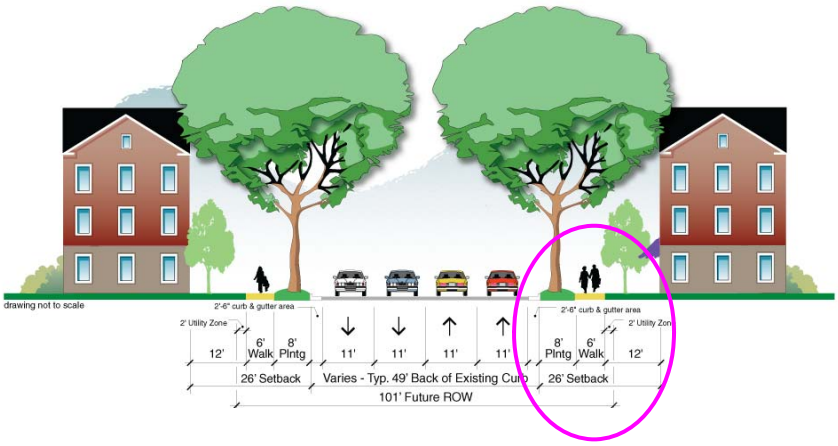

CITY OF CHARLOTTE
For streets within Cherry
Cherry


Midtown Morehead Cherry Area Plan
JOHN BELK FWY
I-277
S1
S2
S3
S4
S5
S6
S7
S8
S9
Baxter Street Park
Pearle Street Park
Greenway
Little Sugar Creek
Avenues
S1 Kings Drive (East Morehead Street to Baxter Street)
S2 Kings Drive (Baxter Street to East Fourth Street)
S3 East Third and East Fourth Street (Queens Road to I-277 Overpass)
S4 Charlottetowne Avenue (Kings Drive to East Fourth Street)
S5 East Morehead Street (Kings Drive to South Boulevard)
S6 East Morehead Street (South Boulevard to South Tryon Street)
S7 Kenilworth Avenue (Romany Road to I-277 Ramp)
S8 South McDowell Street (East Morehead Street to I-277 Overpass)
Local Streets
S9 Harding Place and Greenwood Cliff
S10 Cross Streets are not shown on the map
Streetscape Cross-Sections

CHARLOTTE.

CITY OF CHARLOTTE

S5 East Morehead Street
(Kings Drive to South Boulevard)
Maintain Existing Curb Location



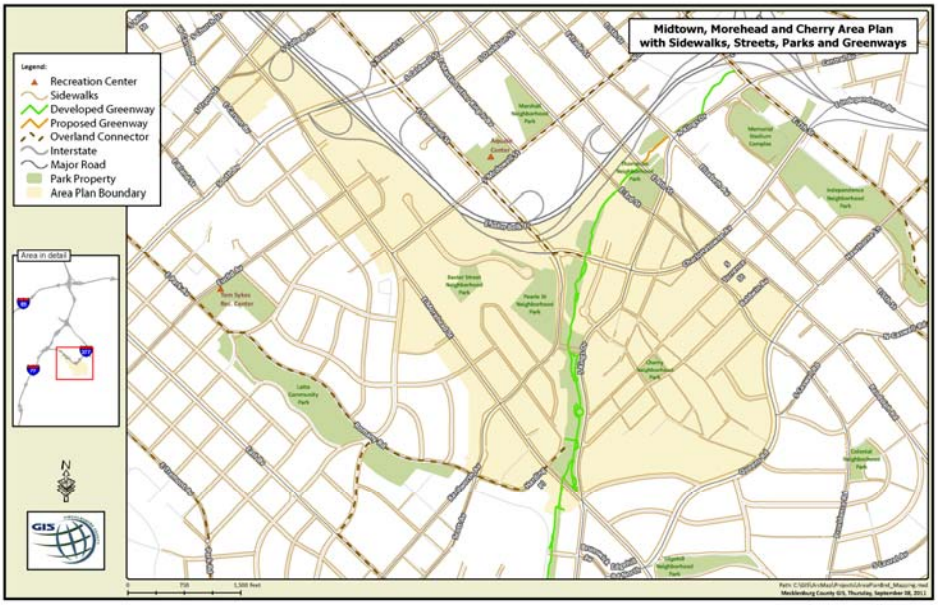
CITY OF CHARLOTTE

Infrastructure, Public Facilities, Environment

CHARLOTTE

CITY OF CHARLOTTE

Parks and Greenway



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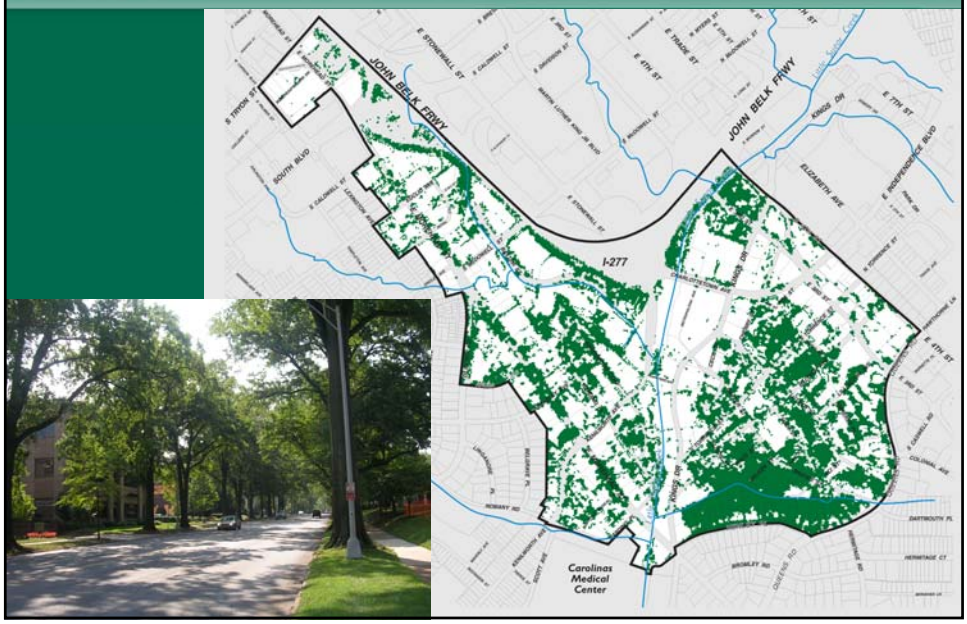
Tree Canopy Preservation



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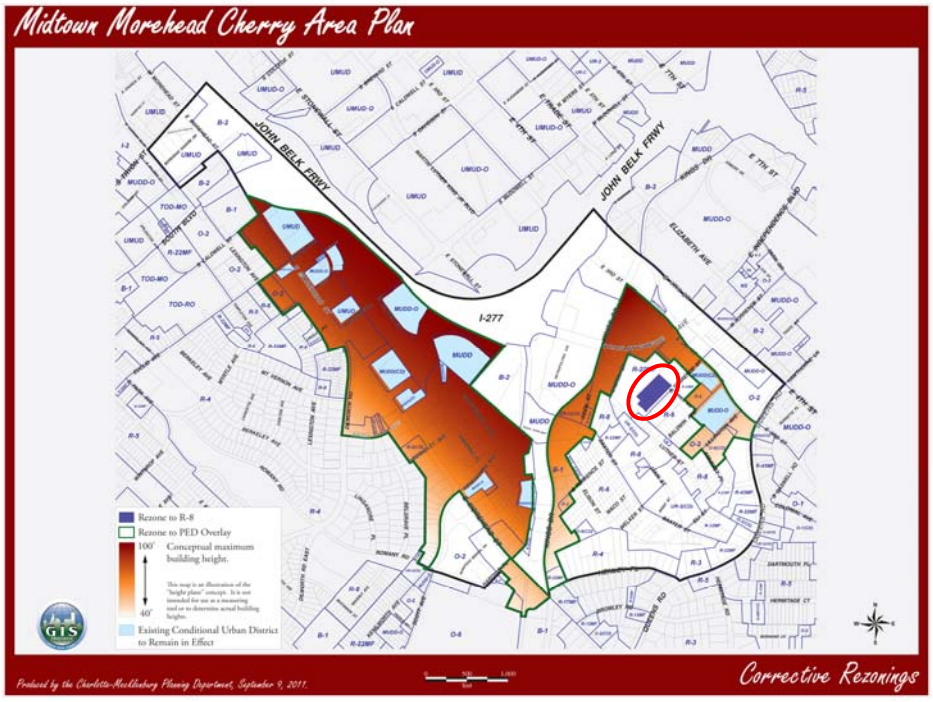
CITY OF CHARLOTTE

Implementation Guide

- Identifies strategies to implement policies in the Concept Plan.
- Not adopted by Council.

- Corrective Rezonings and Pedestrian Overlay District.
- Historic designations.
- Capital Improvements.



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CITY OF CHARLOTTE

Historic Resources

CITY OF CHARLOTTE

Next Steps

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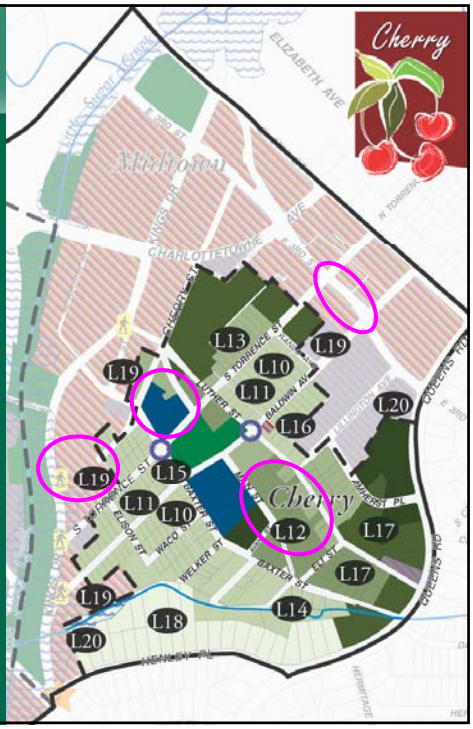
CITY OF CHARLOTTE

Proposed Revisions to address Cherry Neighborhood Concerns

- Cherry Street future connection to Kings Drive
- "Grove at Cherry" Development: Main Street connection to Luther Street (& townhouse form)
- Pedestrian crossings, 3rd Street at Torrence and Baldwin
- Protection of Morgan School and Myers Tabernacle AME Zion Church
- Additional Historical Background and details



CITY OF CHARLOTTE

Next Steps

- Mon, Jan 9 — Transportation & Planning Committee Refer to Council
- Tue, Jan 17 — Planning Committee Recommendation
- TBD (Feb 13) — CITY COUNCIL PUBLIC COMMENT
- TBD (Feb-Mar) — Transportation & Planning Committee Recommendation
- TBD (Feb-Mar) — CITY COUNCIL DECISION

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CHARLOTTE

Transportation & Planning Committee
2012 Proposed Meeting Schedule

2nd Monday of each month – 3:30 pm
4th Thursday of each month – 12:00 pm
Room 280
(unless otherwise noted)

January 09 at 3:30 pm
January 26 at 1:30 pm

February 13 at 3:30 pm
February 23 at 12:00 pm

March 12 at 3:30 pm
March 22 at 12:00 pm

April 09 at 3:30 pm
April 26 at 12:00 pm

May 14 at 3:30 pm
May 24 at 12:00 pm

June 11 at 3:30 pm
June 28 at 12:00 pm

July 26 at 12:00 pm
(one meeting / summer schedule)

August 23 at 12:00 pm
(one meeting / summer schedule)

September 10 at 3:30 pm
September 27 at 12:00 pm

October 8at 3:30 pm
October 25 at 12:00 pm

November 12 at 3:30 pm
(one meeting / Thanksgiving holiday)

December 10 at 3:30pm

1/5/2012

2012 Projected T&P Committee Agenda Items

January 26

- Red Line Proposal

February & March (remaining topics)

- Bicycle Share
- Center City Curb Management Part 2
- Follow up on uptown parking signage
- Transp. Planning & MPO realignment