

CHAPTER II ISSUES AND TRENDS

As mentioned in Chapter I of this report, the *Concord Land Use Plan* represents a thorough public involvement process that spanned several months. This chapter summarizes the findings of that public process and begins to identify the key issues that will form the framework of the recommendations throughout this document.

The public meetings were designed to promote discussions about the current and future land use issues faced by the City. After a brief overview of basic land use concepts, those in attendance were shown a series of slides of different types of land use within the community. The characteristics of each type of land use were explained and stakeholders were asked to discuss each slide in relation to the City. Land use categories discussed included: regional retail (such as Concord Mills); community retail (big box retailers such as Wal-Mart); neighborhood retail (such as grocery stores and convenience stores); commercial corridors; downtown retail; highway-oriented areas (such as hotels and gas stations around highway interchanges); industrial/employment centers; office/professional; residential multi-family (traditional apartments and townhomes); residential single-family; mixed-use developments; traditional neighborhood developments; and recreation, greenways, and natural resources. Each session concluded with a discussion of community issues, with residents helping staff to identify and map areas of specific land use concern. See Appendix B for the Public Meeting schedule.

A. Key Issues Identified in Public Meetings

The comments garnered from the public meetings are categorized based on type of land use. A summary of the discussion for each land use category follows, with a detailed listing of comments included in Appendix C (Note – these were comments received from the public and do not reflect the City’s position about each type of land use.)

<i>Commercial Development</i>

The commercial development category includes a variety of retail establishments at various level of intensity; regional, community, downtown, and neighborhood levels. Also included in this use category are highway-oriented areas and commercial corridors.

Regional Retail – Retail centers of regional importance such as Concord Mills, and serve a large geographic area that may stretch beyond City boundaries.

- Retail that attracts a regional customer base is good for the community, primarily because of the revenue produced.

- ❑ Adequate infrastructure (road capacity, water supply, etc.) is needed to serve regional retail and the additional development that it generates. This should be resolved before any new development, particularly such large scale development, is approved.
- ❑ Concentrating major retail in one location, although it causes traffic congestion, is preferable to allowing development of this scale to locate in multiple locations, thus “spreading out” the traffic problems throughout the City.
- ❑ There is no need for additional development on the regional scale in Concord.

Community Retail – “Big box” retailers (such as Wal-Mart) targeting the entire community. Community retail centers can attract people beyond the geographic boundaries of a city, but to a lesser degree than regional retail centers.

- ❑ Buildings vacated by “big box” retailers that relocate or close are a serious problem in the City. There is strong support for the current City requirement to submit a reuse plan at the time that “big box” retailers submit plans for site plan review.
- ❑ Community retail is needed, to provide goods at affordable prices and reduce the need to shop outside of the community.
- ❑ There is serious concern about the negative impact of “big box” retailers on local businesses and the downtown – the “heart and soul” of the City.
- ❑ Better architectural design guidelines are needed for commercial centers and for “big box” retailers.
- ❑ The City is adequately served by “big box” retailers. The traffic volume generated by community retail is high and grows with each additional development of this type.
- ❑ Retail development of this scale should not be adjacent to residential uses.

Downtown Retail – Retail activity centered in the downtown area.

- ❑ The strengths of the downtown area include its streetscape, historic character, small town ambiance, Memorial Garden, and its churches.
- ❑ Weaknesses of the downtown area include vacant properties, inadequate pedestrian access and mobility, lack of public transit, the need for building restoration, the lack of public restrooms, and poor signage.
- ❑ There is a need for a more diverse commercial, retail, and service mix in the downtown area. Key needs include a drug store and more restaurants, along with housing options that would contribute to an around-the-clock living environment.
- ❑ Downtown revitalization efforts to date have been well-received and the importance of maintaining the downtown as a significant area is recognized.

- ❑ A centralized gathering place such as a park is needed in the downtown area.

Neighborhood Retail – Retail activity such as grocery and convenience stores serving a specific geographic.

- ❑ It is important to provide pedestrian connectivity (sidewalks, trails, etc.) between neighborhood retail and nearby residential developments to decrease the need for automobile travel.
- ❑ Neighborhood retail development should include trees and vegetation.
- ❑ Neighborhood retail needs to be located near residential development. Residents enjoy the convenience of nearby neighborhood retail.
- ❑ New large-scale residential developments should include neighborhood retail in their plans to create a mixed-use environment.

Commercial Corridors – Transportation corridors that are flanked primarily by commercial activity. This type of development is sometimes referred to as “strip commercial.

- ❑ Internal connecting roads between uses such as hotels and restaurants are needed along commercial corridors such as Speedway Boulevard.
- ❑ Multiple ingress and egress points along commercial corridors cause traffic problems. Curb cuts should be limited for projects along these corridors and shared parking incentives or requirements should be considered.

Highway-Oriented Areas – Travel-related retail centered at key highway interchanges such as hotels and gas stations.

- ❑ There should be pedestrian connectivity between uses such as hotels and restaurants in these areas.
- ❑ The hotels in these areas are a good addition to the community. There is a need for a higher end hotel in Concord.

<i>Industry/Employment</i>

- ❑ Industry and employment centers are important to Concord – they contribute to the tax base and provide local jobs for residents.
- ❑ A diverse mix of industries and employment centers should be recruited, so that the economy is not overly dependent on any one industry (such as racing).
- ❑ More employment centers are needed in the City. Concord is currently essentially a bedroom community to Charlotte. Residents would benefit from shorter commutes with more job opportunities in closer proximity to their homes.

- ❑ New industries sometimes bring new residents into the City rather than offering job opportunities to current residents.
- ❑ With proper buffers, landscaping and traffic planning, there are types of industrial development that can be quite compatible with non-industrial uses. Philip Morris is a notable example of this.
- ❑ Industries should be encouraged to consider redeveloping one of the old mill buildings in Concord rather than put up new buildings on previously undeveloped property. (Develop on Brownfields versus Greenfields)
- ❑ While concentrating industrial development in industrial parks is preferable because of compatibility and consolidation of infrastructure, locating new industries on individual sites should remain an option.
- ❑ Large tracts near interstates and major highways should be designated for industrial park development.
- ❑ Industrial parks should consider including restaurants and other convenience retail for their workers.
- ❑ Industrial park plans should address both internal circulation and external traffic.
- ❑ Design/appearance and landscaping standards are needed for industrial/employment center buildings and grounds, including parking lots.
- ❑ Lowe's Motor Speedway and other racing related businesses bring in revenue, provide jobs, and are good for the community.
- ❑ Racing related businesses and industries should be encouraged to locate in compatible areas, such as Speedway Boulevard or the airport, away from residential development.
- ❑ Plans need to be in place for land use designation of the large Philip Morris site in the event that they sell part or all of the property.
- ❑ Industrial parks and employment centers should be accessible via mass transit and should include pedestrian links to residential and convenience retail areas and mass transit stops, with sidewalks and paths for internal pedestrian circulation.

<i>Office Professional</i>

- ❑ Office parks are desirable because they concentrate office development, ensure compatibility, and consolidate infrastructure. *Copperfield* is a good example.
- ❑ Office complex developers should be encouraged to consider redeveloping one of the old mill buildings or other vacant buildings in Concord rather than putting up a new building on a previously undeveloped property.

- ❑ Design/appearance and landscaping standards are needed for office and office park buildings and grounds, including parking lots.
- ❑ Office development should be encouraged to consider infill sites rather than locating outside of the developed area of the City.

<i>Residential</i>

Residential uses include traditional single-family units, multi-family developments, townhouses, and patio homes. Related issues such as housing affordability, rehabilitation of housing stock, and conversion of downtown space to accommodate housing areas should also be considered.

Single-Family Residential

- ❑ Single-family residential is generally preferred by Concord residents and persons moving into the City with the means to afford it.
- ❑ The needs of all persons in the housing market must be considered in terms of housing size, cost, lot size, and location.
- ❑ Encourage single-family developments that create “neighborhoods” by providing sidewalks, common green spaces, front porches, and attractive design.
- ❑ In addition to providing for internal pedestrian circulation, single-family developments should include pedestrian links to neighboring residential developments, convenience retail, schools, recreation, employment and transit routes.
- ❑ The density of single-family development impacts traffic and demand on water, roads, schools, and other infrastructure. Adequate infrastructure to accommodate new developments should be in place before such developments are approved.
- ❑ Maintaining and providing support for older housing developments and neighborhoods to keep them safe and affordable should be a priority.
- ❑ Developers should be encouraged or required to leave or replace vegetation rather than clear-cut in preparation for construction.
- ❑ Plans for new single-family developments should include adequate internal vehicular circulation and ingress/egress points to main roads.

Multi-Family

- ❑ Although multi-family development can place significant demands on schools, it requires less land per person. Multi-family is an affordable and preferable housing option for many segments of the population.
- ❑ Quality multi-family developments that include attractive structures, landscaping and properly address internal and external traffic issues should be encouraged.

- ❑ Multi-family developments should be encouraged to locate near employment centers so that residents can walk or bike to work.
- ❑ Multi-family development beyond that which the market requires should not be encouraged.
- ❑ Adequate infrastructure, specifically water and roads, should be provided before multi-family developments are approved.
- ❑ Multi-family developments should include pedestrian links to neighboring residential developments, convenience retail, schools, recreation, employment, and transit routes. They should also include internal circulation such as sidewalks and paths.
- ❑ Second floor apartments over downtown shops should be encouraged.

Townhouses and Patio Homes

- ❑ This type of housing is attractive to young professionals and to older persons and should be encouraged.
- ❑ Townhouse development is preferable to traditional multi-family housing.
- ❑ Townhouse developments should include pedestrian links to neighboring residential developments, convenience retail, schools, recreation, and employment or transit routes. They should also include internal pedestrian circulation such as sidewalks and paths.
- ❑ Patio homes are an excellent option for empty nesters and young families and should be encouraged. A range of prices is needed to accommodate potential buyers, ranging from persons buying a first home, to older persons looking to move to a smaller home requiring less maintenance.
- ❑ Sidewalks should be included in residential developments and pedestrian connectivity should be provided to neighboring residential developments, convenience retail, schools, recreation, and employment or transit routes.

Affordable Housing

- ❑ There is a need for affordable housing in Concord. Affordable alternatives to manufactured housing should be sought.
- ❑ A full range of housing options should be provided in all types of housing to accommodate the needs of the citizens of Concord.
- ❑ Rehabilitation of existing housing and neighborhoods is important and the City should continue (and perhaps increase) its efforts in this area.

Existing Non-Residential Land Uses

- ❑ Existing non-residential land uses located in areas that are recommended residential shall be considered grand fathered and the future use of the property, as such, will not be discouraged.

Mixed-Use Development

Mixed-use developments have more than one primary land use, often blending residential, commercial and employment activities.

- ❑ Downtown is the ultimate mixed-use area. Parking and 2nd floor apartments are needed to fully reach its potential as a mixed-use environment.
- ❑ Mixed-use developments are a good addition to the City. By including residential and other uses such as retail, restaurants and employment within one development, vehicular trips are reduced and housing alternatives are provided that are attractive to several segments of the population, including young adults and empty-nesters.
- ❑ Adequate infrastructure, particularly roads, should be in place before a mixed-use development is approved. Adequate interior circulation and connectivity to nearby residential, commercial, recreation, schools and transit routes are also important.
- ❑ Mixed-use developments should reflect the demands of the market, in terms of housing types and cost, types of commercial uses, and the inclusion of office and other employment opportunities.

Recreation/Greenways/Natural Resources

- ❑ Parks are important to the City, providing recreation opportunities and helping preserve environmentally sensitive areas and the natural environment.
- ❑ Floodplains and wetlands are important candidates for park and greenway location. The *Rocky River* basin is a good example of this.
- ❑ More parks and greenways are needed in the City. It is important to ensure that established areas of the City are adequately served by recreational facilities before extending additional recreation resources into newly developing areas.
- ❑ Land for parks and greenways should be obtained before land prices become prohibitive.
- ❑ Adequate parking and connectivity to nearby subdivisions and other residential uses should be provided for parks. Pedestrian connectivity to parks from residential uses and schools is important.
- ❑ A park is needed downtown to provide a focal point and gathering place to attract people to the downtown.
- ❑ Bicycle paths (including bike lanes along roads) are needed throughout the City.

- ❑ Greenways are needed throughout the City to provide recreation areas and accommodate alternative modes of transportation (walking, biking, etc.).
- ❑ “Rail to Trails” – converting old railroad track beds to greenways – is an excellent opportunity for the City to gain greenways and connectivity between land uses, such as residential and recreation.
- ❑ The clear cutting of trees is unsightly, bad for the environment, and results in increased energy consumption, and should be avoided whenever possible.

<i>Hot Spots</i>

Public stakeholders identified perceived “hot spots,” or areas that need special consideration or attention in the planning process. These “hot spots” represent high activity areas or areas with highest growth potential. Such areas have particular impacts on traffic and transportation conditions.

Traffic and Transportation

- ❑ There are many problem traffic areas along US 29, particularly at its intersection with Poplar Tent Road and from the NorthEast Medical Center to I-85.
- ❑ Several interchange areas along I-85 have traffic problems, including the interchanges at US 29, Poplar Tent Road, and NC 73.
- ❑ Branchview Drive has traffic problems due to an abundance of curb cuts and high traffic volumes.
- ❑ Traffic on Old Charlotte Road is a problem, and makes access to downtown difficult and crossing the road dangerous.
- ❑ The Corban Avenue and Union Street crossing is dangerous and needs crosswalks.
- ❑ Poplar Tent Road needs to be widened and bicycle lanes need to be added
- ❑ Branchview Drive is a natural bypass to downtown and should continue in that capacity.
- ❑ Careful planning is needed for areas along US 29 so that the corridor doesn’t end up resembling Independence Boulevard in Charlotte.
- ❑ A light rail system could help alleviate Concord’s traffic problems.

Growth Areas

- ❑ The Concord Mills area and Weddington Road Extension area would be good locations for mixed-use and office development. Along NC 49, with the upcoming expansion of I-485, would also be good for mixed-use or office development.

- ❑ Land to the south of Exit 63 off of I-85 should be considered for industrial use.
- ❑ The land along Concord Farms Road is zoned industrial, with no nearby residential uses and is an excellent area for industrial uses. Some improvement of Concord Farms Road may be needed to support those uses.
- ❑ Areas just out of the City and to the east are currently primarily agricultural in nature and will remain so unless water and sewer is extended to serve more of this area.
- ❑ Strip commercial is likely at the intersection of Weddington and Pitts School Roads.
- ❑ The western area of the City is likely to continue to grow and the City should prepare for the additional growth. A library and recreation resources will be needed in the future to accommodate additional residents in this area.

General Development

Additional comments and observations were shared by participants that ranged in subject area from achieving a balance of land uses to the need for interagency coordination. These more general comments and recommendations fell into the broader context of land use planning and policy, transportation, and infrastructure.

Land Use Planning and Policy

- ❑ Land uses should be balanced within the City, with adequate commercial, industrial, and recreational uses in addition to residential uses. It is important to have adequate industrial/employment uses to employ local residents and attract residential development, which in turn must be served by adequate commercial development.
- ❑ Land use decisions should be made with the input of affected agencies, and should include agencies such as the City of Concord, Cabarrus County, and the school district.
- ❑ Emphasis needs to be placed on adequately accommodating existing development before new growth is encouraged.
- ❑ Farmland preservation techniques should be considered to provide protection for the owners of agricultural land that wish the land to be protected.
- ❑ The City should be included in discussions regarding new development in areas that fall within their annexation plan.
- ❑ The Land Use Plan should include goals, objectives, and policies as a guide for development in the City.
- ❑ More extensive landscaping, particularly within parking lots, is preferred.
- ❑ Employment centers are needed within the City to provide an alternative to long commutes to the surrounding region.

- ❑ Careful consideration should be given to both the cost and benefits of tax breaks given to industries to locate within the City.

Transportation

- ❑ Vehicular and pedestrian connectivity between residential, employment, commercial, schools and recreation are important and need to be considered and included in both public and private projects.
- ❑ Traffic generated by Concord Mills and other major developments is a key concern. The Land Use Plan should include consideration of the impact such projects have on traffic and how pending road improvement projects in proposed development areas will accommodate such traffic.
- ❑ The Concord Mills area needs sidewalks.
- ❑ Adequate road systems should be in place before new development is approved.
- ❑ The impact that the location of transit routes and stops will have on new residential, commercial and employment developments should be considered in the Land Use Plan.
- ❑ A multi-modal transit system is needed for commuters. Light rail may be possible using existing railroad lines.
- ❑ Locke Mill Plaza could be a good location for a transit stop.
- ❑ Rights-of-way need to be purchased before road improvements and new roads begin construction, rather than during the process.

Infrastructure

- ❑ The City, County and School District should work together to plan for new schools. When possible, schools should be included and designed as part of neighborhoods.
- ❑ Infrastructure planning is essential. City departments should develop effective communication in the areas of water and sewer extension and transportation improvements.
- ❑ Planning for future landfill and solid waste disposal is needed.
- ❑ Land use planning should precede decisions of where to extend water and sewer service. Infrastructure should be in place before new growth is encouraged.
- ❑ It is preferable for utilities to be located underground.
- ❑ The City should explore ways to improve the water supply, including expanding/improving existing reservoirs, adding a reservoir, and drawing from other basins.

B. Key Issues Identified in Stakeholder Interviews

More than ten one-on-one interviews were held with local and regional stakeholders to identify current issues, trends, and potential strategies to address community issues. Stakeholders included representatives from public agencies, county and municipal governments, the airport, major employers, schools, faith-based organizations, local businesses and private developers. The issues and recommendations received through these interviews are summarized in the sections that follow and, as with the public meeting input, are organized by land use category. (Note – these were comments received from the public and do not reflect the City’s position about each type of land use.)

Commercial Development/Office Professional

- ❑ Some big projects are currently underway in Harrisburg. The Harrisburg Town Center will ultimately include more than 800,000 sq. ft. of retail and office space, and will have a residential component as well.
- ❑ Stakeholders want more factories/shopping centers on other side of town.
- ❑ Small business interests need to be given weight rather than letting the big business interests dictate direction.
- ❑ There is a potential for retail, including restaurants, along the south end of Speedway Boulevard.
- ❑ The Highway 29 corridor to Pitts School Road will likely develop as automotive related uses, such as racing and body shops.

Industry/Employment

- ❑ Philip Morris owns 2,200 acres of property on either side of US 29. The plant plans to maintain an agricultural buffer between the plant and its adjacent uses.
- ❑ Philip Morris Employs 2,500 people from the Charlotte and Concord area, with a current production rate that is much lower than capacity. There are no projections to reach capacity given a shrinking product market.
- ❑ Encourage NASCAR and racing-related uses at the airport.
- ❑ Concord has a diverse economy with no defining characteristic. The City needs to determine and promote an economic identity.
- ❑ Industrial areas along the railroads should be protected.
- ❑ Additional residential development near the Speedway should not be allowed because of noise and traffic conflicts.

- ❑ Additional major development by the Lowe’s Motor Speedway within the next 10 years is not anticipated. However, some parking, office and retail may be added. The corner of Highway 29 and Morehead Road is a potential site for some of this development.
- ❑ Speedway Boulevard should remain commercial to accommodate future tourism related uses, such as hotels or a convention center. Office development would not be suited for this area.
- ❑ Weddington Road, from Pitts School Road and Speedway Boulevard, should be reserved for industrial and office uses.

Residential

- ❑ Developers should be encouraged to build single-family in the upper price point (\$200,000-\$500,000).
- ❑ Development should be encouraged in infill areas in old portions of Concord (Center City) that would serve elderly and young families.
- ❑ People are becoming more accepting of Traditional Neighborhood Development (TND). Builders are paying more attention to design. Stakeholders liked the idea of mixing uses, and would like to see variety of price points in the City.
- ❑ The apartment market has been soft but is coming around.
- ❑ There is a need for one floor apartments for seniors that does not appear to be being met.
- ❑ Need to consider and plan for connecting neighborhoods to jobs.
- ❑ Need healthy neighborhood street design guidelines with 11’ travel lanes.
- ❑ High density residential should be located around transit areas.
- ❑ Interconnectivity for neighborhoods is needed to cut down on traffic to major roadways – but last house on cul-de-sac is considered a prime lot by buyers.
- ❑ Low density, single-family development will not support light rail service in Concord.

Mixed-Use Development

- ❑ The 3000-member congregation of First Assembly of God has outgrown its current downtown facilities. The congregation has recently purchased property across 29 (old Wal-Mart, now Big Lots) and plans to develop the shopping center into “The Village” which will include several community services, day care, offices, etc. in addition to a new sanctuary for the church. Current church facilities will be retained for a school. Streetscape design for The Village will be consistent with the Cabarrus Avenue corridor improvements and will represent a gateway to the Center City.

- ❑ Need better mix of uses within neighborhoods.

Recreation/Greenways/Natural Resources

- ❑ The park system in Concord is extensive but it has use limitations. Public space in Concord is not promoted well.
- ❑ The Robert Wood Johnson Foundation is providing grants of up to \$200,000 for community design and walking facilities focusing on lower income communities.

Hot Spots

Transportation and Infrastructure

- ❑ Airport is currently undergoing further master planning processes. The airport is looking at how to develop the other side of airport, improved access, interior roads and circulation, and a new intersection. Current Airport plans include 1,900 foot runway extension, with two year completion schedule. The extension will allow for larger planes to land and take off from the airport. It might also shift some of business from Charlotte, additional freight, potential commercial traffic, expansion of race industry facilities using airport. There are no immediate plans for a second runway – at least for next 20 years.
- ❑ There is a need for compatible land use planning and regulation around airport environs for noise and safety impacts. The preference is that the land around airport be used as industrial/light industrial. Some residential still exists around airport, and adds to conflicting land uses.
- ❑ The triangle area (Hardee's, Food Lion, McDonald's, etc.) formed by 29, Cabarrus Avenue, and 601, is not only an eyesore, but also a traffic nightmare that could be developed as open space or as a transit stop for light rail on the 29 corridor.
- ❑ Two-lane traffic on Poplar Tent is a problem.
- ❑ A service plan for utilities, including 10-year service areas, is needed.

Growth Areas

- ❑ Primary areas of concern are the Concord Regional Airport & Concord Mills area, the Highway 73 corridor, and the Westside bypass. With the amount of recent and future growth, stakeholders are also concerned with the watershed and how to protect it.
- ❑ Next priority after Northwest Area is Highway 49/601 corridor.
- ❑ The widening of Highway 49 will create the potential for new development in the Stonewall Jackson site and surrounding area.
- ❑ Cabarrus County is planning to initiate a joint area plan for the Highway 49 corridor.

- ❑ Primary growth area of concern for Kannapolis officials is 73 corridor.
- ❑ Cabarrus County sees the potential for farmland preservation and cluster development along the 73 corridor.
- ❑ Will develop on the Charlotte side of town for at least the next five years, with plenty of area in the County, Harrisburg, near Concord Mills still to be developed.
- ❑ The Cold Springs area in the Eastern Area plan is a possible location for a neighborhood.
- ❑ As the area around the Airport expands, it will create more opportunities for racing-related businesses such as team headquarters, shops, etc. There is a demand for small commercial operations in this area.
- ❑ The areas east of Branchview Road and south of Highway 49 have the opportunity for the greatest impact. There is a need for a deliberate but dynamic plan for this area that can accommodate changes over time.
- ❑ Developers need to know that development is much more valuable when growth is controlled.

<h2 style="margin: 0;"><i>General Development</i></h2>
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Land Use Planning and Policy

- ❑ The County has updated plans for Harrisburg and will soon have updated plans for the eastern area including Mt. Pleasant. The County is currently working on plans for the Northwest area and Midland.
- ❑ Utility boundaries between different entities are currently being determined as these areas generally correspond to annexation agreements.
- ❑ Kannapolis has completed its draft comprehensive plan that includes a land use element.
- ❑ Utility planning is an emerging issue. Local governments and service providers are working on delineating service areas.
- ❑ The City needs to create a positive environment (process) for developers/ entrepreneurs to come. If this is done, the market will drive development and infrastructure. The LUP, Unified Development Ordinance and Center City Plan need to be user-friendly for developers.
- ❑ There is a growing need for regional transportation planning and services.
- ❑ It has been a long time since anyone wanted to do speculative office space because of red tape. Red tape in Concord has increased, with UDO adding a lot of time and expense. Stakeholders feel that UDO has slowed down development.
- ❑ When residents fight development, Council counts votes – subject to political whim.

- There is a critical need for cooperative preparation and adoption of plans for areas outside of the City limits by City Council and the County Commissioners.

C. Existing and Emerging Issues Summary

Based on extensive input from public meetings, stakeholder interviews, and other related planning processes underway in the City and surrounding areas, a comprehensive summary of existing and emerging issues is presented in Table II-1.

**Table II-1
Summary of Existing and Emerging Issues**

<i>Land Use(s)</i>	<i>Concerns/Recommendations</i>
Commercial	<ul style="list-style-type: none"> ▪ Community/neighborhood retail ▪ Downtown revitalization ▪ Reuse and infill of existing properties ▪ Commercial corridor planning
Industrial/Employment	<ul style="list-style-type: none"> ▪ Diversification of economic base ▪ Reuse and infill of existing properties ▪ Worksite/home connection ▪ Industrial site protection ▪ Minimize land use conflicts (Speedway/residential)
Residential	<ul style="list-style-type: none"> ▪ Affordable housing ▪ Reuse and infill of existing properties ▪ Pedestrian access/connectivity ▪ Housing options
Mixed-Use	<ul style="list-style-type: none"> ▪ Downtown Revitalization ▪ Reuse and infill of existing properties ▪ Affordable housing
Office Professional	<ul style="list-style-type: none"> ▪ Reuse and infill of existing properties ▪ Landscaping requirements/standards ▪ Diversification of economic base
Recreation/Greenways/Open Space	<ul style="list-style-type: none"> ▪ Watershed protection ▪ Landscaping requirements/standards ▪ Parks and greenways ▪ Pedestrian access/connectivity
Transportation	<ul style="list-style-type: none"> ▪ Airport expansion and land use compatibility ▪ Pedestrian access/connectivity ▪ Regional transit planning and service ▪ Worksite/home connection ▪ Regional and interagency planning and coordination ▪ Air quality ▪ Minimize land use conflicts (airport/residential)
Infrastructure/Community Facilities	<ul style="list-style-type: none"> ▪ Regional and interagency planning and coordination ▪ Annexation planning ▪ Adequate services before new development