NCI Charrette System
The Breakthrough Planning Tool for Community Transformation
The National Charrette Institute

• The National Charrette Institute (NCI) is an IRS 501(c)(3) nonprofit educational institution

• We teach professionals and community leaders the NCI Charrette System™, a design-based, accelerated, collaborative project management system that harnesses the talents and energies of all interested parties to create and support a feasible plan

• We advance the fields of community planning and public involvement through research, publications and facilitation
The NCI Charrette System
NCI Charrette System saves time, money

NCI Charrette System

- Public mtg.
- 4-7 day charrette
- Public mtg.
- Approval

Conventional Planning Process

- Public mtg.
- 2 months
- Public mtg.
- 4 months
- Public mtg.
- 6 months
- Public mtg.
- 8 months
- Public mtg.
- 10 months
- Public mtg.
- 12 months
- Approval
NCI Collaborative Design System

Phase 1
- Assessment & Organization
- Research & Education
- Preparation

Phase 2
- Design
  - 7 (days)
  - or
  - 1
  - or
  - 1
  - or
  - 1
  - or
  - 1

Phase 3
- Review
- Revise
- Adopt
The NCI Charrette System
Phase One: Charrette Preparation
Stakeholders’ unique contributions

- Elected officials
- Transportation engineers
- Fire Chief
- Developer
- Business owners
- Neighbors
- Urban designers
- Environmentalists
### Sample Stakeholder Analysis

<table>
<thead>
<tr>
<th>Viewpoint</th>
<th>Person / Affiliation</th>
<th>Issues</th>
<th>Win</th>
<th>Level</th>
<th>Outreach Strategy</th>
<th>Charrette Participation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Elected Official</td>
<td>Lucinda Wallis, Capital County</td>
<td>25 years of controversy, with nothing to show. Wallis is the project “champion.”</td>
<td>A plan and codes agreed upon by the developer, and the neighborhood. A bulletproof public process. A national exemplar project.</td>
<td>Primary</td>
<td>Email, phone</td>
<td>Daily Team Meetings</td>
</tr>
<tr>
<td>Elected Official</td>
<td>Percival Moccasin, Capital County</td>
<td>Concerned about project costs. Interested in a non-controversial outcome.</td>
<td>A project that can be approved and supported by neighbors.</td>
<td>Primary</td>
<td>Email, phone</td>
<td>Public Meetings</td>
</tr>
<tr>
<td>Neighborhood Activists</td>
<td>Carrie Snodgras, Kris Tal, Terry Jensen, Medford District Improvement Association</td>
<td>Deep distrust of County Supervisors and staff. Traffic, visual impacts, property values, safety.</td>
<td>Minimal traffic impacts, maximum housing, low buildings across from neighborhood, pedestrian access, local retail only, no increase in transit parking. The County must keep its promise and build the regional trail.</td>
<td>Secondary</td>
<td>Emails, letters</td>
<td>Separate Meeting</td>
</tr>
<tr>
<td>Neighboring Commercial Owners</td>
<td>Katrina Moskawitz, Hollywood Boosters</td>
<td>Workers have limited local services.</td>
<td>Compatible uses with existing business, amenities for office workers, traffic management.</td>
<td>Secondary</td>
<td>Emails, letters</td>
<td>Separate Meeting</td>
</tr>
<tr>
<td>Developer</td>
<td>Tom Bates, Dick Bernard, Big Sky Development</td>
<td>Last development proposal failed.</td>
<td>Economic and market feasible plan.</td>
<td>Primary</td>
<td>Email, phone</td>
<td>Daily Team Meetings and Reviews</td>
</tr>
<tr>
<td>Phase/Activity</td>
<td>Phase 1 – Research, Education, Charrette Preparation</td>
<td>Phase 2 Charrette</td>
<td>Phase 3 – Plan Implementation</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>----------------------------------------</td>
<td>---------------------------------------------------</td>
<td>-------------------</td>
<td>-------------------------------</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>month 1</td>
<td>month 2</td>
<td>month 3</td>
<td>month 4</td>
<td>month 5</td>
<td>month 6</td>
</tr>
<tr>
<td>Base Data Research and Analysis</td>
<td>![blue]</td>
<td>![blue]</td>
<td>![blue]</td>
<td>![blue]</td>
<td>![blue]</td>
<td>![blue]</td>
</tr>
</tbody>
</table>

- **green**: in-house meeting
- **blue**: ongoing task
- **yellow**: deliverable/benchmark
- **red**: public meeting
The Charrette
Charrette Feedback Cycles

Participants work in a series of short feedback loops

1. Concepts
2. Alternatives
3. Refinement
4. Plan

Each step includes a public review.
Charrette Work Cycles

- **Public Meeting:** Vision
- **Public Meeting:** Review
- **Open House:** Review
- **Public Meeting:** Confirmation

- **Alternative Concepts**
- **Preferred Plan**
- **Plan Development**
Charrette Public Meeting #1: Hands-on Exercise

- Groups work on visioning exercises at tables
Charrette Public Meeting #1: Hands-on Exercise
Charrettes Produce Feasible Detailed Solutions
Charrettes Produce Feasible Detailed Solutions
Charrettes Produce Feasible Detailed Solutions

Minimum Width of Median for “U” Turn on 4 Lane Road

<table>
<thead>
<tr>
<th>Measure in feet</th>
<th>Passenger P</th>
<th>Single Unit SU</th>
<th>Semi Trailer WB-50</th>
</tr>
</thead>
<tbody>
<tr>
<td>Turn Lane to Inner Lane</td>
<td>42</td>
<td>75</td>
<td>83</td>
</tr>
<tr>
<td>Turn Lane to Outer Lane</td>
<td>30</td>
<td>63</td>
<td>71</td>
</tr>
<tr>
<td>Turn Lane to Shoulder</td>
<td>20</td>
<td>53</td>
<td>61</td>
</tr>
</tbody>
</table>

Arterial Level of Service
Palm Beach Blvd

6/12/2008

Arterial Level of Service: EB Palm Beach Blvd

<table>
<thead>
<tr>
<th>Cross Street</th>
<th>Arterial Class</th>
<th>Flow Speed</th>
<th>Running Time</th>
<th>Signal Delay</th>
<th>Travel Time (s)</th>
<th>Dist (mi)</th>
<th>Arterial Speed</th>
<th>Arterial LOS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Veronica Shoemaker B</td>
<td>II</td>
<td>45</td>
<td>67.6</td>
<td>8.9</td>
<td>76.5</td>
<td>0.84</td>
<td>39.8</td>
<td>A</td>
</tr>
<tr>
<td>Oleaner</td>
<td>II</td>
<td>45</td>
<td>56.3</td>
<td>16.7</td>
<td>73.0</td>
<td>0.70</td>
<td>34.7</td>
<td>B</td>
</tr>
<tr>
<td>Marsh St</td>
<td>II</td>
<td>45</td>
<td>18.4</td>
<td>2.4</td>
<td>20.8</td>
<td>0.17</td>
<td>29.2</td>
<td>B</td>
</tr>
<tr>
<td>New York Dr</td>
<td>II</td>
<td>45</td>
<td>39.8</td>
<td>7.0</td>
<td>46.8</td>
<td>0.42</td>
<td>32.5</td>
<td>B</td>
</tr>
<tr>
<td>Total</td>
<td>II</td>
<td>182.1</td>
<td>35.0</td>
<td>217.1</td>
<td>2.14</td>
<td>35.5</td>
<td>A</td>
<td></td>
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</table>

Arterial Level of Service: WB Palm Beach Blvd

<table>
<thead>
<tr>
<th>Cross Street</th>
<th>Arterial Class</th>
<th>Flow Speed</th>
<th>Running Time</th>
<th>Signal Delay</th>
<th>Travel Time (s)</th>
<th>Dist (mi)</th>
<th>Arterial Speed</th>
<th>Arterial LOS</th>
</tr>
</thead>
<tbody>
<tr>
<td>New York Dr</td>
<td>II</td>
<td>45</td>
<td>42.5</td>
<td>5.6</td>
<td>48.1</td>
<td>0.47</td>
<td>34.9</td>
<td>B</td>
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<tr>
<td>Marsh St</td>
<td>II</td>
<td>45</td>
<td>39.8</td>
<td>4.2</td>
<td>44.0</td>
<td>0.42</td>
<td>34.6</td>
<td>B</td>
</tr>
<tr>
<td>Oleaner</td>
<td>II</td>
<td>45</td>
<td>18.4</td>
<td>11.7</td>
<td>30.1</td>
<td>0.17</td>
<td>20.2</td>
<td>D</td>
</tr>
<tr>
<td>Veronica Shoemaker B</td>
<td>II</td>
<td>45</td>
<td>56.3</td>
<td>7.4</td>
<td>63.7</td>
<td>0.70</td>
<td>39.8</td>
<td>A</td>
</tr>
<tr>
<td>Seaboard St</td>
<td>II</td>
<td>45</td>
<td>67.6</td>
<td>40.2</td>
<td>107.8</td>
<td>0.84</td>
<td>28.2</td>
<td>B</td>
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<tr>
<td>Total</td>
<td>II</td>
<td>224.6</td>
<td>69.1</td>
<td>293.7</td>
<td>2.61</td>
<td>32.0</td>
<td>B</td>
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</table>
NCI Charrette System
NCI Management & Facilitation

• Next up: Portland, March 19-23, D.C., June 4-8
• Also at Harvard, Vancouver, UK
• Also available on-site for your organization
NCI Educational Products

Available at: www.charretteinstitute.org
Charrette Request for Proposal Template

A complete framework for specifying a NCI charrette process in a RFP

1800 downloads to date

Free for download at: charretteinstitute.org

NCI Charrette
Request for Proposal (RFP) Template

A free resource from the National Charrette Institute

This project was made possible through the support of InterCap Holdings
Charrette high-tech tools
Denver – Arapahoe Square Charrette
Site tour
Opening public meeting
Public hands-on workshop results
Design team creates alternatives
Working group meetings
Public open house
Presentation of plan alternative
Broadway Option A

- 3 LANE BROADWAY
- ADDITIONAL RIGHT OF WAY RE-DEDICATED TO BIKE LANES, ON-STREET PARKING, PLANTED CENTER MEDIAN AND WIDER SIDEWALKS
- LEFT TURN POCKETS MAINTAINED
- SOME AM AND PM PEAK HOUR COMMUTER TRAFFIC REDIRECTED TO OTHER STREETS

celebrating Broadway
Broadway – Option 2

“bridging” Broadway

- Broadway “bridged” with a new neighborhood
- Five blocks of restored grid urban fabric
- Some AM and PM peak hour commuter traffic redirected to Stout and Arapahoe
Bridging Broadway

- Active ground floor retail facing park
- Upper level living spaces, balconies and windows oriented toward park
- Streets surrounding park designed for low volume, slow speed traffic
- Park provides combination of plaza and green space
Table Discussions of alternatives
Keypad Polling

Where do you live?

<table>
<thead>
<tr>
<th>Location</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Manhattan</td>
<td>46%</td>
</tr>
<tr>
<td>Boston</td>
<td>18%</td>
</tr>
<tr>
<td>Brooklyn</td>
<td>10%</td>
</tr>
<tr>
<td>Bronx</td>
<td>10%</td>
</tr>
<tr>
<td>Queens</td>
<td>6%</td>
</tr>
<tr>
<td>NJ</td>
<td>5%</td>
</tr>
<tr>
<td>NY</td>
<td>1%</td>
</tr>
<tr>
<td>US</td>
<td>3%</td>
</tr>
<tr>
<td>Other</td>
<td>1%</td>
</tr>
</tbody>
</table>
Polling Design Performance

Celebrating Broadway

1. Auto mobility
2. Bike mobility
3. Transit mobility
4. Walkability
5. Development opportunity
6. Addressing Homelessness

Legend:
- Very Poor
- Poor
- Not Sure/Neutral
- Well
- Very Well
Polling Design Performance

Bridging Broadway

1. Auto mobility
2. Bike mobility
3. Transit mobility
4. Walkability
5. Development opportunity
6. Addressing Homelessness
Polling Building Types

Neighborhood Edge

1, 2, 3, 4
Polling Building Types

How appropriate is this scale for this zone?

1. Not at all appropriate
2. Not appropriate
3. Neutral
4. Appropriate
5. Very Appropriate

![Bar chart showing the distribution of responses.](chart.png)