

Can walkability and drive-thrus coexist in Charlotte?



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Charlotte wants more walkability. Fast-food companies want more drive-thru-only restaurants.

By Ely Portillo

Nowhere in Charlotte embodies the city's awkward and aspirational transition from car-centric Sun Belt suburbia to denser, walkable urbanism quite like a pair of fried chicken restaurants in Cotswold. Located next to each other near the intersection of Randolph and Sharon Amity roads, Bojangles and Chick-fil-A have both filed rezoning requests to demolish their existing buildings and replace them with restaurants built exclusively for drive-thru customers, with no indoor seating.



Happening Thursday: Join Chancellor Gaber and Dr. Andre Perry of the Brookings Institution on at a virtual forum

There's still time to register for this week's Schul Forum, where we will talk about what we can do to increase economic mobility, enabling better access to jobs, education, healthcare and the opportunity for everyone in our region to improve their quality of life.

Join more than 400 others who have signed up to attend the event, starting Nov. 18 at 1:30 p.m.

See the full agenda and register now for the Nov. 18 forum



Research spotlight: Employee ownership as a tool for reducing the racial wealth gap

By Ely Portillo

Dr. Mark DeHaven, Dean W. Colvard Distinguished Professor at the College of Health and Human Services, said employee-owned companies can be sustainable engines of wealth generation — if business owners embrace the idea.

"We're trying to look at it in more of an innovative way," he said. "How do we begin to close this wealth gap in a way that we can have sustained, improved wealth generation?"



As projected construction costs surge, state road money dries up

By Ely Portillo and Tony Mecia

New projections from North Carolina's Department of Transportation show the state is \$12 billion short on funding its next slate of transportation projects — nearly double the gap reported earlier this year. It's a serious shortfall that's expected to leave plans for roads, bridges and other infrastructure throughout the state waiting on the drawing board for years to come.

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