AGENDA

Meeting Type:	S
Date	04-27-1987
SUBJECT	South Mecklenburg Interim District Plan

City of Charlotte, City Clerk's Office

CHARLOTTE

Mayor Harvey B. Gantt Mayor Pro Tem Al Rousso

Charles S. Dannelly Cyndee Patterson
Gloria Fenning Pamella G. Patterson
Ann Hammond Minette Conrad Trosch
Ron Leeper Richard Vinroot
Roy Matthews Velva W. Woollen

Council Agenda

Monday, April 27, 1987
County Commissioners Board Room
720 East Fourth Street

11:00 a.m. . . . . Joint Meeting with Mecklenburg Board of County Commissioners

ITEM NO.

1 Invocation.

2. Call meeting to order.

3. Adoption of South Mecklenburg Interim District Plan.

Attached is a copy of the South Mecklenburg Interim District Plan which was sent to Council in the April 3, 1987 Council-Manager memorandum.

Planning staff will be at the meeting to answer questions.

Attachment.

4. Adjourn.

SOUTH MECKLENBURG
Interim District Plan

March 1987

Charlotte-Mecklenburg Planning Commission

SOUTH MECKLENBURG INTERIM DISTRICT PLAN

Adopted by

CHARLOTTE-MECKLENBURG PLANNING COMMISSION

March 3, 1987

SOUTH MECKLENBURG INTERIM DISTRICT PLAN

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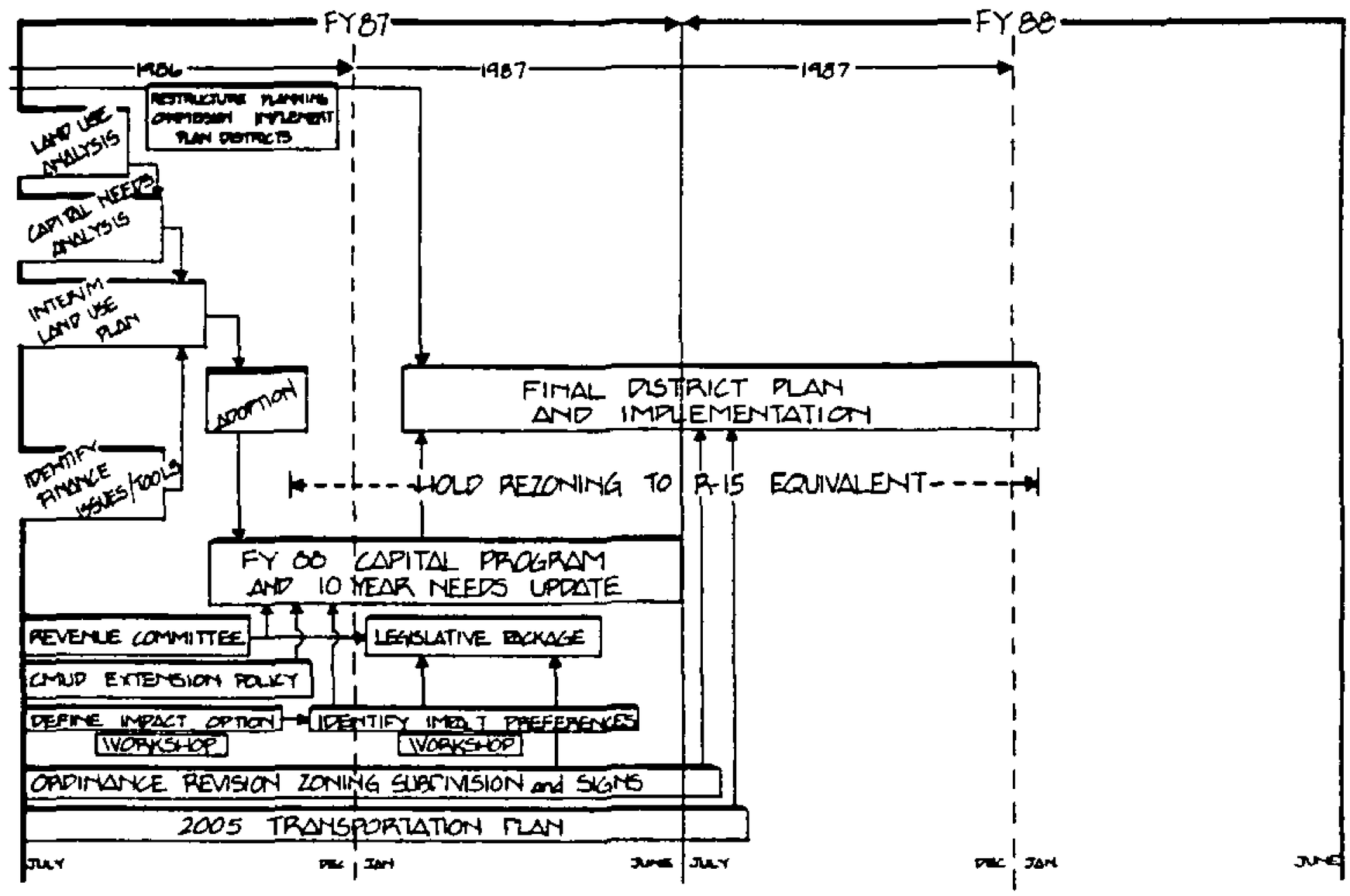
INTRODUCTION - SOUTH MECKLENBURG INTERIM DISTRICT PLAN

South Mecklenburg County is rapidly surpassing the 2005 Generalized Land Plan's projected yearly growth rate of 1,087 dwelling units The annual number of approved dwelling units is currently four times this forecast, the issuance of building permits is double the projected rate These events - combined with several large-tract rezoning requests - have forced land use decisions prior to the adoption of a district plan County Commissioners and the City Council have, therefore, requested the Planning Commission to prepare an "Interim District Plan" for South Mecklenburg County

The first step in the development of an interim plan is the preparation of a recommendation defining specific types of land uses and densities Once land use is determined, the type and cost of the following capital needs can be assessed transportation, schools, parks and recreation, water and sewer The final step is defining possible methods to finance the needed capital improvements

Additional Steps

Paralleling the development of an interim plan are several vital studies and analyses Specific methods to finance the growing demand for capital improvements will be studied by the Revenue Committee, plus City and County financial and budgeting offices Impact exactions and fees are two financial sources to be reviewed in depth



Other studies include the Charlotte-Mecklenburg Utility Department's revision of extension policies and standards, as well as the Planning Commission's revision of zoning, subdivision, and sign ordinances The recommendations from these studies will impact what will be included in the 1988 Ten-Year Capital Needs report This document will serve two purposes it will provide updated information for a final district plan, and it will help determine funding availability for infrastructure needs in South Mecklenburg as these needs are measured against the county-wide goal of balanced growth

The development of a final district plan will begin early in 1987, and is anticipated to be a refinement of the interim plan The final district plan should not be a significant deviation from the interim plan Adoption of the final plan is expected in early 1988

Immediate Recommendation

As an immediate step a limitation on rezonings, coinciding with the adoption of this interim plan, should be implemented restricting development to uses within the permitted zoning classification Pending adoption of the final district plan, proposals for intensifying land use, through rezoning or otherwise, beyond the levels of intensity permitted within the zoning classifications now in place in South Mecklenburg are expected to conform to the following standards

(1) Developments other than single family detached subdivisions must be served by public or private sewage treatment systems and not by septic tanks Where a private treatment system is used for any development, sewer lines must meet Charlotte-Mecklenburg Utility Department standards and must be dedicated to the public system when CMUD is ready to accommodate them Developments other than single family detached subdivisions must also be served by a publicly owned water system or a community well system Water transmission lines must be sized to meet CMUD standards and must be installed at the expense of the developer, except where a joint public/private agreement can be negotiated with CMUD Public/private financing options for water and sewer systems may be pursued based on CMUD policies, as modified from time to time

Where, in the judgment of the Planning Commission or the governing body having jurisdiction over an area, a development should not be approved using a private sewage treatment system or a community well system, then the developer shall have the option of providing public water and sewer to the development or, alternatively, developing a phasing plan which coordinates the development with the provision of public water and sewer by CMUD

(2) All transportation improvements contemplated by this plan which cross or are located on the development site must be constructed and must, if constructed by the developer, meet all State, Mecklenburg County and City of Charlotte standards Any off site transportation improvements which are, in the opinion of the Mecklenburg County Engineering Department or the Charlotte Department of Transportation, necessary to support the development must be provided, either privately or through public financing

In the event publicly financed off site transportation improvements which are needed to support the development are scheduled for some future date or are not yet scheduled and must first be scheduled by the appropriate public authorities, then development phasing must be coordinated with the timing of such off site improvements

(3) Any land identified for on-site public facilities (such as parks, greenways, schools, thoroughfares, etc) must be publicly dedicated The percentage of land in a proposed development dedicated by the developer for public facilities will be a factor in consideration of the degree of intensification of a proposed development over and above the current zoning

In applying these standards to proposals for intensification, especially in the case of small tracts where strict compliance may be impracticable, the Planning Commission and the appropriate governing body will give consideration to the other goals and objectives of this Plan For example, where a particular site has been identified in this Plan as suitable or desirable for some higher intensity use, but such site or development is not of sufficient size to support extensive, privately financed off site infrastructure improvements, then consideration should be given to alternative ways of ensuring compatibility of the development with the scheduling of capital improvements or the provision of infrastructure Generally, however, large scale developments will be expected to meet these standards without need for modifications

Plan Development and Citizen Participation

Approximately one hundred citizens were invited to participate in the development of the interim plan Eight workshops plus two community meetings and two elected officials meetings were held throughout June, July and August The following issues were addressed

- N C Highway 51 Special Project Plan (including UDC-V)
- Transportation (new roads, extensions, widenings)
- Land Use at the Outer Belt Interchanges
- Land Use
- Open Space, Recreation
- Water and Sewer Infrastructure
- Growth Management Tools (impact fees, phasing of development)

Many citizen suggestions were incorporated into this plan Their comments are compiled in an addendum

ISSUE NO 1 N C HIGHWAY 51, URBAN DEVELOPMENT CENTER VILLAGE (UDC-V)

In 1982, the Planning Commission was asked by City Council and the County Commission to review and recommend policies for future development along the N C Highway 51 corridor This corridor was composed of undeveloped properties which had a strong relationship to N C Highway 51, and were located from McAlpine Creek east to Sardis Road In 1982, the area contained 2,731 acres of undeveloped land, compared to 1,945 acres in 1986

In response to this request, the N C Highway 51 Special Project Plan was adopted in 1983 As an integral part of the South Mecklenburg Interim Plan, the N C Highway 51 plan and policies must be reevaluated in light of the 2005 Plan recommendations and recent decisions by elected officials The following parts of the corridor plan were reviewed

Density And Mix Of Housing In The N C Highway 51 Corridor

The N C Highway 51 Plan set policies for future growth along the corridor Residential plans were expected to include a mixture of housing types and styles For projects greater than 36 acres, at least 1/4 - 1/3 of the project area was to be devoted to single family detached dwelling units

To assess the impact this policy has had over the past three years, statistics for built and planned dwelling units were analyzed A total of 633 dwelling units were built on 380 acres during this period, 501 (70%) were single family units Nine hundred thirty additional residential units have been approved for future development (760 units of this total will be multi-family) Combining existing with planned units, the residential mix on 638 acres will be 42% single family units and 58% multi-family units With 1,945 undeveloped acres remaining in the corridor, the existing policy will continue to increase the multi-family percentage

A new policy is recommended to ensure a more equal mix of single family and multi-family units along N C Highway 51 For projects over 36 acres, at least one-half of the units should be single family detached units

The remaining policies adopted in the N C Highway 51 Plan regarding residential densities should remain intact The maximum average ceiling for most projects is 4 5 units per acre A density bonus raising the ceiling to 6 units per acre is allowable, if above standard open space and buffers are provided, and high quality design standards are incorporated into the project The overall density of not more than 6 units per acre should still be the guideline used in evaluating development projects It should be noted that the rezoning of property in this corridor will have to take place to reach these densities, including smaller lot single family homes, multi-family housing, and other innovative housing types

Widening Of N C Highway 51

Improvements to N C Highway 51 are scheduled to occur in four phases Construction is scheduled to begin on Phase I of the N C Highway 51 Widening Project (N C Highway 51/N C Highway 16 Intersection Improvement) in fall of 1986 Construction of Phase II of the N C Highway 51 Widening Project (from McAlpine Creek westward to the Pineville Bypass) could possibly begin as early as July, 1988 Phase II will be designed as a 5-lane cross section with additional turn lanes at major intersections

Phases III and IV, from McAlpine Creek eastward to the Matthews Bypass (excluding that portion designed under the N C Highway 51/16 contract) will utilize a four lane, median (15' width) divided roadway as a basis for design Additional turn lanes will be provided at all major intersections Construction is anticipated to occur in 1989 and 1990 Once completed, the entire project from the Pineville Bypass to the Matthews Bypass is expected to cost an estimated 20 6 million dollars with developers contributing an additional $605,000 as of June, 1986

The 1983 N C Highway 51 Policy sought to achieve an "Urban Parkway" character through the use of planted medians and 100 foot buffers paralleling the 100 foot road right-of-way from McAlpine Creek to the Matthews Bypass To further enhance this parkway concept, trees, meandering sidewalks, and additional landscaping should be required as a part of an updated N C Highway 51 policy The placement of these amenities must take into account the possibility of the future roadway widening from four lanes to six lanes These sidewalks and landscaped amenities should be financed and constructed by developers through the subdivision process In areas already developed, these amenities would be publicly financed, thereby, strengthening the parkway image and connecting the pedestrian system

Three additional policies are recommended for the N C Highway 51 plan First, utilities should be placed underground when road widening occurs Second, the utility company should be asked to use alternative street light poles along N C Highway 51, such as aluminum or fiber-glass Both of these policies will further enhance N C Highway 51. Third, the state needs to notify the City and the County of requested driveway and median breaks prior to final approval

Urban Development Center Village (UDC-V)

In 1984, the County Commission endorsed the concept of an Urban Development Center at the intersection formed by N C Highway 51 and Providence Road (N C Highway 16) The concept for the 134 6 acres is a moderately scaled mixed-use center The following gross square footage limitations, set for each use, were based on traffic analyses

Retail	210,380 square feet
Office	378,630 square feet
Residential	538 to 666 dwelling units
Retail - Optional Restricted	12,500 square feet
Institutional - Optional	35,000 square feet

The UDC-V concept is endorsed for several reasons First, it discourages strip commercial development along N C Highway 51 The N C Highway 51 plan specifically resists non-residential development along the highway edges Second, it provides needed community services and facilities by strategically locating them to serve the area

The UDC-V purposes, as stated by the Mecklenburg County Zoning Ordinance, are incorporated herein and particular note is given to the following

> (A UDC-V is to) "work in concert with public policies to discourage strip development and to limit higher density and intensity development within a given distance of the border of this district "

Furthermore, the Ordinance provisions state

> " a rezoning application for non-residential uses along the thoroughfares accessing a UDC-V site, and within 2½ miles of the borders of a UDC-V, should be evaluated in terms of their potential to run against land use policies discouraging strip non-residential development This does not prevent rezoning for non-residential uses, but where these rezonings are permitted they should be handled through a conditional district process "

Rezonings should also be consistent with the South Mecklenburg Interim District Plan

Although this plan supports the UDC-V concept as adopted, an alternative concept would be considered if traffic trip-generated figures are relatively equal One such alternative proposal does generate an approximately equal number of trips The retail and office uses could be concentrated on the southwest quadrant The remaining three quadrants would then be recommended for residential use Thirty to sixty multi-family units could be built on each corner, or a maximum of 180 units could be constructed on one or two corners For the development to be economically feasible, one developer could construct all the units as one development project The remaining portion of each corner would contain alternative single family housing such as zero-lot line homes, patio homes, or townhouses

The traffic impact of this alternative proposal would be somewhat higher than that in the original concept, less trip sharing would take place Even though a higher level of traffic congestion will occur, the advantage of recommending residential uses on three quadrants eliminates much public criticism of the original UCD-V concept, including adjacency problems caused by mixed uses on all four corners (the original UDC-V concept), even though a 50' buffer was to be provided

The Charlotte Department of Transportation has analyzed trip generation, distribution, and traffic assignment studies for this alternative Based on these studies, the gross square footage for a comparable development on the southwest corner would be no more than 350,000-600,000 square feet of office and retail space with 166 units of multi-family development in addition Developments of specific sizes within this range have the following impacts

- A retail/office development of 350,000 square feet would provide equivalent daily traffic generation to the UDC-V with marginal traffic increases in the evenings and on weekends and lower volumes during the PM peak hour

- A retail/office development of 550,000 square feet would provide equivalent PM peak hour traffic generation compared to the UDC-V with significantly higher traffic generation during evenings and on weekends

- A retail/office development of 450,000 square feet represents the maximum acceptable size since it would improve PM peak hour conditions when compared to the UDC-V although it would generate higher off-peak traffic volumes (during the evenings and on weekends) than the approved development

If another alternative proposal to the UDC-V is proposed for this intersection, it should not set in motion pressures for strip non-residential development along N. C Highway 51 and N C Highway 16 This is a critical factor in the evaluation of any option to the UDC-V A new traffic impact study would also be necessary to evaluate the feasibility of any new alternative

ISSUE NO 2 TRANSPORTATION

Charlotte's attention has recently focused on the city's growing traffic problems, particularly in South Mecklenburg The improvement of existing thoroughfares and the construction of new roads to accommodate growth is a major challenge facing citizens and officials

No substantial improvement in transportation will be evident until the Outer Belt is built The North Carolina Department of Transportation is urged to proceed with construction of the Outer Belt as soon as possible

Existing Plans

To accommodate future growth, the Charlotte-Mecklenburg Metropolitan Planning Organization has adopted a Thoroughfare Plan, identifying the area's long range roadway needs Roads are divided into three categories minor, major and freeway-expressway

The priority of individual roadway projects is established through a series of documents updated each year The Capital Needs Inventory begins the process of identifying those projects from the Thoroughfare Plan that are needed within a ten-year time frame Local priorities are further refined through the Charlotte-Mecklenburg Transportation Improvement Program and Charlotte's Capital Improvement Program

Projects of high priority in the study area that are yet to be funded include

1 Providence Road Widening (International Drive to N C Highway 51)
2 U S Highway 521 Widening (N C Highway 51 to County Line)
3 Park Road/Johnston Road Widening (Goneaway Road to N C Highway 51)
4 Colony Road Extension (Sharon Road to Rea Road)

Funded projects for the area, found in either the City's Capital Improvement Program or the State's Transportation Improvement Program, include

1 N C Highway 51 Widening (Pineville to Matthews)
2 Southern Outer Belt (I-77 to U S Highway 74)

The above six road projects are included in the ten-year Capital Needs Inventory prepared by the City

Transportation Needs

The "South Mecklenburg Transportation Needs" table on pages 11 and 12 contains a list of roadway projects, the type of improvements required, estimated mileage, and an estimated priority level (priority being a timetable for need) The "private" percentage of a roadway denotes an estimated percentage of the project presently bordering undeveloped areas which might be constructed in the

future through the private development process A preliminary cost estimate indicates approximately $313,000,000 (in State and City funding - 1986 dollars) would be needed to construct these roadway improvements Once the private percentage is built, the priority assigned to the public portion may fluctuate to allow for an earlier completion of the total project

Over 70 miles of urban roadway improvements are needed, totalling approximately $215,000,000 The construction of the Outer Belt is estimated to cost an additional $98,430,000 (in 1986 dollars) The plan recommends sufficient right-of-way should be reserved as development occurs for all roads listed in the table This reservation will ensure roads are constructed as originally planned

Approximately half of the roads listed in the "South Mecklenburg Transportation Needs" table are identified for improvements in the Generalized Land Plan 2005 These roads are noted with an asterisk, "*"

Altered road alignments and roads not included in the current Thoroughfare Plan should be added or amended by the Metropolitan Planning Organization

(1) Dorman Road - minor
(2) Elm Lane - minor
(3) Community House Extension to Providence Road West - minor
(4) Weddington - N C Highway 51 Connector - minor
(5) McKee Extension to Independence Boulevard - minor
(6) U S Highway 521 Realignment - major
(7) Community House Extension between Providence Road West and U S Highway 521 Realignment - major
(8) U S Highway 521 Connector - major

A 2005 Transportation Plan will be developed in 1986-1987 A computer program will simulate the traffic generated by the suggested land use in the Generalized Land Plan 2005 and the South Mecklenburg Interim District Plan, and will further refine the transportation system needed in South Mecklenburg County

The extension of Park Road through to U S Highway 521 was added to the Thoroughfare Plan in January 1986, by the Metropolitan Planning Organization During the citizen input process for this plan, the extension was questioned This plan recommends that the City Council or the County Commissioners should reconsider this issue by considering other alternative routes connecting N C Highway 51 and U S. Highway 521

It is recommended that the Charlotte Department of Transportation study the feasibility of an additional Outer Belt interchange at Weddington Road and Johnston Road and a new road connecting Weddington Road to N C Highway 51 Since the connector would be within the Town of Matthews sphere of influence, the actual alignment should be determined by Matthews

Thoroughfare Design

This plan supports well-designed roads with aesthetic street light poles, even though they might be more costly than alternatives Utilities should be buried underground or placed at the rear of property lines to enhance the visual image along roadways The need for buffers, landscaping, meandering sidewalks, and bikeways are also considered important

Four lane, median-divided roadways should be constructed where possible for aesthetic purposes However, consideration should be given to what impacts increased right-of-way acquisition will have on previously developed neighborhoods and the cost associated with acquiring additional right-of-way Most of the roadway improvements needed in South Mecklenburg, which call for widening roadways from two to four lanes, are state-maintained roadways, NCDOT does not maintain landscaped medians Encroachment and maintenance agreements with NCDOT, therefore, would be needed where medians are constructed

Where major four-lane roads are planned, it is recommended, where possible, that the first two lanes be constructed off-center When additional lanes are needed, they could be added with a median to the side of the existing two lanes Another alternative is to include a median between the first two lanes of a thoroughfare when it is constructed The second set of lanes could be added to each side when needed Either alternative would use tax revenues wisely

SOUTH MECKLENBURG TRANSPORTATION NEEDS

ROADWAY	IMPROVEMENT	PUBLIC/PRIVATE PERCENTAGE	MILES	ROAD CLASSIFICATION	PRIORITY
N C 51* (Courtney Lane to Park Road)	Widen to 6 lanes	100/0	8 0	Major	10-20 years
N C 16* (Windbluff Drive to County Line)	Add 2 lanes	90/10	4 2	Major	10-20 years
Rea Road* (N C 51 to County Line) Public portion - Outer Belt to Landen (1 7 miles) Private portion - Piper Glen & Landen developments (3 1 miles)	Build 2 lanes	30/70	4 8	Major	6-10 years public 1-5 years private
U S 521 Improvement (U S 51 to U S 521 Realignment (Existing 521)	Add 2 lanes Build 4 lanes	100/0 100/0	4 6 5	Major	10-20 years
Existing U S 521 - Proposed U S 521 Connector (Existing U S 521 to Johnston Road)	Build 2 lanes	0/100	1 3	Major	10-20 years
Park Road (N C 51 to Existing U S 521 Public portion - 51 to Outer Belt Private portion - Outer Belt to 521	Improve 2 lanes Build 2 lanes	100/0 0/100	1 2 6	Minor	1-5 years 1-5 years
Johnston Road Extension and Improvements* (N C 51 to Outer Belt)	Add 2 lanes Build 4 lanes	100/0 50/50	1 4 9	Major	10-20 years 10-20 years
Lower Mecklenburg Major Circumferential (N C 16 to U S 521 Realignment)	Build 4 lanes	50/50	4 9	Major	10-20 years public 1-5 years private
Lower Mecklenburg Minor Circumferential (Lower Mecklenburg Major Circumferential to U S 521 Realignment)	Build 2 lanes Improve 2 lanes	80/20 100/0	3 4 8	Minor	10-20 years public 1-5 years (private
Providence Road West (N C 16 West to County Line)	Build 4 lanes Improve 2 lanes Build 2 lanes	50/50 70/30	4 6 1 6	Major	10-20 years public 6-10 years private
Tilley Morris Road (McKee to County Line)	Improve 2 lanes	100/0	1 3	Minor	6-10 years
McKee Road (N C 16 to Monroe Road) (Monroe Road to Independence)	Improve 4 lanes Build 4 lanes Build 4 lanes	100/0 30/70 0/100	3 9 9 1 4	Major	10-20 years

ROADWAY	IMPROVEMENT	PUBLIC/PRIVATE PERCENTAGE	MILES	ROAD CLASSIFICATION	PRIORITY
Weddington Road (From existing Monroe Road (John St) to County Line)	Improve 4 lanes	80/20	3 8	Major	10-20 years
Monroe Road (Matthews Southern Town Limits (Vincrest Dr) to County Line)	Build 2 lanes	100/0	1 7	Major	10-20 years
Tom Short Road (Providence Road West to County Line)	Build 2 lanes Improve 2 lanes	40/60 60/40	1 5 1 1	Minor	10-20 years public 6-10 years private
Weddington/51 Connector (Existing Weddington to 51)	Build 2 lanes	25/75	2 0	Minor	10-20 years
Dorman Road (Existing U S 521 to County Line)	Improve 2 lanes	0/100	1 1	Minor	6 10 years
Elm Lane (N C 51 to Providence Road West)	Improve 2 lanes	50/50	2 1	Minor	1-5 years
Community House Extension (U S 521 Realignment to Lower Mecklenburg Major Circumferential)	Build 2 lanes Improve 2 lanes	0/100 50/50	1 8 8	Minor** Major***	10-20 years
Marvin Road (Major Circumferential to County Line)	Improve 2 lanes	70/30	1 3	Minor	10-20 years
U S 521 Realignment* (Outer Belt to County Line)	Build 4 lanes Build 2 lanes	100/0	3 0 6	Major	10-20 years
Southern Outer Belt* (N C 51 to U S 74)	Build 4 lanes	100/0	13 25	Freeway	10-20 years

*In 2005 Plan
**Lower Mecklenburg Major to Providence Rd West
***Providence Rd West to U S 521 Realignment

ISSUE NO 3 LAND USE

After the thoroughfare plan was established for South Mecklenburg County, land use policies were developed for the following areas

(1) Major Intersections (Mixed-Use Centers)
(2) Outer Belt Interchange Quadrants
(3) Residential Land Uses
    (a) Undeveloped land in the N C Highway 51 Corridor
    (b) Vacant land near existing development
    (c) Undeveloped land south of the Outer Belt

The recommendations for each area are discussed below

MIXED-USE CENTERS

Charlotte continues to be a major retailing center in the Carolinas The Mecklenburg County shopping center market currently contains 11,614,000 square feet of which 1,498,000 square feet are under construction During the past twelve months, the Charlotte-Mecklenburg market area absorbed 1,400,000 square feet of retail space The increased demand for shopping centers will continue as the population expands in South Mecklenburg To prevent strip commercial development from occurring, adequate sites for major retail and office uses must be identified

Four categories of retail and office mixed-use centers for South Mecklenburg County are proposed

(1) Regional Mixed-Use Centers
(2) Community Mixed-Use Centers
(3) Neighborhood Mixed-Use Centers
(4) Neighborhood Convenience Centers

The recommended size for centers represents an approximate range to reflect varying market conditions from area to area It is expected that most development proposals will fall within the suggested range in size However, it is acknowledged that there may still be extenuating circumstances related to geographic market area, access conditions, or demographic features that warrant consideration of a development proposal somewhat larger than the recommended range In these cases each situation will be evaluated on its own merits and unique factors or specific findings justifying any variation or enlargement of the development will be taken into account

Regional Mixed-Use Centers

A regional mixed-use center has a 25-mile market area, and typically has up to 2,000,000 square feet (1,000,000 square feet can be retail space, and/or up to 1,000,000 square feet can be office space) However, under the following specific conditions the 2,000,000 square foot limitation may be exceeded

(1) Special dedication of land for parks, greenways, roadways, and other public facilities
(2) Unique locational features related to the market area or regional accessibility are present
(3) Special provisions for transit options are included

For comparison purposes, the SouthPark vicinity contains 4,000,000 square feet of retail and office space of which 1,000,000 square feet is retail (mall) Eastland Mall, slightly larger than SouthPark, has 1,179,000 square feet of retail space

Five regional centers are proposed by development interests to serve South Mecklenburg

(1) Matthews - Three malls which will function as a regional center are proposed along Independence Boulevard Matthews Township Festival, Windsor Square, and an unnamed mall to be developed by Faison Associates and Crosland-Erwin Other commercial uses exist in this general area, further expanding its regional function

(2) Pineville - Cedar Hills complex is planned at the intersection of N C Highway 51 and the Outer Belt Other commercial uses exist in the area expanding its regional function

(3) N C Highway 51 from Pineville to Carmel Road - while this area is not an integrated development, the area functions as a regional center Included in this area are Carmel Commons, McMullen Creek Market, Countryside, Tower Place Festival, Park 51 Center Shops, and Park Place

(4) Piper Glen - Located at the southern part of the Outer Belt interchange at Rea Road Extension

(5) Intersection of Community House Extension and U S Highway 521 Realignment - an office oriented center should be planned to complement the retail-oriented center at Piper Glen (Note A total of 1,750,000 square feet of office space will be permitted between this site and the site at the U S Highway 521 Realignment - Johnston Road Interchange)

Community Mixed-Use Centers

A community mixed-use center has a combined retail and office space of up to 1,000,000 square feet, and serves residents within approximately a ten-mile radius This type of center has between 400,000-500,000 square feet of retail space, with the remaining square footage devoted to office use Both Park Road Shopping Center and Freedom Mall contain about 400,000 square feet of retail space for comparison purposes Two mid-size centers are planned for South Mecklenburg County

(1) Providence and N C Highway 51 - The UDC-V concept for this intersection includes 600,000 square feet of retail and office space Retail space is confined to the southwest quadrant while office space is distributed on all four corners

(2) Landen - At the intersection of Rea Road Extension and the Lower Mecklenburg Circumferential Major Road, a community mixed-use center will provide 700,000 square feet of retail and office space Construction will not begin until Rea Road Extension is completed from N C Highway 51 to the northern Landen property line, and until a portion of the Lower Mecklenburg Circumferential Major Road is built facilitating traffic flow

Neighborhood Mixed-Use Centers

The third type of center is the neighborhood mixed-use center These centers provide up to 250,000 square feet of space, having between 100,000-125,000 square feet of retail space and the opportunity for up to 125,000 square feet of office space Cotswold Mall is an example of a neighborhood mixed-use center having 247,000 square feet of retail space, Quail Corners has 100,000 square feet of retail space

Three Neighborhood Mixed-Use Centers are recommended for the South Mecklenburg area Each center would occupy one corner of the following intersections

(1) McKee Road and Weddington Road
(2) Providence Road and Providence Road West (northwest corner)
(3) U S Highway 521 at the intersection of U. S Highway 521 Realignment and the Lower Mecklenburg Circumferential Major Road

Neighborhood Convenience Centers

A neighborhood convenience center, has between 40,000-50,000 square feet of retail space Each center would be located on one corner of major intersections and would provide services for residents within a one mile radius The center could be an integrated development or consist of several free standing buildings with design integration

Convenience centers will not generate high levels of traffic They can contain, for example, a grocery store, drug store, cleaners, or barber/beauty salon Good examples of convenience-size centers include Foxcroft East (25,000 square feet), Providence Road Center (30,000 square feet), and the Courtyard (33,000 square feet)

The neighborhood convenience centers recommended in this plan are at one corner of the following intersections.

(1) Providence Road and Lower Mecklenburg Circumferential Major Road
(2) Lower Mecklenburg Circumferential Major Road and Marvin Road
(3) U S Highway 521 and Providence Road West Extension (existing center)

(4) U S Highway 521 and Existing U S Highway 521 - Proposed U S Highway 521 Connector
(5) Elm Lane and Four Mile Creek (Piper Glen)
(6) Elm Lane and Providence Road West (existing center)
(7) U S Highway 521 just north of U S Highway 521 Realignment (existing center)
(8) One of the following locations
  (a) Community House Extension and Providence Road West Extension
  (b) U S Highway 521 Realignment and Lower Mecklenburg Circumferential Minor Road
  (c) Providence Road West Extension and U S Highway 521 Realignment
(9) One of the following locations
  (a) Providence Road West and Tom Short Extension
  (b) Tom Short and Lower Mecklenburg Circumferential Minor Road
(10) One of the following locations
  (a) Weddington Road and Old Monroe Road
  (b) N C. Highway 51 - Weddington Connector and Weddington Road
(11) Monroe Road and McKee Road

Performance standards, adopted through the ordinance revision process, will require adequate buffering of convenience centers and mixed-use centers

OUTER BELT INTERCHANGE OPPORTUNITIES

The Outer Belt interchanges at U S Highway 521 Realignment-Johnston Road, Rea Road Extension, Providence Road, Monroe Road, and Independence Boulevard offer opportunities for both residential and non-residential land uses

It is desirable from a transportation viewpoint to have major retail (community or regional in size) and employment areas located about one-half mile from an interchange This facilitates better traffic control for both the interchange and the center

Two additional thoroughfares are recommended for full Outer Belt interchanges Weddington Road and Johnston Road In addition, a split interchange at Elm Lane should be studied

Recommendations for the area around each interchange are discussed below

U. S Highway 521 Realignment-Johnston Road Interchange

A community park is recommended in the western quadrants of the U S Highway 521 Realignment - Johnston Road interchange (see Issue 4) The remaining interchange quadrants are designated for one of several permitted uses

(1) Corporate/Office Use

A total of up to 1,750,000 square feet of office space will be permitted between this site and the site at the intersection of Community House Extension and U S Highway 521 Realignment The maximum square footage could be developed if the site plan provided above average open space, transportation improvements, performance standards, and/or special design features were incorporated into the plan.

This development is envisioned as one to four buildings within a compact, campus-type setting Each development must provide adequate buffers, setbacks, landscaping, and/or berms shielding the development from adjacent residential areas and providing a residential edge relationship

(2) Institutional Use

Educational, public service, or hospital facilities in a campus-type setting is permitted at the interchange quadrants Again, proper buffering, landscaping, setbacks and/or berms would limit non-residential usage beyond the immediate quadrant

(3) Hotel/Meeting Center

A hotel, not exceeding 300 rooms, could be built on one interchange quadrant

(4) Residential Development

A four- to eight-story apartment, condominium, or small lot single family complex could be built on the interchange corners To provide adequate buffer and setbacks from the interchange, on-site density transfers and bonuses will be considered on a case by case basis

Rea Road Interchange

The northern section of the interchange has been approved for multi-family and single family developments The southern quadrants will contain the Piper Glen Regional mixed-use center, with retail and office uses of 1,600,000 square feet

Providence Road Interchange

A Freeway Service Center for the northwest quadrant of the Providence Road interchange is recommended This parcel of land is between Providence Road West and the Outer Belt, about half the distance between I-77 and U S Highway 74 It would be an ideal service center for the freeway traveler. Appropriate uses include fast food restaurant(s) and service-oriented uses

By planning a freeway service center in advance, strip commercial development near residential areas can be avoided

A rest stop and information center is proposed west of the freeway service center

The remaining three interchange quadrants are designated to remain residential in nature (an average of 3-4 dwelling units per acre)

Monroe Road and Independence Boulevard Interchanges

The Town of Matthews is currently in the process of adopting a Master Plan The Monroe Road and Independence Boulevard interchanges are within the Matthews sphere of influence, and are included in the Master Plan The land use at these two interchanges reflects the proposed residential usage in the Matthews Master Plan If the land use is changed when the plan is adopted, the revised information will be incorporated into the Interim District Plan

Weddington Interchange

The land use surrounding this interchange should remain residential (an average of 3-4 dwelling units per acre)

RESIDENTIAL LAND USE

The rapid growth of the Charlotte-Mecklenburg area is likely to continue for the next twenty years Because of this growth, the areas of Charlotte-Mecklenburg now rural will be, within next twenty years, inevitably urban In order that the change from rural to urban does not adversely affect the quality of life in those areas, it is imperative the approval of new, intensifying developments be conditioned upon the availability of adequate infrastructure and amenities such as open space, greenways, parks, etc These infrastructure improvements and amenities should be required wherever possible to create a pleasing, as well as liveable, environment Without the provision of the infrastructure and amenities, intensifying development beyond the existing zoning should not be approved

Residential land use policies are described for three areas

Highway 51 Corridor

This plan supports the maximum average ceiling for most projects at 4 5 dwelling units per acre A density bonus raising the ceiling up to 6 units per acre is allowable, if above standard open space and buffers are provided, and high quality design standards are incorporated into the project

Vacant Land Near Existing Development

Vacant parcels near existing residential development should take on the single family character of the immediate area and, therefore, contain 0-4 dwelling units per acre

Undeveloped Land south of the Outer Belt (including the vacant land just north of the U S Highway 521 Realignment-Johnston Road Interchange)

The plan recommends an average build-out density of 3-4 dwelling units per acre for this area This represents a projection of the desired densities at full build-out, which may or may not occur within the next twenty years It is important to realize the projection relates to an average density over a large section of South Mecklenburg Thus, the density of 3-4 units per acre can not be used or interpreted as either an upper or lower limit for any particular

tract of land, or as a uniform density for development of all parcels Some tracts, therefore, will develop at higher densities and others at lower densities This will allow a mix of single family and multi-family units, approved through the site plan review process, and/or through an intensification of the present zoning It should be noted the density of 3-4 units per acre can not always be used to guide the decision on any particular subdivision, multi-family plan approval, or any particular rezoning petition

The following list of criteria used in evaluating the location of multi-family projects should be used as a guide by developers planning multi-family projects Multi-family developments are expected to meet the following standard criteria, at a minimum·

(1) The development should be located close to permanently dedicated open space such as parks, greenways, or golf courses

(2) The development should be located adjacent to major or minor thoroughfares with appropriate setbacks, buffers, special design features, and edge relationships that quickly blend into single family areas

(3) The development should be located adjacent to or near mixed-use centers.

In addition, multi-family developments will be reviewed more favorably if a number of the following exceptional criteria are met

(1) The development is located at the intersection of a major and minor thoroughfare, two minor thoroughfares, or two major thoroughfares

(2) The multi-family development is contained as part of a planned unit development, and offers a variety of housing types Planned unit developments must be over 36 acres

(3) The development is located on a site which includes a historic structure or site to be preserved and adopted for public reuse, such as for a branch library or community house The historic structure or site must be publicly donated

(4) The multi-family development is located on a site which contains a unique topographic feature (steep slopes, flood plain, rock outcropping)

(5) The development is adjacent to a major institutional facility, such as a Junior or Senior High School, with sufficient open space that can be used by the residents of the multi-family development

The progress toward reaching an average 3-4 dwelling units per acre should be monitored by the Planning Committee and staff in approximately a year This will allow for any possible modifications of policies regarding densities, build-out, and location of multi-family housing

ISSUE NO 4 PARKS, SCHOOLS, AND HISTORIC SITES

Charlotte-Mecklenburg's livability is a result of a high quality of life a pleasantly landscaped city in the piedmont countryside, with thriving neighborhoods, stately trees, and a growing array of social, cultural, and educational amenities To maintain this livability, suitable land must be identified and reserved or acquired for schools, parks, and recreational areas

In the past, the Charlotte-Mecklenburg Board of Education, and the City and County Parks and Recreation Departments have cooperated in developing a number of school sites with adjacent neighborhood parks containing approximately 15 acres These organizations and the Planning Commission support the continuation of this joint effort for South Mecklenburg

Historic structures and sites could also serve as an educational facility for an adjacent school or park These uses could be combined where feasible

The provision of bikeway paths (paved) in South Mecklenburg for both recreational users and speed enthusiasts is being studied by a County Parks and Recreation Subcommittee Once their proposals have been reviewed and endorsed by various county departments, Planning Commission staff, the Charlotte-Mecklenburg Metropolitan Planning Organization and the State Department of Transportation, the routes will be added to this plan

PARKS AND RECREATION

Four types of parks must be planned for South Mecklenburg neighborhood, district, community, and greenway parks

Neighborhood Parks

Neighborhood parks containing 2-25 acres should be located within residential areas Park facilities could include hard surfaced play areas, play fields, playground equipment, and passive recreational areas Predominantly used by young children, these parks should be located in close proximity (one-quarter to one-half of a mile) to the families served

The City and County Parks Departments will accept parks of 15 acres or more if they are adjacent to a school or greenway for maintenance (Parks over 25 acres are accepted for maintenance whether or not they are adjacent to other facilities) Parks under 15 acres would require private maintenance, and could be maintained by neighborhood associations, for example

Suitable neighborhood parks should be obtained through the development process The transfer of development rights or density bonuses could also be used to encourage developers/owners to provide open space for parks

District Parks

A district park usually contains approximately 40-60 acres, serving people within a two-mile radius It generally provides a greater emphasis on organized sports appealing to all age groups District parks may contain athletic fields, paved court areas, playground equipment, picnic areas, and passive recreational areas

Seven district parks are recommended at the following locations

(1) Adjoining the Senior High School on N C Highway 51
(2) North of N C Highway 51 at Elm Lane
(3) Adjoining the proposed Junior High School on McKee Road
(4) Encompassing the Big Rock Outcrop site, near Elm Lane
(5) Adjacent to the intersection of Tom Short Road and the Lower Mecklenburg Circumferential-Minor Road (northwest quadrant)
(6) Adjoining Tilley Morris Road between the Outer Belt and Union County (south side of the road)
(7) Matthews proposed landfill site, west of Independence Boulevard (In the event this area does not become a landfill, the staff still recommends it for a district park A study of appropriate alternative land uses for this site is presently being undertaken)

Community Parks

Community parks (200-300 acres) usually contain some of the facilities found in neighborhood and district parks They can also include facilities that require large amounts of space golf courses, lakes, scenic areas, senior citizen outdoor areas, historic areas, zoos, or other specialized attractions that can draw people from the entire county

The development of two community parks in South Mecklenburg County are recommended One park would be created by converting the proposed Six Mile Creek basin landfill into a park (In the event this area does not become a landfill, it would still be developed for a community park) The second community park is proposed at the western quadrants of the Outer Belt interchange at U S Highway 521 Realignment-Johnston Road, adjacent to the McAlpine Creek Greenway Both sites will provide adequate land for active and passive recreation

Greenway Parks

Greenways may be utilized in a variety of ways Bikeways or pedestrian paths may parallel the greenway and connect various parts of the city and county Picnic areas or passive recreational areas can highlight the creek or interesting natural settings

The recommendations of the Generalized Land Plan 2005 for the development of McMullen, McAlpine, Four Mile, and Six Mile Creek Greenways are supported in this plan The immediate reservation or dedication of these greenways to the County Parks Department is of the utmost importance

SCHOOLS

The provision of schools are just as important as roads, parks, water, and sewer, and must be planned in advance to maintain the quality of life in South Mecklenburg

Presently, there are four schools planned for South Mecklenburg

(1) Elementary School on Tom Short Road (Landen)
(2) McAlpine Elementary School on N C Highway 51
(3) Junior High School on Rea Road (behind Olde Providence Elementary, just north of the study boundary)
(4) High School on N C Highway 51 (between Hugh Forest and Reverdy)

Population growth in South Mecklenburg will result in the need for additional schools These school sites have been located within a general area, and do not denote specific sites Each proposed school location, however, should be within a mile radius of a selected site

(1) Three elementary schools (10 acres each plus one acre per 100 students)
- U S. Highway 521 and U S Highway 521 Connector
- McKee Road between Tilley Morris and the Outer Belt
- Weddington Road and Weddington - N C Highway 51 Connector

(2) Two junior high schools (20 acres plus one acre per 100 students)
- McKee Road between the Outer Belt and Weddington Road
- Community House Extension between the Lower Mecklenburg Circumferential Minor Road and Providence Road West

A combination of each school site with either a neighborhood park (about 15 acres) or a historic site is recommended The dedication of land for these purposes should be obtained through the development process The transfer of development rights can be used to persuade developers to provide suitable land for parks and schools

If the joint agreements between the Charlotte-Mecklenburg Board of Education, and the City and County Parks and Recreation Departments to cooperate in developing adjoining school/park sites does not result in adequate park land in the South Mecklenburg area, alternative park sites will have to be identified

HISTORIC SITES

The location of historic resources identified in the 1975 Historic Inventory was mapped for South Mecklenburg A complete cultural resources survey should be undertaken, and jointly funded by the City and the County This survey would provide archaeological, architectural, cultural and historic data necessary for establishing preservation goals Surveying typically involves visual examination of every property, researching publications and public documents, photographing and documenting each property that contributes to the significance of the area, and evaluating the results The estimated cost for this survey is $35,000-$45,000

ISSUE NO 5 WATER AND SEWER

An urban community's livability is directly related to the quality of its public services and facilities This infrastructure provides the framework for land development The planning of water and sewer, therefore, must accommodate growth in an orderly manner and, in the long run, guarantee a high quality infrastructure

Because development pressure will continue beyond Mecklenburg County's boundaries, the possibility of providing water and sewer through regional agreements to adjoining counties should be reviewed Through proper planning, adequate size mains can be targeted to meet this potential market

It is intended by this Plan that (a) Private Treatment Plants be allowed only as an interim measure and they are to be constructed pursuant to Charlotte-Mecklenburg Utility Department (CMUD) standards, (b) Community water systems be allowed only for development within the uses allowed by R-15 zoning The current water and sewer extension policies need to be amended to provide for the orderly integration of private community water and sewer systems into the CMUD system

The following water transmission lines and sewer outfalls are recommended for South Mecklenburg

WATER TRANSMISSION LINES

Short Range (1-5 years)

- Providence Road between N C Highway 51 and Providence Road West (24")
- Providence Road West between Elm Lane and Providence Road (16")
- Elm Lane between N C Highway 51 and Providence Road West (16")
- N C Highway 51 between Pineville and McAlpine Creek (24")
- Old Monroe Road from Matthews town limits south to Weddington Road interchange at the Outer Belt (16")

Mid Range (6-10 years)

- Providence Road between Providence Road West to Union County (16")

Long Range (10-20 years)

- John Street and Old Monroe Road between Pleasant Hill Drive and Union County
- Old Monroe Road south from the fork at Weddington Road and along Pleasant Plains Road south to Union County
- Weddington Road continuing from the water transmission line installed in the 1-5 year period, to McKee Road
- McKee Road between Weddington and Providence Road
- Tilly Morris Road between McKee Road and Union County
- Lower Mecklenburg Circumferential Major Road between Providence Road and U S Highway 521 Realignment

- U S Highway 521 from Pineville south to Lower Mecklenburg Circumferential Major Road where it intersects Ardry Kell Road
- Providence Road West Extension between Elm Lane and Existing U S Highway 521
- Johnston Road Extension between N C Highway 51 and the Outer Belt
- U S Highway 521 Realignment between the Outer Belt to Existing U S Highway 521
- Rea Road Extension between Providence Road West and Lower Mecklenburg Circumferential Major Road

WATER TANK

Mid Range (6-10 years)

- Sardis Road and N C Highway 51

SEWER LINES

Mid Range (6-10 years)

- Six Mile Creek Outfall between Marvin Road to Allenwood Road area**
- Six Mile Creek Outfall along Flat Branch Creek from Union County past Tom Short Road**
- Six Mile Creek Force Main and Outfall from Six Mile Creek north along Marvin Road and along creek bed to McAlpine Creek**
- Sewer Outfall between N C Highway 51 (along the McAlpine Creek) and the McAlpine Treatment Plant

WASTEWATER TREATMENT PLANTS

Short Range (1-5 years)

- McAlpine Creek Treatment Plant Expansion to 50 MGD*

Mid Range (6-10 years)

- McAlpine Creek Treatment Plant Expansion to 70 MGD**

*Included in 5 year Capital Improvement Program
**Included in 10 year Capital Needs Inventory

The projects listed in the mid and long range classifications may be adjusted in mid-1987, when projects move forward one year It is, therefore, possible some water and sewer projects may be eligible for the City's reimbursement program

ISSUE NO 6 GROWTH MANAGEMENT TOOLS

All new land development creates additional public costs for roads, water and sewer lines, parks, schools, fire stations, and public libraries The question of how such new costs should be apportioned in the community is currently under public debate

Growth Management Study

Elected officials of both the City and the County have requested a study of various growth management tools The purpose of this study is to identify the advantages and disadvantages of each tool Once this analysis is completed, the committee will determine which tool(s) should be recommend to elected officials

This study effort is being led by the City and County Budget Offices, Finance Offices, and Legal Departments, with planning staff support Their report should be complete by mid-1987

The implementation of a system to assist in financing capital improvement projects is necessary to achieve the following

(1) Support growth targets and objectives set in the Generalized Land Plan 2005

(2) Relate the costs of growth to the specific areas of growth

(3) Ensure adequate levels of public service and facilities in high growth areas while maintaining adequate levels of service in existing residential areas

(4) Replace declining federal revenues

(5) Develop revenue sources to deliver public services and facilities without state support (Note This is a state expectation)

The committee is reviewing a number of growth management tools, among them exactions, impact fees, development taxes and real estate transfer taxes An exaction is an agreement between a private developer and local government concerning improvements to be made either on or off site by the developer Impact fees or development taxes can be levied to assist a community in paying for a variety of capital improvements (roads, water and sewer lines, storm drainage systems, parks, open space, school, and fire stations) A real estate transfer tax can be levied when real estate transactions occur, and the revenues may be used to fund various capital improvements

If one or more of the above tools are chosen for application in Charlotte-Mecklenburg, enabling legislation will have to be introduced in the 1987 State legislature session Once legislation is enacted, the city and county can pursue one or more of the recommended options.

The staff endorses this study and will support the committee's recommendation(s) on growth management tool(s) Final consideration by the Planning Committee is reserved until the growth management tools study is completed At that time, the Planning Commission will review the report for possible incorporation of recommendations into the final district plan

Development Phasing and Infrastructure

Intensification of development in South Mecklenburg should be closely linked to the 10-Year Capital Needs Inventory and the 5-Year Capital Improvement Program and the provision of needed infrastructure to support the development Proposals for intensifying land use, through rezoning or otherwise, beyond the levels of intensity permitted within the zoning classifications now in place in South Mecklenburg are expected to conform to the following standards

(1) Developments other than single family detached subdivisions must be served by public or private sewage treatment systems and not by septic tanks Where a private treatment system is used for any development, sewer lines must meet Charlotte-Mecklenburg Utility Department standards and must be dedicated to the public system when CMUD is ready to accommodate them Developments other than single family detached subdivisions must also be served by a publicly owned water system or a community well system Water transmission lines must be sized to meet CMUD standards and must be installed at the expense of the developer, except where a joint public/private agreement can be negotiated with CMUD Public/private financing options for water and sewer systems may be pursued based on CMUD policies, as modified from time to time

Where, in the judgment of the Planning Commission or the governing body having jurisdiction over an area, a development should not be approved using a private sewage treatment system or a community well system, then the developer shall have the option of providing public water and sewer to the development or, alternatively, developing a phasing plan which coordinates the development with the provision of public water and sewer by CMUD

(2) All transportation improvements contemplated by this plan which cross or are located on the development site must be constructed and must, if constructed by the developer, meet all State, Mecklenburg County and City of Charlotte standards Any off site transportation improvements which are, in the opinion of the Mecklenburg County Engineering Department or the Charlotte Department of Transportation, necessary to support the development must be provided, either privately or through public financing

In the event publicly financed off site transportation improvements which are needed to support the development are scheduled for some future date or are not yet scheduled and must first be scheduled by the appropriate public authorities, then development phasing must be coordinated with the timing of such off site improvements

(3) Any land identified for on-site public facilities (such as parks, greenways, schools, thoroughfares, etc) must be publicly dedicated The percentage of land in a proposed development dedicated by the developer for public facilities will be a factor in consideration of the degree of intensification of a proposed development over and above the current zoning

In applying these standards to proposals for intensification, especially in the case of small tracts where strict compliance may be impracticable, the Planning Commission and the appropriate governing body will give consideration to the other goals and objectives of this Plan For example, where a particular site has been identified in this Plan as suitable or desirable for some higher intensity use, but such site or development is not of sufficient size to support extensive, privately financed off site infrastructure improvements, then consideration should be given to alternative ways of ensuring compatibility of the development with the scheduling of capital improvements or the provision of infrastructure Generally, however, large scale developments will be expected to meet these standards without need for modifications

Ordinance Revision Process

The Zoning, Sign, and Subdivision Ordinances of the City of Charlotte and Mecklenburg County will be revised and combined into a unified land development code The estimated adoption date for the revised ordinance is November, 1987

This plan recommends the unified code include a provision for land dedication, or fee in lieu of land, for parks and open space Mandatory greenway system dedication should also be included in the code (Note· All open space and parks should be publicly held)

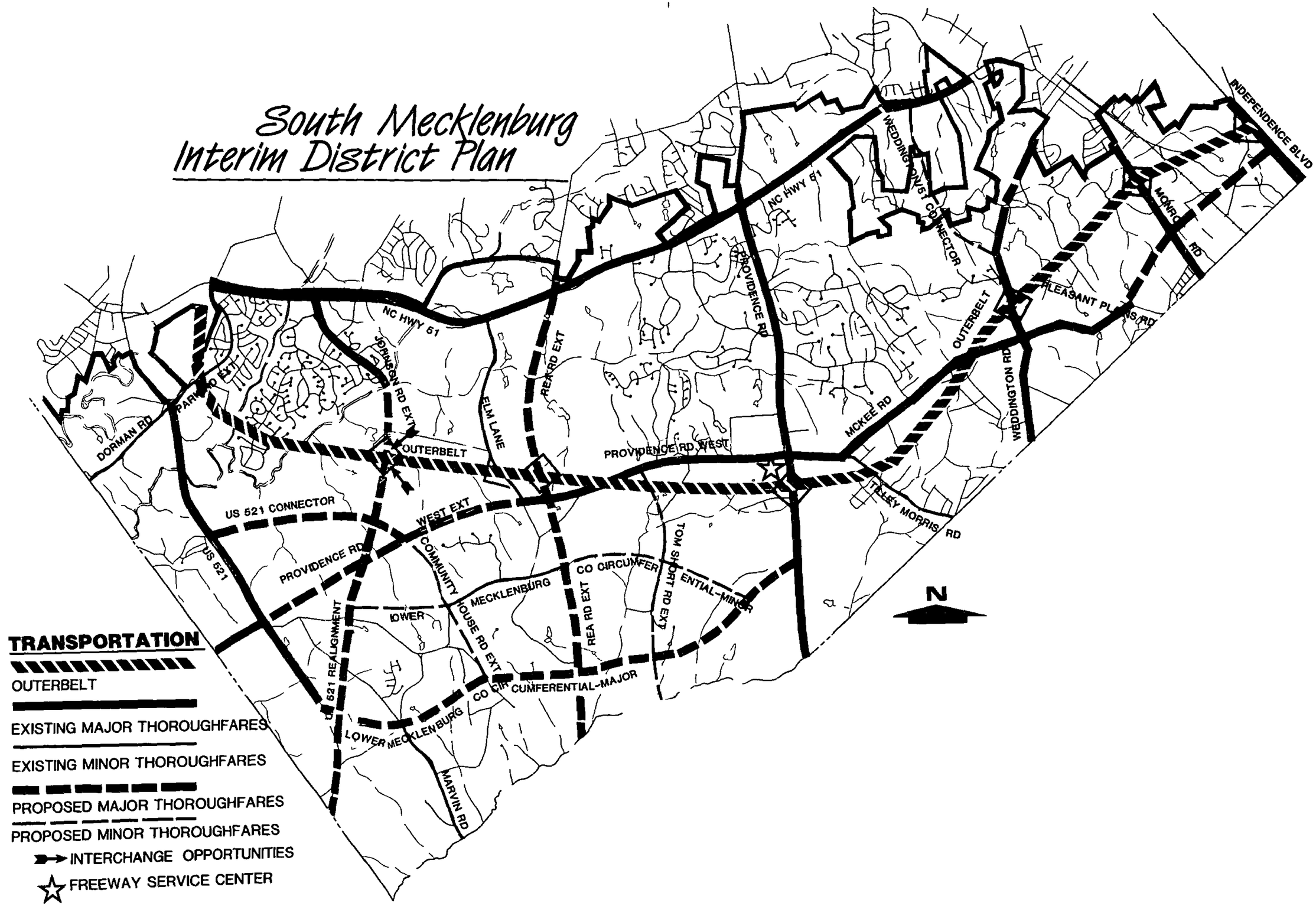
A section on transfer of development rights which addresses large-scale planned developments should also be included in the updated zoning code provisions This process can permit the transfer of unused development rights of one parcel to another, and could be used to compensate property owners who, for instance, provide public facilities or open space

Once the Ordinance is adopted, vacant land in South Mecklenburg County will be reclassified to fit the revised zoning district system

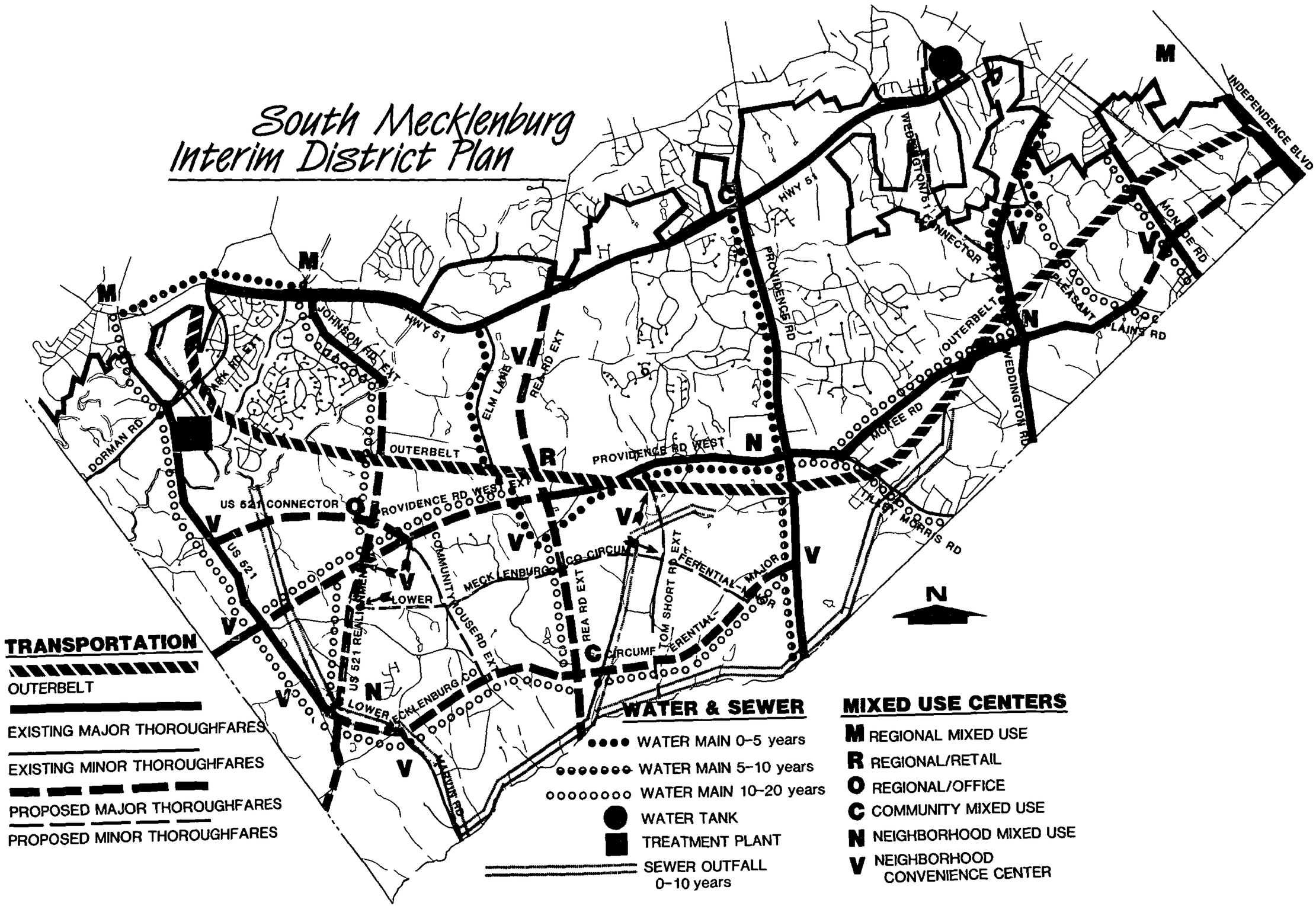
Housing Opportunities

Through the appropriate mechanism, tools shall be developed to provide a diversity of housing opportunities in the South Mecklenburg area Criteria for the location of low-income housing and the potential number of units needed in the South Mecklenburg area will be included in the final district plan

South Mecklenburg Interim District Plan



South Mecklenburg Interim District Plan



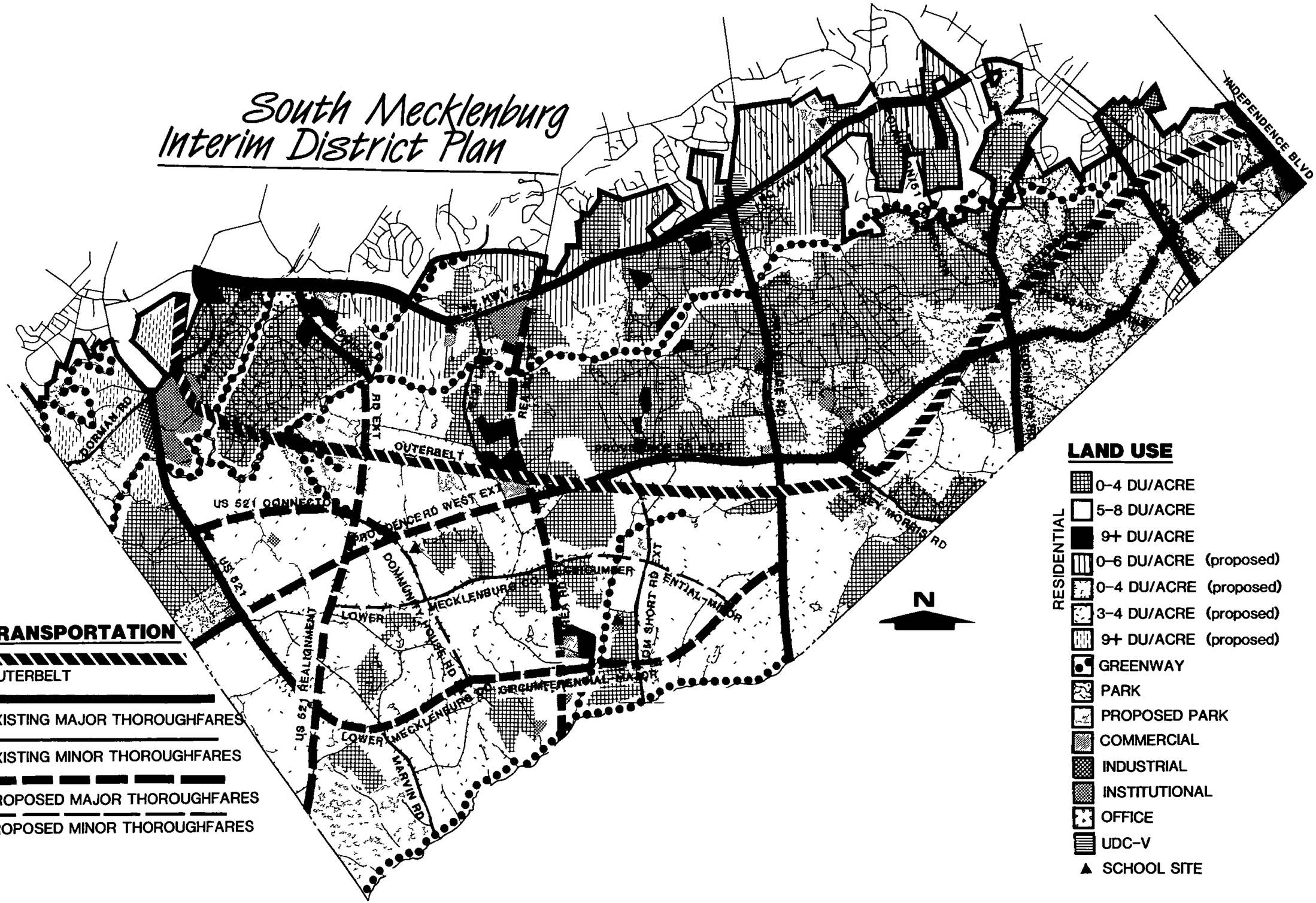
TRANSPORTATION

- OUTERBELT
- EXISTING MAJOR THOROUGHFARES
- EXISTING MINOR THOROUGHFARES
- PROPOSED MAJOR THOROUGHFARES
- PROPOSED MINOR THOROUGHFARES

WATER & SEWER

- WATER MAIN 0–5 years
- WATER MAIN 5–10 years
- WATER MAIN 10–20 years
- WATER TANK
- TREATMENT PLANT
- SEWER OUTFALL 0–10 years

MIXED USE CENTERS

- **M** REGIONAL MIXED USE
- **R** REGIONAL/RETAIL
- **O** REGIONAL/OFFICE
- **C** COMMUNITY MIXED USE
- **N** NEIGHBORHOOD MIXED USE
- **V** NEIGHBORHOOD CONVENIENCE CENTER

South Mecklenburg Interim District Plan