AGENDA

Meeting Type:	S
Date:	02-20-1990
SUBJECT	Joint City County School Board

City of Charlotte, City Clerk's Office

SIGNIFICANT ISSUES AND COMMENTS
ON THE DISTRICT PLAN GENERAL POLICIES
FEBRUARY 16, 1990

ISSUES	PUBLIC COMMENTS	STAFF COMMENTS
• Plan Amendments (pg. 3) The plan provides a mechanism for amending plans in four different ways.	• Members of the development community are opposed to the plan amendment concept stating it will be cumbersome and add time to the process.	• Staff believes the integrity of the land use plans will be maintained if there is a checks and balance process to determine the impacts of deviations from the plans before final decisions are made by the elected officials. This will help prevent decisions from being made out of the context of planning for the entire district. In some situations very little if any time beyond what may normally occur anyway will be added to the rezoning process; however, when a proposed deviation has significant impacts on an area and warrants a close evaluation of a larger area than just the site in question, additional time will likely be added to the process.
• Ratio of office and commercial uses recommended for centers (pg. 10). General Policies Plan recommends a 50/50 split for office and commercial space in mixed use centers, but suggests that 20% of the office space in neighborhood centers may be substituted for multi-family housing in some locations.	• Joint Committee and several commercial developers have stated that the amount of office space proposed for centers may be unrealistic in many situations. The group recommends the ratio be changed to a much smaller percentage of office space or to eliminate the office component all together.	• Staff recognizes that the market for office development often lags for years behind the retail market, but eventually the need for office uses will arise. Since the district plans project a build out development pattern, the office mix should be included in the planning of mixed use centers. The 50/50 split is a target ratio. Shifting 10% either way would not be opposed by staff. It is important to create opportunities for employment, shopping, and housing to coexist within close proximity to reduce the traveling distance between the

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		various functions. This will result in a more efficient transportation network in the future.
• Size of Neighborhood Convenience (pg. 12) Center. General Policies restrict the size of these centers to 50,000 sq. ft.	• Joint Committee recommends that the maximum size of centers be increased to 100,000 sq. ft.	• Staff advocates that 50,000 sq. ft. is adequate to provide the level of retail uses that serve the immediate neighborhood. The uses would possibly include a small grocery store, dry cleaners, and other personal services. Centers in excess of 50,000 sq. ft. typically serve a larger area than the immediate neighborhood and have a broader range of uses including a full service grocery store. Smaller centers should be limited to 50,000 sq. ft. to relate to the overall context of the neighborhood. There are opportunities for the larger centers in each of the districts. At one time the Planning Commission endorsed a policy allowing neighborhood centers to expand to 70,000 subject to conditions. However, Planning Committee initiated and after a lengthy discussion on this and unanimously endorsed a 50,000 sq. ft. maximum.
RESIDENTIAL FUTURE (pg. 15)		
• Base single family density of 4 d.u.a. General Policies Plan advocates that those areas that relate to Charlotte's perceived sphere of influence should have the development flexibility to build out at 4 d.u.a. by right. This does not imply that areas must be developed at that density. Maximum densities of 3 d.u.a. and 1 d.u.a. are also advocated for other	• Numerous neighborhood representatives disagree with having 4 d.u.a. as the base single family density. They recommended 3 d.u.a. as a more appropriate density cap. • Development community supports the 4 d.u.a. density.	• Staff continues to advocate for higher densities in the community to minimize urban sprawl and its consequential effects on infrastructure and public services and to provide diverse and affordable opportunities for a changing housing market. This allows more flexibility but does not mandate 4 d.u.a. everywhere. The market will determine how densely each subdivision

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areas of the county. The district plan does not recommend specific geographic locations for the 4 d.u.a. density; this will be done through the district plans.		develops.
• <u>Maximum Density of 1 d.u.a. in some areas of the county.</u> General Policies Plan proposes that in some environmentally sensitive, historic, or significantly rural areas or where access is limited, the maximum density should be 1 d.u.a. It is emphasized that the 1 d.u.a. density should be very selectively applied in the district plans.	• North Mecklenburg Concerned Citizens group strongly supports having a 1 d.u.a. density maximum in the eastern part of North Mecklenburg. • Several developers and some affected property owners are opposed to a 1 d.u.a. maximum because of the restrictions on development opportunities that would result. • Joint Committee recommends using a watershed overlay district to limit density.	• Staff supports the selective application of a 1 d.u.a. density in the county. The watershed areas in the Southwest and Northwest Districts and the northeastern portion of North Mecklenburg are the only areas being considered for the 1 d.u.a. maximum with the exception of Mint Hill. Mint Hill's land use plan indicates a 1 d.u.a. maximum in its sphere of influence. The East District Plan reflects Mint Hill's plan proposal. Staff is advocating in the North Mecklenburg Plan that if water and sewer are extended into some 1 d.u.a. area, the density maximum should be shifted to 3 d.u.a.
• <u>Multi-Family Development</u> General Policies Plan proposes that multi-family projects be located in accordance with locational criteria listed on the chart on page 21 and that a design manual be prepared to guide the physical development of the projects. Opportunities for infill development in the developed portions of the community are identified in each district plan.	• Some neighborhood representatives recommended that negative numbers be added to the multi-family chart to indicate adverse effects of multi-family projects.	• Staff considered using negative numbers but concluded the points system as devised will work. Negative numbers are offset by a minimum of points suggested for approval. A number of existing projects were rated using the chart, and adjustments to the chart were consequently made to fine tune the numbers. Members of the Charlotte Apartment Association met with staff several times to work through the chart and its application.
	• Apartment developer (Crosland Properties) and Homebuilders want the infill development discussion to be deferred; in their opinion,	• The plan specifically proposes that no higher density infill development occur within neighborhoods designated for preservation,

ISSUES	PUBLIC COMMENTS	STAFF COMMENTS
	the infill section does not advocate strongly enough for multi-family infill projects.	but states that infill can generally occur on the edges of neighborhoods and in other locations. Each district plan identifies potential infill sites. The multi-family locational chart applies only to developing areas.
Land Use Implementation (pg. 26)		
• Use intensification criteria General Policies Plan lists 5 criteria to consider for intensification of zoning.	• Development community is opposed to criterium stating that adequate public facilities and services should be provided for development to intensify over current zoning. • Citizens have commented that the infrastructure and services should be provided before new development occurs.	• The criterium is stated such that they should be considered, not required. Having adequate facilities and services for intensification to occur should be an objective to work towards for developing in the community.
Road Improvements (pg. 29) • Policies on right-of-way protection and provision of transportation improvements by the developer. (The policies in the plan are: - Thoroughfares identified on the official thoroughfare may should be protected from development by reservation, dedication, or transitional setback at the time a subdivision plat is viewed and approved. Other transportation improvements requiring additional right-of-way should be provided for in the same manner. - In the case of a conditional rezoning petition, transportation improvements necessitated by the proposed development and abutting the site should be at least	• Joint Committee and others in the development community are opposed to the regulatory language of the policies as stated in the executive summary and the potential legal ramifications. A request was made to defer this section.	• Staff has met with the County Attorney on this issue. In his opinion, the first two policies do not conflict with current law and in fact reflect current practice; however, the third policy may have potential legal problems dealing with off-site improvements. Staff is rewriting the third policy, but recommends that the first two policies be retained in the plan. The regulatory language ("must" versus "should") was changed from a previous draft in response to developers' earlier comments. The controversy over off-site improvements stems from a statement in the executive summary (page ii) that conflicts with the

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partially provided by the petitioner. Generally, if the improvement solely benefits the proposed development it should be provided by the developer. If the improvement has off-site benefits, it may be jointly provided by the City/County and the petitioner.		policies stated within the text of the plan. Staff will correct the executive summary to be consistent with the actual policy by deleting the last statement.
- When only a building permit is necessary for development to proceed, such a permit should be conditional upon the provision of adequate access to and within the project, excluding the provision of off-site improvements not immediately adjacent to the project.		• This is already a practice through building permit review, transitional setbacks and the subdivision ordinance.
• <u>Phasing of Developments (pg. 29)</u> General Policies Plan includes an implementation strategy of requiring phasing of development to coincide with the completion of road improvements affecting the development.	• Joint Committee is opposed to this concept being included in the document. Members of committee believe this is contrary to past trends and will result in development being "shut down". They recommend that the issue be pulled from the document and looked at separately with lengthy public discussion.	• Staff recommends no change to the policy. Requiring phasing of development through the rezoning process has been occurring already and should continue. The policy could be clarified to state that phasing would occur through the rezoning process.
• <u>Water and Sewer Service (pg. 32)</u> General Policies Plan promotes the goal of eventually having one public system, thus eliminating the need for private package treatment plants in the future. Policies further state that private systems should be <u>dedicated</u> to the public system when CMUD lines are extended to the area.	• Joint Committee and others are opposed to requiring dedication of private systems; it is viewed as an illegal taking. Also, the committee suggests that private plants do not have the environmental problems as stated in the document. They are opposed to any intervention in State authority on private plants.	• The County Attorney agrees that requiring "dedication" is not a legal tool. Staff recommends changing the language to say that private systems eventually be <u>assimilated</u> into the public system which could be achieve in a number of ways. The objective of having one system and reducing the number of private plants is still a valid one.
	• Numerous residents particularly in the Southwest and North Districts want greater	• The Liaison Committee requested that a staff committee be formed to identify strategies

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	controls on or the elimination of package plants in the community.	for dealing with package plants. The group has been meeting for the past 6 months, and a report to the elected officials is expected in early spring, 1990. Although the final strategy on package plants will be resolved in a separate process, it would be remiss not to discuss the issue in the General Policies Plan. The Plan recognizes that the study is underway and simply states alternatives being considered.
LIVABILITY (pg. 36 and 38)		
• Dedication of park, greenway and school land by developers	• Joint Committee and others in development community are opposed to a dedication requirement as it is considered an illegal taking.	• After discussing this with the County Attorney, staff recommends changing the language in the document to state that land for parks, greenways, and schools be acquired either through dedication, reservation, or purchase as part of the development process. This reflects current practice. Dedication would be voluntary.
OTHER ISSUES		
• Location of Mixed Use Centers (pg. 10). General policies state that centers should generally be located at one corner of the intersection of thoroughfares.	• Joint Committee comments that allowing nonresidential development on one corner is overly restrictive and not economically realistic.	• One of the objectives of the plan is to limit strip development of corridors and their intersections. Having commercial development on all four corners of an intersection increases the potential for extending commercial uses along corridors and exacerbates traffic problems created from numerous curb cuts. Staff recognizes that in some situations it will be impossible to assemble properties on one corner and development will be forced to

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		occur on more than one corner; however, concentrating development on one corner should be reinforced as an ideal goal. Staff suggests adding some language that relates to situations where development on one corner is not possible.
• Design of Mixed Use Centers (pg. 10) General Policies advocates using design elements to unify mixed use centers.	• Joint Committee is concerned that the concept it is not feasible when separate property owners are involved, and it may discourage development.	• To prevent the haphazard development pattern of commercial areas from occurring as in the past, every attempt should be made to design commercial areas as centers rather than as piece meal strips of development. This ideal should continue to be reinforced in this plan and through the new zoning ordinance. Design relationships and unity can be achieved when separate property owners are involved.
• Mixed Use Center Chart (pg. 13) A chart summarizing the characteristics of the four mixed use center types is included on page 13 of draft.	• Joint Committee pointed out that the chart in the January 11 draft is not consistent with Planning Committee's recommendations.	• An older version of the chart was inadvertantly xeroxed with the January 11 draft. New copies of the document include the revised chart.
EMPLOYMENT USES (pg. 14)		
• Lack of attention to industrial development (pg 14). All types of employment uses are combined in the draft plan. An overall objective of the plan is that a full range of employment uses including industrial be distributed throughout each planning district where possible.	• The Chamber Land Use and Manufacturing Committee's and several industrial representatives stated concerns that the draft did not adequately address or support industrial development.	• Staff recommends no changes to the employment section of the draft plan. Each individual district plan addresses specific industrial sites to implement the objective of having industrial uses in all districts. Industrial uses have not been overlooked in the individual plans.
• Cost of Amenities such as sidewalks, Bikeways, and streetscape improvements. (pgs. 31, 37, and 44)	• The development community raises the concern that the cost of providing these amenities may be more than the community	• Staff believes that the community must continue to address the livability aspects that in turn make Charlotte-Mecklenburg an

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	can afford.	attractive area to locate. Planning for amenities will be done with cost considered as a constraint. No changes should be made to the document.
• <u>Corrective Rezonings (pg. 26)</u> General Policies Plan endorses the practice of rezoning properties where potentially harmful zoning situations exist.	• Joint Committee and many affected property owners are opposed to down zoning property because of the presumed value lost to property owners.	• Land use and zoning conflicts exist throughout the community. Area plans prepared for various neighborhoods and/or corridors in the county have attempted to resolve zoning/land use conflicts through corrective rezonings. This has prevented and will continue to prevent inappropriate development from jeopardizing the integrity of neighborhoods and the future land use plans in the community. Because area plans will not be needed for some parts of the county, the corrective rezonings have been included in the district plans. Planning should be based upon the interest of the public at large rather than the effects on individual property owners and property values.
• <u>Other processes in progress</u>: The General Policies Plan recognizes that processes dealing with the new zoning ordinance, alternative revenue sources, package treatment plants, stormwater management, and watershed protection are occurring outside the district plan process. Policies and strategies that should be considered in the separate processes are included in the document.	• Joint Committee and other developers suggest that the general policies should not address those issues that have not been resolved yet through other processes. The concern is that including the issues in the General Policies Plan will predispose the work being done with the various issues.	• Staff does not think the General Policies Plan discussion should be deleted on the issues since the issues are so relevant to achieving the plan's goals and objectives. However, staff envisions that the General Policies Plan would be amended to reflect policy decisions made in the future on the issues in question. A statement qualifying this intent could be added to the document.
• Public hearing for district plans.	• Several citizens and developers have requested that the elected officials hold	• Staff requests direction from elected officials on this issue. Two public

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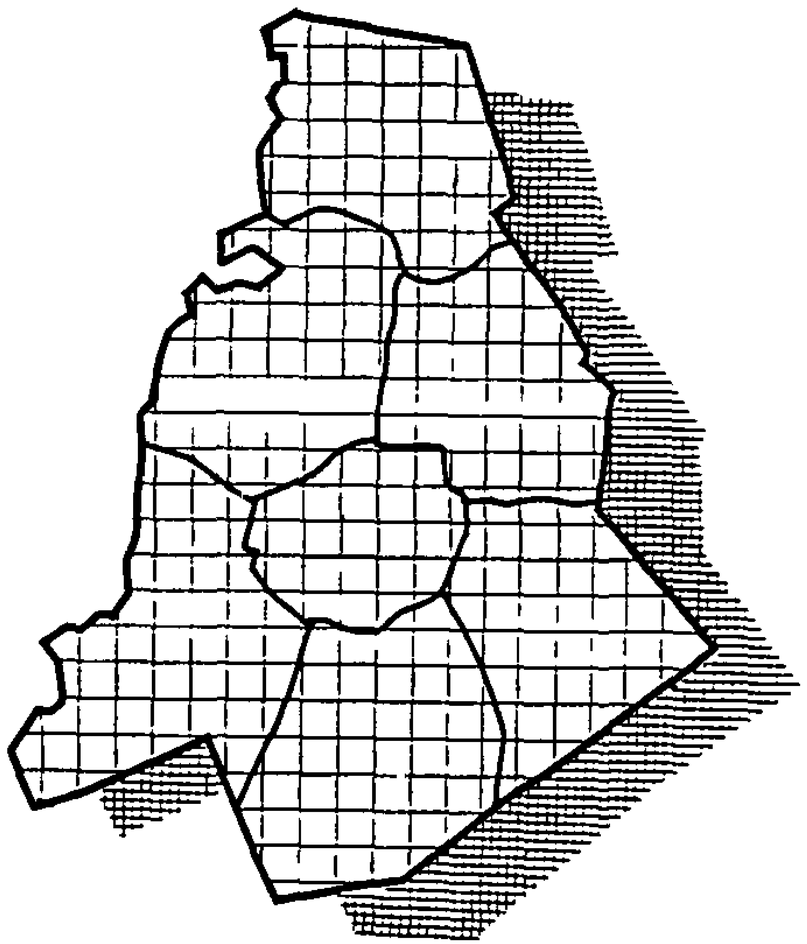
	public hearings for each district plan before decisions are made on the plans.	meetings are/will be held at the end of the process for each plan. Staff has held one meeting and another one was for completed plans, held by the Planning Committee. Those property owners whose properties are recommended for a zone change were sent notices of the meeting as were neighborhood leaders. There has also been media on about the meetings.

ADDITIONAL MINOR TOPICS COMMENTED ON IN THE JOINT COMMITTEE'S EVALUATION OF DISTRICT PLAN GENERAL POLICIES

FEBRUARY 20, 1990

- Disclaimer that plans are out of date as soon as adopted (pg. i)
- Need for design manual for multi-family development (pg. iiii and 24)
- Statement on regional centers (pg. 10)
- Responsibility for providing buffers (pg. 27)
- Conservation Districts (pg. 17)
- Intensification of single family neighborhoods/neighborhood buy outs (pg. 17)
- Infill Design Considerations (pg. 18)
- Housing Type Descriptions (pg. 19)
- Use of point system for multi-family projects (pg. 22)
- Definition of "character or existing development" (pg. 26)
- Wording on infrastructure objective relating to manner in which development occurs (pg. 28)
- Suggestion for county priorities for road building (pg. 29)
- Technical error on subdivision requirement (pg. 31)
- Sidewalk construction (pg. 54)
- Regional cooperation on water quality (pg. 40)
- Erosion control (pg. 41)
- Preservation of trees and county tree ordinance (pgs. 42 and 43)
- Cost of burying utility lines (pg. 46)
- Description of previous development of commercial areas (pg. 47)
- Clarity of Housing Policy Plan (pg. 49)
- Impact of development regulations on affordable housing (pg. 51)
- Economic development strategies (pg. 54)

DISTRICT PLAN
GENERAL POLICIES



Approved by
Charlotte-Mecklenburg Planning Commission
January 11. 1990

Comments by Real Estate and Building Industry Coalition,
September 1989 and February 1990

A Joint Committee of the
Homebuilders Association of Charlotte
Charlotte Association of Realtors
Charlotte Apartment Association
Charlotte Mortgage Bankers Association
Mecklenburg General Contractors

DISTRICT PLANS GENERAL POLICIES

Preface

Each of the seven planning districts in Mecklenburg County is unique and has separate issues to address, however, many issues apply generally throughout the county This general policy document highlights the community-wide issues, goals, objectives, policies, and strategies for all the planning districts The specific application of the general planning principles is included in a separate document for each planning area

TABLE OF CONTENTS

	Page
Executive Summary	
Introduction	1
A Positive Direction	
Issues & Goals	7
Future Land Use	9
Objectives	9
Mixed Use/Commercial Centers	10
Employment Growth	14
Residential Future	15
Implementation Tools	25
Infrastructure	28
Objectives	28
Road Improvements	29
Public Transit	30
Sewer/Water	32
Livability	35
Objectives	35
Parks & Greenways	35
Bikeways	37
Schools	37
Environmental Quality	40
Historic Preservation	43
Visual Quality	44
Affordable Housing	48
Objectives	48
Policies and Implementation Strategies	49
Economic Development	54
Objectives	54
Programs and Projects	54
Concerns/Issues	55
Policies and Implementation Strategies	56

EXECUTIVE SUMMARY OF POLICIES AND RECOMMENDATIONS

Charlotte-Mecklenburg will undergo many changes in the years ahead District plans provide policies and recommendations that can lead the community in a positive direction Because of the tremendous growth pressures the opportunity to make a difference in how the community develops is at hand There must be consistency in applying the policies and setting priorities for action, otherwise, the community will lose its focus and opportunity to manage growth

The major land development policies generally applying to all the districts are summarized below, and a two year action plan on various key recommendations is given It's important to remember that planning is a dynamic process and should remain somewhat flexible Changes in the economy, in the environment, or in societal trends over time may cause adjustment of the plan's position on certain issues As the 2005 Plan will be monitored every five years to assess the realities of the changing times, so will the district plans, however, the proposals set forth in this plan represent solid land planning principles that should endure through the course of time

SUMMARY OF MAJOR LAND DEVELOPMENT POLICIES

To ensure that the vision of district plans becomes a reality in the future, the following development policies should be closely observed through the rezoning process These policies, in addition to others, are explained more fully in the general policies document Greater direction with regard to the specific application of the policies are included within each district plan Important to note some of the statements below reflect the desired rather than existing policies

1

COMMENT A clear disclaimer must be added to the plans making it clear that plans of their very nature are out of date the very day they are adopted and making it clear that long range plans will be amended or decisions will be made different from the plans from time to time as conditions warrant.

LAND USE

- Unified mixed use centers should develop throughout each district as focal points of development These centers should be integrated through design, with an emphasis on pedestrian connections

- Employment uses should concentrate only in the areas defined on each district plan map

- New residential development should occur at varying densities throughout the district to provide diversity in housing types and affordability An urban residential pattern should evolve considering the following

  - protection of existing neighbor character and zoning pattern in stable neighborhoods being especially sensitive to infill development

- establishing a base by-right single family density of 4 d u a throughout the majority of developing urban areas of the county with the following exceptions

  - In limited locations and with strong justification a maximum density of 1 d u a should be maintained in environmentally sensitive areas, in locations desired for a more rural future, where access is particularly poor, or where historic qualities of an area should be preserved

  - A base density of 3 d u a should be applied in some outlying areas that relate more to small towns in and around the county rather than relate to Charlotte s urban core

- Allowing opportunities for and encouraging higher density residential contingent upon rezonings that are based upon objective design and locational criteria

- Encourage higher density residential development along proposed transit rail lines

INFRASTRUCTURE

- All transportation improvements indicated on the newly adopted Thoroughfare Plan which cross or are located on the development site should be constructed prior to or in conjunction with development If constructed by the developer, all State or local standards should be met Any off site transportation improvements necessary to support a development should be provided whether privately or through public financing

- Developments other than single family lots with septic tanks and wells should be served by public water, and sewer systems or in the interim by private community wells and/or package treatment plants with lines sized to CMUD standards Eventually, all private community systems should be dedicated to the public system

- Any land identified for on-site public facilities (such as parks, greenways, schools, thoroughfares, etc) should be dedicated to the public domain through the development process

- Pursue and coordinate intergovernmental cooperation and planning for a regional transportation network and regional water and sewer services

- Continue to have sidewalks built through the development process and place a high priority on building and completing sidewalks on major and minor thoroughfares

(2) COMMENT: Generally support an average density of 3 to 4 d.u a for the undeveloped areas of the County to efficiently use public infrastructure and to provide an adequate tax base

(3) COMMENT· The highest single family district should an R-15 or greater density in keeping with an urban future A better policy would be to have overlay districts for watershed protection etc There are no areas in the County suitable for farming as shown in a study a few years ago by a UNCC professor Only dairy farming and horticulture make economic sense and dairy farming is not compatible with an urban future. Farmland preservation really means preservation of open space or cultural preservation of a rural heritage

(4) COMMENT: Until a better system is devised we support voluntary commitments for public infrastructure through the rezoning process Oppose mandatory takings without compensation Oppose contributions for offsite improvements Oppose mandatory traffic impact studies. Exactions by the public as a condition of approval are probably illegal unless there is a "rational nexus" to the impact of the development as shown in the recent case of Batch vs. Chapel Hill

(5) COMMENT Inveator owned water and sewer systems have a role in the development of Mecklenburg County The systems should be properly run and inspected Oppose any attempts to remove the permitting authority from the State or to force the conveyance of private systems to CMUD or to require developers to build oversized lines without compensation Support consolidation and regionalization of systems where possible However huge wastewater treatment facilities do not guarantee there will be no pollution and in fact smaller facilities may be easier to control

(6) COMMENT: A constitutional question is raised whether the public can require dedication. It is of particular interest that the North Carolina Supreme Court did not go so far as to say that local government could require dedication of land or installation of public improvements by developers when it ruled that local government had the right to protect future road right-of-ways from development in the Case of Batch vs Town of Chapel Hill

LIVABILITY

- Parks of different sizes and functions should be developed in accordance with the priorities established in the Park Master Plan
- Stormwater should be managed on a system-wide rather than isolated basis considering off-site influences and impacts
- Joint development of elementary and some junior high schools with park sites should be pursued where possible
- Historic properties should be preserved either through public intervention or through the development process
- Open space amenities other than parks and greenways should be woven into the land development plan with an emphasis upon:
  - buffers and screening between dissimilar land uses
  - usable common open space within large scale developments
  - linking open spaces
  - streetscape treatment along major gateway corridors
  - pedestrian and biking accessibility
  - preservation of natural features
- The environmental quality of streams, the watershed, and other significant natural areas should be preserved within the City and County

AFFORDABLE HOUSING

- Preservation of the existing housing stock should remain a top priority
- Housing and neighborhood improvement programs should be coordinated throughout the county
- Neighborhood groups should be encouraged to take active roles in neighborhood and housing improvement programs
- Public funds should continue to be used to leverage private sector involvement in providing affordable housing
- Programs that promote home ownership opportunities should be more widely used
- Higher density development should be encouraged to help control housing costs

ECONOMIC DEVELOPMENT

- The City s and County's role in economic development for the community should continue and be strengthened

TWO YEAR (1989-1991) ACTION PLAN

Numerous recommendations are included in the District Plan General Policies The capital projects will be included in the 10 YEAR CAPITAL NEEDS INVENTORY and the 5 YEAR CAPITAL IMPROVEMENT PROGRAM Priorities will be established based upon the overall City/County needs Because of limited public resources, the capital projects will be funded over an extended period of time Alternative revenue sources are currently being explored by the City and County to relieve some of the public financial pressures A reduction in Federal spending and local cut backs will require additional resources to meet the growing needs

Other, non-capital projects however, should be completed or at least started within a two-year time frame Many of the projects are on-going, but closure within the next two years will have a significant impact on the future of the community These actions are

- Adopt a new zoning ordinance for the City and County that includes the districts needed to implement the proposed land use policies of this plan and also improved development standards to ensure an attractive and livable environment ← 7
- Begin the process of assessing and updating the 2005 Generalized Land Plan ← 8
- Complete a design manual that provides guidance for designing multi-family housing in developing areas and on infill sites ← 9
- Complete a study on land use and rail corridor design to determine needs, priorities and implications of a transit rail system
- Establish a regional transportation task force or authority to assess transportation needs on a regional basis.
- Complete an interagency task force effort to develop an action plan for dealing with private package treatment plants, and initiate action The use of septic tanks should also be evaluated in the study (During the district planning process, such a group was formed)
- Convene an inter-county task force consisting of agency representatives and elected officials to address the need for a regional sewage treatment system
- Address issues related to the Catawba River watershed through a watershed management plan for the county Regional cooperation should be pursued

7 COMMENT It makes sense to complete the ewrite of the zoning ordinance prior to adoption of the District 'lans

8 COMMENT. The District Plans that are being created would seem to satisfy the need to revise the 2005 Plan It is unclear what new results could be achieved by more planning especially when the human resources of this community have already spend countless hours planning It would seem appropriate to simply review the progress of the District Plans and the progress toward achieving the 2005 Plan Goals.

9 COMMENT It is unclear what benefits will be achieved from a design manual, given this document provides locational criteria and the rewrite of the Zoning Ordinance should provide appropriate development standards.

- Adopt the 2005 Transportation Plan, Parks Master Plan and Greenway Master Plan Update to give direction and establish priorities for public facilities
- The County should pursue legislation that would enable it to fund and build roads (10)
- *Complete an inventory of sidewalks along major and minor* thoroughfares in the city and establish priorities and a program for completing a sidewalk system along the roads (11)
- Explore means of having sidewalks built along major and minor thoroughfares in the county (11)
- The County should adopt a master plan for new schools including desired locations estimated costs, and priorities Every attempt should be made to combine elementary and some junior highs schools with public parks
- The County Board of Education should pursue changes in State requirements that *would allow schools to develop on smaller sites* in urban areas, and would increase acreages for high schools in developing areas
- Complete an historic preservation plan that sets priorities for preservation and recommends strategies to implement the plan
- *Prepare streetscape plans and/or design guidelines for the streets* identified within the district plans. (11)
- Initiate a master tree planting plan for all major and minor thoroughfares in the City and County (11)
- Establish a tree commission and tree ordinance for the County, or consolidate the function with the City (11)
- Evaluate and recommend strategies for
  - use of overhead utilities
  - curb cut standards
  - public sign program
- Initiate a master bikeways plan to create a linked network of bikeways in the City and County (11)
- Adopt a stormwater management plan and ordinance that supports strong environmental and aesthetic measures for maintaining streams and lakes as well as flood control. (12)
- Complete an analysis and establish policy direction for alternative means of supplementing public funding of public services and facilities (13)

(10) COMMENT. At a minimum the County should fund and begin the functional design of new thoroughfares in order to record corridor maps to prevent houses from receiving a building permit in the future right-of-way.

(11) COMMENT: Can the community afford what seems to be implied by these goals.

(12) COMMENT: The proposed policies seem to predispose the work being done for the City and County by various consultants studying stormwater and watershed protection. There also seems to be no consideration of the cost vs. the benefits.

(13) COMMENT: *This last goal is unclear*

- Continue to implement and enhance a variety of existing and proposed programs dealing with affordable housing (Numerous programs are discussed in the Affordable Housing section of the plan.)

- Undertake a strategic economic development plan for the City and County that outlines issues and recommends strategies, priorities, and funding opportunities for continued economic development of the community

INTRODUCTION

In November, 1985 the 2005 Generalized Land Plan was jointly adopted by Charlotte City Council and Mecklenburg County Board of Commissioners It became the official policy guide for managing and redirecting growth Community leaders supported the plan's underlying vision of Charlotte-Mecklenburg as the urban center of a growing region The basic premise of the plan is that to create a healthy and livable urban community, the community will depend upon its economic vitality and its ability to identify, plan for, support, and market:

- a more balanced growth pattern
- an increasingly urban land use pattern, and
- a stronger public urban design consciousness

In the plan the county was divided into seven geographic districts South, Southwest, Northwest, North, Northeast, East and Central Broad land use concepts and implementation strategies designed for a twenty year period were recommended for each The expectation drawn from the 2005 Plan was that once the overall generalized plan was approved plans would subsequently be completed for the seven districts the purpose of which would be to further refine the broad policies established in the 2005 Plan This was a top priority for continued planning efforts

Establishing a citizen involvement forum to assist staff on developing district plans was also an early action recommended in the 2005 Plan Consequently, in 1987 the official district planning process began and the citizen involvement approach was determined Study groups of from 14 to 16 citizens each were selected by the Planning Committee to represent the seven districts A good cross section of citizens and interests was the key criterion for appointing the study group members.

SCOPE OF DISTRICT PLANS

As mentioned above, the purpose of the district plans is to refine the broad 2005 Plan policies and recommendations The 2005 Plan provided a conceptual vision of how each district in the county should develop The district plans are more specific in nature For example, locations and sizes of future commercial centers are identified in the plans Boundaries and descriptions of future employment centers and residential development policies are as well Where the 2005 Plan is a 20 year plan, the district plans depict a built-out land use future, one which may not evolve for twenty, fifty, or even a hundred years The plans will provide policy direction to the elected officials for making land use decisions well into the future

In addition to the future land use plan, a twenty year capital improvements program is recommended that will support the land use

proposals Included are provisions for water and sewer, road improvements parks, street trees, and other public projects These will be included in the City's and County's Ten Year Needs Assessments and the yearly Capital Improvements Program (C I P) Projects scheduled beyond the 20 year period will eventually be included in the capital funding plans

Finally, the district plans identify where the even more detailed small area plans should be pursued Even though specific in nature, the district plans generally do not address the community on a lot by lot basis as do small area plans In some situations, particularly in the Central District small area plans will be needed to further refine the district plan policies in specific areas

THE PROCESS*

The Planning Commission staff working with the study groups for each district:

- assessed existing characteristics and trends for each district
- identified key issues
- refined the 2005 Plan long range vision, goals and objectives
- reviewed adopted plans within the district to assess if and where changes should be made
- determined development policies, criteria, and strategies
- identified tools for implementation

Generally, it took from ten to fifteen months to accomplish the above and to prepare a draft plan Once the early background work was completed by staff, the process evolved as follows:

- The study group had an orientation meeting to become acquainted and to identify issues that should be addressed in the plan
- A community meeting was held for staff to explain the plan's purpose, to introduce study group members to the public, and to have the community at large identify issues for planning
- The study group then met with staff generally every three weeks to address the focused issues of the plan Staff presented background and educational information to the group on each topic

* The Northeast District Plan process began prior to the study groups being formed Therefore, a slightly different process was followed Public workshops were held as the plan was being developed and the study group, consisting of many who participated in the workshops, met for an abbreviated time period to review, discuss the staff's draft plan and to recommend changes or additions

and then presented its recommendations for actions The study group members were in the position of reviewing staff's recommendations and either agreeing with them or recommending changes The optimum situation was that the decisions would reflect a full consensus of the study group and staff However, in cases where consensus was not reached, the differences of opinion were noted

- A draft plan was prepared by staff and forwarded to the study group

- A second community meeting was conducted for staff to present the plan's recommendations and to obtain feedback from the citizens at large

- The study group reconvened to review the staff draft and discuss public meeting comments The group concurred with the staff, recommended changes, or where consensus was not reached, voiced differences of opinion Differing opinions were noted in a study group minority report

- A third community meeting was conducted by the Planning Committee to give the Committee members an opportunity to hear comments

- The plan and study group and citizen comments were then reviewed by the Planning Committee for its recommendation

- The elected officials reviewed and adopted a final plan

CONTINUED MONITORING OF PLANS

Planning is a dynamic process that necessitates being flexible and adapting to changes As with the 2005 Plan, the district plans will be reviewed every five years to address changes that are occurring in the districts It will be an opportunity to assess the plan recommendations and policies to determine if the recommendations should continue to apply

PLAN AMENDMENTS

Adopted plans set policy direction for the future Considerable analysis and community involvement have influenced policies and strategies of plans A variety of factors such as access, availability of transit, and good spatial distribution and separation of land uses have been considered Therefore any actions taken that conflict with plans or their intent should be carefully weighed before proceeding with a change Changing land use at one location may necessitate changes to the plan elsewhere or have implications on infrastructure

In the past there has been no formal process for evaluating proposals that deviate from adopted plans As part of the staff analysis prepared for zoning cases, the consistency of petitions with adopted

14 14

COMMENT: Plan amendments is one of the more significant changes in policy regarding long-range planning in Charlotte-Mecklenburg It is important that everyone read page 3, 4, and 5 in its entirety. Since most rezoning requests involve some deviation from long range plans, it can be expected that this policy will add significant additional time to the rezoning process. It will also be very difficult to get approval of rezonings that differ from the long range plan, when one considers this plan amendment process in context with other statements in this document on pages i and 25, about amendments to the plan.

plans have been evaluated, but there has been no comprehensive review of the effects of the petition on the overall plan strategy, the staff analysis has only addressed whether a petition is or is not consistent with plans

To maintain the integrity of adopted plans, a formal plan amendment process may be initiated as follows:

1 Staff, Planning Commission or elected officials may initiate a plan amendment as a result of a periodic five year review of the entire plan Planning Committee would review the proposed amendment and forward its recommendation to elected officials

2 Staff, Planning Commission, or elected officials may initiate a plan amendment as a result of some government action that has changed conditions in a particular area For example if an alignment of a new road has been decided upon the impact may cause staff to adjust the plan to accommodate the change As with the first option, Planning Committee would review the proposal and forward its recommendation to elected officials for a final decision

3 A private citizen or developer may initiate a plan amendment He/she must provide staff with written information elaborating on the amendment request and the justification for making any changes to the plan Staff would evaluate the request and recommend approval or denial to the Planning Committee which in turn would make a recommendation to elected officials for a decision If a zoning petition has been filed for a piece of property, a plan amendment can not be filed for the same property A plan amendment could occur through the rezoning process as described in number 4 below

4 As part of the rezoning process for petitions that clearly conflict with adopted plans, an automatic plan amendment review would be built into the process A developer would file a petition and a public hearing would be held After the public hearing, the Zoning Committee would either recommend an automatic deferral to allow time for Planning Committee to assess the effects on the adopted plan or make a recommendation on the petition Staff would recommend deferral in all cases If the Zoning Committee makes a recommendation prior to deferring a plan, the elected officials may decide to defer a decision and refer the issue of plan consistency back to the Planning Committee

If a deferral is recommended by Zoning Committee or the elected officials, Planning Committee would take the necessary time to evaluate the merits of the plan amendment and make a recommendation back to the Zoning Committee and/or the elected officials as to whether a land use change in general should be provided The Planning Committee would not

15 15 COMMENT: A clear disclaimer must be added to the policy documents making it clear that plans of their very nature are out of date the very day that they are adopted, and making it clear that long range plans will be amended or decisions will be made different from the plans from time to time as conditions warrant.

judge the merits of a site plan, this would be the responsibility of the Zoning Committee Planning Committee would only assess the land use implications as they relate to adopted plans

There may be situations where the Planning Committee recommends against a plan amendment and Zoning Committee recommends for a petition that conflicts with the plan The elected officials would consider both recommendations and make the final decision A final affirmative decision on any zoning case by the elected officials would result in an automatic plan amendment to reflect the zone change

There may also be situations in which the Planning Committee may recommend in favor of a plan amendment but for site plan or other reasons Zoning Committee recommends denial of a petition If elected officials deny the petition, the plan amendment would not be approved

With any of the four options, the level of citizen involvement would be dependent upon the complexity and magnitude of a plan change The time frame for completing the plan amendment process would also vary dependent upon the complexity of the plan review

In cases where the plan review associated with zoning petitions deals with a very localized amendment, one that does not result in changes elsewhere to the plan, the time frame would be relatively short because the decision should be relatively easy to make. Generally this would involve an additional month added to the zoning process Conversely if a plan amendment is complex and results in having to consider changes to the overall adopted plan, the time frame would be lengthened dependent upon staff resources available to do a thorough analysis of the situation

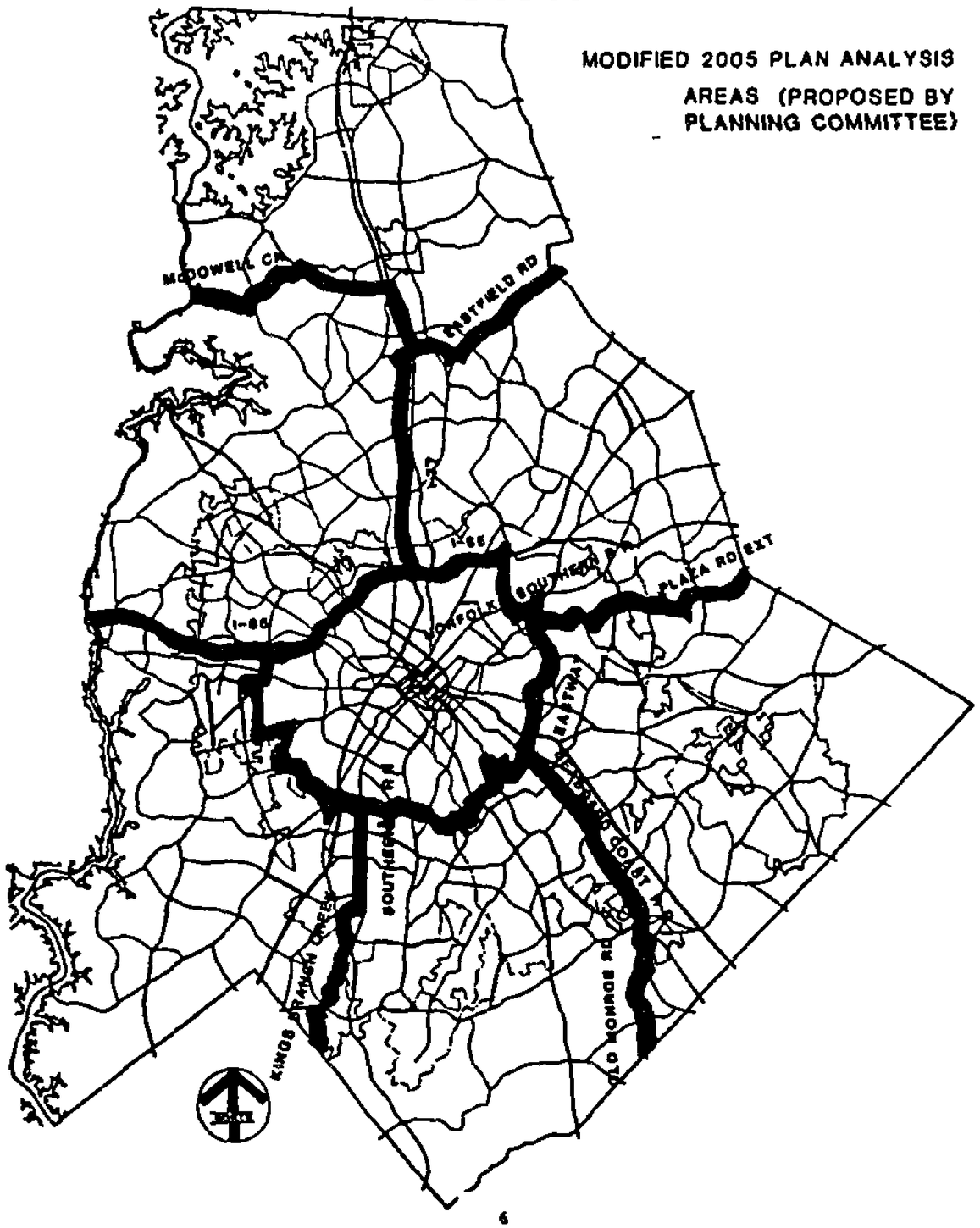
Where a plan amendment is complex and would involve considerable staff time, a potential zoning petitioner should pursue the option of proceeding directly to the Planning Committee for a plan amendment before filing a petition In the long run, the time expense, and uncertainty to the petitioner would generally be less with a direct plan amendment than with filing a petition and being delayed It would also be a much less complicated route to take for particularly controversial zoning cases

Details of the specific step by step plan amendment process including application and information needs and review time considerations should be defined following adoption of the General Policies

7 DISTRICT PROPOSAL

MODIFIED 2005 PLAN ANALYSIS

AREAS (PROPOSED BY PLANNING COMMITTEE)



A POSITIVE DIRECTION

ISSUES FOR PLANNING

One of the first important steps for developing a land use plan is to identify and focus upon the key issues that will confront the community in the years to come Narrowing the issues establishes a framework for action. The most pressing issues that affect each district in one way or another fall under the following categories:

- economic prosperity
- variety and affordability of housing
- neighborhood conservation & integrity
- livability and the environment
- public services, facilities, and infrastructure
- regional influences

Issues specific to each district are identified and addressed in the individual plans

VISION AND GOALS FOR THE FUTURE

Communities that maintain a clear vision of the future are the most successful in achieving their long term goals. The 2005 Plan was based upon the broad vision of Mecklenburg County as a fully developed, urbanized community at some point in time in the future Building upon the 2005 Vision are the vision development goals common to each district as described below:

Each district should be

- ECONOMICALLY STRONG to provide jobs, business and shopping opportunities, and a reliable tax base for supporting the growing needs of the community
- PHYSICALLY, SOCIALLY, AND ECONOMICALLY DIVERSE to provide a broad range of housing, employment, leisure, health, and educational opportunities in each area
- SENSITIVELY DESIGNED to create a sense of unique identity and to foster aesthetic values
- ADEQUATELY SERVICED with the necessary infrastructure to lead and accommodate growth

- **ENVIRONMENTALLY BALANCED** to protect the districts natural and historical resources and to provide healthy surroundings for people

- **SUPPORTIVE OF NEIGHBORHOOD VALUES** to preserve and enhance the valuable housing stock and sense of community already established and yet to be built

- **HOLISTICALLY DEVELOPED** to create a total, interrelated environment in which the pieces fit together as part of the bigger Charlotte-Mecklenburg and regional picture

The objectives policies, and implementation strategies proposed to accomplish the plan s vision or goals on the community-wide scale are included within each of the following sections:

- Future Land Use Pattern
- Infrastructure
- Livability
- Affordable Housing
- Economic Development

REGIONALISM

As the central city of a growing region, Charlotte-Mecklenburg must focus on a broader scope of planning extending across county lines to a region that contains over 1 3 million people Regional cooperation and coordination with various facets of growth management such as roads, transit, utilities, and environmental protection should be actively pursued by planners and elected officials in the future Although there have been steps taken in bridging activities of surrounding counties, considerable work is yet to be accomplished to establish stronger regional ties

In 1990-91, the process for updating the 2005 Generalized Land Plan will begin This update will provide the opportunity for the community to focus on strategies for greater regional involvement The seeds of some aspects of regional planning are included within this general policies document for district plans

FUTURE LAND USE

OBJECTIVES:

- TO ESTABLISH IDENTIFIABLE AND INTEGRATED CENTERS OF INTENSE AND FOCUSED DEVELOPMENT ACTIVITY THROUGHOUT EACH DISTRICT AS A MEANS OF ORGANIZING THE OVERALL DEVELOPMENT PATTERN AND PREVENTING CHARACTERLESS SPRAWL AND STRIP DEVELOPMENT.
- TO ENCOURAGE AND PROVIDE DEVELOPMENT OPPORTUNITIES FOR A FULL RANGE OF INDUSTRIES AND EMPLOYMENT POTENTIAL.
- TO PROVIDE RETAIL AND SERVICE OPPORTUNITIES TO MEET THE NEIGHBORHOOD, DISTRICT, AND REGIONAL NEEDS OF THE COMMUNITY
- TO PRESERVE AND WHERE NEEDED, ENHANCE THE EXISTING HOUSING STOCK AND CHARACTER WITHIN ESTABLISHED NEIGHBORHOODS
- TO PROVIDE A VARIETY OF CHOICES IN HOUSING DENSITIES, TYPES, AND COSTS TO MEET THE DEMAND OF AN EXPANDING AND DIVERSE POPULATION
- TO LOCATE AND DETERMINE APPROPRIATENESS OF NEW RESIDENTIAL DEVELOPMENT IN RELATIONSHIP TO EMPLOYMENT AREAS, COMMERCIAL CENTERS, PARKS, UTILITIES, ACCESS, TRANSIT, DESIGN, AND THE ENVIRONMENT
- TO ENCOURAGE A MIX OF COMPATIBLE HOUSING TYPES AND DESIGNS WITHIN LARGE SCALE RESIDENTIAL AND/OR NONRESIDENTIAL MIXED USE DEVELOPMENTS
- TO ENCOURAGE HIGHER DENSITIES ALONG EXISTING AND PROPOSED TRANSIT CORRIDORS.
- TO CREATE OPPORTUNITIES IN AND AROUND NEIGHBORHOODS FOR DEVELOPMENT OF A MIX OF NEIGHBORHOOD ORIENTED RETAIL AND SERVICE USES THAT ARE WITHIN WALKING DISTANCE OF THE NEIGHBORHOOD
- TO MINIMIZE CONFLICTS BETWEEN INCOMPATIBLE LAND USES.

A balanced land use pattern provides opportunities for a mix of commercial, employment, residential, and open space uses With the exception of open space, each of these categories is discussed and policies and recommendations that apply to all the districts are included in this section Parks and open spaces are discussed later in the Livability section Specific application of the general policies occurs in the individual district plans

MIXED USE AND COMMERCIAL CENTERS

As envisioned in the 2005 Plan clearly identifiable and integrated centers of activity and intensity should occur throughout the developing areas of the county to organize or give structure to the overall land use pattern Instead of perpetrating characterless sprawl and strip development as seen in the past, promoting urban centers will focus a mix of land uses at appropriate locations throughout each district

There are four basic classifications of mixed use and commercial centers each having a different function and size The mixed use centers should consist of an equal square footage mix of office and retail development a plan submitted for rezoning should maintain this office/retail mix to be considered for approval Multi-family or high density single family units should also be incorporated into the development design To focus development and discourage strip development, the centers should generally be located on one quadrant of an intersection Larger developments, however, may extend beyond a single quadrant using design as a means of visually linking center components

A variety of mixed use and commercial centers either exists or is planned in the districts A description of each type and general development and design criteria for each follow and are summarized on Table 2.

Regional Mixed Use Center (2,000,000 sq ft retail/office)

A regional mixed use center generally has a mix of retail office service, and high density residential development Typically the square footage of nonresidential uses is approximately 2 000,000 square feet The retail component consists of a mall or complexes of stores that have major department stores as anchor tenants The type of office development ranges from high-rise corporate to the lower rise incubator or condominium type offices Examples of existing centers in Mecklenburg County are the Eastland and Southpark Mall areas

Because of the large market areas for regional mixed use centers relatively few centers will develop throughout the county So long as needs are met, a regional center can negate the need for centers of lesser intensity Spacing centers at appropriate distances from one another and access are key factors in locating regional center sites Good access via major thoroughfares is essential Ready access to an interstate is most desirable to provide the regional transportation link to outlying counties

To the greatest extent possible, regional centers should also have an integrated design scheme In the past regional sized centers have evolved over time, each component designed as a separate entity with little integration between the different uses This piece meal development approach is partly attributed to the fact that one developer rarely maintains control over the entire center because of the magnitude of properties involved Even with separate developers a

16 COMMENT The definitions for mixed-use centers raise a number of issues. While it is good to conceptualize what these centers may include, it is inappropriate to dictate specific mixes of uses.

In a competitive marketplace, it does not seem reasonable that you can dictate how much retail and office space, especially a 50/50 allocation, should be built in a particular area Some balance of these two might be ideal, however, it may not be possible to pull this off due to the realities of the desires of the marketplace Maybe a much smaller required percentage would be practical Real-world market demand must be considered, otherwise, the risks may prohibit any developer from undertaking certain projects.

17 COMMENT Retail development that is restricted to major intersections and only on one corner is much too restrictive. As an example, K-Mart Plaza, which we built on Park Road Extension in the early 1980s, was at the time not at a major intersection, yet helped facilitate growth in that part of town Economic realities as well as the advantages to the general public of a concentrated area for shopping, restaurants, banks, etc , make development on more than one corner seem only reasonable

18 COMMENT· A regional center does not negate the need for lesser centers. The regional center includes different types of stores than smaller centers, and this serves a different market.

19 COMMENT· Because there are likely to be many developers, different land owners, etc. throughout each defined center, it doesn't seem feasible that each property can be interconnected with similar open spaces, plantings, sign designs, shared access and parking This appears highly idealistic and implementation may force developers to look elsewhere for projects that are less constraining.

By having design legislation and restrictions, the developer is faced with eliminating some of their creativity that allows them the opportunity to create a competitive advantage for their project. Also, design criteria and so-called continuity can create a subjective situation where the developer may feel he has conformed, yet someone from the public sector may think otherwise

center can create an overall identity or image through the use of various design features such as consistent streetscape plantings, open spaces that connect one development to another, similar sign designs and dimensions, interconnecting pedestrian paths or shared access and parking

Design quality and environmental impacts should be heavily weighed in the decisions for approving regional centers In the relatively undeveloped areas of the county, the opportunity exists to create truly unique centers versus an agglomeration of separate uses located in proximity to one other Because of its size, the regional center will have a most significant impact on the overall image of the districts it will set the tone for development that will follow

Finally, a regional center may exceed the 2,000 000 square foot nonresidential maximum if

- o Unique locational features related to the market area or regional accessibility are present
- o Special provisions for transit options are included

Community Mixed Use Centers (1 000 000 sq ft retail/office)

As with the regional center, a community mixed use center consists of a mix of retail, service, office, and higher density residential development However it is half the size of a regional center - 1,000,000 square feet of nonresidential development Typically a shopping center is the focal point of the development Large general merchandise stores and large scale supermarkets are the likely principal tenants Medical complexes, low to mid-rise corporate offices, banks, or insurance companies are examples of the office types attracted to such locations The Freedom Mall or Park Road Shopping Center areas typify community-sized centers in existence in the county

Because of their scaled down market area in relationship to regional centers, several community mixed use centers should develop within each district Access again is extremely important in locating these centers They must be located on major thoroughfares generally at the intersection of two An integrated design theme is also desirable for the centers and may be more easily achieved than with a regional center, because fewer land holders will likely be involved

Neighborhood Mixed Use Centers (250,000 sq ft retail/office)

Neighborhood mixed use centers contain up to 250,000 square feet of nonresidential development A shopping center with a supermarket small shops, and a restaurant generally comprises the retail component, while the office uses typically are low rise medical and other service-oriented offices such as a bank In some instances where the office market cannot be supported at a location up to 20% of the office space may be substituted with multi-family units (This is true only for a neighborhood center) Town Center Shopping Center at

20

20 COMMENT: Our comment here is the same as above, it is not realistic to arbitrarily plan the mix of office and retail space.

the intersection of Hwy 49 and Harris Boulevard is an example of such a center

Access onto a major thoroughfare is required for a neighborhood center and the center should be located on only one quadrant of an intersection of two major thoroughfares Also, unified development design is very achievable at this scale and should be pursued

Neighborhood Convenience Centers (50,000 sq ft retail)

The smallest type of center proposed is the neighborhood convenience center The purpose of these centers is for the sale of convenience goods to meet the daily needs of the immediate neighborhood Goods may include food, drugs sundries and/or personal services such as cleaners, barber and beauty shops, or shoe repair A neighborhood convenience center should provide services for residents within a one to two mile radius and contain a maximum of 50,000 square feet of retail space Each center should be located on one corner of a major intersection and should be an integrated development having a common design theme Preferably, it should be designed in conjunction with an adjacent multi-family project

21

21 COMMENT. This center should have the flexibility of being as big as 100,000 square feet, i e , Quail Corners, and should be allowed to be 100% retail with no office.

TABLE 2 MIXED USE AND COMMERCIAL CENTERS

CENTER TYPE	SQUARE FOOTAGE	SERVICE AREA	TYPICAL RETAIL/ SERVICE FUNCTION	TYPICAL OFFICE FUNCTION	EXISTING EXAMPLES
Regional Mixed Use Center	Up to 2 000 000 sq ft retail/ office	25 Miles	Large shopping malls and/or complexes restaurants hotels banks etc	Corporate headquarters incubator offices medical centers	SouthPark Area Eastland Area University Place Area
Community Mixed Use Center	Up to 1 000 000 sq ft retail/ office	10 Miles	Shopping centers or complexes containing general merchandise stores full service supermarkets banks restaurants	Medical complexes corporate offices	Park Road Shopping Centr Area Freedom Mall Area
Neighborhood Mixed Use Center	Up to 250 000 sq ft retail/ office	5 Miles	Shopping center with convenience goods supermarket restaurant bank	Small medical real estate or insurance offices	Cotswold Mall Area
Neighborhood Convenience Center	Up to 50 000 sq ft	1 Mile	Small supermarket dry cleaners and other personal services gas station	None	Quail Corners Shopping Center

MIXED USE AND COMMERCIAL CENTER DESIGN CONSIDERATIONS

- The site should be located at the intersection of two major thoroughfares Neighborhood convenience centers can be located at the intersection of a minor and major thoroughfare
- Driveway cuts should be limited in number If out parcels are included interior access to them should be designed within the development
- Clearly defined circulation drives which connect parking and service areas should be designed Parking should generally not be permitted on these drives
- Parking and service areas should be screened and interior site and parking lot landscaping provided Plant material should be a mixture of evergreens and deciduous trees shrubs and it should be of a size when planted that will create an immediate effect
- Parking should not be located within the setback
- A minimum 50 foot buffer should be provided between adjacent residential development This can be reduced on infill sites with the use of a solid wall or fence and landscaping on the exterior of the wall or fence
- A minimum landscaped buffer of 20 feet should be developed across from a residential zone
- Building design should reflect a compatible relationship to adjacent residential development
- Pedestrian access should be provided to link the center with adjacent neighborhoods
- A uniform sign plan should be designed for the overall development including signs for outparcels

22

COMMENT: Other examples include, Windsor Square Area - Matthews

23

COMMENT Other examples of Community Mixed-Use Centers include McMullen Creek Area (NC51), Crown Point Area.

Service area is 3-5 miles

24

COMMENT· Cotswold Mall has approximately 250,000 square feet of retail and is not an appropriate example Better examples would be· Carmel Commons, 123,005 sq ft., Town Center Plaza (NC49), 141,861 sq. ft , Tower Place Festival (NC51), 115,000 sq ft

Service area is 1-3 miles.

25

COMMENT. Senaca Place, 41 290 sq. ft., is not a good example, because is on a major commercial corridor and is adjacent to Seneca, 81,305 sq ft
Good examples would be Sharon Shopping Center, 72,604 sq ft , Coulwood, 55,600 sq ft., Hickory Grove Market, 83,570 sq ft., Hoods Crossroads, 73,540 sq ft., Olde Towne Village, 51,186 sq ft , Providence Square, 98,000 sq ft , Quail Corners 104,650 sq ft , Sardis Crossing 81,000 sq. ft , Sardis Village, 52,120 sq ft., Steel Creek Commons, 57,328 sq. ft , Wendover Plaza 81,292 sq ft , Sunset Crossing 60,000 sq ft.

EMPLOYMENT GROWTH OPPORTUNITIES

Having employment opportunities within each planning district is essential for balanced growth in Mecklenburg County Employment will be a catalyst for residential growth in developing areas of the county This has been the case in the northeast area, for example When the University Research Park first opened, housing opportunities in the immediate area were limited Employees consequently travelled on congested roads to other parts of the community to live Within a few short years, however, neighborhoods have been developing in the northeast The district is becoming a fairly self contained community where people can live, work, shop, and recreate in relatively close proximity In an increasingly time conscious society, convenience becomes a driving force for shortening home to work driving distances Also, reduced travel distances contribute significantly to a more efficient traffic situation

The success of the northeast should be duplicated in other areas of the county It's important though, to ensure a variety of employment opportunities In otherwords light and heavy industrial offices and business parks should be encouraged to locate within each district providing employment for people having varying skill levels and education This will also broaden the economic base of the community

26

26 The policies call for manufacturing and warehousing to be provided for within each district Unfortunately, this policy ignores the economic reality of industry location decisions While adequate area for industry is necessary for our county's growth, it is inappropriate to require that it be provided within each district.

Future employment cores are identified specifically for each planning district. Existing employment areas are assessed as well, and in some instances redevelopment strategies are proposed. General policies and development criteria related to employment growth are:

- Employment areas should have good accessibility via major thoroughfares Access to the interstates or the proposed outerbelt should also be important in locating an employment center Proximity to rail lines is another factor in locating manufacturing and distribution industries

- Public transit should be accessible or have a future potential in the area

- The location and intensity of employment areas should not adversely impact environmental quality or traffic volumes in residential neighborhoods.

- Public water and sewer should be provided in the area

- Good edge relationships between the nonresidential development and neighborhoods should be the responsibility of the nonresidential developer A landscaped buffer should be provided, and berms and walls are encouraged

- Employment areas should be located within easy commuting distance to residential areas where the potential labor force exists

27

27 COMMENT This proposed policy does not consider which property was developed first. Multi-family and single family housing should also have some responsibility to create adequate buffers and separation.

RESIDENTIAL FUTURE

Changes on the Horizon

As new residential development and consequently new neighborhoods take shape in the future, it will be vital to the stability and livability of the community to broaden the range of housing options within each planning district Providing opportunities for a range of densities and housing types and designs will accommodate the great variety of preferences and income levels of consumers in the local housing market

The 2005 Plan projects that between 1985 and 2005 the population of Mecklenburg County will increase by 128 387 people, and the number of new households, a key indicator of housing demand will increase by 52,317 households A January, 1989 economic analysis (Economic Assessment and Projects for Uptown Charlotte "by Alfred Stewart, and James Clay and Associates") indicates that economic growth has been occurring at a faster rate than projected in the 2005 Plan (2 5% vs 2 1%)

With faster economic growth than earlier projected the housing demand will likely increase over the 2005 projections as well The driving forces of change associated with an expanding population and employment base will directly affect the residential development pattern in the future – These forces are:

- Economics/Land Values: As the demand for housing increases and land purchases become more competitive in the future, the outcome will be higher land and housing costs Consequently, density will play an increasingly important role in providing housing for residents It will be much more costly in the future to build homes on large lots Higher density development will become more attractive for an increasingly larger number of residents This however, does not imply that larger lot development will not remain a desirable option for a sector of the population

- Social Trends Recent and predicted societal changes will effect the future housing market and development pattern Demographers point to several assumptions about society in general:

  - The "over-60" population is increasing and will be at its peak in the early 21st century

  - An increasing proportion of the "under-35" age group is choosing not to marry and/or not to have children.

  - The average household size continues to decline The traditional family is no longer the single predominant lifestyle For example the number of single parents with children is rising.

Considering these changing societal trends, the community must respond to the various housing needs of such a diverse population The typical single family home with yard space to maintain will continue as a leading housing choice, however, higher density developments, both single family and multi-family, will become more popular and will provide greater opportunities for affordable housing

- Public Interest Values: Large lot single family development is attractive in and of itself and is certainly appropriate to provide as an option for consumers in the housing market However, an overall low density development pattern creates problems A range of densities and housing types within a defined area is important to pursue as an objective for more efficient and cost effective public services The advantages of a balanced residential mix related to the public interest are that it

  - Creates an opportunity for neighborhoods to have a mix of income levels and in turn, greater availability of workers for close-by employment.

  - Fosters a more efficient transportation network and supports public transit options

  - Provides a broader patronage for shopping centers and community services

  - Creates an economy of scale for paying for utilities and other public services

  - Offers visual variety for the community

Considering the forces of change, the district plans provide the framework for diverse residential growth in the future The objectives of the plans are first to preserve established single family neighborhood character and densities, and second, to guide new housing of appropriate densities and design to appropriate locations throughout each planning district

NEIGHBORHOOD PROTECTION

Charlotte's image is very much tied to its neighborhoods Whether in the inner city or on its periphery, attractive, stable neighborhoods prevail As growth occurs in all the districts in the county, planning efforts must remain sensitive to balancing the need to intensify as the community becomes more urban with the need to protect existing neighborhood character

Each district plan identifies stable neighborhoods that should not experience zoning intensification in the future In some instances, rezonings are recommended in the plans to ensure that the zoning is consistent with the land use Boundaries that delineate neighborhood protection areas are shown on the land use maps for the districts The

use of neighborhood protection boundaries does not imply, however, that all neighborhoods will be delineated on the maps Generally the boundaries apply only to single family neighborhoods that have little vacant land for infill development and where the long term viability of the area as developed is good considering urban pressures.

Establishing historic or conservation districts should continue to be pursued as a mechanism for reinforcing the design considerations in certain neighborhoods The use of a design review overlay district (as opposed to a standard district) should also be pursued as a tool for protecting neighborhood character

28

28

COMMENT. "Conservation district" and "design overlay districts" are new concepts. While historic preservation should continue, it is unclear what these new concepts are intending to accomplish

INFILL DEVELOPMENT

With rising land costs and increasing demand for quality housing closer into the central city, infill housing has become and will continue to be an attractive alternative to developing farther out in the county For the purposes of this discussion, infill refers to the construction of high density single family or multi-family housing on land typically two or more acres in size, which is principally surrounded by existing structures Not only does infill development benefit the community by providing new urban housing opportunities it also lessens the public burden of providing new infrastructure and services because the roads, utilities sidewalks, transit routes, police and fire service, etc are already in place and may be under capacity

Each district plan identifies general areas where infill development may occur Most locations exist in the Central District, but there are some opportunities in developed portions of other districts as well Typically appropriate infill sites are on the edges of neighborhoods or along interior major arterials where transitional development has occurred or is likely to occur because the viability of maintaining the established single family character has been significantly reduced This situation exists, for example, in several locations where increasing traffic volumes or road widenings on major arterials have dramatically changed the character of the street, where older large homes have been converted to apartments or other uses, and where zoning and land uses conflict exist The potential for infill development also exists in older commercial areas on the fringes of the uptown

As stated earlier, infill housing of greater densities than existing zoning permits should not occur within established stable neighborhoods identified for preservation The neighborhood fabric and housing stock is too valuable of a community asset to lose to redevelopment The construction of single family homes on vacant lots in stable neighborhoods should continue

29

29

COMMENT There may be occurrences where a whole neighborhood will band together to sell their property for redevelopment This should not be prohibited as it may create a hardship on a neighborhood that has completed its life cycle

In areas that aren t designated for neighborhood preservation and where higher density infill development is appropriate, design compatibility with adjacent properties and the streetscape in general is key This does not imply that infill housing should be the same as surrounding development, but rather it should blend with it Design elements that should be considered when developing infill housing are:

- setbacks and side and rear yard relationships
- building scale height bulk, and orientation in relationships to the established streetscape and to adjoining properties
- parking area and entrance drive locations, particularly onto residential streets
- open space distribution
- landscaping and screening
- architectural details
- dumpsters and service area
- lighting

Currently there are no policy guidelines or standards established for infill development besides the basic regulations in the zoning ordinance that apply to all development Specific guidelines and graphic illustrations should be provided to those involved in infill projects As will be discussed in the following section on new multi-family housing in developing areas, a design manual should be completed by the planning staff to address design criteria for higher density development including a separate and distinct section on design of infill projects

Adopting guidelines for infill development will be an important step towards encouraging quality infill projects in the future As the community grows and changes, there must be opportunities welcomed for sensitively designed infill projects to provide the diversity of housing choices needed for a truly urban environment As experienced in other urban areas throughout the country, single family neighborhoods can coexist harmoniously adjacent to more dense infill development. In fact, the dynamics created by intensification in some areas can be very positive in terms of establishing a pedestrian character and a community focus that did not previously exist

In summary, infill development should be encouraged at appropriate locations more so than in the past, and design quality and compatibility should play a major role in its acceptance and support by the community Typically infill should be allowed through the conditional zoning process with the design guidelines used as a consideration for approval

NEW RESIDENTIAL GROWTH IN DEVELOPING AREAS

The underlying premises for new residential development are that a variety of densities and housing types should be provided throughout the community, and that the quality, compatibility, and general appropriateness of new development are a collective function of density, housing type, location and design These elements are explained below

- Density Density is often used as the determining factor for residential land use planning It is a measure of the designed development capacity of an area and is represented by dwelling units per acre (d u a) Traditionally, single family housing in Charlotte-Mecklenburg has developed at relatively low densities

30 COMMENT While it may be appropriate to maintain the same side and rear yards around the edge of the infill project, it may not be appropriate to use the same side and rear yards for the interior of the project.

31 COMMENT While similar height and bulk may be appropriate on the exterior of the project, greater height and bulk should be permitted on the interior of the project.

The predominant density range for existing neighborhoods in the newer, developing areas of the community has been between 2 5 to 3 5 units per acre Neighborhoods closer into the Uptown typically were built at slightly higher densities Multi-family development has occurred at various densities throughout the community

- Housing Type The type of housing built should be considered along with density as land use decisions are made For example, the impact of a three-story complex is typically greater than that of a town house development particularly as it relates to existing neighborhoods There are several housing types existing today and others may arise in the future to respond to changing markets

- Location The appropriate density and housing type of a development depend, to a great extent, on the location Relationships to roads, parks, schools, commercial and employment centers, and public transit lines have a significant bearing on the desired project intensity For example, higher density multi-family development is encouraged at intersections of major thoroughfares adjacent to commercial or employment centers, and/or close to parks In contrast, single family homes are most appropriate where accessibility and services are more limited

- Design: The final, but equally important element for determining appropriateness of development is design Two developments of equal size and density can have two totally different effects, one can be very attractive, and the other unsightly It's the site and project design - the building/open space relationships, circulation and parking design, use of natural site features, landscaping and buffers, etc - that translate into quality of development

Considering the elements described and the changes on the horizon for housing demand in an urban economy, the policies for new residential growth in the developing areas of the county are as follows

SINGLE FAMILY DEVELOPMENT

- Base Density: 4 d u a

Because Charlotte-Mecklenburg will become more urban, and to provide greater flexibility for affordable housing as land costs rise, a base, by-right density of 4 d u a should be applied to the majority of the county within the urban core (The urban core is defined as the portion of the county that directly relates to the Central City) This policy does not preclude development from occurring at lower densities It simply provides the opportunity for moderate density housing to be built. Higher densities should be permitted within the areas designated for 4 d u a development subject to rezonings (Higher density policies and guidelines will be explained shortly)

32 COMMENT. Housing types are important, but for different reasons then stated For example

Assume 10 acres of land

(1) Develop as single family one and two story, two houses per acre, typical - 3000 sq. ft Buildings occupy approximately 46,000 sq. ft of total ground area Total 20 Dwelling Units

(2) Develop as two story townhouses Seven units per acre, typical 1900 sq ft Buildings occupy approximately 66,000 sq ft of total ground area Total 70 Dwelling Units

(3) Develop as three story multi-family, 14 units per acre, typical - 1000 sq ft. Buildings occupy approximately 47,000 sq ft of total ground area. Total 140 Dwelling Units

33 COMMENT. Generally support an average density of 3 to 4 d u a for the undeveloped areas of the County to efficiently use public infrastructure and to provide an adequate tax base

Although a 4 d u a by right density is recommended as the norm for the county, there are some exceptions as described below:

- Maximum Density 1 D U A

  In areas where environmental protection is necessary, access is very poor, or where historic or significant rural qualities prevail, the maximum density should be 1 dwelling unit per acre For environmental reasons, the density could even be lower Because of the desired overall urban pattern for the county, this maximum density should be applied very selectively and with strong justification It would not be appropriate within the urban core Clustering units or using engineering devices to mitigate environmental problems should be given consideration to provide some flexibility within areas designated for the 1 d u a density

- Base Density: 3 D.U.A :

  In limited locations in the outlying areas of the county, a base density of 3 d u a should be applied Lower and higher densities may occur; however higher densities would require a rezoning This base density is appropriate in areas not directly in Charlotte s perceived sphere of influence Some areas relate more to the smaller towns in and around the county, they are not in locations where urban growth would be a natural outward progression from Charlotte, but rather are under a regional suburban influence Again, the 3 d u a density will have limited application

- Single Family Densities Greater than 4 D U.A :

In areas designated with base densities of 3 and 4 d u a , higher density single family developments should not be precluded To build higher density single-family housing, however, a rezoning would be required. Considerations for rezoning are as follows:

- Water and Sewer Water and sewer services should be provided on the Charlotte-Mecklenburg Utility Department (CMUD) system If a private system is used, the service lines should be sized to CMUD standards to allow for a future connection with CMUD's lines

- Open Space As densities rise, common open space should be provided in the development Clustering units to create open space amenities is encouraged Close proximity to public open spaces may mitigate the need for private common open spaces

- Amenities Sidewalks, street trees, curb and gutter, and ample right-of-way for on-street parking should generally be provided as they would be for less dense developments

- Compatibility The development should blend with adjacent, lower density developments This may necessitate increasing yards at the development boundaries or having a transition of densities

34

34 COMMENT: The highest single family district should be a R-15 or greater density in keeping with an urban future A better policy would be to have overlay districts for watershed protection etc There are no areas in the county suitable for farming as shown in a study a few years ago by a UNCC professor Only dairy farming and horticulture make economic sense and dairy farming is not compatible with an urban future Farmland preservation really means preservation of open space or cultural preservation of a rural heritage

moving from lower densities on a project edge to higher densities further away from the existing development This should only be a concern where there is a considerable difference between two developments relative to density For example, if a development is proposed at 8 d u a and is located adjacent to a 3 d u a subdivision compatibility at the projects edges should be addressed

MULTI-FAMILY DEVELOPMENT

It is important to continue to allow opportunities for multi-family development throughout the county An increasing number of people either choose not to or are not able to afford to live in single family homes

Often there is considerable neighborhood opposition to higher density housing The success and compatibility of higher densities depend upon the interrelationships between density, housing type, location, and design Appropriate design standards should be developed to ensure compatibility between single family and multi-family development

Locations of future multi-family developments are generally not identified in the district plans The plans only identify existing development, areas appropriately zoned for multi-family but vacant, or potential sites that are obvious and most desirable for multi-family housing rather than a nonresidential use For example, a triangle of land formed between three major thoroughfares may be an obviously good location for multi-family, as might land adjacent to a large park, therefore, these obvious sites are designated on the land use maps

A premise of the district plans is that the private market should be given the flexibility to determine specific locations of multi-family housing in developing areas subject to rezonings that are based upon objective development principles. To guide developers in choosing appropriate project locations and to facilitate consistant and objective assessment of multi-family projects by staff, Planning Commission, and elected officials, the following criteria related to density, housing type, and location of multi-family housing should be considered during the rezoning process

Desirable density ranges for various housing types are indicated on Table 3 The densities are based upon an analysis of existing developments considering average-sized units, parking requirements, and adequate open space and buffers Generally when a development of a certain housing type exceeds the desirable density maximum, there is a trade off with open space and good site design This is not always the case, however Most developments should fall within the desirable ranges, but there must be flexibility allowed to accommodate the unique circumstances and design of each development Therefore, higher or lower densities than reflected on the table should not be ruled out

TABLE 3 HOUSING TYPES/DESIRED DENSITIES

HOUSING TYPE	DESIRED DENSITY RANGE
Attached Single Family	8-12 d u a
Two Story Flat	12-17 d u a
Three Story Flat	17-25 d u a with surface parking
	25+ d u a with parking structure
Mid Rise (4-7 stories)	25+
High Rise (over 7 stories)	25+

In addition to Table 3 a matrix of locational criteria is provided in an attempt to quantify the appropriateness of various densities and locations of multi-family proposals The matrix (Table 4) will essentially serve as a checklist for projects in the developing areas of the community

Density categories are listed horizontally on the table, and the criteria are listed vertically A column is provided under each category to rate projects The maximum potential points (from 0-6) that a project of a certain density can achieve are listed in each column ← 35

The potential points are weighted values based upon degree of importance in meeting the objectives of the district plans For example, a project having 16 units per acre will obtain six (6) points for being located at the intersection of two major thoroughfares, while one (1) point if located on a collector street Implied with this is that higher density developments are better located where access is good In contrast a project having only 8 units per acre can function well on a minor thoroughfare and is consequently given a value of five (5) points That same development located at the intersection of two major thoroughfares would obtain only three (3) points because higher densities are desired at major intersections

35 COMMENT: While a point system could provide a useful guide, it should not be used as a substitute for the judgment of the Planning Commission or the elected officials in deciding the appropriateness of an individual request for higher density zoning

TABLE 4.
LOCATIONAL & SERVICE LEVEL
CRITERIA FOR EVALUATING
REZONING CASES FOR
HIGHER DENSITIES IN
DEVELOPING AREAS
OF THE COUNTY

MPP = Maximum Possible Points

LOCATIONAL AND SERVICE LEVEL CRITERIA CATEGORY					DENSITY
CRITERIA FOR REVIEW OF PROJECT	UP TO 8 d.u. MPP	UP TO 12 d.u. MPP	UP TO 17 d.u. MPP	UP TO 25 d.u. MPP	OVER 25 d.u. MPP
ACCESS					
Primary Access from					
Major thoroughfare	6	5	6	6	6
- Minor thoroughfare	6	6	5	4	3
Two major thoroughfares or a major and minor thoroughfare (intersection)	6	5	6	6	6
- Collector street	6	3	3	1	0
PROXIMITY TO EXISTING OR PROPOSED COMMERCIAL CENTER					
Adjacent to center	3	5	6	6	6
Within approximately 1/4 mile of neighborhood convenience center or larger	3	4	5	5	4
Within approximately 1/2 mile of neighborhood convenience center or larger	2	2	2	1	1
PROXIMITY TO EXISTING OR PROPOSED LARGE EMPLOYMENT CONCENTRATION					
Adjacent to concentration	3	5	6	6	6
Within approximately 1/4 mile of concentration	3	4	5	5	4
Within approximately 1/2 mile of concentration	2	2	2	1	1
TRANSIT OPPORTUNITIES:					
Within approximately 1/4 mile of a proposed light rail line and/or existing or potential future bus line	2	3	3	4	4
UTILITIES AVAILABLE:					
CMUD service	3	3	3	3	3
Private system with lines sized to CMUD standards	2	2	2	2	2
Private system not sized to CMUD line standards	0	0	0	0	0
PROXIMITY TO PARKS AND GREENWAYS:					
Adjacent to or across from park	1	2	2	3	3
Within 1/4 mile of park	1	2	2	2	2
Adjacent to greenway	1	1	1	1	1
Project Point Total					
Recommended Minimum Points for Approval*	18	12	14	16	11

*At least one point of the total must be from the access category

A recommended minimum number of points for each density category is listed at the bottom of each column Space is provided next the minimum number to total the number of points accumulated for a particular development proposal The degree to which a project meets exceeds, or falls short of the desired minimum will help guide decisions on whether a development should be approved There may be factors such as road capacity that may be so affected by a project otherwise viewed as appropriate by the location criteria that the project may not be desirable This will be determined on a case by case basis

After a development proposal is determined to be at a good location for multi-family housing, the next step is to assess the design quality of the project A design manual for multi-family housing should be produced which would include absolute criteria relating to specific zoning requirements and performance criteria such as the following

- open space distribution and use
- relationships to adjacent properties and streetscape
- building orientation
- pedestrian and vehicular circulation
- landscaping and tree preservation
- parking lot and service area design
- use of existing topography and other natural features of the site

Currently staff works with developers to address performance criteria, but there is no reference guide for developers or planners to use in designing and reviewing plans A design manual similar in nature to the one for the area zoned UMUD, would be used as a checklist for assessing projects A rating system similar to the one for locational criteria could be incorporated into the manual. The manual would also graphically illustrate the various design objectives Completing this design manual should be a top priority for the planning staff

MIXED USE DEVELOPMENTS

Integrated, planned developments are encouraged in Mecklenburg County. As mentioned earlier in the discussion of commercial centers, residential development should be included as a component of the mixed use projects Typically higher density development should occur to take advantage of the proximity of services and good access

There should also be residential mixed use developments in which a variety of housing types and densities would be integrated within a single development plan Developers of large scale projects (500+ units) should pursue a mixed use concept, and the project should be reviewed considering the following in addition to the criteria already discussed for higher density single and multi-family development

- Some units should be clustered to create meaningful open spaces
- A variety of housing types should be included

36 COMMENT: It is unclear why a design manual is needed if one assumes the zoning ordinance has been rewritten to include appropriate standards to address the qualitative items in the seven bullets

37 COMMENT. The language "absolute criteria" in the fourth sentence would be more appropriate in a regulatory document instead of a policy guide

38

COMMENT. It is unclear why a design manual is needed if one assumes the zoning ordinance has been rewritten to include appropriate standards to address the qualitative items in the seven bullets.

- Open spaces should be linked throughout the development

- Design relationships and continuity should be emphasized between housing types

- Pedestrian and vehicular circulation systems between the various components of the development should be interconnected

DENSITY ALONG RAIL CORRIDORS

For a light or heavy rail transit system to be feasible in the future, residential development on vacant or redeveloped land within a quarter mile of a proposed corridor should be built at a density from 8-10 dwelling units per acre (A quarter mile is considered acceptable walking distance) Development surrounding proposed light rail stations should exceed 10 d u a to support the transit system

Basing land use decisions such as increased density upon the possibility of a light rail system may have implications in the future if the transit system is never built Consequently, the decision to seriously pursue or not pursue a rail system should be made in the near future. The update of the 2005 plan, scheduled to begin in 1990-91 will focus on the transit rail issue (A more in depth discussion of a transit rail potential occurs in the transportation section of this plan on page 30)

IMPLEMENTATION TOOLS FOR THE LAND USE PLAN

- ADHERENCE TO PLAN POLICIES

Consistent application and support of the policies of this plan by the elected officials will be the most significant means of ensuring that the desired land use pattern will evolve Although some deviations may be necessary at time, they should be kept to a minimum Changes made in one area may necessitate changes elsewhere, thus affecting the overall development pattern

39

39

COMMENT: A clear disclaimer must be added to the plans making it clear that plans of their very nature are out of date the very day they are adopted and making it clear that long range plans will be amended or decisions will be made different from the plans from time to time as conditions warrant.

- DEVELOPMENT ENTERPRISE AREAS (DEA's)

The success of the land use recommendations in each plan will, to an extent, depend upon actual market interest in some of the areas described The Development Enterprise Area (DEA) concept evolved from the 2005 Plan as a means of redirecting growth to certain locations throughout the county, locations where market interest is low The DEA's would essentially be areas where public investment and/or planning would be focused as a catalyst for activity The DEA's could range from 500 acres or more in size and could be predominantly employment, residentially, or mixed use based in nature The task for each district plan is to define the specific boundaries of the DEA s proposed in the 2005 Plan

o **USE INTENSIFICATION**

In considering any rezoning petition to reclassify property the following should be considered:

Whether the proposed reclassification is consistent with the purposes, goals, objectives, and policies of the adopted Generalized Land Plan and any adopted district or area plans covering the subject property,

Whether the proposed reclassification blends with the overall character of existing development in the immediate vicinity of the subject property

- Whether the proposed reclassification will have an adverse effect on the value of adjacent properties,

- Whether adequate public facilities and services intended to serve the subject property, including but not limited to roadways, parks and recreational facilities, police and fire protection, hospitals and medical services, schools, stormwater drainage systems, water supplies, and wastewater and refuse disposal are provided, and

Whether the proposed reclassification will adversely affect a known archaeological, historical, or cultural resource

o **ESTABLISHING A BASE BY-RIGHT DENSITY OF 4 D U A**

To establish a base by-right single family density of 4 d u a in areas designated for such density on the district plan land use maps, undeveloped property in designated areas should be rezoned to allow development to occur by-right at 4 d u a The current zoning ordinance does not have a zoning district that has a maximum density of exactly 4 d u a. The proposed zoning ordinances does. Until the new ordinance is adopted, the private sector is encouraged to request for upzoning property in designated areas on a case by case basis The district plans would be used to strongly support increased single family densities.

If the new zoning ordinance is adopted with an R-4 category, the Planning Commission will then initiate rezoning undeveloped areas designated for a 4 d u a base density to the R-4 category If the ordinance is not adopted with new districts as recommended, Planning Commission will initiate rezonings to a zoning district that will most closely implement the land use policy of establishing 4 d u.a as the base by-right density

o **CORRECTIVE REZONINGS**

In some instances the existing zoning and the proposed or existing land use on a site conflict For example, an area may be developed with single family homes but commercial or multi-family zoning may be in place. Consequently, the neighborhood is subject to demise if the single family homes begin to turn over For the past ten years the

40 COMMENT: This section creates significant hurdles that one must overcome to obtain rezoning This section seems to present a significant hardship if the request is reasonably consistent with the long-range plan, since the long-range plan considers most of the questions presented in determining the appropriate land uses It would seem this section does not have any place in the long-range plan

41 COMMENT: The term "character of existing development" is not well defined. Does this mean that the new development should feel rural if the new is in a rural area We suggest that the focus should be on edge conditions and transitions from existing to new

42 COMMENT This proposal to require that adequate infrastructure be in place before new development can occur is contrary to past policy of development lending infrastructure Such a policy would shut down growth in most areas of the County If the public put infrastructure ahead of development, it would increase the public's cost of financing and maintenance without the tax base to help support those costs

43 COMMENT: In the example given, those homeowners may be depending on selling their property for multi-family or commercial If there properties are a good location for multi-family or commercial, the zoning should be left in place Further, there has been a public philosophy that has evolved over the last few years of down zoning land (other then single family) that has use-by-right zoning in order to force the property owners to come back later with a (cd) petition We do not support this practice

Planning Commission has pursued corrective rezonings as part of the area planning process to rectify the land use/zoning conflicts

As part of the district planning process some corrective rezonings are recommended In areas of a district where considerable analysis of a zoning pattern is needed, a small area plan has been proposed to address the potential zoning conflicts These area plans will be a follow up to the district plans In other areas where a full plan is not needed to address the zoning, but where some land use/zoning conflicts exist, the district plans recommend the specific rezoning The Planning Commission will then initiate the rezonings following adoption of the plans

o ZONING ORDINANCE CHANGES

The 2005 Plan recommended that the City and County Zoning Ordinances be revised to create a series of new zoning districts and to revise the rezoning process as a means of implementing the goals and objectives of the plan For the last several years staff, in conjunction with a consultant, has been preparing a draft ordinance Considerable citizen input has been included in the rewrite process

In addition to providing improved design standards the new ordinance converts the existing zoning district categories to new categories based upon maximum density rather than maximum lot size permitted New classifications for mixed use and commercial centers are also proposed Following adoption of the new zoning ordinance, each district plan will be reviewed, and all zoning conversions based upon comparable reclassification will be proposed A 1990 adoption date is expected

Adopting a new ordinance with new zoning districts will be one of the most important steps the community can take towards implementing the policies of the district plans

o MULTI-FAMILY AND INFILL DEVELOPMENT DESIGN GUIDELINES

As discussed in the residential section, the planning staff should produce a design manual that includes specific design guidelines and regulations for multi-family and infill development

44

44 COMMENT: It is unclear why a design manual is needed if one assumes the zoning ordinance has been rewritten to include appropriate standards to address the qualitative items.

INFRASTRUCTURE

OBJECTIVES:

- TO ENCOURAGE DEVELOPMENT TO OCCUR IN A LOGICAL, CONTIGUOUS MANNER IN WHICH PUBLIC SERVICES CAN BE PROVIDED WITHIN A REASONABLE TIME PERIOD. (45)
- TO DEVELOP A NETWORK OF ROADS THAT PROVIDES CONVENIENT, EFFICIENT, AND SAFE ACCESS THROUGHOUT MECKLENBURG COUNTY.
- TO ESTABLISH A MASS TRANSIT SYSTEM FROM UPTOWN CHARLOTTE TO LOCATIONS WITHIN EACH DISTRICT
- TO PROVIDE AN INTERCONNECTED SYSTEM OF SIDEWALKS THROUGHOUT THE CITY AND COUNTY TO ACCOMMODATE AND ENCOURAGE PEDESTRIAN TRAVEL (46)
- TO HAVE ULTIMATELY ONE UNIFIED PUBLIC SYSTEM OF WATER AND SEWER SERVICES THROUGHOUT THE COUNTY, THEREFORE ELIMINATING PACKAGE TREATMENT PLANTS (47)
- TO PROVIDE PUBLIC WATER AND SEWER SERVICE IN ALL BASINS, COORDINATING WITH OTHER COUNTIES FOR SEWAGE TREATMENT IN DRAINAGE BASINS THAT FLOW INTO THOSE COUNTIES

Providing the public infrastructure to accommodate growth is a crucial goal for the district plans. Unfortunately, the great expense of providing public improvements coupled with the reality of limited resources necessitates scheduling construction of projects over an extended period of time Consequently, the problem continually surfaces of how to deal with development in advance of scheduled improvements. This is one of the most difficult challenges facing the community.

Identified within each district plan are recommendations for road improvements, mass transit, sidewalks, and sewer and water extensions and facilities needed to accommodate the envisioned land use future Proposed time schedules are also included The generic policies that apply to all infrastructure planning begin on the following page, some of these policy statements reflect desired rather than current policy Additional public processes such as the alternative revenue study and package treatment plant study will develop specific recommendations for desired policy Until new policies are approved many of the policies in this plan can only be used as guidelines not enforceable as a condition of approval for rezonings or subdivision Adherence to the policies, however, will greatly enhance chances for approval (48)

(45) COMMENT: The only way growth can be forced to occur in a contiguous manner is to draw a line beyond which growth is not permitted to occur, and to raise taxes high enough on developable land located inside the line so as to force sellers to put their land on the market. *The net result of such actions would be* dramatically higher land prices.

(46) COMMENT Can the community afford what seems to be implied by these goals

(47) COMMENT Investor owned water and sewer systems have a role in the development of Mecklenburg County The systems should be properly run and inspected Oppose any attempts to remove the permitting authority from the State or to force the conveyance of private systems to CMUD or to require developers to build oversized lines without compensation Support consolidation and regionalization of systems where possible However, huge wastewater treatment facilities do not guarantee there will be no pollution, and in fact smaller facilities may be easier to control

(48) COMMENT: A clear disclaimer must be added to the plans making it clear that plans of their very nature are out of date the very day they are adopted and making it clear that long range plans will be amended or decisions will be made different from the plans from time to time as conditions warrant

ROAD IMPROVEMENTS

Establishing a good transportation network in Mecklenburg County has been one of the top priorities of the community in recent years In 1989 the 2005 Transportation Plan was adopted by the Metropolitan Planning Organization (MPO) The plan identifies new roads and improvements to existing ones based upon projected population and land use changes in the future The district plans support the transportation plan recommendations and also identify additional road needs for a built-out land use pattern

The policies and implementation strategies proposed in this plan to support transportation planning are:

Policies:

- Thoroughfares identified on the official thoroughfare map should be protected from development by reservation dedication, or transitional setback at the time a subdivision plat is viewed and approved. Other transportation improvements requiring additional right-of-way should be provided for in the same manner

- In the case of a conditional rezoning petition transportation improvements necessitated by the proposed development and abutting the site should be at least partially provided by the petitioner
  - Generally, if the improvement solely benefits the proposed development it should be provided by the developer If the improvement has off-site benefits, it may be jointly provided by the City/County and the petitioner

- When only a building permit is necessary for development to proceed such a permit should be conditional upon the provision of adequate access to and within the project, excluding the provision of off-site improvements not immediately adjacent to the project

- Pursue a regional transportation system that extends to adjacent counties

Implementation Strategies

- Require phasing of developments to coincide with the completion of road improvements affecting the development

- The County should continue to pursue legislation that would enable it to take a direct role in funding and building roads

- Consider the use of a variety of alternative means to supplement public funding of road improvements

- Establish a regional intergovernmental task force or authority to coordinate and plan for a regional transportation network The various transportation - related City and County Departments should be involved and closely coordinated with efforts in regional planning

49

COMMENT: Oppose requiring offsite improvements be provided by property owners.

50

COMMENT: This would seem to imply it would be okay to require improvements adjacent to the site as a precondition to obtaining a building permit.

51

COMMENT· These policies also seem to require that development be phased to coincide with the provision of adequate infrastructure This is contrary to past trends and, if followed, development would certainly shut down ~~lom~~ most areas of the county This is an issue which demands very thorough public discussion. It is an inappropriate concept to be put forward in this document

COMMENT· We support the County taking an active role in obtaining new roads and rank in order of priority what actions they should take

1) Preliminary engineering to design roads to the end that a corridor map can be recorded to protect the right-of-way from construction or development
2) Purchase right-of-way within 3 years of reservation
3) Build roads in response to a critical need in situation where the State or City have no plans to build those roads.

PUBLIC TRANSIT

As Charlotte-Mecklenburg s and the region's populations expand in the 21st century, a stronger public transportation system will be needed to alleviate traffic and air quality problems If not, the private auto with its typical single occupant commuter will eventually overload the highway system, as already evidenced in some areas of the community Roads can never be widened enough to accommodate the traffic projections of the future An alternative must be pursued

The 2005 Generalized Land Plan recommends that a rail transit system be established in Mecklenburg County In June, 1989 the Charlotte Transit Corridors Study was released by the Charlotte Department of Transportation The purpose of the study was to determine the feasibility of light rail transit, the transit lines that should be considered, a rough cost estimate for constructing and operating a system, and bus system expansion In the plan, a light rail transit and bus system is analyzed for eight rail corridors One or more proposed corridors extends into each planning district in total extending 77 miles throughout the city and county

A significant conclusion of the study is that regional densities and distribution of future population as proposed in the 2005 Plan do not support the concept of a transit rail line If the community is serious about establishing a system, higher density development will be needed, particularly along the proposed rail corridors Decision makers must recognize the density/transit relationship and base land use decisions upon it

The land use policy of district plan is to encourage higher densities along potential rail corridors, generally within ½ mile of the corridor Proposed vicinities of transit stations are identified in each of the district plans Typically stations are proposed in commercial mixed use centers or employment nodes Until more advanced planning and design on a system is pursued, though it is premature to plan for specific sites The policy and implementation strategies of this plan relative to establishing a transit rail and related bus system are as follows:

Policy:

- Actively pursue a transit rail and expanded bus system for the community and support the rail concept by encouraging higher density development ← 52

Implementation Strategies:

- Planning staff should complete a study of transit rail stations and the land use relationships that should occur around them One or two corridors should be focused upon as prototypes for transit development In conjunction with the study, vacant land along the corridor should be assessed to determine the feasibility of increasing densities along the line

52 COMMENT: Support locating higher density along major thoroughfare radial roads or potential light rail lines.

- The Charlotte Department of Transportation should review the feasibility of a light rail system based upon higher employment projections in uptown as a result of the Central Area Design Plan This will help determine the densities needed in each of the planning districts

- Update the individual district land use plans when more specific corridor planning has been completed

- Consider the density/transit relationship when making rezoning decisions A density from 8-10 d u a within ½ mile of transit corridors will be needed to support a light rail system

- Continue to pursue expansions to the existing bus system and the use of High Occupancy Vehicle (HOV) Lanes

SIDEWALKS

The land use pattern that has evolved in recent years has principally been oriented to the automobile The pedestrian has been marginally if at all accommodated, only increasing reliance on the auto

An important policy promoted in the land use section of the general policies is to establish mixed use developments in which housing, employment, and retail opportunities would coexist and be integrated through design Pedestrian connectivity is envisioned as a significant design element to link the different land uses within the center However, expanding the pedestrian system beyond the mixed use centers should be actively pursued

As new roads are built or existing roads widened, sidewalks are often built, but only within the city limits and with City funding. The State nor the county funds and builds walks Consequently, unless developers constrict walks on major or minor thoroughfares associated with their developments in the county, sidewalks will not be built Achieving the objective of an interconnecting pedestrian system will be difficult in the county

There have been steps taken however, that will provide greater opportunities for more sidewalk construction in the future in the city In 1988 a revised subdivision ordinance was adopted by elected officials Included in the revisions was a requirement for developers to construct sidewalks on all residential streets having a width of 40 feet or greater As a result new neighborhoods will have better pedestrian access than those more recent neighborhoods built prior to the subdivision revisions

Also new sidewalks are being built in established neighborhoods within city limits The City of Charlotte Engineering Department has a program underway in which residents of older established neighborhoods can petition for sidewalks along neighborhood streets Priorities are then set for the sidewalks requested, and a portion of the budget

53

53 COMMENT: This reference is in error. The ordinance required sidewalks on roads where the right-of-way was 50' or wider.

allocated for sidewalk construction is used to build walks in neighborhoods

Throughout the city and county, many major and minor thoroughfares lack sidewalks or gaps exist between sidewalk segments. In 1990, the Engineering Department will inventory existing sidewalks along major and minor thoroughfares for the purpose of identifying locations where new walks are needed Priorities will then be set

In summary much of the desire and livability of older neighborhoods closer into uptown stem from the ability of residents to walk to various destinations People have a safe alternative to the automobile Greater attention must be given to the pedestrian in the future to provide opportunities for people in newer areas of the community to walk safely along public streets

Policies:

- o Continue to have sidewalks built through the development process
- o Place greater emphasis on sidewalk contruction along major and minor thoroughfares, in particular completing walks where gaps exist

Implementation Strategies:

- o Explore the need to strengthen the subdivision ordinance to require developers to build sidewalks as subdivisions are being developed verses posting bonds for future construction ← 54
- o Complete an inventory of sidewalks along all major and minor thoroughfares in the city, set priorities for sidewalk construction that will ultimately result in a system of sidewalks along all major and minor thoroughfares, and provide the funds necessary to complete the system. ← 55
- o The City of Charlotte should continue to supplement State funds when new roads are built or existing ones widened to build walks in conjunction with road projects
- o Pursue means for the County to fund and construct sidewalks along major and minor thoroughfares when roads are widened or built and/or consider including sidewalk construction along major roads as a requirement for annexation (Pedestrian paths along greenways may supplant the need for walks in some areas)

WATER AND SEWER SERVICES

The intensity and location of development greatly depends upon the availability of water and sewer services An important objective of this plan is that eventually one unified public utility system should serve the entire county In the last several years, bonds totaling $57,095,000 have been approved by the citizenry Consequently, new

o

54 COMMENT: We do not believe posting bonds for the construction of sidewalks occurs frequently. In addition, installing the sidewalk before a thoroughfare is constructed or widened often results in its removal and reconstruction.

55 COMMENT. Can the community afford what seems to be implied by these goals.

drainage basins have been and will continue to be opened for development

As growth moves further out into the county, the demand for additional services will increase Specific water and sewer projects needed to implement the land use plans for each district are included in the individual plans As with the transportation improvements, approximate costs and priorities (timing) of each project are listed

In recent years the issue of private utility service has come to the forefront in the community When public lines have not been extended into areas where developers want to build, the alternatives for the developers are to pay the cost of extending services often prohibitive because of distances or to build a private system Larger lot single family subdivisions often use septic tanks, where soils are adequate and individual wells Increasingly, package treatment plants and community wells are used to provide service to developments The use of private treatment plants in particular is under a considerable amount of public scrutiny

56

Currently the State of North Carolina regulates the design and construction of package plants. The State's minimum requirements are less than those that would be required by the Charlotte-Mecklenburg Utility Department (CMUD) Local authorities have little or no influence on the location and use of the systems The likely result, which the community is beginning to experience, is a proliferation of private systems being built throughout the county, systems not interconnected or not sized adequately to hook onto the public system when it is eventually constructed The private plants are operated and monitored by independent contractors

57

From environmental and efficiency perspectives, having numerous small systems, each designed, owned, and monitored by separate entities is not in the best interest of the public On a per gallon basis, the individual plants are more likely to have violations than public plants, this threatens the water quality of the community's streams Having individual plants is a short-sighted approach to what should be a "big picture" approach to land development.

58

Considering the objective for a unified public system, the district plans promote the following policies:

Policies:

- Developments other than single-family with septic tanks and wells should be served by public water and sewer systems or in the interim by private community wells and/or package treatment plants in accordance with the following:

  - If developers desire to build before the Charlotte-Mecklenburg Utility Department is scheduled to extend services to the area, the developer has the option of extending the lines to service the development or to negotiate with CMUD under CMUD's reimbursement program

56 COMMENT: Investor owned water and sewer systems have historically been a significant part of the growth of Charlotte/Mecklenburg, and the building of a customer base for CMUD The following communities were all developed under investor owned systems Huntingtown Farms, Beverly Woods, Kingswood, Olde Providence Stonehaven, Idlewild There are separate discussions going on at this time about investor owned water and sewer systems, that as well as about the CMUD extension policy Those discussions should be concluded prior to adopting any policies in the District Plans

57 COMMENT Investor owned water and sewer systems have a role in the development of Mecklenburg County The systems should be properly run and inspected Oppose any attempts to remove the permitting authority from the State or to force the conveyance of private systems to CMUD or to require developers to build oversized lines without compensation Support consolidation and regionalization of systems where possible However huge wastewater treatment facilities do not guarantee there will be no pollution and in fact smaller facilities may be easier to control

58 COMMENT: This allegation is not borne out by the facts. Further, the public systems' effect on the environment in terms of tons of pollution has completely over shadowed privately run systems in the last several years

- In those areas where the cost of extending lines is prohibitive because of the length of the extension or because public treatment plants are not built to serve a basin, a community well and/or package treatment system may be used However, where a private treatment system is used for any development, sewer lines should meet CMUD standards and should be dedicated to the public system when CMUD is ready to accommodate them Water transmission lines should also be sized to meet CMUD standards and the system should be publicly dedicated

59

Implementation Strategies

- o To extend public water and sewer services into new areas of the county based upon priorities for leading and redirecting growth

- o Complete and adopt an action plan for addressing issues related to package treatment plants

  A inter-agency task force has been established to address the issue of package plants and to recommend actions to the elected officials Some of the alternatives being discussed are

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  - Special State legislation for greater local authority and restrictions

60

  -
  - Subdivision and/or Zoning ordinance amendments requiring higher standards for package treatment plants

60

  - Public funding of the oversizing of private lines to meet the public system standards

  - Change in CMUD policy to maintain and consolidate package treatment plants

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  - Staffing needs to increase treatment plant inspection

- o Establish a formal inter-county task force to evaluate opportunities and options for a regional utility system that will serve the needs of the various jurisdictions

59 COMMENT Investor owned water and sewer systems have a role in the development of Mecklenburg County The systems should be properly run and inspected Oppose any attempts to remove the permitting authority from the State or to force the conveyance of private systems to CMUD or to require developers to build oversized lines without compensation

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LIVABILITY

OBJECTIVES:

- TO DEVELOP A SYSTEM OF PARKS AND GREENWAYS THROUGHOUT THE COUNTY THAT PROVIDES OPEN SPACE AND RECREATIONAL OPPORTUNITIES FOR THE COUNTY AND THE REGION
- TO PROVIDE THE OPPORTUNITY FOR BICYCLISTS TO RIDE SAFELY AND EFFICIENTLY FROM ONE DISTRICT OF THE COUNTY TO ANOTHER. (61)
- TO PROVIDE A FULL RANGE OF SCHOOLS AT APPROPRIATE LOCATIONS WITHIN EACH PLANNING DISTRICT
- TO PROTECT AND PRESERVE ENVIRONMENTAL RESOURCES INCLUDING CLEAN AIR, WATER QUALITY, STREAMS AND FLOODPLAIN, AND SIGNIFICANT NATURAL AREAS AND VEGETATION
- TO RECOGNIZE IRREPLACEABLE HISTORIC PROPERTIES WITHIN EACH DISTRICT AND PRESERVE THEM FOR FUTURE GENERATIONS TO APPRECIATE
- TO CREATE ATTRACTIVE AND IDENTIFIABLE STREETSCAPES ALONG CORRIDORS AND AT GATEWAYS THROUGHOUT EACH DISTRICT (61)
- TO ENSURE THAT QUALITY DEVELOPMENT IS INCORPORATED CONSISTENTLY INTO ALL NEW DEVELOPMENT WITHIN THE CITY AND COUNTY.

(61) COMMENT: Can the community afford what seems to be implied by these goals?

(61)

COMMENT: Can the community afford what seems to be implied by these goals?

A balanced land use pattern and adequate public services are paramount for a livable community But to foster a truly appealing environment that will continue to be desirable to inhabit, additional quality of life services and amenities must be included in the overall development scheme of each district

General policies and implementation strategies related to the objectives for livability are included in this section of the plan, and specific recommendations are included in the individual plans for the districts Additional livability elements that are unique to a district are also included in those plans

PARKS

Mecklenburg County will eventually be fully developed Having ample active and passive recreational spaces woven into the development pattern is a basic public service or amenity that must be planned for before all suitable land is consumed A Parks Master Plan for the City and County was adopted by the elected officials in November, 1989 Types of parks or recreational facilities programmed in the plan are nature preserves, community, district, and neighborhood parks, as well as recreation centers

Descriptions of the various park types are as follows

- **Nature Preserves** A nature preserve is the largest park facility having a minimum desired size of 1,000 acres An area for passive outdoor recreation, nature preserves serve the entire community

- **Community Parks** Community parks should range from 300-500 acres and have a service area radius of five miles Both passive and active recreation should be provided, with no less than 50% of the land devoted to undeveloped green space

- **District Parks** Ranging from 40 to 200 acres in size and having a 1 to 2-½ mile service radius, district parks are designed with active and passive recreational uses Examples of the types of active uses that should be located in these parks are: tennis and basketball courts, lighted baseball/softball fields, and soccer fields

- **Neighborhood Parks**: Neighborhood parks serve the population within a 3/4 to-1 mile radius of them. With safe pedestrian and bike access and intense recreational activities such as field and court games playground apparatus, and picnicking neighborhood parks should be a minimum size of 15 acres In developed areas where land is scarce, these parks may be smaller and classified only as playgrounds

  The Park Master Plan is not identifying locations for neighborhood parks or playgrounds; this will be done within the individual district plans and small area plans

GREENWAYS

An interconnecting greenway system along major creeks has been pursued in this county during the last decade Greenways form a network of naturalized linear parks having pedestrian walks and bike paths and should be accessible through neighborhoods, parks, and school properties

In 1980, a Greenways Master Plan was adopted by the County that identified creeks for greenway development An update of this policy plan will be completed in the near future Land has already been acquired for some greenways throughout the county, and some development has taken place

The policies and strategies for park and greenway development are

Policies

- Any land identified for parks or greenways should be publicly dedicated as part of the rezoning process (62)

- An emphasis should be placed upon establishing a linked system of greenways

(2) **COMMENT:** A constitutional questions is raised whether the public can require dedication. It is of particular interest that the North Carolina Supreme Court did not go so far as to say that local government could require dedication of land or installation of public improvements by developers when it ruled that local government had the right to protect future road right-of-ways from development in the case of Batch vs. Town of Chapel Hill.

Implementation Strategies:

- Purchase land for parks and greenways early to offset increasing land costs in accordance with priorities established in the master plan for parks and greenways (Financial strategies will be discussed as part of the master plans)

BIKEWAYS

Little attention has been devoted to creating a bikeways network in this community Because of the favorable climate in the Charlotte area, year-around bicycling is possible, but the opportunities are limited When fully developed, the County's greenways will provide bike paths, but will not provide a complete bikeways system Consequently, bicyclists in many areas will continue to be forced to use busy roads that have narrow shoulders. This obviously deters rather than encourages bicycle riding The policy of this plan addressing this issue is:

Policy:

- The City and County should jointly pursue developing an interconnecting network of bikeways paths throughout the community (63)

Implementation Strategy:

- Prepare and adopt a bikeways master plan for the entire city and county that addresses:
  - creating a network of greenway, on-street, and off-street paths
  - connecting residential areas with parks, schools, and employment and/or retail centers
  - expanding sidewalk widths in certain locations to serve a dual pedestrian/bicyclist purpose
  - establishing tools for financing or implementing the bikeways plan through the CIP and the development process

SCHOOLS

Planning in advance for new schools is important, particularly for fast growing areas such as the south and northeast Appropriate land for schools will become harder to find, the cost of land will inevitably climb in the future, and the increasing suburbanization of the community and consequential effects upon pupil distribution and demographics will make student transportation difficult It will also become increasingly more important for the County to make the optimum use of existing open and closed facilities During the District Plan process, school planners and land use planners have been working

(63) COMMENT Can the community afford what seems to be implied by these goals.

closely together to determine location and need for schools based upon a built-out land use pattern Potential locations and needs within each district are described in each district plan

Table 6 reflects a breakdown of school types and the desired acreage needed to develop schools according to State standards

Table: 6 School Needs

School Type	Approximate Acreage Required by the State
elementary	17 acres
junior high	32 acres
high school	62 acres

The acreage and design requirements of the State have created some problems for Mecklenburg County school development Requiring a minimum size of 17 acres for elementary schools negates the concept of an urban school in the inner city Smaller sites with a multi-level school should be considered as an option in urban areas to lower land acreage needs (Generally only one story schools are built by the school system)

On the other hand the minimum size for high schools is not large enough to accommodate a school and all the associated play fields and parking areas When large schools are built, such as the new Providence High School in South Mecklenburg, very little if any expansion space is left over, and the site is essentially over built Changes are needed to the State standards for high school development

Locational criteria that should be considered when locating schools are listed below

- High Schools should have good access onto at least one major thoroughfare and another major or minor thoroughfare. Junior highs and elementary schools should have good access onto a minor or major thoroughfare
- Every attempt should be made to combine elementary and some junior high schools with park development
- The topography on the site, particularly for high schools, should be relatively flat for parking and associated play fields
- Public sewer and water should be available to the site
- The site should not be located in an area of the community where potential hazards are more likely to occur, thus jeopardizing the students' health and safety For example, a school should not be built adjacent to an industrial area where hazardous materials are stored in large volumes Noise levels associated with the airport and certain industrial uses should also be a consideration

- Sites location should facilitate school attendance areas so that benefits and burdens related to student transportation will be equitably shared by all racial groups within the community

Public policies related to the physical land development of schools in Mecklenburg County are as follows

Policies

- Any land identified for schools should be obtained as part of the development process considering dedication, reservation, or condemnation of land, writing down the cost of land, or purchase

- The most efficient use of land for quality school developments should be pursued, specifically considering the sizes, designs and acreage needs of schools and the pupil and demographic distribution of the community

- The optimum use of closed and open schools should be pursued considering ideas such as the creation of midpoint schools and/or adaptive reuse of obsolete schools

The Board of Education has adopted additional policies relating to population mix and educational needs

Implementation Strategies:

- Adopt a physical facilities plan for new schools that addresses desired locations relative to the factors of pupil and demographic distribution, attendance impacts with pupil transportation, and physical site features The plan should include cost estimates and definition of priorities Priorities will be implemented through the 10 year Capital Needs Program and 5 year Capital Improvements Program

- Obtain land for future schools as early as possible to offset increasing land costs and to acquire the most desirable sites for locating schools

- The County should work with the State to address the concerns of school size and design considering the following:

  - smaller sites for urban schools

  - larger sites for high schools if one story schools continue to be built

  - the use of multi-leveled schools to reduce acreage need

  - building a central stadium(s) for sporting events that can be used by several schools rather than by only one to minimize acreage requirements for each school

ENVIRONMENTAL QUALITY

Population growth and accompanying industrial, commercial and residential development affect our environment in ways that may threaten the loss or pollution of our land, air, and water Public policy makers should address the interrelated factors of the amount of population growth and increased human demands on the area's air land, and water resources The issues related to various aspects of environmental quality and policies and strategies are as follows:

- **Air Quality**

  With an expanding road system and continued increase in the number of automobiles, Mecklenburg County will likely experience some of the same air pollution problems as have other urban areas in the country Low traffic speeds associated with congestion produce pollutants, in particular carbon monoxide and sulphur dioxide The public policies related to this important issue are:

Policies:

- Promote mass transit and encourage higher densities along proposed transit corridors

- Support an efficient land use pattern that reduces trip distances between work, shopping, and home

- Continue to improve existing roads, particularly at intersections, to alleviate traffic congestion, however, sensitivity to land use impacts of road improvements should be a significant consideration for road widening decisions

- **WATER QUALITY/STORM WATER MANAGEMENT** ← (64)

  - **Watershed:**

    The water quality of streams and lakes in the county is an issue that has come to the forefront of public concern and debate in recent years Drinking water for the county is obtained from Mt Island Lake on the Catawba River The quality of the water today is good; however, with increased runoff and discharges into the lake due to development the quality is threatened

    County officials are conducting a study of the watershed which will direct officials in land use and environmental decisions The results of the eighteen month study are expected to be released in 1990 In the interim, a temporary ordinance limiting development in the Mt Island Lake watershed has been enacted

    At some point in time in the future Lake Wylie may be another source of drinking water for the county, and attention should be placed on it as well

  - **Streams and Floodplain:**

    In its natural state the land limits the amount of surface runoff from rainfall and snowmelt When flooding does occur, it is confined to the natural floodplain of a stream

    However when man replaces the natural forest with lawns and impervious surfaces and fills in the natural floodplain, the amount of runoff is increased and flooding is intensified To drain the additional water the stream increases in velocity This accelerates erosion of the channel As a result, man must intervene again and "armor" the channel against the higher water velocities This usually takes shape in rip rap or concrete which clearly modifies the naturally appearance of the stream channel

(64) COMMENT Water quality should be a high priority Steps can and should be taken to protect our drinking water supplies Such action should not be done unilaterally by Mecklenburg County The threat to Lake Wylie's water quality is coming from the industrial pollution from adjacent counties Mecklenburg County should demand that this be corrected It would seem self defeating if Mecklenburg takes steps to restrict its growth and development (tax base) on its side of the lake while the other counties do nothing

Also, as discussed earlier, the effects of package treatment plants on streams are of concern and are being studied by the County

The policies and implementation strategies of this plan addressing the water quality and storm management issues follows:

Policies

- o. Protect the quality of existing and potential drinking water sources for the community through land use and/or mechanical means
- o Promote the concept of a single, unified CMUD utility system to minimize the use of package treatment plants
- o Manage stormwater on a system-wide rather than isolated basis considering off-site influences and impacts
- o Continue to preserve the natural flood plain by preventing or limiting the amount of building on it and by maintaining the flood plain in its near natural state
- o Increase control of soil erosion and sedimentation from land disturbing activities (construction) within a stream's drainage basin
- o Increase control of stormwater runoff and decrease the amount of non-point pollutants that enter the streams from areas of concentrated impervious cover (e g , streets, parking lots roofs), or in residential areas where considerable amounts of chemicals are used in yard maintenance.

Implementation Strategies:

- o Adopt a watershed management plan for the county
- o Adopt a stormwater management plan that supports strong environmental and aesthetic measures for maintaining streams in addition to functional ones It should also include the potential for building detention or retention ponds systematically (The County is currently evaluating several drainage basins and means of controlling flooding Also, the EPA will be imposing more stringent requirements for storm management in 1990 which will apply to all development)
- o Strengthen regional cooperation with counties and municipalities in the surrounding Catawba River and Pee Dee River Basins, working towards a regional watershed plan
- o Evaluate the Erosion Control Ordinance to identify ways it can be strengthened

65 COMMENT Studies have found that the required discharge of private waste water treatment plans is higher than the quality of water in the stream itself An often overlooked fact is that stream water quality is dramatically affected by agricultural activity and lawn fertilizer.

66 COMMENT Current policy allows some filling of the flood fringe which this policy would propose to prohibit without stating a clear benefit

67 COMMENT: What is the problem that this proposes to fix?

68 COMMENT: This policy has broad implications and could require extensive cost to implement. Further, it preempts Federal Regulations still in the drafting stage about the same issue Hold pending Federal regulations.

69 COMMENT· The proposed policies seem to predispose the work being done for the City and County by various consultants studying stormwater and watershed protection. There also seems to be no consideration of the cost vs. the benefits.

70 COMMENT: What is the problem this proposes to fix?

- Increase enforcement of the Erosion Control Ordinance This may require hiring additional field staff (71)

- Protect surface and ground water supplies through devices such as stream buffering requirements and strict compliance with ground absorption wastewater treatment system regulations (72)

- **NATURAL AREAS**

Although Charlotte-Mecklenburg is envisioned as a fully urbanized community in the future, this fact does not imply that natural areas should not be preserved; they should be integrated within the development pattern There are numerous natural areas in the city and county that have been identified The Parks Master Plan, as previously discussed, emphasizes preserving large acreages of land to be used as nature preserves McDowell Park and Reedy Creek Park are designated as such, and the County is pursuing land around Lake Norman as a wildlife preserve A State Park is also proposed in the northern end of the county

Establishing greenways along the significant streams in the county is also a means of preserving natural areas Creating these public open spaces is the most practical means of preserving natural areas in a community where development and growth pressures are so inevitably great

Other means of preserving some of the natural qualities of the land are through tree preservation public methods of enhancing stream flow and controlling erosion along streams, and greater open space requirements for developments Farmland and historic preservations can also help in the efforts, however, farmland preservation has not gained public decision makers support and therefore, is not currently a viable option in this community

The policies and strategies that follow address the preservation of natural areas:

Policies:

- Support the proposals in the Parks Master Plan and the County s Greenway Plan

- Preserve the natural integrity of stream banks when improving channel flow (73)

- Protect existing large trees and natural areas to the greatest reasonable extent within private developments (74)

- Increase open space requirements for development (74)

Implementation Strategies:

- Continue to actively acquire land for parks and greenways through purchase or dedication

(71) COMMENT What is the problem this proposes to fix?

(72) COMMENT: The proposed policies seem to predispose the work being done for the City and County by various consultants studying stormwater and watershed protection. There also seems to be no consideration of the cost vs. the benefits.

(73) COMMENT: What is the intent or goal of this "apple pie" statement?

(74) COMMENT: As broad a statement with as much potential impact as this should be explained or defined further.

(74) COMMENT: As broad a statement with as much potential impact as this should be explained or defined further.

- Adopt a stormwater management plan that supports strong environment and aesthetic measures for maintaining streams in addition to functional ones

- Control the erosion of stream banks through the use of environmentally sensitive design methods to stabilize banks To maintain the natural environmental quality of streams, the use of man-made materials such as rip rap should be minimized Creating concrete-like channels destroys the natural aesthetic value of streams and natural habitat that exists Meandering streams should not become straight channels, and vegetation should be used in place of man-made materials to the greatest extent possible, which may increase costs

- Continue enforcing the City of Charlotte's Tree Ordinance and establish a tree ordinance and the tree commission for the County similar to the City's, or consolidate the function

- Adopt more stringent open space requirements in the new zoning ordinance including buffers

- Consider transfer of development rights to preserve significant open spaces

HISTORIC PRESERVATION

Numerous historic properties are located throughout Mecklenburg County As more development occurs, the future of many of the historic buildings or grounds will be threatened. In 1988, the Historic Properties Commission inventoried the entire county to identify historic resources The significant structures and land from that list are identified within each district plan.

75 COMMENT: The proposed policies seem to predispose the work being done for the City and County by various consultants studying stormwater and watershed protection. This proposal may not be based on good engineering practice.

76 COMMENT Before a tree commission is established in the County, a determination should be made as the the effectiveness of the Ciyt's tree commission and what could be the purpose of a County tree commission.

77 COMMENT As broad a statement with as much potential impact as this should be explained or defined further

Policies:

- Continue to pursue historic designation and public use of significant properties and land and provide incentives for developers to preserve historic structures or grounds within development projects

Implementation Strategies:

- Prepare an historic preservation master plan for the city and county that

  - Establishes priorities for preserving historic structures and/or grounds and pursues national and/or local historic designation for those with the highest priority

  - Considers the transfer of development rights concepts as an incentive for maintaining historic structures and land

- Incorporate historic structures/land into park and school developments where possible Also, in situations where structures can not be saved on the land upon which they were originally built, consideration should be given to relocating the structure to a public park or school site

-

VISUAL QUALITY

One of Charlotte's most recognized attributes is its visual quality. This quality should not be lost amidst the hurry to develop The visual quality of older areas should be maintained or improved, and in developing areas good design should be the rule

Throughout this document are numerous policies that will affect visual quality in the future The land use pattern, parks and open space, and preservation of natural areas will all have an impact on the community's appearance as will the development standards proposed in the new zoning ordinance One visual element that has not been discussed yet is streetscapes.

- **STREETSCAPES**

The appearance of the main corridors throughout the community can do much to create either positive or negative images Substantial public dollars are currently being spent to rehabilitate the appearance and image of several declining corridors in the city, corridors developed with little or no sensitivity to design This hard lesson has taught that planning in advance for attractive corridors is sensible, it is far more cost effective and easier to design streetscape improvements before development occurs rather than after.

Considerable opportunity exists for creating positive, appealing streetscapes Where development is well established in the older areas of the county, the task of improving corridors will not be easy, but it

should be pursued to strengthen neighborhoods and the general economic stability of the retail and employment uses along the corridors In the developing areas where no definite land use pattern has been established the task will be much easier Unfortunately, the window of opportunity for actively pursuing policies and standards that will result in attractive corridors is upon us Ten years from now may be too late

The general strategy of the district plans is to focus on the key gateway corridors in the developed areas and to define across-the-board policies for streetscape design along major and minor thoroughfares in the newly developing areas of the county, placing special emphasis on the major gateways

COMMENT Can the community afford what seems to be implied by these goals.

General policies that should be applied to both the established and developing corridors are

Policies:

- New four or more lane roads should be built with landscaped medians where space permits Where four-lane roads are planned, and only two lanes built initially, the two lanes should be constructed off center within the right-of-way so that a median can be more easily built when the final two lanes are constructed Access, cost, and safety should be considered

COMMENT: Can the community afford what seems to be implied by these goals.

- Provide at a minimum a four foot planting strip between the edge of pavement or curbs and the sidewalk along new streets or where possible, along existing streets in conjunction with new subdivision development Preferably, more space should be provided allowing for meandering sidewalks and/or bikeways Sidewalks should generally not be constructed adjacent to the curb when existing roads are widened and/or sidewalks built along existing roads Because of narrow rights-of-way or tree preservation, walks may only be feasible closer to the street edge Every attempt should be made to maintain at least an 18 inch strip between the sidewalk and curb in developed areas

- Maintain as many existing canopy trees as possible along the edge of a roadway

- Accent key intersections as focal points of interest through the use of distinctive landscaping such as flowering trees and shrubs, lighting, signing, and/or sculpture

COMMENT. Can the community afford what seems to be implied by these goals.

- Protect unusual or attractive vistas and historic, natural, or architectural features adjacent to roadways to preserve and enhance the natural and historic character of the streets for future generations

- Limit the number of curb cuts permitted onto a major or minor thoroughfare Driveways should be combined where possible

- Public signing and graphics should be consistently designed, and the number of signs should be minimized Consolidating signs on special frames should be considered ← 79

- Bury utilities underground, or at least place them at the rear of property lines to enhance the visual image along roadways ← 80

- Continue and enhance the maintenance program for streets and streetscapes

Implementation Strategies:

To implement the streetscape policies for both the established and developing areas the following strategies are recommended

- Establish a master plan for tree planting for all major and minor thoroughfares in the City and County that would be a guide ensuring consistency in tree type and form along roads ← 81

- Establish a tree ordinance and tree commission in the County similar to that of the City, or consolidate the function ← 82

- Provide additional funding for tree planting ← 83

- Form a task force of City and County elected appointed, and agency officials to evaluate and recommend strategies through discussions of a franchise agreement for minimizing the use of overhead utilities ← 80

- Pursue changes in North Carolina Department of Transportation (NCDOT) policies or approvals for more innovative approaches to streetscapes in an urban area

- Obtain an agreement with the North Carolina Department of Transportation (NCDOT) that automatically transfers maintenance responsibility of landscaped medians on local roads to the local authorities.

- Evaluate City and County and State standards for issuing permits for curb cuts and strengthen where necessary to reduce the number and to increase distances apart

- Evaluate the public program for signs within the right-of-way Specifically the following should be addressed:

  - the number of signs can we eliminate or consolidate some?
  - design
  - cost

- Consider increasing developers' responsibility for funding and maintaining streetscape amenities adjacent to their properties ← 84

79 COMMENT Can the community afford what seems to be implied by these goals.

80 COMMENT· Have utility companies provide an estimate of the cost to the users for the companies to put all utilities underground.

81 COMMENT. Can the community afford what seems to be implied by these goals.

82 COMMENT: As broad a statement with as much potential impact as this should be explained or defined further

83 COMMENT Can the community afford what seems to be implied by these goals.

80 COMMENT Have utility companies provide an estimate of the cost to the users for the companies to put all utilities underground.

84 COMMENT: As broad a statement with as much potential impact as this should be explained or defined further

- Consider a special sign district overlay for certain developing and revitalized corridors to limit the height and sizes of signs, more so than would the standard regulations

- Provide funding and staff to maintain streets, including street cleaning, tree pruning, line painting, resurfacing, etc.

DEVELOPMENT DESIGN

The 2005 Plan recommended that the City and County Zoning Ordinance be revised to emphasize the value of improved design controls In the past, the public has relied heavily upon the conditional rezoning process as a means of leveraging good design on projects With the exception of multi-family and business park zoning the existing zoning ordinance has marginal performance standards for site planning and design Very few standards exist for commercial uses, for example This lack of basic design criteria or requirements has resulted in ugly strip development in the past and poor edge relationships between land uses

85

85

COMMENT The development community will take issue with this comment. This generalization is not supported by the type of development that has occurred in the last 10-15 years The public should not become the regulator of good taste

The policy and implementation strategy related to development design are:

Policy:

a. Continue to support the 2005 recommendation for stronger development regulations

Implementation Strategy

- Adopt strong design and development standards in the new zoning ordinance. This will be the most important step the community can take towards creating a quality, livable environment for the future

AFFORDABLE HOUSING

OBJECTIVES:

- TO PRESERVE THE EXISTING HOUSING STOCK IN ESTABLISHED NEIGHBORHOODS
- TO INCREASE PUBLIC PARTICIPATION AND PLANNING FOR HOUSING FOR LOW AND MODERATE INCOME FAMILIES.
- TO ENCOURAGE PUBLIC/PRIVATE JOINT VENTURE OPPORTUNITIES FOR PROVIDING HOUSING
- TO PROVIDE OPPORTUNITIES FOR MANUFACTURED HOUSING TO BE BUILT IN DEVELOPING AREAS OF THE COUNTY.
- TO PROVIDE OPPORTUNITIES TO CONTROL THE PER UNIT COST OF LAND THROUGH HIGHER DENSITY DEVELOPMENT.
- TO ENCOURAGE A MIX OF SOCIAL AND ECONOMIC GROUPS WITHIN NEIGHBORHOODS

Sharply-rising housing prices are causing an increasing number of families in Mecklenburg County to live in substandard conditions and/or to pay an inordinate amount of their income for rent and mortgages A 1985 study of housing costs in Charlotte reported that in 1980, owners and renters making less than $10,000 a year paid as much as 45 to 49 percent of their incomes for housing The acceptable standard for housing expenses is between 25 and 30 percent of monthly income The report further projects that by 1990, 17,800 households in Charlotte will be unable to find affordable housing

The housing affordability problem is most significant for low income families However, considering that over the past four years, housing prices in the county have increased by 34 percent, and that the average sales price of a home in the county is four times the average salary, the affordability problem is affecting higher income residents as well

In the past most low and moderate income housing programs were developed and funded by the federal government Recent cutbacks in federal funds have caused both City and County governments to become more involved in creating and funding housing programs In 1987, the City adopted a Housing Policy Plan that outlines strategies to reduce the number of households living in substandard, overcrowded or unaffordable housing conditions The plan is geared toward addressing the housing needs of families with incomes below 50 percent of the City's median income

The Charlotte Mecklenburg Housing Partnership was formed as a result of the policy plan The CMHP is a nonprofit housing corporation organized

86

86 COMMENT: All the proposed actions are for government to provide affordable housing. No actions are recommended for the private sector to be able to provide affordable housing. Further, no goals are directed at reducing the cost of construction and development for new housing through eliminating unnecessary government regulations.

to work independently and with existing agencies to promote low income housing in Mecklenburg County The recently constructed homeless shelter is another example of the City's efforts to deal with this problem

The County's efforts have been channeled through its Community Development Department. Several neighborhoods in the County have been targeted for housing improvement programs

Although local officials are making a concerted effort to address this problem, it is of such a magnitude that it cannot be solved by local government alone The Housing Policy Plan calls for a community wide effort to address this problem

One of the most significant steps the community at large can take is to overcome stigmas associated with affordable housing The most dynamic neighborhoods are those having good demographic mixes The diversity renders vitality A good demographic mix invariably results from having diversity in housing types and costs

The following policies and strategies are recommended to reinforce policy directions and strategies that have been established in the housing policy plan and to introduce other strategies to help in Mecklenburg County and the City of Charlotte increase the supply of affordable housing

POLICIES AND IMPLEMENTATION STRATEGIES:

EXISTING HOUSING STOCK

Policy:

Community Development, Housing Partnership, and other groups involved in housing should continue to make the preservation of the existing housing stock a priority

Implementation Strategies:

- Accomplish the housing preservation goals as established in the Housing Policy Plan (87)
- Continue work now underway to develop a more systematic and effective housing code enforcement program and provide necessary funding to implement the program
- Implement existing programs that address boarded up structures such as Boarded Up Structures Acquisition/Rehab/Resale, Rehabilitation of Boarded Up Residential Properties via Nonprofit Agencies and proposed programs, i e Local Urban Homesteading
- Continue to provide low interest property rehabilitation loans and grants to qualified low and moderate income homeowners and investor owners (Streamline existing procedures to shorten the length of time it takes to process a loan application.)

(87) COMMENT: Not clear on what is in the Housing Policy Plan. Preservation of existing housing is laudable unless it is no longer economically feasible and becomes a hardship on the property owners or deprives them of the reasonable use of their property. It may be in the best interests of a neighborhood or the community at large for an entire neighborhood to band together to sell their homes to a developer who will convert the neighborhood to an office park etc.

- Require tenants living in subsidized units and homeowners receiving rehab loans to participate in housing counseling programs that would provide instructions on budgeting and home maintenance skills

- Implement a proposed Relocation of Homes Program that would salvage relocatable structures that must be moved to accommodate road, airport, and similar right of way needs

Policy

City departments involved in housing and neighborhood improvement programs should coordinate their efforts to address the needs of residents of low and moderate income neighborhoods in a holisitic manner

Implementation Strategies

- Coordinate with other nonprofit groups involved in shelter programs to make job training, placement and permanent housing available to qualified individuals and families that are homeless (Single room occupancy units should be investigated as a housing option)

- Continue implementation of programs such as Transitional Housing that seek to provide needed social and economic support to help residents of public housing transition out into the private housing market

Policy

Neighborhood groups should be organized and encouraged to take an active role in housing and neighborhood improvement efforts.

Implementation Strategies:

- The Mecklenburg County Agriculture Extension Service should continue its efforts to promote and organize neighborhood groups

- Existing neighborhood groups should initiate self help projects such as paint and minor repair programs, neighborhood clean-ups and greening projects

NEW HOUSING OPPORTUNITIES:

Policy:

The Community Development Department, Housing Authority and Housing Partnership should continue to leverage public funds by attracting private sector involvement to renovate and develop low and moderate income housing

Implementation Strategies:

- Encourage City Council and County Commission to adopt a policy to use city-owned surplus property as an incentive and or subsidy to offer developers for their participation

- Encourage local banks to direct additional investments into the 21 census tracts with significant housing problems Special programs should be developed and emphasis given to residents, investors and developers applying for assistance in targeted neighborhood(s)

- Continue to promote existing programs such as Tax Exempt Bond Financed Multi-family via FHA, and Innovative Housing Program to involve the private sector and nonprofit groups

- Create public incentives to encourage developers to reserve property or units for affordable housing within large scale projects

- Continue to encourage the use of federal tax credits by the private sector

Policy

- Programs that promote homeownership opportunities should be more widely used to help stabilize neighborhoods

Implementation Strategies

- Continue to implement existing programs, i.e Single Family Second Mortgage Subsidy Program and proposed programs such as Local Urban Homesteading, Relocation of Homes and Infill Modular Housing that are designed to create affordable homeownership opportunities for low and moderate income families

- Continue to work with and to provide increased funding to nonprofit groups such as Habitat for Humanity, Neighborhood Housing Services, and Housing Partnership to develop affordable homeownership opportunities

- Support the adoption of the proposed zoning ordinance which would permit certain types of manufactured housing compatible with single family development in all single family residential zoning districts

- Continue to allow development of mobile home parks and subdivisions throughout the city and county More stringent yet inexpensive design controls should be followed to ensure that good quality developments are built

Policy

Higher density development should be encouraged to control land costs (This was discussed in the land use section of the plan as well)

88 COMMENT: What's important is what's missing from this list We suggest a strategy be added which would challenge the development and housing industry to recommend ways to reduce the cost of housing through changes in government regulation that don't affect the "health, safety and welfare of the public"

84 COMMENT Oppose requiring the inclusion of affordable housing as a precondition of plan approval.

Implementation Strategies:

- Support the adoption of the proposed zoning ordinance which would create higher density single family zoning districts

- Continue to allow multi-family development in appropriate areas and at densities compatible with surrounding development

Policies:

- Community Development, Housing Partnership, and Housing Authority should make every effort to develop housing densities that will be compatible with surrounding development

- The City's Housing Authority should more aggressively use the power of eminent domain to acquire and assemble property to be used to develop low and moderate income housing

- Every effort should be made to decentralize low income housing in order to prevent any particular part of the community from being saturated with one type of housing.

- Residents of low income housing should have greater input in design and location of housing units

- Every attempt should be made to diminish stigmas associated with affordable housing, particularly multi-family housing

Implementation Strategies:

- Maintain the half mile distance policy for locating 100% publicly assisted housing projects

- Develop more public housing units in rural and developing areas that meet location criteria (for example, near bus lines, shopping, employment and medical facilities, and in particular within ½ mile of a proposed transit rail station or line)

- Involve County government in housing construction programs Special legislation should be pursued to accomplish this

- Adopt greater performance standards in the new zoning ordinance to ensure that housing developments of different scale ad type will be compatible

Policies:

- Encourage joint purchase of property among different departments of government to accommodate housing and other community needs such as schools and parks

- The City should investigate the possibility of using tax increment financing as an option to finance housing programs Special legislation will be needed to accomplish this

- Community Development, Housing Partnership, and Housing Authority should periodically conduct public information campaigns to inform the public of various housing programs available

Implementation Strategies:

- Work with neighborhood groups to publish information in their newsletters

- Utilize local media, i e television, radio and newspaper more effectively to inform the public

ECONOMIC DEVELOPMENT

OBJECTIVES:

- TO CONTINUE THE CITY AND COUNTY'S ROLE IN ECONOMIC DEVELOPMENT AS A FACILITATOR AND GUIDE TO THE BUSINESS COMMUNITY.
- TO DEVELOP A PUBLIC/PRIVATE STRATEGIC PLAN FOR THE ECONOMIC FUTURE OF CHARLOTTE-MECKLENBURG.

The Charlotte Metropolitan Area is one of the brightest and most promising metropolitan areas in the county An outstanding housing stock, employment opportunities and a rising standard of living have added to the metropolitan area's healthy business environment

The Charlotte-Gastonia-Rock Hill MSA is comprised of Cabarrus Gaston, Lincoln, Mecklenburg and Union Counties in North Carolina and York County, South Carolina The MSA ranks 35th nationally relative to population size Charlotte-Mecklenburg serves as a finance, distribution and trade center of for the MSA, and ranks sixth among financial centers

Charlotte is the largest city within the nation's fifth largest urban region (Charlotte/Greensboro/Greenville) as well as the center of the nation's fifth fastest growing trading area Charlotte/Douglas International Airport is the 24th largest airport in the nation and is a major asset in the area's strong economic base

Recent economic studies have predicted that the Charlotte Metropolitan Area will continue to grow and be a major economic force nationally The questions are not if it will grow, but how will it grow, and what are the key economic issues the area faces?

This section explains existing economic development programs, lists key economic development issues, and makes key economic development recommendations that should be applied in all the districts

ECONOMIC DEVELOPMENT PROGRAMS AND PROJECTS

The community carries out its economic development functions primarily through three agencies: the Community Development Department, the Charlotte Certified Development Corporation and the Economic Development Department

The Community Development Department is responsible for the administration of the City's housing programs, code enforcement and the economic loan programs The following loan programs are available,

- Develop and Revitalization Fund (DARF) The purpose of this fund is to make loans available for new construction, rehabilitation, or expansion of industrial and commercial projects

40 90

COMMENT: All the statements are what government is going to do, rather than the conditions that will attract new business and industry to Charlotte-Mecklenburg

within the City's defined "Pockets of Poverty" and redevelopment areas The program creates jobs for low and moderate income citizens

- Economic Development Revolving Loan Fund (EDRLF) This program provides loans to individuals and businesses located primarily in the City s "Pocket of Poverty" The loans are at a 6% interest rate and should create private/public partnerships with investments from the private sector. The loans are used for the development or expansion of businesses which will create jobs for low and moderate income citizens

The Charlotte Certified Development Corporation (CCDC) is a non-profit corporation The corporation was formed to help small businesses secure long - term financing by working with local banks and lending institutions The loans may be used for new construction, modernization expansion and renovations This a county wide program

The third agency - the City's Economic Development Department coordinates the city-wide mission for economic development The mission is to attract and support private sector investments by building on the strengths of Charlotte through strategic actions that affect the city s

- Capacity to develop,
- Attractiveness to existing and potential business investor and,
- Economic and business environment

This City department has been involved with such projects as City Fair, the Trade Center, and the Performing Arts Center.

The Charlotte Chamber of Commerce also plays an important role in the economic development of the area The Chamber promotes business retention and expansion and is the force behind the Greater Charlotte Economic Development Corporation (GCEDC), an organization that promotes the area's economic health. GCEDC is funded in part by the City and County

ECONOMIC DEVELOPMENT CONCERNS AND ISSUES

To maintain and foster the Charlotte-Mecklenburg area s economic strength and prominence, several policy, locational and social economic development concerns should be addressed These concerns are described as follows:

- As the area continues to grow, such issues as transportation, solid waste, water, sewer, environmental quality and economic development will have to be handled in a regional context Elected officials from the eight counties in the MSA have formed a group called the Carolina Coalition to begin a dialogue on regional problems Creating a regional dialogue is essential to the future health of the region's economy

- The current City and County economic development loan programs have made funds available for business development and expansion However there is still a need to enhance, coordinate and target existing programs

- Currently there is not an Economic Development Plan for the community that gives focus to strategic economic development programs and establishes an action plan

- As the Charlotte-Mecklenburg area grows, there will be a need to coordinate and monitor City and County public economic development efforts

- The underdevelopment of commercial and industrial property in particular in the Central District is a problem The South Boulevard corridor is an example of this

- The need to strengthen the economic link between the Uptown Area and the Central District

- The visual quality and economic decline of businesses along the major corridors such as North Tryon, South Tryon Wilkinson Boulevard and Statesville Road is a problem

- The 18 neighborhoods with the highest poverty rates had an average unemployment rate that was more than 2 5 times higher than the city-wide average (1980 Census)

- Ten percent of the City's labor is estimated to be comprised of the "working poor", those whose total family income falls below the poverty level

- Charlotte's rate of job generation, significant business start-ups, and percentage of young companies with growth ranks 32nd below Atlanta (5), Raleigh-Durham (6), Nashville (11), Charleston (10), and Greensboro (28) when measured over the last four years (Inc Magazine, 1988)

- City sponsored job training programs can only reach less than 5% of the economically disadvantage residents over age 16

- The growth imbalance between the education and skills possessed by residents and the education and skills required by employers

POLICIES AND IMPLEMENTATION STRATEGIES

- Policy

  To continue to work towards a City/County common vision and agenda for economic growth

Implementation Strategies:

- The City and County should work with the Greater Economic Development Corporation to develop a Strategic Economic Development Plan The plan should focus on the following:
- The economic strengths and weakness of the area,
- The regional economic picture as it relates to Charlotte-Mecklenburg,
- Reaching a consensus among community interests on the vision or policy direction for economic growth,
- Current programs,
- Key economic issues,,
- Goals & objectives
- New economic development funding strategies and programs,
- Priorities for economic development efforts,
- Strategies that would link housing reinvestment, neighborhood revitalization and economic development efforts,
- A framework, by which the City, County business leaders, local colleges, universities and public schools can work together to address the imbalance between education and skills possessed by residents and the education and skills required by employers,
- A mechanism to plan and coordinate public/private economic efforts;
- A mechanism to address regional economic issues, and
- An action plan that outlines the steps necessary to implement the plan.

The plan will be the starting point for addressing other economic development issues, as it will set the framework for economic development programs

SANDOZCHEMICALS

Sandoz Chemicals Corporation
4000 Monroe Road
Charlotte, North Carolina 28205
704 331 7000
Telex 216 922

February 19, 1990

Chairperson Carla DuPuy and
Members of the Mecklenburg County of Commission, and
Mayor Sue Myrick and
Members, Charlotte City Council
Charlotte, North Carolina

Dear Ladies and Gentlemen:

As was requested at the February 7 public hearing on the document entitled, District Plan General Policies, I am conveying written comments and recommendations concerning that document. While these statements are made in my capacity as a representative of Sandoz Chemicals, they also are the common concerns expressed by the Manufacturers Council of the Chamber of Commerce.

The District Plan General Policies has some very serious flaws, which cause us great concern and which are identified in the main body of this letter. It is requested that you not act to adopt the District Plan General Policies in the form recommended by the Planning Commission, until it has been amended to more adequately address the issues stated herein. While others have and will continue to express to you concerns about different portions of the document, our purpose in making this appeal is based on the lack of any policies in this document with respect to the industrial component of our Community.

Fifty thousand (50,000) people are employed directly in manufacturing in Mecklenburg County, and 30,000 more jobs in the County exist to serve industry. Approximately 120,000 people in Mecklenburg obtain their livlihood from manufacturing activities conducted in the County. Since this is such an important sector of the local economy, it would be incredible to prepare and adopt development policies which simply do not address this sector. With that in mind, I would like to direct your attention to the following sections of the District Plan General Policies.

EXECUTIVE SUMMARY

Nowhere in the Executive Summary are industrial uses and activities mentioned directly. On Page 1, under the heading entitled "Land Use", the only segments of the community mentioned are residential, mixed use and employment. In fact, the reference to employment is in a negative tone since it states that "employment uses should concentrate only in the areas defined on each district plan map."

There is total absence of any policy which establishes positive guides and directive insofar as the development for industrial purposes is concerned.

The only other place in the Executive Summary where the general issue of economic development is even mentioned is at the top of Page iiii where there is a two-line reference to the role of the City and County in economic development. Thus, nowhere in this document is there any mention of the role which private industry should play in our Community.

EMPLOYMENT GROWTH OPPORTUNITIES

On Page 14 under the title, Employment Growth Opportunities, the words "light and heavy industrial" are mentioned one time, but without any specific reference as to what this means in terms of guiding policies for the future growth of the industrial component of this community. Again, the primary impact of the statements on this page are negative in nature to the employment sector with most of them dealing with preventing adverse impacts on residential neighborhoods.

It is significant to note that the discussion relating to Employment Growth Opportunities is contained on one page of this document while the Residential Section takes up 14 pages with 12 more devoted to the issues of livability. This means that 26 of the 57 pages are devoted to the issues of livability, and the equally important growth opportunities for employment are limited to one page.

ECONOMIC DEVELOPMENT

By contrast to the residential segment of this document, the entire spectrum of economic development for the community is contained in a four-page outline which primarily deals with governmental participation and programs in the economic area. While governmental involvement is important, it is the decisions by private industry which make or break a community in the economic arena. In fact, the only policy statement contained in the Economic Development Section is "to continue work toward a City-County common vision and agenda for economic growth." In addition, the only implementation strategy is to state that "the City and County should work with the Greater Economic Development Corporation to develop a strategic economic development plan." That is, in effect, a non-existent policy guide for the location and handling of the economic strengths and weaknesses of the Charlotte/Mecklenburg area. This is far afield from preparing general policies for district zoning plans.

For the foregoing reasons, we believe it imperative that the governing bodies delay any adoption of this document for a period of time necessary to correct its almost total lack of attention to

the economic health and well-being of our community. It is requested that the Planning Commission staff be instructed to work with representatives of industry and the private sector in preparing proposed goals and policies for this community with respect to planning for industrial growth and economic well-being.

As a minimum, the following portions of the District Plan General Policies document should be examined and rewritten.

1. The Executive Summary must recognize the industrial and manufacturing sectors as being vital contributors to the economic health of our Community. The Land Use Section should state general policies concerning the location and protection of areas devoted to industrial and manufacturing land uses. In particular, there should be defined a land use policy concerning the location of heavy industrial (I-2) sites. This means some definition of how these areas are going to be protected from encroaching residential and other non-industrial uses, as well as the suggested criteria for locating new industrial opportunities.

   In addition, the Economic Development Section must be substantially enlarged to relate to and define the policies governing the private sectors of this community which are engaged in the formation of and creation of job opportunities. It is not sufficient for the City and County simply to define, for themselves, roles in this activity unless there are much clearer statements as to how the private sector will be encouraged to operate.

2. The Employment Growth Opportunities Section (Page 14) must be enlarged substantially to specifically deal with and recognize the needs of both light and heavy industrial activities. This means considerable enlargement of the considerations given to employment growth and some indication as to how these employment areas will be established and protected for those purposes. The entire thrust of this overall document is to place the responsibility on the non-residential components to provide buffers, screenings and other protective devices to the residential areas. It must be recognized that this is a mutual responsibility, and policies should be outlined to so state. Nowhere in this document is there any policy stated as to the transitional relationships which can be established to soften the industrial/residential confrontations. Some policies should be established which will indicate that heavy industry should not be placed next to residential, and that residential should not be permitted to encroach directly in relation to heavy industry. This can be accomplished in several ways by indicating policies which will encourage transitional district usage so that heavy industrial will be transitioned gradually into higher zoning classifications.

3. The Economic Development Section devoted to a discussion of economic development beginning on Page 54 should be withdrawn as written and redesigned to address the many and varied opportunities for encouraging development of the Charlotte/Mecklenburg area. This should be, again, written with heavy input from the private sector to keep it from becoming merely a statement of encouragement for continued governmental involvement in this element of the community. It is not acceptable to have an overall policies document which contains only one policy statement and one implementation strategy for the entire arena of economic development. Certainly, representatives of private industry, who deal, full-time, with this matter should be consulted in depth about the content of this section of the General Policies.

As you can see from the above, the industrial managers of Charlotte/Mecklenburg and their organizations within the Chamber of Commerce do not believe that the District Plan Policies come close to addressing the needs of this significant and very important portion of our community. With the foregoing points in mind, we respectfully request that you delay the adoption of this document, instruct the Planning Commission staff to work directly in these areas with representatives of the industrial and manufacturing sector to prepare for consideration, at a future date, a revised District Plan General Policies which deal adequately with the above issues.

Sincerely,

Michael Smith

Michael Smith
Plant Manager

Response to Doug Boone (2-19-90)

1. Ordinance vs. Policy
   It is important to remember that policy is implemented by ordinance - not vice versa.

2. Parallel Processes
   The general policies raise issues and give direction on items that are also being addressed in parallel processes. These parallel processes will further define and implement policy on these specific issues.

3. Plan amendments - discussion guide, p. 1.

4. Density - 1 du/ac. - discussion guide, p. 3.

5. Infrastructure - discussion guide, p. 4 and 5.

6. Dedication of land - discussion guide, p. 5 and 6.

7. Use intensification - discussion guide, p. 4/

8. Private water and sewer systems - discussion guide, p. 5.

9. Amenities - discussion guide, p. 7.

RESPONSE TO CHAMBER LETTER - February 13, 1990

II. (a) Page ii. Staff continually hears this issue raised through the rezoning process - one side stating the roads can't handle the development and the other side saying to impose additional requirements could kill the project. The elected officials need to decide how much the project development will pay and how much will be borne by the public in order to have development take place. Plans, capital needs and CIP help determine the need.

(b) Staff has gone through the document to delete ordinance language and with the county attorney to correct any legal issues. Policy guides such as this never in Charlotte Mecklenburg carry the force of ordinances. Ordinances implement policy.

(c) This has been done.

(d) Industrial uses have been grouped with all employment. The policies of the 2005 Plan (p. 64 and 65 attached) are still appropriate and in effect. The southwest, northeast, central and east district plan identifies thousands of new acres for industrial type development.

(e) Plan amendment (page 1 of discussion guide).

Community-Wide Strategies

In the preparation of the *Generalized Land Plan 2005*, key strategies were developed that deal with significant issues and affect all areas of the county—infill development and residential and non-residential reinvestment. These strategies are discussed separately in this chapter to permit greater detail.

Employment Reinvestment Strategy

As a community grows and matures, parts of it—especially older neighborhoods, secondary commercial locations, and central city manufacturing areas—do not share in the economic growth

In fact these areas become depressed, deteriorated, and unproductive They contain large reservoirs of unused or under-used economic resources—land, buildings, and people with limited productive output.

West Morehead

The community needs to make better use of these economic resources and to provide a pleasant, highly livable and workable environment for the residents of these areas Employment area reinvestment is a possible strategy to identify and evaluate barriers that limit growth in certain areas of the community, and to provide alternative approaches to improving these areas as business and employment locations

Factors Encouraging Employment Area Reinvestment

Escalating costs of land preparation costs, and zoning issues at the urban fringe, together with growing opportunities in older neighborhoods and central locations, are some of the factors supporting reinvestment of development areas Other factors include

- the structures can often be easily modified and adapted,
- it usually has a below market cost for property,
- sites are often well-located in terms of labor market needs of the unemployed and underemployed, and
- sites usually have good highway locations and transit service

Criteria to Identify Employment Areas for Reinvestment

Candidate areas for reinvestment tend to be areas in older sections of the community which have been bypassed by suburban shopping malls, residential development, a new roadway, or changes in the industrial base

Currently, the City of Charlotte has two types of employment reinvestment areas which receive financial assistance—Urban Development Action Grant (UDAG) "Pocket of Poverty" and Economic Development Assistance Areas The income eligibility for a "Pocket of Poverty" and Economic Development Assistance Areas must be 70 and 80 percent of the city-wide median income, respectively Additional factors may be needed in order to comprehensively identify employment reinvestment areas, including.

- the area usually has a high vacancy rate,
- a high percentage of structures are either deteriorating or dilapidated,
- there has been a decline in the assessed value of the area,
- crime rates in the area are above the city average

Employment reinvestment strategies identify and evaluate barriers that limit economic growth in certain areas of the community and provide alternative approaches for improving the areas as business and employment locations

Potential Reinvestment Strategies

Employment area reinvestment strategies are designed to accomplish several objectives, such as those listed below

- Retain income and tax base
- Provide jobs, especially entry-level jobs, in the private sector for the critical unemployed and underemployed groups.
- Improve recruitment or expansion of manufacturing jobs to enlarge income growth for the unemployed and underemployed
- Retain existing firms and foster their expansion
- *Foster entrepreneurship*
- Conserve the built urban environment
- Improve the aesthetic quality of the area
- Curtail potential hazards of vacant buildings

Community-wide benefits of additional jobs, particularly for the unemployed and underemployed, and a larger tax base—together with business advantages of good sites, low cost, and relatively easy entrance—strengthen the importance of encouraging employment area reinvestment Potential strategies in support of reinvestment including the following.

Strategies for Employment Reinvestment

1. Prepare a coordinated Economic Development Program as part of a detailed business *growth plan that includes a comprehensive strategy for reinvestment* in deteriorating employment areas The following suggestions could be incorporated in the Economic Development Program
   - Evaluate the 2005 Plan reinvestment strategies
   - Identify new and additional approaches
   - Evaluate existing programs and identify funding options for successful programs that may be discontinued
   - Identify specific areas where reinvestment programs are needed
   - Identify specific sub-area business location strengths and weaknesses, as well as job needs
2. Create a funding pool among banks and savings and loan companies for seed and venture capital for the support of small and start-up businesses to foster entrepreneurial efforts
3. Investigate the possibilities of using tax increment financing as a means of creating a funding mechanism for support of reinvestment efforts
4. Identify the legal enabling actions needed for tax increment financing for consideration by local and state authorities
5. Conduct a study that examines the current and future state of the labor market, considering its composition, characteristics, and its fit with future job markets
6. Evaluate and recommend improvements in existing programs—such as skill training, transportation hiring, and so on—to make opportunities created by area growth available to all local citizens, particularly the unemployed and underemployed
7. Use the *Development Enterprise Area* concept, discussed later in this chapter in the redevelopment and reinvestment of existing employment areas
8. Use area plans especially "special project plans" to address land use needs and unique conditions of an area
9. Provide professional planning support to advise and work with private business and economic development groups
10. Devise creative uses of the capital markets and local financial institutions to finance redevelopment and reinvestment activities
11. Focus public attention on the re-use of existing employment areas through area plans, urban design assistance, and flexible zoning regulations
12. Provide a coordinated public-private marketing program that addresses an area's image and increases private sector awareness of redevelopment and reinvestment opportunities
13. Lobby state government to give cities and counties the authority to establish enterprise zones as an economic development strategy for deteriorating areas
14. Evaluate financial and other incentives that can be offered by the City and County to ensure that depressed areas of the community share in the growth of job opportunities
15. Develop public private partnerships in the establishment of business incubator facilities in depressed areas of the community

CHARLOTTE/MECKLENBURG
DRUG & ALCOHOL COMMISSION

Cullie M Tarleton, Chairperson
Senior Vice President, General Manager - WBTV

Mecklenburg County

Alan T Dickson, President
Ruddick Corporation

Rev George Cook, Jr
Greater Mt Sinai
Baptist Church

C Merrill Littlejohn, Treasurer
J G Blackmon & Associates

City of Charlotte

Jeff Mullins,
Director of Athletics
Head Basketball Coach
UNC Charlotte

Ms Dale Halton, President
Pepsi-Cola Bottling Company
of Charlotte

U. W. of Central Carolinas

Roger Owens, Chairman
United Way of Central Carolinas, Inc.

Benjamin T Tison, Vice President
North Carolina National Bank

Junior League of Charlotte:

Gay Dillashaw, President
Junior League of Charlotte

Deborah Harris, Former President
Junior League of Charlotte

Dr Jonnie McLeod, President
Mecklenburg County Medical Society

Charlotte Chamber of Commerce

Kent Walker, President
Charter / Walker Company

J W Disher, President
Lance, Inc.

Charlotte/Mecklenburg
Board of Education

John Foust, MD
Randolph Ear, Nose &
Throat Association, P A

Kat Crosby, Retired Superintendent
Mecklenburg County Public Schools

ABC Board

The Honorable Shirley L Fulton
Superior Court Judge, District 26

Dal Shefte, Senior Partner
Shefte, Pinkney, & Sawyer

Ex-Officio

Dr Robert L Albright, President
Johnson C Smith University

Terry Broadrick, Sr Vice President
Royal Insurance Company

Staff:

Dr Steve Newman, Director
Substance Abuse Services
Mecklenburg County Area
Mental Health Authority

Joyce Brooks, Senior Planner
United Way of Central Carolinas, Inc

CHARLOTTE/MECKLENBURG DRUG AND ALCOHOL COMMISSION

Sub-Committee Membership

Family
Kat Crosby, Chairperson
Janet England
John Crowell
Rex N Gribble
Catherine Wilson
Jim Babb
Poo Alexander
Dr Wilhemenia Rembert
Adelaide Hunt
Jan Sweetenburg
Griggs Dickson
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Jim Law
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Treatment
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Graham Keith
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Dr John Griegg
R. T Dooley
Herbert Spaugh, Jr

Community Awareness
Dale Halton, Chairperson
Jeanne Bohn
Ray Gooding
Ruth Castleberry
John Hayes
Harvey Gantt
David Belton
Gwen Cunningham
Jon Speckman
Gerald Johnson
Mark Wilfley
Michael Brown

Workplace
Bill Disher, Chairperson
Merrill Littlejohn
Jim Bavis
Bill Lee
Joe Lacher
John Nicolay
Greg Stone
Jim Harrison
Hugh McColl
Ed Crutchfield
Johnny Harris
Rick Kipp
Rick von Gnethten
Omar Leatherman
R T Dooley
Jon Speckman
Don Johnson
Randy Godfrey
Gerald Smith
Michelle LaBounty
Michael Millwood

Religion
Rev George Cook, Chairperson
Dr Herman Thomas
Rev Fred Gibson
Genieve Cummings
Adrienne Rosenberg
Jim Kelley
Gordon Weekly
Dale Mullenix

(over)

Criminal Justice/Law Enforcement

Ben Tison, Chairperson
Alan Dickson
Judge Shirley Fulton
Dal Shefte
Peter Gilchrist
Judge Frank Snepp
Parks Helms
Sam Killman
Vic Orr
Sen Jim Richardson
Judge Jim Lanning
Janet Jones
Sen Fountain Odom
Tom Ashcraft
Jan Thompson

Ex-Officio (all committees)

Cullie M Tarleton,
Commission Chairperson
Deborah Harris,
Commission Vice-Chairperson

*revised 2/15/90

CHARLOTTE/MECKLENBURG DRUG AND ALCOHOL COMMISSION

T I M E L I N E

November 9, 1989	Sub-Committee membership established
November 28, 1989	General meeting for all members of Commission and Sub-Committees
November 27 - December 14, 1989	Sub-Committees hold first meeting
December 14, 1989	Commission meets
January 11, 1990	Commission meets
February 8, 1990	Commission meets / Agenda - updates from Sub-Committee Chairpersons
March 8, 1990	Commission meets / Agenda - updates from Sub-Committee Chairpersons
April 12, 1990	Commission meets / Agenda - Final update from Sub-Committee Chairpersons
May 10, 1990	Commission meets / Receives Final Reports from all Sub-Committees
June 14, 1990	Commission meets to consider recommendations from Sub-Committees
July 12, 1990	Commission meets to begin developing Commission recommendations/plans
August 9, 1990	Commission meets to complete Commission report to Sponsoring bodies
September 13, 1990	Commission approves Final Report to Charlotte/Mecklenburg Community
October 11, 1990	Commission meets to develop follow-up plans

11/13/89