AGENDA

Meeting Type:	S
Date:	01-17-1990
SUBJECT	Joint City County School Board

City of Charlotte, City Clerk's Office

The City Council of the City of Charlotte, North Carolina, convened for a joint meeting with members of the Mecklenburg County Board of Commissioners and the School Board on Wednesday January 17 1990 at 12 17 p m in the Conference Center with Mayor Sue Myrick presiding Present were Councilmembers Daniel G Clodfelter, Ann Hammond, Pat McCrory, Tom Mangum Hoyle H Martin, Roy Matthews and Lynn M Wheeler

ABSENT Councilmembers Stanley M Campbell, Cyndee Patterson Ella Butler Scarborough and Richard Vinroot

* * * * * * *

INVOCATION

The invocation was given by County Commissioner Peter Keeber

* * * * * * *

DISCUSSION ON DISTRICT PLANNING PROCESS, STATUS OF PLANS AND KEY ISSUES

Martin Cramton, Jr , Planning Director gave an overview of the District Planning Process He stated that by the 21st Century, all Mecklenburg County would be urban in nature excerpt for publicly owned land He went on to say the growth increase would be in the north, northeast west and southwest areas He stated that as the study group went through the process elected officials would get all the information

David Howard, Charlotte-Mecklenburg Planning Commission reported on the status of each plan using maps for illustration 1) Northwest District - approved by the Charlotte-Mecklenburg Planning Commission 2) Northwest District - approved by the Charlotte-Mecklenburg Planning Commission, 3) East District, 4) Central District, 5) Southwest District 6) North district, and 7) South District He said the plans would be used as a policy guide for future land use and zoning decisions He went through the District Plan adoption process

Councilmember Matthews expressed his concern about integrated housing, the lack of industry in the East and South District Plans as shown on the maps He stated the Schools would have to replan in those areas

Mr Howard said these concerns were addressed in the District Plan General Policies at pages 37 and 49 (A copy is on file in the City Clerk s office) He added that industrial land costs were high particularly in Mecklenburg County resulting in manufacturers locating in neighboring counties

Mr Howard then spoke on the key issues density corrective rezonings watershed protection, noise contours, planning for schools and provision of infrastructure/implementation He presented a meeting schedule for discussion of each District Plan

JOINT PUBLIC HEARING

It was decided to hold a joint public hearing on the General Policies to be established by the Planning Commission at a time and place to be determined

ADJOURNMENT

[Motion was made by Councilmember McCrory seconded by Councilmember]
[Martin, and carried unanimously to adjourn the meeting at 1 45 p m]

_____
Pat Sharkey City Clerk

Length of meeting 1 hour 28 minutes
Minutes Completed January 19 1990

ps

1/17/90 12:17 pm

Mayor ✓
Campbell
Chapman ✓
Hammond ✓
McCrory ✓
Mangum ✓
Martin ✓
Matthews ✓
Patterson
Scarborough
Vinroot
Wheeler ✓

Dunlap
Cunningham
Kinsler
Lockwood
Walton
Andrews
Blackmon

Battle
Griffin
Bynum

Mayor

Peter Huber - invocation

W G G - Martin Cranford

21st Century/urban, all over except for public owned property

growth increase N
NE
W
SW

process / Planning Comm
6 areas
study groups
elected officials will get all information

Dave Howard (pink sheet) status on each plan/district

plans adopted as policy guide
1) northeast plan approved c-m Plan Com
2) northwest plan " " "
3) east district plan
4) central district plan
5) southwest district plan
6) north district plan
7) south district plan

...tal, airport, how to develop, employment,
economic development opportunities, people concerns,

water and sewer, schools, watershed protection
density, zoning/rezoning

District Plan General Policies - to be approved

(responded to questions regarding
mixed use / Matthews)

Matthews · integrated housing / lack of
industry in east and south district
plans / schools will have to update

(page 37 & page 49)

what direction are we moving in as a
community
cost of industrial land very high

Dave Howard issues
density, etc
infrastructure to implement the plan

- schedule for adoption (yellow sheet)

public hearing (joint) on the general policies to be established by Planning Commn

5/16 Chamber trip - change

McCrory / Martin

adjourn at 1 45 pm

AGENDA

CITY COUNCIL/COUNTY COMMISSION/SCHOOL BOARD
MONTHLY MEETING
JANUARY 17, 1990
ROOM 267, CMGC

I. Why District Plans? — Martin Cramton, Jr.
- o 2005 Plan
- o Philosophical Base
- o Detailed Land Use
- o Process

- o Questions

II. Status of Plans — David A. Howard
- - General Development Policies
- - Northeast
- - Northwest
- - East
- - Central
- - North
- - Southwest
- - South

- o Questions

III. Key Issues
- o Density — David A. Howard
  - - R-3 -vs- R-4
  - - R-1
  - - Multi-Family
  - - Infill
- o Corrective rezonings
- o Watershed protection
- o Noise Contours
- o Planning for schools
- o Provision of Infrastructure/Implementation

IV. Future Schedule — David A. Howard

V. Adoption Process

VI. Discussion

SCHEDULE

February 21	Discuss and approve general policies
March 21	Discuss and approve Northeast District Plan
April 28	Discuss and approve Northwest District Plan
May 16	Discuss and approve East District Plan
June 20	Discuss and approve Central District Plan
July 18	Discuss and approve Southwest District Plan

*North District Plan will be done at regular County Commission meeting.

DISTRICT PLAN ADOPTION PROCESS

Study Group - 12 months+

Staff draft plan
- includes divergent points

Study group reviews draft

Community Meeting

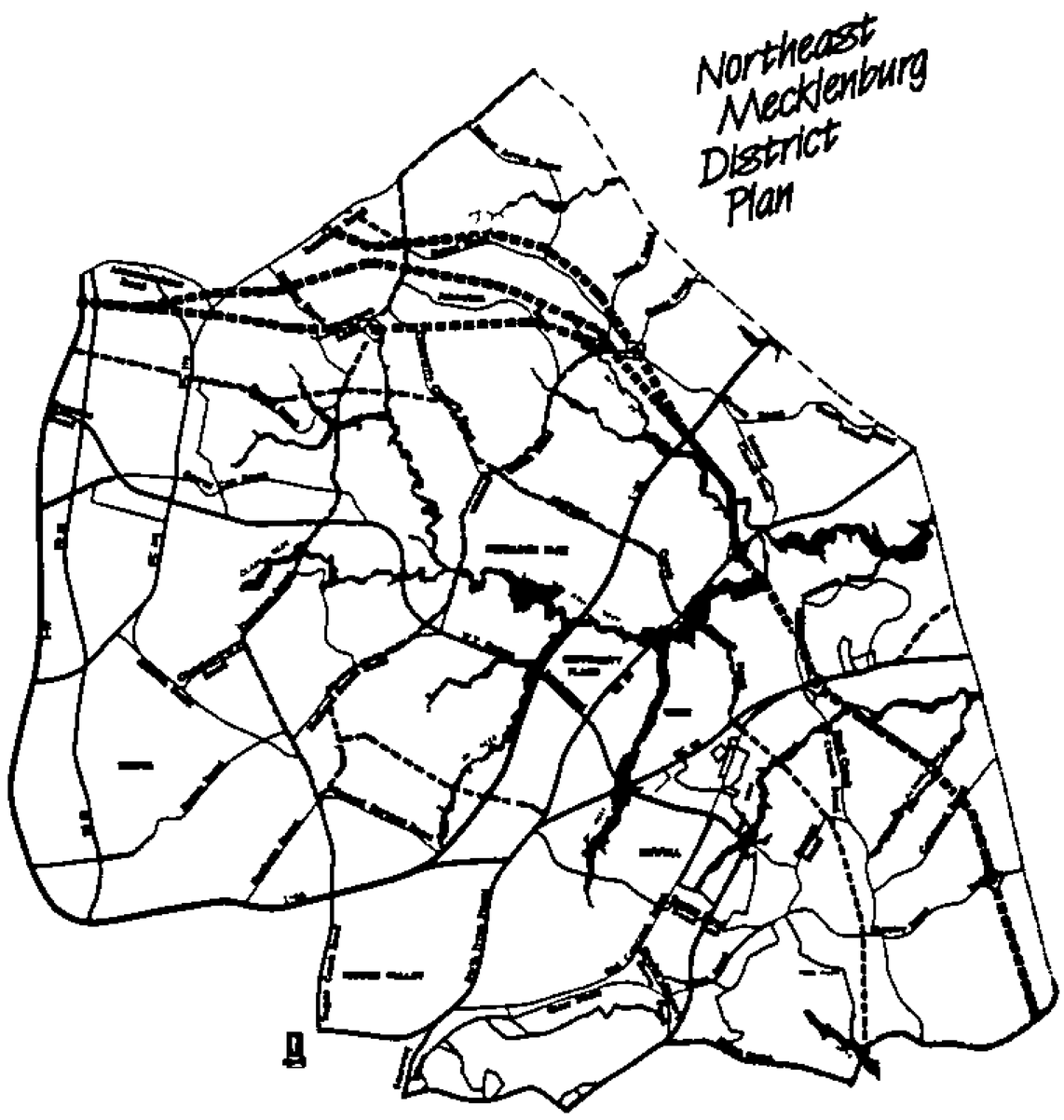
Study Group completes review

Planning Committee
- tour
- public meeting
- recommendations

Elected Officials - for adoption as policy guide for future land use and zoning decisions

DISTRICT PLANS

NORTHEAST DISTRICT



APPROVED BY CHARLOTTE-MECKLENBURG PLANNING COMMISSION

October 17, 1989

PREFACE

The Northeast District Plan is a companion document to District Plans: General Policies and Recommendations. It applies the general policies more specifically to the Northeast District. For more detailed information on district planning and direction on various community-wide issues such as road improvements, package treatment plants, or streetscape design, refer to the general policy document.

ACKNOWLEDGEMENT

The Planning Commission acknowledges the valuable contributions made by the Northeast Study Group members. Their ideas, opinions, and desire for a quality community have been a vital component of this plan.

Northeast District Study Group

Ruby Bickett
Dr. Iris Carlton-Laney
Maxine Eaves
Thereasea Elder
James Lipscomb
Leo Ellis
Thomas Fox
Jody Harpster
Joseph Grier, III
J. Gary Morgan
Sharon Canipe
Laura McClettie
Dr. Bill McCoy
James Webb
Dr. Terrel Rhodes

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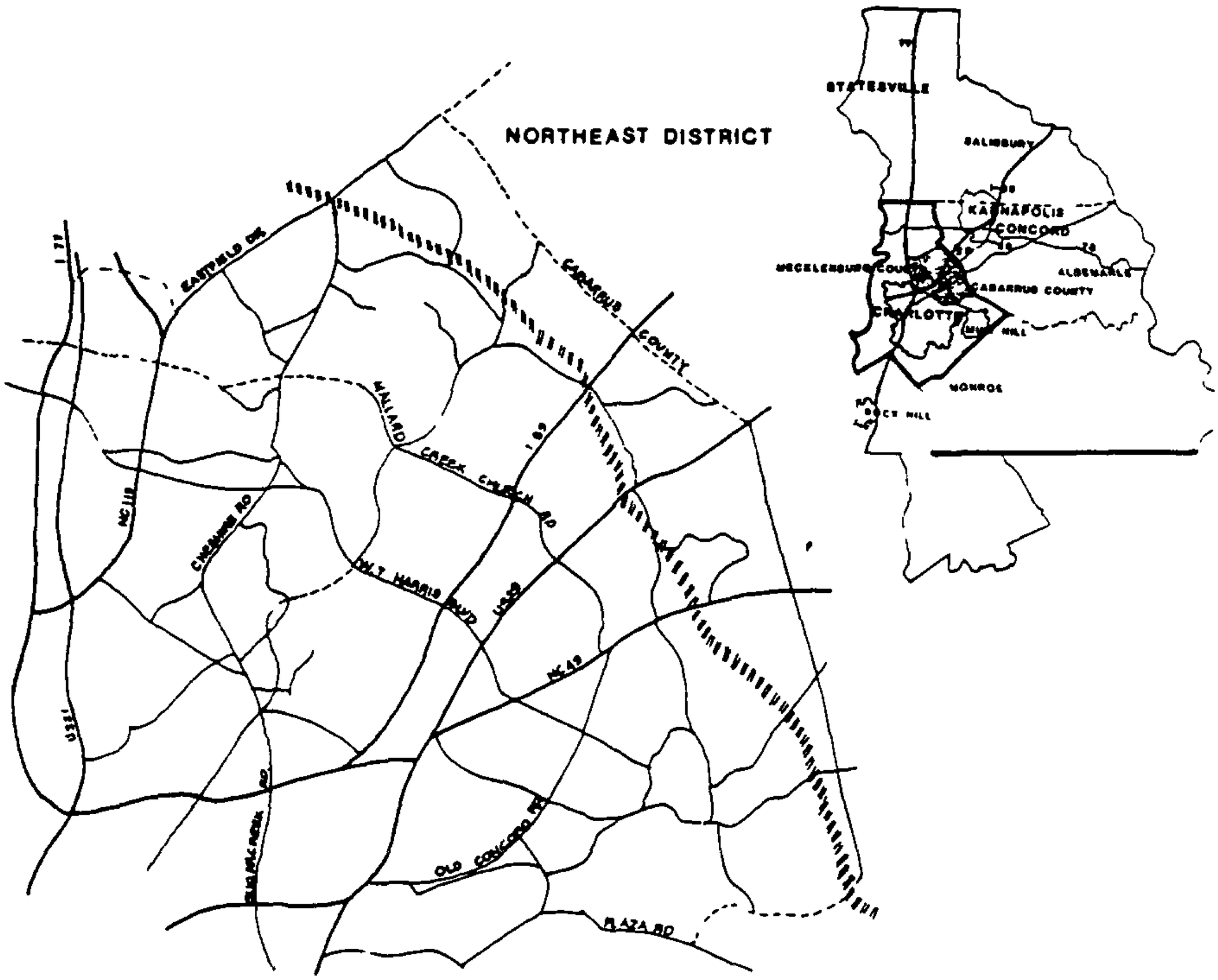
INTRODUCTION

The Northeast District is generally located north of I-85 and Plaza Road, east of I-77, south of Eastfield Road, and west of Cabarrus County*. Approximately 69 square miles of land are contained within the district's boundaries.



* The district boundaries differ from those in the 2005 Plan. Parts of the East District were combined with the northeast when the districts were realigned in 1987.

The district is one of the fastest growing areas in Mecklenburg County. Changes over the last five to ten years have substantially painted a new picture on the once predominantly rural landscape. Development and expansion of the University Research Park, University Place, and UNCC campus in particular have been driving forces for change. The Northeast District is no longer viewed as a risky market area as it was in the 1970's when plans for the research park/ university area were first announced. To the contrary, proposals for residential and business development have been pouring into the area at a steady, and most recent swift rate.

From a county-wide perspective, the relatively recent burst of development activity in the northeast has been helping somewhat to balance the overall growth that historically has been inundating south and southeast Mecklenburg County. Although other districts in the county have been experiencing recent development interest, none has yet felt the pressures for change as sharply as the northeast.

This plan provides the direction to manage growth in the district. It addresses how and where new development should occur, the infrastructure and services needed to accommodate changes in the development pattern, and quality of life features that should be emphasized in the future.

EXISTING DEVELOPMENT PATTERN: A GENERALIZED OVERVIEW

The development pattern in the Northeast District varies considerably. Older, residential neighborhoods and employment areas are well established in the south and west sections of the district, while newer ones are emerging to the north and east. The generalized pattern is described below and illustrated on the map on page 4.

Developed Areas

In the southwest portion of the district is the Derita community. Derita has the oldest and largest concentration of residences in the northeast. A small rail center during the cotton era, Derita retains the delightful flavor of a small town.

Other well established residential concentrations are in Hidden Valley, the Northeast community north of The Plaza (Hampshire Hills, Bridlewood, Highland Trace), and Newell. Hidden Valley and the Northeast Community are predominantly single-family neighborhoods built in the 1960's and early 70's. Newell, a small rail center in the late 1800's, is formed around a small nucleus of older homes and community buildings along Old Concord Road.

The older employment areas of the Northeast District are, principally located along the district's south and west borders. A mix of individually developed industrial and commercial uses extends along North Tryon and Old Concord Road in the south end of the district, while a substantial number of industrial uses exists along Graham Street and I-85 in the southwest corner. In addition, some existing industrial uses are scattered throughout Derita. The only other concentration of older industrial/ employment uses is between I-77 and N.C. 115. Trucking-oriented industries are located in this area, as well as some light and heavy manufacturing.

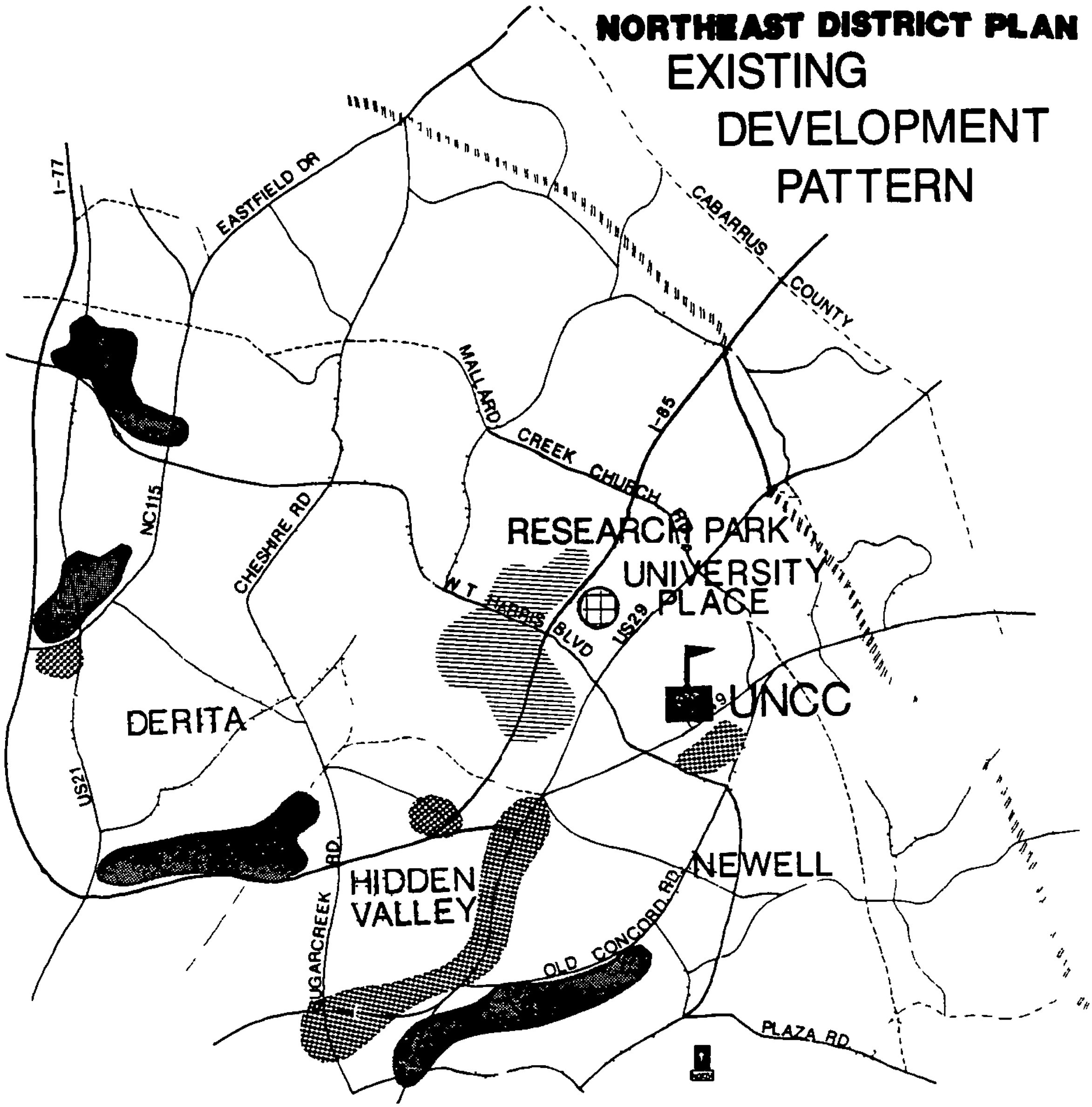
Developing Areas

In the heart of the district are the more recently developed areas of the northeast. The University of North Carolina at Charlotte, having an enrollment of nearly 15,000 students, occupies much of the land between N.C. 49 and U.S. 29. Multi-family and single-family developments have been constructed around the campus. Just west of UNCC is University Place, a major mixed use project that includes a 1.5 million square foot retail and office component and high density residential development. University Place essentially functions as an urban hub for the northeast. It continues to expand.

West of University Place extending to Mallard Creek Road is the University Research Park. Over 2,700 acres of land are zoned for research uses within the park's borders. Characterized by large setbacks and attractive entry ways and architecture, the research

NORTHEAST DISTRICT PLAN

EXISTING DEVELOPMENT PATTERN



RESIDENTIAL

COMMERCIAL

RESEARCH/EMPLOYMENT

INDUSTRIAL/EMPLOYMENT

park helps to establish a very positive image for the northeast. Development proposals for building within the park continue to be approved.

New residential activity generally is occurring within the Mallard Creek basin. A number of new subdivisions and multi-family projects have been approved and built north and south of Harris Boulevard in recent years. Also, residential development continues to expand northeast of the UNCC campus to the county line along N.C. 49. New subdivisions are also being built along Rocky River Road and Hood Road in the eastern edge of the district.

Rural Areas

The remainder of the Northeast District is predominantly rural in nature. A few farms are still in operation, but principally the landscape is dotted with large lot, single family homes.

PROSPECTS FOR GROWTH

Continued growth is definitely on the horizon for the northeast. With major interstates bordering the district, with Harris Boulevard now providing ready east-west access, and with the amount of development activity that is occurring presently in the area, the community can anticipate dramatic changes.

Significant increases in population and numbers of jobs and households are expected in the northeast. In 1987 42,746 people resided in the district, and the population is projected to nearly double by 2005. The number of housing units and jobs will also increase substantially. In 1987 there were 15,923 households in the district, and projections reflect a 118% increase by 2005, or a total of 34,697 households. The greatest increase, however, will be in the number of jobs. In 1985, 14,084 people were employed in the district. Projections indicate the number will climb to 32,560 by 2005, a 131% increase.

TABLE 1. PROJECTED GROWTH*

POPULATION			HOUSEHOLDS			EMPLOYMENT	
1987	1995	2005	1987	1995	2005	1985	2005
42,746	60,038	80,664	15,923	24,103	34,697	14,084	32,560

* Because the original 2005 Plan boundaries of the Northeast District were changed to include a portion of the East District, the numbers reflected in this plan are different from those used in the 2005 Plan. These new numbers have been adjusted to reflect the change in boundaries.

ISSUES FOR PLANNING IN THE NORTHEAST

Several issues specific to the Northeast District were identified early in the planning process, in addition to those issues previously listed in the general policy plan. The main issues are:

- Potential for encroachment of non-residential uses in established neighborhoods along I-77, Graham Street, and Old Concord Road, and Sugar Creek Road (Derita).
- Declining retail areas along North Tryon and Eastway Drive north of the Plaza.
- Expansion of the Research Park zoning.
- Need for new employment concentrations offering different employment opportunities from those in the research park.
- Increasing retail/service options for an expanding northeast population.
- Appropriate single family densities.
- Balance between single family and multi-family development.
- Location and impact of the outer belt.
- Existing roads too narrow to accommodate the growth taking place.
- Increased use of package treatment plants.
- Overcrowded schools in district.
- Changing environment and loss of open space.
- Air pollution and congestion associated with increasing traffic.
- District/UNCC relationship.

GOALS FOR THE NORTHEAST DISTRICT

The following are the goals for the Northeast District based upon a vision of an attractive, well planned community in the future:

- To preserve, protect, and enhance the character of existing neighborhoods.
- To establish a balanced urban land use pattern providing a variety of commercial, employment, residential, and open space uses.
- To provide an efficient and acceptable level of public services and facilities.

- To foster a livable and vital community with a distinct identity.

- To provide and encourage opportunities for affordable housing for all segments of the population.

In District Plans: General Policies, objectives, policies, and strategies for dealing with many of the goals on a community-wide basis are identified. Specific planning for the Northeast District is included in the following sections of this plan:

- Land Use Pattern
- Infrastructure
- Livability

PREVIOUSLY ADOPTED PLANS

In the past, several area plans were adopted for portions of the Northeast District. These plans were reviewed as part of the district planning process to determine if the area plans' recommendations should continue to apply, or if changes to the plans are justified. The plans adopted in the northeast are described below:

- Derita Small Area Plan

  Adopted in March, 1985, the Derita Small Area Plan focuses on neighborhood preservation and enhancement, promotion of new residential development, concentrating retail and business activity, and limiting industrial expansion. Numerous corrective rezonings were recommended to resolve land use/zoning conflicts, and subsequently, many of the properties were rezoned. Circumstances have not changed significantly since 1985, and the plan recommendations remain valid. One additional corrective rezoning along Sugar Creek Road is recommended as described later in this plan.

- Newell Special Project Plan

  The Newell Special Project Plan was adopted by elected officials in August, 1986. The policies and strategies of the plan emphasize planned, mixed use development that is sensitive to existing residential areas. Locations for a variety of residential densities and commercial and office uses are recommended, as are design considerations for streetscapes, buffers, and open spaces. With a few minor adjustments, as reflected on the Northeast District plan land use map, the Newell Special Project Plan should be implemented.

- North Tryon Special Project Plan

  North Tryon is viewed as an area in transition. The plan for the area, adopted in 1987, addresses both streetscape and land use issues. The land use recommendations focus on limited commercial development to prevent further stripping out of the corridor and

encroachment into neighborhoods. No changes to the adopted plan are recommended.

- Hemphill Heights/Rockwell Park Special Project Plan

Hemphill Heights and Rockwell Park are older, declining neighborhoods along Cheshire Road. The Hemphill Heights/Rockwell Park Special Project Plan was adopted in 1988. It addresses housing and other neighborhood improvement strategies to stabilize the area and to encourage new development on vacant land. The plan recommendations are still valid with one exception; some of the property was recommended for small lot development (8 units per acre), and through the district planning process, the recommendation was changed to leave the existing zoning in place.

FUTURE LAND USE PATTERN

General objectives, policies, and development criteria for commercial, employment, and residential land uses were discussed in detail in District Plans: General Policies. As part of the Northeast District Plan, the generic or community-wide policies of the general policy document have been applied specifically to the Northeast District. The following are the land use recommendations for the northeast:

MIXED USE AND COMMERCIAL CENTERS

As discussed in the general policies plan, new commercial development in the future should be concentrated in cohesive centers rather than being stripped out along the major corridors in the community. Adequate infrastructure to provide access and sewer and water service is needed to develop centers. Four types of mixed used and commercial centers are planned, approved, or built throughout the Northeast District as described below. The mixed use center symbols on the proposed land use map for the district represent vicinities, not exact locations of future centers. For example, if a center is designated at an intersection, the development may be built on any one of the quadrants.

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

Two regional mixed use centers are in place, but not fully developed in the district. Although not a unified development as envisioned for new centers, the North Tryon Street/Sugar Creek Road/ Eastway Drive area loosely functions as a regional center. The aggregate of retail and limited office space in the area equals that of a regional center. There are a number of shopping complexes and individual businesses spread out linearly along the various thoroughfares in the area. This fragmented pattern is an example of how a regional center should not develop; however, there is an opportunity for improvement. A more unified center can be created building upon the existing development.

Specifically, the North Park Mall and adjacent properties, the North Tryon Mall, and the Eastway Plaza area should intensify. There is considerable underutilized land at these locations. New or remodeled buildings unified through design and oriented towards pedestrians should be pursued. In addition, the overall streetscape image should be improved. The North Tryon Corridor Plan recommends numerous physical improvements including canopy trees, screening for parking lots, sidewalks, curb cut consolidation, and removal of overhead wires. Visual continuity is the objective.

University Place along U.S. 29 and Harris Boulevard is an emerging center. If development to date is an indication of the quality for the entire project, this will be a good example of how a regional center should be designed; it's integrated and pedestrian oriented.

Because of the large market area of a regional center, a limited number of these centers can be supported within the district. The only other

regional-scale center proposed to serve the Northeast District is in the I-77/Reames Road vicinity. A regional mall and office development are planned west of I-77. Although the retail component will principally be in the northwest, the center will essentially serve both districts.

COMMUNITY MIXED USE CENTERS (1,000,000 sq. ft. retail/office)

Currently, no community-sized centers exist in the northeast. However, one such center has been approved for development on the north side of Harris Boulevard just east of Cheshire Road. Locations recommended for additional centers are:

- o Eastfield Road/Prosperity Church Road intersection
- o Rocky River Road/Outerbelt interchange

NEIGHBORHOOD MIXED USE CENTERS (250,000 sq. ft. retail/office)

Three neighborhood mixed use centers exist in the northeast, and plans have been approved for three additional ones. The town center of Derita, although not a unified development, serves a neighborhood center function. The Derita Small Area Plan recommends improvements to the streetscape and land use relationships in and around the center, and implementation of the plan policies should continue to be pursued.

Town Center is another existing center at Harris Boulevard and N.C. 49 in the UNCC area. It consists of a supermarket, discount department store, smaller retail stores, a movie theatre, bank, and a few restaurants. The center is currently not occupied to its potential capacity.

The third center existing in the northeast is at the intersection of Sunset Road and Highway 115. A supermarket, small shops, and restaurants are located there, as well as a motel and truck stop.

Three new centers have already been approved at the following locations. (A fourth center on the Paradise Valley Golf Course on Hwy. 29 east of University Place was approved in 1986. Because development has not begun on the property, and because from a land use perspective the golf course site is not a good location for a commercial development, the property should be rezoned. This rezoning is discussed in more detail in the corrective rezoning section of this plan.)

- o Harris Boulevard just east of N.C. 115
- o South side of N.C. 49 near the county line
- o Intersection of Browne Road and Dearmon Road

Four additional neighborhood mixed use centers are recommended for the northeast. The proposed locations are:

- o Mallard Creek Road Extension at Odell School Road and Outer Belt

- Harris-Houston Road Extension at U.S. Highway 29 and Outer Belt
- Newell Area east of Old Concord Road and south of Harris Boulevard
- Mallard Creek Church Road at U.S. 29

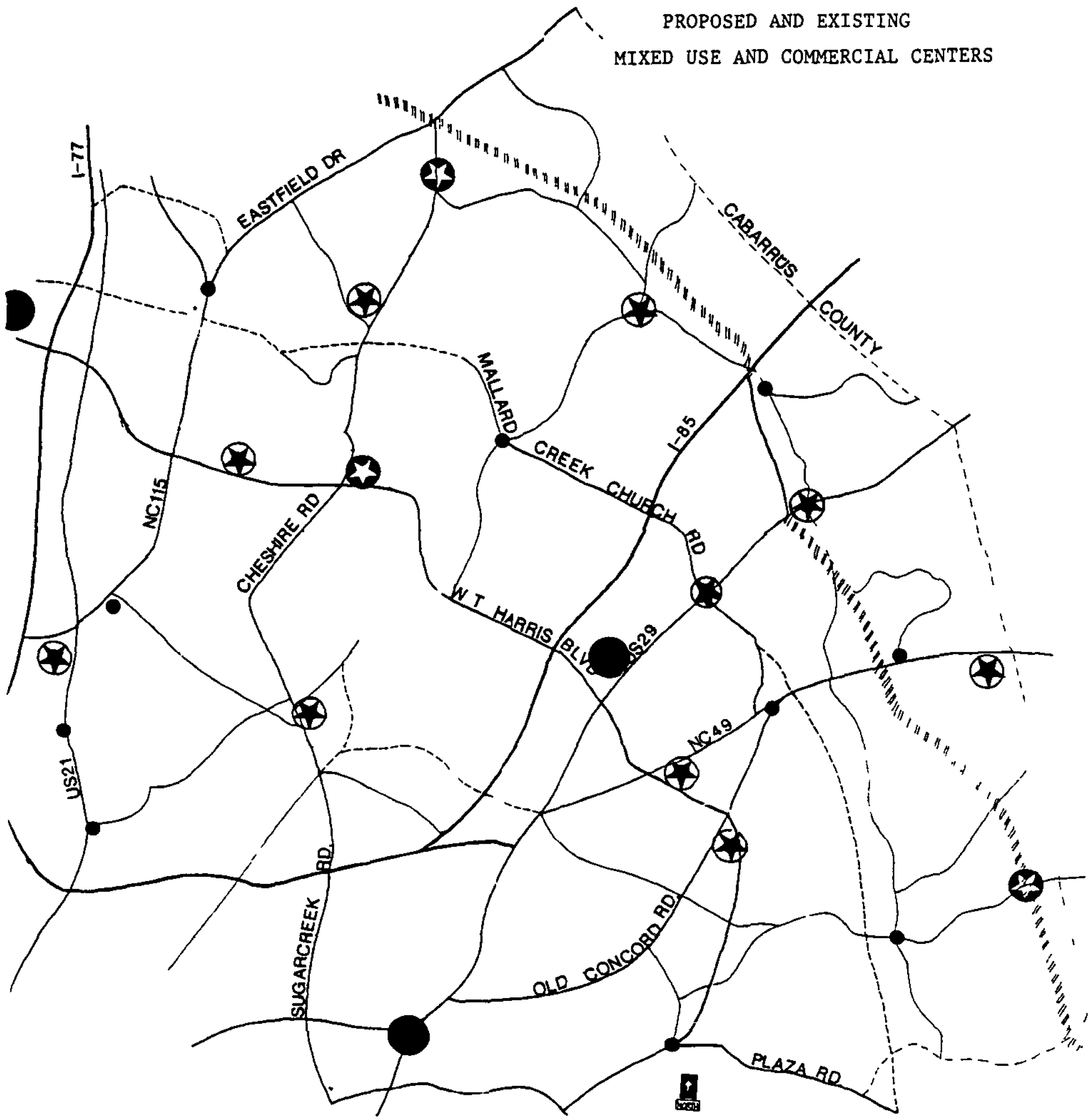
NEIGHBORHOOD CONVENIENCE CENTERS (up to 50,000 sq. ft. retail)

Two neighborhood convenience centers are already developed in the study area. One exists at Old Concord Road and Rocky River Church Road, and the other is at the intersection of Plaza Road and Newell-Hickory Grove Road. Additional neighborhood convenience centers are either approved or recommended for development at one corner of the following intersections:

- Eastfield Road and N.C. 115
- Mallard Creek Road and Union School Road
- N.C. 49 and Harris Houston Road
- Rocky River Road and Back Creek Church Road
- Mallard Creek Road and Mallard Creek Church Road
- Statesville Road and Nevin Road
- U.S. 29 and Old Concord Road

As evidenced in other areas of the county, there will be considerable pressure to rezone land for commercial use in the northeast, particularly at intersections. Commercial rezoning should be limited to those locations identified in this plan.

PROPOSED AND EXISTING
MIXED USE AND COMMERCIAL CENTERS



REGIONAL MIXED USE CENTER

COMMUNITY MIXED USE CENTER

NEIGHBORHOOD MIXED USE CENTER

NEIGHBORHOOD CONVENIENCE CENTER

EMPLOYMENT GROWTH AND OPPORTUNITIES

Providing various employment opportunities within the district is an important objective of this plan. In addition to the office components of the mixed use centers previously described, additional employment locations must be planned. (Employment areas refer to locations where manufacturing, warehousing, office, service, and other similar types of activities can operate. Although retail establishments do provide jobs, they are not classified as predominantly employment uses.)

Several sizable employment concentrations and/or non-residentially zoned land exist in he northeast. Recommendations for expanding these areas or creating new employment locations are described below and illustrated on the proposed land use map.

- I-85 Graham Street Vicinity: This industrially zoned area should be maintained as an industrial core within the limits of the existing zoning.

- I-85/I-77 Interchange Area: The land bounded by the interchange and west of Statesville Avenue north to Hutchison/McDonald Road should develop as a light industrial, office or business park. The future park should be built with a strong emphasis on design quality. The area described above is a prime location at the intersection of the interstates, and it should create a positive gateway image for the northeast and the city as well. From the neighborhood perspective, any development should reflect a design sensitivity in terms of adequate buffers, limited access points, and deterrents to truck traffic onto neighborhood streets. Development should be an enhancement to rather than a detractor from the area. Extending the nonresidential development north to Cindy Lane should be considered if adequate buffers are provided. Otherwise the land between Cindy Lane and McDonald-Hutchison Road should develop with multi-family housing.

- North Tryon Street/Old Concord Road Area: No additional rezoning or intensification for industrial uses should occur in this area.

- North Tryon Street/U.S. 29 Vicinity: Very little development exists in this industrially zoned location. It is, however, a good location for light industrial/office or business park uses and should develop as such.

- Research Park: The research park is a major employment center for the northeast. It also serves a regional function, providing predominantly white collar jobs for national and regional corporations. As previously mentioned, 2,700 acres are zoned for research use. Considering the amount of land available for the various uses and the demand for research type businesses, the plan recommends that the research park boundaries expand north of Mallard Creek Church Road and east of I-85. A rezoning would be required.

- I-77/N.C. 115 Corridor: The land between I-77 and 115 is ideal for industrial or business park use; it has great access via the interstates and is in close proximity to an established rail line as well. Although much of the land is already zoned for industrial use, it is relatively underutilized. This area should be promoted as a prime location for economic development of the manufacturing/ distribution sector of the community. Implied with this recommendation is that the existing neighborhoods including a large mobile home park and small businesses within this industrial target area, will not be viable in the future. The land north of Lakeview Road around the I-77/Reames Road interchange should include a mix of commercial and high density residential uses in addition to employment uses. A portion of this area is contained within a proposed Development Enterprise Area (DEA) that extends into the Northwest District.

RESIDENTIAL FUTURE

The policies and development guidelines for residential growth are explained in detail in District Plans: General Policies. The land use map for the Northeast District depicts the application of the generic policies for specific locations. A summary of the proposed residential pattern in the northeast is as follows:

- LOW DENSITY SINGLE FAMILY AREAS

  The base single family density of 4 dwellings units per acre (d.u.a.) has been designated for the majority of land in the study area. Much of the area reflects subdivisions already approved. As stated in the general policy document, densities less than 4 d.u.a. are not precluded; in fact, based upon market demand, less dense development may dominate. Establishing a base density of up to 4 d.u.a., however, provides an opportunity for a variety of lot sizes. Neighborhoods that should be protected from intensification of zoning are included on the proposed land use maps as well.

- MEDIUM DENSITY SINGLE FAMILY AREAS

  The medium density category ranges from over 4-6 d.u.a. The only designations for this density on the proposed land use map are for existing developments or land already zoned within the density range. The Hemphill Heights/Rockwell Park area is an example of medium density development.

- HIGH DENSITY SINGLE FAMILY AND MULTI-FAMILY AREAS

  The proposed land use map for the district depicts some multi-family locations where land is already developed or appropriately zoned for multi-family. Other future sites are proposed, but are merely representative of sites which obviously meet the review criteria defined in the general policies. Additional sites will be appropriate in accordance with the

criteria. In general, multi-family housing should be dispersed throughout the district at desirable locations.

As stressed in the design criteria in the general policies document, compatibility with adjacent single family housing is important when densities increase and housing types change. The impact of higher density development upon the road system and other public services will be another key for determining higher density development.

General locations meeting the above referenced locational criteria will not have an unlimited capacity for higher density residential development. An upper limit of development will have to be determined on a case-by-case basis.

DEVELOPMENT OF INTERCHANGES AREAS

The character of development adjacent to the interchanges of the interstates and of the proposed outerbelt is important to focus upon. How these interchange areas function and look can have significant impact on the land use development surrounding them. In many instances, an interchange may be a gateway or identifiable entrance to a certain part of the community. It can be an image maker, positive or negative. Because of the value of the highly accessible and visible land at the interchanges, pressure is and will be great to develop the land for nonresidential uses. In some locations nonresidential development may be appropriate; in others, it may not. In general, though, higher density uses are desirable at interchanges because of the traffic control benefits.

The alignment of the proposed outerbelt north of I-85 has not been determined. An environmental impact study (EIS) is underway reviewing several alignments. A decision is not expected until at least the fall of 1989. Consequently, it is difficult to plan specifically for the land uses around the outerbelt interchanges. The Northeast District Plan will be updated to include the outerbelt interchange land uses north of I-85 when the actual alignment is selected. Until such time, no rezonings to higher densities or intensity than indicated on the proposed land use map should be approved.

The proposed land uses in all the other interchange areas are described below:

- I-77/Reames Road: The land surrounding the I-77/Reames Road interchange is at the heart of the employment based development enterprise area (DEA) proposed on both sides of I-77. To capitalize on the high visibility and access at this location, a large corporate office complex, hotel/meeting center, and/or high density residential complex should develop on the quadrants of the interchange. More specific planning will be included in the follow up plan for the DEA.

- I-77/Sunset Road: Highway oriented commercial uses and several trucking firms are located at the I-77/Sunset Road interchange. These are expected to remain. Additional non-residential uses are not recommended south of the interchange because of the established residential edge. High density residential development is appropriate for vacant land just south of the interchange so long as adequate buffers adjacent to single-family homes are provided.

- I-77/I-85: Because of the interchange design of the two interstates, no access from the roads to the land around the interchange exists. However, as described earlier in this report, a high quality business, office, or light industrial park is proposed at the northeast quadrant of the interchange of the interstates.

- I-85/Graham Street: For the most part, the interchange at I-85 is developed with commercial and industrial uses. These types of land use are expected to continue in the future.

- I-85/W.T. Harris Blvd.: University Research Park and University Place currently occupy all four sides of the interchange of I-85 and W.T. Harris Boulevard. No changes are recommended.

- I-85/Mallard Creek Church Road: Research Park uses should develop on all four corners of the interchange.

- I-85/Outerbelt: No physical connection will exist between the land and I-85 and the Outerbelt. However, the vacant land near the interchange should develop with high density residential uses on all corners with the exception of the southern quadrant, which should develop as part of the research park.

- Rocky River Church Road/Outerbelt: A community sized commercial center (1,000,000 sq. ft.) is proposed on one or possibly two corners of this interchange. Multi-family and/or high density single-family residential is recommended for the remaining quadrants.

- N.C. 49/Outerbelt: A neighborhood convenience center (50,000 square feet of retail) is proposed on one of the four corners with residential development proposed on the remaining corners of the interchange.

- U.S. 29/Outerbelt: Single-family and/or high density residential development is recommended on all four corners of the interchange. No commercial uses should develop.

IMPLEMENTATION TOOLS FOR THE LAND USE PLAN

- CONSISTENT APPLICATION OF POLICIES:

Consistent application and support of the policies of this plan by the elected officials and Planning Commission will be the most significant means of ensuring that the desired land use pattern will come to fruition. 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.

- DEVELOPMENT ENTERPRISE AREAS (DEA's):

The 2005 Plan loosely identified three DEA's for the Northeast District. Included are a mixed use DEA in the I-77/Reames Road vicinity which extends into the Northwest District, a mixed use DEA in the Newell area, and a residential DEA in the Mallard Creek Basin. One of the tasks of the district plans is to define the boundaries of the DEA's. The boundaries are indicated on the proposed land use map for the district.

Boundaries for the I-77/Reames Road DEA are basically Alexandriana Road to the north, N.C. 115 to the east, just below Reames Road/Lakeview Road to the south, and across I-77 to the west. (The western most boundary will be defined in the Northwest District Plan.)

The boundaries of the DEA in the Newell area are Old Concord Road to the west, Grier Road and Newell/Hickory Grove Road to the south, and W.T. Harris Boulevard to the east and north. The Newell Small Area Plan defined the planning concepts for this mixed use DEA.

The DEA in the Mallard Creek Basin has been deleted in this plan. The market forces are currently strong in that area, and consequently no public incentives to redirect growth are needed.

- CORRECTIVE REZONINGS:

In some instances in the Northeast District, 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. The neighborhood is subject to demise if the single family homes begin to turn over. For the past ten years the Planning Commission has sought to rectify the land use/zoning conflicts by corrective rezonings as part of the area planning process.

As part of the district planning process, land use/zoning conflicts have been identified for properties not addressed in adopted area plans have been identified. The general vicinities and brief description of the corrective rezonings recommended are listed below.

- Bingham Park Neighborhood: Bingham Park is a small single family community located north of the railroad track, east of the Northmore Industrial Park on North Tryon, and west of Eastway

Drive. It is zoned R-6MF which would allow multi-family development. To protect the neighborhood from intensification and deterioration, the area should be rezoned to R-6. A manufactured housing park on the edge of the neighborhood should not be included in the rezoning.

- I-2 Property at Old Concord Road/N.C. 49 Intersection: Some I-2 zoning exists on the land between Old Concord Road and U.S. 49 as the two roads intersect north of the Newell community. Because of the surrounding residential character of the area, industrial zoning is inappropriate.

  The property should be rezoned to B-1 to create a more compatible land use than industrial uses. Existing industrial uses on the site would be allowed to continue, but not expand.

- I-2 Property on Northwest Corner of Statesville Avenue and I-85: A small property adjacent to Statesville Avenue is the only I-2 zoned land in the I-85/I-77 quadrant. The proposed land use for the entire quadrant between Statesville Avenue and I-85 is for a quality office business, or light industrial park. The I-2 property should be rezoned to O-15 to be consistent with future plans. A conditional I-1 plan may be appropriate for the site.

- I-1 Property along Orr Road: A vacant parcel of industrially zoned land off Orr Road is situated adjacent to multi-family zoning to the west, a neighborhood park to the south, a developing industrial park to the east, and the railroad tracks to the north. There is no frontage of the site onto Orr Road. To address the access problem and to establish a more compatible land use within the neighborhood, the property should be rezoned to R-9MF.

- B-1 Property on U.S. 29, East of Salome Church Road: A strip of commercial zoning fronts upon U.S. 29 east of Salome Church Road. The majority of the land is presently vacant; however, there are a few older businesses in existence. If the land is developed as zoned, strip commercial would occur along U.S. 29, which is not a desired land use pattern. Any new commercial development should be focused in the mixed use centers proposed in this plan. Therefore, all the B-1 zoned land should be rezoned to R-12. The existing businesses may continue to operate but not intensify.

- B-1 Property on north side of Sugar Creek (Derita): A tract of B-1 land on Sugar Creek Road, just south of the intersection of Sugar Creek Road and Mineral Springs Road, is surrounded by residential properties. There already is considerable commercial development in the area, and any new development should be focused in the Derita "town center". Therefore, the land should be rezoned to R-12MF.

- B-2 Property on North side of U.S. 29: Several B-2 zoned properties exist east of the Paradise Valley Golf Course on U.S. 29 and west of Mallard Creek. A drive-in restaurant is

located on one of the parcels, and a driving range on the other. A considerable amount of commercial development already exists or is planned towards Harris Boulevard. If the B-2 property in question is allowed to develop with commercial uses, a "strip" will have evolved, contrary to the objectives of this plan. Therefore, the B-2 property, with the exception of the restaurant parcel, should be rezoned to R-12MF. The restaurant property should be rezoned to B-1 to allow the business to continue, but not intensify.

- B-1, B-2 and Institutional Property near U.S. 29/Mallard Creek Church Road Intersection: Strips of B-1, B-2, and Institutional zoning exist on the north and south sides of U.S. 29 near the intersection of Mallard Creek Church Road. A convenience store has been built on the southeast corner, and the County is developing a park further east. The properties along all other quadrants of the intersection are vacant. Behind the commercial strip zoning, vacant institutional land exists.

  With the exception of the convenience center, all the remaining B-1, B-2 and Institutional zoning should be changed to R-12MF to prevent strip development from occurring. However, a unified neighborhood mixed use center should be considered through the conditional zoning process for either the northwest or southwest corners of the intersection. The remaining multi-family zoning would complement the neighborhood center.

- Paradise Valley Golf Course property fronting on U.S. 29: In 1986, B-1SCD zoning was approved for the golf course property along U.S. 29. A mixed use development was proposed. Staff and the Planning Committee expressed considerable concern at the time of the rezoning for creating another commercial center so close to University Place. Aside from being unnecessarily close to University Place, the center would also create the impetus for extending commercial development northeast to Mallard Creek Church Road.

  A neighborhood mixed use center is proposed on the land use plan at the intersection of Mallard Creek Church Road and U.S. 29; this is a much better location for a center compared to the B-1SCD site adjacent to University Place. Access at the intersection of two major thoroughfares is much better.

  Since building permits have not been issued for the B-1SCD site, the site should be rezoned to R-12MF. Higher densities may also be appropriate in the future on the site.

- Institutional zoning along north side of Mallard Creek Church Road east of U.S. 29: A residential future is desired on the north side of Mallard Creek Road east of U.S. 29. A strong residential pattern south of Mallard Creek Church Road has already been established, thus making nonresidential uses allowed in institutional zoning inappropriate for the north side of Mallard Creek Church Road. The property should be rezoned to R-12.

Multi-family zoning, however, may be appropriate through the conditional planning process. An interior B-1 site should also be included in this rezoning.

- O-6 and B-1 property on northwest side of Plaza Road: An existing shopping center (Harris Teeter) is developed on the northeast corner where Milton Road intersects with Plaza Road. Adjacent to the center is a vacant B-1 parcel. The B-1 parcel should be rezoned to R-12MF. Many of the existing businesses are closing in the area and new commercial ventures are unlikely; if built, additional commercial may further complicate attempts to fill existing vacant stores. The site is ideal for multi-family since it is adjacent to a commercial center and on a major thoroughfare. A multi-family housing project has recently been approved on the lot adjacent to the shopping center.

- Institutional zoning east and west of N.C. 49, south of Harris Boulevard: Just south of the intersection of Harris Boulevard and Hwy. 49, institutional zoned land exists on both sides of the road. On the east side, a vacant tract exists abutting a greenway to the north and single family zoning to the east and south. The property should be rezoned to R-12MF to create a residential component associated with the mixed use center at N.C. 49 and Harris Boulevard. The rezoning would also prevent stripping out N.C. 49 between Harris Boulevard and the N.C. 49/U.S. 29 intersection with nonresidential uses.

  On the west side of N.C. 49, a small single family neighborhood (Shady Hills) exists. Further west is land surrounding the Hampton Park neighborhood, currently zoned institutional. The Shady Hills subdivision and land extending further east should be rezoned to R-12MF to establish an opportunity for building a sizable multi-family development. The multi-family would complement the mixed use center at N.C. 49 and Harris Boulevard.

- I-1 property on the northern quadrant of Hucks Road and N.C. 115: East and west of the railroad tracks at the N.C. 115 and Hucks Road intersection is I-1 zoned land occupied by a few older single family homes. Industrial development should not extend east of N.C. 115 north of the intersection.

  The land between the rail line and N.C. 115 should be rezoned to R-9, reflective of zoning north of the property, and the land east of the rail line should be rezoned to R-12. Multi-family development on both sides of the tracks may be appropriate through the rezoning process. A commercial center having a light rail transit station may also be appropriate for the land west of the railroad track.

- Statesville Road Park Property: Land owned by the County for developing a park along Statesville Road is zoned R-12MF. The property should be rezoned to R-12. Generally parks in this county are zoned with a single family classification.

- Northeast quadrant of N.C. 49 and W.T. Harris Boulevard: Town Center Shopping Center is located on the northeast corner of the intersection of N.C. 49 and W.T. Harris Boulevard. East of the B-1SCD land (the shopping center), is a vacant tract of land zoned institutional. The institutional land should be rezoned to R-12MF. Multi-family development adjacent to the shopping center is desired to create a mixed use center. Nonresidential uses should not extend east of N.C. 49 along Harris Boulevard.

- R-U to Residential District: Land in the outlying areas of the northeast is zoned R-U. The R-U district allows some rural nonresidential uses. Because the area is becoming more urban, new rural nonresidential uses are not desirable. Therefore, the R-U land should be rezoned to a single family residential classification.

TRANSPORTATION

Road Improvements

Interstates I-85 and I-77 border the district, thus providing good regional and county-wide access. U.S. 29, N.C. 49, U.S. 21, and W.T. Harris Boulevard are the major interior roads. Unfortunately, the existing road network is already failing to meet the increasing traffic demands. Most of the roads in the northeast are built to rural standards, meaning they are narrow, two lanes thoroughfares. Many of the roads in the outlying areas are winding as well, which hinders safety and efficiency as the number of trips generated climbs.

Increased traffic volumes in the northeast will result not only from development within the district's borders, but also from neighboring Cabarrus County. New residential development, particularly along that county's western border has flourished in recent years. Studies show that in 1980 there were 700 Cabarrus County residents commuting daily, principally into Mecklenburg County. By 1987, the number of commuters increased to 15,000. As growth continues in Cabarrus County, so will the number of commuters. This growth most certainly will have an impact on the major roads in the northeast.

Several road improvements in the district are currently under construction. These include:

- Widening I-85 from I-77 to W.T. Harris Boulevard.
- Extending Harris Boulevard from Old Concord Road to The Plaza.
- Widening Harris Boulevard from U.S. 29 to I-85.

Other projects that have been funded and are soon to be underway are:

- Widening Mallard Creek Church Road from I-85 to Mallard Creek Road.
- Widening Harris Boulevard from I-77 to Mallard Creek Road.

Future projects needed but not funded have been identified in the recently adopted Thoroughfare Plan for Charlotte-Mecklenburg. The plan categorizes roads into minor and major thoroughfares and freeway/expressways. Based upon future growth needs, the plan is a component of a larger 2005 Transportation Plan scheduled for adoption in fall, 1989. Establishing priorities for constructing the projects will be an additional component of the 2005 Plan.

The table on pages 23 to 27, endorsed by the Charlotte Department of Transportation and County Engineering, lists the current and proposed roadway projects, the type of improvements required, estimated mileage, and this plan's recommended priority level (priority being a timetable for need). The "private" percentage of a roadway denotes an estimated percentage of the project presently bordering undeveloped areas which might be constructed in the future through the private development

process. Once the private percentage is built, the priority assigned to the public portion may fluctuate to allow for an earlier completion of the total project.

Outer Belt

The alignment of the outerbelt north of I-85 has not been selected. As mentioned previously, an environmental impact study is underway to select the most appropriate route for the road. Two main routes and variations of each are being studied. One of the alignments, the southernmost, was shown on the original thoroughfare plan. The 2005 Generalized Land Plan recommended that the outerbelt shift north crossing Eastfield Road near its intersection with Prosperity Church Road. Shifting the outer belt north would allow greater access through north Mecklenburg, thus broadening the service area of the road.

The final alignment will not be determined until at least the fall of 1989. When this occurs, the right-of-way can officially be protected from development. Frontage or service roads adjacent to the outer belt are not recommended.

Light Rail

Included in the transit corridor study explained in the general policies plan are two proposed rail corridors extending into the Northeast District. One connects Uptown Charlotte with the UNCC campus. It follows the existing rail line adjacent to North Tryon and Old Concord Road.

The other transit line considered in the study follows the Graham St./N.C. 115 rail corridor. This line extends into North Mecklenburg and would service the proposed employment concentrations in the I-77/115 corridor as well as the residential areas in the Mallard Creek Basin. Future plans may include a connection between the two lines but a bus system will likely be devised to link the two.

Transit stops or station locations were not included in Charlotte Department of Transportation's preliminary rail corridor study. Generally, stops should occur at one mile increments with stations at further distances apart. Although no specific sites are recommended for stations in the district plan, general vicinities where stations are logical are identified. In the northeast, the locations are:

- North Tryon Mall area
- Proposed Newell Mixed Use Center
- UNCC campus
- Graham Street/North Tryon employment core
- Reames Road/I-115 area

- Eastfield Road/115 area

Other locations may be recommended as the planning for the corridor system advances. Extensions of lines into Cabarrus County should also be considered in the future as part of a regional system.

TABLE 4

NORTHEAST DISTRICT ROADWAY IMPROVEMENTS

ROADWAY	IMPROVEMENT	PRIVATE/PRIVATE PERCENTAGE	MILES	ROAD CLASSIFICATION	TIMEFRAME	ESTIMATED COST
Eastern Outer Belt						
Plaza Road Ext to I-85	4 Lane Divided	0/100	6 5	Freeway-Expressway	10-20 Years	63,000,000
Northern Outer Belt						
I-85 to I-77	4 Lane Divided	0/100	6 7	Freeway-Expressway	20+ Years	65,000,000
I-85						
I-77 to W.T. Harris Boulevard	6 or 8 Lanes	0/100	14.5	Freeway-Expressway	Under Construction	
I-77						
I-85 to Alexanderana Road	4 to 6 Lanes	0/100	6.7	Freeway-Expressway	20+ Years	14,000,000
Harris Boulevard						
Old Concord to Plaza	New 4 Lane	0/100	2 3	Major	Under Construction	
U S. 29 to I-85	2 to 6 Lanes	0/100	7	Major	Under Construction	
I-77 to Mallard Creek	2 to 4 Lanes	0/100	5.0	Major	0-5 Years	16,000,000
At U S 29	Interchange	0/100		Major	10-20 Years	5,000,000
Eastern Circumferential	4 Lanes	7	7	Major	10-20 Years	
Mallard Creek Church Road						
I-85 to N.C 49	2 to 4 Lanes	20/80	2 4	Major	0-5 Years	8,000,000
I-85 to Mallard Creek	Improve 2 Lanes	0/100	1 5	Major	6-10 Years	3,000,000
I-85 to Mallard Creek	2 to 4 Lanes	0/100	1 5	Major	10-20 Years	5,000,000
Browne Road						
Curve on Browne Rd /Intersecting Northern Outer Belt to Prosperity Church Road	New 2 Lane	40/60	1.0	Major	10-20 Years	4,000,000
Prosperity Church Road						
Prosperity Rd /Browne Road Connector to Mallard Creek	2 to 4 Lane	30/70	1 1	Major	20+ Years	4,000,000
Prosperity Road/Browne Road Connector	New 2 Lane	50/50	1 0	Major	20+ Years	4,000,000
Statesville Road						
I-85 to Alexanderana Road	2 to 4 Lanes	10/90	6.7	Major	10-20 Years	21,000,000
Sunset to Northern Outer Belt	4 to 6 Lanes	0/100	3.5	Major	20+ Years	11,000,000

The cost estimates are very rough and are based on a cost per mile for each type of roadway improvement in 1987 dollars
The mileage figures shown were scaled from existing planning base maps and are approximate

ROADWAY	IMPROVEMENT	PERCENTAGE	MILES	CLASSIFICATION	TIMEFRAME	COST
C 115						
Statesville to Northeast District Line	Improve 2 Lane	10/90	4.6	Major	6-10 Years	7,000,000
Statesville to Harris Boulevard	2 to 4 Lanes	0/100	2.0	Major	10-20 Years	7,000,000
Harris Boulevard to Northern Outer Belt	2 to 4 Lanes	0/100	2 1	Major	10-20 Years	7,000,000
llard Creek						
Harris to Mallard Creek Church Rd	2 to 4 Lanes	0/100	1 8	Major	10-20 Years	6,000,000
S 29						
Sugar Creek to Mallard Creek Church Road	4 to 6 Lanes	30/70	6 1	Major	10-20 Years	24,000,000
Mallard Creek Church Road to County Line	4 to 6 Lanes	0/100	3.0	Major	20+ Years	10,000,000
C 49						
Mallard Creek Church Road to County Line	2 to 4 Lane	0/100	2.5	Major	6-10 Years	9,000,000
rrisburg Bypass	Build 4 Lane	10/90	1 7	Major	20+ Years	6,000,000
keview Road						
U S 21 to Harris Boulevard	Improve 2 lane	0/100	8	Major	10-20 Years	2,000,000
aham Street Extension	Build 4 Lanes	15/85	1 3	Major	6-10 Years	6,000,000
Graham to Harris Boulevard	2 to 4 Lanes		1 0			4,000,000
aham/49 Connector						
I-85 to 49 - 4 lanes	Build 2 Lanes	20/80	1.5	Major	10-20 Years	7,000,000
Graham to I-85 - 2 lanes	4 Lane/W Median		6	Minor	10-20 Years	4,000,000
eshire						
To David Cox	Improve 2 Lanes	40/60	3.1	Major	10-20 Years	5,000,000
To Harris Boulevard	2 to 4 Lanes	40/60	2 6	Major	20+ Years	9,000,000
owne Road						
David Cox Road to Eastfield	Improve 2 Lanes	40/60	2 6	Major-Minor	10-20 Years	4,000,000
stfield Road						
Prosperity Church Road to County Line	2 to 4 Lane	0/100	1 7	Major	20+ Years	6,000,000
stfield Road						
N C. 115 to Prosperity Church Rd	Improve 2 Lane	10/90	4 5	Minor	10-20 Years	7,000,000

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he cost estimates are very rough and are based on a cost per mile for each type of roadway improvement in 1987 dollars
he mileage figures shown were scaled from existing planning base maps and are approximate

ROADWAY	IMPROVEMENT	PERCENTAGE	MILES	CLASSIFICATION	TIMEFRAME	COST
The Plaza Fair Market to Harris	2 to 4 Lane	20/80	1	Major	6-10 Years	4,000,000
Plaza Road Extension Harris to Eastern Outer Belt	2 to 4 Lanes	20/80	1 5	Major	10-20 Years	5,000,000
Back Creek Church Road Rocky River to 49	Improve 2 Lanes	10/90	2.7	Minor	10-20 Years	5,000,000
Harris Houston Extension End of Harris Houston to N C 29	Build 2 Lanes	30/70	9	Minor	20+ Years	4,000,000
Hood Road Plaza to Rocky River	Improve 2 Lanes	10/90	1 3	Minor	20+ Years	2,000,000
Harris Houston 49 to Harris Houston Extension	Improve 2 Lane	70/80	8	Minor	10-20 Years	2,000,000
Grier and Rocky River Road Harris to County Line	Improve 2 Lane	10/90	4	Minor	20+ Years	6,000,000
Gibbon Road Sugar Creek to Old Statesville	Improve 2 Lane	0/100	2.2	Minor	10-20 Years	4,000,000
Nevin Road Extension Cheshire to Graham Street Ext	Build 2 Lanes	65/35	.4	Minor	0-5 Years	2,000,000
Windy Lane Extension/Nevin Road Statesville to Cheshire	Build 2 Lanes Improve 2 Lanes	65/35	.6 1.7	Minor	10-20 Years	7,000,000 3,000,000
Salome Church Road	Improve 2 Lane	0/100	1.2	Minor	20+ Years	2,000,000
Odell School Road Mallard Creek Road to County Line	Improve 2 Lane		1 1	Minor	20+ Years	2,000,000
Alexandriana Road	Bridge Improve 2 Lane	0/100	.3	Minor	10-20 Years	5,000,000
Rucks East Extension To Prosperity Church	Build 2 Lanes Improve 2 Lanes	20/80	1 1	Major	20+ Years	4,000,000 1,000,000
Rucks West Extension N C 115 to U S. 21	Build 2 Lane	70/30	1 0	Major	10-20 Years	4,000,000
Ridge Road Prosperity Church Road to Mallard Creek Road	Improve 2 Lane	0/100	2 4	Minor	20+ Years	4,000,000
Mallard Creek Road Mallard Creek Church Road to Outer Belt	Improve 2 Lane	0/100	4 9	Major	20+ years	8,000,000

*The cost estimates are very rough and are based on a cost per mile for each type of roadway improvement in 1987 dollars
The mileage figures shown were scaled from existing planning base maps and are approximate

ROADWAY	IMPROVEMENT	PERCENTAGE	MILES	CLASSIFICATION	TIMEFRAME	COST
treet Acres Road Eastfield Road to Ridge Road	Improve 2 Lane	50/50		Minor	20+ Years	---
					TOTAL	$438,000,000

The cost estimates are very rough and are based on a cost per mile for each type of roadway improvement in 1987 dollars
The mileage figures shown were scaled from existing planning base maps and are approximate

WATER AND SEWER SERVICES

Public Projects Planned

Water and sewer services are essential elements of land development. In a growing area such as the Northeast District, the demand for services is and will continue to be great. In response to the redirection of the growth policy established in the 2005 Plan and also because of the pressures of development, bond referenda were passed in 1987 and 1988 allocating funds for numerous water and sewer projects including several in the northeast. Coupling the bond money with general revenue sources, the Charlotte-Meckelnburg Utility Department (CMUD) will be constructing several important water and sewer projects in the northeast.

One of the most important sewer projects scheduled in the immediate future is the expansion of the Mallard Creek Wastewater Treatment Plant. It will be enlarged in capacity to meet the demands of growth anticipated in the basin. Also, new sewer lines will be constructed throughout the Mallard Creek Basin east of Mallard Creek Church Road, providing access to public sewer for the majority of the district.

Extension of the Long Creek sewer outfall will bring public sewer opportunities to the area between I-77 and N.C. 115 soon. In doing so, the sewer extension will be a catalyst for the proposed DEA in that vicinity as well as the proposed industrial area south of Reames Road.

The remaining basins in the eastern end of the Northeast District are small and difficult to service. Long range plans indicate that public treatment plants or lift stations will be built for the Back Creek and Reedy Creek Basins; however, because of the basins' small sizes relative to the cost and difficulty of constructing treatment plants, constructing plants in Mecklenburg County may be not the most efficient route to take. The ideal situation would be to coordinate with Cabarrus County for a regional treatment plant(s) servicing the outlying areas of the northeast and the growing areas in western Cabarrus County. This coordination should actively be pursued.

Tables 5 and 6 list the proposed sewer and water projects needed to support the Northeast District land use plan. Although the objective is to provide public service in all basins of the district, service will likely not be accomplished in the next twenty years. Therefore, a priority (timing) of projects is proposed as indicated on the charts.

TABLE 5: NORTHEAST DISTRICT WATER SERVICE NEEDS

WATER MAIN PROJECTS	TIME FRAME (YEARS)	ESTIMATED COST
o 1987 Annexation Areas a. Autumnwood b. Mineral Springs c. Hemphill Heights	0-5	1.89 million
o Along I-85 to North Tryon	0-5	1.6 million
o Along U.S. 29, from Carver Boulevard to Mallard Creek Church	0-5	$350,000
o Along W.T. Harris Boulevard, from McCullough Drive (near U.S. 29) to N.C. 49	0-5	$308,000
o Along N.C. 49, from Mallard Creek Church Road to County Line	0-5	$790,000
o Along Eastfield Road, from N.C. 115 to Prosperity Church Road	0-5	$1,900
o Along Mallard Creek Church Road, from Mallard Creek Road to Mary Alexander Road (in UNCC area)	0-5	$1,070,000
o Along Cheshire/Browne Road, from Nevin Road to W.T. Harris Boulevard	0-5	$702,000
o Along Browne Road, from W.T. Harris Boulevard to Hucks Road	0-5	$342,000
o Along Prosperity Church Road, to Eastfield Road (Phase II)	0-5	$1,050,000
o Along Grier Road and Rocky River Road, to Back Creek Church Road	0-5	$941,900
o Along Old Concord Road, from Rocky River Road to N.C. 49	0-5	$884,500
o Along U.S. 29 to County Line	5-10	$1,023,800
o Along Plaza Road Extension to Hood Road	5-10	$1,335,500
o Rocky River Road for loop	5-10	$1,335,500
o Along Back Creek Church Road, from Rocky River Church Road to N.C. 49	5-10	$1,041,900
o Along Browne Road from Hucks Road to Eastfield Road	5-10	
o Plaza Road Extension to County Line	10-20	UNDETERMINED
o Along Eastfield Road to County Line	10-20	UNDETERMINED
o From Prosperity Church Road to U.S. 29 via Ridge Road, Mallard Creek Road, and Salome Church Road	10-20	UNDETERMINED
o Along Rocky River Church Road to County Line	10-20	UNDETERMINED
o Along Caldwell Road to County Line	20	UNDETERMINED

TABLE 6: NORTHEAST DISTRICT SEWER SERVICE NEEDS

SEWER FACILITY/MAIN PROJECTS	TIME FRAME (YEARS)	ESTIMATED COST
o 1987 Annexation Areas a. Autumnwood b. Mineral Springs c. Hemphill Heights	0-5	$7.3 million
o Expansion of Mallard Creek Treatment Plan from 3 mgd to 6 mgd.	0-5	$3,000,000
o Long Creek outfall from McIntyre's Branch near Oakdale to N.C. 115 (Phase V)	0-5	$2,100,000
o Dixon Branch Outfall from Long Creek - (CIP) (Phase I)	0-5	$840,000
o Stony Creek Outfall (from Mallard Creek to I-85)	0-5	$1,100,000
o Clarks Creek Outfall	0-5	$600,000
o Back Creek Lift Station Force Main and Outfall	0-5	$4,900,000
o Mallard Creek Outfall along Mallard Creek Tributary I to Browne Road	0-5	$240,000
o Mallard Creek Outfall along Mallard Creek Tributary No. 1A to N.C. 115	0-5	$660,000
o Mallard Creek Tributary Outfall, to Eastfield Road	0-5	$985,000
o Expand Mallard Creek Treatment Plant from 6mgd. to 9 mgd.	5-10	$6,000,000
o Back Creek Tributary, south of McLean Road	5-10	
o Stony Creek Outfall - Phase II	5-10	$1,000,000
o Stony Creek Tributary Outfall to Mallard Creek Church Road	5-10	$816,000
o Stony Creek Outfall - Phase III (from Mallard Creek Road to near Prosperity Church Road)	5-10	$954,000
o Sewer Trunk to Millhaven Drive (from Kennedy Branch Outfall to Millhaven Drive)	5-10	$309,400
o Sewer Trunk to Hatchinson-McDonald	5-10	$309,400
o Back Creek Outfall and Treatment Plant	10-20	$2 million
o Reedy Creek Wastewater Treatment Plant and Outfall	10-20	$19,600,000
o Area beyond Ridge Road	20+	UNDETERMINED
o Fuda Creek Basin	20+	UNDETERMINED

LIVABILITY

The majority of policies and development criteria that focus on a livable community are included in the general policy document. Further discussion of some of the livability elements related specifically to the Northeast District are as follows:

PARKS AND OPEN SPACE

To have a balanced land use pattern in the northeast, public open space should be distributed throughout the district. The open space should take shape as a network of parks and greenways throughout the city and county. A Parks Master Plan for the entire county is scheduled for adoption in Fall, 1989. As described in the general policies document, the park master plan includes planning for four basic types of parks. These include:

- Nature Preserves
- Community Parks
- District Parks
- Neighborhood Parks

Recommendations for park development in the Northeast are:

NATURE PRESERVE

- Reedy Creek Nature Preserve: The City currently owns approximately 700 acres for this park's development. Located between Rocky River Road and Plaza Extension, the Reedy Creek Nature Preserve is partially developed with ball fields, a children's play area, and numerous nature trails. Open fields, rustic picnic areas, and a small lake provide great passive recreational opportunities for the northeast and community at large. Work continues on expanding the park facilities. The Park Master Plan recommends that an additional 300 acres be purchased. This will increase the total size to 1,000 acres, the desired minimum for a nature preserve.

COMMUNITY PARKS

- Ranson Jr. High/Joint Park: The County has already begun purchasing land for this park off Statesville Road. The desired size on which to develop it is 300 acres. A botanical garden is being considered and promoted as an attraction of the park.

- Mallard Creek Park: This future park is located west of Mallard Creek Road and north of the Research Park. The County has acquired over half the land needed to develop the park. A public golf course is being considered in the park plans.

DISTRICT PARKS

- Back Creek Park: A specific location has not been identified for this park. Generally, however, the park should be developed north of Rocky River Road and east of Old Concord Road. Although this park would be relatively close to the Reedy Creek Nature Preserve, it serves a different function from the preserve by providing active play fields and courts.

- UNCC Park: To provide active recreational opportunities, a park in the UNCC area is being proposed. No specific location has been decided upon, but land adjacent to the greenway, close to UNCC, and on University property should be pursued for purchase or donation.

- Sugaw Creek Park: The third district park proposed is actually an expansion of the existing recreation center and park on Sugar Creek Road. Optimally, 130-150 acres of additional park land is desired at this location.

NEIGHBORHOOD PARKS

Although the Parks Master Plan describes the criteria for developing neighborhood parks, it does not recommend locations. General locations may be determined through the district planning and/or small area plan processes.

As part of the Hemphill Heights/Rockwell Park Special Project Plan, a neighborhood park is proposed east of Cheshire Road. The Newell Special Project Plan also proposes development of a neighborhood park east of Old Concord Road around the school property.

Other exact locations for neighborhood parks in the district are not identified, as the development pattern is not well established. Some older neighborhoods already have parks. General vicinities where neighborhood parks should be considered are listed below. The list is not exhaustive; other neighborhood park locations may likely be identified as the outlying areas develop.

- Residential area north of Harris Boulevard between Mallard Creek Road, Browne Road, and the proposed Hucks Road extension.

- Residential area north of Ridge Road to the county line.

- Residential area east of I-85 Access Road, south of I-85, and north of U.S. 29.

- Residential area east of Back Creek south of N.C. 49, and north of Rocky River Road.

- Residential area north of Ridge Road.

Other park areas may be identified as the district plan is monitored or through area plans. Every attempt should be made to acquire land through the development process, particularly for large scale projects that would benefit greatly from having a park as a nearby amenity.

GREENWAYS

The Greenway Master Plan was adopted by the County in 1980. An update of the plan will be completed in 1990. Purchase or acquisition of land through the development process has taken place for some of the greenways identified in the master plan.

The greenways identified in the master plan for development in the Northeast District are:

- Mallard Creek Greenway
- Back Creek Greenway
- Reedy Creek Greenway
- Clarks Creek Greenway
- Toby Creek Greenway

Two additional greenway extensions are proposed; however, others may be included as part of the master plan update. The two greenways are:

- Irwin Creek south of Nevins Road south.

- Mallard Creek from Harris Boulevard to the termination of the 100 year floodplain in the vicinity of Hubbard Road.

SCHOOLS

Planning in advance for schools is important. Appropriate land will be hard to find, and the cost of land will climb, making it more difficult for the County to build schools in the future. School planners and land use planners have been working together to determine future school locations.

Currently seven elementary schools and one junior high exist in the Northeast. The most recent addition to the school system - Mallard Creek Elementary - already has more students than the school is designed to accommodate. By 1995, school planners foresee construction of three new elementary schools in addition to expansion of Mallard Creek Elementary. One or two junior highs will also likely be built in the mid 1990's. The long range school plan for a built out land use pattern indicates that at least seven new elementary schools, two high schools, and two junior highs will be needed in the future.

Proposed vicinities for the schools are shown on the land use map for the district. Specific locations have not been determined. A top priority for new schools in the northeast is to locate a school close to UNCC. The relationship between a public school and university could

be a great asset for community education. Developing schools in conjunction with parks and/or greenways is also a top priority.

STREETSCAPES

The appearance of the community depends, to a great extent, on the streetscape images throughout it. In some of the older areas of the northeast, the streetscapes are chaotic in appearance. Little if any landscaping, an abundance of large signs, numerous curb cuts, and continuous stretches of paved parking lots characterize several of the main roads.

Corridors recommended for facelifts in the older sections of the northeast are:

- North Tryon Street, the gateway link between Uptown Charlotte and the UNCC/Research Park vicinity (plan adopted in 1987).
- Statesville Avenue, a significant north/south route passing through the Derita and Nevin communities and leading to the employment center north of Sunset Road.
- Sugar Creek Road, a predominantly residential street with need for improvements in nonresidential segments particular around its intersection with North Tryon and also in and around the Derita town center.

Other streets are obviously in need of change as well; however, narrowing the public agenda for streetscape projects will help the community focus its limited resources for the greatest impact.

In the newly developing areas of the district where new roads will be built and existing ones widened, provisions for streetscape amenities should be a matter of course as development takes place along major and minor thoroughfares. The streets that should have the leading priorities for capital expenditure for streetscape improvements are:

- Harris Boulevard/Reames Road: A 50 foot minimum buffer should be established along both sides of this road to create a parkway setting in which existing vegetation would be preserved, landscaping added, sidewalks and/or bikeways constructed, and pedestrian-scale lighting installed.
- Mallard Creek Road
- Hood Road/Back Creek Church Road/Harris Houston Road/Salome Church Road Corridor.
- Plaza Road Extension
- Nevin Road

HISTORIC RESOURCES

As development pushes further into the northeast, historic structures and property will be threatened. It is important to hold on to remnants of the past for future generations to appreciate. Several properties and structures have been identified in the district in a

recent inventory of the entire county. A master plan for historic preservation will be completed, and priorities and strategies for saving valuable historic resources will be included in the plan.

Six properties in the Northeast District have already been given National Register historic designation. These include:

Name of Property	Location	Year Built
S.W. & C.S Davis General Store	Bob Beaty Road	1908
Edgewood Farmhouse	Eastfield Road	c. 1853
Hucks Place	Browne Road	c. 1830's
W.T. Alexander House	Mallard Creek Church Road	1799
Newell Rosenwald School	Torrence Grove Rd.	1920's
W.B. Newell House	Old Concord Rd.	1888

Additional historic resources that the Historic Properties Commission has identified and given high priority for historic designation are:

Name of Property	Location	Year Built
Andrew Alexander House	Neal Road	1907
Robert Beaty House	Bob Beaty Road	1914
Cashion House	Old Statesville Rd.	c. 1850s
Cashion/Moore House	Eastfield Road	1880s
P.T. Christenbury House and Store	Statesville Road	1909
Croft Schoolhouse	Bob Beaty Road	1890/1900s
S.W. Davis House	Bob Beaty Road	1903
C.S. Davis House	N.C. 115	1890s
Benjamin Garrison House	Johnson-Oehler	c. 1860s
Dr. J.M. Henderson House	Henderson Road	1850s/1920s
North Derita Poplar Springs	Gibbon Road	1911
Oehler Log House	Jim Oehler Road	c. 1820s
Welch House	Gibbon Road	1907
Back Creek A.R.P. Cemetery	Back Creek Road	graves from 1850
Back Creek Parsonage	Highway 49	
Back Creek Schoolhouse	Highway 49	
J.M. Caldwell House	Caldwell Road	c. 1860
Cochran House	Rocky River Road	c. 1900
Earnhardt-Garrison House	Galloway Road	c. 1860
Mallard Creek Church Cemetery	Mallard Creek Church Road	from 1860s
J.A. Newell House	SR2840 Newell	1919
Pine Hill School	Hood Road	late 19c.
Pope House	Alexanderana Road	1880s

Other significant properties have been identified in the historic properties inventory. The Mallard Creek Community Building and the Rosenwald School on Cheshire Road should be included on the list.

CONCLUSION

The policies and recommendations of this plan support the goals and objectives for the Northeast District. The proposed land use plan provides the framework for balanced urban growth. With major employment concentrations at the research park, in the I-77/N.C. 115 corridor, and along I-85, diverse employment opportunities will be established. The University Place area and other planned mixed use centers will provide focal points from which new residential communities will emerge. Concentrating office and retail establishments with in centers will also deter strip development. In terms of residential growth, the land use plan provides opportunities for a variety of densities and housing types.

The land use plan is a total scheme for the area. As cautioned in the general policies, the plan should be generally followed to ensure the balance is maintained.

The district plan also provides a program for public infrastructure improvements to support the future land development pattern. To implement the district plan, it will be essential to secure funding or land through the development or capital improvements processes. Without a strong commitment to phasing development to coincide with the necessary infrastructure, the Northeast District will likely suffer from the same symptoms of unplanned growth as has South Mecklenburg. With much of the northeast yet to be developed, the opportunity to provide a functional network of services is at hand.

In terms of creating a livable community that has a distinct identity, the Northeast District Plan plan outlines several specific strategies in addition to the overall ones in the general policies plan. Parks and greenways that are developing or planned will provide diverse recreational opportunities. In particular, the Reedy Creek Nature Preserve and the Statesville Road Park, in which a botanical garden is planned, will be unique amenities that will be a draw to the area. An emphasis is also placed upon designing attractive streetscapes along thoroughfares and preserving historic resources. Adoption of a new zoning ordinance having improved development standards will also have a great impact on the quality of development in the northeast.

Concluding, the Northeast District Plan is a road map to the future of the Northeast District. It will be important for the northeast community at large to stay involved in the development of the area and to support the plan as it incrementally becomes a reality.

The significant action steps that should be pursued as a follow up to this plan, in addition to those actions recommended in the general policies guide, are:

- Initiate recommended rezonings.
- Complete more detailed plans for the Reames Road/I-77 DEA.

- Review proposed capital improvements for consistency with this and other plans.

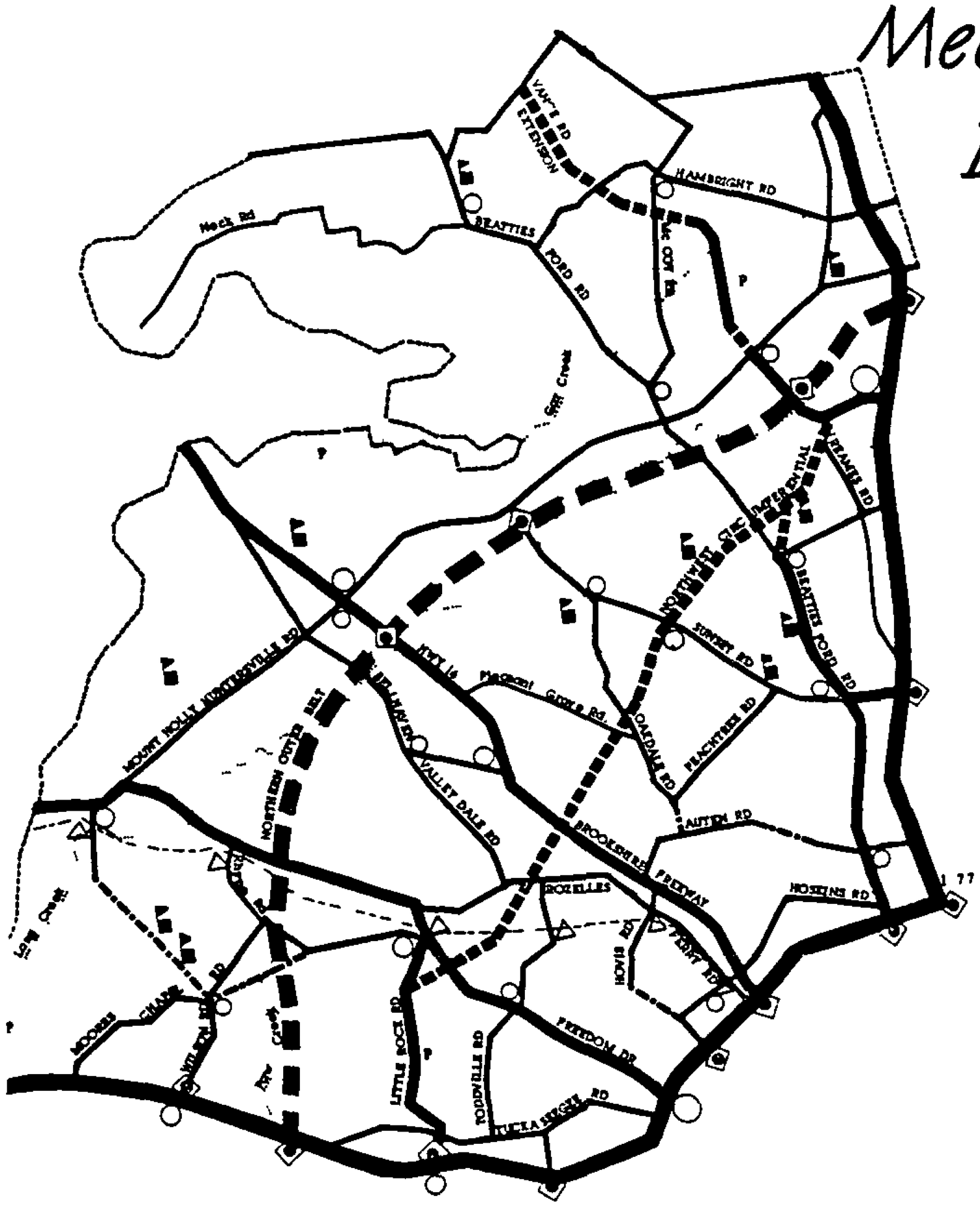
- Prepare streetscape improvement plans for North Tryon Street, Statesville Avenue, and Sugar Creek Road.

- Include streetscape improvements with plans for improved or new roads.

- Consistently apply land use policies of the plan through the rezoning process.

DISTRICT PLANS

Northwest Mecklenburg District Plan



APPROVED BY CHARLOTTE-MECKLENBURG PLANNING COMMISSION

DECEMBER 12, 1989

PREFACE

The Northwest District Plan is a companion document to District Plans: General Policies and Recommendations. It applies the general policies more specifically to the Northwest District. For more detailed information on district planning and direction on various community-wide issues such as road improvements, package treatment plants, or streetscape design, refer to the general policy guide.

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ACKNOWLEDGEMENT

The Planning Commission staff acknowledges the valuable contributions made by the Northwest Study Group members. Their ideas, opinions, and desire for a quality community have been a vital component of this plan.

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INTRODUCTION

The Northwest District is located west of I-77, north of I-85, and east of the Catawba River. Its northern boundary basically follows the northern Long Creek Township line. These district plan boundaries differ slightly from those delineated in the 2005 Plan which divided the Long Creek community into two districts. The Northwest District Plan shifts the boundaries north encompassing all of the Long Creek community.

The Northwest District is probably the most diverse of the seven Mecklenburg County districts. It was settled very early, and its rural, agricultural history is still strongly evident in the district's northern end.

Changes have occurred closer to the central city. Two nearly parallel rail lines were constructed around the turn of the century in the district, and industrial development followed. Several mills, no longer in operation, were major employers. Neighborhoods were built around these employment concentrations, Thomasboro-Hoskins being the largest. The advent of the street car trolley and its extension into the northwest was also a catalyst for growth.

In the 1960's, I-85, the county's first interstate was constructed. The northwest was affected by being physically separated from the central city. Several neighborhoods were fragmented by the highway.

The industrial image of the district coupled with the I-85 construction and the lack of water and sewer services have impeded the suburban residential growth experienced in other districts of the county. Several attractive suburban neighborhoods were established in the late 1960's and early 1970's, but growth in general has been slow.

Recognizing the need to redistribute projected growth to all areas of the county, the 2005 Generalized Land Plan recommends that the Northwest District be targeted for new growth. Locations for new employment and residential concentrations are included in the plan. Capital improvements such as extension of sewer and water services are also recommended as incentives for growth.

In the last five years interest in the district has increased. Some of the interest can be attributed to redirection of growth strategies, but other factors are influencing the changing perceptions as well. Reasonable land costs, a fairly uncongested road system, proximity to Mt. Island Lake, the rural character, and the general appeal of the land itself are factors. The northwest has been discovered and changes are on the horizon.

This district plan provides direction needed to manage the growing interest in the district. It also addresses problems and opportunities associated with declining areas closer into the central city.

EXISTING DEVELOPMENT PATTERN: A GENERALIZED OVERVIEW

The land use pattern in the northwest is varied. A list of the land uses in the district compared to overall county land uses is presented on the following table.

Table 1.

	Northwest District	Mecklenburg County
open land	47.26%	49.69%
residential	34.54	34.95
manufacturing	2.32	1.34
*TCU	3.57	2.28
wholesale trade	0.65	1.16
retail trade	0.65	1.16
office (private sector)	0.27	0.77
services	0.94	0.92
institutional	6.45	7.79

* transportation, communications, utilities

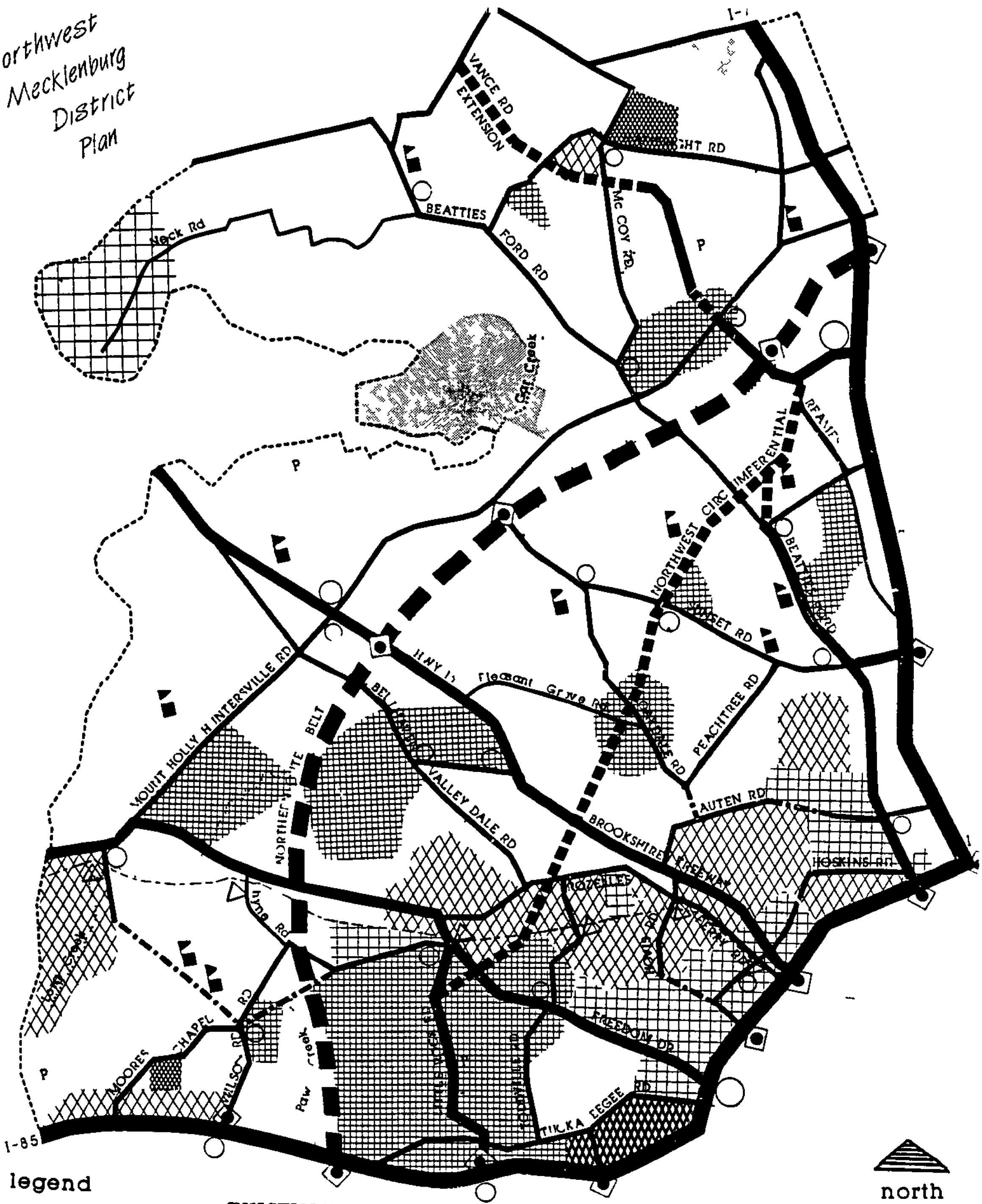
The following are brief descriptions of the developed and developing areas of the district. The map on page 4 depicts the existing development pattern.

Developed Areas

A variety of residential areas comprise the developed portion of the northwest community. Older neighborhoods built in the 1930's and 40's are located near the southern boundary of the district and around old mill sites. Thomasboro/Hoskins, located east and west of N.C. 16, and the ABC neighborhood along Beatties Ford Road are examples from this era. Typically houses are relatively small and are built on small lots. Thomasboro/Hoskins, the largest community of its type in the district, has unfortunately undergone some detrimental land use changes caused by inappropriate zoning and neglect through the years. (In 1988, special project plans were approved for Thomasboro/Hoskins and the ABC neighborhood. A more thorough description of these areas and specific recommendations for improving them are included in the adopted plans.)

Newer, more suburban neighborhoods have been established in the interior of the district. Coulwood and Northwood Estates broke ground in the early 1960's. Forest Pawtuckett, Bahama Park and Hyde Park developed shortly thereafter, as did the Wildwood Greens mobile home subdivision. None of these developed adjacent to the older areas described above. Further phases of many of these newer developments are continuing today. Predominantly single-family in character, these newer neighborhoods are somewhat separated from the old urban core and the industrial section of the district and are well maintained, attractive, and stable.

Northwest Mecklenburg District Plan



Further out into the district several new subdivisions have also been approved. Residential growth has not necessarily followed an orderly progression in which development incrementally moves further and further out from the central city. Instead, it has "leap frogged" over large tracts of vacant land. In some cases, large but isolated subdivisions have been created in totally rural areas. Some of these have been built out, but several are still vacant or have only marginally developed.

Long Creek, a rural community in which homes are scattered on large tracts of land, was one of the original settlements in Mecklenburg County. Several historic structures remain, and much of the land has been retained through the years by generations of the original families. A strong "sense of community" exists here.

Existing nonresidential uses in the northwest are principally in the older areas closer to I-85. Industrial uses, many attracted by the rail lines, are concentrated generally west of Stewart Creek bounded by Auten Road to the north and extending west toward Freedom Drive. A more narrow corridor of industrial uses extends along Mt. Holly Road and the railroad tracks. A large petroleum storage area, locally know as "Tank Town", is within this corridor. In many instances the industries are located immediately adjacent to residential areas, thus inappropriate land use relationships have resulted.

Very few office buildings exist in the northwest. Where they do, they generally consist of low rise buildings or houses converted into offices. Commercial/retail businesses are scattered throughout the developed areas with no significant concentration. Several neighborhood shopping centers have been built, but residents must generally travel outside the district for more than convenience goods.

Developing Areas

A large portion of the Northwest District is open land. As evidenced by recent subdivision approvals, however, the amount of open land is beginning to diminish. Several single family neighborhoods are developing off Mt. Holly-Huntersville Road, and interest in residential development or redevelopment along the lake front is surfacing.

Significant rezonings have been approved for mixed use developments surrounding the Mt. Holly-Huntersville Highway 16 intersection, and in the Reames Road/I-77 area. The 2005 Plan recommends that major centers develop at both locations. When built out, these centers will provide new employment opportunities, thus becoming catalysts for residential growth. Multi-family housing is a component of these plans.

An important consideration affecting the potential development of areas north of Mt. Holly-Huntersville Road is watershed protection. During the course of the Northwest District Plan process, the quality of the water in Mountain Island Lake was brought forth as an issue. The intake for the county's drinking water is located in the lake. Interim measures have been adopted to deal with development within the

watershed until a complete analysis of the situation is made. This topic will be discussed later in this district plan.

PROSPECTS FOR GROWTH

Population projections prepared during the early stages of the 2005 Plan process indicated that the Northwest District was, in fact, losing population. In 1985, the number of people residing in the area was 34,615, less than in 1980. By 2005, if the trend continued, the figures revealed there would be a loss of approximately 450 people. The number of households and jobs would increase only slightly during this time.

Contrary to projections, a turn-around has been experienced in recent years. Based upon the 2005 Plan redirection of growth policies, the projected population of the area is anticipated to climb to 44,000 by 2005. The projections for households and employment growth are shown on Table 2.

Table 2. Projected Growth for Northwest District*

Population		Households		Employment	
1985	2005	1985	2005	1985	2005
34,615	44,000	13,079	19,000	24,989	42,000

In general growth is keeping pace with the 2005 projections. It is expected to accelerate when the infrastructure funded and under design is in place.

*The population projections are based upon the 2005 Plan boundaries.

ISSUES FOR PLANNING

Overall planning issues were identified in the general policy document. The Northwest District Plan has attempted to identify the present and most likely future issues specifically affecting the district. Addressing the priority issues establishes a framework for action. The most pressing issues are:

- The perceived negative image relating to the older, declining areas of the district
- Incompatibility between nonresidential and residential areas
- The need to conserve and enhance existing, stable neighborhoods
- The need for retail, service, and employment options for an expanding population
- The need to provide affordable housing balanced with the need for high quality housing
- The impact of the airport, particularly on existing schools
- The protection of the county's water supply at Mt. Island Lake
- The desire to grow but to retain the rural and historic character of the area
- The need for community facilities such as schools and parks
- Increased use of package wastewater treatment plants

VISION AND GOALS FOR THE FUTURE

The 2005 Plan supports a vision of the Northwest District as a fully developed, balanced community at some point in the next century. The broad vision and goals of the 2005 Plan have been refined as part of the district planning process. The basic goals guiding the Northwest District Plan are:

- To preserve, protect, and enhance the character of existing neighborhoods
- To revitalize declining areas of the district that are feasible to save
- To establish a balanced land use pattern that allows for a variety of quality commercial, employment, residential, and open space uses while retaining some of the rural character of the area
- To restrict new heavy industrial development to the infilling of existing industrial areas and to minimize impacts of industries on adjacent residential areas

- To encourage a wide range of housing opportunities with an emphasis upon quality of development

- To provide an efficient and acceptable level of public services and facilities to attract and accommodate development, while mitigating the negative impacts of infrastructure construction

- To foster a livable and attractive quality community having a distinct identity

The District Plan General Policies identifies objectives, policies, and strategies for dealing with many community-wide goals. Specific planning for the Northwest District is included in the following sections of this plan:

- Future Land Use
- Infrastructure
- Livability

PREVIOUSLY ADOPTED PLANS

In the past, several area plans have been adopted for portions of the Northwest District. These adopted plans were reviewed as part of this district planning process and assessed as follows:

- Westside Special Project Plan (1984)

The Westside Special Project Plan addressed over 25% of Mecklenburg County and was necessarily very generalized. Within the Northwest District, the plan included the area west of Beatties Ford Road and south of Mountain Island Lake. Its primary purpose was to identify issues and needs for further study. Its land use recommendations were very general. This special project plan was a forerunner of the district plan. Issues identified in it have been addressed in this district plan.

- ABC Special Project Plan (1987)

The ABC Special Project Plan stresses conservation and increased vitality of the neighborhood just north of I-85 and east of Beatties Ford Road. The plan emphasizes redevelopment and incentives for new development. Its recommendations are incorporated in this district plan without changes.

- Thomasboro-Hoskins Special Project Plan (1988)

The Thomasboro-Hoskins Special Project Plan is another plan aimed at conserving and revitalizing a potentially distressed neighborhood. It includes recommended corrective rezonings. While revitalization programs are detailed, no specific target areas are identified. The plan's recommendations are incorporated into this district plan. No changes are proposed; however, areas that should be targeted for reinvestment are identified in the district plan.

LAND USE PATTERN

The District Plan General Policies provides the background and framework for developing a future land use pattern for the Northwest District. Specific recommendations for three general land use categories - commercial, employment, and residential - are included in this Northwest District Plan. Although a land use category, parks and open space are discussed in the livability section of this plan. The following summarizes the recommendations shown on the Proposed Land Use Map:

MIXED USE AND COMMERCIAL CENTERS

Four types of mixed use and commercial centers are planned throughout the Northwest District. A description of each center type is included in the General Policies document. Existing and proposed centers in the northwest are described below.

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

While no regional centers currently exist in the northwest, one is planned and approved for the I-77/Reames Road interchange. The approved center will contain over 1 million square feet of retail and 4,000,000 sq. ft. of business/office park uses. Because of the large market area served by a regional center and the number of existing commercial centers serving the northwest but located in adjacent districts, no additional regional centers are proposed. The market will likely not be strong enough to support another center of this magnitude.

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

No community mixed use centers exist in the Northwest District. With an increasing population, the need for additional commercial opportunities will surface in the near future. One community mixed use center is recommended at the following location:

- Mt. Holly-Huntersville Road and relocated N.C. 16.

  In early 1989 two rezoning petitions were approved at this location. A mix of office, retail, and multi-family housing was approved in one petition on the north side of Mt. Holly-Huntersville Road, and a shopping center and multi-family housing were approved for the southwest corner of the intersection. Additional retail and office development at this location is recommended for future development.

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

Several neighborhood centers are proposed for the district. None presently exists. One such center has been approved for development, however, at the intersection of Belhaven Boulevard and N.C. 16.

Recommended locations for new centers are:

- In the vicinity of Mt. Holly Road/Mt. Holly-Huntersville Road/Belmeade Road
- Freedom Drive at Little Rock Road
- In the vicinity of Oakdale Road/Sunset Road/northwest circumferential

Neighborhood Convenience Centers (50,000 sq. ft. retail)

Several neighborhood convenience centers exist in the northwest at the following locations:

- Little Rock Road at Tuckaseegee Road
- Beatties Ford Road at Sunset Road
- Belhaven Boulevard at McClure Circle
- Little Rock Road at Freedom Drive
- Beatties Ford Road in the Long Creek commercial area

Locations of future centers to be located on one corner of an intersection are recommended as follows:

- In the vicinity of Moores Chapel Road/Sam Wilson Road/outer belt interchange
- Mt. Holly-Huntersville Road at N.C. 16 (in addition to the community mixed use center at this intersection)
- Sunset Road at Oakdale Road
- Beatties Ford Road in the ABC neighborhood
- Beatties Ford Road at Lakeview Road
- Beatties Ford Road at Neck Road
- Hambright Road at McCoy Road
- Hoskins Road in the Thomasboro-Hoskins neighborhood
- Moores Chapel Road at Kendall Drive

EMPLOYMENT GROWTH AND OPPORTUNITIES

The District Plan General Policies emphasizes the importance of establishing a healthy economic base and providing a variety of employment opportunities within each district. The Northwest District,

has a substantial amount of industrially zoned and developed land. To achieve a more balanced mix of employment uses in the future, new employment opportunities differing from the more heavy manufacturing type businesses in the older industrial parks should be encouraged.

The focus of the Northwest Plan is infilling within established industrial areas and creating new employment concentrations in the outlying portions of the district. The existing employment concentrations are described below, and recommendations for the future are included as well.

- A chemical manufacturing plant is in operation on Mt. Holly Road along the east bank of the Catawba River. With good truck and rail access this is an appropriate area for such manufacturing; expansion into the already industrially-zoned land east to Belmeade Road should be permitted. As the west side of Belmeade Road is developed, buffers and screening should be used to soften the industrial edge.

- "Tank Town", the petroleum storage and distribution concentration along Mt. Holly Road near Freedom Drive, is anticipated to remain in operation for the foreseeable future. If additional capacity is needed it should locate near the existing concentration, on currently zoned and vacant I-2 land, thereby minimizing conflicts with adjacent uses and optimizing emergency response operations. Any road widenings in this area should be designed to include landscaping along the street edge.

- The industrial district paralleling Mt. Holly Road and extending east to Stewart Creek is predominantly stable and has a reasonably good appearance. The area is generally not suitable for expansion because of nearby residential uses.

  Some vacant sites remain to allow for expansion within the existing industrial concentration. In those cases where facilities have closed and conversion is appropriate, the conversion should be compatible with adjacent uses. "Appropriate" means that an old mill facility surrounded by similar uses and having rail access should remain an industrial use, while such a facility on the perimeter of the industrial area with nearby residential uses would be better suited to convert to a transitional, or more compatible use such as office or multi-family residential.

- The I-85 corridor currently contains a mix of residential and nonresidential uses. No further rezonings of residential properties to nonresidential are proposed. Otherwise, the corridor will become a high intensity "tunnel" which is not the image desired. Well-designed residential developments will support a more balanced image.

- The Sunset Road/I-77 interchange has a mix of general business uses and the North Park business park. No expansion of the business park is proposed since the logical expansion area would

bring it in contact with existing low density residential areas. In fact, Reames Road may be severed just north of the industrial site occupied by Stanley Tools to eliminate truck traffic through the residential areas to the north. Traffic conditions should be monitored and those affected by such a closing should be consulted prior to a decision on closing the road.

- The Huntersville Business Park has recently developed in the northern portion of the district. This is an attractive park representing the quality envisioned for other office/business parks proposed for the northwest. The park is proposed for expansion, having additional access from Hambright Road.

Two new employment concentrations were generally identified for the Northwest District in the 2005 Plan. These concentrations are proposed in that plan to be integrated within development enterprise areas (DEA's). As described in the general policy document, a DEA is a planning tool for redirecting growth to areas of the county where the market has not traditionally been strong.

The location and description of these two future employment concentrations follows:

- A light industrial/office/business park mix is envisioned west of I-77 in the Reames Road vicinity. Good access to I-77, the proposed outer belt, and the proposed northwest circumferential make the Reames Road/I-77 area an attractive location.

  In 1987, a rezoning petition was approved for a regional shopping center and up to 4,000,000 square feet of business park uses at this location. Because of the magnitude of the development approved, no additional rezonings for employment uses are recommended. A number of employment opportunities are proposed on the east side of I-77 in the Northeast District.

- The second new employment concentration is proposed in the vicinity of Mt. Holly-Huntersville Road and Highway 16. This concentration should occur at a lesser scale than the employment area at Reames Road and I-77. A light industrial, business, or office park development is proposed as part of a mixed use center in this area.

  As with the other employment nodes, rezonings have also been approved recently for the Mt. Holly-Huntersville/Highway 16 DEA. In conjunction with a mixed use development plan, a 57-acre light industrial/business park was approved on the northeast quadrant of the intersection. Additional employment development is recommended for the area.

RESIDENTIAL FUTURE

Background information on residential development was provided in District Plan General Policies, as were county-wide residential objectives. This section focuses specifically on the residential

future in the Northwest District. The residential future proposed for the district is summarized as follows:

- VERY LOW DENSITY AREAS

  While the county overall is becoming more urban, conditions exist in the Northwest District that make a less dense development pattern more appropriate in certain locations.

  The sensitive nature of portions of the Mountain Island Lake watershed has prompted support of a policy of restricting not only nonresidential development, but the densities of residential development as well. While the issue is still under study, this district plan supports such restrictions. The areas identified as potentially affecting the Charlotte-Mecklenburg Utility Department water supply are subject to change but are shown on the Proposed Land Use Map. Areas designated for very low density should be zoned accordingly, except that existing smaller lots should be reviewed on a case-by-case basis. Rezonings to lower densities may result in nonconforming lots being created or those lots being exempted from the very low density zoning district.

  In addition to sensitive watershed areas other areas in the northwest are recommended for lower densities. These areas around the Mountain Island Lake shoreline have less potential impact on the water supply, but are still within the watershed. The areas also have poor highway access and contain significant historic resources. Many of these areas will also be difficult and/or expensive to publicly sewer. The combination of the above conditions is the basis for maintaining lower densities of not more than 1 dwelling unit per acre du./ac. in certain areas including the Neck Road area and a corridor 300 feet wide on each side of Beatties Ford Road south to Mt. Holly-Huntersville Road.

- LOW DENSITY AREAS

  A maximum of 4 dwelling units per acre (du/ac.) is the base density for proposed single family residential development in the remainder of the developing portions of the district. Much of the area designated for this density includes subdivisions already being developed.

  As described in the District Plan General Policies, densities less than 4 du./ac. are not precluded with this base density; in fact, based upon market demand, less dense development may dominate. Higher densities may also be appropriate in some locations. Establishing a base density of up to 4 du./ac. simply provides the opportunity for a variety of lot sizes. Neighborhoods that should be protected from zoning intensification are delineated on the Proposed Land Use Map.

- MEDIUM DENSITY AREAS

  Medium density areas have a density of from 4 to 6 du/ac. The only such designations on the Proposed Land Use Map are existing developments of that density. Since there are very few locations with existing zoning that would allow development at these densities, a rezoning, with due consideration of the review criteria contained in the general policy document, would be necessary for development to proceed. Infill of existing developments will be of compatible density.

- HIGH DENSITY SINGLE FAMILY AND MULTI-FAMILY AREAS

  The proposed land use map depicts some multi-family locations where land is already developed or appropriately zoned for multi-family. Other future sites are proposed, but are merely representative of sites. Additional sites will be appropriate in accordance with the locational and design criteria included in District Plan General Policies. In general, multi-family housing should be dispersed throughout the district at desirable locations. Multi-family housing is especially desirable along potential mass transit corridors and near major mixed use and employment centers.

General locations meeting the above referenced locational criteria will not have an unlimited capacity for higher density residential development. An upper limit of development will have to be determined on a case-by-case basis.

DEVELOPMENT OF INTERCHANGES AREAS

It is important to focus upon the character of development around the interchanges of the interstates and of the proposed outerbelt. How these interchange areas function and look can have significant impact on the land use development surrounding them. In many instances, the interchange is a gateway or an identifiable entrance to a certain part of the community. It can be an image maker, positive or negative. Because of the value of the highly accessible and visible land at the interchanges, pressure will be great to develop the land for nonresidential uses. In some locations nonresidential development may be appropriate; in others, it may not. In general, uses more intense than single family residential uses are desirable at interchanges because of the traffic control benefits.

It is important to note that the alignment of the proposed outerbelt north of I-85 has not been determined. An environmental impact study (EIS) is underway reviewing several optional alignments. A decision is not expected until at least the winter of 1990. Consequently, it is difficult to plan specifically for the land uses around the outerbelt interchanges. This district plan will be updated to include the outerbelt interchange land uses north of I-85 when the actual alignment is selected. No rezonings to higher densities or intensity than indicated on the proposed land use map should be approved until those alignments have been accepted.

The proposed land uses in all the other interchange areas are described below:

- I-77/Reames Road: The I-77/Reames Road interchange is at the heart of the employment based DEA proposed in the area on both sides of I-77. A regional shopping mall and two large business parks have already been approved at this interchange. To capitalize on the high visibility and access at this interstate location, a large corporate office complex, hotel/meeting center, and/or high density residential should also develop at one or more of the quadrants of the interchange.

- I-77/Sunset Road: The east side of the I-77/Sunset Road interchange is almost built out with highway businesses and a shopping center. A business park and highway oriented commercial uses are located on the west side of the interchange. These uses are expected to remain. No additional nonresidential uses are recommended south of the interchange because of the established residential edge. High density residential is appropriate for vacant land just south of the interchange so long as adequate buffers adjacent to single-family homes are provided.

- I-77/I-85: Because of the design of the interchange of the two interstates, no access from the interstates to the land around the interchange exists. However, a high quality business, office, or light industrial park is proposed at the northeast quadrant of the interchange as proposed in the Northeast District Plan. Residential uses are proposed for the northwest quadrant. The ABC Special Project Plan includes specific proposals in this quadrant.

- I-77/Mt. Holly-Huntersville: An interchange at I-77 and Mt. Holly-Huntersville Road has been discussed. However, until an outer belt alignment has been chosen, this new interchange is highly speculative. Likewise, land use recommendations in this area will depend on the alignment and any interchange subsequently chosen. If the northern alignment is chosen, perhaps a better interchange location to service the business park would be on the outerbelt. This should be researched after the alignment decision is made.

- I-85/Beatties Ford Road: The existing interchange at I-85/Beatties Ford Road is primarily a highway service interchange developed with gas stations, fast food restaurants and motels. Such uses are recommended to remain.

- I-85/Brookshire Freeway: Existing uses at the I-85/Brookshire Freeway interchange are also primarily highway service oriented and are expected to continue.

- I-85/Glenwood Drive: The I-85/Glenwood Drive interchange acts as a connector to a frontage road. One motel and one gas station provide a minimal highway service function. The remainder of the interchange is residential and recommended to remain so.

Multi-family residential would be an appropriate redevelopment use on property adjoining the commercial sites at the interchange.

- I-85/Freedom Drive: Providing access to the large retail concentration on the south side of I-85, the I-85/Freedom Drive interchange has some highway service businesses. No expansion of these nonresidential uses is recommended.

- I-85/Billy Graham Parkway: The I-85/Billy Graham Parkway interchange is a relatively intensely developed interchange for highway service businesses. Some vacant but commercially zoned land remains, but further expansion of nonresidential uses through rezonings is not appropriate.

- I-85/Little Rock Road: The I-85/Little Rock Road interchange is moderately developed for highway services. Build-out of parcels currently vacant but zoned for commercial or other nonresidential uses is appropriate, but additional nonresidential zoning is not warranted.

AIRPORT IMPACT AREAS

Along I-85 northeast of the airport, along Toddville Road, and from I-85 at Tuckaseegee Road up to Sam Wilson Road at Moores Chapel Road are general areas currently affected by airport noise. Because much larger areas are impacted in the Southwest District, and because airport noise/land use policies need to be consistent between districts, the noise impacts will be addressed in the Southwest District Plan.

IMPLEMENTATION TOOLS FOR THE LAND USE PLAN

Consistent application and support of the policies of this plan by elected officials and Planning Commission will be the most significant means of ensuring that the desired land use pattern will evolve. Although some deviations may be necessary over time, they should be kept to a minimum. Changes in one area may necessitate changes elsewhere, thus affecting the overall land use scheme. Other tools that will help implement the plan are:

- DEVELOPMENT ENTERPRISE AREAS (DEA'S)

  Previously discussed in the general policy plan and earlier in this district plan, DEA's have been recommended at two locations in the northwest. One is in the vicinity of Reames Road and I-77, and the other is around the intersection of Mt. Holly-Huntersville and Highway 16. By designating these as DEA's, special design attention and public commitment of resources can result.

One of the tasks of the district plans is to identify boundaries of the DEA's. The boundaries are indicated on the Proposed Land Use Map.

- Recommended Rezonings

The Northwest District Plan divides recommended rezonings into two groups. The first group includes those rezonings needed to correct currently improper zoning designations. Most of the rezonings are for multi-family districts which have been built with single-family residences. The second group consists of those rezonings necessary to implement the land use recommendations of this plan. The Planning Commission will initiate proposed rezonings. Maps showing the proposed rezonings are contained in Appendix 1.

Corrective rezonings recommended are:

1) From R-6MF and R-9MF to R-6: those areas along Trinity Road where single-family housing has been built

2) From I-2 to R-MH: the existing mobile home park on N.C. 16 just south of Belhaven Boulevard

3) From R-9MF to R-15: those properties on Leolillie Lane and Pleasant Grove Road which have developed with single-family homes

4) From R-6MF to R-6: the undeveloped properties in the Paw Creek, Eleanor Park, and Westwood Subdivisions which are within single-family areas. (Those fronting on Moores Chapel Road are not included)

5) The corrective rezonings described in the ABC and Thomasboro/ Hoskins Special Project Plans

6) From R-9MF to R-15: the single-family residential area west of Toddville Road and south of Old Mount Holly Road

7) From B-2 to R-12: the single-family residences on the west side of Valleydale Road south of Goodman Road

8) From R-12MF to R-12: the single-family area on the west side of Sam Wilson Road between Performance Road and Margo Drive

9) From R-9MF to R-9: the residential area east of Toddville Road and south of Old Mount Holly Road except for a multi-family site at the corner of Old Mount Holy and Toddville Road

10) From R-6MF to R-6: Todd Park

11) From R-9MF to R-12: appropriate portions of the Long Creek subdivision

12) From R-6MF to R-12MF: Those sites along Moores Chapel Road east of Walden Road to Old Mt. Holly Road

The recommended rezonings resulting from the land use policies of this plan consist of the following:

13) RU, RR, and R-15 to R-1*: the area west of Beatties Ford Road from the northern district boundary south to that area affected by the water supply watershed protection program

14) From RU and R-15 to R-1*: a strip of land 300' wide bordering both sides of Beatties Ford Road from the northern boundary of the district to Mt. Holly-Huntersville Road, excluding land in other zoning classifications

15) From I-1 to R-6: the area immediately west of Todd Park which is not developed

16) From I-2 to I-1: an area south and west of Todd Park

17) From I-1 to R-9: the three properties south of Macon Street on the east side of Toddville Road plus the southern portion of another lot on the south side of Macon Street

18) From R-15MF to R-1*: a site near the Midas Springs bottled water plant on Beatties Ford Road

19) R-U to Residential: all locations not previously described. R-U zoning is in the rural areas of the district. It allows certain rural, nonresidential uses which will not be compatible with the urbanizing county. Therefore, the land should be rezoned to a single family classification.

In addition to the preceding rezonings, a special project plan for the corridor along Mt. Holly/Rozelles Ferry Road (identified on the Proposed Land Use Map) should be undertaken to determine the most suitable zoning for that area. There are presently numerous zoning and land use conflicts which need to be resolved.

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* The R-1 is not an existing zoning district but is in the proposed draft Zoning Ordinance. If the proposed ordinance is not adopted an equivalent (1 d.u.a.) district should be added to the current ordinance.

INFRASTRUCTURE

Moderate sustainable growth is healthy for the community, particularly if it results in a balanced development pattern. But when growth occurs and public services and facilities can not adequately accommodate it, the positive aspects of that growth will diminish. Providing the necessary public infrastructure is a crucial goal for the district plans. Coupling the great expense of providing these services with the reality of limited resources, the community is faced with a difficult challenge.

District Plan General Policies identifies strategies for dealing with roads and water and sewer service on a community-wide basis. Specific recommendations for the Northwest District are included in this district plan.

The recommendations are based upon a built-out land development scenario. The estimated costs are based upon 1988 dollars and will obviously increase over time. It should also be noted that the costs are very approximate. Without actual designs, more accurate figures can not be projected.

TRANSPORTATION PLANNING

Road Improvements

Interstates I-85 and I-77 border the district, thus providing good regional and county-wide access. N.C. 27, N.C. 49, N.C. 16, Beatties Ford Road and Mt. Holly-Huntersville Road are the major interior roads. Most of the roads in the northwest are built to rural standards, meaning they are narrow, winding and only two lanes.

Increased traffic volumes in the northwest will not only result from new development within the district's borders, but also from Gaston and Lincoln Counties. With the completion of improvements to N.C. 16 and the N.C. 16/I-85 interchange, access from the north side of Mountain Island Lake will be greatly improved. Coupled with the rapidly rising cost of housing in Mecklenburg County, commuting from outside the county is expected to increase.

Projects which have either been funded or are actually under construction in the northwest are:

- widening of N.C. 16, including a new bridge over Mt. Island Lake
- widening of I-85 west to the County line
- widening of Beatties Ford Road north to Capps Hill Mine Road

Future projects needed but not funded have been identified in the recently adopted Thoroughfare Plan for Mecklenburg County. The plan, endorsed by the Charlotte Department of Transportation and County

Engineering, categorizes roads into minor and major thoroughfares and freeway/ expressways. Based upon future growth needs, the plan is a component of a larger 2005 Transportation Plan scheduled for adoption in 1989. Establishing priorities for constructing the projects will be an additional component of the 2005 Transportation Plan.

Table 3 lists the current and proposed roadway projects for the district, the type of improvements required, estimated mileage, and an estimated priority level (priority being a timetable for need). The "private" percentage of a roadway denotes an estimated percentage of the project presently bordering undeveloped areas which might be constructed in the future as a result of developer contributions. Once the private percentage is built, the priority assigned to the public portion may fluctuate to allow for an earlier completion of the total project.

Outer Belt

The final alignment of the outerbelt north of I-85 has not been selected. An environmental impact study is underway to analyze alternative routes for the road. Three routes are being studied. One of the alignments, the southern, was shown on the original thoroughfare plan. The 2005 Generalized Land Plan recommended that the road shift north, crossing Mt. Holly-Huntersville Road. Shifting the outer belt north would allow greater access through north Mecklenburg, thus broadening the service area of the road. However, a shift north may conflict with the water supply watershed protection program for Mountain Island Lake. The final alignment will not be determined until at least the fall of 1989. When the decision is made, the right-of-way can officially be protected from development. Frontage or service roads adjacent to the outer belt are not recommended.

Mass Transit

Much of the Northwest District is currently unserviced by any form of mass transportation. Several local bus routes extend a short distance beyond I-85 but no express service is available. Light Rail Transit (LRT) is not yet an option for Charlotte, but potential routes should be protected and planned for over the next 20 years.

- Bus Service

  As stated above, the Northwest District is largely unserviced by buses. The only areas currently serviced are those older existing residential areas near I-85 and along Beatties Ford Road. Some industrial areas along Hoskins Road and Hovis Road have access to bus service as well.

  Three new bus routes are being studied for the northwest. The first, and most likely to realize service, is the Pawtuckett Express. This route would service the Pawtuckett area and portions of Moores Chapel Road and Little Rock Road.

A second express route is under study for the Coulwood area. This area currently does not meet the criteria for transit service. However, with continued growth, service should be available within the next several years.

The Oakdale area also does not meet the criteria for transit service. However, if Oakdale continues to grow, an extension of either Route 7 (Beatties Ford Road) or Route 1 (Mount Holly Road) should be pursued to service the area.

- Light Rail Transit

Light Rail Transit (LRT) is currently being studied as a possible future transit service in Charlotte-Mecklenburg. The City will most likely not meet Federal standards for funding an LRT system in the next 20 years. However, those rail lines identified as candidates for service should be protected and higher density development planned around them to support LRT service in the future.

One rail line has been proposed as a candidate for light rail service in the Northwest District as part of the transit corridor study prepared by Charlotte Department of Transportation. This line is one of two rail lines paralleling Rozelles Ferry and Mount Holly Roads. The land use along this rail line is largely industrial. Further out along the line are several large tracts of land which may be developed as higher density residential; this would help support a light rail service.

Transit stops or station locations were not included in the preliminary rail corridor study. Generally, stops should occur at one mile increments with stations at further distances apart. Although specific sites are not recommended for stations in the district plan, general vicinities where stations are logical are identified. In the northwest, the general locations recommended are:

- Hoskins Road
- Hovis Road
- Toddville Road
- Freedom Drive
- Rhyne Road
- Belmeade Drive

A spur system to the Mt. Island DEA is also recommended, leaving the main line near the Todd Park subdivision with stops at Belhaven Boulevard and Pleasant Grove Road. Additional study is needed to determine the densities and intensities needed to support a light rail system.

Truck Traffic

One concern of residents in the district is heavy truck traffic. Tractor-trailers commonly travel roads other than on designated truck routes. The Charlotte Department of Transportation is currently reviewing truck routes and associated policies to determine ways to improve the truck traffic situation.

One specific location where truck traffic could become an increasing problem is on Melynda Lane. Currently, the only access to the industrial area along the Seaboard Coastline Railroad is on Melynda Lane. This plan proposes that the Grove Street right-of-way be extended to Toddville Road and that Melynda Lane be severed north of Grove Street. This would remove the industrial traffic from a residential neighborhood.

ROADWAY	IMPROVEMENT	PRIVATE/ PUBLIC	MILES	ROAD CLASSIFICATION	TIMEFRAME	COST($)
I-85 (TO GASTON COUNTY)	WIDENING TO 8 LANES	0/100	17.0 (US 29 CONNECTOR TO CATAWBA RIVER)	FREEWAY/EXPRESSWAY	0-5	55,500,000
BROOKSHIRE BLVD (I-85 TO HOSKINS RD)	WIDENING TO 6 LANES	0/100	.4	MAJOR	6-10	2,000,000
*FREEDOM DRIVE (I-85 TO MT HOLLY ROAD)	WIDENING TO 4 LANES	0/100	3.0	MAJOR	0-5	30,500,000
BEATTIES FORD ROAD	WIDENING TO 4 LANES	0/100	1 1	MAJOR	0-5	9,400,000 in bonds approved 11/3/87
*(I-85 TO CAPPS HILL MINE)		5/95	1.2	MAJOR	6-10	10,000,000
(CAPPS HILL MINE TO SUNSET)		5/95	1.5	MAJOR	11-20	15,000,000
(SUNSET TO NW CIRCUMFERENTIAL)						
NC 16 RELOCATION (TO COUNTY LINE)	NEW 4 LANE	0/100	1 5 (Vicinity of Catawba River Bridge Crossing)	MAJOR	0-5	4,470,000
MT HOLLY-HUNTERSVILLE ROAD (REAMES RD TO MT HOLLY RD)	WIDENING AND EXTENSION	5/95	9.1	MINOR	11-20	80,000,000
SAM WILSON RD/MT HOLLY-HUNTERSVILLE RD CONNECTOR	NEW 2 LANE	10/90	2 6	MINOR	11-20	15,000,000
NORTHWEST CIRCUMFERENTIAL	NEW 4 LANE	20/80	8.1 (Preferred Alignment)	MAJOR	11-20	75,000,000
SUNSET ROAD (I-77 TO BEATTIES FORD)	WIDEN TO 4 LANES	30/70	5	MAJOR	6-10	3,000,000
LITTLE ROCK ROAD						
(I-85 TO TUCKASEEGEE RD)	WIDEN TO 4 LANES	10/90	.5	MAJOR	0-5	3,000,000
(TUCKASEEGEE TO FREEDOM)	WIDEN TO 4 LANES	0/100	2 2	MAJOR	6-10	13,600,000
VANCE RD EXTENSION	NEW 4 LANES	10/90	7 8	MINOR	11-20	32,000,000

TABLE 3

ROADWAY	IMPROVEMENT	PRIVATE/ PUBLIC	MILES	ROAD CLASSIFICATION	TIMEFRAME	COST($)
TUCKASEEGEE RD (MULBERRY CHURCH TO TODDVILLE)	WIDEN TO 4 LANES	0/100	.5	MINOR	11-20	5,000,000
HOVIS ROAD (ROZELLES FERRY TO BROOKSHIRE BLVD)	WIDEN TO 4 LANES	0/100	.2	MINOR	6-10	2,000,000
HOSKINS ROAD (ROZELLES FERRY RD TO BROOKSHIRE BLVD)	WIDEN TO 4 LANES	0/100	.16	MINOR	6-10	3,000,000
OUTER BELT	NEW 4 LANES	0/100	9	FREEWAY-EXPRESSWAY	11-20?	165,000,000
AUTEN ROAD (CHESAPEAKE TO GRIERS GROVE)	EXTENSION WITH 2 LANES	100/0 10/90	.9	MINOR	11-20	7,000,000
REAMES ROAD	NEW BRIDGE OVER LONG CREEK	0/100	0	___	FY 93-94	168,000
BIRCHWOOD DRIVE	NEW BRIDGE OVER GUM BRANCH CR	0/100	0	___	FY 89-90	400,000
NC 27	NEW BRIDGE OVER CATAWBA	0/100	0	MAJOR	FY 93-95	3,089,000

* NOTE: The cost estimates are very rough and are based on a cost per mile for each type of roadway improvement

WATER AND SEWER SERVICES

Public Projects Planned

Water and sewer services are essential elements of land development. In response to the redirection of growth policy established in the 2005 Plan and also because of the pressures of development, a bond referendum allocating funds for numerous water and sewer projects and totalling 57 million dollars was approved in 1987 and 1988. Coupling the bond money with general revenue sources, the Charlotte-Mecklenburg Utility Department (CMUD) will be constructing several important water and sewer projects in the northwest. These projects are in addition to those made necessary by annexations to the City of Charlotte.

One of the most important sewer projects in the Northwest District scheduled in the near future is the extension of the Long Creek sewer outfall. This extension will create development opportunities from Oakdale Road to N.C. 115, including the I-77/Reames Road DEA.

Other sewer projects to be completed arise from the requirement to sewer annexed areas within two years of annexation. By providing those sewers, many additional areas will be serviced.

One problem faced in the northwest is that many small areas drain directly into Mountain Island Lake or the Catawba River. Development within those areas will require either septic tanks, package treatment plants, or pump stations. All of these alternatives have disadvantages and any decision must be carefully weighed. CMUD has a consultant studying the issue and the consultant's report will assist in finding solutions for this area.

Several water projects are scheduled for the near future, the largest extending along Mt. Holly-Huntersville Road from Mt. Holly Road to Alexandriana Road. This extension will complete a large loop in the system and make water much more available in the district.

Table 4 identifies sewer projects planned for the district and Table 5 lists water projects. Both time frames and costs are rough estimates.

Related to the provision of water, an interim watershed protection program has been adopted for the Mt. Island Lake, the primary source of drinking water for the Charlotte-Mecklenburg system. The land use implications of this program are addressed in the Residential Land Uses Environmental Quality sections of this district plan.

TABLE 4

PROPOSED SEWER PROJECTS

CMUD PRIORITY	PROJECT	TIME FRAME (YRS)	EST. COST($)
7	projects resulting from annexations	0-3	
8	McDowell Creek WWTP expansion (6mgd)	0-5	6.6 mil
9	Long Creek outfall (Phase V); Oakdale Road (McIntyre Branch) to N.C. 115	0-5	2.9 mil
29	Dixon Branch Outfall	0-5	840,000
36	Long Creek Parallel Outfall	6-10	5.3 mil
39	McDowell Creek WWTP exp. (9mgd)	6-10	6 mil
40	Long Creek/Paw Creek lift sta imp. (extra pumps)	6-10	100,000
43	Gar Creek outfall and lift sta.	6-10	3.2 mil
	Long Creek/Paw Creek WWTP		

TABLE 5

PROPOSED WATER TRANSMISSION LINES

CMUD PRIORITY	PROJECT	TIME FRAME (YRS)	EST. COST($)
30	16" main along Mt. Holly/Huntersville to U.S. 21 (Phase I); Beatties Ford to Alexandriana	0-5	865,000
36	16" main along new N.C. 16 to Mt. Holly-Huntersville	0-5	1.37 mil
40	16" main along McCoy Road and Beatties from Mt. Holly/Huntersville to Gilead	0-5	1.5 mil
42	main along Mt. Holly/Huntersville Road; N.C. 16 to North Woods	0-5	556,000
51	main along Mt. Holly/Huntersville to U.S. 21 (Phase II); Alexandriana to U.S. 21	0-5	1.12 mil
53	16" main along Mt. Holly-Hunterville and Belmeade Road from to Moores Chapel Road	0-5	1.22 mil
54	main along Mt. Holly/Huntersville; N.C. 16 to Beatties Ford Road	0-5	1.8 mil
55	main along Sam Wilson/Moores Chapel; Forest Drive to Belmeade	0-5	758,000
62	16" main along Oakdale Road from Leolillie Lane to Mt. Holly-Huntersville	6-10	972,000
63	main along Beatties Ford (Phase II); McCoy Road to N.C. 73	6-10	4.0 mil
75	expand treatment plan to 120 mgd	6-10	25.0 mil

LIVABILITY

The majority of the policies and development criteria ensuring a livable community in the northwest are included in District Plan General Policies. Further discussion of some of the livability elements related specifically to the Northwest District are as follows:

PARKS AND OPEN SPACE

To have a balanced land use pattern in the northwest, a network of public open spaces must be distributed throughout the district. Park assets currently in the district are:

- Latta Plantation Park - A nature preserve, Latta Plantation Park consists of 763 acres. A large shoreline on Mt. Island Lake borders the park. A visitors' center raptor exhibit, historic plantation house and equestrian trails are popular attractions. The majority of the park, however remains undeveloped.

- Neck Road Waterfowl Refuge - This 1,000 acre site is leased from Crescent Land and Timber Company for a nominal fee. It is an open space, natural area, and waterfowl refuge restricted to the viewing of waterfowl, deer, and other wildlife in an undisturbed environment. The lease can be terminated upon short notice at any time Crescent Land and Timber desires.

- Hornets Nest Park - Hornets Nest Park, a district park, is located on Beatties Ford Road near Lakeview Road. It has a variety of active recreation opportunities.

- Neighborhood Parks - Five neighborhood parks exist in the following neighborhoods:
  - Paw Creek
  - Firestone
  - Tuckaseegee Road area
  - Hoskins
  - Coulwood (currently this is categorized as a district park, but essentially it functions as a neighborhood park).

A Parks Master Plan for the entire county is scheduled for adoption in 1989. The Park Master Plan includes planning for five basic types of parks. These include:

- Nature Preserves
- Community Parks
- District Parks
- Neighborhood Parks
- Specialty facilities such a golf courses and water access points.

Recommendations for additional park development in the northwest as proposed in the Parks Master Plan are listed below. The priorities shown are overall for the county. Those without priorities are not

within the top 20 project ranks. Each priority ranking may contain more than one project.

Nature Preserves

- Expand Latta Plantation Park (priority #7).
- Acquire and develop the Mt. Island Waterfowl Refuge.

- Community Parks

- Acquire Catawba River Community Park site. (priority #5).
- Acquire a Long Creek Community Park site. (priority #20).
- Develop the Catawba River Community Park.
- Develop the Long Creek Community Park.

- District Parks

  - Expand Hornets Nest Park. (priority #13).
  - Acquire a district park near Little Rock Road. (priority #13).
  - Acquire a district park at CMUD's Mt. Island Lake water intake. (priority #19).
  - Develop an expansion of Hornets Nest Park (priority #19).
  - Develop the district park near Little Rock Road (priority #20).
  - Develop the Mt. Island Lake water intake park.

- Neighborhood Parks

  - The need for and location of neighborhood parks will be determined through
    a) the area planning process.
    b) action by the City and County Parks and Recreation Departments.
    c) demand by the neighborhood.

    In the Northwest District we should acquire/develop the following:
    - expansion of Paw Creek School park.
    - a park between Wilson Jr. High and Tuckaseegee Elementary schools.
    - expansion of Firestone park.

- Golf Courses

  - Acquire a golf course for public use. Oakhills and Pawtuckett golf courses are candidates for purchase in this district (priority #12).

For many of the proposed acquisitions, no specific sites are proposed. There must be flexibility to deal with sites for sale at the time land becomes available.

Greenways

The Greenway Master Plan, as described in the general policy document, was adopted by the County in 1980. An update is scheduled in 1990. Purchase or acquisition of land through the development process has taken place for some of the greenways identified in the plan.

The greenways in the northwest included in the original master plan are:

- Gar Creek - north to Kerns Road.
- Long Creek - Gum Branch to I-77.
- McIntyre Creek just above Hornets Nest Park.
- Gum Branch - Long Creek to Valleydale Road.
- Paw Creek - generally above Little Rock Road.

The following drainageways are recommended to be added to the system. Others may be added during the master plan update.

- McIntyre Branch from Long Creek to Hornets Nest Park.
- Paw Creek downstream to Pawtuckett Golf Course.

SCHOOLS

Planning in advance for schools is important, particularly for an area targeted for a redirection of growth. Appropriate land for schools will become increasingly harder to find, and the cost of land will climb in the future. The Charlotte-Mecklenburg Board of Education is currently developing a county-wide master plan for schools. It will project need at least through the year 2005.

Presently, 6 elementary, 2 middle schools, and 1 high school exist in the northwest. Preliminarily, the Board's planners foresee the construction of 55 new elementary classrooms in the Northwest by 1995. These classrooms will be at existing schools. No additions to other schools are planned during that time frame. This is partly due to a statewide demographic trend of a decreasing number of high school age students over that time period. These projections will be periodically reviewed since the redirection of growth to this area may alter current trends.

Over the long run the school planners estimate the Northwest District will need nine additional elementary schools, four additional junior highs and two new high schools. General locations are shown on the proposed land use map for the district.

The relocation of some schools due to airport noise is an issue which will require further study. Should such a relocation occur, it could possibly be the catalyst for an "educational park" of several schools in one location. The N.C. 16/Mt. Holly-Huntersville Road DEA would be one logical site for schools.

The mistakes of the past should not be repeated with new schools. Negative noise impacts and hazardous sites should be avoided. Environmentally sensitive locations such as water supply watersheds are also not appropriate.

STREETSCAPES

Nothing effects the image of an area more than the appearance of its roadside areas. Locations which act as "gateways" are especially able to establish an image for an area. Railroad corridors should also be included as image makers. Unfortunately, because of the careless development pattern that has evolved in the older areas of the northwest, negative streetscape and gateway images prevail. Considerable opportunities exist, however, for creating more positive, appealing streetscapes. Where development is well established in the older areas of the district, the task of improving corridors will not be easy, however, it should be vehemently 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 narrowing. Ten years from now may be too late.

The general strategy of the Northwest District Plan 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 district, placing special emphasis on the major gateways. The general policy document identifies policies and implementation tools for streetscape improvements.

Corridors recommended for face-lifts in the older sections of the northwest are:

- Beatties Ford Road, a major radial highway and gateway to/from Charlotte/Northern Mecklenburg County; from Lakeview Road to I-85.

- N.C. 16, the largest arterial entering Central Charlotte from the district.

Other streets are obviously in need of change as well; however, narrowing the public agenda for streetscape projects will help the community focus its limited resources where the greatest impact can be made.

In the newly developing areas of the district where new roads will be built and existing ones widened, provisions for streetscape amenities should be a matter of course as development takes place along major and

minor thoroughfares. The streets that should have the leading priorities for capital expenditure for streetscape improvements are:

- Northwest Circumferential: Little Rock Road will be widened to form the southern end of the northwest circumferential, offering an opportunity for an attractive streetscape over the entire length of the circumferential, especially south of Tuckaseegee Road.

- Freedom Drive: Freedom Drive is another major radial arterial leading into the city. It will be widened in the relatively short term, offering another opportunity to create a pleasing streetscape.

- New Beatties Ford Road (Vance Road Extension) above Lakeview Drive: The long range realignment of Beatties Ford Road offers another opportunity to retain a pleasing streetscape with safe traffic flow.

Roads that should retain somewhat of a rural character include:

- Beatties Ford Road above Lakeview Road: This existing road will be left as a two-lane rural section and part of the historical route in the northwest. The rural character should be retained.

- Mt. Holly-Huntersville Road: Another rural road, Mt. Holly-Huntersville Road, will eventually be widened to four lanes. The widening should retain the rural character of the streetscape as much as possible. This could also include a lower speed for a more meandering type of alignment rather than a straightened high speed arterial.

ENVIRONMENTAL QUALITY

As the county becomes more and more urban, environmental quality is harder to maintain. Congested streets create air pollution, urban runoff pollutes the water, and hazardous materials become more of a threat. More noise is generated and vegetation is replaced by buildings and asphalt.

This district plan can assist in a comprehensive approach to mitigating environmental problems. An efficient land development pattern reduces traffic congestion, reduces noise impacts and reduces public expenditures, freeing additional funds for those improvements that increase livability. The provision of adequate parks and open space enhances the environmental quality of developing areas.

District Plan General Policies proposes a public policy that development not outpace the infrastructure necessary to support it. The County has also adopted interim measures to restrict development densities in the Mountain Island Lake watershed to protect the lake as a drinking water source. These measures not only protect the water

supply, they also protect the lake as a recreational and scenic resource.

The Northwest District Plan supports establishing permanent, effective measures for watershed management. A study is underway for determining the best means of protecting the Mountain Island Lake Watershed. Some of the alternatives being considered in the study are:

- To protect the water quality of Mt. Island Lake through restrictions on land use and development density in its watershed.

- To protect surface and ground water supplies through devices such as stream buffering requirements and strict compliance with ground absorption wastewater treatment system regulations.

- To consider advanced treatment capability at the McDowell Creek wastewater treatment plant.

- To preclude package treatment plants (including domestic) in the Mountain Island Lake watershed.

HISTORIC RESOURCES

The northwest is probably the richest district in the county in terms of historic resources. It is important to hold on to certain remnants of the past that future generations can appreciate. Several historic properties or structures have been identified in the northwest through a recent historic properties inventory for the county.

Sites which have already been designated as historical properties are:

Hopewell Presbyterian Church and Cemetery	Beatties Ford Road
Latta Place	Sample Road
Richard A. Rozelle House	N.C. 16 near Mt. Island Lake
St. Marks Episcopal Church	Mt. Holly-Huntersville Road
Holly Bend	Neck Road
Oak Lawn	McCoy Road
Rural Hill	Neck Road
R.M. Sample House	Mt. Holly-Huntersville Road

The number and quality of sites in the Northwest District and the Lemley Community to the north have resulted in a proposal for a historic tour route through part of the northwest. Envisioned is a route leaving I-77 at Gilead Road, turning onto Bud Henderson and then to Beatties Ford Road. Side trips on Neck Road and Sample Road would be included. The route would return to I-77 at Sunset Road. This plan contains elements which support this route with streetscape treatments, appropriate densities, and the encouragement of complementary architectural styles in new development along the route. Retaining a portion of Beatties Ford as a two-lane rural road also supports this concept.

The Historic Properties Commission is also pursuing preservation of historic sites by intensively developing a portion of a site and using the profits from that to purchase the entire site and preserve the historic resources of the undeveloped portion. Rezonings and innovative development needed to accomplish this objective should be supported.

The preservation of individual historic sites/properties should be aggressively sought in the development approval process. Private strategies similar to those employed with the Cedarfield Plantation development should be pursued, although purchase and sensitive development by a public or nonprofit organization is more likely to preserve open space in conjunction with historic structures. As recommended in the general policy plan, an historic preservation plan should be completed for the county which identifies priorities, tools for preservation, and funding mechanisms.

NEIGHBORHOOD CONSERVATION/REINVESTMENT AREAS

The City of Charlotte has adopted the policy that the most practical way to provide affordable housing is to conserve the existing housing stock. Housing rehabilitation is a major element of neighborhood conservation. When homes are maintained, their values stay high; they are less likely to be bought and converted to a more intense land use. A public investment in infrastructure is another element in conserving neighborhoods. Street, sidewalk, drainage and streetlight improvements are among the features that can aid in making neighborhoods more viable.

The Thomasboro-Hoskins and ABC Special Project Plans identified specific areas within the plans' boundaries for housing and neighborhood improvements. Two additional areas within the city limits should also be targeted for housing improvements and new housing opportunities such as those provided by the Habitat for Humanity program. The areas are:

- Nance Road
- Portions of Paw Creek Subdivision north of Moores Chapel Road

After review and study, the County Community Development Division has identified the following target areas in the northwest for conservation/reinvestment.

- Moores Chapel Road area: Public water and sewer have been extended to this area and housing conditions are generally good. No further action should be needed for some time.

- Neck Road at Johnson-Davis Road: Housing rehabilitation is needed here. Otherwise, the condition of this area could adversely affect new development. The provision of public water to this area should await normal development. Since the area is

recommended for a density of only 1 unit per acre, sewer may never be constructed.

- Old Plank Road area: (Includes Caldwell Williams Road): Public water and sewer services have been extended to most of this area. Some housing rehabilitation is needed.

CONCLUSION

The Northwest District has many opportunities and challenges ahead of it. This plan provides a realistic vision and direction for future development. It focuses first on establishing a balanced urban growth pattern. Opportunities for quality employment concentrations, commercial development, and a variety of housing options have been identified in the plan. The northwest will have attractive parks and greenways woven into the landscape as well.

Second, the district plan also provides a program for public infrastructure improvements to support the future land development pattern. it will be essential to secure funding or in some instances land through the development process or the capital improvements process. Without a strong commitment to phasing development to coincide with the necessary infrastructure, the Northwest District will likely suffer from the same symptoms of unplanned growth as has South Mecklenburg. With much of the northwest yet to be developed, the opportunity to provide a functional network of services is at hand.

Finally, in terms of creating a livable community that has a distinct identity, the plan outlines several specific strategies. The emphasis is on designing attractive streetscapes along thoroughfares and preserving historic resources which are plentiful in the northwest. Also, the environmental quality of Mountain Island Lake is focused upon, as is retaining the rural character is some parts of the district.

A study to analyze Mountain Island Lake watershed protection is underway. The land use recommendations currently in this plan should be considered tentative, awaiting the result of the study.

In conclusion, the Northwest District will be very different in the perhaps not too distant future. The changes can and will be positive if the commitment to quality is made. It will be important for the residents and property owners in the district to stay involved with the community and support the plan's policies as decisions are made in the future.

The major action steps that should be pursued as a follow up to this plan are listed below. These are in addition to those actions recommended on a community-wide basis in the general policies document.

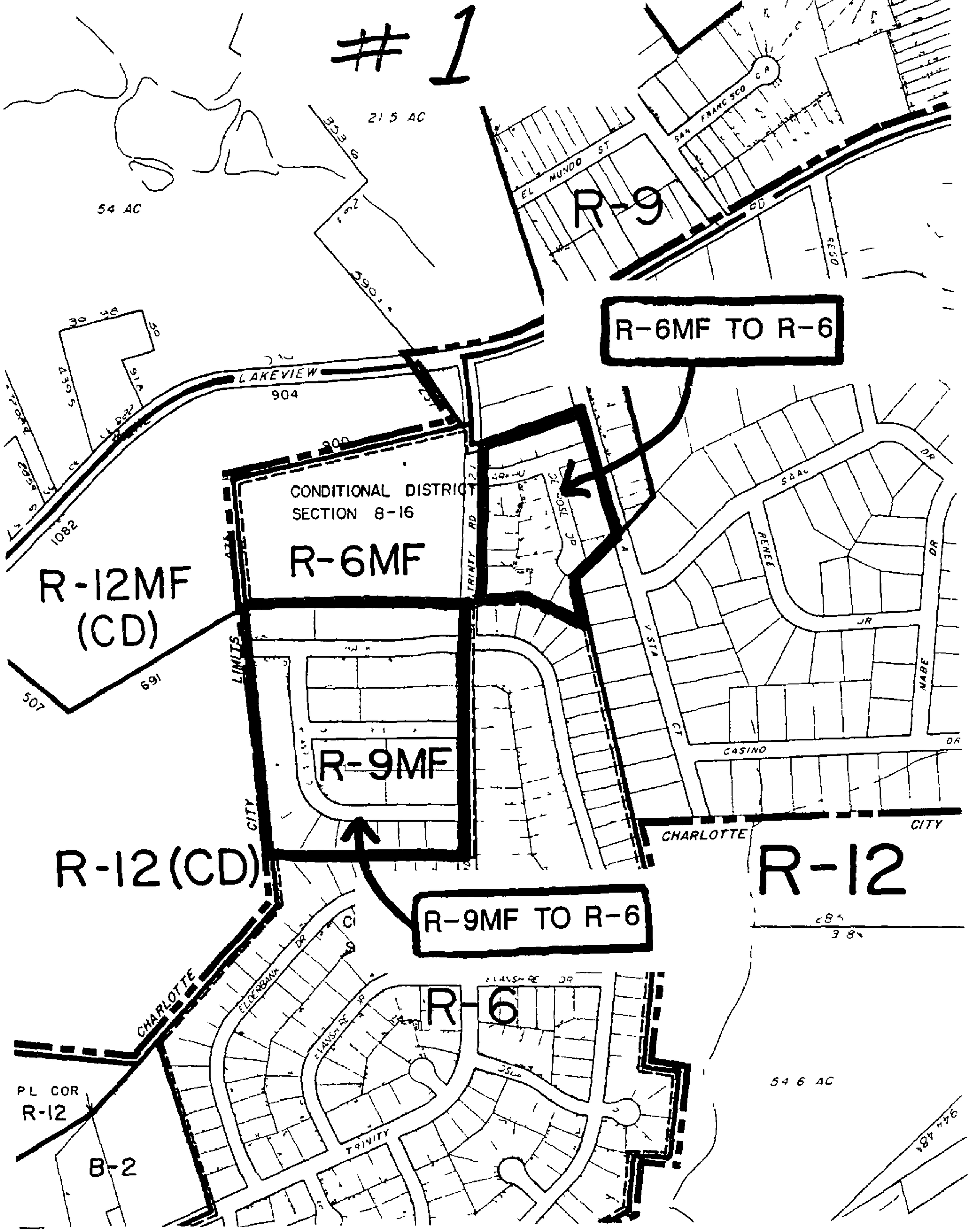
- Undertake recommended rezonings.
- Complete a Special Project Plan for the Mt. Holly Road corridor.
- Review proposed capital improvements for consistency with the district plan and other plans.
- Prepare streetscape plans for N.C. 16 and Beatties Ford Road.

- Include streetscape improvements with plans for improved or new roads.
- Complete analysis of watershed protection for Mt. Island Lake.
- Review future proposed rezonings for consistency with this plan.
- Consistently apply land use policies of plan.

Appendex 1

PROPOSED REZONINGS
NORTHWEST DISTRICT PLAN

● numbers relate to list in
Northwest District Plan document
(large scale rezonings are not included)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EL MUNDO ST
SAN FRANCISCO
R-9
R-6MF TO R-6
LAKEVIEW
904
CONDITIONAL DISTRICT
SECTION 8-16
R-6MF
R-12MF
(CD)
TRINITY RD
LIMITS
CITY
R-9MF
R-12(CD)
R-9MF TO R-6
CASINO
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R-12
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TRINITY
PL COR
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B-2
54 6 AC

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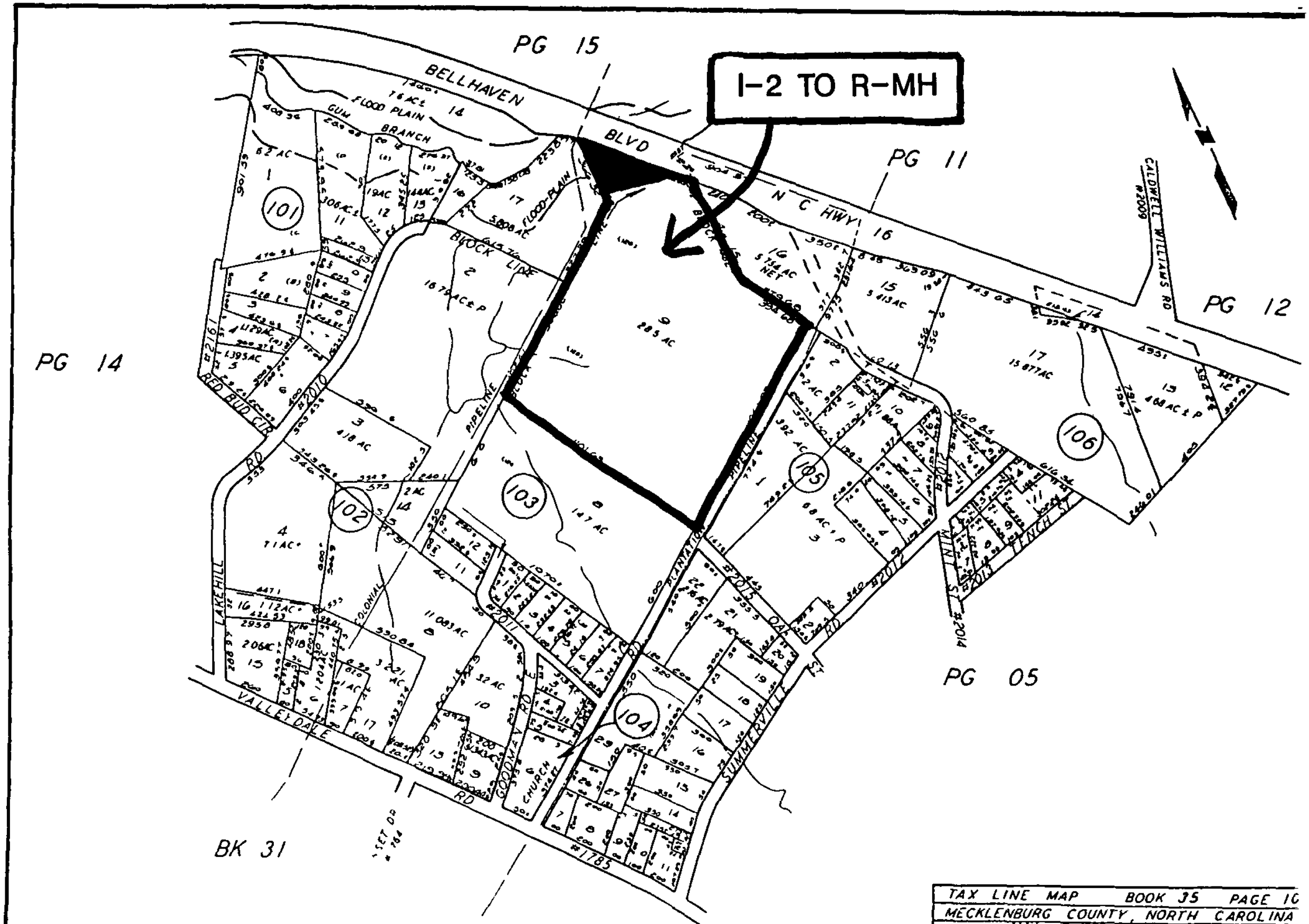

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REVISED	SCALE	1" = 400

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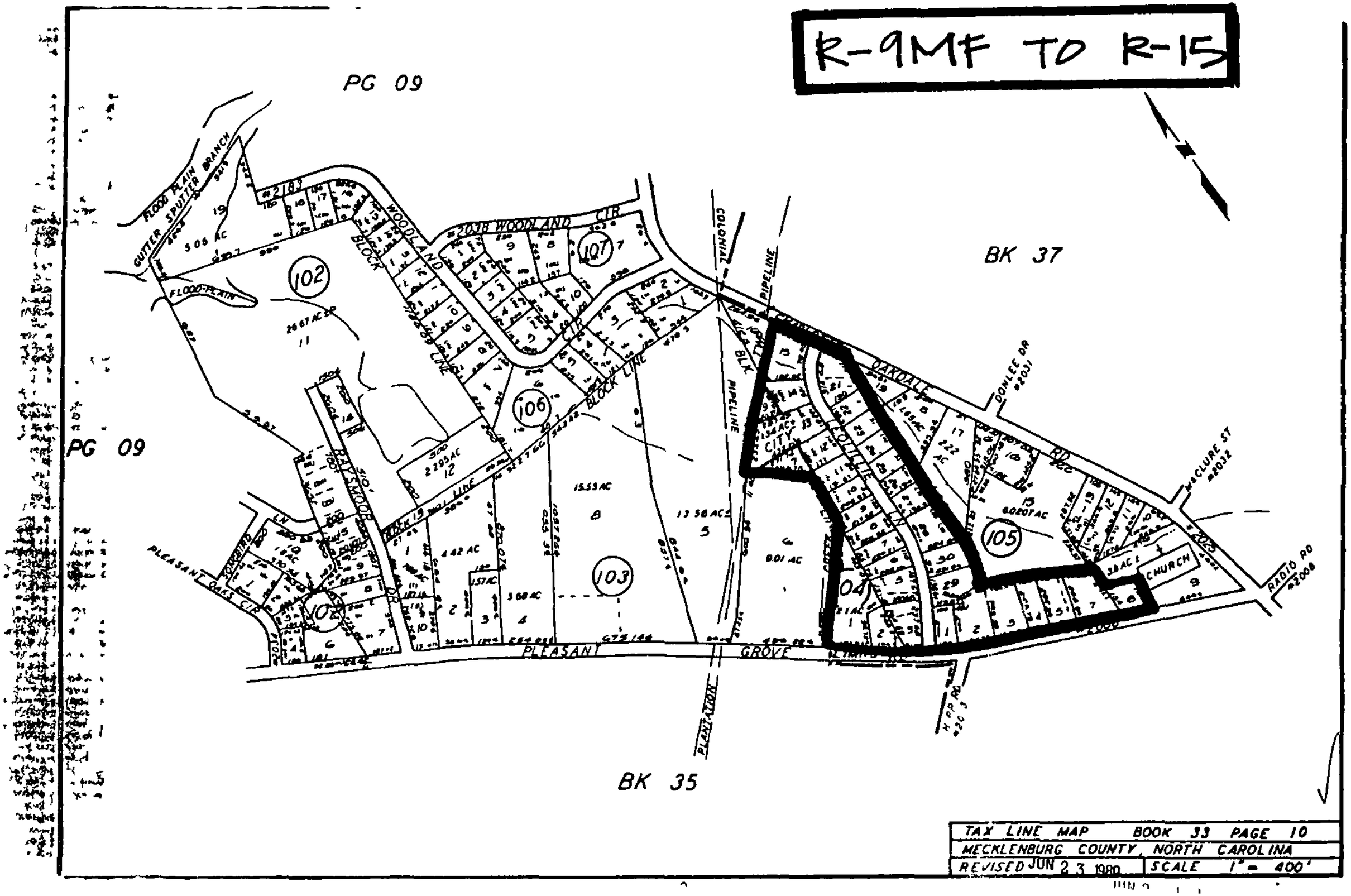

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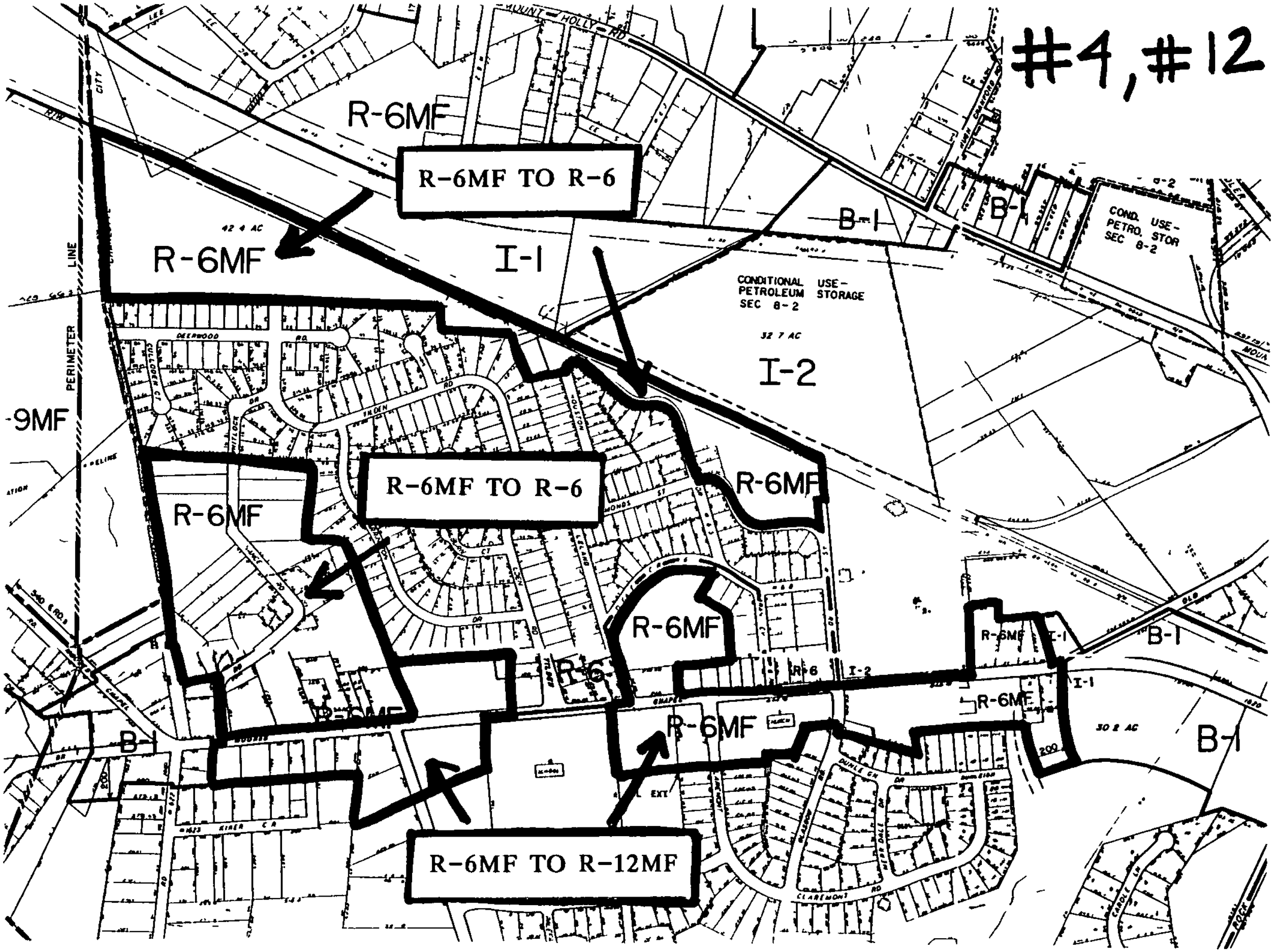
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R-6MF TO R-12MF
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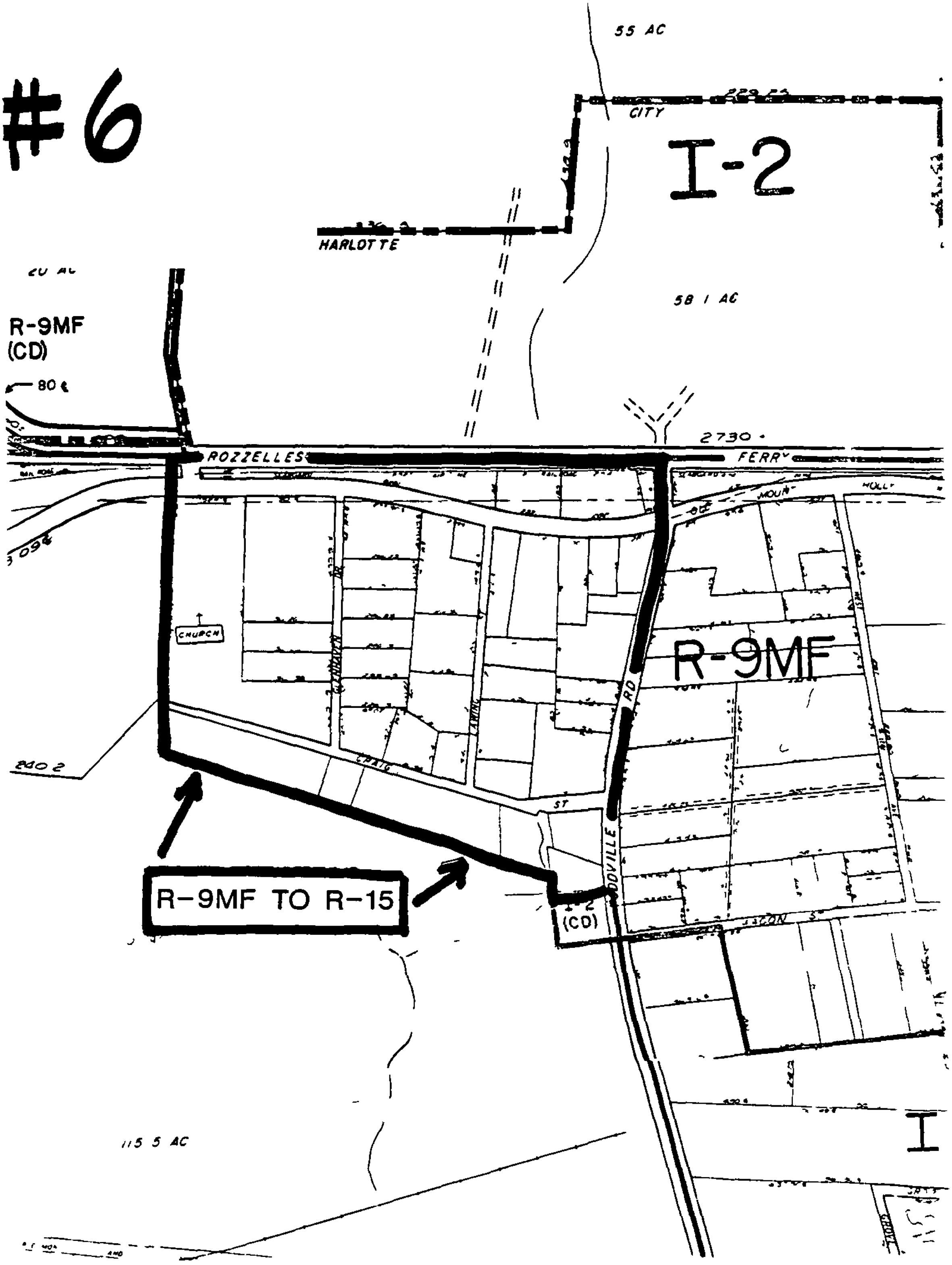
R-6MF
R-6MF
R-6MF
R-6
R-6
I-1
I-2
B-1
B-1
B-1
B-1
CONDITIONAL USE - PETROLEUM STORAGE SEC 8-2
COND. USE - PETRO. STOR SEC 8-2
42 4 AC
32 7 AC
30 2 AC
PERIMETER LINE
CITY
MOUNT HOLLY RD
DEERWOOD RD
TIDEN RD
HOUSTON
CHAPEL
CLAREMONT RD
DUNLE CH
CAROLE LN
ROCK

#6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CITY
I-2
HARLOTTE
58 1 AC
R-9MF
(CD)
80
2730
ROZZELLES
FERRY
CHURCH
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RD
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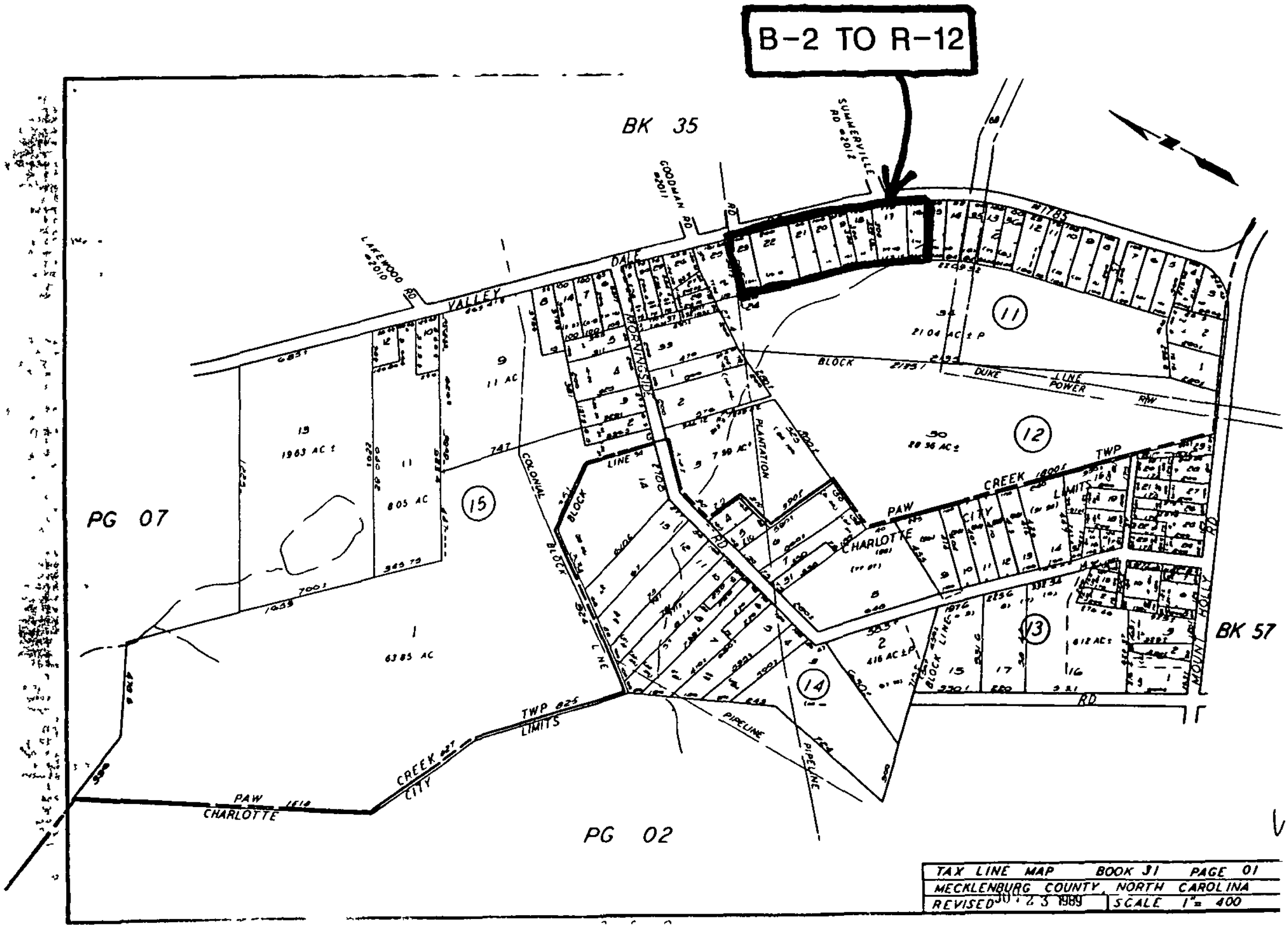
(CD)
R-9MF TO R-15
115 5 AC

#7


B-2 TO R-12
BK 35
PG 07
PG 02
BK 57
VALLEY
DALE
LAKEWOOD RD
GOODMAN RD
SUMMERVILLE RD
ROBINSWOOD
PLANTATION
COLONIAL
BLOCK
LINE
CHARLOTTE
PAW
CREEK
TWP
LIMITS
CITY
PIPELINE
DUKE POWER
MOUNT HOLLY RD
RD
11
12
13
14
15
9
1963 AC ±
805 AC
6385 AC
2104 AC ± P
2836 AC ±
416 AC ± P
TAX LINE MAP BOOK 31 PAGE 01
MECKLENBURG COUNTY, NORTH CAROLINA
REVISED 30 · 23 1989
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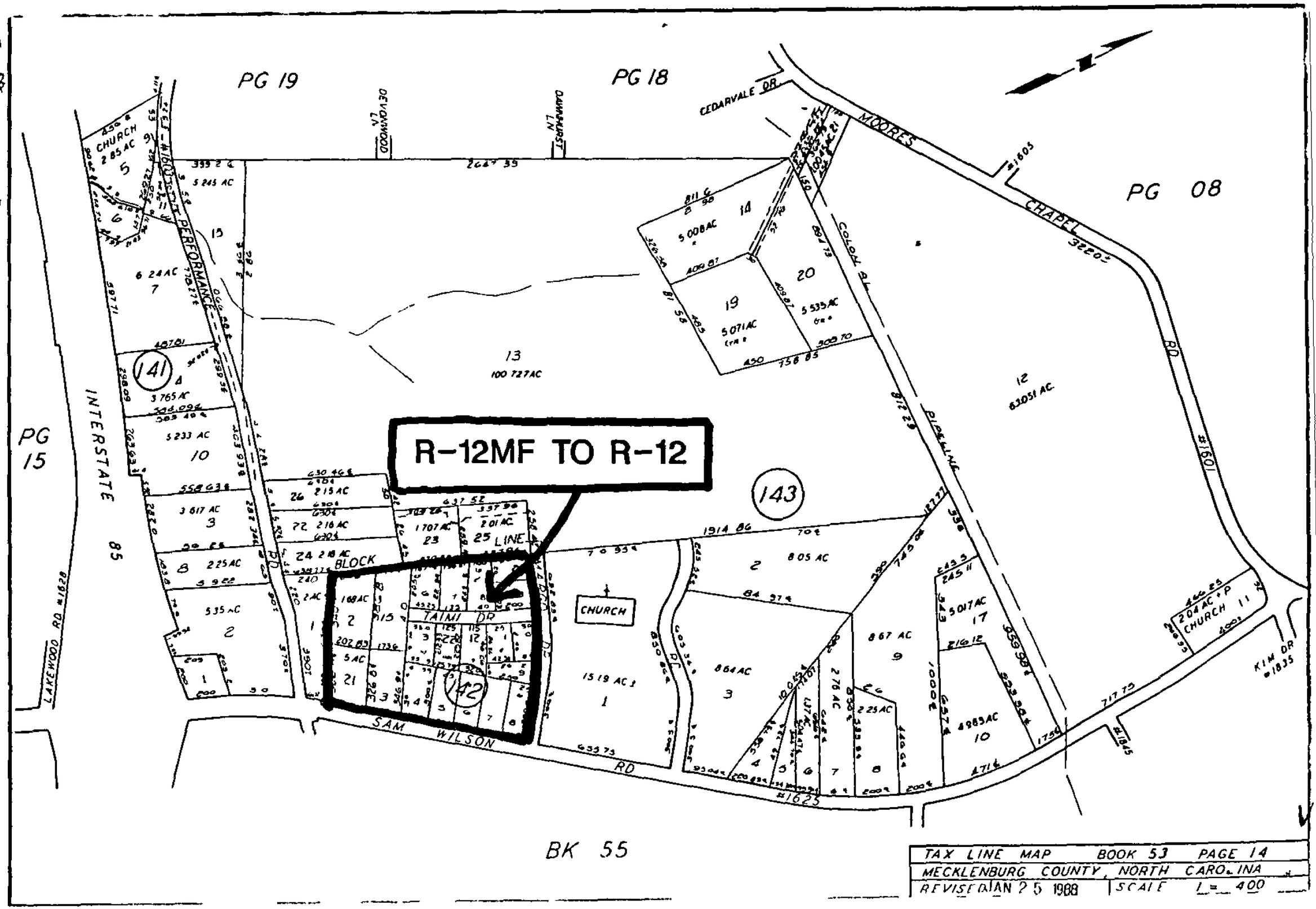

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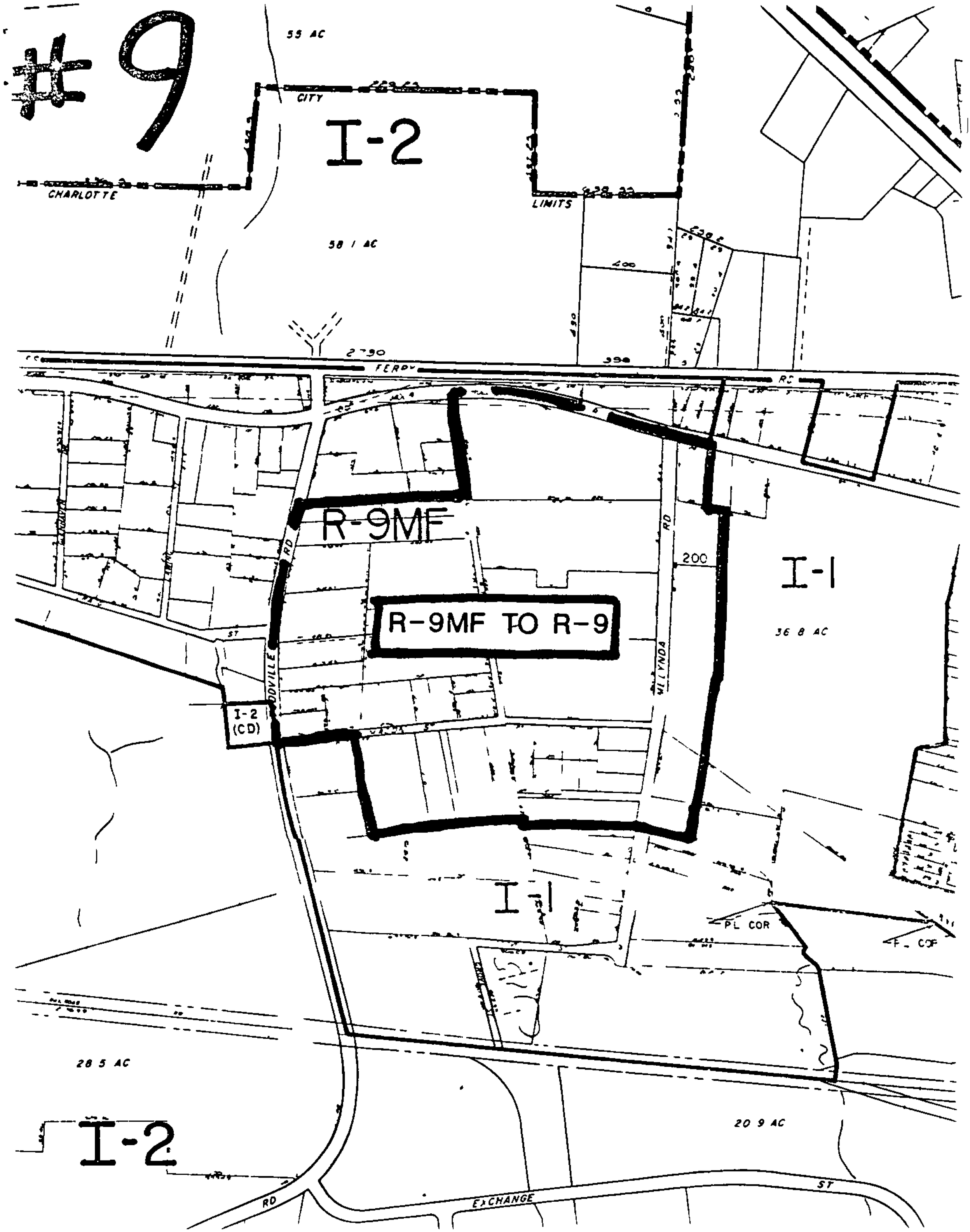
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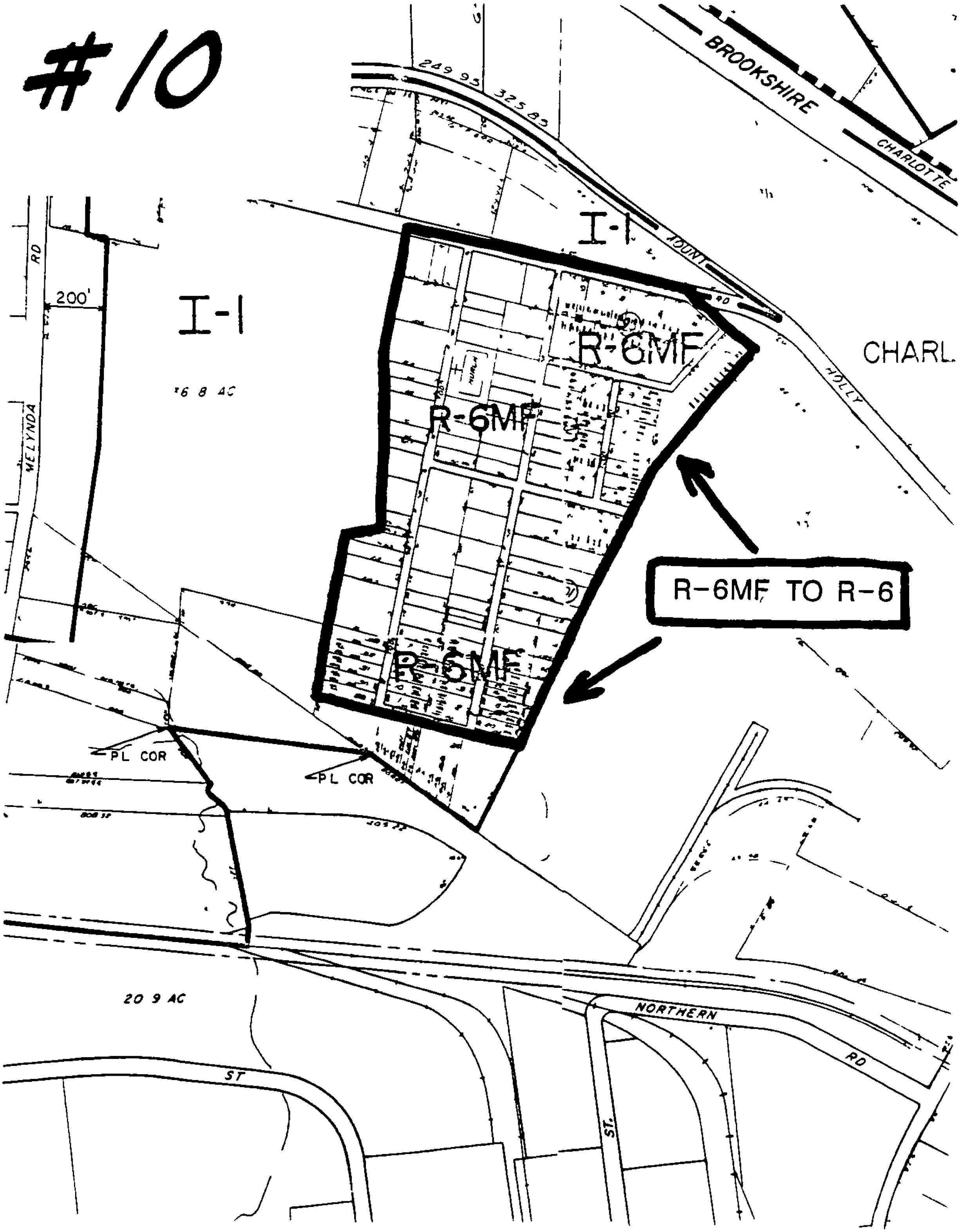
55 AC
CITY
I-2
CHARLOTTE
LIMITS
58 1 AC
400
490
2790
398
FERRY
RD
R-9MF
RD
200
I-1
36 8 AC
R-9MF TO R-9
ST
DDVILLE
MILYNDA
I-2
(CD)
I-1
PL COR
28 5 AC
20 9 AC
I-2
RD
EXCHANGE
ST

#10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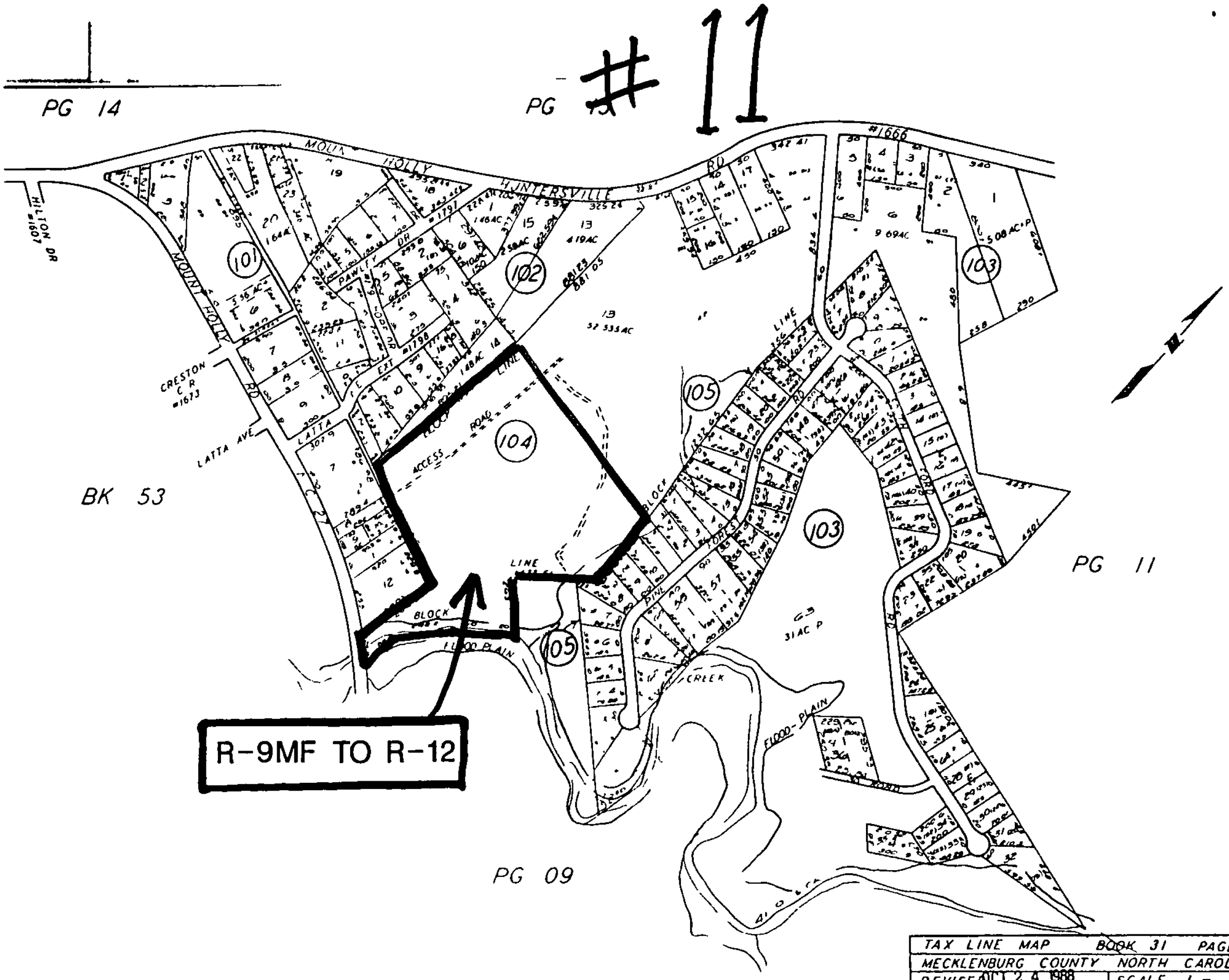
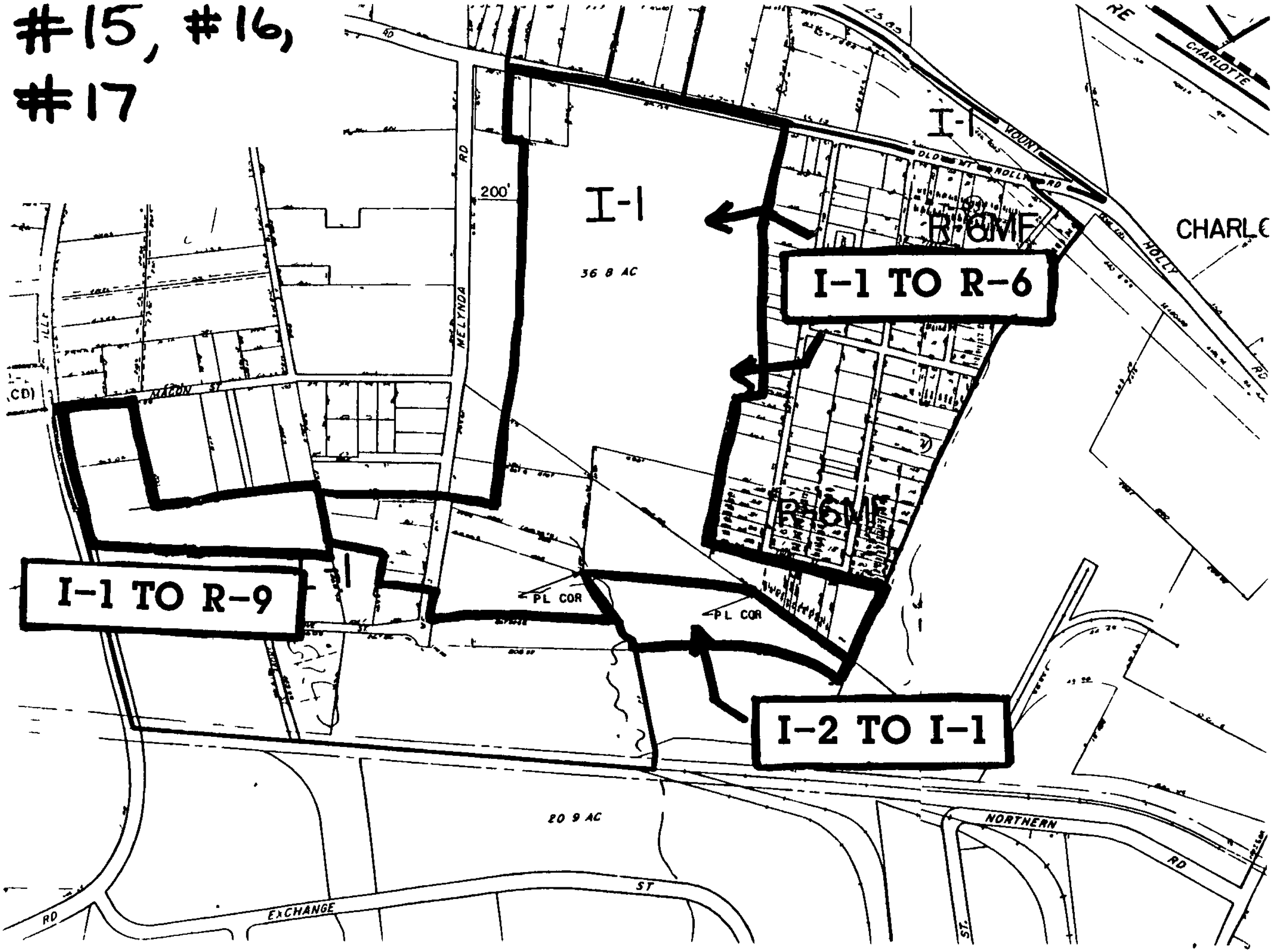
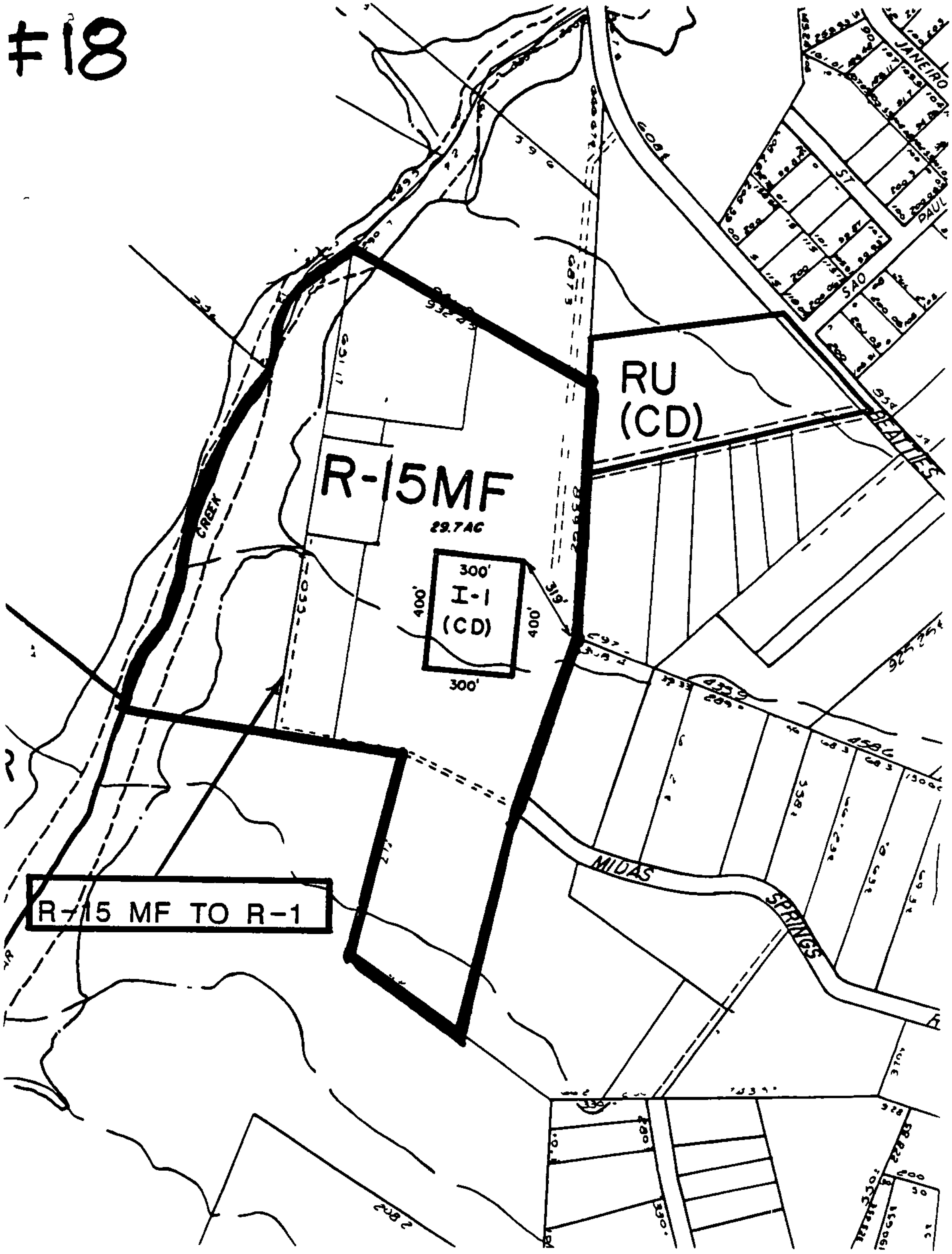
CHARLOTTE
249 95
325 83
I-1
MOUNT
RD
R-6MF
CHARL.
HOLLY
R-6MF
R-6MF
R-6MF
R-6MF TO R-6
RD
200'
MELYNDA
I-1
16 8 AC
PL COR
PL COR
20 9 AC
NORTHERN
RD
ST
ST.


#11
PG 14
PG 15
PG 11
PG 09
BK 53
MOUNT HOLLY HUNTERSVILLE RD
#1666
HILTON DR #1607
MOUNT HOLLY RD
CRESTON CR #1673
LATTA AVE
LATTA RD
PAWLEY LOOP DR
ACCESS ROAD
BLOCK LINE
FLOOD PLAIN
CREEK
PINE FORK RD
101
102
103
104
105
R-9MF TO R-12
TAX LINE MAP BOOK 31 PAGE 10
MECKLENBURG COUNTY NORTH CAROLINA
REVISED OCT 2 4 1988
SCALE 1 = 400'

#15, #16, #17


I-1 TO R-6
I-1 TO R-9
I-2 TO I-1
I-1
I-1
R-6MF
R-6MF
200'
36 8 AC
20 9 AC
PL COR
PL COR
MELYNDA RD
MACON ST
OLD MT HOLLY RD
HOLLY RD
CHARLOTTE
NORTHERN RD
EXCHANGE ST
RD
ST.

#18


JANEIRO
ST
SAO
PAUL
RU
(CD)
BEATTIES
R-15MF
29.7AC
300'
400'
I-1
(CD)
400'
300'
319'
CREEK
MIDAS
SPRINGS
R-15 MF TO R-1