AGENDA

Meeting Type:	S
Date:	07-12-1990
SUBJECT	Joint City & County Northwest District Plan

City of Charlotte, City Clerk's Office

N/W Dist. Plan Hearing

7/12/90 6:00 pm

Mayer	absent	Du Pury	absent
Campbell		Andrews	✓
Clodfelter	✓	Autry	✓
Hammond	✓	Blackwood	
McCrory	✓	Kiser	✓
Magnum	✓	Lockwood	✓
Martin	✓	Walton	✓
Mathews	✓		
Patterson	absent		
Scarborough	✓		
Vinroot	✓		
Whitley	✓		

Hammond presiding
(days introduced)

Hammond 7/24/90 Rm 267
decision

Larry Phillips

Don Howard

Hammond

Russell Swartz — # 18

Hammond

Bailey Patrick — Sandos

Freda Bryant

Mary McDaniel — the Plan

Barbara Webster — watershed

Mangum

Martin — visible 100' buffer

Webster

Claude Houston

Hammond

Houston

Howard

Martin — edge of Hyde Park

Stephanie Watson

Hammond — page 15 & 16

Watson

Hammond

Watson

Hammond

Brian Schick ? — — — ins'l policy
— — — — — 957 ins'l from County
— — — — — — — — — from Chandler —
— Matthews — — — — — — —
— Schick — — — — — — — —
— Matthews — — — — — —
— Schick — — — — — — —
Matthews — — — — —
Schick — — — — — —
Matthews — — — — — —
Hammond — — —
Dave Howard — — Fleming
Andrews — — County Clerk.
Howard — — — —
Marvin Bethune — page 36
Bob Ashmore — — —
Hammond — — — —
Howard — — —
Hammond — — —
Howard — — —
Vinroot — — — — — — —
Martin — — — — —
V C Stone Old Mt Holly Rd I-1

Howard
Mc Crory — time ?
Howard
Stephen Atkins
Matthews
Howard — vacant / Remoteness
— — — —

Hammond
Bob White — have teeth /cost/
Autry
Jeff Speckle — airport
Howard
Douglas W. Grant
Hammond
McCrory
Grant — marshland
Hammond
Grant
Martin
Jan Bancom
Mary Lynn Bugge — improve mental image
— Rep Manderton
Hwy 16
Vinrot
Bugge
Hammond
Mangum
Martin / McCrory — close hrg
& adjourn 7:30 pm

PUBLIC MEETING SPEAKERS SHEET

Charlotte—Mecklenburg Planning Commission

purpose : NORTHWEST DISTRICT PLAN.
date : 7-12-90
location : GOVERNMENT CENTER.

name	address	phone
✓LARRY PHILLIPS	BOX 16143	394-5267
✓RUSSELL SWARTZ	CHARLOTTE, N.C.	377-2500
✓FRED E. BRYANT	1850 E. 7TH ST.	333-1680
✓BAILEY ADRICK	BAXTER ST.	372-1120
✓Mary McDaniel	13106 Allison Ferry Rd Huntersville 28078	875-2172
Bill Jones passed	Rt 9 Box 162 Charlotte	392-7675
Louise Parker passed	RT 14 Box 566-X Charlotte	349-3801
✓BARBARA WEBSTER	1841 KENWOOD AVE 28205	331-2014
✓Claude B Harris	5811 3rd St. 28208	
✓BRIAN SCHICK	1529 E WORTHINGTON	378-1353
✓Stephanie Watson	2621 Miranda Rd 28216	393-1918
Ruth Thomas passed	421 Peace St High Point NC 27262	919 882-4877
✓Marvin Bethune	Charlotte NC	377-1634
✓BOB ASHMORE	9407 POINT O' WOODS DR.	596 1499
Bobby Baucom passed	533 Melynda Rd 1	394-7255
✓V L STONE	Weathorstone Farm Cerrale VA	804-685-3128
✓Stanley Adkins	Greensboro, N.C.	919-370-1565

PUBLIC MEETING SPEAKERS SHEET

Charlotte–Mecklenburg Planning Commission

purpose : _____

date : _____

location : _____

name	address	phone
✓ Jerry Roberts	2300 Winthrop Ave Charlotte	527-4243

PUBLIC MEETING SPEAKERS SHEET

Charlotte–Mecklenburg Planning Commission

purpose : NORTHWEST DISTRICT PLAN.
date : 7-12-90
location : GOVERNMENT CENTER.

name	address	phone
✓ Bob White	13828 Beatties Ford Rd	875-2177
DIANE BROCK	501 TODDVILLE RD	391-2228
JEFF ZECKEL	1934 DOVE DR	399-1087
JEAN BAUCOM	533 MELYNDA RD	392-2202
MARY LYNN BUGGE	665 BELMORROW DR	393-0553
MRS JOSEPH GRAHAM	500 W TODD ST 28208	—
DOUGLAS W GRANT	525 TODDVILLE RD	

DOUG ' CLEAN UP - SHOP - DETALING'
525 TODDVILLE RD
CHARLOTTE,NC 2821 4

'TO THE MECKLENBURG PLANNING COMMISSION AND THE COMMISIONERS OF THE BOARD.

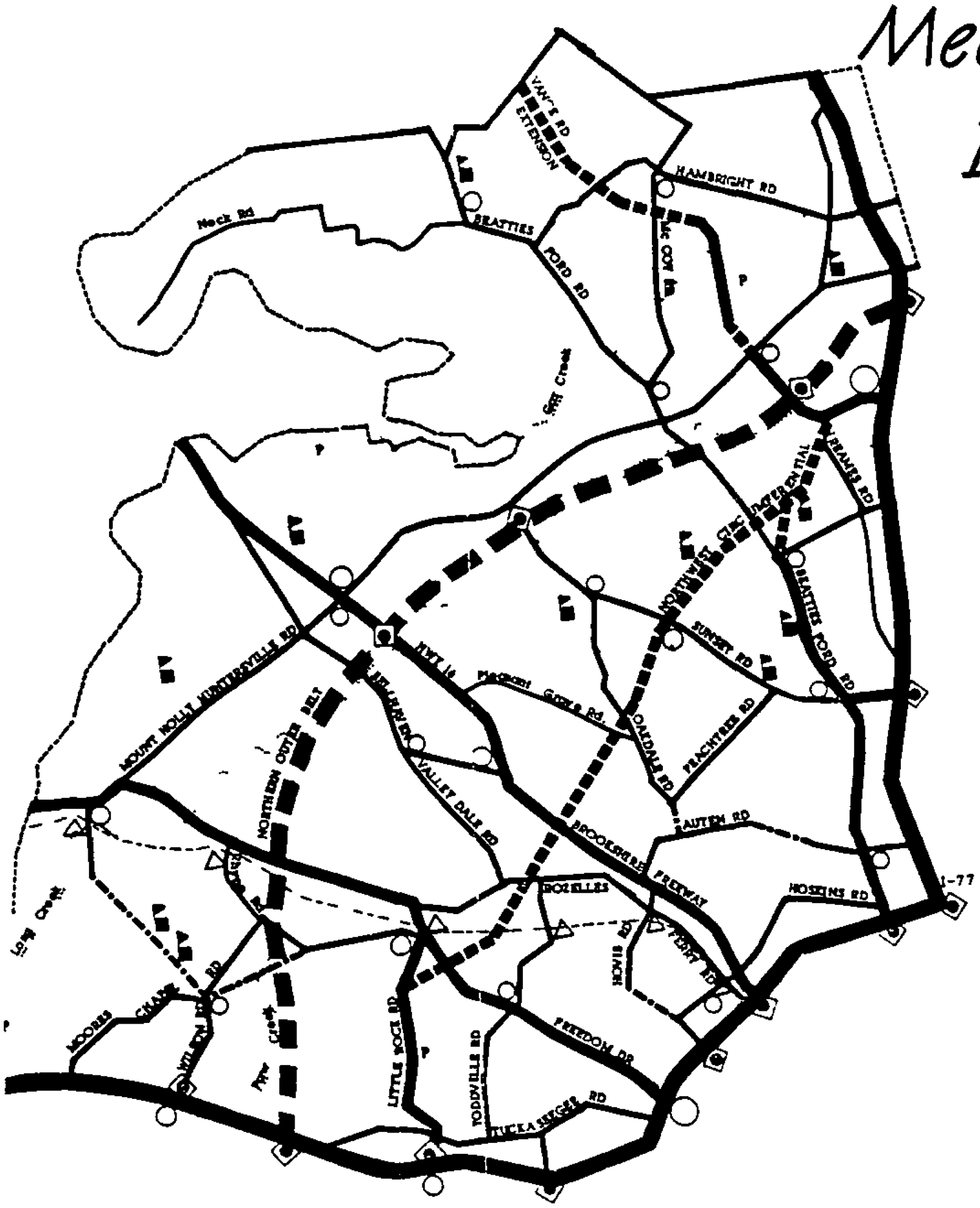
I WOULD LIKE THE BOARD TO TAKE ANOTHER LOOK AT THIS PROPERTY,I FEEL BECAUSE THAT BY CHANGING MY PROPERTY FROM I-1 TO R-9 BECAUSE I HAVE BEEN HERE FOR MANY YEARS.I USE PART OF THE DWELING FOR OFFICE FILES AND THE BACK OF MY PROPERTY FOR MY BUILDING AND MATERIALS.
I DON'T SEE WHY THE PLANNING COMMISSION WANTS TO CHANGE MY PROPERTY FROM I-1 TO R-9.I DID NOT FUSS OR CAUSE ANY PROBLEMS WHEN MY NEIGHBOR AT 609 TODDVILLE RD DECIDED TO BUILD HIS BUSSINESS NEXT TO MY BEDROOM WINDOW. I FELL THAT THE HOUSE ON THE OTHER SIDE OF THE BUSSINESS IS A I-1.AND THER IS A FAMILY LIVING THERE.
I DON'T FORSEE THAT CHANGING MY PROPERTY FROM I-1 TO R-9.
I HAVE A SMALL BUSSINESS AND BEFORE YOU DECIDE THINGS ABOUT THIS I ALSO HAVE DUKE POWER WAREHOUSE,AND THEY HAVE BIG TRUCKS AND FORKLIFTS WORKING 1,2,AND 3RD SHIFTS. AND I HAVE BIG TRUCKS THAT SIT IN FRONT OF MY HOUSE PULLING IN AND OUT DAY AND NIGHT. DERITA MACHINE SHOP AND MY SHOP ARE SO CLOSE,SIDE BY SIDE THAT I FELL THE ZONE SHOULD BE LEFT THE SAME I-1 AND NOT CHANGED.
ALL I ASK IS TO LEAVE ME AT I-1
I DON'T FELL BY CHANGING MY PROPERTY THAT YOU ARE HELPING ME ANY.IF MINE IS CHANGED I FELL YOU SHOULD CHANGE THE PROPERTY NEXT TO ME ALSO,609 TODDVILLE RD.

SINCERLY PROPERTY OWNER,

Douglas W. Grant

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

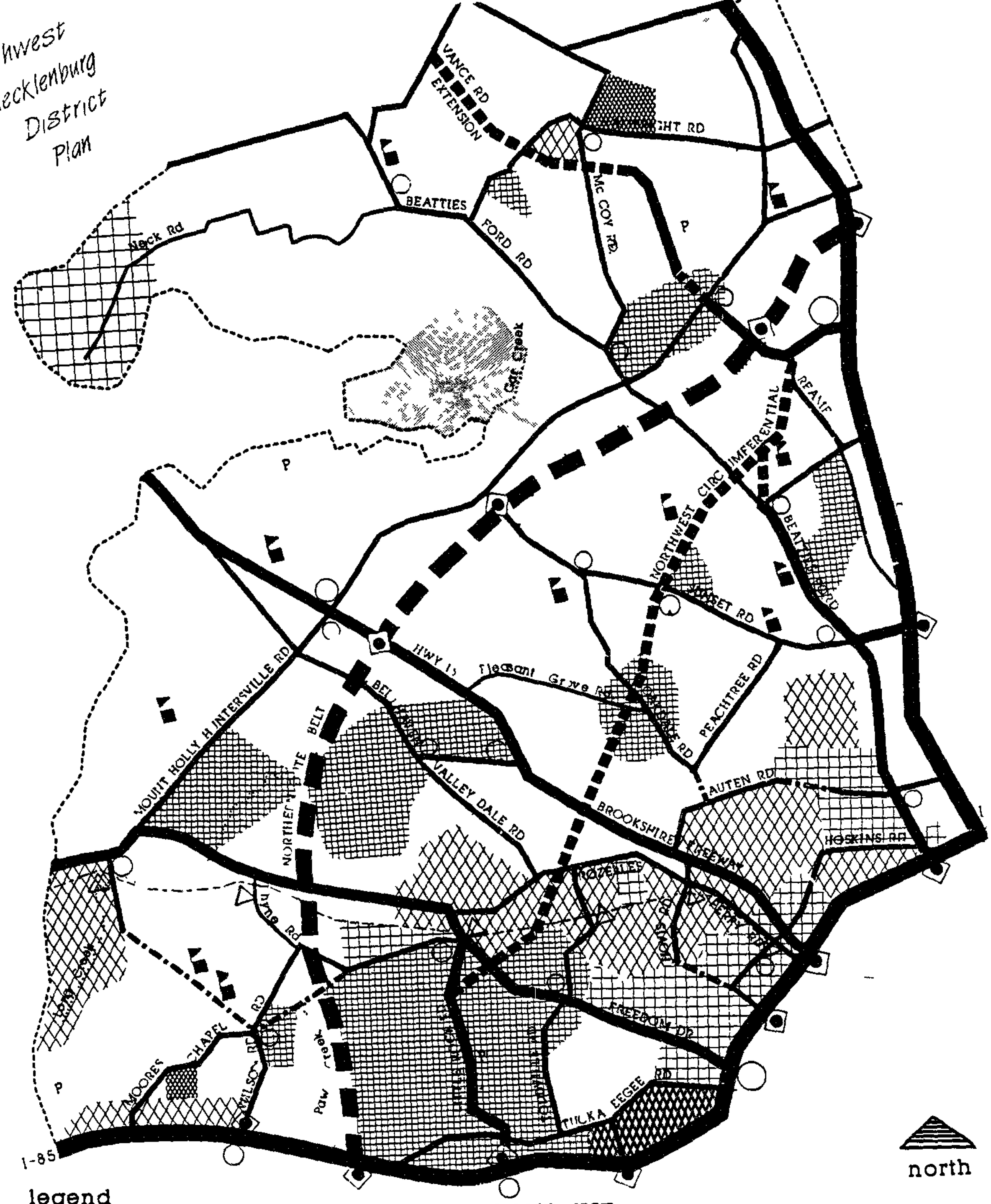
The following are brief descriptions of the developed and developing areas of the district. The map on page 4 depicts the existing development pattern.

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



legend

EXISTING GENERAL LAND USE

- rural/vacant
- low density residential
- medium density residential
- industrial
- business park
- commercial/office
- mobile homes
- park
- water fowl refuge

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.

o 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					9,400,000 in bonds
*(I-85 TO CAPPS HILL MINE)		0/100	1 1	MAJOR	0-5	approved 11/3/87
(CAPPS HILL MINE TO SUNSET)		5/95	1.2	MAJOR	6-10	10,000,000
(SUNSET TO NW CIRCUMFERENTIAL)		5/95	1.5	MAJOR	11-20	15,000,000
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	PUBLIC	MILES	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.

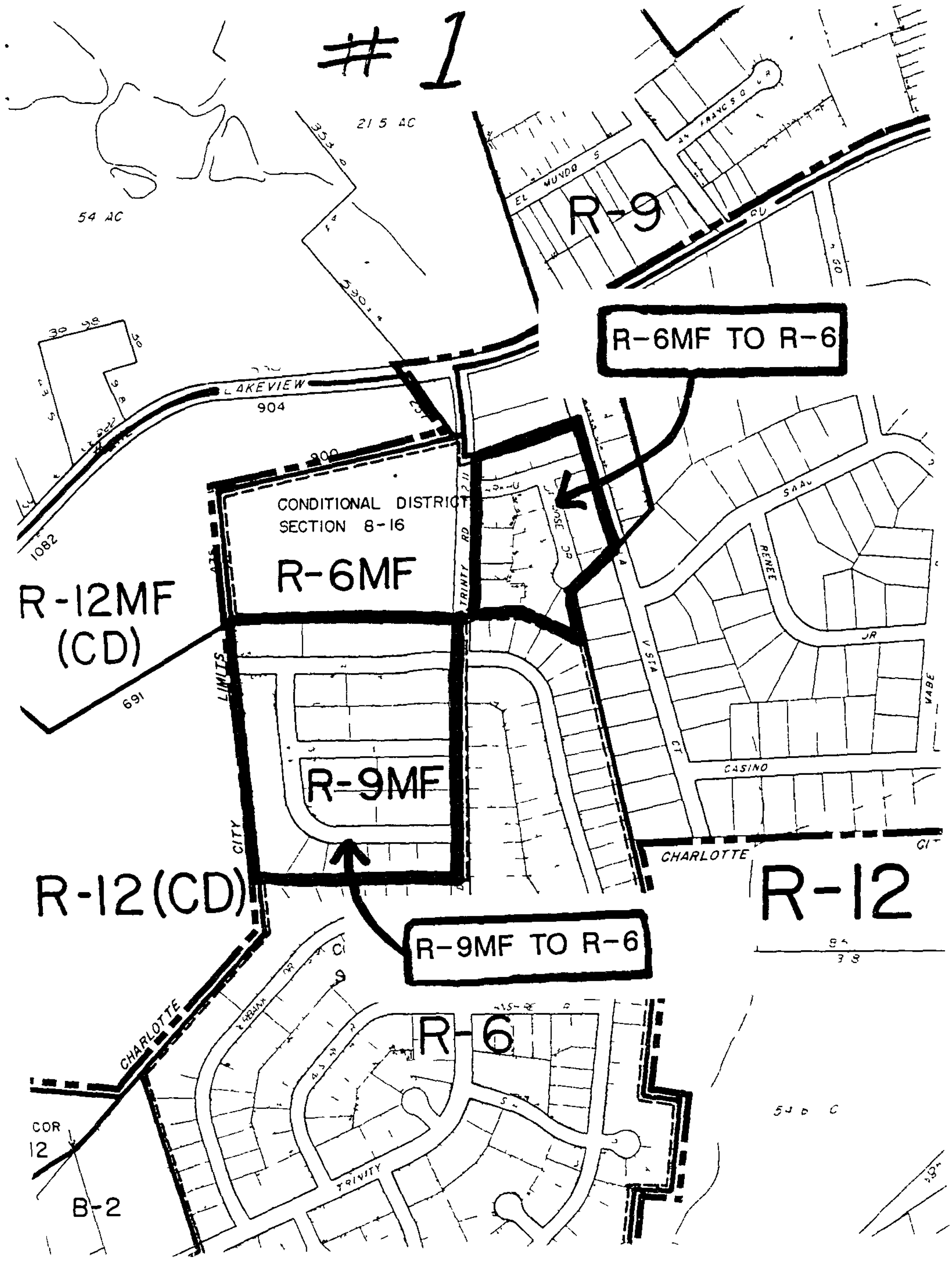
- Undertake recommended rezonings.
- Complete a Special Project Plan for the Mt. Holly Road corridor.
- Review proposed capital improvements for consistency with the district plan and other plans.
- Prepare streetscape plans for N.C. 16 and Beatties Ford Road.

- 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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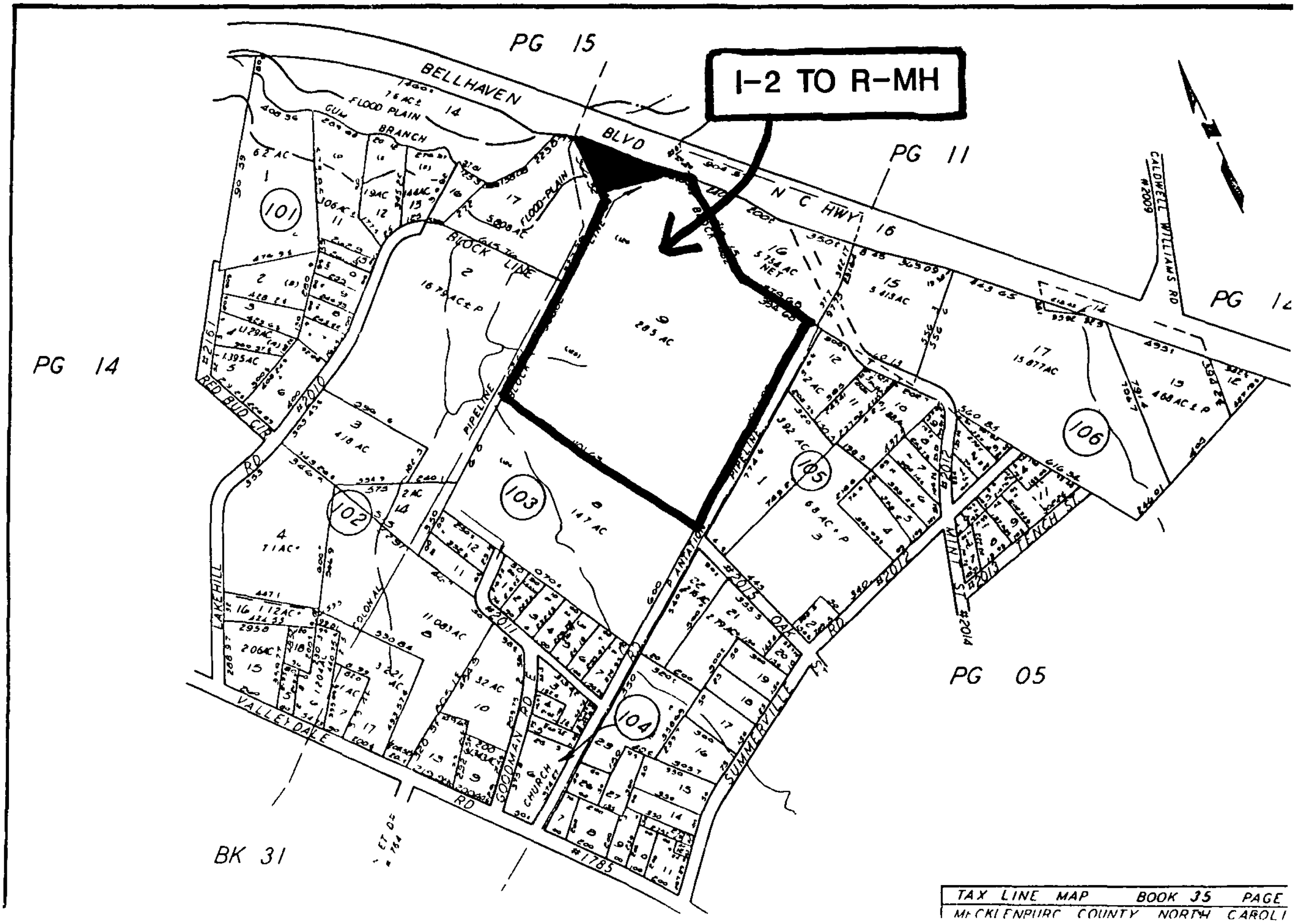
R-6MF TO R-6
LAKEVIEW
904
900
CONDITIONAL DISTRICT
SECTION 8-16
R-6MF
R-12MF
(CD)
1082
691
LIMITS
CITY
R-9MF
R-12(CD)
R-9MF TO R-6
CHARLOTTE
R-12
R-6
TRINITY
CASINO
B-2

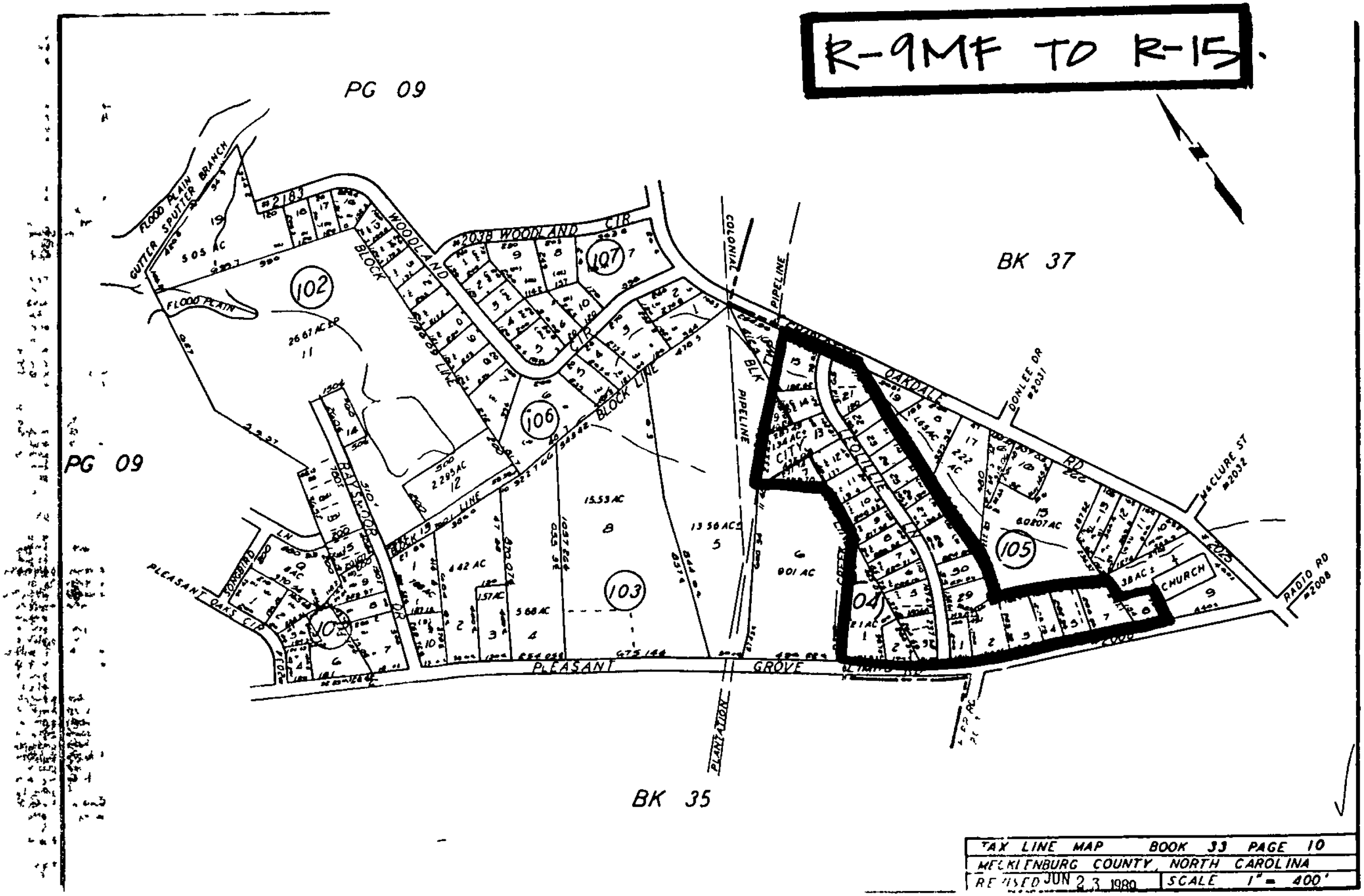
#2



TAX LINE MAP	BOOK 35	PAGE
MECKLENBURG COUNTY	NORTH CAROLI	

#3

R-9MF TO R-15



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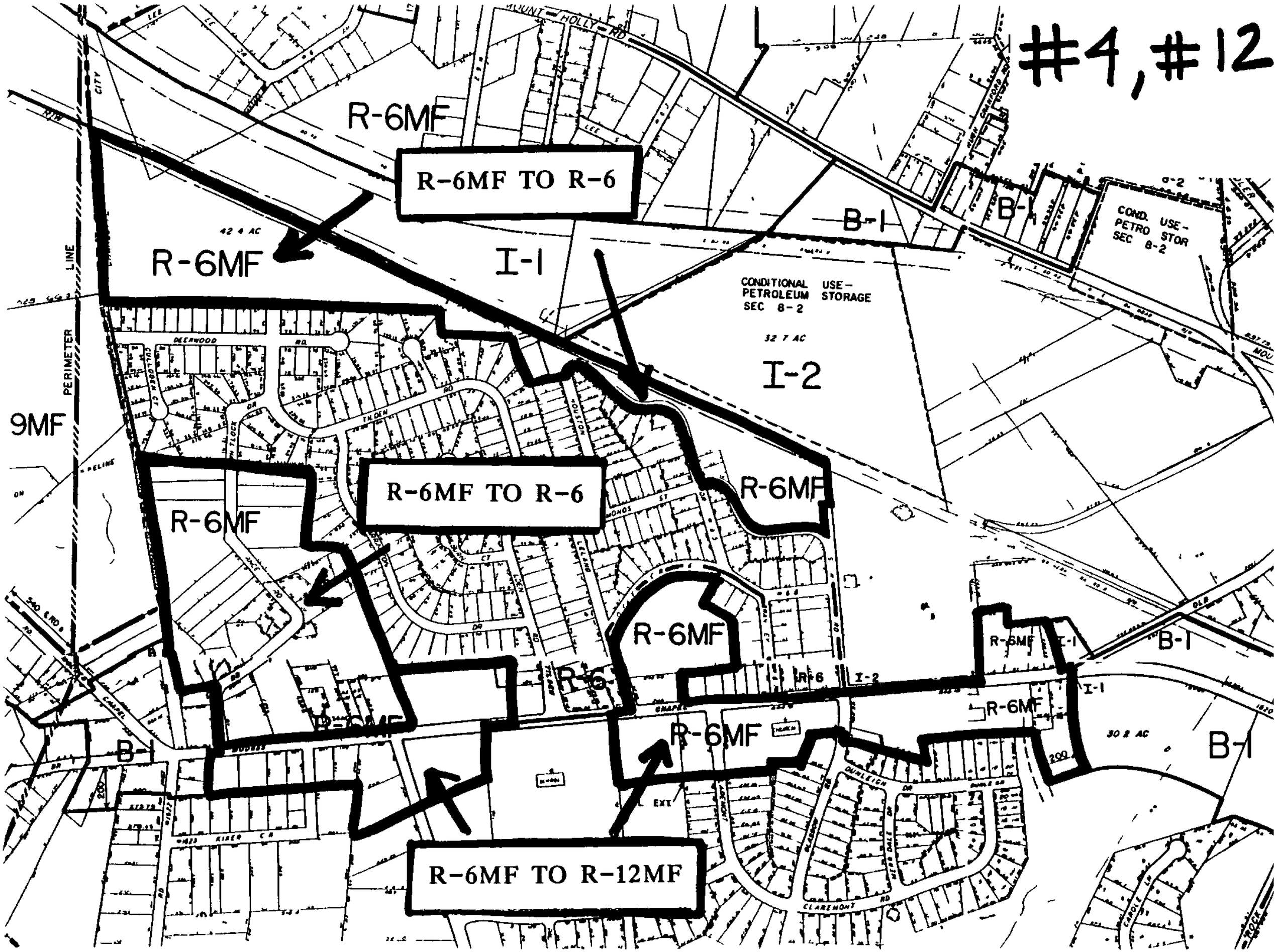
REVISED JUN 23 1980 SCALE 1" = 400'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R-6MF TO R-6
R-6MF TO R-12MF
R-6MF
R-6MF
R-6MF
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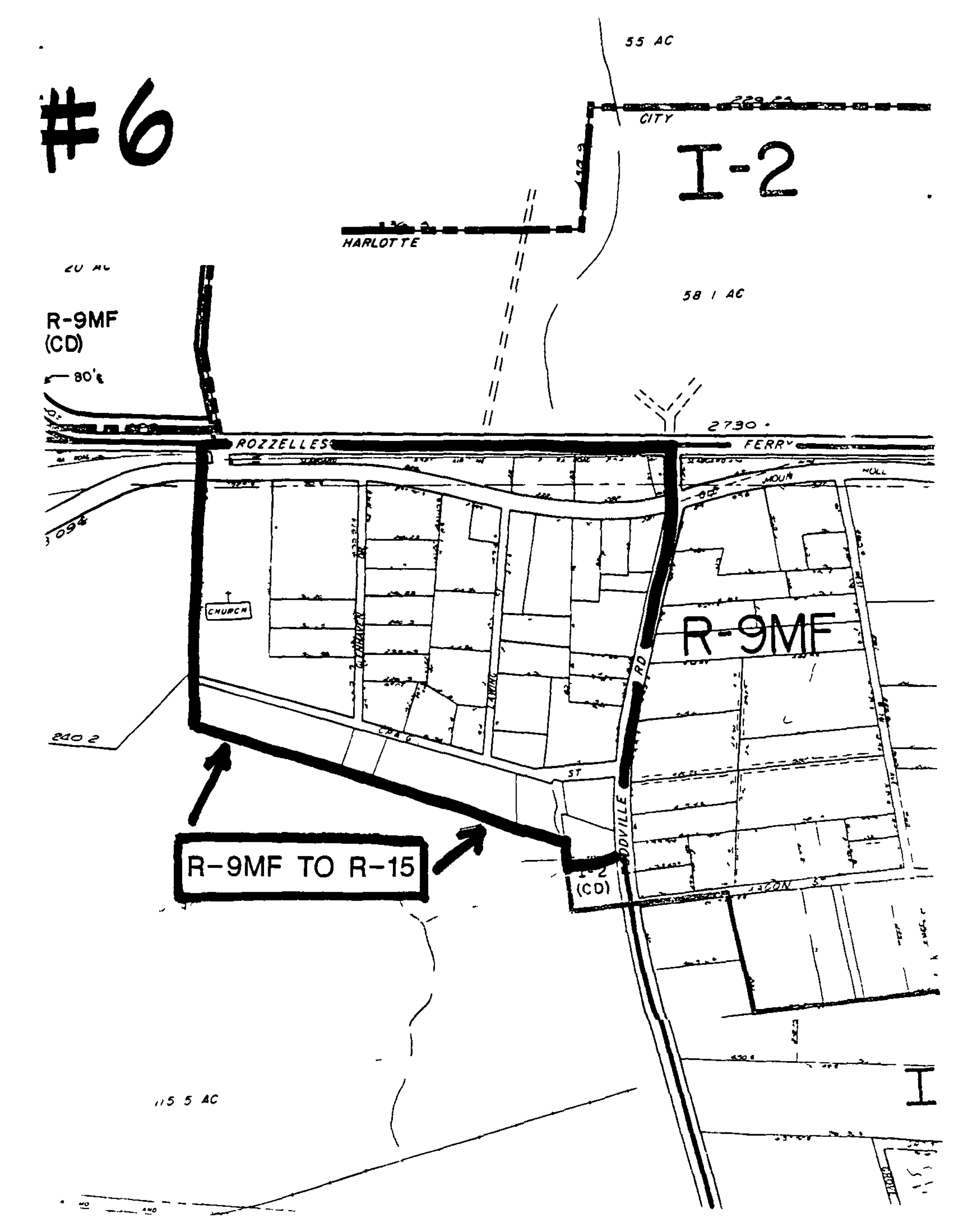
R-6MF
R-6MF
R-6MF
R-6MF
R-6MF
I-1
I-2
B-1
B-1
B-1
B-1
9MF
CONDITIONAL USE - PETROLEUM STORAGE SEC 8-2
COND. USE - PETRO STOR SEC 8-2
42.4 AC
32.7 AC
30.2 AC
PERIMETER LINE
CITY
MOUNT HOLLY RD
DEERWOOD RD
THOEN RD
HOUSTON
MONDS ST
CHAPEL
DUNLEIGH DR
CLAREMONT RD
CAROLE LN
CANAL
MILL RIVER CR
EXT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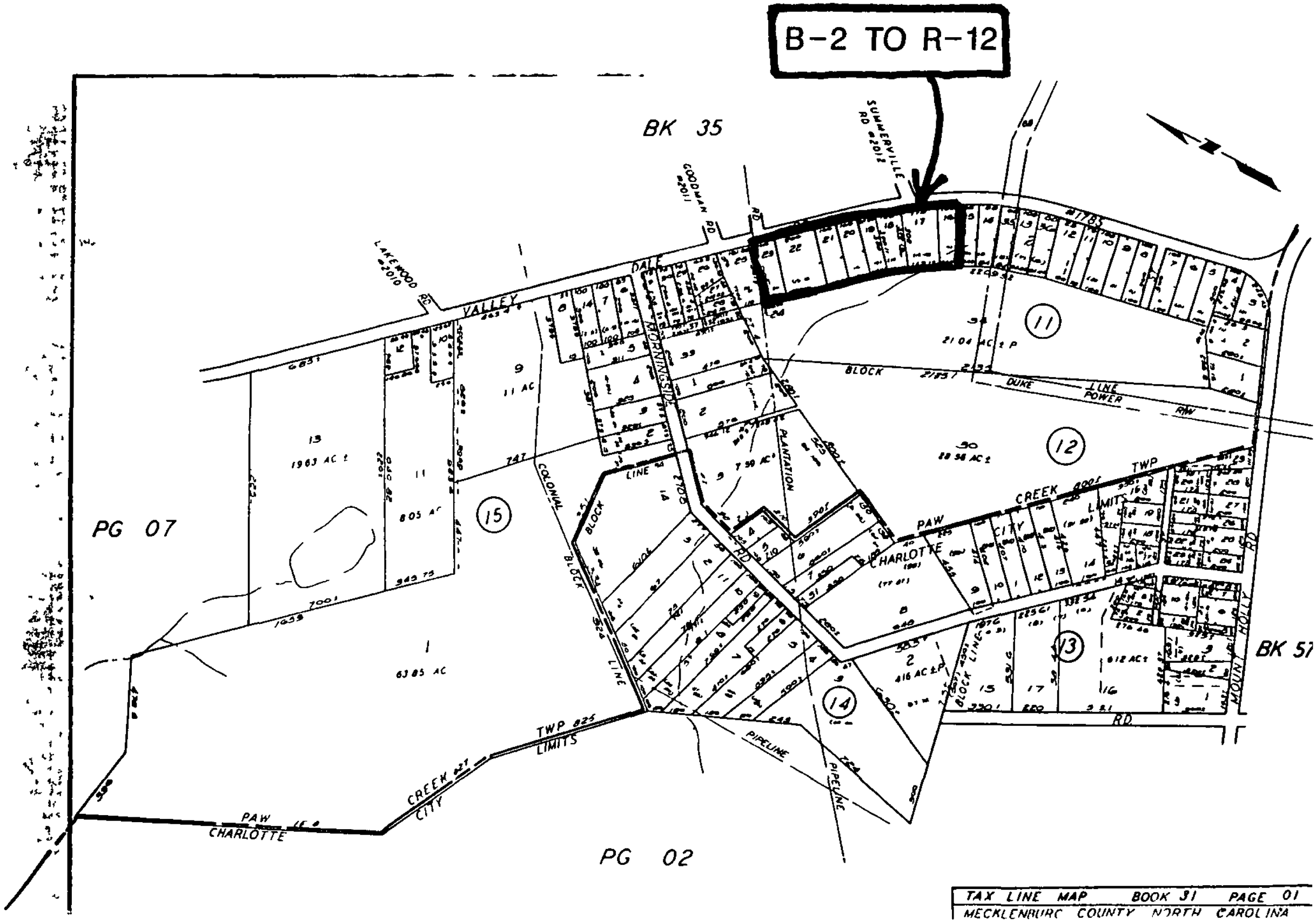
55 AC
CITY
I-2
HARLOTTE
58 1 AC
R-9MF
(CD)
80'
ROZZELLES
FERRY
2730
CHURCH
R-9MF
240 2
R-9MF TO R-15
(CD)
115 5 AC

#7



TAX LINE MAP BOOK 31 PAGE 01
MECKLENBURG COUNTY NORTH CAROLINA

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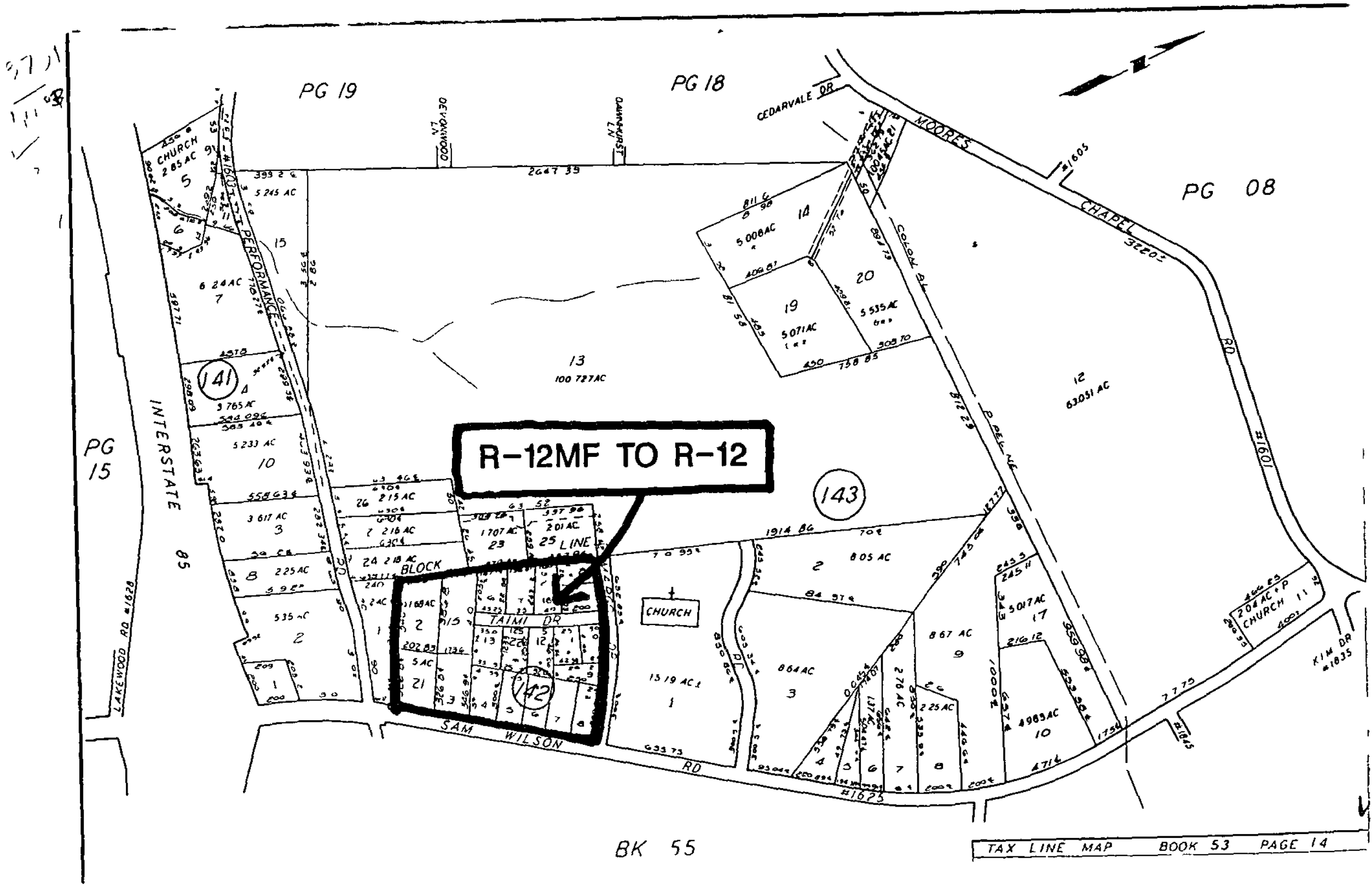
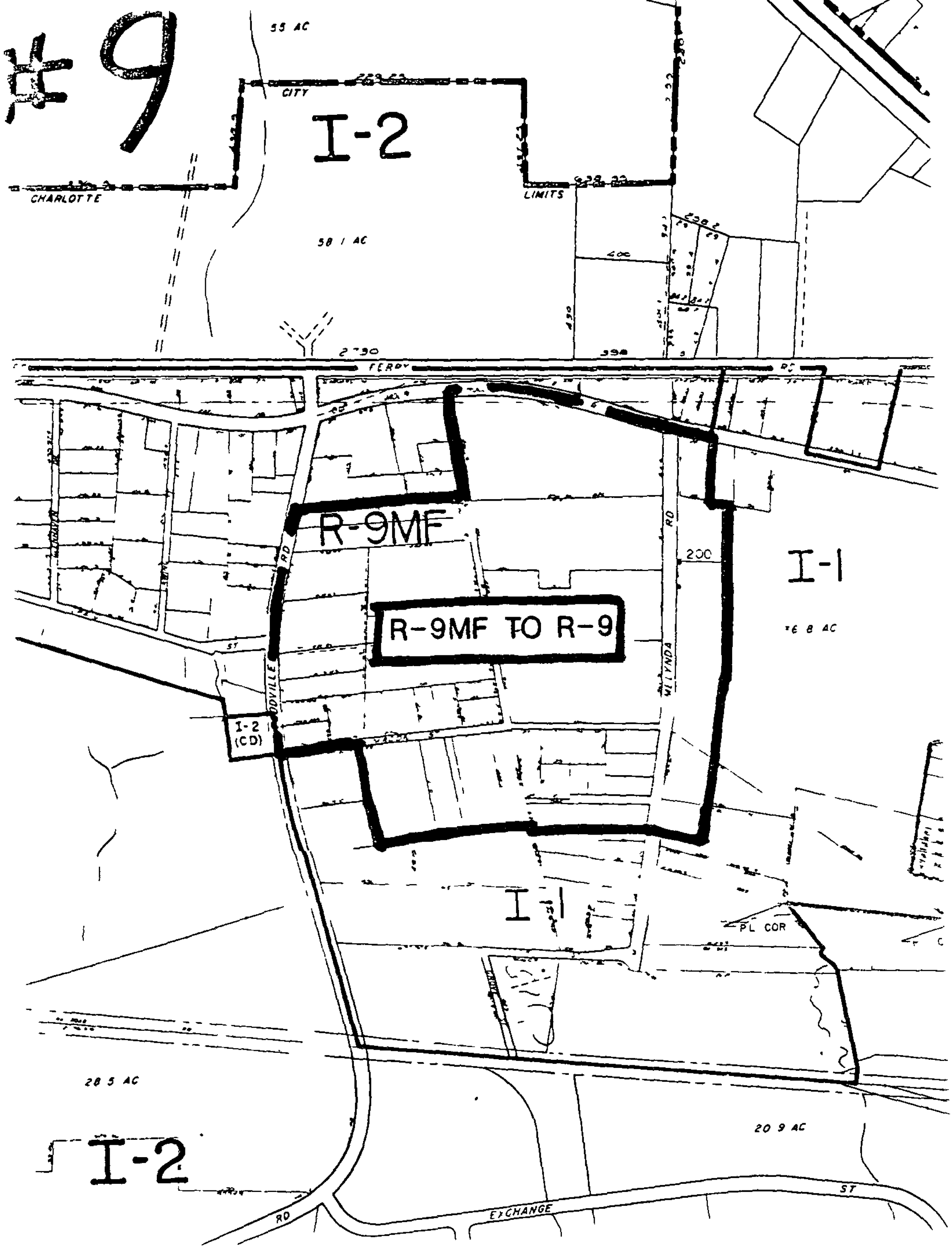


BK 55

TAX LINE MAP BOOK 53 PAGE 14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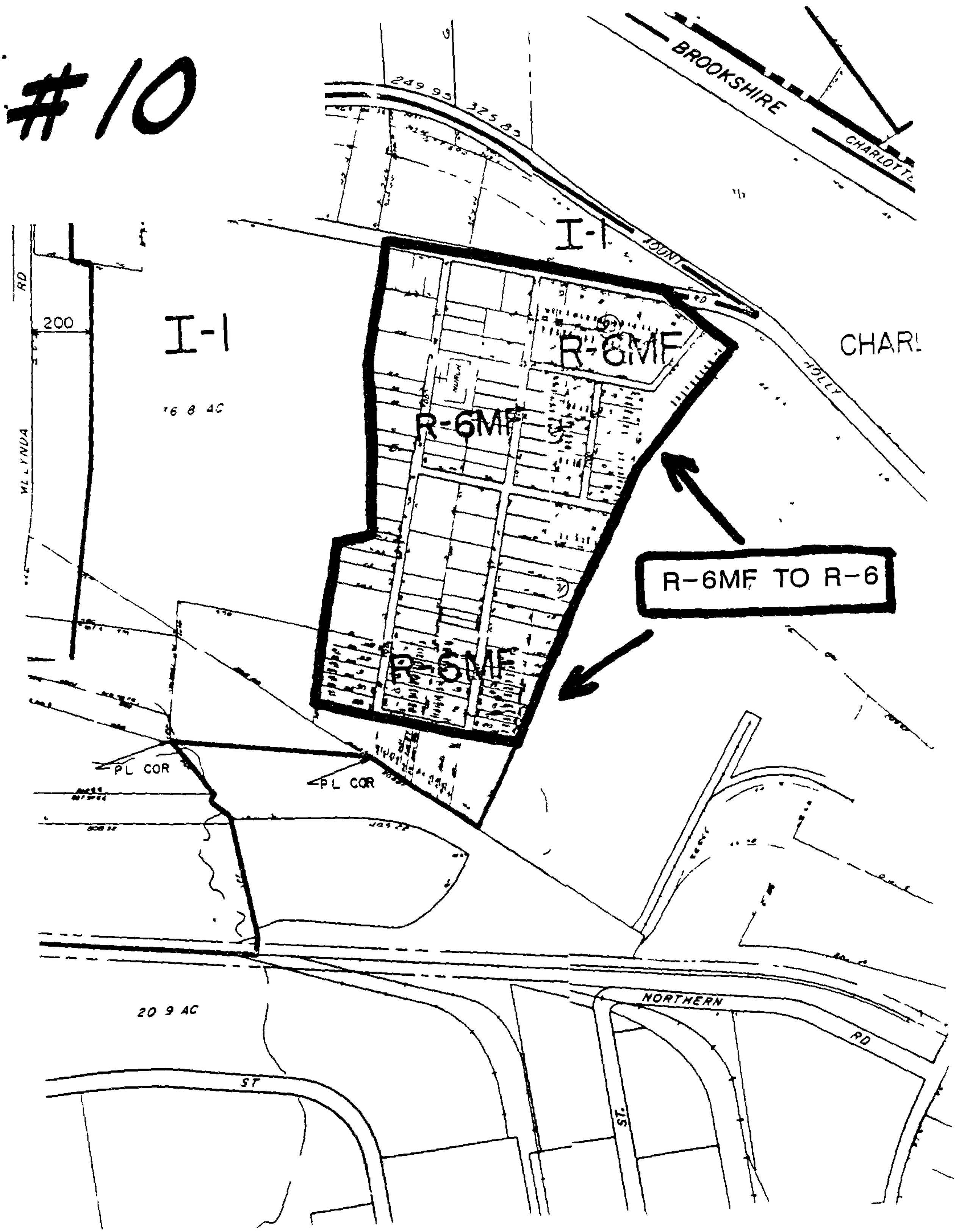
55 AC
CITY
I-2
CHARLOTTE
LIMITS
58 1 AC
400
430
2730
398
FERRY
R-9MF
RD
200
I-1
R-9MF TO R-9
ST
ODVILLE
MILYNDA
I-2
(CD)
I-1
PL COR
28 5 AC
20 9 AC
I-2
RD
EXCHANGE
ST

#10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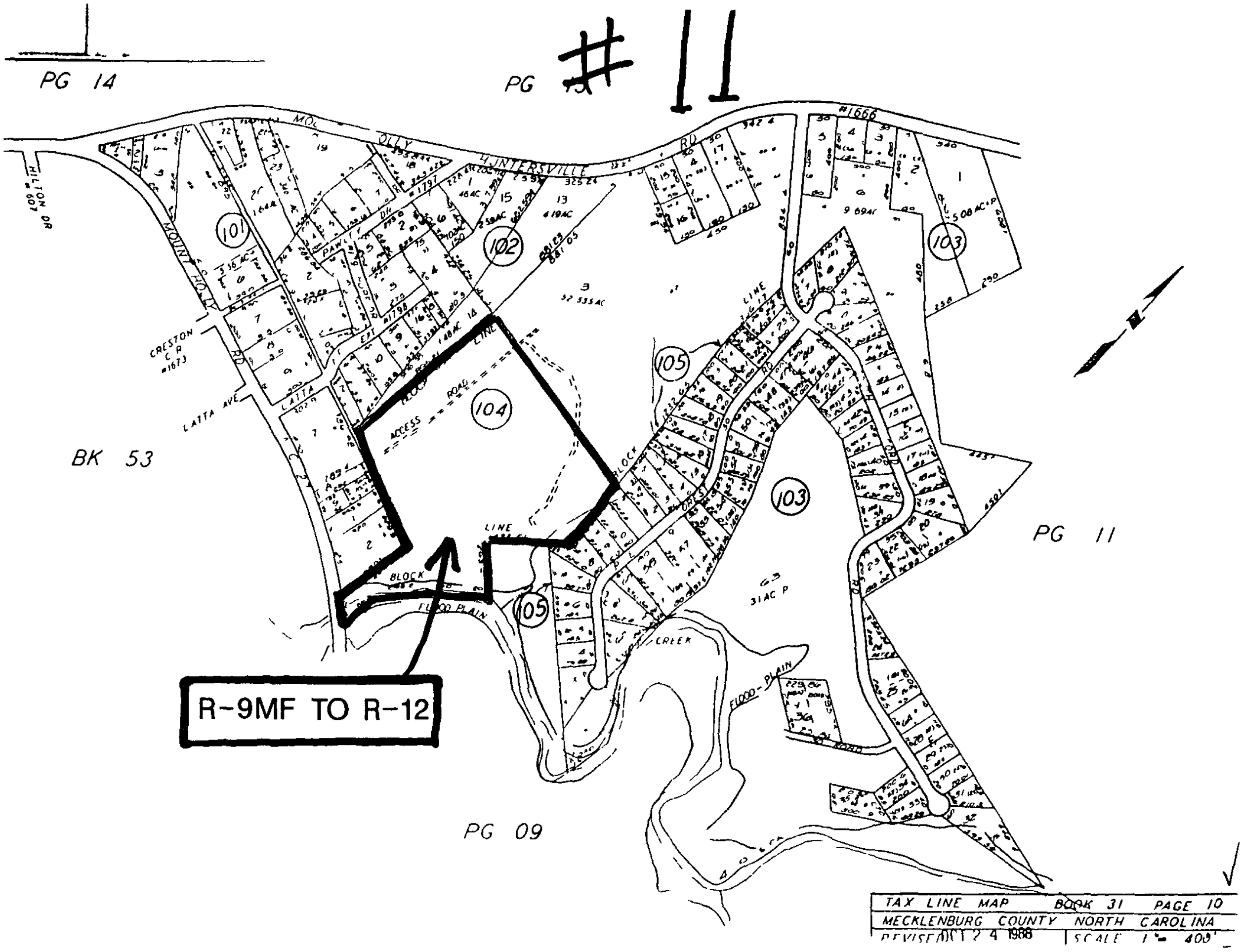
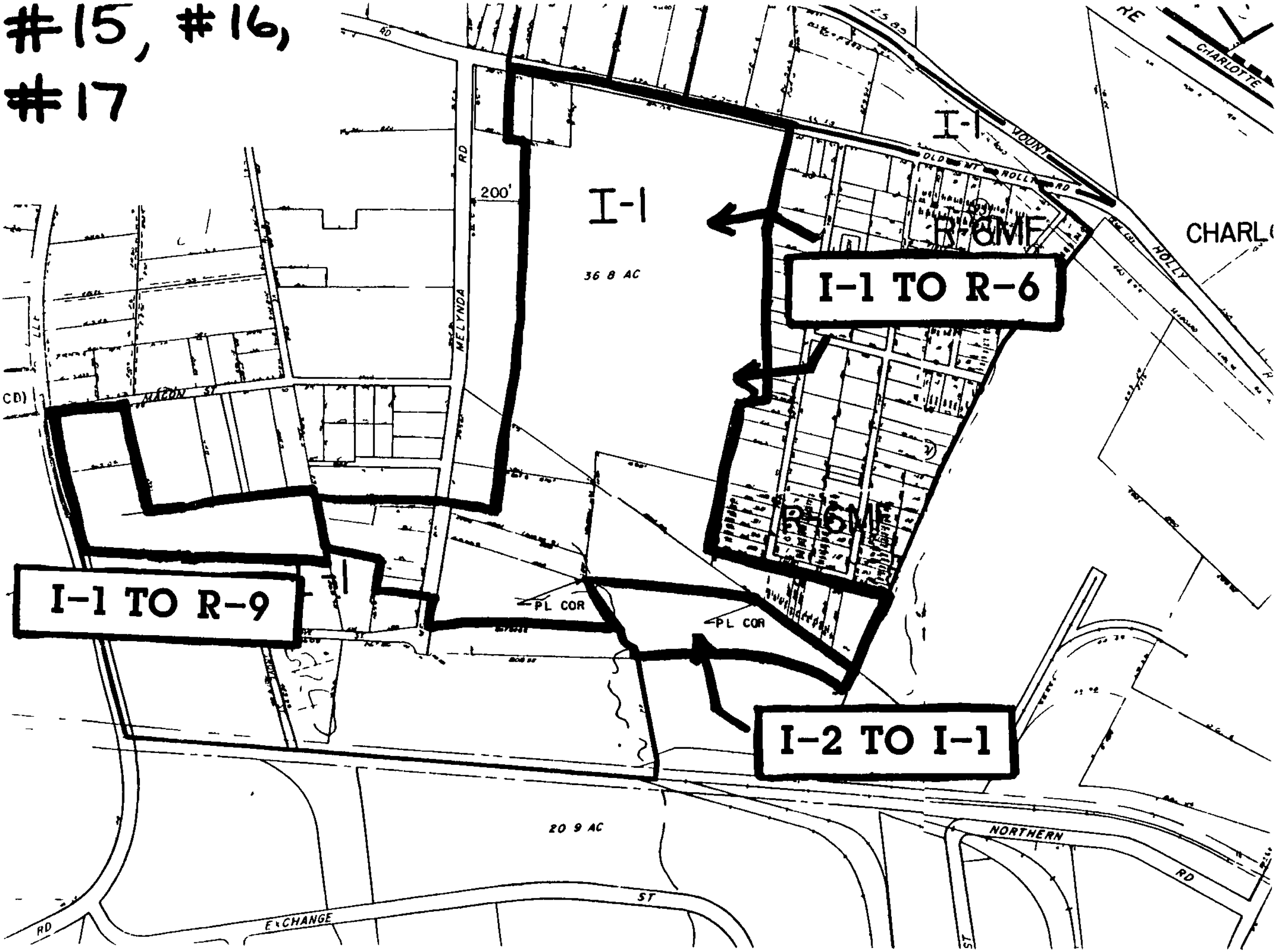
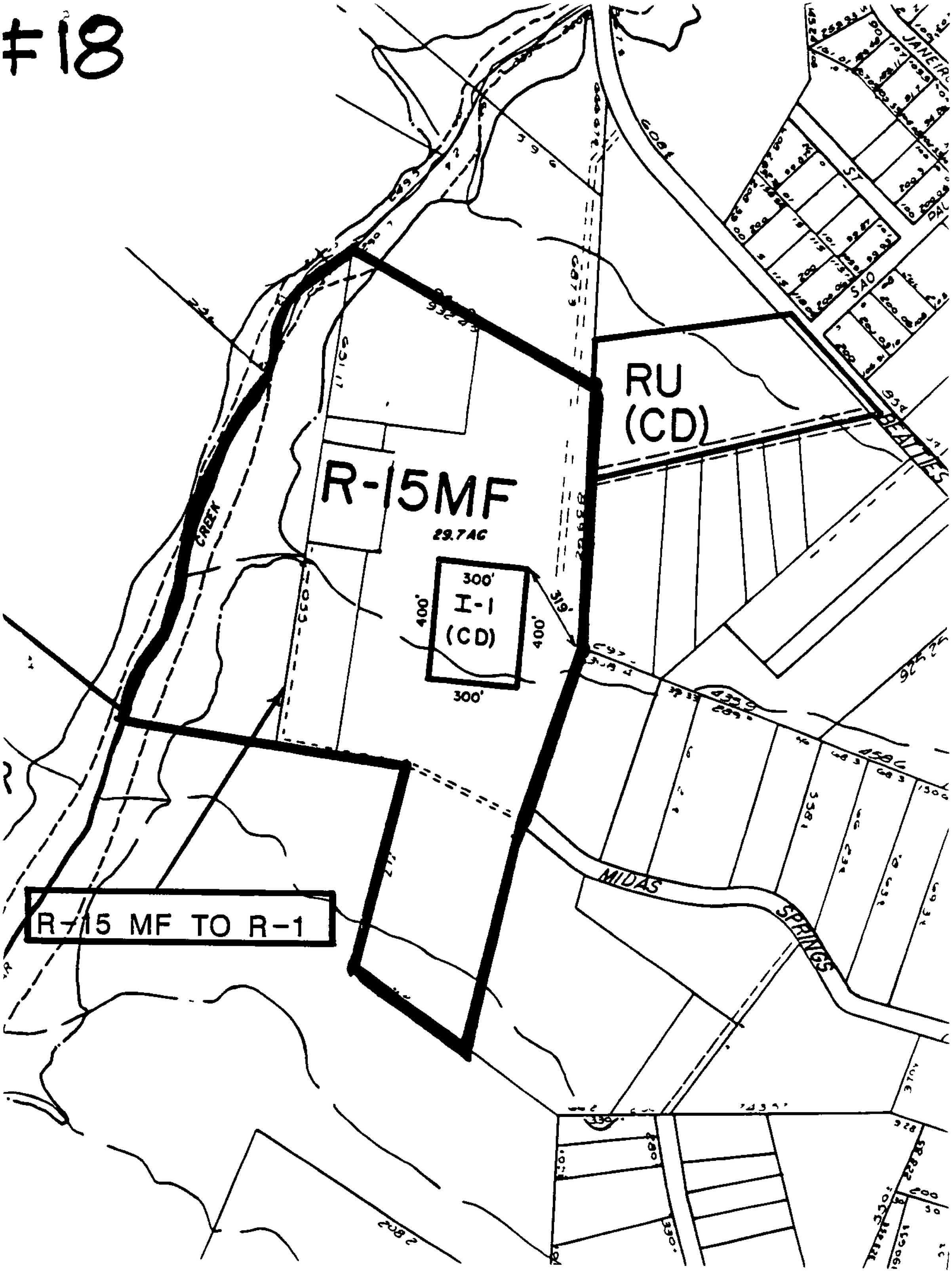
CHARLOTTE
I-1
JOUNT RD
HOLLY
CHAR
R-6MF
R-6MF
R-6MF
R-6MF
R-6MF TO R-6
I-1
16 8 AC
WILLYNDA RD
200
PL COR
PL COR
20 9 AC
NORTHERN
RD
ST
ST.


PG 14
PG 15
#11
MOLLY HUNTERSVILLE RD
#1666
HILTON DR
#607
MOUNT HOLY RD
CRESTON CR
#1673
LATTA AVE
LATTA RD
PAWLEY DR
#1797
#1798
101
102
103
104
105
ACCESS ROAD
BLOCK LINE
FLOOD PLAIN
CREEK
BK 53
PG 11
PG 09
R-9MF TO R-12
TAX LINE MAP BOOK 31 PAGE 10
MECKLENBURG COUNTY NORTH CAROLINA
REVISED OCT 24 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
36 8 AC
20 9 AC
200'
MELYNDA
RD
MAGON ST
OLD MT HOLLY RD
HOLLY
CHARLOTTE
NORTHERN
RD
EXCHANGE
ST
PL COR
PL COR

#18


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