AGENDA

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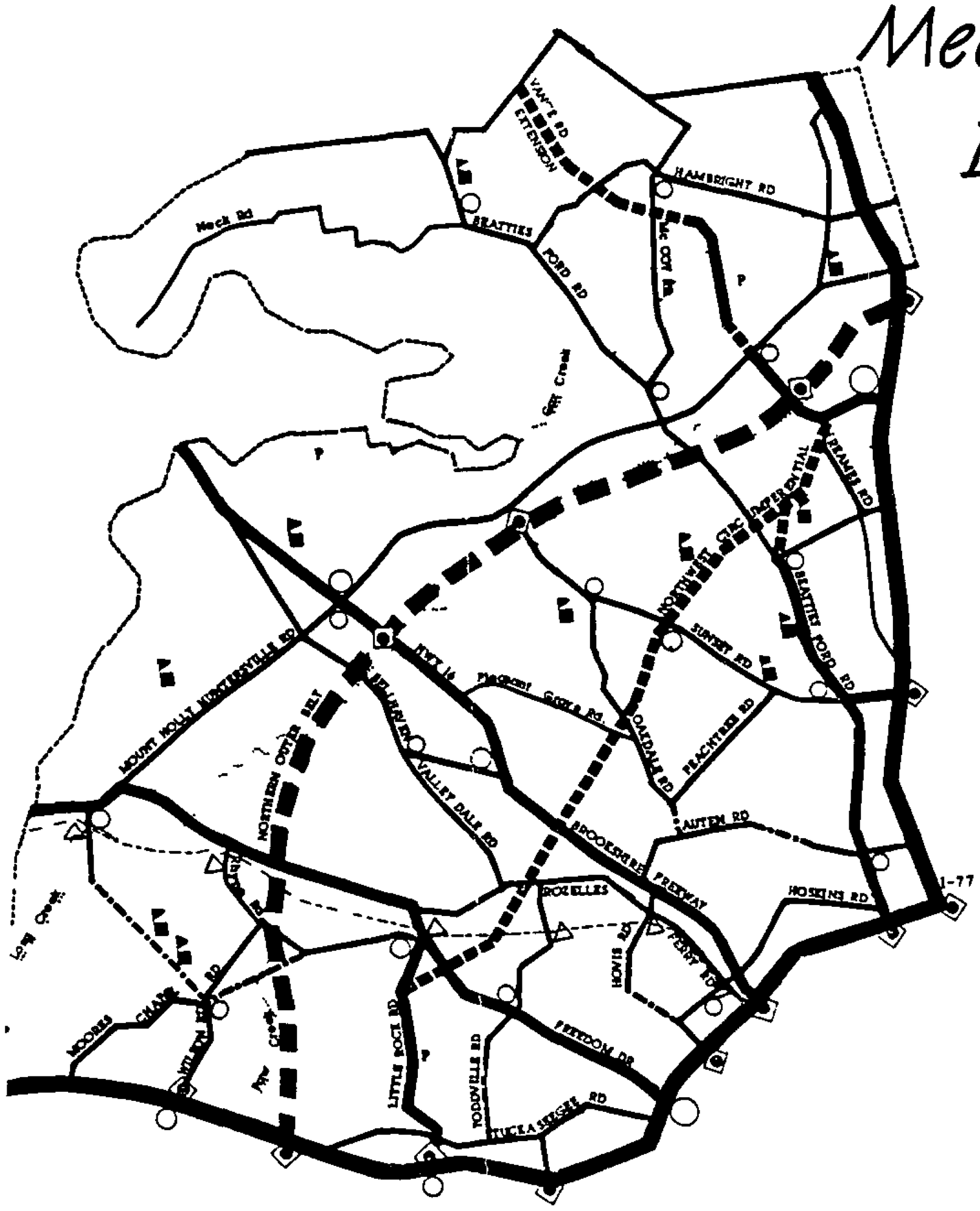
SUBJECT	Joint City County School Board NW District Plan

City of Charlotte, City Clerk's Office

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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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

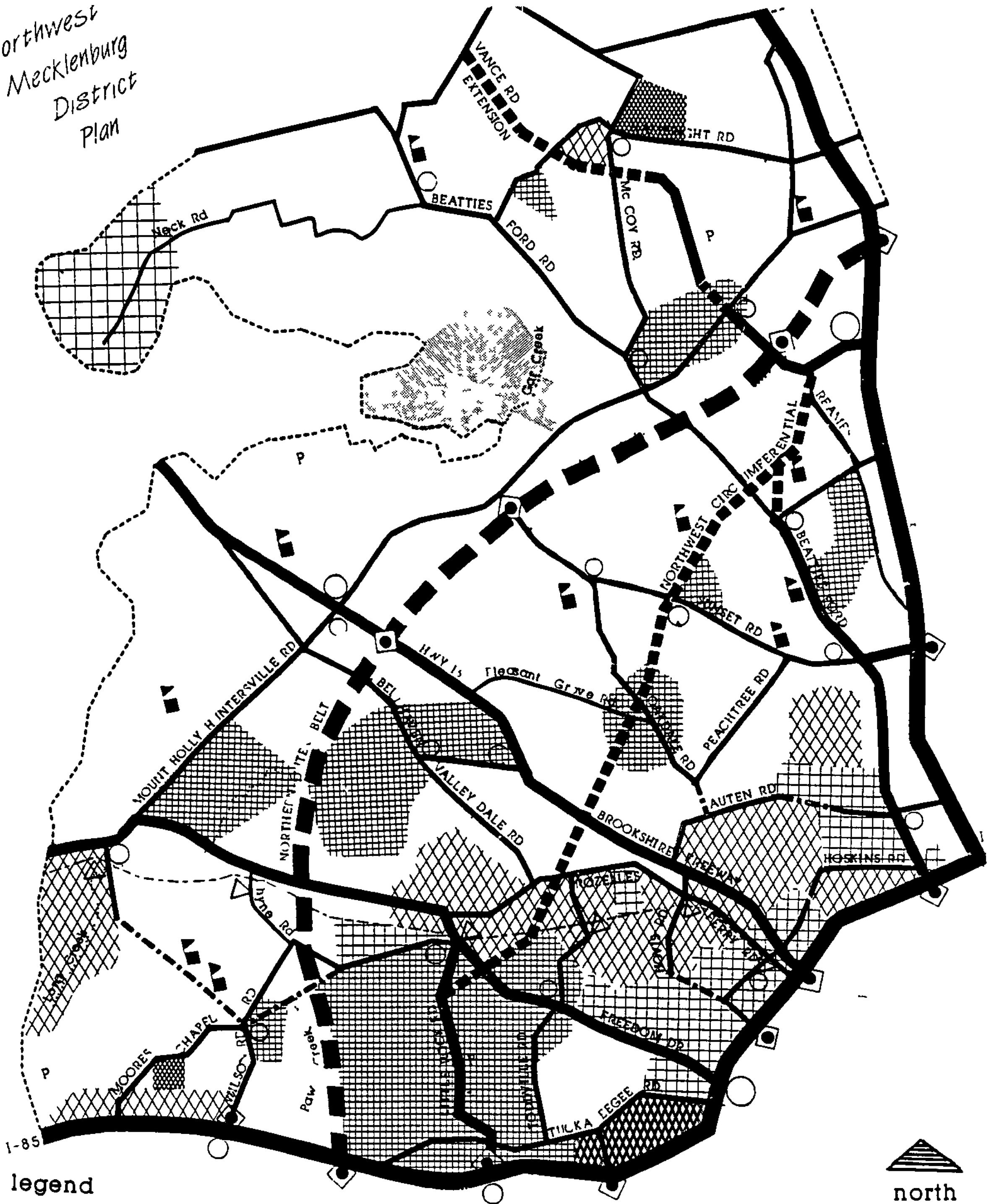
The following are brief descriptions of the developed and developing areas of the district. The map on page 4 depicts the existing development pattern.

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					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.

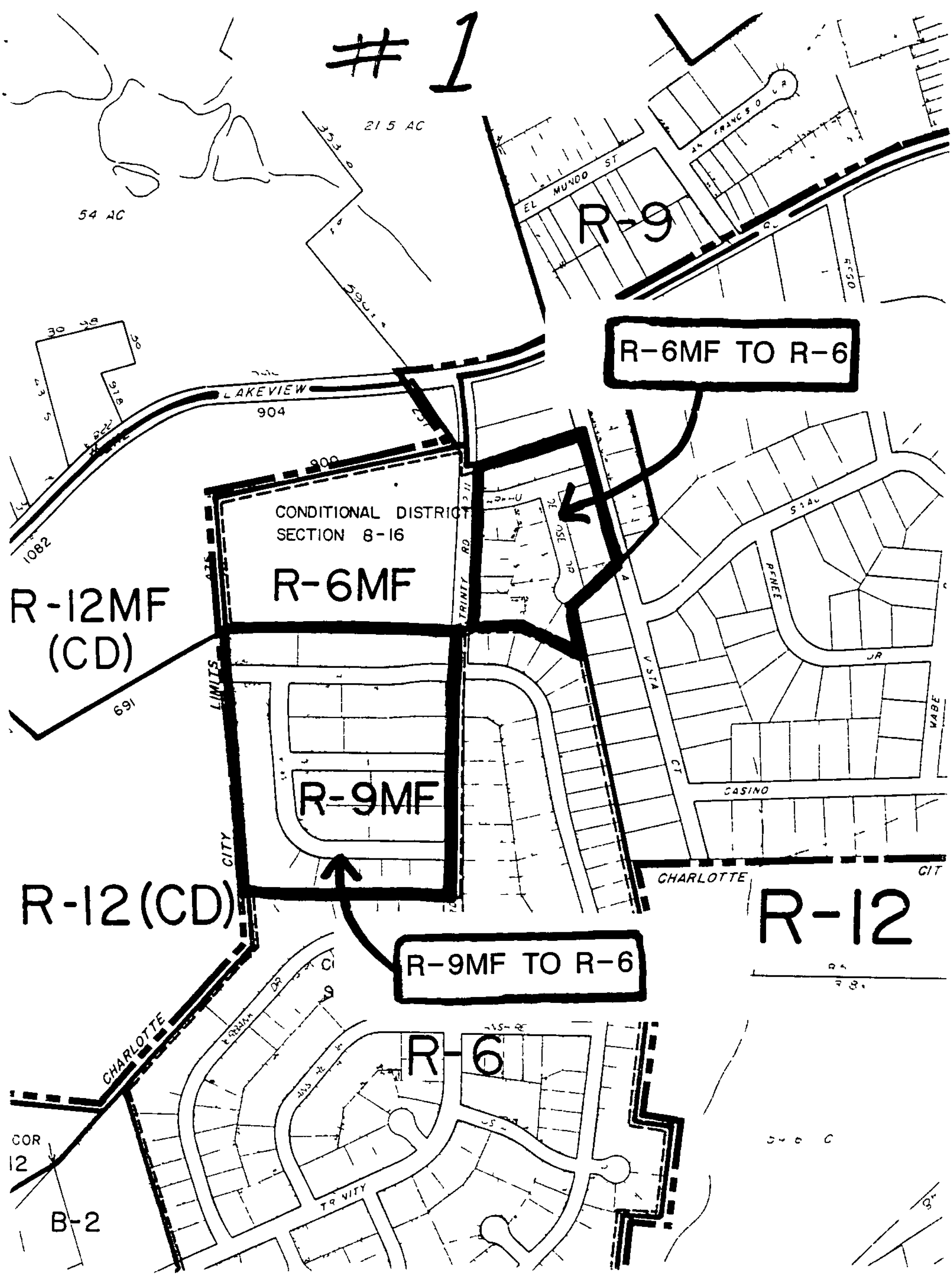
- Undertake recommended rezonings.
- Complete a Special Project Plan for the Mt. Holly Road corridor.
- Review proposed capital improvements for consistency with the district plan and other plans.
- Prepare streetscape plans for N.C. 16 and Beatties Ford Road.

- 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.

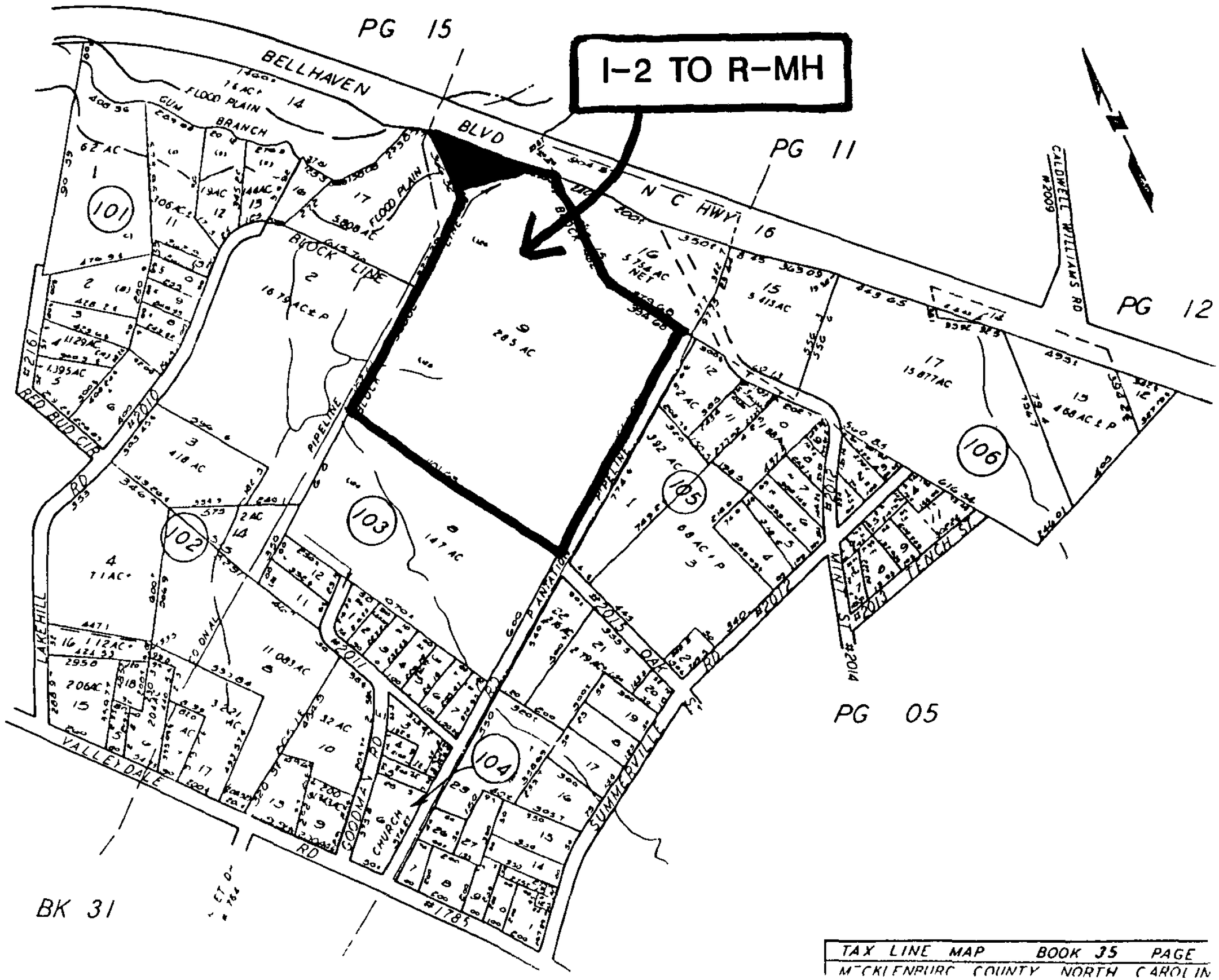
Appendex 1

PROPOSED REZONINGS
NORTHWEST DISTRICT PLAN

● numbers relate to list in
Northwest District Plan document
(large scale rezonings are not included)


#1
21.5 AC
54 AC
R-9
EL MUNDO ST
R-6MF TO R-6
LAKEVIEW
904
900
CONDITIONAL DISTRICT
SECTION 8-16
R-6MF
TRINITY RD
R-12MF
(CD)
LIMITS
R-9MF
CITY
R-12(CD)
CASINO
CHARLOTTE
R-12
R-9MF TO R-6
R-6
CHARLOTTE
COR
B-2

#2

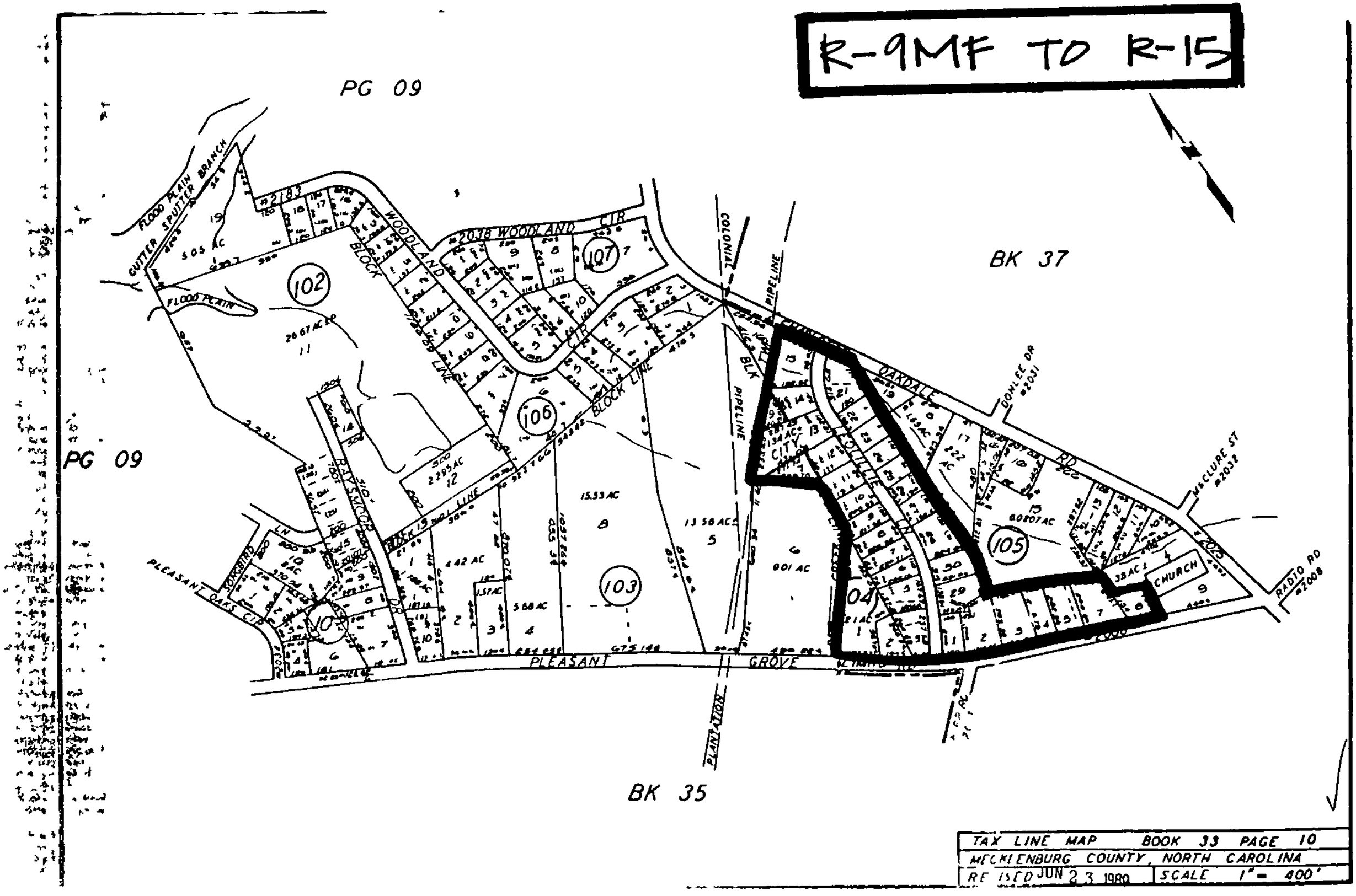


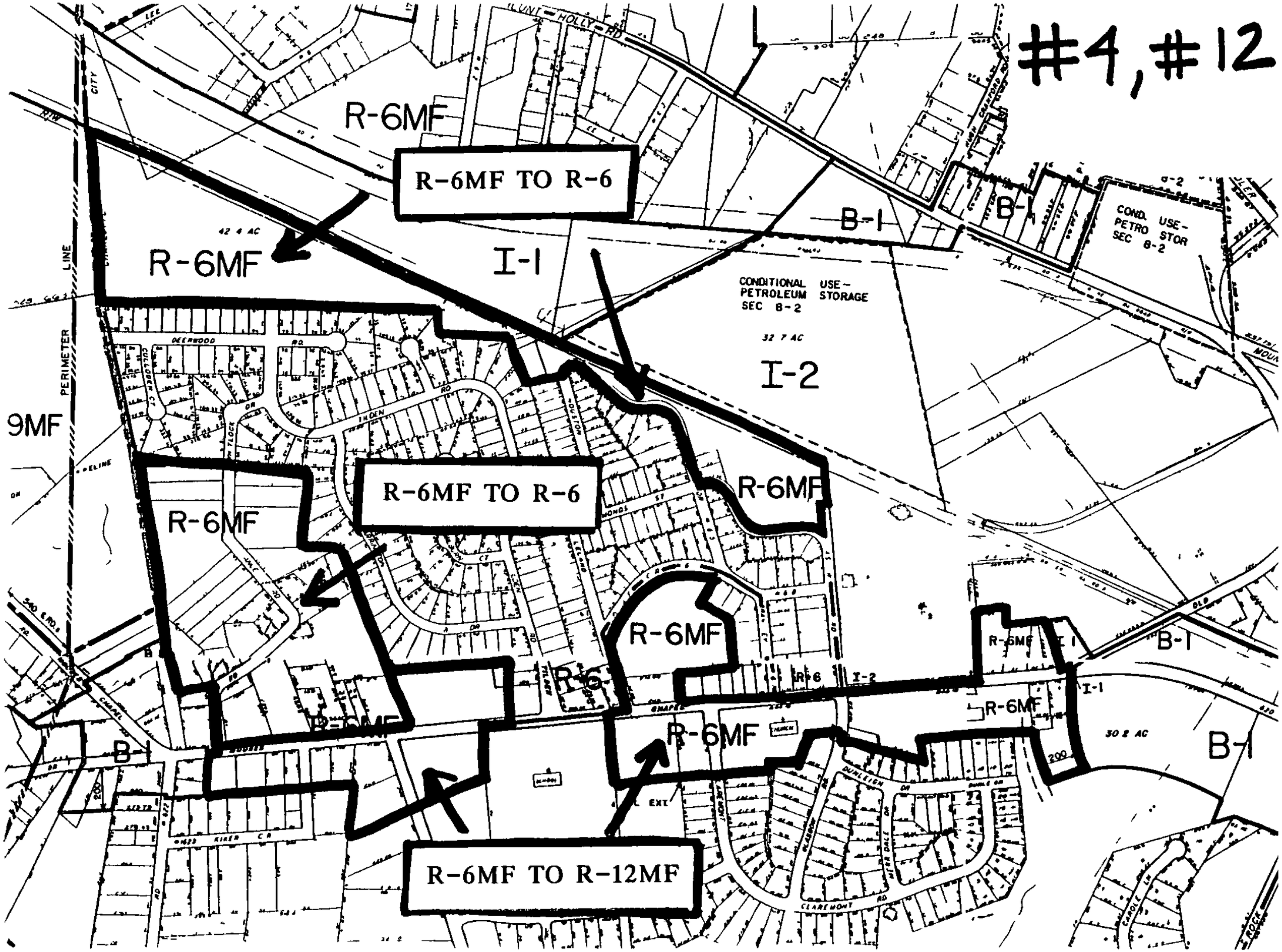
TAX LINE MAP BOOK 35 PAGE

MECKLENBURG COUNTY NORTH CAROLINA

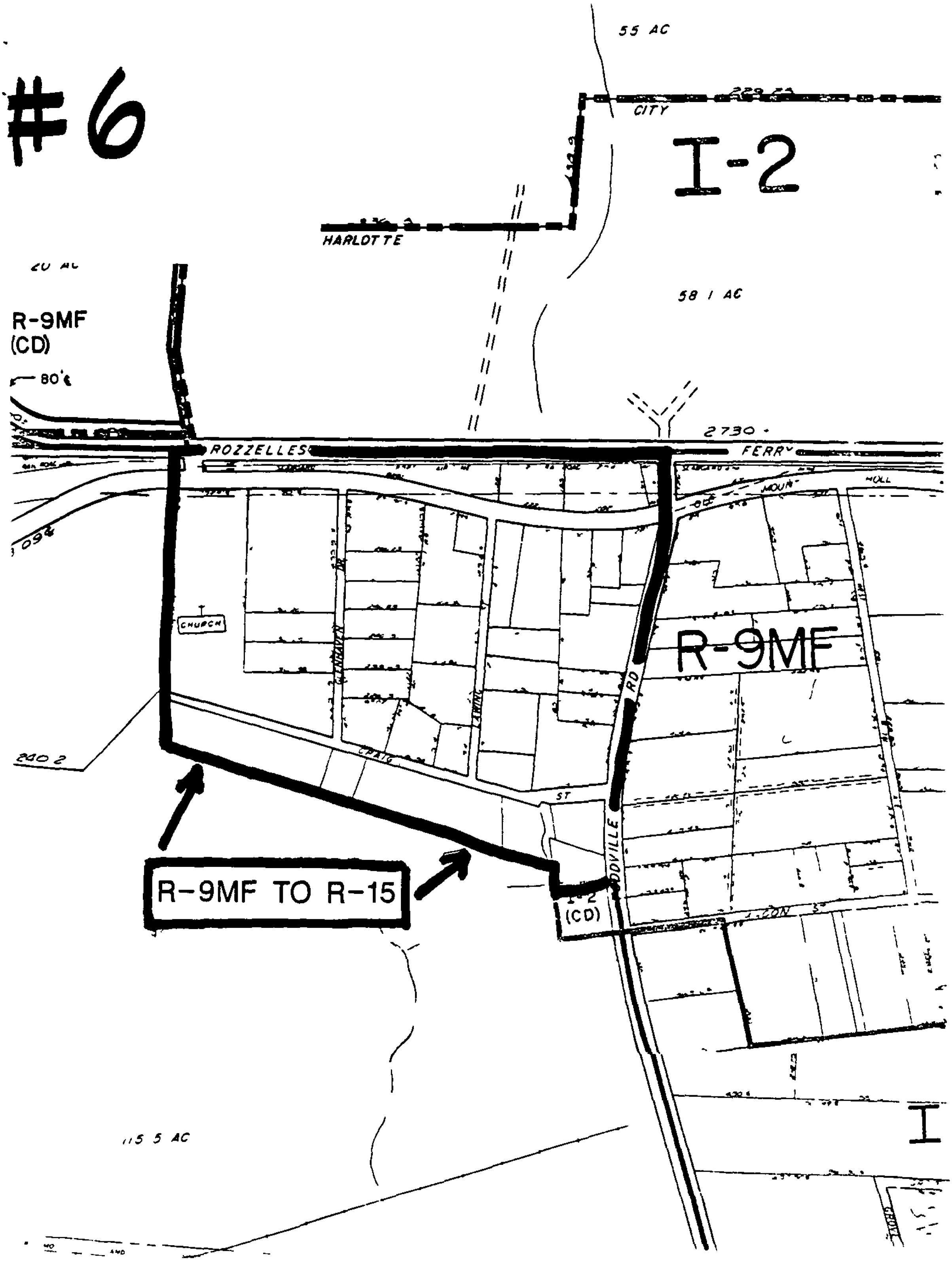
#3

R-9MF TO R-15

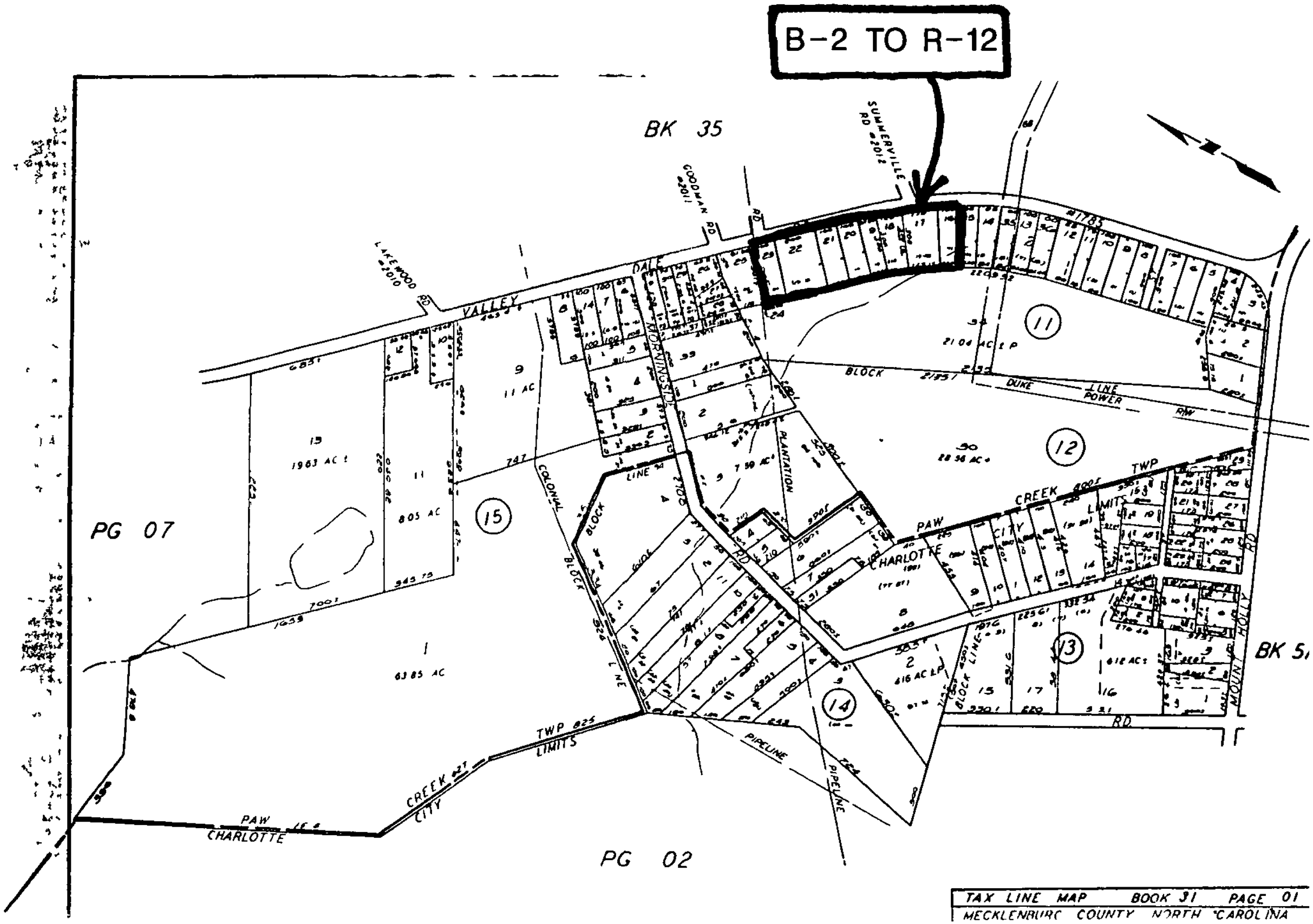

PG 09
PG 09
BK 37
BK 35
FLOOD PLAIN BRANCH
GUTTER SPUTTER BRANCH
FLOOD PLAIN
WOODLAND
BLOCK
#2038 WOODLAND CIR
COLONIAL
PIPELINE
BLOCK LINE
OAKDALE
DONLEE DR #2031
MCCLURE ST #2032
RADIO RD #2008
CHURCH
PLEASANT GROVE
PLANTATION
PLEASANT OAKS CIR
SONGBIRD LN
RAYSWOOD
CITY
102
103
104
105
106
107
TAX LINE MAP BOOK 33 PAGE 10
MECKLENBURG COUNTY, NORTH CAROLINA
REVISED JUN 23 1980
SCALE 1" = 400'


#4, #12
R-6MF TO R-6
R-6MF TO R-6
R-6MF TO R-12MF
R-6MF
R-6MF
R-6MF
R-6MF
R-6MF
R-6MF
R-6MF
R-6MF
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
DEERWOOD RD
INDEN RD
CULLODEN CT
CLAREMONT RD
DUNLEIGH DR
CAROLE LN
CHAPEL
PERIMETER
CITY
LINE
HOLLY RD
LEE

#6

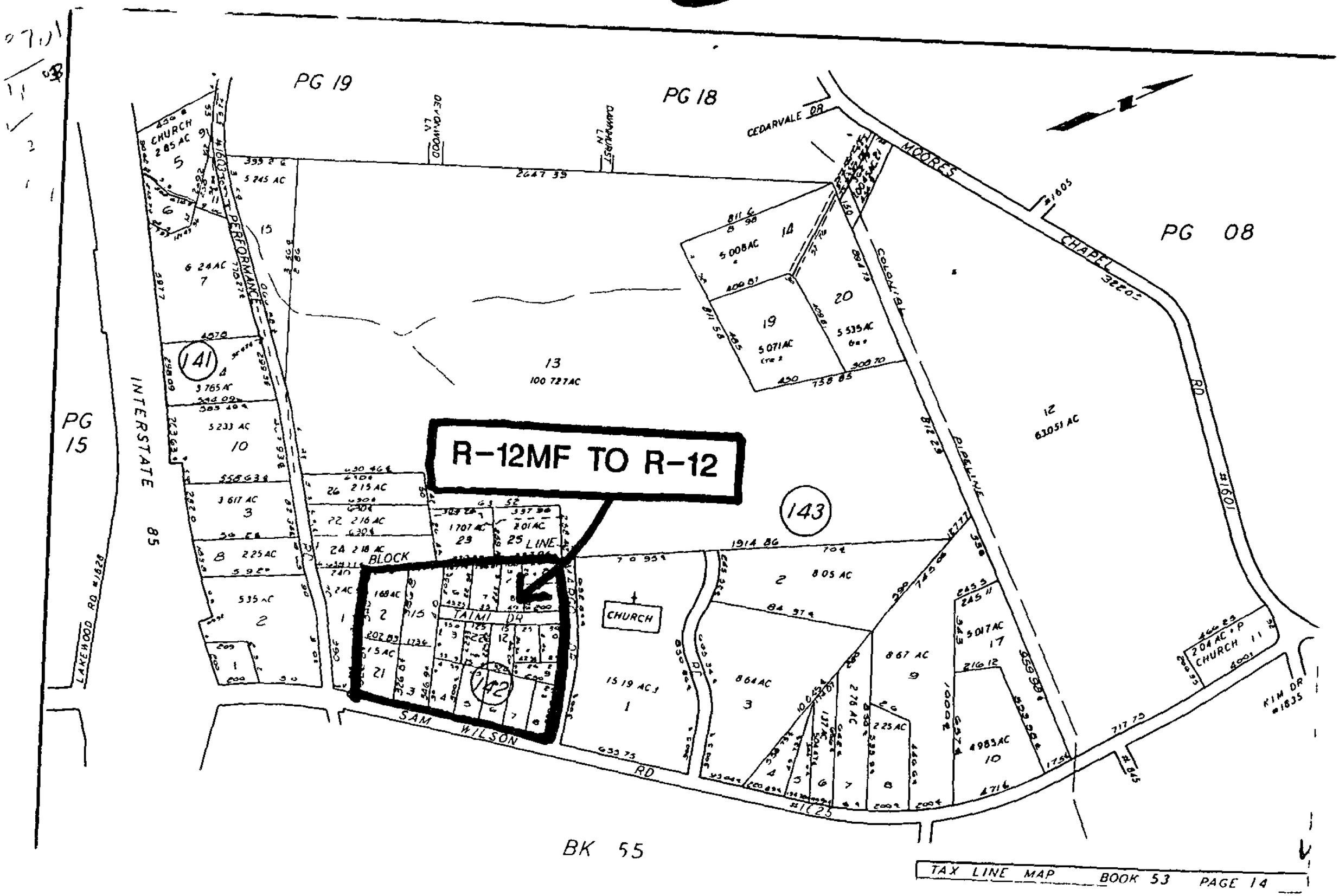

55 AC
CITY
I-2
HARLOTTE
58 1 AC
R-9MF
(CD)
80'
ROZZELLES
FERRY
2730
CHURCH
R-9MF
CRAIG
ST
RD
DDVILLE
R-9MF TO R-15
(CD)
115 5 AC

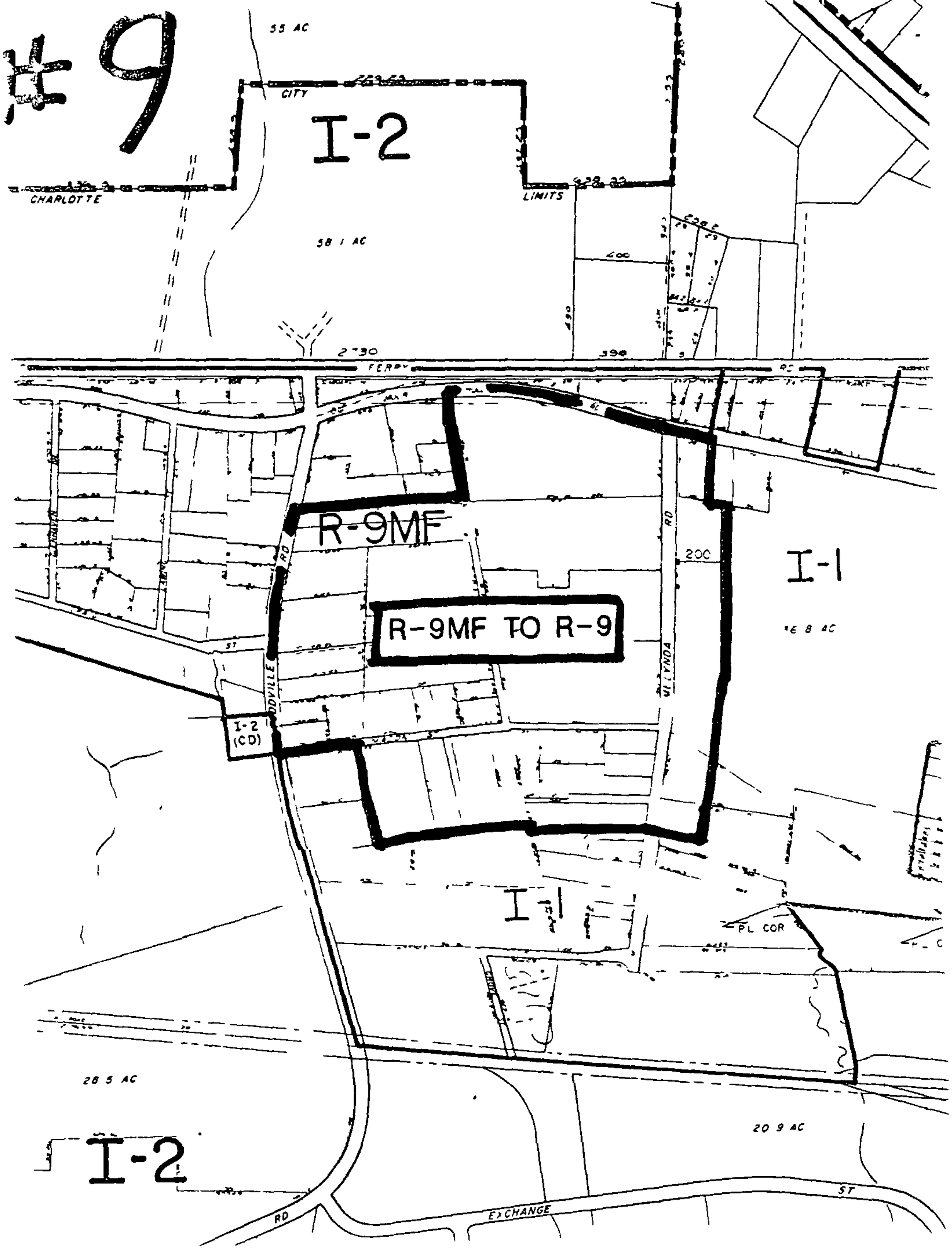
#7



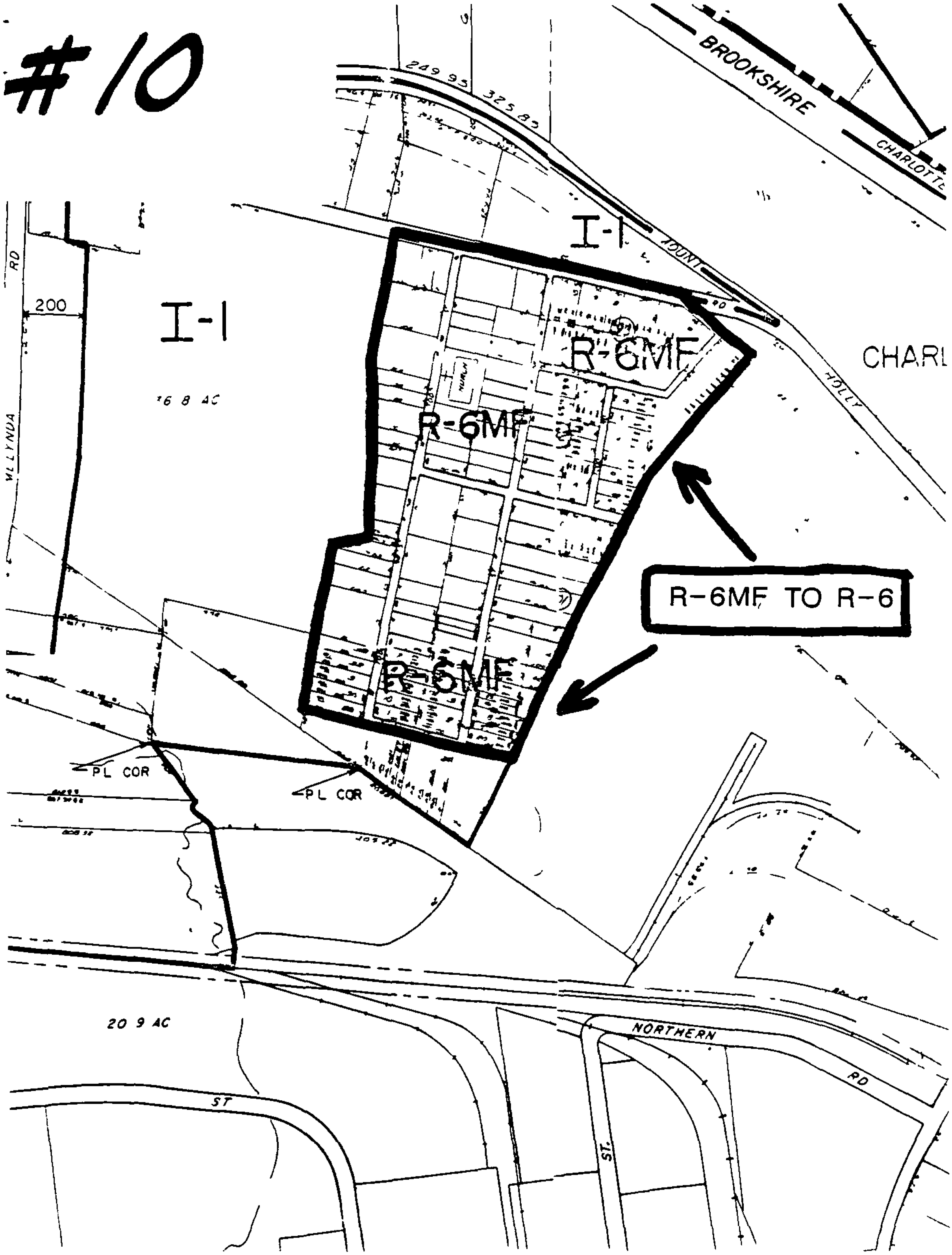
TAX LINE MAP BOOK 31 PAGE 01
MECKLENBURG COUNTY NORTH CAROLINA

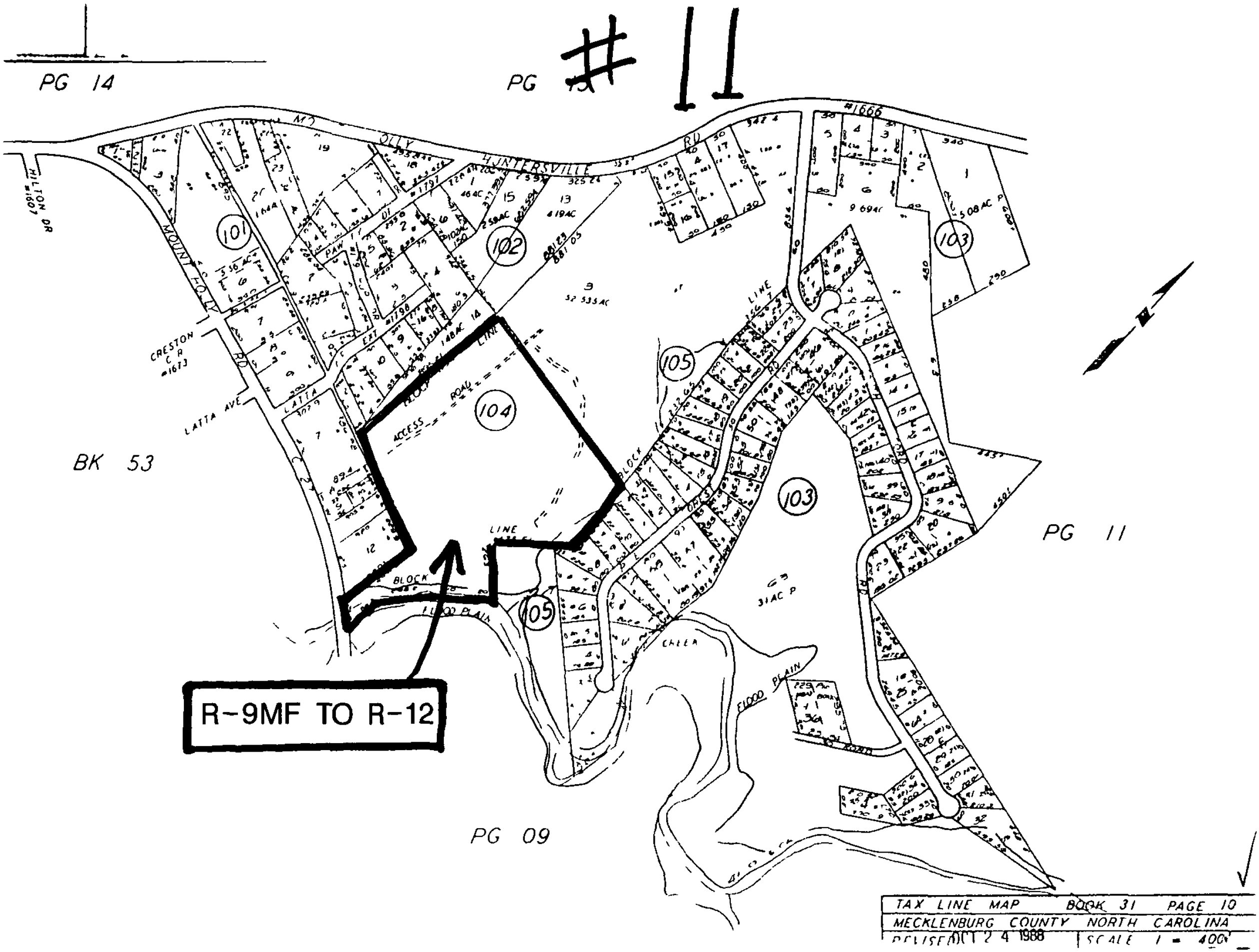
#8


R-12MF TO R-12
PG 19
PG 18
PG 08
PG 15
CEDARVALE DR
MOORES
CHAPEL
RD
#1605
#1601
COLONIAL DR
PERFORMANCE
INTERSTATE 85
LAKEWOOD RD #1628
BLOCK
LINE
TAIMI DR
CHURCH
SAM WILSON RD
#1625
KIM DR #1635
#845
141
142
143
13
100 727AC
12
63051 AC
BK 55
TAX LINE MAP BOOK 53 PAGE 14

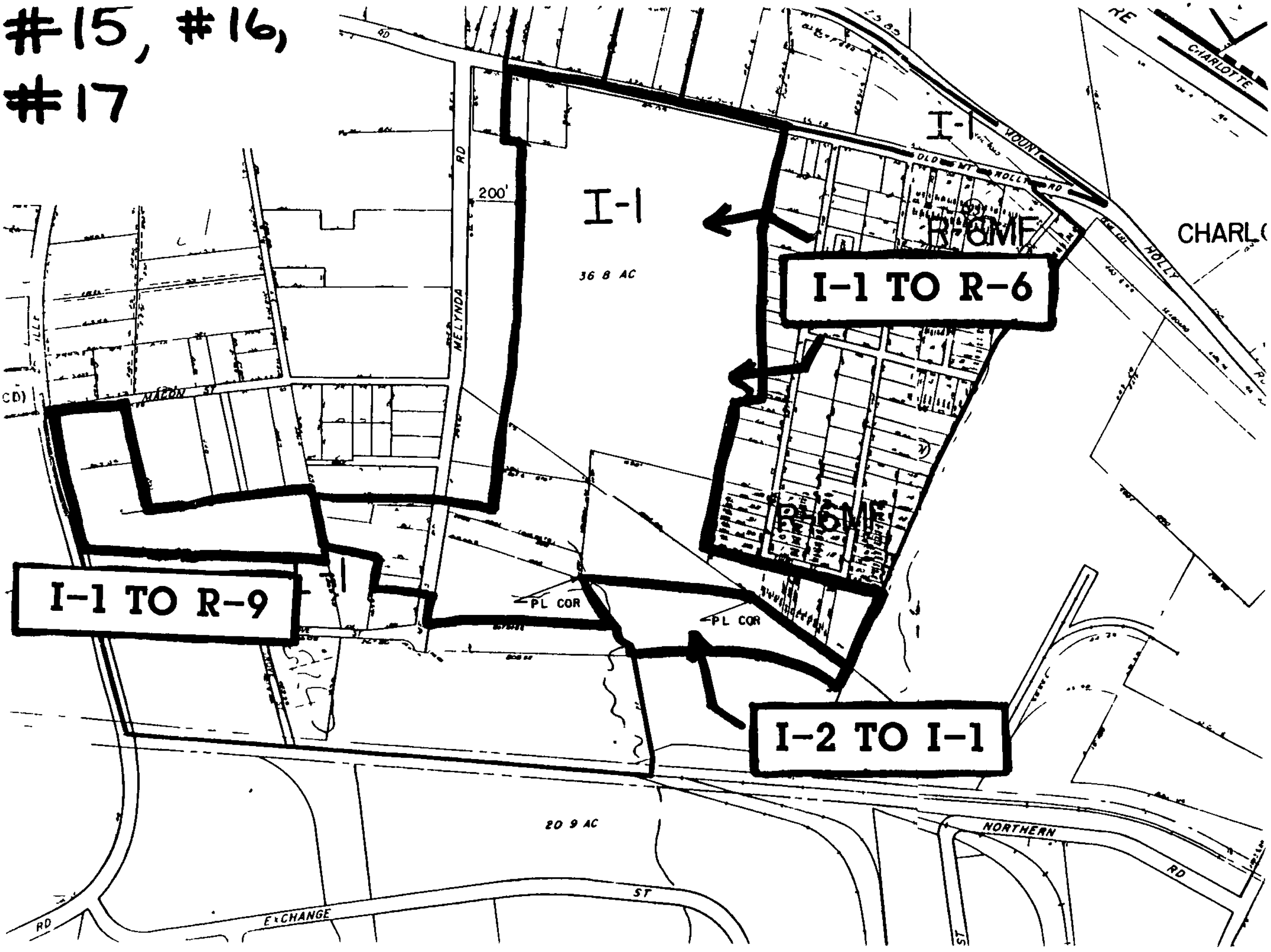

#9
55 AC
CITY
I-2
CHARLOTTE
LIMITS
58 1 AC
400
430
390
FERRY
RD
R-9MF
RD
200
I-1
R-9MF TO R-9
ST
ODVILLE
VILLANOVA
I-2
(CD)
I-1
PL COR
28 5 AC
20 9 AC
I-2
RD
EXCHANGE
ST

#10

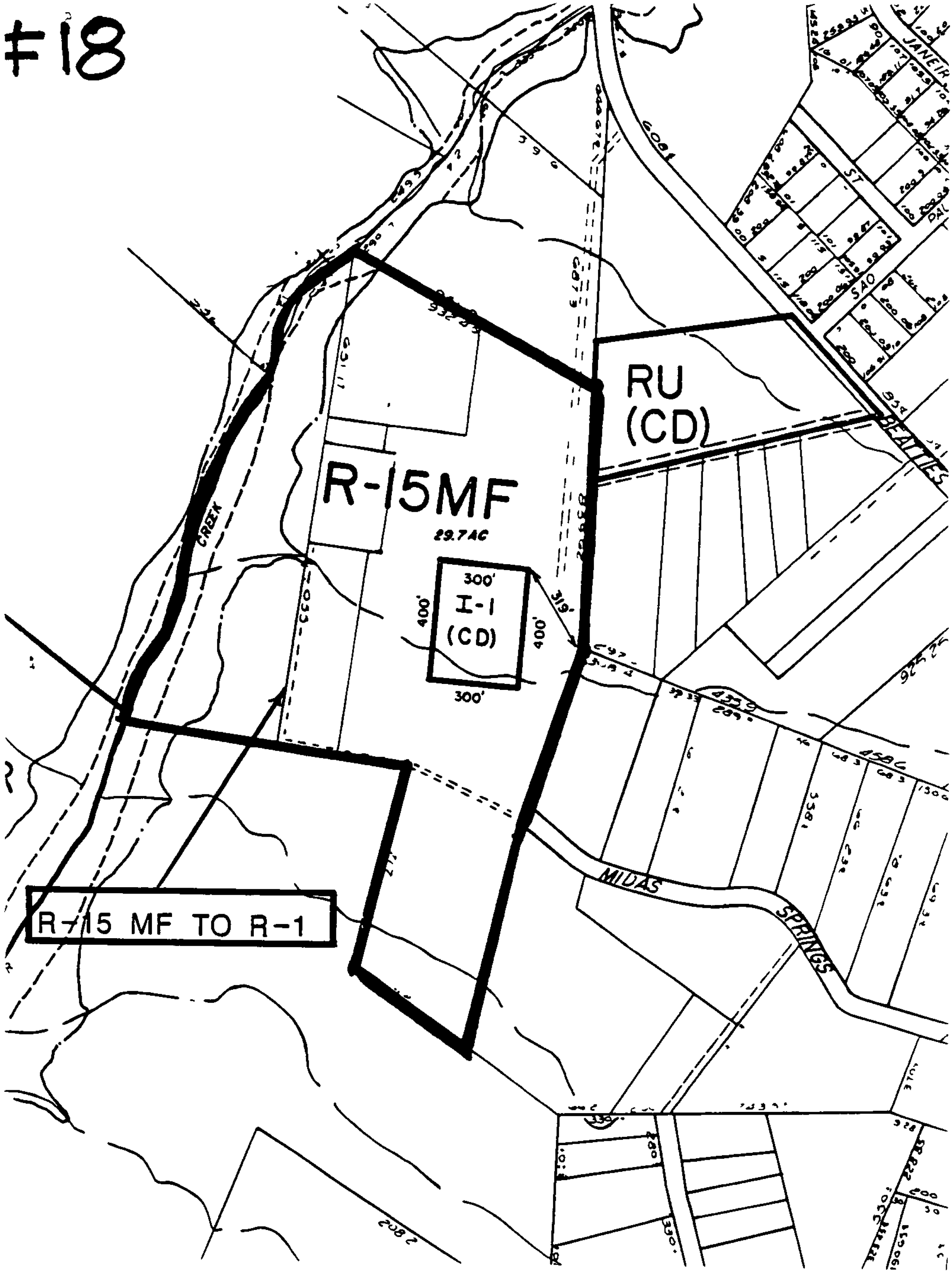

BROOKSHIRE
CHARLOTTE
I-1
I-1
R-6MF
R-6MF
R-6MF
R-6MF
R-6MF TO R-6
CHARL
HOLLY
200
RD
LYNDA
16 8 AC
PL COR
PL COR
20 9 AC
NORTHERN
RD
ST
ST.


#11
PG 14
PG 15
PG 11
PG 09
BK 53
HUNTERSVILLE
MOUNT HOLLY
LATTA AVE
CRESTON CR
HILTON DR
ACCESS ROAD
FLOOD PLAIN
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
36 8 AC
20 9 AC
200'
MELYNDA
RD
ALTON ST
OLD MT HOLLY RD
HOLLY
CHARLOTTE
PL COR
PL COR
NORTHERN
RD
EXCHANGE
ST
RD

#18


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

Discussion Guide

Issues	Resolution
1. Trammel Crow Res Mt. Holly/Huntersville and N.C. 27 rezone R-9MF to single family	Resolved with attached letter
2. Todd Park area	
3. Sandoz Chemical	Staff is meeting on Monday, July 23 with Sandoz personnel
4. Midas Springs against R-15MF to R-1 wait until watershed study	
5. Watershed protection	Adopt new wording for R-1 attached

Under RESIDENTIAL FUTURE, the VERY LOW DENSITY subsection is proposed to be changed as follows:

- the first paragraph has been expanded to include reference to the General Development Policies Document and provide more detail on the rationale for this low a density.

- a second paragraph has been inserted which addresses the R-1 zoning district specifically, what its boundaries should be in the northwest, and additional justification for recommending it.

- the new third paragraph discusses clustering which had previously only been addressed in the Historic Resources section of the plan.

- the fourth and fifth paragraphs add criteria for reviewing a rezoning proposal for a density of more than one unit per acre.

- the last paragraph adds more detail to the issue of nonconforming lots created by an R-1 rezoning.

The overall result is more detail than the original section had, but no policy-type changes.

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

o VERY LOW DENSITY AREAS

The General Development Policies Document recommends that the maximum density should be one dwelling unit per acre in areas where environmental protection is necessary, access is very poor, historic qualities prevail, or where a somewhat rural character is desired. These conditions exist in the Northwest District and make less intense development more appropriate in certain locations.

Restricting not only nonresidential development but the density of residential development will help protect the water quality of Mt. Island Lake and the Catawba River. Therefore, an R-1 (1 d.u.a.) zoning district should be established as an interim measure until completion of a watershed protection study. The area recommended for a maximum of 1 d.u.a. includes the area within ½ mile of the Catawba River, including major coves. It also contains the appropriate watershed protection area, the Neck Road peninsula, and a strip 300 feet wide on each side of Beatties Ford Road north of Mt. Holly- Huntersville Road.

Other reasons for R-1 zoning in the northwest include:

- The lack of public water and sewer

- The need to limit the amount of private package treatment plants discharging into the lake and river

- Protection of the water as a recreational scenic resource

It is recognized that conditions may exist within the R-1 zoning district that would allow clustering of homes while still protecting the environment and water quality. However, the overall density for cluster provisions should not exceed one unit/acre and may require best management practices or a natural cleansing system for stormwater runoff.

To exceed an overall density of one unit/acre in this environmentally sensitive area, a rezoning would be required. Requests for higher density zoning changes should be evaluated on a case-by-case basis through the conditional development or planned unit development process. Increased density should be considered based upon the following conditions:

- Availability of public water and sewer.

- Cluster provisions that demonstrate a high level of design, preservation of environmental features such as floodplain, steep slopes, or trees, and provision of common open space.

- Higher standard of treatment for sewer plants discharging into the lake.

- Adequacy of transportation system.

- Best management practices to slow the velocity of runoff, collect floating material and allow solids to settle leaving the purer water flowing downstream.

- Pursuance of a minimum building setback of 50 feet (parking lots included) from water. This condition would require amendments to the zoning and subdivision ordinances and will be defined through the watershed study.

Development proposals for higher densities must incorporate as many of the above conditions as possible. When provisions support clustering or planned unit development, the project should provide high quality design, diversity of housing types and arrangements, efficient use of the land, preservation of natural features, provision of common open space, and measures to protect surface and groundwater supplies. The latter may include measures similar to the Japanese system that provides a mixture of sand, fine rocks, grass and plant life to purify stormwater runoff. Another measure in protecting surface and groundwater supply is a natural system of ponds and lakes to collect the runoff.

Some of the property proposed for R-1 (1 d.u.a.) zoning is already developed on lots smaller than 1 acre. To deal with this issue of nonconforming lots, the following options are offered through the rezoning process:

- rezone to R-1 which may result in nonconforming lots or rezone to R-2

- rezone as currently developed

- allow existing zoning to remain

o <u>LOW DENSITY AREAS</u>

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 <u>District Plan General Policies</u>, 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.

CHARLOTTE - MECKLENBURG PLANNING COMMISSION

July 19, 1990

Mr. Robert R. Ingraham
Divisional Partner
Trammell Crow Residential
Trammell Crow Homes-Charlotte
P. O. Box 31637
Charlotte, North Carolina 28231

Dear Robert:

Enjoyed talking with you today concerning your letter of July 7. To summarize our conversation we will continue forward with the recommendation to rezone your Mt.Holly N. C. 27 property from R-9MF to single family as proposed in the plan. Initiation of rezonings to implement the plan will come in the next six to nine months. We understand that at the time of the public hearing you reserved the right to object to the downzoning if market conditions for the property have changed at that time. We also understand that your present intent is to continue in single family development on the subject property I cannot speak for the elected officials, but in the past they have been sensitive at rezoning hearings to the issues raised by the property owners.

As always I enjoyed working with you and we will continue to work with you on this issue and others as the need arises.

Sincerely,

David A. Howard,
Community Planning Manager

DAH:dmh

cc: Elected Officials
Martin R. Cramton, Jr.
Walter G. Fields III

600 East Fourth Street • Charlotte, North Carolina 28202 2853 • (704) 336-2205

July 24, 1990

Disclaimer to be added to Proposed Land Use Map and page 18 of the Northwest District Plan text.

- o Recommended land use shown within the special project plan study area are schematic only and will not be finally determined until after the special project plan is completed.

BOARD OF EDUCATION VISION FOR PUPIL ASSIGNMENT
CHARLOTTE-MECKLENBURG SCHOOLS

The Board of Education commits that all children will have equal access to educational opportunities appropriate for their needs in a racially integrated system

The following are guiding considerations for pupil assignment

1 School attendance areas will be established to avoid, whenever possible, any overcrowding or underutilization of school facilities that may have a negative impact on the delivery of instructional programs

2 School attendance areas will, insofar as possible, conform to natural boundaries, recognize neighborhood identities, especially naturally integrated neighborhoods, and maintain continuity of peer relationships through grades K 12

3 School attendance areas will be established so that racially diverse student populations are integrated whenever possible

4 School attendance areas will be established so that benefits and burdens related to student transportation will be equitably shared by all racial groups within the community

5 New school construction and changes in existing school attendance areas will be carried out in such a way that future growth and need for change are anticipated that impact upon other community services is considered, and that continuity of educational opportunity from year to year is maintained

6 When appropriate, optional schools or programs and opportunities for students to transfer from one school or program to another will be established and maintained so that the desires of students and parents for particular educational opportunities can be accommodated

As a complement to the above listed administrative considerations, parents will be encouraged to visit schools, to discuss available educational programs with school administrators and teachers, and to share with administrators and teachers the particular needs and interests of their children

Unanimously adopted by the Board of Education October 10, 1989.

TO: Board Of Education

FROM: Peter Relic

SUBJECT: Development Of A Ten Year Plan For School Locations

DATE: May 21, 1990

Attached is the process we intend to utilize in the development of a strategic ten year plan for identifying sites for new schools.

The Planning and Research Department has already established a technical advisory committee and begun the process of identifying the questions that need to be addressed through the planning process.

DEVELOPMENT OF A TEN YEAR MASTER PLAN FOR SCHOOL LOCATIONS

SITUATION:

Mecklenburg County is in a period of rapid growth. The student population of Charlotte-Mecklenburg Schools in 1990 is approximately 75,000. In five years the student population is expected to be 90,000, and by the year 2000 more than 113,000 students are expected in the public schools. This growth will require that at least 18 schools be built between 1990 and 1995 and another 24 schools be built between 1995 and 2000.

GOAL:

A master plan for identifying sites for new schools will be developed for the Board Of Education of Charlotte-Mecklenburg Schools. This master plan will guide property acquisition and school construction through the 1990's. Development of the plan will be the responsibility of the Charlotte-Mecklenburg Schools Planning Department. The master plan will complement other land-use planning efforts carried out by the Charlotte-Mecklenburg Planning Commission.

OBJECTIVES:

1. To apply the Board Of Education's "Vision For Pupil Assignment" to long-range forecasts for population growth within Mecklenburg County.

2. To involve planners for other agencies and businesses within the county as technical advisors to the school system's planning department.

3. To involve a broadly representative body of citizens in the review and development of the master plan.

4. To insure that school sites are appropriately woven into the long-range expansion of the county's infrastructure.

5. To insure that citizens of Mecklenburg County are aware of long-range needs for school facilities and of the cost of those facilities.

PROCESS:

1. The Planning and Research Department will prepare a draft master plan for long-range school construction and utilization.
   - A. The draft long-range plan will be consistent with regional land-use plans developed by the Planning Commission and will be based upon demographic projections supported by data provided by various community agencies.
   - B. The draft long-range plan will reflect current state standards for educational facility planning and full implementation of the Basic Education Plan.
   - C. The draft long-range plan will reflect implementation of the Board Of Education's Vision For Pupil Assignment.
   - D. Assistance with preparation of the draft long-range plan will be obtained from a technical advisory committee consisting of county planners and developers.

PROCESS (continued):

2. The draft long-range plan will be distributed to all school committees and to community groups identified by The Planning Commission.

3. A series of community forums will be held in the seven planning districts identified by the Planning Commission.
   A. These forums will be used to educate the community on the current level of utilization of school facilities and on housing and population growth expected in the next decade.
   B. These forums will be used to invite comments and suggestions from the community regarding current school utilization and the draft plan for future school locations.
   C. Invitations to participate in these forums will be extended to the chairpersons of all school committees and PTA's within each area, and to groups representing homeowners and community interests within each area.

4. Written comments regarding the draft long-range plan will be requested and a timeline will be established identifying procedures for individuals and groups to use when commenting and raising concerns regarding the plan.

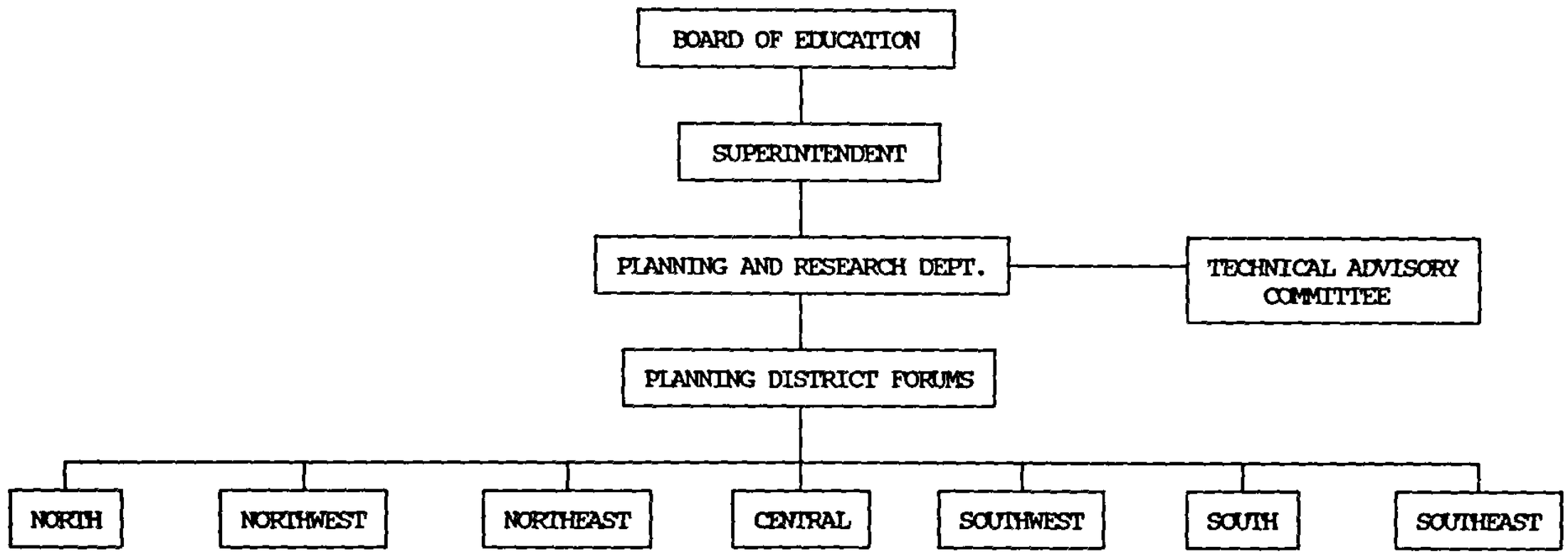
5. The Planning and Research Department will create a revised long-range plan for school location that will be submitted to the Superintendent for review and approval.
   A. The long-range plan will identify approximate areas for new schools and pupil assignment considerations related to those areas.
   B. The long-range plan will identify an approximate timeline for new school construction within each area.
   C. The long-range plan will identify needs for building renovations and changes in mission for existing schools.
   D. The long-range plan will identify a process for revision of the plan as county demographics necessitate changes.

6. The Superintendent will submit the long-range plan for school location to the Board Of Education for adoption.

TIMELINE:

Summer 1990	Planning Department generates draft long-range plan
Fall 1990	Planning area forums are held
Winter 1991	Revised long-range plan is created
Spring 1991	Long-range plan is presented to the Superintendent

ORGANIZATION OF THE PLANNING PROCESS:



ADVANTAGES TO THE CREATION OF A LONG-RANGE PLAN:

- Focuses community attention on the need for new facilities and renovation of existing facilities;
- Anticipates growth and saves money when land is purchased in anticipation of eventual use;
- Enhances possibility of greater community utilization of school facilities through establishment of joint-use planning with Parks and Recreation, Library, Health Department, and other agencies;
- Contributes to more "balanced growth" in the county by directing growth in conjunction with regional land-use plans;
- Provides a process for generating new ideas regarding pupil assignment and school utilization;
- Provides a ongoing process for community involvement in development and revision of school location;
- Provides the community with a higher level of awareness of the need for schools which may stimulate alternative ways of financing school construction.

POSSIBLE DISADVANTAGES TO THE CREATION OF A LONG-RANGE PLAN:

- May generate community resistance to changes suggested in the plan and waste resources in "political" disputes;
- May create higher land prices if landowners know that the school system intends to utilize specific sites;
- May invite inappropriate construction or utilization if the plan becomes rigid and fails to change in response to changes within the community.

TEN-YEAR MASTER PLAN FOR SCHOOL LOCATIONS
TECHNICAL ADVISORY COMMITTEE

Mr. Tony Crumbley, Director of Research
Charlotte Chamber of Commerce
P.O. Box 32785
Charlotte, NC 28232

Mr. Keith M. Henrichs,
Research Supervisor
Charlotte-Mecklenburg Planning Commission
600 E. Fourth Street
Charlotte, NC 28202

Ms. Lynn Otzman,
Director of Research & Development
United Way
301 S. Brevard Street
Charlotte, NC 28202

Dr. Colin Shaw,
Director of Planning & Research
Rowan/Cabarrus Community College
P.O. Box 1595
Salisbury, NC 28144

Mr. T. N. Fowler, Chief Planner
Southern Bell
P.O. Box 30188
Charlotte, NC 28230

Mr. John Highfill, Director
Human Services Planning Office
P.O. Box 34414
Charlotte, NC 28234

Mr. Robert Hinson, Junior Supervisor
Marketing Department
Duke Power Company
500 S. Church Street
Charlotte, NC 28242

Mr. John W. Quinley, Director
Research and Planning
CPCC
P.O. Box 35009
Charlotte, NC 28235

Mr. William J. McCoy, Director
Urban Institute
UNCC
Charlotte, NC 28223

Mr. Jim Patterson
Home Builder's Association
801 Baxter Street
Charlotte, NC 28202

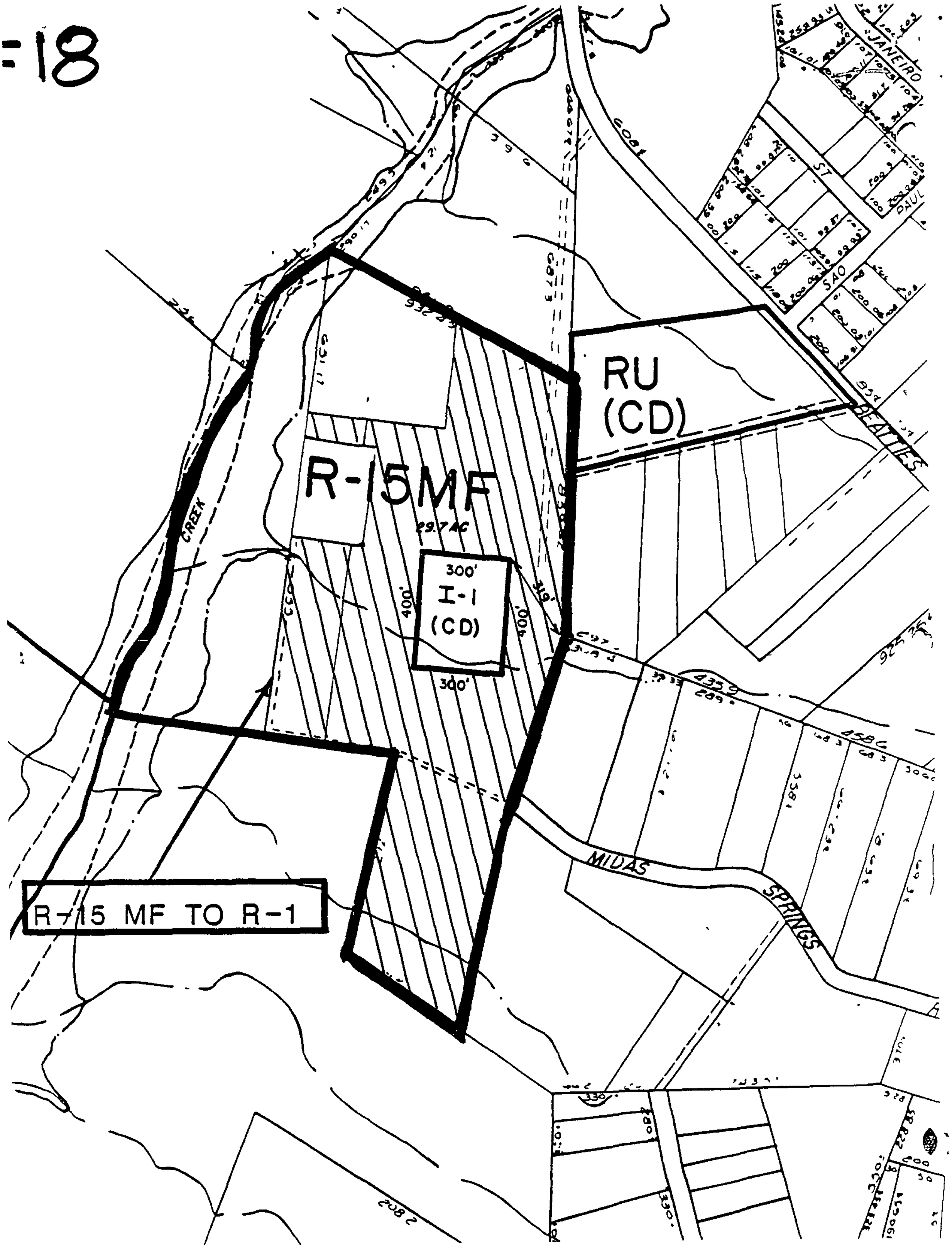
Ms. Libby Clapp
Data Processing
City of Charlotte
600 E. Fourth Street
Charlotte, NC 28202

Mr. David Howard
Charlotte Planning Commission
600 E. Fourth Street
Charlotte, NC 28202

Mr. Roy K. Currie
Charlotte Association of Realtors
P.O. Box 35511
Charlotte, NC 28235

Mr. Larry Rosenstrauch
City of Charlotte
600 E. Fourth Street
Charlotte, NC 28202

-18


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

CHARLOTTE - MECKLENBURG PLANNING COMMISSION

TO: Mayor Sue Myrick,
Members, City Council
Chairperson Carla DuPuy,
Members, Board of County Commission
Chairman George Battle, Jr.,
Members, Board of Education

FROM: David A. Howard, Community Planning Manager

DATE: July 19, 1990

Attached to this memo please find the following information for the meeting on July 24.

1. Agenda
2. Discussion guide with attachments
3. Summary of public hearing
4. Draft transcript of hearing
5. Letters received
6. Amendment to General Development Policies on housing and schools

If you have any questions, please call me at 336-2205.

DAH:sls

Attachment

600 East Fourth Street • Charlotte, North Carolina 28202 2853 • (704) 336-2205

Joint Luncheon Agenda
July 24
12:00

1. Discussion and approval of Northwest District Plan
   - public meeting issues
     - corrective rezonings
     - watershed protection (attached)
     - other
   - adoption of plan minus noise contours

2. Consider amendment to General Development policy document. (attached)

Next meeting
August 21 - East District Plan decision
August - East District Plan public hearing

Northwest District Plan
Public Hearing
July 12, 1990

Summary of Comments from Hearing

Speaker(s)	Comments
Larry Phillips Russell Schwartz	- Both spoke in opposition to the proposed downzoning of R-15MF property off of Midas Springs Road to R-1. They stated that what are engineering concerns cannot be addressed through land use measures and that any action should wait until the watershed protection study is completed. They also stated that the property meets the locational criteria for multi-family development.
Bailey Patrick Fred Bryant	- Representing Sandoz, they presented a proposed land use plan for the Sandoz properties and requested that staff meet with them to discuss the proposal.
Mary McDaniels Marvin Bethune Gary Roberts	- All spoke concerning watershed protection and the need to protect the environment. Suggestions included a moratorium on development in the watershed area or rezoning properties to R-1 as soon as possible.
Barbara Webster	- She spoke about the need for stronger regulations in the Subdivision Ordinance. She pointed out the clear-cutting of trees at Mountain Island Point as an example.
Claude Houston Stephanie Watson V. C. Stone Steve Atkins Diane Brock Douglas Grant Jean Baucom	- All spoke in opposition to proposed downzoning of I-1 land in Todd Park, to residential. Mr. Stone and Mr. Atkins stated that their 38 acre parcel was recently released from trust and they plan to develop the property. Others pointed out that business and industrial uses are found throughout Todd Park and downzoning would limit their ability to expand.
Brian Schick	- Spoke on behalf of the Chamber of Commerce Manufacturing Council stating that the Northwest District Plan did not provide for any additional industrial areas. He asked that the concerns of the manufacturing industry be considered.

Bob White	- He stated that enforcement, and the cost of enforcement, of land use policies need to be accounted for in all the district plans.
Jeff Zeckel	- He spoke of concerns over the areas impacted by Airport noise.
Mary Lynn Bugge	- She stated that the area along Tom Sadler Road should remain residential. She also suggested that the islands in N.C. 16 should be landscaped and other streetscape improvements be made.

Trammell Crow Residential

Trammell Crow Homes
[illegible]

July 7, 1990

Mr. David A. Howard
Charlotte Mecklenburg Planning Commission
600 East Fourth Street
Charlotte, North Carolina 28202-2853

Dear David:

Upon receiving your notification that we had property in the Northwest District Plan area suitable for down zoning, I felt it necessary to respond.

It was our decision to change the type of use for the R-9MF, to single family detached based on the current economic outlook. However, we need, expect and demand the opportunity to keep our land zoned at R-9MF, should we decide to make any changes in the future.

With access on Highway 27, it is not out of the question that this, along with other acquisitions, could become a possibility in the future.

I look forward to your response and position on this unacceptable down zoning attempt.

Very truly yours,

TRAMMELL CROW HOMES

Robert R. Ingraham
Divisional Partner

cc: Martin Crampton

HORACK TALLEY PHARR & LOWNDES

PROFESSIONAL ASSOCIATION

ATTORNEYS AT LAW

JAMES M TALLEY JR
PAUL B GUTHERY JR
HENRY N PHARR II
WILLIAM S LOWNDES
NEIL C WILLIAMS
GEORGE ROBERT TURNER III
ROBERT C STEPHENS
CLAYTON S CURRY JR
TATE E STERRETT
SUSAN CHRISTMAN
STEPHEN L SMITH
ROBERT B BENNETT JR
TIMOTHY W GILBERT
JOSEPH D McCULLOUGH
RUSSELL J SCHWARTZ
ROBERT B McNEILL
H DAVID POWELL
J HAYDEN HARRELL
CHERYL D STEELE
JAMES H PULLIAM

BENJ S HORACK
RAY W BRADLEY JR
OF COUNSEL

2600 ONE FIRST UNION CENTER
301 SOUTH COLLEGE STREET
CHARLOTTE NORTH CAROLINA
28202 6038

TELEPHONE
704 377 2500

TELECOPIER
704 372 2619

July 16, 1990

Members of City Council and
County Commission

Re: Northwest District Plan

Dear Ladies and Gentlemen·

As you may recall from the public hearing on July 12, Larry Phillips is concerned about the recommendation of the Northwest District Plan for the down zoning of his property. (Mr. Phillips property is shown on Map 18 in Appendix 1 of the Plan.) Mr. Phillips is a hard-working man and he does not want the value of what he has worked for to be drastically and pointlessly cut He feels that the recommendation for one dwelling unit per acre on his land is wrong. While the bulk of his property is currently zoned R-15 MF, roughly in the center of his land is a block of land zoned I-1(CD). On this land, Mr. Phillips operates Midas Spring Water. Land next to such an industrial use is simply not suited for one-acre lots. Mr. Phillips feels that multi-family is a much more appropriate transitional use. He also feels that land adjacent to a park and a minor thoroughfare (and which is near employment centers) must be appropriate for multi-family use.

While Mr Phillips is certainly able to speak for himself, as he did at the public hearing, he felt so strongly about this matter that he has hired this firm to look at the Northwest District Plan and the District Plan General Policies adopted in May. He has asked that we review those plans to see if his feelings about the situation are correct. And you know what? He is right: The Northwest District Plan recommendation is <u>wrong</u>.

We know that what is being considered is the adoption of a general plan, not a down zoning But let's not kid ourselves If the Plan is adopted with a recommendation that Mr. Phillips' property be down zoned, the down zoning is virtually certain

Don t put Mr Phillips through the expense, in time and money, of defending a down zoning which is not supported by the District Plan General Policies and does not achieve the stated goal of the Northwest District Plan.

The only expressed goal for the down zoning of Mr Phillips property is the protection of the Mountain Island Lake watershed. The Plan states on Page 5: "An important consideration affecting the potential development of areas north of Mt. Holly/Huntersville Road is watershed protection." But the Plan also recognizes on Page 13 that the issue of watershed protection is "still under study." One of the Plan's suggestions for follow up action is to "complete analysis of watershed protection for Mountain Island Lake "

Let's not jump the gun. Complete the appropriate analysis and move forward with watershed protection which will be effective, rather than merely inexpensive Or at least inexpensive for the City and the County. It will cost Mr. Phillips dearly. He has used his land as collateral to support his business and R-1 land just will not appraise at the same value as land zoned R-15MF.

Please understand that we are fully in favor of watershed protection Mr. Phillips bottles spring water on his property and knows better than most the need to protect our water sources. But one-acre lots simply will not achieve that objective:

> One unit per acre may mean an agricultural use for the property, and the resultant runoff of fertilizers, pesticides, and herbicides;
>
> Even if the property is developed with single-family homes on large lots, the lawns will still produce a tremendous runoff (which will include fertilizers, pesticides, and herbicides);
>
> One-acre lots will make it difficult or impossible to have proper storm water detention; and
>
> Development of the property under an R-1 zoning would not support the extension of sewer, which means septic tanks and even more problems for the watershed

Don't try to solve an engineering problem through a land use decision. The state is currently considering extensive watershed regulations. The draft of the Northwest District Plan itself recognizes the need to consider alternatives for watershed protection including through the use of devices "such

as stream buffering requirements and strict compliance with ground absorption waste water system regulations " (See Page 33.) Forcing R-1 zoning on multi-family land does not solve the problem and is unfair

The involved land is appropriate for multi-family zoning The Northwest District Plan concedes that multi-family land should be disbursed throughout the district at "desirable locations." (Page 14) The District Plan General Policies, which you adopted on May 22, states that land adjacent to a large park should be considered a desirable location for multi-family housing. Mr. Phillips' land is adjacent to the Latta Plantation Park. It is off Beatties Ford Road, a minor thoroughfare. Multi-family development will support the extension of sewer from the station to be construed at Garr Creek. The draft of the Northwest District Plan says that sewer and highway access are two factors to be considered in determining density. This property passes both tests.

Finally, and most importantly, look at the map showing the property. There is a hole right in the middle of it and that hole is filled with an industrial use. Who seriously believes that homes on one-acre lots are going to develop around this industrial zoning?

The District Plan process makes sense. Long-range planning is important. Watershed protection makes sense. It is an essential issue which the whole community must address. The down zoning of Mr. Phillips property makes no sense. Complete the necessary study and adopt the appropriate engineering and development requirements. Let all development meet those standards But don't recommend the down zoning of a piece of property which is clearly appropriate for multi-family zoning to a classification which makes the property virtually useless.

Sincerely,

HORACK, TALLEY, PHARR & LOWNDES

Russell J. Schwartz

SPU1-7A.RJS

2507 Taine Drive
Charlotte, N.C 28214
July 12, 1990

Re: Rezoning of property

Charlotte-Mecklenburg Planning Commission
600 East Fourth Street
Charlotte, N.C 28202-2853

Dear Sir,

Per your letters dated November 14, 1989 and June 26, 1990, this is to question why property located on tax book 53 page 14 is being considered for rezoning from R-12MF to R-12. These lots would be sandwiched in by, General Business, Industrial and R12MF. Property across Sam Wilson Road will still be R-12MF and Business. It is my understanding that a company from Washington, D C has purchased 4 parcels of land bordered by I-85, Sam Wilson Rd. and off Sam Wilson Road with the idea of either appartments or shopping center or both. Also, we are located less than 2 miles from existing 10,000 ft airport runway.

I feel it would be unfair to have these 20 lots in block 142 of book 53 page 14 rezoned to R-12. There is only 10 houses on these lots and will probably never be over 12 houses built on all these lots.

Please reconsider and leave the zoning R12MF.

Sincerely
Amanda D Tucker.

2600 ONE FIRST UNION CENTER
301 SOUTH COLLEGE STREET
CHARLOTTE NORTH CAROLINA
28202 6038

July 19, 1990

VIA HAND DELIVERY

Mr David A. Howard
Community Planning Manager
Charlotte-Mecklenburg Planning Commission
600 East Fourth Street
Charlotte, North Carolina 28202-2853

Re: Northwest District Plan

Dear Dave:

As per our telephone conversation, enclosed are written comments with regard to the Northwest District Plan. Specifically, the letter addresses the proposed down-zoning represented on Map 18 of Appendix 1 of the draft plan. As I understand it, you will make copies of this statement and distribute it to all members of the City Council and County Commission. If you have any questions regarding the enclosure, please feel free to call me at your convenience.

Thanks for your help.

Sincerely,

HORACK, TALLEY, PHARR & LOWNDES

Russell J. Schwartz jn

Russell J. Schwartz

RJS/jn
Enclosure

cc: Mr. Jerry Blackmon
Blackmon & Associates
P, O. Box 33664
Charlotte, North Carolina 28233

7229 Tuckaseegee Rd,
Charlotte, N.C.
28214

12-7-89

Dear Mr Emery.

We attended the meeting at Oakdale Elementary school last week. We did not have enough to speak up about some of our property. I am enclosing a letter that was written by the family. Please take time to read it as we think the planning zone group do not realize the property is not suitable for houses or apartments. We think the best use for the land should be zoned light industrial or for a Business Park. Please bear with us and see if you can't help us.

If you would like to visit all our home we would be glad to show you over the property.

We realize this is the West side of town and nothing much is done in this vicinity.

Hoping to hear from you soon.

Sincerely,
Mrs. George R. Fadler

The following is being written and made available to you by the Sadler family of western Mecklenburg County (Tuckaseegee Road, west of Little Rock Road). There are five families representing the five heirs of the R. Phillip and Irene Rhyne Sadler Estate. Four of the five families live in the 7200 block of Tuckaseegee Road, approximately 100 yards east of West Mecklenburg High School. Behind their residences, the Sadler property (approximately 42 acres shown on the accompanying map) stretches some 1,700 feet to the Interstate I-85 right-of-way with 885 feet of frontage on the north side of I-85 There are also 10 plus acres south of I-85 that was cut off when the Interstate was built in 195_ This 10 acres is landlocked and surrounded completely by Moores Park - which should help to identify for you just where these tracts are located and indicate two major factors (Airport noise and I-85 noise) that have seriously restricted the families' ability to do anything with the property.

It is the 42 acres north of I-85 with which we are particularly concerned at this time. We are asking that the Charlotte-Mecklenburg Planning Commission adopt an alternate use plan for the property that would allow us to begin to market it in a manner that is suitable, practical, reasonable and fair. The 2005 Plan designated the undeveloped land in this area north of I-85 for single family development. However, the largest portion of this property lies within the 65 to 75 LDN level of noise impact from the airport The only areas with a higher degree of noise impact (75+ LDN) is essentially the airport property itself This information provided by a study done for the airport by Harris, Miller, Miller & Hanson Inc. in June, 1988. Approximately 300 feet away, just across I-85, lies Moores Park, with the same 65 to 75 LDN rating, where the Airport has already begun buying existing residences because of the devastating negative financial effect the airport noise has had on the property values there. It is hardly reasonable to believe that future residential development on property separated only by I-85 is even sane, much less feasible, practical or suitable. Any residential construction loans would be restricted heavily, if available at all.

In an attempt to gain more suitable zoning for this property, we talked with the staff of the Charlotte-Mecklenburg Planning Commission in 1985. We were told that because of the 2005 Plan we should not even consider asking for any type commercial zoning. Since single family residential seemed impractical, if not impossible, and with commercial zoning

being ruled out as a possibility, we decided to petition for multi-family rezoning as our only option. What else was there? The Sadler family employed the services of a leading land planning consultant and other development planners to draw up a proposed site plan to present to the Planning Commission. Given the constraints and restrictions under which we found ourselves, we felt a feasible Townhouse/Apartment/Retirement Patio-Home site plan was developed and presented. There were no objections filed by surrounding and/or adjoining property owners. The Planning Commission unanimously rejected the plan and recommended that the Charlotte City Council turn down our rezoning petition.

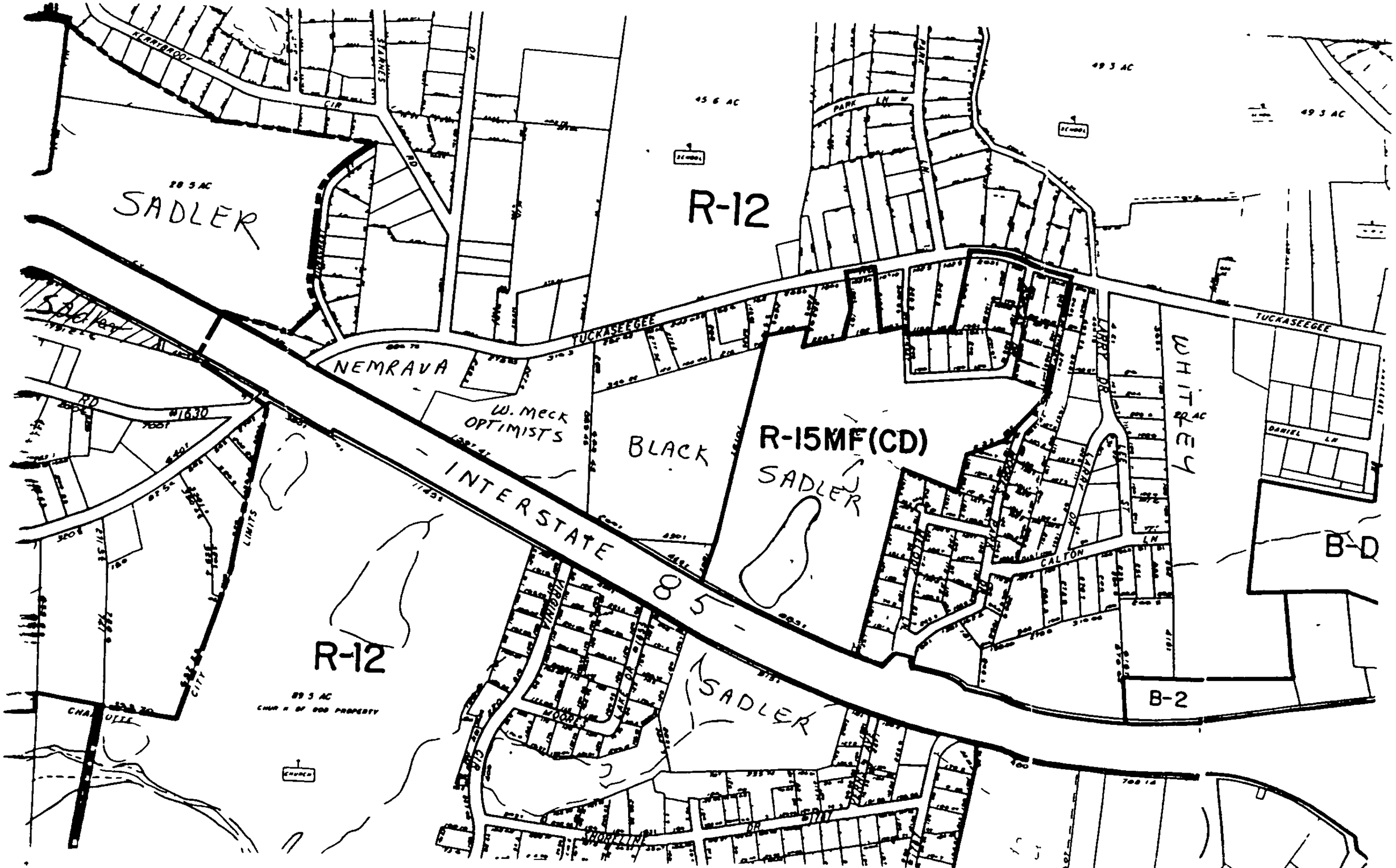
The City Council heard our petition and site plan proposal in the summer of 1986. During the petition hearing several City Council members questioned whether any residential development, single family or multi-family, was advisable considering the noise impact from the airport and the additional noise impact on the portion of the property closest to and adjoining I-85 Highway. They also stated that what seemed to be the most reasonable and suitable use for the property that borders I-85 would be for light commercial-office park - etc., possibly followed by multi-family development north of the commercial area. Highway noise would have much less of an effect on the multi-family portion because of the distance created by the separation. We were asked if possibly we wanted to withdraw our petition. Unfortunately we didn't have a proposed site plan that would correspond with their suggestions. The City Council, with some reservations about the advisability of multi-family use for this property, voted unanimously in favor of our petition. We were pleased that we had gotten what we asked for, but we also wondered if we should have petitioned for what the Planning Commission had ruled out as a possibility and what the Charlotte City Council had seemed to suggest as the most suitable and viable use for this property. That being light commercial, backed up by multi-family to the existing single family residences along Tuckaseegee Road.

The total cost of our rezoning efforts was $23,300. In the past three years, while trying to interest possible multi-family developers in this property, we have realized that there is much too much other available acreage suitable for multi-family development that is not impacted adversely by airport noise or close proximity to an Interstate Highway.

We also realized that there was apparently a difference in the planning philosophy, in regards to the 2005 Plan, that existed between the Planning Commission and the City Council. The Planning Commission was apparently interpreting the 2005 Plan as absolute and unchangeable. Whereas the City Council seemed to suggest at least an attitude allowing for consideration of more suitable, alternative uses for property even if such uses did not comply exactly with those stated in the 2005 Plan. This difference in philosophies, resulting in what turned out to be somewhat conflicting advice, caused the Sadler family to spend a considerable amount of time and money inappropriately.

The $23,308.00 spent, along with taxes on this property (which amounted to $2,928.91 in 1988) was paid out of savings from four families on fixed retirement income and one family where the man at age 82 is still working(out of necessity) and this past year had to borrow money to pay his share of the taxes on this property. Property on which he was raised from an infant, farmed as a young man and built a house on thirty years ago in which to finish raising his own family and live out his years. Yet because of circumstances beyond his control (the Airport, I-85 and the 2005 Plan), he has been unable to realize anything from his birthright. The only thing that any of the heirs have been able to do with this property over the past years has been to pay taxes on it. Over just the past 10 years, the taxes alone have been approximately $18,790. This property is part of a tract that has been in our family for over 100 years. This is being said to stress that this is not property we have acquired in recent years thinking that it would probably go commercial some day and we could realize a profit. Profit has not been our motive. This property represents the Sadler family heritage. We are respectfully asking for, need and feel we deserve consideration in this matter. We thank you in advance for that consideration.

Mr. George Rhyne Sadler
Mrs. Robert Parks Sadler
Mrs. Sara Sadler Haney
Mrs. James Charles Sadler
Mr. Joseph Henry Sadler


SADLER
R-12
NEMRAVA
W. Meck OPTIMISTS
BLACK
R-15MF(CD)
SADLER
INTERSTATE 85
TUCKASEEGEE
WHITE
B-D
B-2
R-12
SADLER
PARK LN
CALTON LN
DANIEL LN
STANES RD
KEARTBROOT CIR
49.3 AC
45.6 AC
28.5 AC
89.5 AC

December 6, 1989

West Meck. District Plan
600 E. 4th Street
Charlotte, N. C.

Dear Mr. Drake:

We live on Freedom Drive and have been reading in the paper and also seeing re-zoning signs about keeping our area and the Toddville Road area residential. The real question we propose is why have you waited so long to do anything? Thirty some years ago we fought to keep Freedom Drive residential and lost when a garage was allowed to be built in the four thousand block. This property as well as Toddville Road has already been ruined for this purpose. With the noise from the airport, traffic and all the trash that our city has allowed to be built on the west side, we personally will fight to re-zone it for business.

Our city forgot us twenty years ago and all we can hope for now is for business to move this way.

Mr Roy Primm

Mr. & Mrs. Roy J. Primm
4001 Freeom Drive
Charlotte, N. C. 28208

Not in file with other letters

December 14, 1989

Rte. 7 Box 522
Martinsville, Va. 24112

Charlotte- Mecklenburg Planning Commission
600 East 4 TH Street
Charlotte, N.C. 28202

Att. Mr. Tom Drake

Dear Mr. Drake,

This letter is to confirm my phone conversation with you this week concerning a copy of Mecklenburg Neighbors of December 6, 1989 mailed to me about a meeting held on November 28, 1989 and which I received no notice about.

I have been the owner of the 36 acre tract for many years discussed in this Toddville area and I am very opposed to any rezoning of the tract on Old Mt Holly Road from light Industrial to residential.

I must ask that I be mailed any future notice of meetings concerning my property to the above address so that I or my attorney can be present.

With kindest regards and best wishes for the Holiday season,

I remain

Very Truly Yours,

James C. Stone

James C. Stone

PHONE (704) 394 4311

McCLURE REALTY CO INC

10129 MT HOLLY ROAD CHARLOTTE NORTH CAROLINA 28214

December 1, 1989

Tom Drake
Charlotte Mecklenburg Planning Commission
600 East Fourth Street
Charlotte, N. C. 28202

Re Northwest District Plan
Old Mount Holly/Melynda Road/Toddville Road areas

Dear Mr Drake

After attending the meeting held on November 28th at the Oakdale Elementary School we wish to advise that we oppose the proposed rezonings for the above areas from R9MF to R9

The home owners present at the meeting apparent seemed to be in agreement that I-1 would be better than R-6. To our knowledge there has not been any recent residential construction in these area, therefore, to down-grade the zoning would have an adverse effect on the property and surrounding areas. If residential building were begun along Melynda Road, it would be a great injustice to the residents because of the industrial traffic going into the business area due to the lower end of Melynda Road presently zoned I-1 and contains some business/commercial property. Consequently, we feel to zone the entire street I-1 would better serve the community and the property could be put to greater use.

At present we own three parcels on Melynda Road (057-113-02, 057-113-03 and 057-113-05) and feel the area would be better served if all zoning were I-1.

Thank you for any consideration you might give to the above recommendation in your future planning for the Northwest District.

Sincerely,

Betty B McClure

Betty B McClure, Partner

Sarah E Pryor

Sarah E Pryor, Partner

My name is Larry Phillips I own Midas Spring water Inc the oldest mfg in Mecklenburg,county established in 187. Our property is one of the tracts slated for downzoning I object I bought the bussiness and the property in the early 70's and it was zoned MF when I bought it and had been for years A couple of years ago I had to fight the so called 'community leadership' to get a conditional rezoning of a small portion so that I could expand a growing bussiness -- a bussiness that is non-polluting and inoptrusive and provides a valuable service to this community -- a reliable alternative water source in case of emergencies That fight cost me time and money Now I must fight again to protect the value of my property The MF zoning gives added value to the property which can be used as collateral for loans to support a growing capital intensive bussiness That same value serves as my future retirement plan I have purposefully held off development of this property to avoid the widespread use of septic tanks or private treatment plants because of my own personal commitment to this community and the environment In short, I have been a good steward of this property and a good neighbor. I ask you to give me one good reason for downzoning this property and depriving me of its full value Over the years many bank appraisers have stated that its highest and best use is for future development If you tell me it isn't suitable in the community I'll tell you it has been suitable all these years. And who determines this so called suitability You? Me? The people? Who plays God for his neighbor? The MF zoning adversely effects no one that has not moved into the area since it was in place, thus having no grounds for complaint or has shown no concern all these years Are we all of a sudden supposed to decrease the housing density . since floods of people are moving away? I think not Even if this property were developed under it's present zoning, it would merely serve as a natural buffer and transition from the portion used as bussiness or industrial to the adjacent single family

If you tell me it's to protect the water shed, I'll respond, Bogwash I'm in the water bussiness I take my living offering an alternative to what's already there If this tract was developed under present zoning, the pollution of the water reservoir from runoff in a thousand years would not equal what's already dumped in the Catawba River, which is what you're ultimately fighting that's the true reservoir.

If you tell me it's politics and self serving, then I'll believe you Sure as the sun rises, if you downzone this tract, you'll upzone another somewhere within a few miles and say that we need more density to preserve more open space or increase the tax base or some other hypocritical excuse And a few people will breathe a sigh of relief because they don't have to put up with a few more cars since they'll be pushed on to someone else. You know, 'do unto thy neighbor " Who

pulled my property out of the hat anyway -- up to that I can tell you. It certainly did not come from a detailed look at every piece of property in the district. So I'm not buying it. I've payed the taxes and made the sacrifices to hold on to this property to insure my future and my family's. When I started out I worked 12-15 hrs a day seven days a week to make it. It simply boils down to this. If you don't want MF zoning, ban it everywhere in the district and I'll gladly go along. If not, don't punish me to reward someone else. Downzoning my property will have about as much practical effect on the safety of the water reservoir as waving a stick over it and telling it to cleanse itself. If you insist on downgrading my property, then pay me fair value for it. Better still, if you want to get rid of the MF zoning, upgrade the whole tract to allow a good bussiness and light industrial mix. Best yet, put in the roads and sewers thru out the county to spread things around and LEAVE ME ALONE. Thank you.

P.S. At the public hearing July 12, 1989 some of the things stressed as being desired and planned for were these: Alternatives for housing, Balance between residential and bussiness or industrial, Protecting the residential edges, Diverse mix (again), Protecting the water shed and historical properties (Midas Spring Water Inc. is the oldest mfg. in Meck. County and is in the bussiness of protecting water for its own survival), 4 units/acre along the Gar Creek corridor (this tract is in close proximity to Gar Creek), Open spaces and parks (this tract is in close proximity to Latta Plantation), Liveability (there is no place in Meck. County that I would rather live and many have expressed jealousy of the environs), Protect the 300 ft. corridor along Beatties Ford Road (this tract is well beyond those perimeters), Compromise between higher density to make sewer feasible and lower density with septic tanks (the proposed pump station at Gar Creek and Beatties Ford Road would be within easy reach and nothing would be proposed in MF before that time). If you take the time to look at how this property relates to everything you are trying to promote, how in God's name can you propose to change the way it is? Thank you again.

Midas Spring Water
Larry Phillips, Pres

Belhaven Park, Inc
PO Box 572
Paw Creek, N C 28130
November 30 1980

Charlotte - Mecklenburg Planning Commission
600 E 4th St.
Charlotte, N.C. 28204

Dear Planning Commission Members:

The Northwest Mecklenburg District Plan you have drawn up has many good, well-thought ideas that will help this area in the years to come.

The owners of Belhaven Park, however, object to the rezoning of their property from I2 to R-MH. When the land was purchased on March 1, 1982, it commanded a premium high price because the land was zoned I2. Lowering the classification of the land to R-MH severely impacts the future potential profit from a resale of that same land that such a high price was paid for. Both neighboring properties are currently zoned I2. The use of the land currently in addition to a mobile home park, includes two businesses in an office building on the property. These businesses are GT Production Systems Inc. - an office for the sale of large mill equipment, and D. F. Scrupples - a beauty shop.

We ask you to please reconsider the rezoning of our property in the plan and leave the zoning as it is today. If you would like to contact us call Klaus Krueger at 399-6991. Thank you.

Yours truly,

Klaus Krueger
Rolf Denz
Belhaven Park, Inc.

501 Lansdowne Rd
Charlotte, N C 28226

Dec. 1, 1989

Charlotte-Mecklenburg Planning Commission
600 E. 4th St.
Charlotte, N.C. 28202

Attention: Frank Emory

Mr. Emory,

My family own property at 329 Toddville Road, Charlotte, N.C.

We would like for it to be up graded to Industrial. The area in front of our property is Industrial and the property beyond Macon St. to the R.R. tracks is Industrial.

The property at the corner of Toddville Rd + Old Mount Holly Road is zoned for Multi Family - Why do you want to down grade 329 Toddville Rd to single family.

We would like for it to be left R-9MF or go Industrial. <u>But we do not want it zoned for Single Family.</u>

Please re consider. Thank you

Lorene S. Eury

Mrs. Lorene S. Eury
501 Lansdowne Road
Charlotte, NC 28226

Walton Lee Bustle
225 Belmorrow Drive
Charlotte, NC 28215

November 29, 1989

Mr. Frank Emory
Chairman, Charlotte-Mecklenburg
Planning Commission
600 East Fourth Street
Charlotte, NC 28202-2853

Dear Mr. Emory:

Last night I attended the November 28 meeting at Oakdale Elementary School. I addressed your board and requested that the zoning of my two lots on Toddville Road not be downgraded from R-9MF to R-15. I am writing this letter to remind you of my concerns and add other relevant facts to justify my request.

In August, 1988 I purchased the two lots which were zoned R-9MF (see green shaded area on enclosed tax map - Book 35, Page 11). The corner lot had an existing duplex which was built approximately 8 years ago. My wife and I had planned to build another duplex on the adjoining lot. If your board proceeds to downgrade our property from R-9MF to R-15, my family will realize a significant financial loss due to the limited use of our property.

Let us review the nature and makeup of the property located on Toddville Road between Freedom Drive and Old Mt. Holly Road intersections. There has always been a mix of heavy industrial (Duke Power), medium industrial, light industrial, small businesses, duplexes, and single family residential. People who have purchased property in the past as well as present, have been fully aware of this mix. In addition, there are two railroad lines which greatly influence the character of the property. A major railroad line is across the intersection of Toddville Road and Old Mt. Holly-Huntersville Road, and another industrial feeder railroad line splits Toddville Road at the Duke Power facility. As you can see from the makeup of the property in question, this area has never been an exclusive single family country club.

While the property usage mix has been greatly varied, I believe that current zoning codes have encouraged this area to strive and prosper in good taste. I personally feel the old adage that "if something is not broken, don't fix it", certainly applies in this situation.

My wife and I would greatly appreciate your reconsideration of our two lots and request that they remain zoned R-9MF.

Sincerely,

Walton Lee Bustle

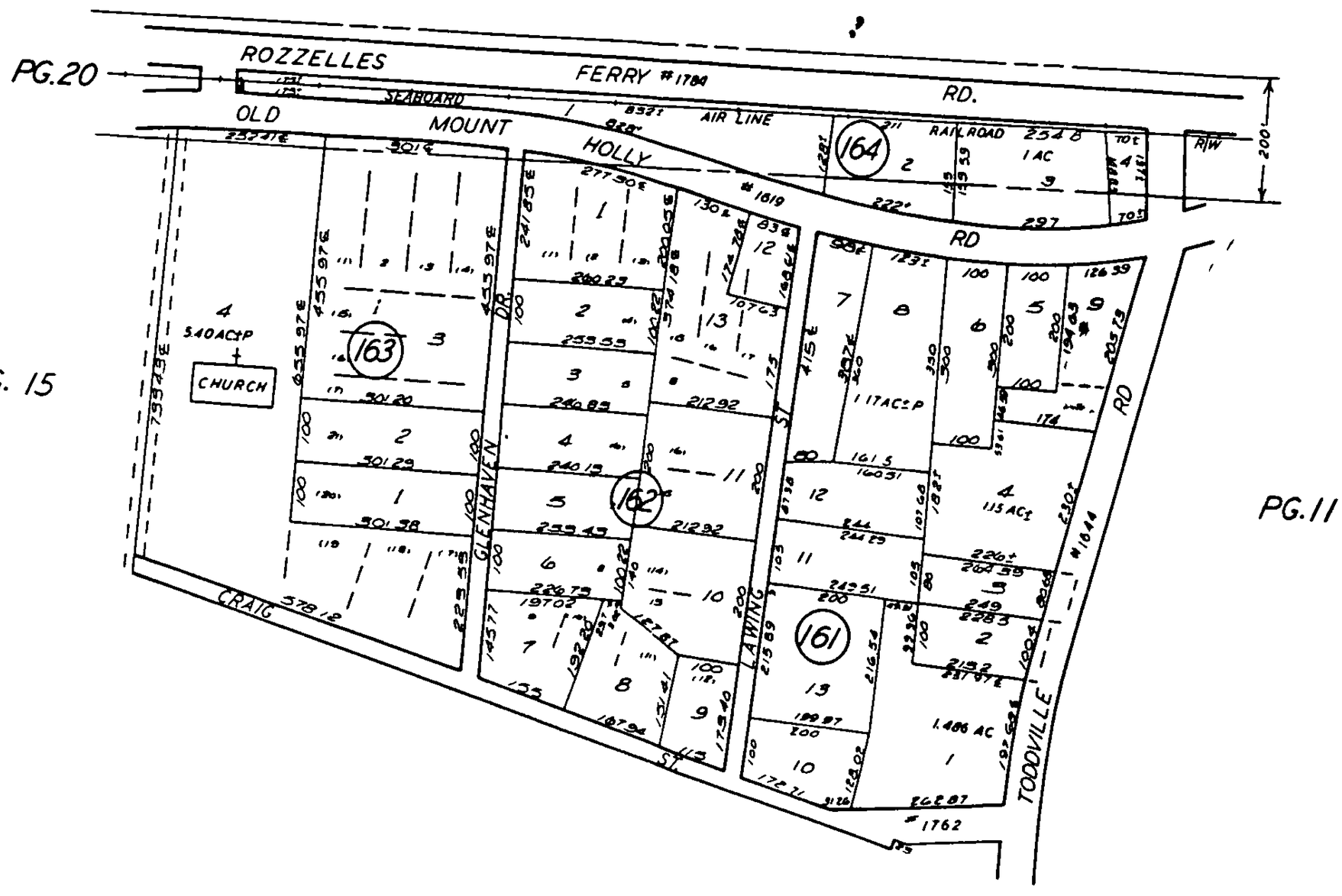
Walton Lee Bustle
057-161-09

WLB/b

cc: Dave Howard
Charlotte-Mecklenburg Planning Commission - Board Members

Enclosure

BK. 35



TAX LINE MAP	BOOK 57 PAGE 16
MECKLENBURG COUNTY, NORTH CAROLINA	
REVISED	SCALE 1" = 200'

Petition Nos. 15, 16, 17 - Northwest District

51 homeowners signed

1 renter signed

39 members of Crusader Baptist Church signed

Signatures for 15 parcels within the zoning petition

Signatures for 25 parcels outside of zoning petition

[illegible]

To [illegible] Howard Community Planning Manager
Charlotte-Mecklenburg Planning Department
Re Northwest District Plan

Please forward the following comments to the elected officials for their consideration. This is a restatement of comments made at the July 12 hearing.

Please incorporate the following statement [illegible] same [illegible] into the NW District Plan [illegible] where Tom Sadler [illegible]

Intensification of zoning from residential to other uses should not be permitted on Tom Sadler Rd

This is requested for the following reasons: Tom Sadler [illegible] is one of the major roads to the Coulwood [illegible] large stable residential area in [illegible] to the Tank [illegible] petroleum storage and [illegible] out of [illegible] end of the road [illegible] tanker truck [illegible] petroleum storage and the rest of the road [illegible] in nature. [illegible] the past several years [illegible] requested to allow for a [illegible] conversion of a residence into a tanker truck terminal [illegible] further compromise the [illegible] residential [illegible]

Therefore, in keeping with the VISION AND GOALS [illegible] FUTURE guidelines on page [illegible] protest [illegible] and [illegible] to minimize impact of [illegible] residential areas [illegible]

Sincerely,

Mary Jane B Burgess

Mary Jane B Burgess
[illegible]
Charlotte [illegible]
[illegible]

CHARLOTTE - MECKLENBURG PLANNING COMMISSION

TO: City Council
County Commission
School Board

FROM: David A. Howard, Community Planning Manager

DATE: July 18, 1990

RE: Proposed changes to District Plan General Development Policies: School and Neighborhood Integration

At a previous joint meeting, staff was asked to draft language addressing the relationship between siting new schools and the racial integration of schools. Staff prepared a text change which was reviewed by City Council and County Commission. Staff was then directed to include language on housing integration as well.

Attached are staff's changes, including comments from elected officials, that address neighborhood integration and integration of schools. Changes are proposed for three sections: 1) the residential section, 2) the school section, and 3) the low and moderate income section. The changes are delineated in boxes on the attached sections of the General Development Policies.

These changes are on the agenda for discussion and adoption at the July 24 luncheon meeting. Please give me a call if you have questions prior to the meeting.

DAH/CSM:sls

Attachment

600 East Fourth Street • Charlotte, North Carolina 28202-2853 • (704) 336-2205

determination of specific responsibilities will be established through the zoning revision process.

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

The Community's long term economic health will be tied to its ability to maintain diversity in heavy and light industrial, business park and office development patterns.

RESIDENTIAL FUTURE

Changes on the Horizon

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

The 2005 Plan projects that between 1985 and 2005 the population of Mecklenburg County will increase by 128,387 people, and the number of new households, a key indicator of housing demand, will increase by 52,317 households. A January, 1989 economic analysis (Economic Assessment and Projects for Uptown Charlotte "by Alfred Stewart, and James Clay and Associates") indicates that economic growth has been occurring at a faster rate than projected in the 2005 Plan (2.5% vs. 2.1%).

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

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

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

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

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

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

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

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

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

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

  - Provides a broader patronage for shopping centers and community services.

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

  - Offers visual variety for the community.

ADDITION

It will also be important in planning the neighborhoods of the future to continually focus on breaking down social and economic barriers that are obstacles to the natural racial integration of neighborhoods. Promoting higher density housing that provides greater affordable housing opportunities will help foster integration. The integration of neighborhoods is most important to school planning as discussed in the school section of this document.

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

of appropriate densities and design to appropriate locations throughout each planning district.

NEIGHBORHOOD PROTECTION

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

Each district plan identifies stable neighborhoods that should not experience zoning intensification in the future. In some instances, rezonings are recommended in the plans to ensure that the zoning is consistent with the land use. Boundaries that delineate neighborhood protection areas are shown on the land use maps for the districts. The use of neighborhood protection boundaries does not imply, however, that all neighborhoods will be delineated on the maps. Generally, the boundaries apply only to single family neighborhoods that have little vacant land for infill development and where the long term viability of the area as developed is good considering urban pressures.

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

INFILL DEVELOPMENT

Because of an increasing demand for quality housing closer into the central city, infill housing has become and will continue to be an attractive alternative to developing farther out in the county. For the purposes of this discussion, infill refers to the construction of high density single family or multi-family housing on land, typically two or more acres in size, which is principally surrounded by existing structures. Infill development can benefit the community by providing new urban housing opportunities. It may lessen the public burden of providing new infrastructure and services because the roads, utilities, sidewalks, transit routes, police and fire services, etc. are already in place and may be under capacity. Redevelopment can significantly change the character of a neighborhood sometimes for the better, but it often destroys the perceived assets of the neighborhood by gradually eroding the existing housing stock. Consequently, infill sites should be carefully selected.

Each district plan identifies general areas where infill development might be appropriate. Most locations exist in the Central District, but there are some opportunities in developed portions of other districts as well. Typically appropriate infill sites are on the edges of neighborhoods or along interior major arterials where transitional

- establishing tools for financing or implementing the bikeways plan through the CIP and the development process.

SCHOOLS

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

ADDITION

The district planning process has created the opportunity for dialogue to begin on the relationship between long range land use and school planning. The staffs of the Board of Education and Planning Commission have combined efforts to assess the need for future schools based upon built out land development plans. Very preliminary locations of future schools have been identified on the district plan land use maps. The locations represent general vicinities where schools may be needed in the future and will be refined as the master plan for schools develops.

A critical consideration that will have to be weighed when determining school sites is the need to racially integrate schools. For example, as suburbanization occurs farther out in the county, the racial balance needed for school integration will be difficult to achieve, and consequently, distances travelled by students to meet the requirements of an integrated school system will likely increase. The School Board needs to openly discuss its policies on school locations and determine a course of action which addresses these concerns.

In dealing with the integration issue, however, careful selection of school sites as related to population distribution and demographics, will not alone solve the problem. The problem can only be solved through establishing a more integrated community throughout the county.

A step in this direction was taken by City Council when it adopted a new housing assistance plan (HAP) in 1990. One of the HAP's major objectives is to scatter low income housing throughout the city. This new housing plan mandates that information on racial balance in schools be used when considering lower income housing sites. The HAP and its effects on integration are also discussed in the low and moderate income section of this document.

School Types

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

Table: 6. School Needs

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

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

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

Locating Schools

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

- High Schools should have good access onto at least one major thoroughfare and another major or minor thoroughfare. Junior highs and elementary schools should have good access onto a minor or major thoroughfare.

- Every attempt should be made to combine elementary and some junior high schools with park development.

- The topography on the site, particularly for high schools, should be relatively flat for parking and associated play fields.

- Public sewer and water should be available to the site.

- The site should not be located in an area of the community where potential hazards are more likely to occur, thus jeopardizing the students' health and safety. For example, a school should not be built adjacent to an industrial area where hazardous materials are stored in large volumes. Noise levels associated with the airport and certain industrial uses should also be a consideration.

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

Policies:

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

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

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

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

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

Implementation Strategies:

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

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

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

  - smaller sites for urban schools.

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

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

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

#7

LOW AND MODERATE INCOME HOUSING

OBJECTIVES:

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

CHANGE

ADOPTED PLAN VERSION:
TO ENCOURAGE A MIX OF SOCIAL AND ECONOMIC GROUPS WITHIN THE COMMUNITY.

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

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

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

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

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

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

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

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

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

POLICIES AND IMPLEMENTATION STRATEGIES:

EXISTING HOUSING STOCK:

Policy:

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

Implementation Strategies:

- Support the implementation of housing preservation goals as established in the Housing Policy Plan.

- Continue work now underway to develop a more systematic and effective housing code enforcement program and provide necessary funding to implement the program.

- Implement existing programs that address boarded up structures such as Boarded Up Structures Acquisition/Rehab/Resale, Rehabilitation of Boarded Up Residential Properties via Nonprofit Agencies and proposed programs, i.e. Local Urban Homesteading.

- Continue to provide low interest property rehabilitation loans and grants to qualified low and moderate income homeowners and investor owners. (Streamline existing procedures to shorten the length of time it takes to process a loan application.)

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

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

Policy:

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

Implementation Strategies

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

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

Policy:

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

Implementation Strategies:

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

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

NEW HOUSING OPPORTUNITIES:

Policy:

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

Implementation Strategies:

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

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

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

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

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

Policy:

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

Implementation Strategies:

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

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

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

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

Policy:

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

Implementation Strategies:

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

- Where consistent with goals of preservation of existing housing and neighborhood character, continue to allow multi-family development in appropriate areas and at densities compatible with surrounding development.

Policies:

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

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

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

- **The Housing Authority, developers, and the Community Development Department through the City's Housing Assistance Plan (HAP) should continue to focus on placing subsidized housing in locations that will help racially mix all census tracts in the community.**

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

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

Implementation Strategies:

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

- Develop more public housing units in rural and developing areas that meet location criteria (for example, near bus lines, shopping, employment and medical facilities, and in particular within ¼ mile of a proposed transit rail station or line.)

- Amend the Housing Assistance Plan (HAP) to extend the scattered site housing program into the county, and pursue new lower income housing sites in the county in addition to the city.

- Identify existing, small Black neighborhoods throughout the city and county that should be preserved and reinforced as Black neighborhoods, and identify planning and funding strategies for strengthening these areas.

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

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

7/24/90 12:20 p.m

Mayor	Du Puy absent
Campbell	Andrews ✓
Clopfelter ✓	Autry ✓
Hammond ✓	Blackman ✓
McCrory ✓	Kiser ✓
Mangum	Lockwood ✓
Martin ✓	Walton ✓
Matthews	
Patterson	
Scruggs ✓	Burgess ✓ Mr. Susan
Vinroot	Richard ✓ Mr. William
W Pulley	Bynum ✓ Mr. Sharon
(no quorum)	Tate III ✓ Mr. John A
	Arthur Griffin Jr.
	Joe Martin Jon Richard
Autry	Jane McIntyre George Battle
Dale Howard	8/13/90 Monday
Martin / McCrory	pub hrg Cent Dist
	9/6/90 pub hrg
Rhondine Ka	Thursday
Autry	County

Howard
McCrory
Blackmon
Howard — Courtesy vote by City
McCrory
Hammond
Autrey
Hammond
McCrory — Council clarification
Kiker
Autrey
McCrory
Blackmon
Lockwood
Andrews — 9/6 pub hrg
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McCrory
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Martin
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Howard — City hrg 9/6
Decision 9/18

Howard ① in the county
leave as in plan
Blackmon single family
Howard ② Total Park and City
from R-6MF to R-6
I-1 to R-6
R-9MF to R-9
R-9MF - R-16
I-1 to R-9
I-2 to I-1

(shows uses of area)

Champ, housing rehab

Martin
Seaborough

Hammond
Howard
Clopfetter
Hammond
Martin
Autry
Howard
Martin

(3) Sandy Chemical

Autry
Howard
Blackmon
Howard
Andrews
Howard
Autry — in Dr Plan / leave that part blank
Blackmon
Bailey Patrick
Walton
Autry — blank
Lockwood

Howard
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Howard — 6-8 mos.
Autry — in County & city

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until unbroken study is
completed
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Autry

Walton
Marion Bethune — Ted Cole
Walton
Howard
Keber / Andrews — moron
Lockwood

Howard — Pittsburg

Howard
City — 2 & 3
County — everything

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Keber / Andrews — a lot of fleas
Autry — yes
Blackmon — Keber / Andrews / Autry / Walton — no Blackmon

man

Howard — what action

Martin — 8/27 again

no Dist Plan

Dist Plan Gen. Dr Policies amendment

Howard — July 18, 1990

Martin

Rhuert — School Bd

Cadmus/Walton — after changes

Jury Fee

Martin Crawford

Fee

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Autry

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Andrews
Hammond — suggest rubber
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Autry
Howard — page 56
Autry
Howard — page 57 bullet 2
Autry

adjourned 1:35 pm