

Providence Road / I-485 Area Plan Update

Volume 1: Concept Plan

- ◆ APPROVED BY
Charlotte-Mecklenburg Planning Commission, April 20, 1999
- ◆ ADOPTED BY
Mecklenburg Board of County Commissioners, August 17, 1999
- ◆ ADOPTED BY
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EXECUTIVE SUMMARY

In March of 1998, the Mecklenburg Board of County Commissioners directed the Planning Commission staff to update the existing plan for the area surrounding the I-485 interchange at Providence Road. The request was a result of concerns expressed by area citizens about development occurring around the interchange.

The boundaries of the plan generally include the area within a mile of the Providence Road interchange for I-485. Much of the study area is vacant or developed with single family homes. Multi-family, commercial, and civic uses are clustered on Providence Road, to the north and south of the interchange, and on Ballantyne Commons Parkway and McKee Road.

The primary purpose of this plan update is to provide a framework for future development within the area surrounding the I-485/Providence Road interchange. The document has been divided into two volumes. Volume 1: The Concept Plan describes the planning area, discusses issues and opportunities for the area, and, most importantly, creates a desired vision for the study area. The topics addressed in the Concept Plan include land use, community design, transportation, and public facilities. Volume 2: The Implementation Program identifies the actions, both public and private, that will be needed to make the vision for the area become a reality. Only Volume 1 will be adopted officially by the Charlotte City Council and Mecklenburg Board of County Commissioners.

This planning document has been approved by the Charlotte-Mecklenburg Planning Commission and adopted by the Mecklenburg County Board of Commissioners. City Council adoption is pending. The document has been developed by the staff of the Charlotte-Mecklenburg Planning Commission, with considerable input from citizens interested in the I-485/ Providence Road interchange area. Staff worked with a Process Steering Committee to develop a public input process for this planning effort and held nine public workshops sessions to gather input for the plan.

ASSETS AND ISSUES

The plan is designed to address the following issues, which were identified during the early workshops:

- **Amount of New Development:** Participants in the workshops expressed concerns about the amount and pace of new development occurring within the study area. In particular, there were concerns about the number of new housing units, especially new multi-family units, and the negative impacts which could result from overdevelopment of the area.

- **Development Character:** The character of new development was discussed at the public workshops. Participants expressed a desire to insure that new development is compatible with existing neighborhoods. They stated that new development should enhance the area, building upon its unique qualities. In addition, residents were concerned about the potential for new development to negatively impact existing subdivisions.
- **Trees, open space, and other natural features:** Citizens voiced concerns about the loss of trees and open space as a result of new development. In addition, they expressed a desire to preserve natural features such streams, ponds, and steep topography.
- **Street Network:** Issues related to the area's street network were frequently raised during the public workshops. Citizens' concerns focused on increased area traffic congestion and the inadequacy of the Outer Belt interchange at I-485.
- **Bicycle and Pedestrian Facilities:** The lack of facilities for bicyclists and pedestrians was identified as a shortcoming of the area. Particular concerns were expressed about the lack of sidewalks and bicycle paths on major roadways.
- **Public Facilities:** During the public input process, there was considerable discussion about the need for additional public facilities in the study area. In particular, there were issues raised about the need for additional schools and parks to support both existing and new development. Many participants felt that public facilities should be provided prior to, or in conjunction with, new development.

PLAN VISION

This plan is designed to create a pattern of livable and sustainable communities around the Providence Road and I-485 interchange. These communities will:

- be predominantly residential, but will include a limited amount of complementary non-residential development,
- be designed in a manner that is compatible with existing neighborhoods,
- be linked together by an interconnected network of streets, pedestrian and bicycle paths, and parks and open spaces,
- incorporate natural features and historic structures into development,
- have a transportation system and the public facilities needed to serve the area, especially the residential neighborhoods, and
- be designed to foster a sense of community.

SUMMARY RECOMMENDATIONS

LAND USE AND COMMUNITY DESIGN

- Allow a mixture of residential and non-residential uses, with moderate density housing and commercial uses focused around the interchange.
- Develop a range of housing types and densities, with the majority of housing built at densities of 4 units per acre or less.
- Promote development that meets the Development Guidelines which address the following:
 - Environmental Sensitivity, including protection of steep slopes and preservation of existing vegetation along creeks,
 - Creation of parks and preservation of open space, incorporating existing natural features such as wetlands and forested areas in the open space,
 - Preservation of existing trees and planting of new trees,
 - Site and building design which will result in high quality, pedestrian-oriented development,
 - Appropriate transitions to established neighborhoods,
 - A well connected and clearly defined vehicular, pedestrian, and bicycle circulation network,
 - Quality streetscapes which will give the area an unique identity, and
 - Provision of some public facilities at the time of development.

TRANSPORTATION

- Make improvements to thoroughfares in the study area, with improvements for Providence Road, the I-485 interchange, Ballantyne Commons Parkway, McKee Road, the western section of the East-West Circumferential, and the Tilley Morris/McKee Road intersection recommended to begin within the next five years.
- Link developments with vehicular and pedestrian connections. The creation of a collector street network is recommended also to insure future connections.
- Install permanent concrete sidewalks on thoroughfares as development occurs or when streets are widened. Planting strips and pedestrian-scale lighting should also be provided.
- Construct temporary asphalt or compacted gravel sidewalks on thoroughfares to link activity centers such as schools, parks, and shopping centers with retail development.
- Make intersections of thoroughfares pedestrian-friendly and attractive, by including pedestrian-scale lighting, decorative landscaping, steel mast arms for traffic signals, and special signals and crosswalks for pedestrians.
- Include bicycle lanes in plans for future improvements to thoroughfares.
- Include pedestrian and bicycle facilities on Six Mile Creek.
- Extend transit service to the interchange area.

PUBLIC FACILITIES

- Construct the planned middle school on Ballantyne Commons Parkway and pursue a site for new elementary school within the study area. Also, seek a site for a high school within or in the vicinity of the study area.
- Develop the planned park adjacent to McKee Road Elementary and pursue other opportunities for joint school/park facilities.
- Develop the Six Mile Creek greenway and develop a neighborhood park along the greenway.
- Encourage large developments to donate park land to Mecklenburg County Park and Recreation.
- Complement the public park system with privately developed open space.
- Construct a post office within the study area in conjunction with retail if an appropriate site can be located.
- Install the major water line on Tom Short Road, in conjunction with new development.
- Monitor police, fire, and library services and if additional services are needed, pursue construction of required facilities within study area.

INTRODUCTION

BACKGROUND

In March of 1998, the Mecklenburg Board of County Commissioners directed Planning Commission staff to update the existing plan for the area surrounding the I-485 interchange at Providence Road. The original plan for the interchange area was adopted in November of 1990 by the Board of County Commissioners. The plan was amended in July of 1993 by the Board of County Commissioners and in November of 1993 by the Charlotte City Council.

The I-485 interchange at Providence Road was opened in August of 1997, four years after the original plan was amended in 1993. The interchange opening was accompanied by development pressures and traffic congestion in an area that was already experiencing high growth. Area residents became concerned about the impact of new development on existing neighborhoods and the changing character of the area. These and other issues prompted area residents to request that the existing plan be reviewed and updated.

PLAN PURPOSE AND FORMAT

The primary purpose of this plan is to provide a framework for future development within the area surrounding the I-485/Providence Road interchange. The plan is divided into two volumes. Volume 1: The Concept Plan describes the planning area, discusses issues and opportunities for the area, and, most importantly, creates a desired vision for the study area.

The topics addressed in the Concept Plan include:

- land use,
- community design,
- transportation, and
- public facilities.

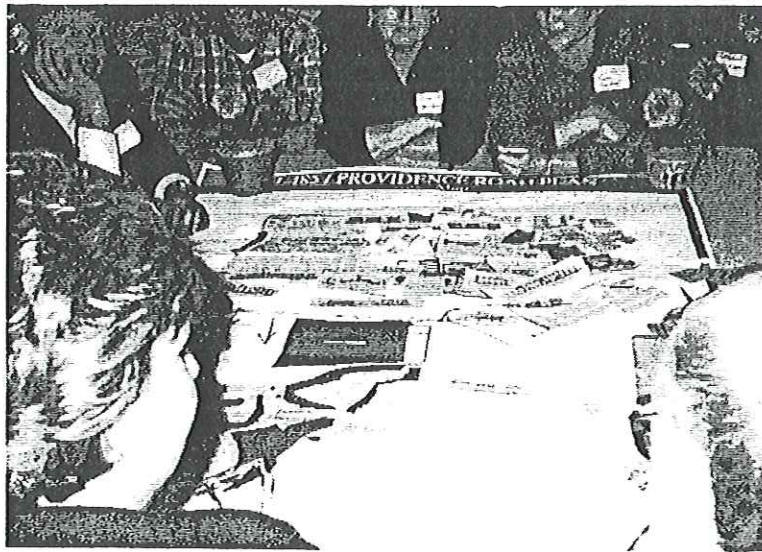
Volume 2: The Implementation Program identifies the actions, both public and private, that will be needed to make the vision for the area become a reality. These actions include changes to zoning and capital investments.

PLAN DEVELOPMENT AND ADOPTION PROCESS

This document has been developed by the staff of the Charlotte-Mecklenburg Planning Commission, with considerable input from citizens interested in the I-485/Providence Road Interchange area. Staff worked directly with a Process Steering Committee to develop a public input process for this planning effort. Process Steering Committee members were:

- Bob Bradshaw
- Jim Carter
- Dottie Coplon
- Louie Davis
- Ron Futerman
- Steffani Hardesty
- Jamie McLawhorn
- David Miller
- Bailey Patrick
- Walter Shapiro
- Betsy Smith

Staff and the Steering Committee designed seven public workshops which were open to all interested citizens. These workshops, which were held between July and October of 1998, brought together residents, property owners, and developers. The seven meetings provided numerous opportunities for citizen input on issues ranging from desired types of development to public facility needs. The input from these sessions provided staff with the framework for the draft plan. The planning staff recommendations were presented at another public workshop in February 1999.



Citizens participating at one of the public workshops

The Planning Committee of the Charlotte-Mecklenburg Planning Commission reviewed, revised, and approved the draft plan at its April 1999 meeting. The Mecklenburg Board of County Commissioners revised and adopted the plan on August 17, 1999. The Charlotte City Council revised and adopted the plan on July 24, 2000.

Volume 1: The Concept Plan has been formally adopted by the County Commission will be adopted by the City Council. However, Volume 2: The Implementation Program will not be adopted. Instead, strategies included in this volume will be forwarded individually to the appropriate body for action as part of the implementation of the Concept Plan.

EXISTING CONDITIONS

This section of the plan provides background information on the study area and discusses key issues raised at the public workshops. The emphasis of this section is on current conditions. Specific recommendations about how to address issues are found in the "Plan Recommendations" section of the document.

STUDY AREA

The boundaries of the plan are shown on the Study Area Boundary Map, and generally include the area within a mile of the Providence Road interchange for I-485. Much of the study area is vacant or developed with single family homes. Multi-family, commercial, and civic uses are clustered on Providence Road, to the north and south of the interchange, and on Ballantyne Commons Parkway and McKee Road.



LAND USE - EXISTING CONDITIONS

The character of the study area has changed significantly in the last decade, as a result of new development. The area is undergoing a transformation from rural open land to suburban development. As shown on the Existing Land Use Map and in Table 1: Existing Land Use, most of the development that has occurred within the study area is single family residential. A large amount of vacant and underutilized land remains available for further development, especially south of the interchange.

Table 1: Existing Land Use

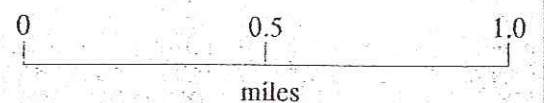
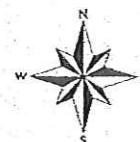
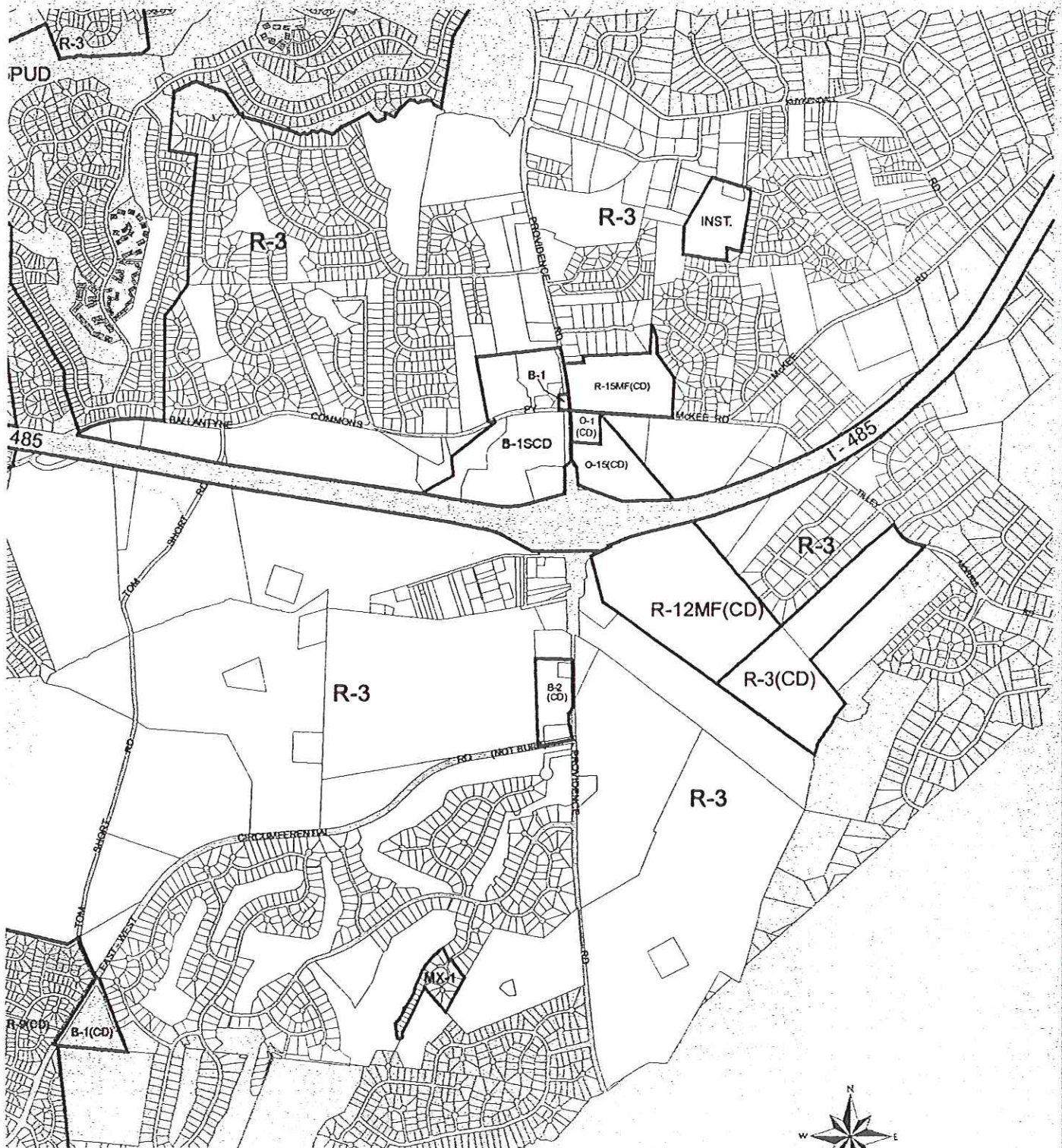
<u>Land Use</u>	<u>Total Acreage</u>
Retail	13
Office	25
Public/Private	
Open Space	379
Institutional	122
Utilities	10
Multi-Family	30
Single Family	1160
Rural Single Family	
(1 unit/4+ acres)	593
Vacant	1293
Total	3625

North of the Outer Belt: Development within the study area has typically moved from north to south. Much of the land north of I-485 has already been developed with single family subdivisions. Construction of these subdivisions began as early as the late 1960's, with the development of neighborhoods such as Providence Plantation. More recent subdivisions include Berkeley, which was started in the late 1980's. Civic uses, such as churches and schools, are scattered throughout the area. In addition, multi-family and non-residential projects have been recently developed at the intersection of Providence Road and Ballantyne Commons Parkway. Providence Commons Shopping Center, the Providence Park office development, and the new Marsh Company multi-family complex are located in three quadrants. The last quadrant remains vacant.

Of the 1420 acres north of the interchange, only 453 acres are still vacant or developed as rural residential (defined as properties developed at a density of one house on 4 or more acres). Many of the rural residential sites are expected to redevelop. Most of the vacant and low density residential properties are located along Providence Road or along I-485, and some of the sites are heavily wooded. The Grier tract, a 38-acre property located south of McKee and Tilley Morris Roads, is the site of an early twentieth century house,

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Zoning Designations



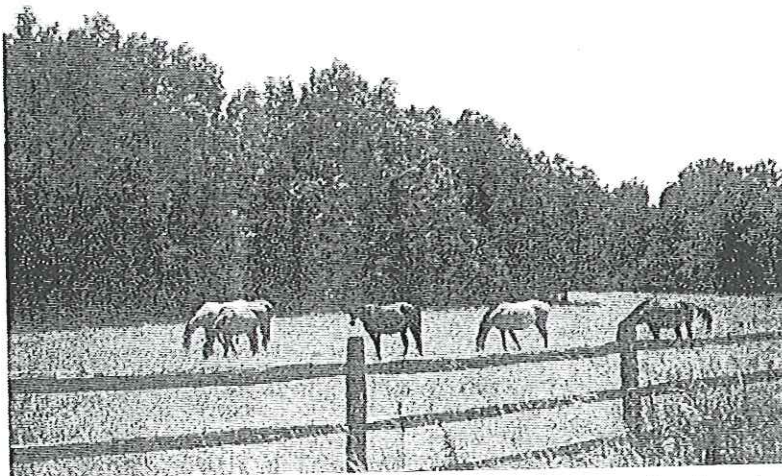
which the Charlotte-Mecklenburg Historic Landmarks Commission indicates has historical significance.

Much of the vacant and low density land located north of the Outer Belt is currently zoned R-3, a single family category which allows residential development at densities up to three housing units per acre. (See Existing Zoning Map.) However, future rezonings to categories consistent with the recommendations in the adopted version of this plan are anticipated.

Multi-family and non-residential zoning exists around the Providence Road and Ballantyne Commons Parkway intersection and typically reflects the development which has occurred in that area. The southwest quadrant, which remains vacant, is currently zoned for office, hotel, and retail development. However, a rezoning petition for a mixed-use development which is predominantly retail has been submitted for that property.

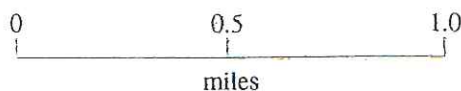
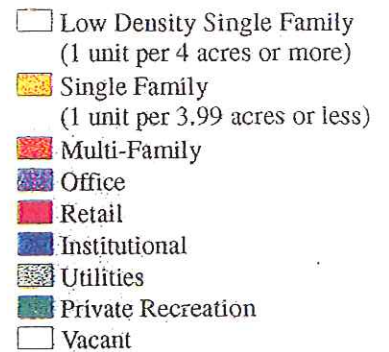
South of the Outer Belt: South of the Outer Belt, development activity has lagged behind the activity north of the Outer Belt. Existing development includes the enclave of older single family homes along Allison Lane and the Providence Country Club, Roxbury, and Chestnut Hills subdivisions.

Much of the remainder of the land south of the Outer Belt is vacant or very sparsely developed. Brigadoon Farms, a 900-acre equestrian facility, is located on the west side of Providence Road. Charlotte Golf Links, a privately owned golf course which is open to the public, is also located on the west side of Providence Road. On the east side of Providence Road, there are over 500 acres of undeveloped land.



Much of the land south of the Outer Belt remains undeveloped.

Existing Land Use



Produced by the Charlotte-Mecklenburg Planning Commission, July 1998.

Most of the vacant and underutilized property south of the Outer Belt is currently zoned R-3, a single family zoning district. However, zoning has been approved for 1093 multi-family units in the southeast quadrant of Providence Road and I-485. Zoning has also been approved for 100,000 square feet of retail and 18,000 square feet of office in the northwest quadrant of the East-West Circumferential and Providence Road.

COMMUNITY DESIGN - EXISTING CONDITIONS

The character of development within the study area is consistent with the area's suburban location. Typically, residential subdivisions have been designed for automobile access, and pedestrian and bicycle amenities are limited. Many subdivisions have been built without sidewalks, contain numerous cul-de-sacs, and do not connect with each other. Homes are built on 1/2 to 1/3 acre lots and are set back from the street. Housing quality is generally high; many homes are large, 2-story, and built of brick.

The few multi-family and commercial developments in the area exhibit similar characteristics. Buildings are set back from the street, with parking located between the buildings and the street. Pedestrian access is limited. As with the area subdivisions, development quality is high, with construction typically of brick. Attractive landscaping has been used to enhance the developments.

While the design characteristics of developed properties set a tone for future development, the natural elements of undeveloped properties also provide unique features that can be incorporated into new development. Many of the properties within the study area have significant forested areas and landmark trees. A few properties have ponds or wetlands, and Six Mile Creek and some of its tributaries are located in the study area. Much of the study area is relatively flat, but there are some areas of steep slopes, especially along Six Mile Creek and its tributaries. (See Appendix A for aerial photographs showing some of the area's natural features.)

TRANSPORTATION - EXISTING CONDITIONS

STREETS

The existing street system for this study area consists of:

- the I-485 interstate freeway which has an interchange at Providence Road;
- a number of thoroughfares which include Providence Road, Ballantyne Commons Parkway, Kuykendall Road, Tilley Morris Road, McKee Road, and Tom Short Road; and
- numerous neighborhood streets.

Many of these streets carry a considerable amount of traffic, especially considering that most of the streets are only two-lane roads. Traffic volumes have grown as the study area and properties to the south have developed, and will continue to grow.

Table 4: Study Area Traffic Counts

Providence Road	1997 Average Daily Traffic
North of Kuykendall Road	28,600
North of I-485	23,000*
At Union County Line	14,600
Ballantyne Commons Parkway	1997 Average Weekday Traffic
Between Providence Road and I-485	16,100
McKee Road	1997 Average Daily Traffic
East of Tilley Morris Road	5,000

* This count was taken in January of 1998.

Numerous improvements to the street system have already been identified, and some projects are already in the planning or construction phases. These improvements will help to address area traffic congestion. Current and future planned projects include:

- 1) **The I-485 Interchange at Providence Road:** The North Carolina Department of Transportation has committed to adding two loops to the interchange in the northeast and southwest quadrants. These improvements will be constructed within the existing right-of-way. Construction for this project has been funded and is scheduled to begin in 2001 and be completed by 2003.



Two loops are scheduled to be added to the Providence Road interchange.

- 2) **Providence Road (NC 16), north of Ballantyne Commons Parkway:** This roadway segment is scheduled to be improved from two lanes to four lanes with a grassed median in some areas. The street will be rerouted, with the future Providence Road realigned to the west of Providence Presbyterian Church. The contract for this project has been let and construction has begun. The improvements are scheduled to be complete in 2001.
- 3) **Providence Road (NC 16), south of Ballantyne Commons Parkway and north of I-485:** This is a five-lane road. In the future, it is planned to be widened to six lanes. The project has not been funded.
- 4) **Ballantyne Commons Parkway:** This two-lane street is planned to be widened, in the future, to four lanes with a planted median. However, the project ranks 88th on the Mecklenburg-Union Metropolitan Planning Organization's (MUMPO) 2020 Transportation Plan priority list and has not been funded.
- 5) **McKee Road:** This two-lane road is planned to be widened to four lanes, between Providence Road and Tilley Morris Road. This project ranks 86th on the 2020 Transportation Plan priority list, and, like Ballantyne Commons Parkway, has not been funded. The section beyond Tilley Morris Road is planned to be widened to four lanes, but was not ranked on the 2020 Transportation Plan and has not been funded.
- 6) **Tilley Morris Road:** This street is planned to be improved from two lanes to two lanes with additional turn lanes. The project ranks 108th on the 2020 Transportation Plan priority list and has not been funded.
- 7) **Providence Road (NC 16), south of I-485:** Conceptual plans for this road improvement indicate widening from two lanes to four lanes with a planted median. Construction is planned to begin in 2004 and be completed in 2007.
- 8) **East-West Circumferential, west of Providence Road:** This roadway, which currently does not exist, is planned to be initially constructed as a two-lane facility on right-of-way which will accommodate widening to four-lanes in the future. The project is funded and ready for construction; however, the project has been placed on hold by the federal Environmental Protection Agency and the North Carolina Department of Environment and Natural Resources because of the area's non-conforming air quality status. When the area has been reclassified as conforming, construction on this project will begin.
- 9) **East-West Circumferential, east of Providence Road:** This street is planned to be two lanes with turn lanes. The project has not been funded.
- 10) **Providence Road West Extension, west of East-West Circumferential:** This street is designed to be a minor thoroughfare built within a 70' right-of-way, but no design cross-section has been determined. The project has not been funded.

PEDESTRIAN SYSTEM

While some of the area neighborhoods have sidewalks on local streets, there are virtually no sidewalks or pedestrian amenities on thoroughfares. Sidewalks are planned to be added on some thoroughfares, either in conjunction with future road widenings or independently. However, with the exception of Providence Road north of Ballantyne Commons Parkway, none of these projects are scheduled to be completed within the next

five years. Thoroughfare intersections which accommodate pedestrian movement are absent, too.

BICYCLE SYSTEM

There are no facilities specifically designed to accommodate bicyclists in the study area. Instead, bicyclists are forced to ride on area streets, sharing lanes with automobiles.

TRANSIT SYSTEM

Currently, area bus service extends only to the Arboretum Shopping Center at Providence Road and Highway 51. Residents of the study area who wish to take use transit, must drive to the Arboretum to catch the bus.

PUBLIC FACILITIES - EXISTING CONDITIONS

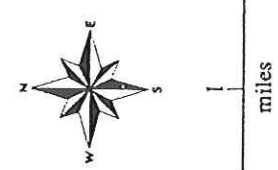
The following sections describe the public facilities which currently serve the study area, as well as immediate plans for new facilities.

SCHOOLS

Students living within the study area currently are assigned to either McKee Road or McAlpine Elementary School, either South Charlotte or Crestdale Middle School, and Providence High School. Several of these schools are crowded, with the number of students attending the schools greater than the capacities of the schools. Notably, McKee Road Elementary has a core capacity in its building of 660 students, with capacity including its 24 mobile classrooms of 1210. Its 1998-99 enrollment of 1164 is 96% of the capacity including trailers, but 171% of the core building capacity.



Many of the elementary students living in the study area attend McKee Road Elementary.

[illegible]

Produced by the Charlotte-Mecklenburg Planning Commission, February 1999.

In response to the area's high growth and the crowded condition of a number of the existing schools, several new schools are planned for the southern portion of the county. First, an elementary school, currently under construction on Community House Road, is scheduled to be opened in August of 1999. In addition, the 1997 school bond commits to build three other schools to address growth and crowding in the area. There will be one elementary, one middle, and one high school constructed.

Sites for the three additional schools contained in the 1997 bond referendum have been selected by the CMS Board of Education. The middle school is proposed to be located within the study area on a parcel that is on Ballantyne Commons Parkway, west of Providence Road. The elementary and high school sites will be located outside of the study area. The elementary school is proposed to be located on Endhaven Lane and the high school is proposed to be built on Nations Ford Road.

Finally, the *CMS Long Range School Facilities Master Plan 1999-2000 to 2008-2009 (December 1998)* has documented the need for three additional schools, two elementary schools and a high school, in the southern region to be completed by 2008-2009.

PARKS AND GREENWAYS

Currently, there are no existing parks within the study area. However, the Colonel Francis Beatty Park, a 265-acre facility that will open in the Spring of 1999, is located just outside of the study area. A smaller 20-acre park is proposed to be developed at McKee Road Elementary. Development of this park will be initiated in the Spring of 1999 and is a partnership between the Matthews Athletic and Recreation Association and the Mecklenburg County Park and Recreation Department. When completed, this park will include four soccer fields and two little league baseball fields. Ten acres of the park will remain as passive open space.

In addition to the parks planned for the area, Six Mile Creek is on the Mecklenburg County Greenway Master Plan, but no schedule exists for its development. When developed, this proposed greenway will connect to Colonel Francis Beatty Park. At present, the Mecklenburg County Park and Recreation Department does not anticipate purchasing land for additional parks within the study area, in part because of the extremely high cost of land. However, there may be opportunities for new joint school and park facilities, as well as park land donation through the development process.

LIBRARIES

Currently, there are no public libraries within the study area boundaries. However, there are several existing or proposed libraries within five miles or less of the I-485 and Providence Road interchange. These are the existing South County Regional Library, the Town of Matthews Branch Library which is scheduled to be expanded, the proposed Ballantyne Branch Library which will be located on land donated by the developer, and the existing Carmel Branch Library. The public library system indicates that, at present, the area is adequately served by these facilities.

POSTAL FACILITIES

There are currently three post offices located within a five-mile radius of the study area. These are located at Carmel Road and Highway 51, in the Ballantyne community, and in the Town of Matthews. The Postal Service is pursuing an additional site in the western portion of the study area.

WATER

Charlotte Mecklenburg Utility Department (CMUD) has two primary water lines which serve the study area. One is a 16" water main that runs on Providence Road to the county line. Another 16" water main is located along Ballantyne Commons Parkway and McKee Road. A new water line is scheduled to be installed on Tilley Morris Road by July 1999. These major lines will insure that all properties within the study have access to public water. An additional major water line is planned for Tom Short Road and is currently unfunded. If development of property in this area would benefit from extension of this line, developers have the option to construct the line and have CMUD reimburse them over a five-year period.

SEWER

CMUD's Four Mile Creek interceptor provides sewer service to the area north of Ballantyne Commons Parkway and McKee Road. Service to the area to the south is provided by the Flat Branch Creek interceptor. Additional service will be provided by the Six Mile Creek interceptor, scheduled to be installed by July 1999. At that point, all properties within the study area will be able to access sewer service. Additional sewer collector lines will be required to tie individual properties to the major sewer lines. The developers of these properties will be required to provide the collector lines.

FIRE

There are two fire stations serving the study area. The Charlotte Fire Department Station #9 is located at McKee and Tilley Morris Roads. This station primarily serves the area within the City of Charlotte, but provides support to the Volunteer Fire Department, if needed. The Carolina Volunteer Station, located at 1021 Providence Road West, primarily serves the unincorporated area of the county but provides support to the Charlotte Fire Department (CFD) if necessary.

The CFD's response time benchmarks are nine minutes or less for single family dwellings, six minutes or less for multi-family or commercial development, and four minutes or less for an institutional property such as a nursing home. The CFD stations are located according to these benchmarks. Currently, CFD Station #9 is sited such that it can meet these benchmarks for the plan study area.

POLICE

The study area is located within the Baker-2 Patrol District of the Charlotte-Mecklenburg Police Department. That district is generally bounded by Fairview Road, Park Road, Monroe Road and the Mecklenburg County line. The sub-station for the Baker-2 District

is located at the Arboretum shopping center, just three miles from the center of the study area. There are no plans to relocate the sub-station or add an additional one. However, the Police Department has begun a redistricting project to better balance the allocations of police officers by district. This project uses a manpower formula with such criteria as calls for service, average service time per call, population growth, and time spent on proactive rather than reactive policing.

GENERAL

Typically, public facilities are provided through the capital improvement programs of the city and county. In areas of high growth, the provision of public facilities has frequently lagged behind development. While development may provide some facilities, such as roadway improvements, through the rezoning process, privately provided facilities are typically inadequate to meet all of the community needs.

ASSETS AND ISSUES

The study area has a number of assets, making the area highly desirable for development. These assets include:

- **Quality of Development:** The development which has occurred in the study area has typically been constructed with high quality building materials and attractive landscaping.
- **Desirable Neighborhoods:** The study area has numerous attractive and safe neighborhoods.
- **Quality Retail:** A quality shopping center is located within the study area. This center offers needed goods and services to area residents.
- **Community Involvement:** The study area has an involved citizenry which can help to guide the future of the area.

While the area has a number of assets, workshop participants identified a number of related issues which could threaten the area's viability. The following issues were identified repeatedly throughout the planning process:

- **Amount of New Development:** Participants in the workshops expressed concerns about the amount and pace of new development occurring within the study area. In particular, there were concerns about the number of new housing units, especially new multi-family units, and the negative impacts which could result from overdevelopment of the area.

- **Development Character:** The character of new development was discussed at the public workshops. Participants expressed a desire to insure that new development is compatible with existing neighborhoods. They stated that new development should enhance the area, building upon its unique qualities. In addition, residents were concerned about the potential for new development to negatively impact existing subdivisions.
- **Trees, open space, and other natural features:** Citizens voiced concerns about the loss of trees and open space as a result of new development. In addition, they expressed a desire to preserve natural features such streams, ponds, and steep topography.
- **Street Network:** Issues related to the area's street network were frequently raised during the public workshops. Citizens' concerns focused on increased area traffic congestion and the inadequacy of the Outer Belt interchange at I-485.
- **Bicycle and Pedestrian Facilities:** The lack of facilities for bicyclists and pedestrians was identified as a shortcoming of the area. Particular concerns were expressed about the lack of sidewalks and bicycle paths on major roadways.
- **Public Facilities:** During the public input process, there was considerable discussion about the need for additional public facilities in the study area. In particular, there were issues raised about the need for additional schools and parks to support both existing and new development. Many participants felt that public facilities should be provided prior to, or in conjunction with, new development.

PLAN CONCEPT

VISION STATEMENT

This plan is designed to create a pattern of livable and sustainable communities around the Providence Road and I-485 interchange. These communities will:

- be predominantly residential, but will include a limited amount of complementary non-residential development,
- be designed in a manner that is compatible with existing neighborhoods,
- be linked together by an interconnected network of streets, pedestrian and bicycle paths, and parks and open spaces,
- incorporate natural features and historic structures into development,
- have a transportation system and the public facilities needed to serve the area, especially the residential neighborhoods, and
- be designed to foster a sense of community.

GUIDING PRINCIPLES

The following guiding principles are based on public input provided during the public workshops. They further expand upon the vision statement and are the basis for the proposed plan recommendations for the interchange study area.

LAND USE

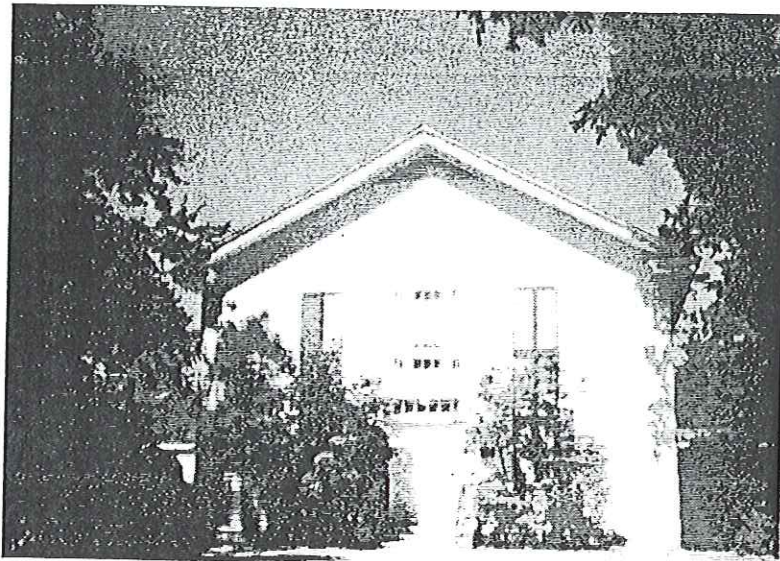
- 1) **Mixture of Land Uses:** Establish a balanced land use pattern which includes a mixture of housing, shopping, employment, and civic uses such as schools and religious facilities. These uses should be connected through both the pedestrian and street system. In some cases, mixed-use development that has more than one type of use in a single building or on an individual site may be appropriate.
- 2) **Existing Neighborhoods:** Protect and enhance the character of existing neighborhoods. New development that is built adjacent to existing neighborhoods should provide a transition to the established neighborhood.
- 3) **Range of Housing:** Encourage a range of housing types and densities that will meet the needs of different types of households.

COMMUNITY DESIGN

- 1) **Neighborhood-Oriented Multi-Family:** Develop multi-family housing as a part of the fabric of a larger neighborhood. Multi-family housing should not be developed as large, inward-oriented complexes.
- 2) **"Main Street" Retail:** Develop retail that creates a "main street" for the area by placing buildings along local streets with parking located behind buildings. Retail

areas should be walkable, should have a village character, should include a green space component, and should be a focal point for the community.

- 3) **Pedestrian Oriented Development:** Design development to accommodate the pedestrian and bicyclist, in addition to the automobile driver. Typically, buildings should be oriented toward the street, with parking located behind buildings instead of between the building and the street.
- 4) **Protect Area Character:** Promote development which reflects the unique history and character of the area.



*New development should reflect the history of the area,
building upon elements such as the historic Providence Presbyterian Church.*

- 5) **Usable Open Space:** Incorporate open space into new development. This open space should be an integral part of a development's design scheme.
- 6) **Preservation of Environmental Features:** Preserve the natural terrain, natural drainageways, and existing vegetation of the community.
- 7) **Tree Preservation:** Protect large existing trees by incorporating them into the design of new development.
- 8) **Development Buffers:** Use existing trees and other vegetation to buffer developments from the street and from other developments, when buffering is required or desired. When buffering is provided between developments, pedestrian connections through the buffer should be provided.
- 9) **Buffer along Interstate:** Provide a natural buffer along the interstate to screen development from the highway. Where sound from I-485 is excessive, pursue state construction of suitable sound walls.
- 10) **Unique Streetscape:** Develop a streetscape that is unique to this area. Consider items such as landscaped medians and intersections, public artwork, decorative street lighting, signage, street trees, green space along thoroughfares, and sidewalks.

TRANSPORTATION SYSTEM

- 1) **Pedestrian and Bicycle System:** Develop a pedestrian and bicycle system that connects neighborhoods and commercial areas, thus reducing the need to use the automobile. This system should be designed to cross I-485. Temporary sidewalks should be installed if development which will construct permanent sidewalks is not planned to occur in the short term.



Pedestrian facilities will be important elements of the area's transportation system.

- 2) **Interconnected Neighborhoods:** Interconnect neighborhoods so that traffic will be dispersed throughout the area and so that congestion on the thoroughfares will be lessened. The use of cul-de-sacs should be minimized. Also, connect new residential and commercial development.
- 3) **Pedestrian Friendly and Automobile Efficient Roadways:** Design the roadway system so that it is pedestrian friendly, as well as automobile efficient. Sidewalks, crosswalks, landscape strips, and streetlights should be provided on all thoroughfares.
- 4) **Transit Service:** Provide additional transit service to the area.

PUBLIC FACILITIES

- 1) **Adequate Public Facilities:** Provide adequate public facilities to serve area development.
- 2) **Park Space:** Promote the development of neighborhood public parks to complement the regional park being developed to serve the area.
- 3) **Provision of Public Facilities through Rezoning Process:** Use the rezoning process to acquire public facilities and infrastructure, such as roadway improvements, needed to support the proposed development.
- 4) **Joint-Use Public Facilities:** Pursue opportunities for public facilities to share the same site.

PLAN RECOMMENDATIONS

LAND USE AND COMMUNITY DESIGN RECOMMENDATIONS

The land use recommendations for the study area are shown on the attached Proposed Land Use Map. Recommendations for specific development sites are included in Appendix B. A land use classification is specified for each property within the study area. The land use categories used in this plan are:

- Residential (up to 4 units per acre, 4 to 6 units per acre, 6 to 8 units per acre, or 8 to 12 units per acre),
- Office,
- Retail,
- Mixed-Use (Retail/Multi-Family),
- Institutional,
- Utilities,
- Private Recreation/Open Space, and
- Parks/Greenways/Public Open Space.

Residential classifications are indicated by desired density, instead of by housing type. This classification approach supports a range of housing types for each density range, as long as the overall density of development is consistent with the plan recommendation. For example, a property specified for development at a density up to 4 units per acre might be developed with attached townhouses in order to preserve open space, or the same property might be developed at a density up to 4 units per acre with single family detached units. Similarly, a property planned for 4 to 6 units per acre could be developed with single family detached, townhome, or multi-family units, or a mixture of housing types.

This plan focuses commercial uses and moderate density housing around the interchange, along I-485, and along Providence Road. The remainder of the study area is planned for lower density housing and civic uses. Build-out of the plan will result in a total of 8,700 to 10,600 housing units in the study area, with approximately 70% of the units expected to be developed at densities of 3 to 4 units per acre. (See Appendix C for summary of build-out development figures.) Most of the new housing developed in the area will be in this density range. A maximum of 1,400 units are recommended to be developed at densities of 4 to 6 or 6 to 8 units per acre. Further, the plan recommends limited residential development at densities of 8 units per acre or greater beyond those units which have already been approved through the rezoning process.

This plan, when compared to the plan previously approved for the study area, results in no increase in the overall number of residential units. In fact, if all new development occurs

at the lower end of the specified density range, the total number of housing units will decrease by approximately 2,000 units. If all new development occurs at the high end of the density range, the total number of units will remain essentially unchanged from the previously approved plan.

With respect to commercial development, the plan recommends limited changes to the land use recommendations in the previously adopted plan. A change is recommended for the property in the northwest quadrant of the I-485/Providence Road interchange. This property is currently zoned for office, retail, and hotel development. This plan recommends a pedestrian-oriented retail development which functions as a "town center" for the study area. In addition, a residential component and a limited amount of office should be integrated into the retail development.

Another plan change is the recommendation that a small retail center, of less than 50,000 square feet, be built as an integral part of the residential development in the northeast quadrant of the Providence Road and future East-West Circumferential intersection. New office development is also recommended for the properties on the west side of Providence Road, between Allison Lane and the new shopping center planned located at the East West Circumferential.

This plan's focus on community design is also a change from the previously adopted plan. Guidelines for both residential and non-residential development have been created to be used in conjunction with the Proposed Land Use Map. These guidelines are based on the guiding principles for the plan. They have been developed to provide guidance to those persons developing property within the study area. The guidelines are designed to be targets which are appropriate for most circumstances. However, there may be circumstances when strict compliance is not feasible. In those cases, alternative approaches which address the intent of the guidelines should be pursued.

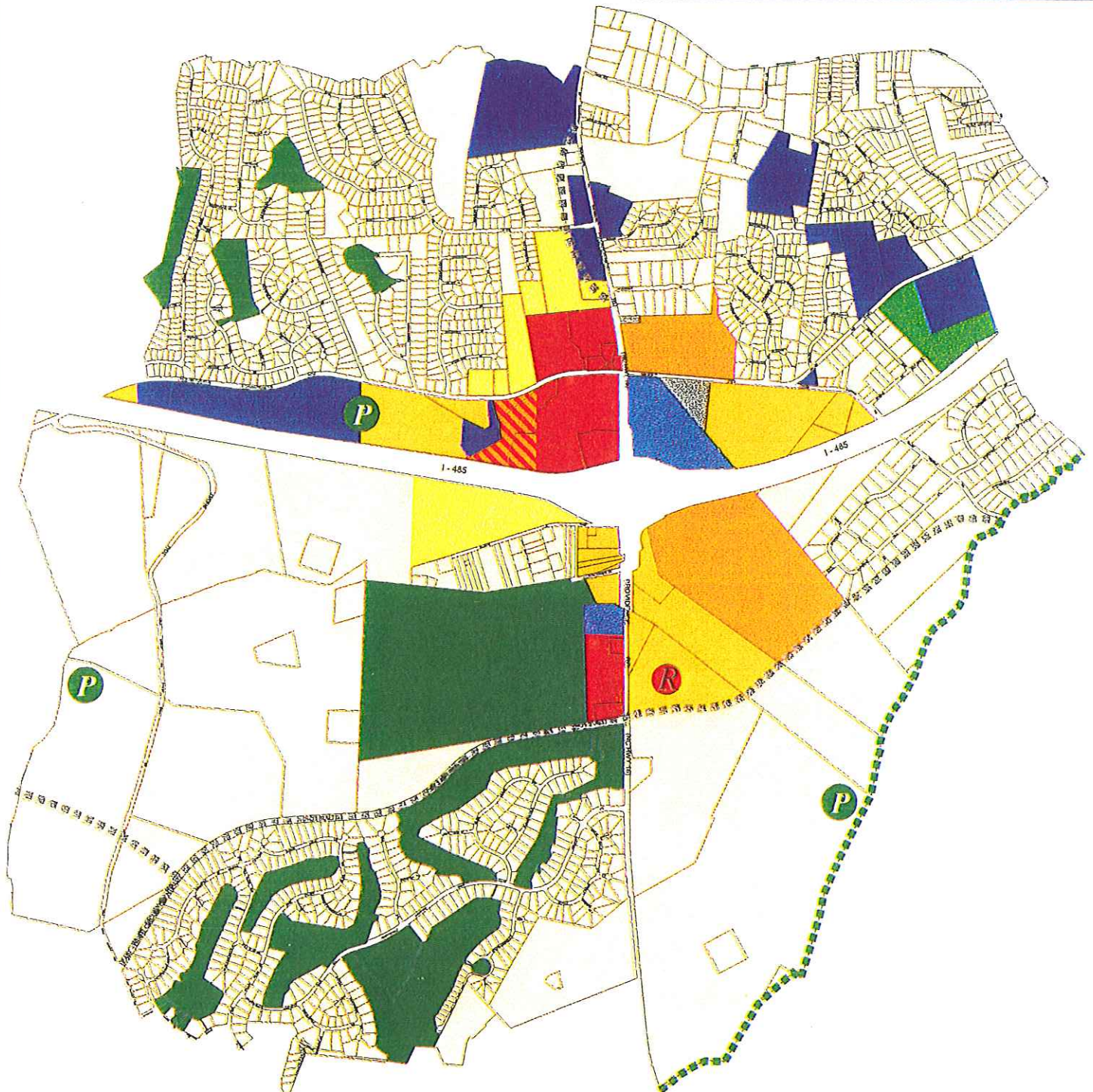
GUIDELINES FOR RESIDENTIAL DEVELOPMENT

These guidelines are designed to be applied to all types of residential development. Compliance with the guidelines will occur primarily through the rezoning process, with Planning staff working with rezoning petitioners to insure consistency with the guidelines. For properties that do not require a rezoning, compliance with the guidelines, while strongly encouraged, is voluntary. Changes to ordinances will be required to insure that all development, even those projects which do not require a rezoning, is built according to the recommended guidelines.

- 1) **Environmental Sensitivity:** Preservation of existing environmental features will help to protect the area's environment and will incorporate unique natural elements into the design of new development.
 - a) *Slopes with grades of 20% or more should remain undeveloped.* In general, these steep slopes should not be graded or built upon. However, pedestrian pathways and park amenities are allowed.
 - b) *Existing vegetation along creeks should be preserved, according to the standards of the "SWIM Stream Buffer Plan".* Development should not occur

I-485 / PROVIDENCE ROAD PLAN UPDATE

Proposed Land Use



- | | |
|-------------------------------------|------------------------|
| Residential (Up to 4 Units/Acre) | Utilities |
| Residential (4-6 Units/Acre) | Office |
| Residential (6-8 Units/Acre) | Retail |
| Residential (8-12 Units/Acre) | Proposed Roadway |
| Mixed Use (Multi-Family and Retail) | Proposed Greenway |
| Private Recreation/Open Space | Proposed Retail Center |
| Public Open Space | Proposed Park |
| Institutional | |



in these areas; however, they may be developed as greenways with pedestrian/bike pathways.

- c) *Landmark trees should be preserved as described under Guideline #3: Tree Preservation.*
- d) *Significant forested areas should be incorporated into open space or park land, as described under Guideline #2: Parks and Open Space.*



Incorporation of existing trees into new development is encouraged.

- 2) **Parks and Open Space:** Preservation of open space will help to retain the area's unique natural features, as well as provide needed park and open space for area residents.
- a) *Dedication of land designated as a greenway by Mecklenburg County Park and Recreation is encouraged. For land adjacent to a designated greenway, pedestrian connections to the greenway should also be provided.*
 - b) *A minimum of 15% of each residential development should be maintained as common open space or park land, exclusive of streets and parking areas. The protection of open space will not result in a reduction in the allowable number of units or overall density of a site. Open spaces should include a continuous bicycle/pedestrian network that is connected to open spaces on adjacent sites. Open spaces might remain as undisturbed natural areas or might be developed as active recreational areas. They could also contain facilities such as sitting areas, gazebos, play fields, and tot lots.*
 - c) *Unique environmental features should be incorporated into a site's open space. These features include existing natural elements such as areas with steep slopes, significant forested areas, landmark trees, existing vegetation along creeks, and wetlands.*
 - d) *For open spaces greater than 10 acres, dedication to Mecklenburg County Park and Recreation Department for use as a public park is encouraged. Smaller open spaces should be maintained by individual home owners*

associations, but in some cases it may be desirable to make these areas publicly accessible.

3) Tree Preservation/Planting: Preservation of existing trees and planting of new trees is another means of maintaining and enhancing the area's natural features.

Incorporation of significant forested areas, as well as individual landmark trees, into new development is encouraged.

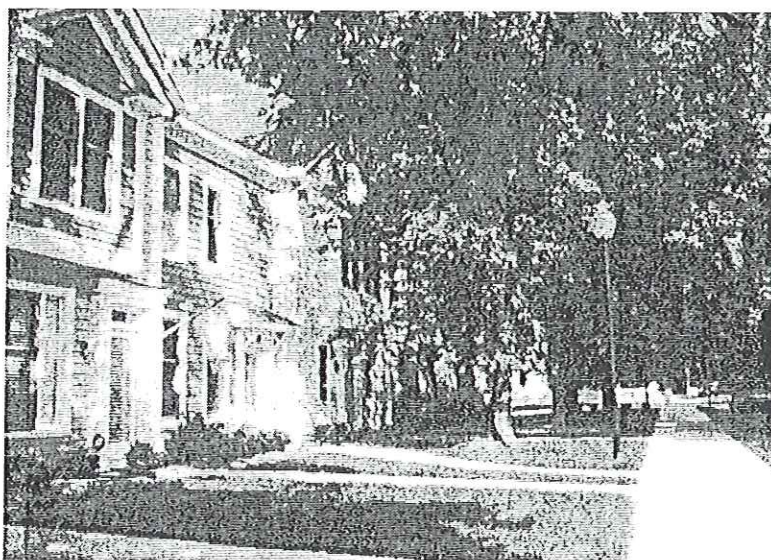
- a) *All townhouse and multi-family development should meet the requirements of the City of Charlotte Tree Ordinance, even if a property is located within unincorporated Mecklenburg County.*
- b) *In addition to meeting the requirements of the Tree Ordinance, at least 25% of the existing landmark trees on a site should be preserved. Landmark trees are defined as deciduous or evergreen trees greater than 24" in diameter. If it is not possible to preserve 25% of existing landmark trees, a large maturing trees with a caliper of 3 to 3 ½" should be planted to replace each landmark tree that cannot be saved.*
- c) *An effort should be made to save groupings of landmark trees whenever possible. Groupings of trees have a greater survival rate than individually saved trees.*
- d) *If it is not feasible to save an entire grouping of trees which contains an outstanding landmark tree, preserving the individual tree is encouraged. Individual landmark trees which are outstanding because of size, form, or species will add character to the development and should be protected during the construction process.*

4) Site and Building Design: The use of traditional site design principles will insure that projects developed incrementally will fit together to form a high quality, pedestrian-oriented neighborhood.

- a) *Front doors should be clearly visible from the street. Sidewalks should connect the front door directly to a public sidewalk or open space.*
- b) *Front building facades should typically be parallel to local and collector streets.*
- c) *Housing located along minor and major thoroughfares may front on thoroughfares if their access is from rear alleys and there are no driveways connections to the thoroughfare. Housing on properties which abut thoroughfares may also be oriented away from the thoroughfare. In those cases, the housing should be oriented to local or collector streets which are perpendicular to the thoroughfare, or should front on internal neighborhood streets. A 20' natural or planted buffer should be provided where housing fronts on internal neighborhood streets and backs up to the thoroughfare.*
- d) *Buildings should be low-scale, typically limited to three stories.*
- e) *For properties which abut I-485, a 50' buffer from the edge of the interstate right-of-way should be provided. Where existing vegetation that screens the interstate currently exists, that vegetative screen should remain undisturbed. If*

the site lacks vegetation, plantings, especially evergreens, which will screen the interstate should be installed.

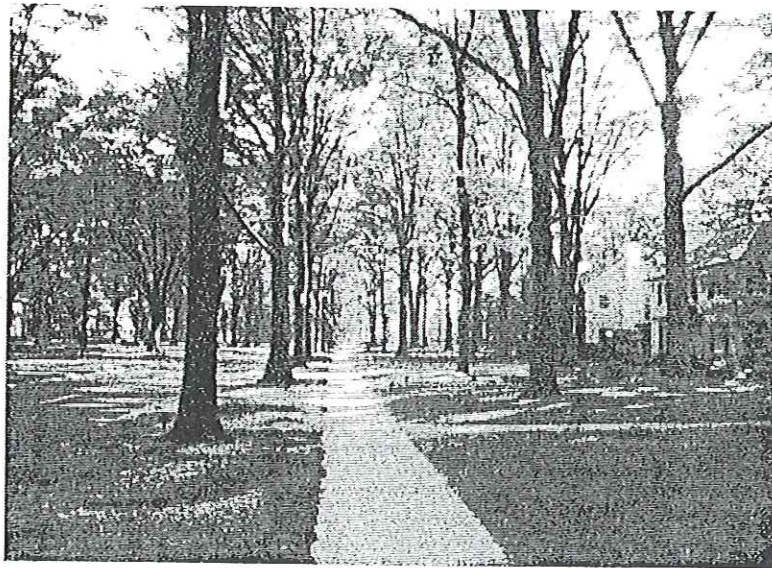
- f) *Existing historic structures should be retained and incorporated into new developments.* These structures should be used as focal points for new development and fully integrated into the development design.
- g) *For single family homes and townhomes, garages should be recessed from the front of the house or should be accessed from the side or the rear of the home,* in order to minimize the visual impact of garage. Side and rear access is especially important for garages which are designed for two or more automobiles.
- h) *Surface parking for multi-family and townhome units should not be located between the buildings and the required setback on public streets.* In order to reduce the visual impact of parking areas, the creation of smaller expanses of parking lots which include landscape plantings is recommended.



Housing should front on public streets and connect to a sidewalk system.

- 5) **Transitions to Established Residential Neighborhoods:** Appropriate transitions to established residential development will help to insure that new development is compatible with existing neighborhoods.
- a) *New buildings directly adjacent to existing residential should be designed such that the scale, mass, and siting of the new development is comparable to the existing development.* If the new development is not of a compatible scale or site design, a buffer and screening should be provided according to the standards of the applicable zoning ordinance. At a minimum, the buffer provided should be 15' wide.
 - b) *When new streets connect to the streets of an established neighborhood, the streetscape pattern of the new development should complement the streetscape of the existing neighborhood to help blend the two developments together.*

- 6) **Connectivity/Circulation:** A well connected and clearly defined vehicular, pedestrian, and bicycle circulation network for residential development will reduce traffic on the overburdened thoroughfare system and will encourage pedestrian activity.
- a) *Residential developments should include an interconnected street network which minimizes the use of cul-de-sacs.* When cul-de-sacs are necessary, the length should be limited to 200'.
 - b) *New development should connect to existing stub streets which extend to the development site.* In addition, new development should provide stub streets to adjacent properties which are undeveloped.
 - c) *Neighborhood street networks should be designed to discourage cut-through traffic.* Neighborhood street networks should be interconnected, but should limit cut-through traffic by providing indirect, circuitous routes.
 - d) *Pedestrian and bicycle connections should be used to enhance the sidewalk network on public streets and to link open spaces.* These connections are especially important when street connections might result in an undesirable level of traffic, or where creeks, ponds, or steep topography make street connections impractical. These pedestrian/bicycle connections should be a minimum of 10' wide and should be dedicated as permanent easements.
- 7) **Streetscape Improvements:** A quality streetscape will enhance development by providing tree cover, pedestrian facilities, and unique elements which define the area.
- a) *Residential developments should include streetscape features which give the development a unique identity.* Examples of possible streetscape features include decorative lighting, landscaped medians, special street tree plantings, and neighborhood identification signs.

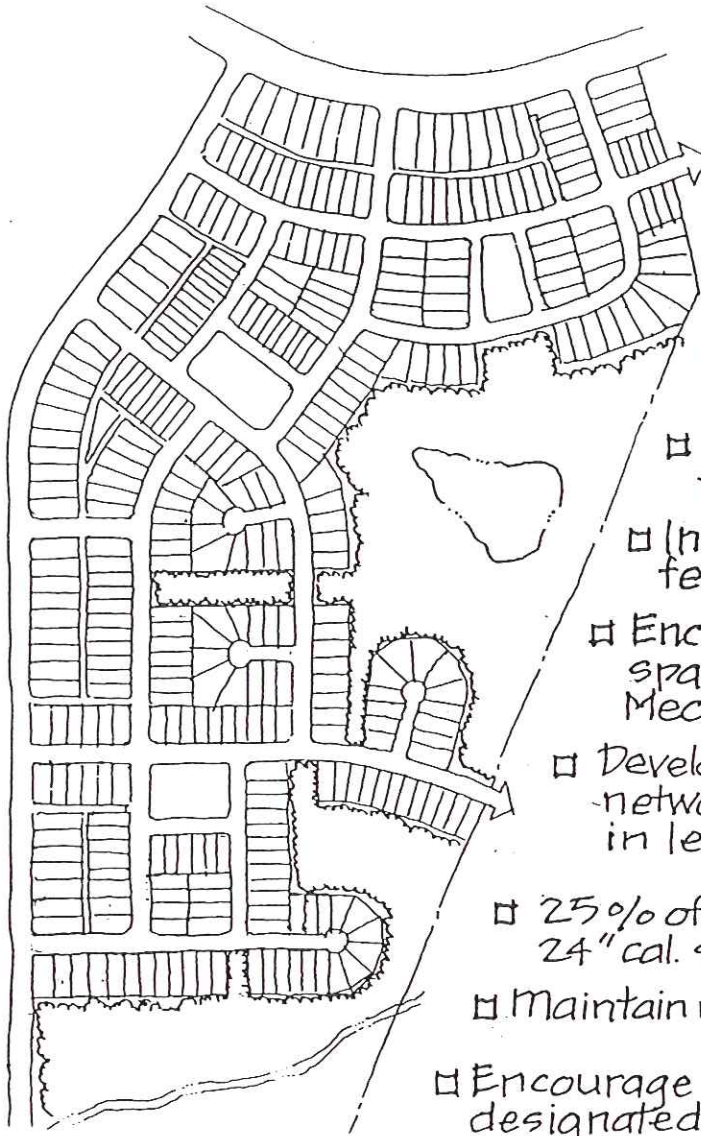


Quality streetscapes can give an area a unique identity.

TYPICAL SUBDIVISION OF 3 UNITS PER ACRE

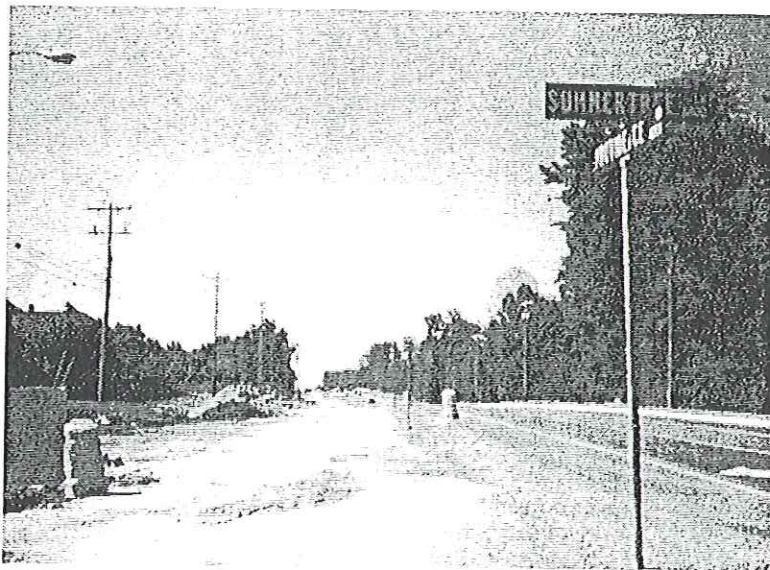


SUBDIVISION OF 4 UNITS PER ACRE CONSISTENT WITH GUIDELINES FOR RESIDENTIAL DEVELOPMENT



- Provide potential connection to adjacent undeveloped properties
- Do not grade slopes over 20%
- Incorporate significant forested areas into open space
- Incorporate unique environmental features into open space
- Encourage dedication of open spaces of 10 acres or more to Mecklenburg County as public park
- Develop an interconnected street network; limit cul-de-sacs to 200' in length
- 25% of landmark trees greater than 24" cal. should be preserved.
- Maintain minimum 15% as open space.
- Encourage dedication of land along designated greenways
- Preserve existing vegetation within 80' of creeks

- b) *Planting strips and sidewalks should be provided on all streets.* For local and collector streets, planting strips should be a minimum of 6' wide and sidewalks should be at least 5' wide. For thoroughfares, planting strips should be a minimum of 8' wide and sidewalks should be a minimum of 6' wide. On thoroughfares, large maturing trees should be installed when overhead power lines are not present, and smaller trees should be installed when there is potential for conflicts between street trees and power lines. Pedestrian scale lighting should also be installed on thoroughfares.
 - c) *For single family detached housing, typically two trees should be planted between each house and the street.*
 - d) *Townhouse and multi-family developments should meet the tree planting requirements of the Charlotte Tree Ordinance, even if the property is located within unincorporated Mecklenburg County.*
- 8) **Provision of Public Facilities:** New development expands the need for public facilities. While many of these facilities are provided through the city and county's capital improvement programs, it is important that some of the facilities continue to be provided at the time of development by the private sector.
- a) *All residential development should be built on public streets.* All development, including multi-family and townhouse projects, should include an internal public street network and all buildings within the development should front on a public street.
 - b) *If a development is located on a thoroughfare, improvements to that thoroughfare along the site frontage should be made, consistent with the ultimate road cross-section.* These improvements should be provided at the time of development. For streets that are not planned to be widened, turn



Improvements to adjacent thoroughfares should be included in development plans.

lanes into new development should be provided if needed to support traffic from the development.

- c) *Sidewalks, street trees, and pedestrian scale lighting should be installed along all thoroughfares when development occurs.*
- d) *Dedication of large open spaces to Mecklenburg County Park and Recreation Department should be considered, as discussed under Guideline #2: Parks and Open Space.*
- e) *All new development should be connected to the public water and sewer system.*
- f) *Phasing of large developments to concur with the completion of supporting transportation improvements is encouraged.*

GUIDELINES FOR NON-RESIDENTIAL DEVELOPMENT

These guidelines apply to retail, office, civic and mixed-use development. Compliance with the guidelines will occur primarily through the rezoning process, with Planning staff working with rezoning petitioners to insure consistency with the guidelines. For properties which do not require a rezoning, compliance with the guidelines, while strongly encouraged, is voluntary. Changes to ordinances will be required to insure that all development, even those projects which do not require a rezoning, is built according to the recommended guidelines.

1) Environmental Sensitivity:

- a) *Slopes with grades of 20% or more should remain undeveloped.* In general, these steep slopes should not be graded or built upon. However, pedestrian/bike pathways are allowed.
- b) *Existing vegetation along creeks should be preserved, according to the standards of the "SWIM Stream Buffer Plan".* Development should not occur in these areas; however, they may be developed as greenways with pedestrian pathways.
- c) *Landmark trees should be preserved as described under Guideline #3: Tree Preservation.*
- d) *Significant forested areas should be incorporated into open space or park land, as described under Guideline #2: Open Space.*

2) Open Space:

- a) *A minimum of 10% of each non-residential development should be maintained as common open space, exclusive of streets and parking areas.* These open spaces should be an integral part of the development design. A central open space which serves as a focal point for the development should be provided.
- b) *Unique environmental features should be incorporated into a site's open space.* These features include existing natural elements such as areas with steep slopes, significant forested areas, landmark trees, existing vegetation along creeks, and wetlands.

3) Tree Preservation/Planting:

- a) *All non-residential development should comply with the City of Charlotte Tree Ordinance.*
- b) *In addition to meeting the requirements of the Tree Ordinance, at least 15% of the existing landmark trees on a site should be preserved. Landmark trees are defined as deciduous or evergreen trees greater than 24" in diameter. One new large maturing tree with a 3 to 3½" caliper should be planted to replace each landmark tree that cannot be saved.*
- c) *An effort should be made to save groupings of landmark trees whenever possible. Groupings of trees have a greater survival rate than individually saved trees.*
- d) *If it is not feasible to save an entire grouping of trees which contains an outstanding landmark tree, preserving the individual tree is encouraged. Individual landmark trees which are outstanding because of size, form, or species will add character to the development and should be protected during the construction process.*

4) Site and Building Design:

- a) *Front doors of buildings should be recessed and clearly visible from the street. Building entrances should connect directly to a sidewalk along a public or internal street or to an open space.*
- b) *The first floors of all buildings should be designed to encourage and complement pedestrian activity. The first floor of buildings fronting on sidewalks should include transparent windows and doors and the use of blank walls should be minimal.*
- c) *Buildings should be low-scale, typically limited to three stories. Heights of two or three stories are desirable for buildings which enclose an open space.*
- d) *For properties which abut I-485, a 50' buffer from the edge of the interstate right-of-way should be provided.*



Buildings should connect directly to a sidewalk.

- e) Where existing vegetation that will screen the interstate currently exists, that vegetative screen should remain undisturbed. If the site lacks vegetation, plantings, especially evergreens, which will screen the interstate should be installed.
- f) *Existing historic structures should be retained and incorporated into new developments.* These structures should be used as focal points for new development and fully integrated into the development design.
- g) *Surface parking should be placed behind buildings whenever possible.* When surface parking is located in front of buildings, it should be screened from view from public streets by other buildings and by landscaping.
- h) *In order to reduce the visual impact of parking areas, the creation of smaller expanses of parking lots which include landscape plantings should be constructed.*
- i) *Development signage should be low-scale and residential in character.* The use of ground mounted or monument signs is encouraged, and these types of signs should not exceed 6' in height.

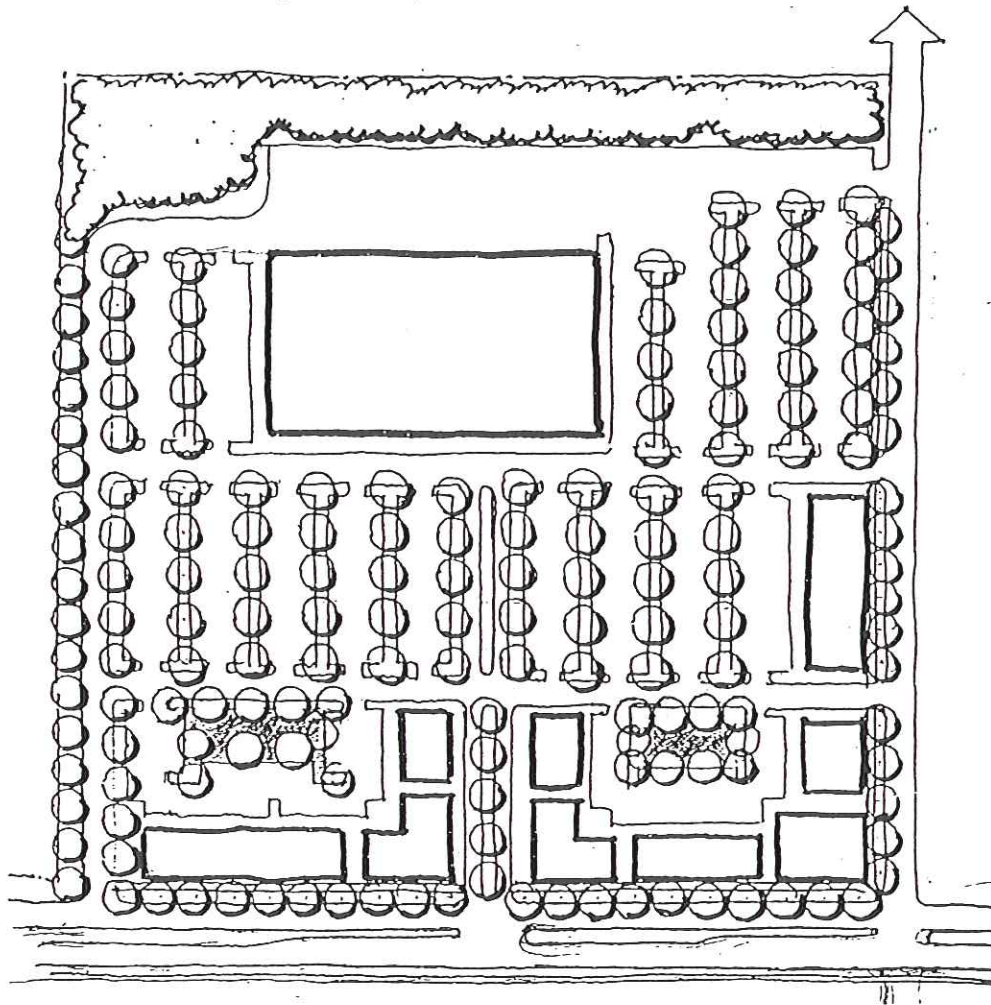
5) Transitions to Established Residential Neighborhoods:

- a) *Typically, a buffer and screening adjacent to residentially developed or zoned land should be provided according to the standards of the applicable Zoning Ordinance.* However, in some cases it may be possible and desirable to design a small scale retail component as an integral part of a larger residential development.
- b) *Pedestrian/bikeway connections should be provided between non-residential development and any adjacent development.* When adjacent property is undeveloped, connections should be provided to the edge of the non-residential development in anticipation of future development on the abutting land.

6) Connectivity/Circulation:

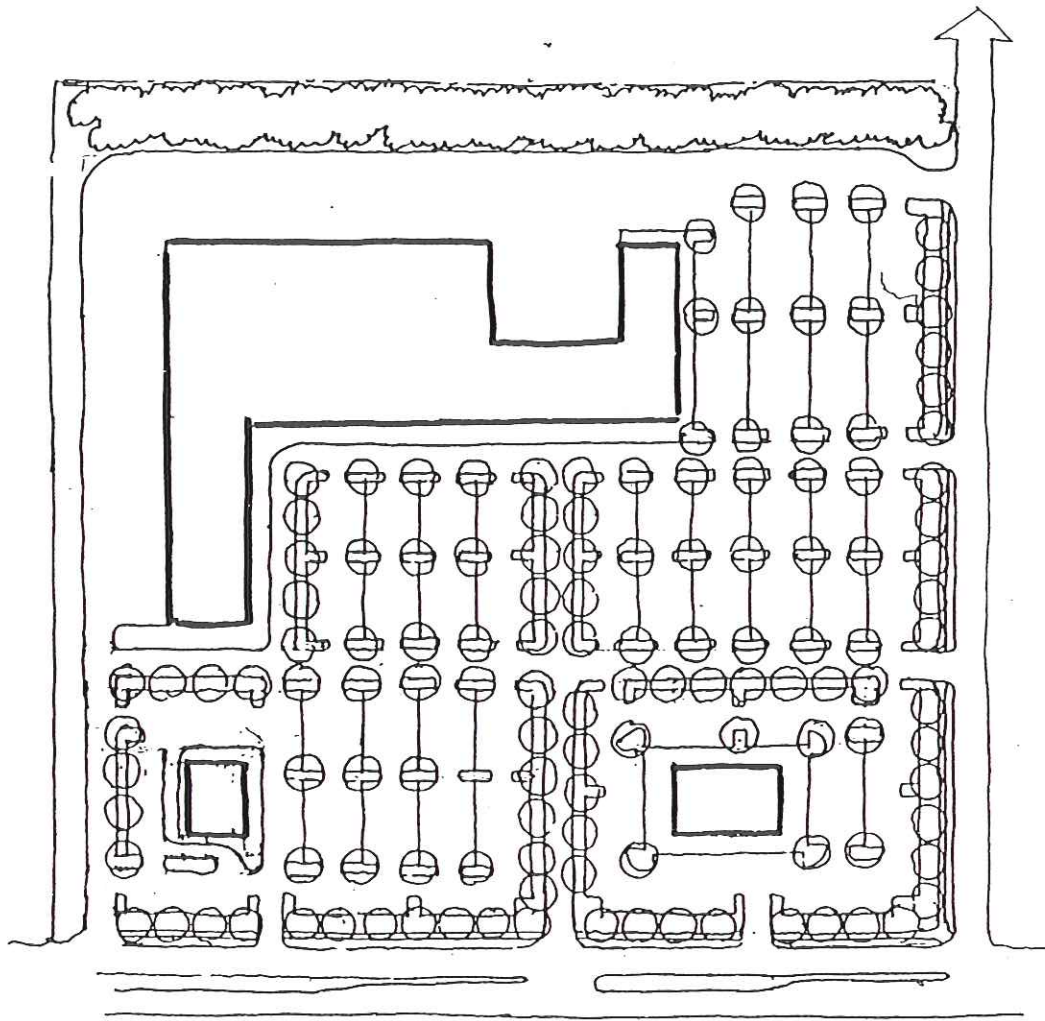
- a) *Non-residential developments should include an internal street network of either public or private streets, and all buildings within the development should front on these streets.* The internal street system should focus on providing pedestrian connectivity throughout the site and should tie into the public street network at the perimeter of the site.
- b) *Pedestrian and bicycle connections to adjacent development should be provided.* These pedestrian/bicycle connections should be a minimum of 10' wide and should be dedicated as permanent easements.
- c) *Driveways to non-residential sites should be limited.* When possible, driveways should be aligned with other developments on the opposite side of the street. Opportunities for sharing of driveways and parking with adjacent non-residential properties should be pursued.

DEVELOPMENT CONSISTENT WITH GUIDELINES FOR NON-RESIDENTIAL DEVELOPMENT



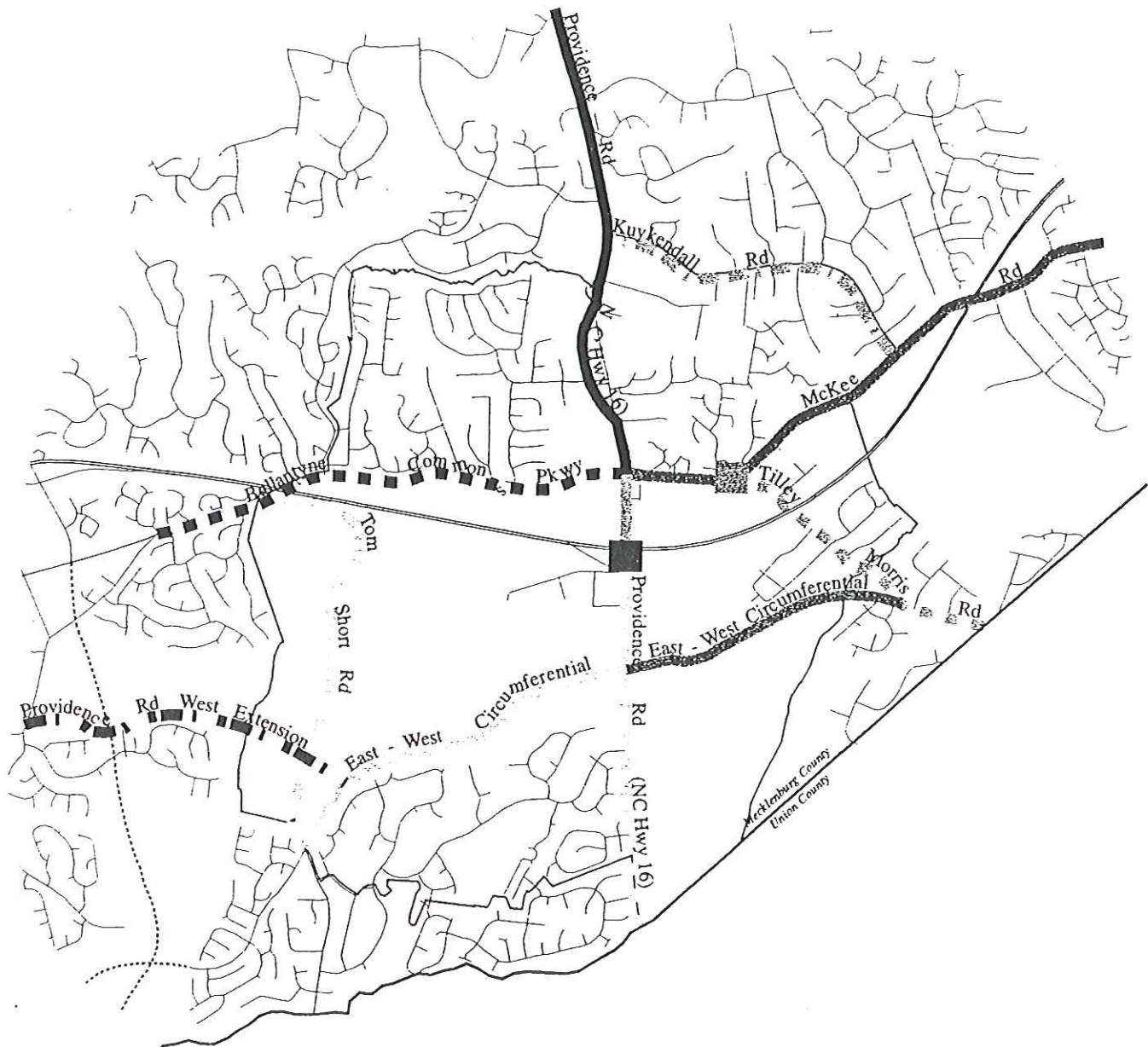
- ❑ Preserve minimum of 10% open space and incorporate into design
- ❑ 15 % of landmark trees should be preserved
- ❑ Front doors of buildings should be visible from street
- ❑ First floors of buildings should be designed to encourage and complement pedestrian activity
- ❑ Buildings enclosing open spaces should be a minimum of 2 stories
- ❑ Surface parking should be placed behind buildings
- ❑ Provide buffers adjacent to neighborhoods with connecting bicycle/pedestrian path.
- ❑ Provide well-defined internal street network
- ❑ Provide smaller, well-landscaped parking lots.

TYPICAL NON-RESIDENTIAL DEVELOPMENT



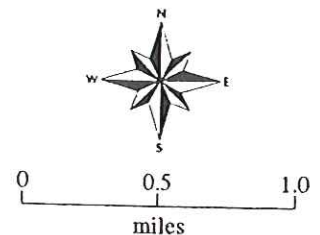
I-485 / PROVIDENCE ROAD PLAN UPDATE

Thoroughfare System



- I-485 / Providence Road Interchange
- Providence Road, north of Ballantyne Commons Parkway
- Providence Road, between Ballantyne Commons Parkway and I-485
- ■ ■ Ballantyne Commons Parkway
- McKee Road
- Tilley Morris Road
- Providence Road, south of I-485
- East-West Circumferential, west of Providence Road
- East-West Circumferential, east of Providence Road
- ■ ■ Providence Road West Extension, west of East-West Circumferential
- ■ ■ McKee Road and Tilley Morris Road Intersection
- Tom Short Road
- Kuykendall Road

ed by the Charlotte-Mecklenburg Planning Commission, February 1999.



7) Streetscape Improvements:

- a) *Public streets, as well as the internal street network, should include streetscape features which give the development a unique identity and which clearly define the circulation network.* Examples of possible streetscape features include decorative lighting, benches, landscaped medians, and special street tree plantings.
- b) *Planting strips, street trees, and sidewalks should be provided on all public streets.* For thoroughfares, planting strips should be a minimum of 8' wide and sidewalks should be a minimum of 6' wide. Large maturing trees should be installed when overhead power lines are not present. Pedestrian scale lighting should also be installed on all thoroughfares.

8) Provision of Public Facilities:

- a) *If a development is located on a thoroughfare, improvements to that thoroughfare along the site frontage should be made, consistent with the ultimate road cross-section.* Turn lanes and traffic signals should be installed also if they are needed to support traffic from the new development. These improvements should be provided at the time of development.
- b) *Sidewalks, street trees, and pedestrian scale lighting should be installed along all thoroughfares when development occurs.*
- c) *All new development should be connected to the public water and sewer system.*
- d) *Phasing of large developments to concur with the completion of supporting transportation improvements is encouraged.*

TRANSPORTATION RECOMMENDATIONS

STREETS

Development within the study area, new housing south of the study area in Union County, and the opening of the I-485 interchange have placed a strain on the area street network, especially during peak travel hours. The following recommendations are designed to expand the area's thoroughfare system while enhancing the study area's streetscapes.

- 1) **The I-485 Interchange at Providence Road:** The addition of loops to the northeast and southwest quadrants should proceed as planned. This plan recommends that design of this interchange improvement incorporate the following: a) pedestrian and bicyclist access across I-485 on Providence Road; b) residentially appropriate sound walls for Allison Lane of brick or another material that is compatible with residential development, c) landscaping to enhance the aesthetics of the interchange, and d) adequate lighting along I-485 and at the interchange.
- 2) **Providence Road (NC 16), north of Ballantyne Commons Parkway:** This widening project is underway; therefore, this plan recommends no changes.
- 3) **Providence Road (NC 16), south of Ballantyne Commons Parkway and north of I-485:** This plan recommends that the widening of this section to six lanes be

undertaken within the next five years. When constructed, the six-lane section should include a landscaped median, as well as street tree plantings along the sides of the road, to create a landscaped gateway to the northern portion of the study area. It is also recommended that the improvements be made at the same time as the improvements to the interchange.



Improvements to Ballantyne Commons Parkway and Providence Road are recommended.

- 4) **Ballantyne Commons Parkway:** In the short-term, improvements to this street should be made as part of development that occurs along the street. When the 2020 Transportation Plan is updated, the priority for the project to widen this street to four lanes with a median should be reconsidered, especially in light of traffic congestion and area development. In addition, the project should be considered for City bond funding when additional transportation bonds are scheduled.
- 5) **McKee Road:** This plan recommends that improvements to McKee Road include four lanes with a planted median. As with Ballantyne Commons Parkway, the plan recommends also that roadway improvements be included as a part of development occurring along this street. These improvements should be consistent with the long-term design. When the 2020 Transportation Plan is updated, the priority for the section between Providence Road and Tilley Morris Road should be reconsidered in light of area traffic congestion. In addition, improvements to this section should be considered for City bond funding when additional transportation bonds are scheduled.
- 6) **Tilley Morris Road:** Street improvements that are consistent with the proposed cross-section, two lanes with additional turn lanes, should be made as adjacent land develops.
- 7) **Providence Road (NC 16), south of I-485:** When this street is widened to four lanes, the segment between I-485 and the East-West Circumferential should be developed as a landscaped entryway to the southern portion of the study area, with a

well landscaped median and trees planted along the sides of the street. This widening project is planned to be started in 2004.

- 8) **East-West Circumferential, west of Providence Road:** When this street is eventually widened to the final four-lane cross-section, the design should include either a planted median or extensive street tree planting.
- 9) **East-West Circumferential, east of Providence Road:** This plan recommends that this future street be designed as a two-lane facility with a planted median. The street should be built through the development process. As individual projects are developed, the recommended street cross-section should be constructed as part of each development.
- 10) **Providence Road West Extension, west of East-West Circumferential:** When this street is constructed, it should be built as a two-lane street with a planted median. The street should be built through the development process.
- 11) **Intersection Improvement at McKee Road and Tilley Morris Road:** This plan recommends that the intersection be improved within the next five years.
- 12) **Tom Short Road:** While there are no plans to widen this two-lane minor thoroughfare, it is recommended that as development occurs along this street, turn lanes should be provided to access the new development.
- 13) **Kuykendall Road:** If development occurs along this street, turn lanes should be provided to access the new development.

An additional recommendation designed to improve the area's street network is listed below:

- 14) **Development Connectivity:** Developments should be interconnected, as discussed in the design guidelines. Coordinated connections will provide residents with alternate routes when traveling within the study area. The creation of a collector street network is recommended also to insure future connections between area development.

PEDESTRIAN SYSTEM

The following recommendations are designed to improve the area's pedestrian environment:

- 1) **Permanent concrete sidewalks with planting strips which will accommodate large trees** should be provided on thoroughfares as development occurs or when streets are widened to their ultimate width. Sidewalks on thoroughfares should be at least 6' wide. Pedestrian-scale lighting should also be provided.
- 2) **In the short-term, asphalt or compacted gravel sidewalks which will link activity generators** such as schools, parks, and shopping centers to neighborhoods should be provided on thoroughfares. These improvements should be provided when road improvements are not scheduled within the next 10 years.
- 3) **Sidewalks which serve the interior of a neighborhood will be provided along streets as development occurs.** Additional pedestrian connections should be considered to connect areas that lack street connections.

- 4) **Thoroughfare intersections should be carefully designed to enhance pedestrian activity and to be aesthetically pleasing.** Intersections should include pedestrian-scale lighting, landscaping, steel mast arms for traffic signals, and special signals and striping for pedestrians. Intersections should also be designed to minimize crossing distances and should include refuge islands when the width of the street exceeds five lanes, making crossing difficult or intimidating for pedestrians. These design elements should be addressed when developers are making intersection improvements needed to support proposed development projects or when the public sector is making intersection improvements.
- 5) **Traffic signals between thoroughfares should be added if they will substantially improve pedestrian access to an activity center such as a school or shopping center.** For example, a traffic signal on Ballantyne Commons Parkway should be considered for one of the entrances proposed for the mixed-use center to be located southwest of the Ballantyne Commons and Providence Road intersection. This signal will shorten the distance that many area residents would have to walk to get to the center.
- 6) **The improvements to the Six Mile Creek Greenway should include pedestrian facilities** and development along the greenway should provide pedestrian and bicycle connections to the greenway.

BICYCLE SYSTEM

To improve the area's bicycle system, the following are recommended:

- 1) **Future improvements to area thoroughfares should be designed to accommodate bicycle travel.** A wider outside lane, to accommodate bicyclists, is planned for the Providence Road reconstruction between Old Providence Road and Ballantyne Commons Parkway. The construction of a wider outside lane should be included in all roadway projects involving major or minor thoroughfares in the area.
- 2) **The improvements to the Six Mile Creek Greenway should include bicycle facilities** as described above.

TRANSIT SYSTEM

Currently, area bus service extends only to the Arboretum Shopping Center at Providence Road and Highway 51. This plan recommends the following change:

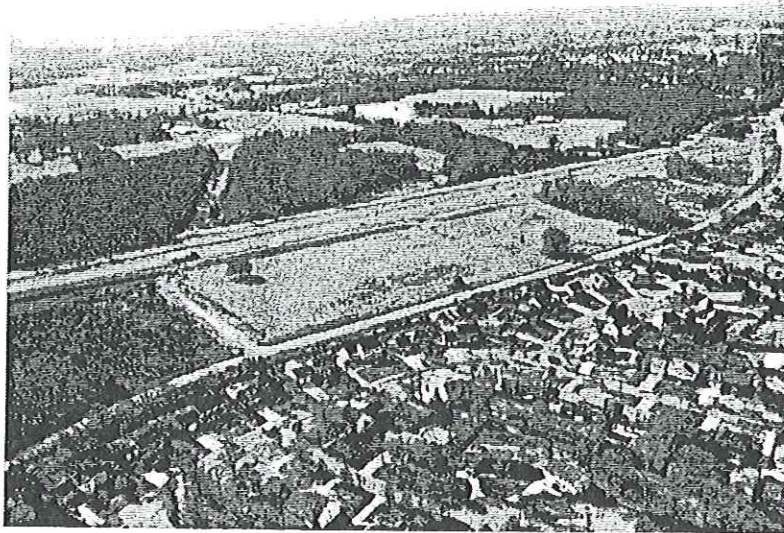
- 1) **Local and express bus service should be extended to the study area,** with a park and ride lot located at the mixed use center in the northwest quadrant of Providence Road and I-485.

PUBLIC FACILITIES RECOMMENDATIONS

SCHOOLS

This plan makes the following recommendations regarding schools:

- 1) **The new middle school, planned by Charlotte Mecklenburg Schools (CMS), should be constructed on the proposed site on Ballantyne Commons Parkway.**



A new middle school is planned for a site on Ballantyne Commons Parkway.

- 2) **School planners should pursue a site for a new elementary within the study area, if a suitable site can be found, to help relieve the crowding of McKee Road elementary and to support anticipated development.**
- 3) **The site for the high school proposed in the *CMS Long Range School Facilities Master Plan* should be developed in the vicinity of the study area in order to serve both current and future area students.**

PARKS AND GREENWAYS

This plan has the following recommendations for park and greenway facilities:

- 1) **Construction of the proposed park at McKee Road Elementary should be initiated in July 1999 as planned.**
- 2) **When new schools are developed in the area, opportunities for joint use park/school facilities should be pursued.** In particular, the opportunity for a joint use park/school facility should be studied for the middle school proposed on Ballantyne Commons Parkway.
- 3) **Land for the Six Mile Creek Greenway should be dedicated to the Mecklenburg County Park and Recreation Department as development occurs along the greenway. In addition, a neighborhood park should be developed along the**

greenway. When most of the land along the greenway has been dedicated, the Park and Recreation Department should aggressively pursue acquisition of the remainder of the land needed for the greenway.

- 4) **Large scale developments should be encouraged to develop and donate park land** to the Mecklenburg County Park and Recreation Department. This is especially important for the southwest quadrant of the study area, which has no other park facilities identified.
- 5) **The public park system should be enhanced by privately developed open space for individual subdivisions.** Ideally, at least a portion of these open spaces would be privately maintained by a homeowners association, yet be publicly accessible.

LIBRARIES

Development of a branch library should be considered for the study area in the future. The use of the nearby South County Regional Library should be monitored, and as the facility nears capacity and can no longer meet area needs, plans for a new library south of NC Highway 51 should be initiated. If a library is built within the study area, the facility should be located in conjunction with one of the area retail sites.

POSTAL FACILITIES

A post office should be constructed within the study area if a suitable site that is planned for retail use can be identified by the Postal Service.

WATER

The proposed major water line for Tom Short Road should be installed in conjunction with new development. However, if water capacity for the area becomes inadequate prior to private installation of the line, CMUD should install the water line on Tom Short Road.

SEWER

Since the entire study area will be provided with sewer service by the middle of July 1999, there are no recommendations for additional sewer facilities, other than collector lines.

FIRE

While CFD Station #9 currently meets the fire service needs of the area, the service response of this station should be monitored to insure that, as the area grows, the station can continue to meet its service response benchmarks.

POLICE

This plan makes the following recommendations for police service:

- 1) **Determine the need for additional police officers and vehicles in and around the study area** in conjunction with the findings of the current redistricting project.
- 2) **Increases in population typically result in an increase in calls for police service.** As the area continues to develop, **the number of service calls should be constantly monitored and additional officers should be assigned to the area if needed.**

CONCLUSION

The area surrounding the Providence Road interchange for I-485 is an extremely desirable location for both residents and businesses. Rapid development has begun to transform the area from rural open space to sprawling suburban development. This development has resulted in increased traffic congestion, overburdened schools, and loss of open space.

This plan attempts to provide the direction needed to ensure that further growth and development does not jeopardize the future livability of the area. Guided by the recommendations in this plan, future growth will result in a livable and sustainable community surrounding the interchange. New development will be designed to be compatible with existing neighborhoods, linked together by streets and pedestrian paths, and will incorporate natural and historic features. The area will have the transportation system and public facilities needed to serve the area, especially the neighborhoods. Finally, the plan promotes development that will foster a true sense of community.

Volume 2 of this plan provides more detailed information on implementation strategies needed to achieve the plan vision.

APPENDIX A:
Aerial Photographs

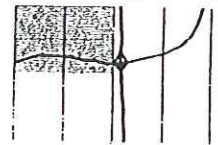


Produced by the Charlotte-Mecklenburg Planning Commission



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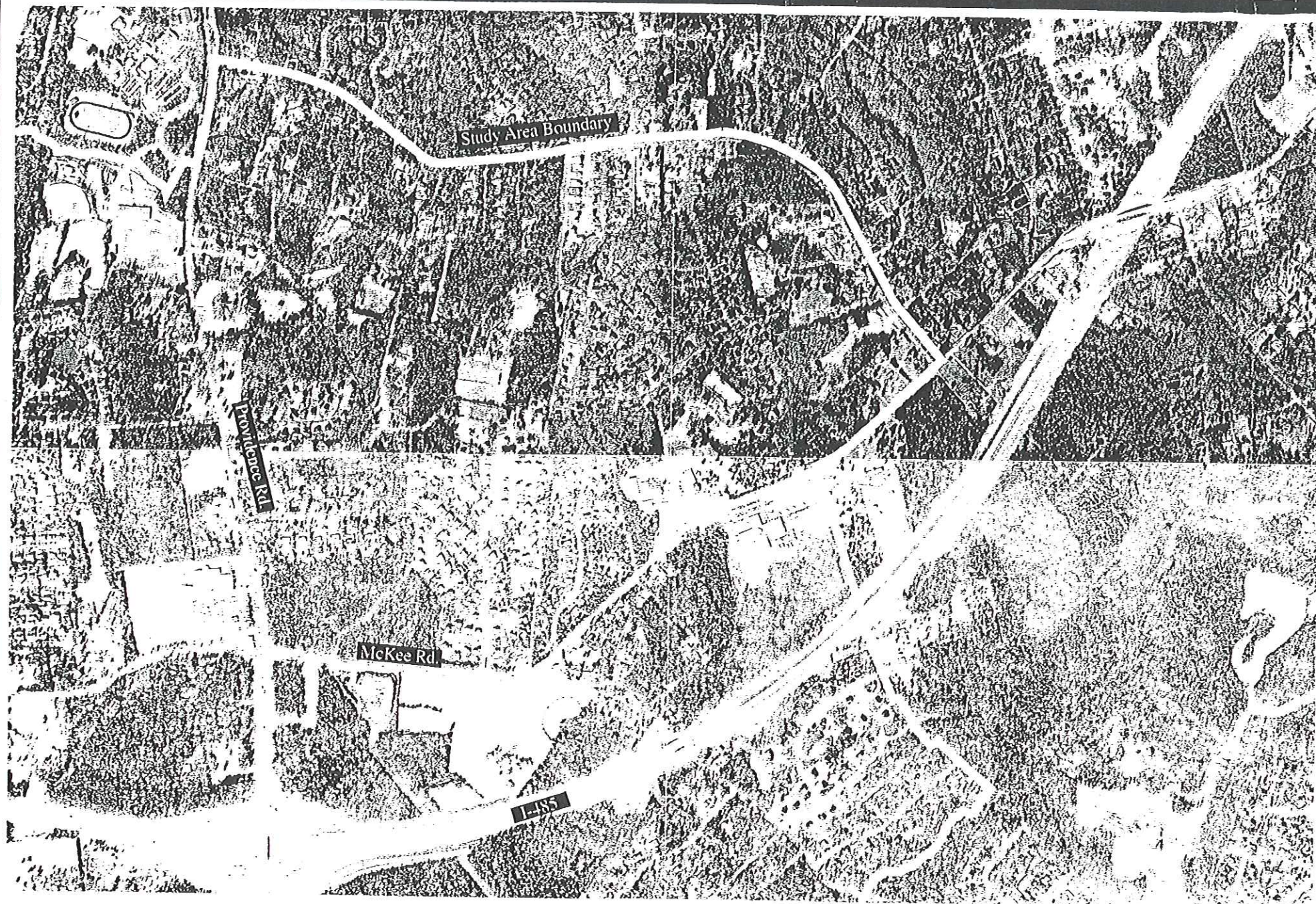
Northwest Quadrant



Aerials dated Feb. 23, 1997

I-485 / PROVIDENCE ROAD PLAN

Aerial Maps - Northwest Quadrant



Produced by the Charlotte-Mecklenburg Planning Commission



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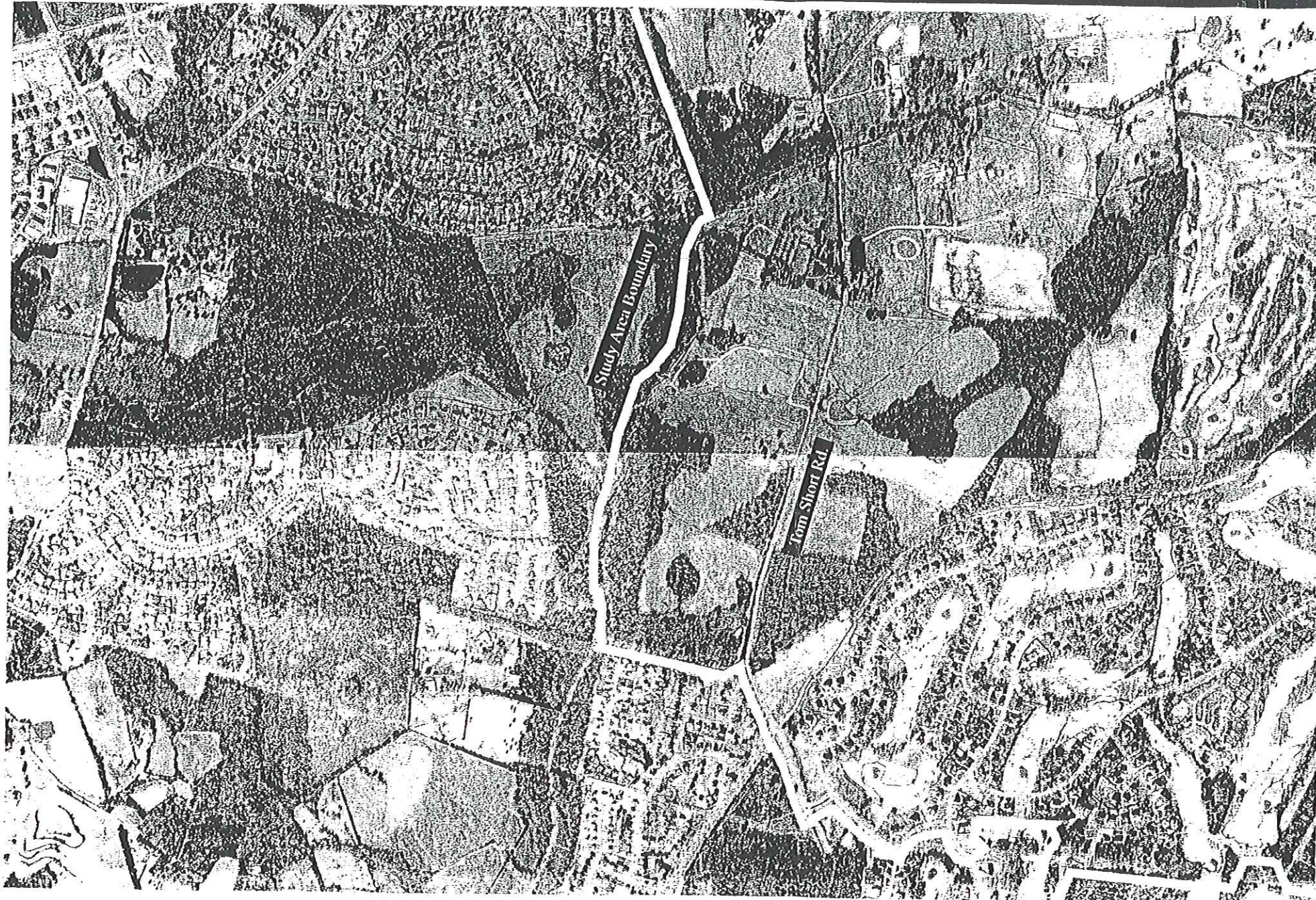
Northeast Quadrant



Aerials dated Feb. 23, 1997

I-485 / PROVIDENCE ROAD PLAN

Aerial Maps - Northeast Quadrant

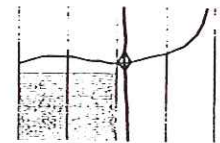


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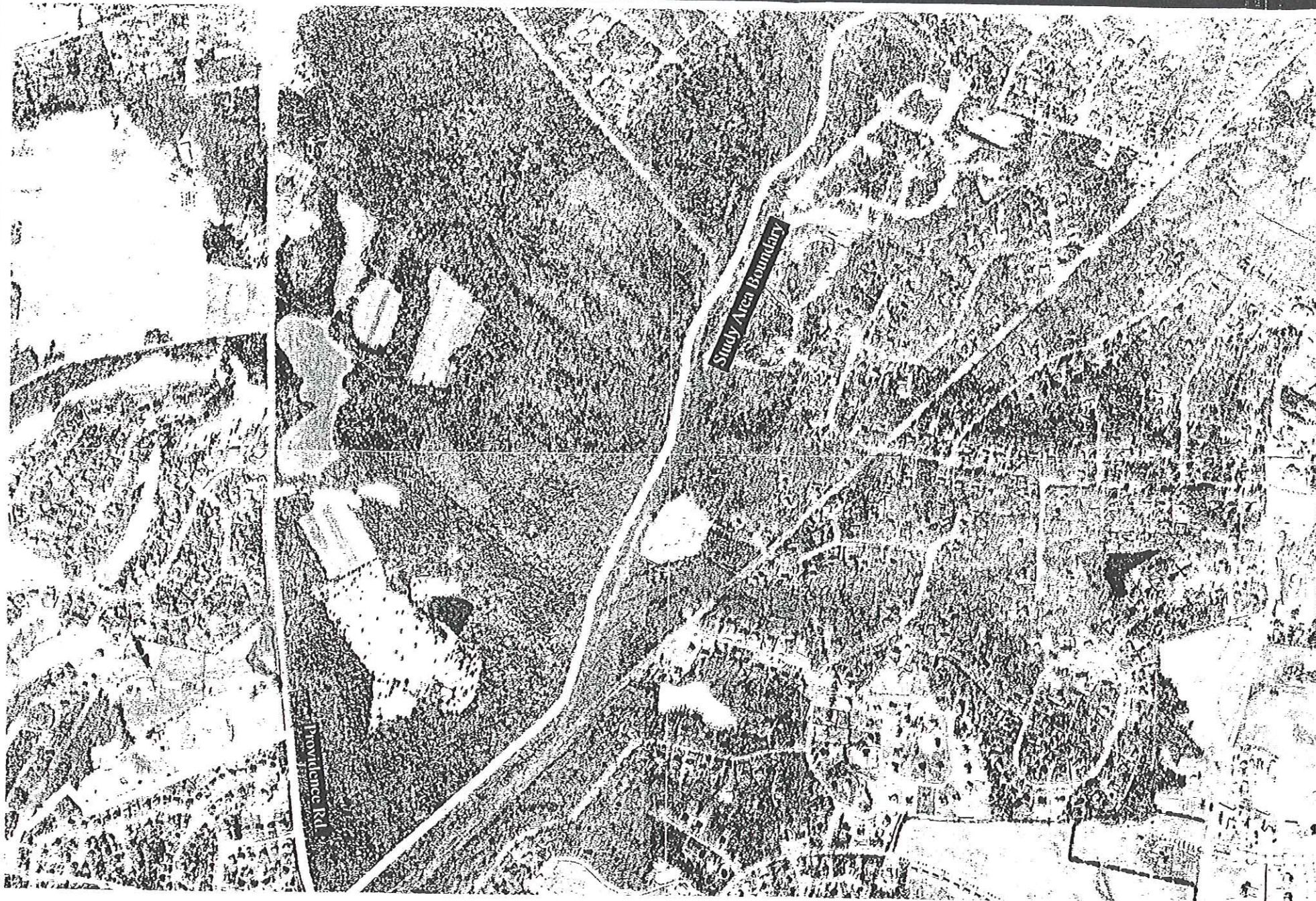
Southwest Quadrant



Aerials dated Feb. 23, 1997

I-485 / PROVIDENCE ROAD PLAN

Aerial Maps - Southwest Quadrant

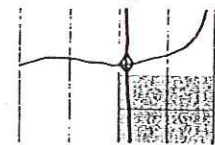


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Southeast Quadrant



Aerials dated Feb. 23, 1997

I-485 / PROVIDENCE ROAD PLAN

Aerial Maps - Southeast Quadrant

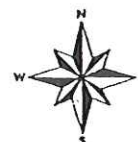
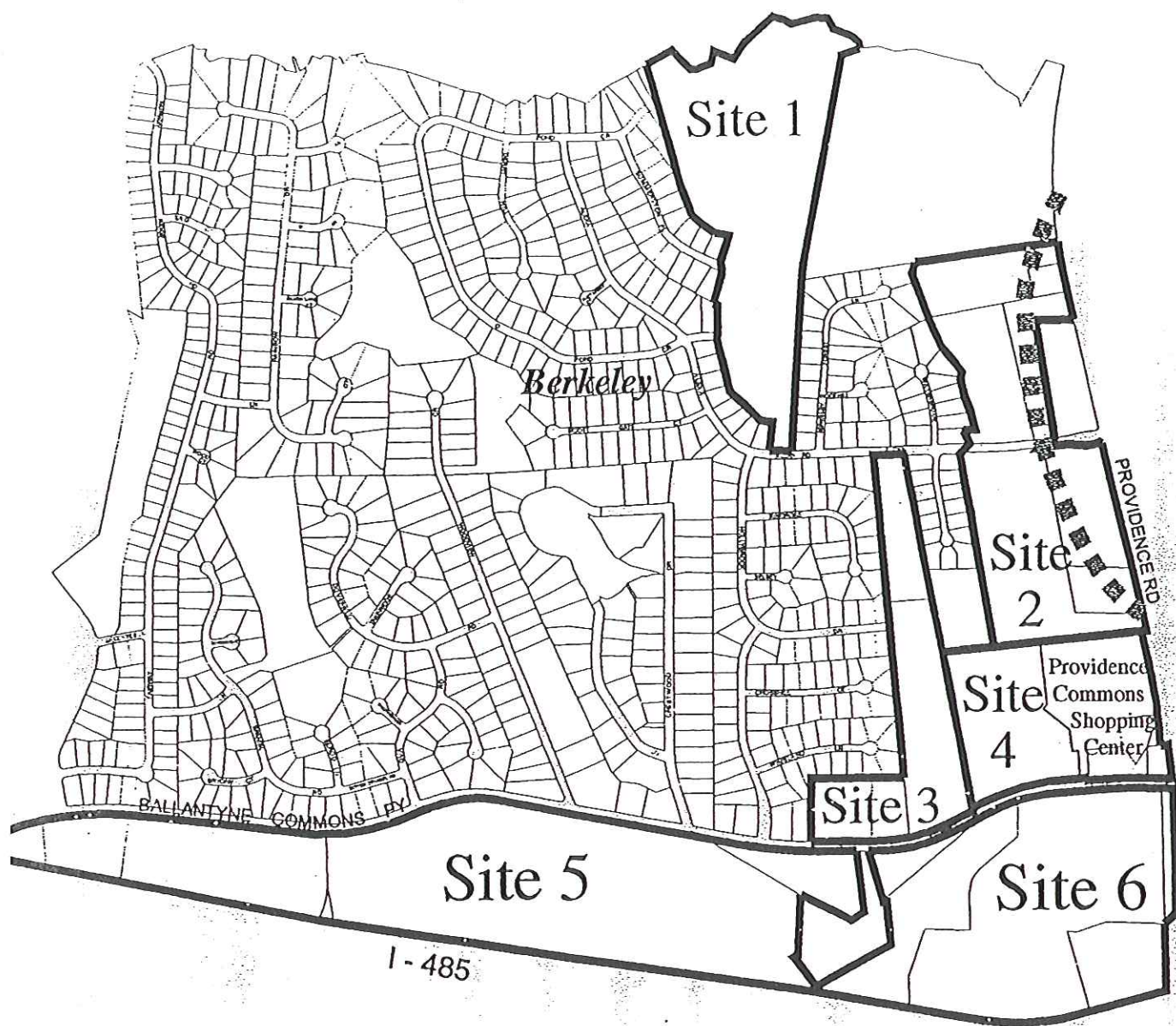
APPENDIX B:

Development Site Recommendations

Note: Many of the identified development sites include property under multiple ownership. Development of some these sites may occur incrementally, instead of simultaneously. However, the principles outlined on the following pages are still applicable. In addition, coordination and connection of incrementally developed properties should occur according to the Design Guidelines.

I-485 / PROVIDENCE ROAD PLAN

Northwest Quadrant Development Sites



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miles

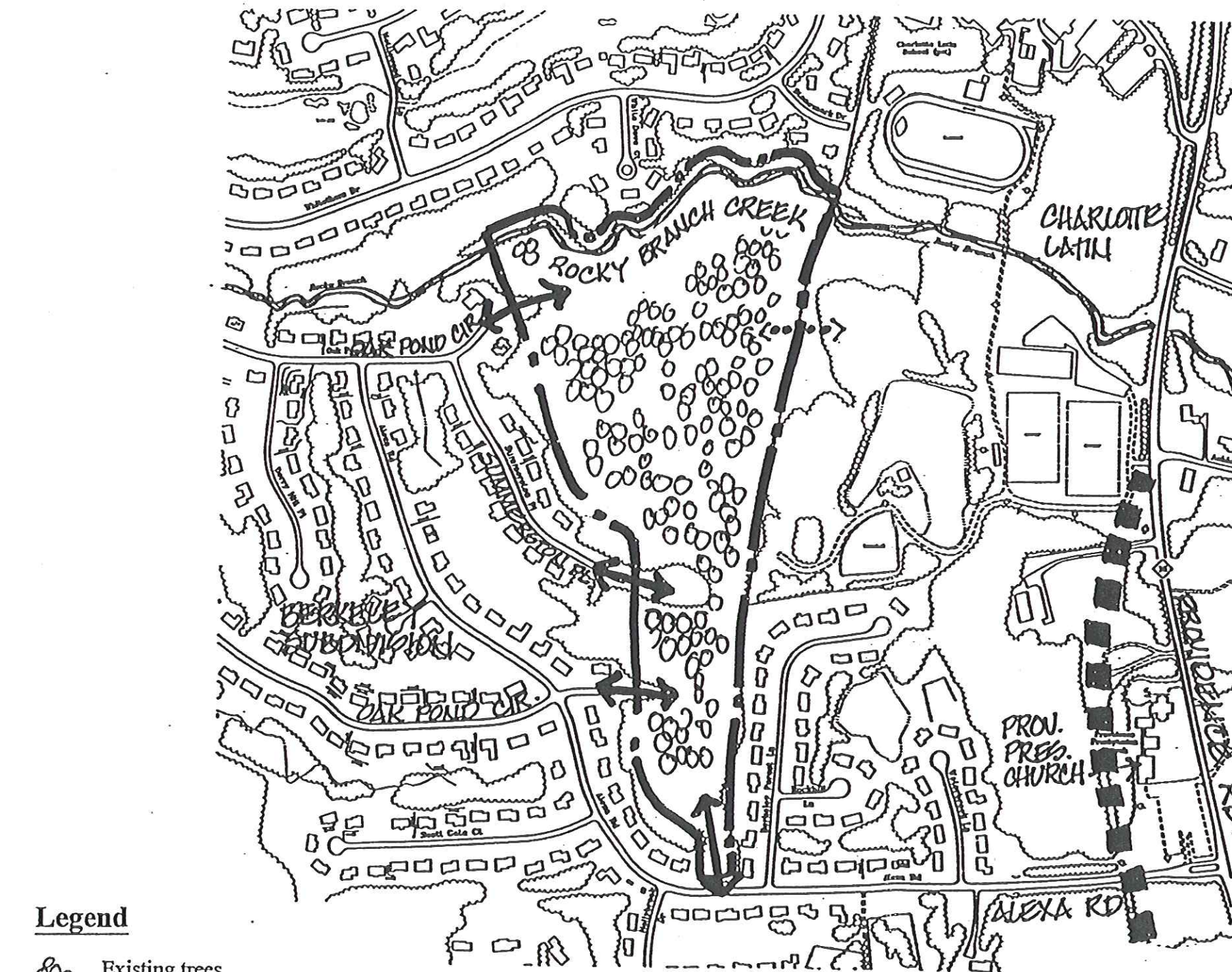
Northwest Quadrant Site 1

Existing Conditions

- ♦ 35 acres on one parcel
- ♦ Currently zoned R-3
- ♦ Site is vacant and has some severe topography along Rocky Branch Creek.
- ♦ Entire site is forested.
- ♦ Site is bounded by Rocky Branch Creek to the north, Charlotte Latin School and Berkeley subdivision to the east, Berkeley subdivision to the west, and touches Alexa Road to the south.

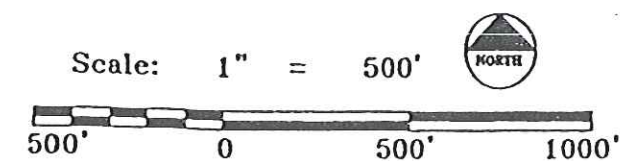
Proposed

- ♦ Residential at 3-4 units/acre, consistent with Residential Design Guidelines.
- ♦ Develop as extension of Berkeley subdivision with street connection to neighborhood on two stub ends of Oak Pond Circle, Summerston Place and Alexa Road.
- ♦ Development should be sensitive to existing creek, steep slopes, and tree cover.
- ♦ Pursue a pedestrian connection with Charlotte Latin School.



Legend

- Existing trees
- Road extension/connection
- Potential pedestrian connection
- Creek
- Providence Road realignment



Northwest Quadrant Site 2

Existing Conditions

- ♦ 45 acres on 7 parcels.
- ♦ Currently zoned R-3.
- ♦ Site is largely forested.
- ♦ Site is largely vacant with the exception of a few individual residences.
- ♦ Site is bounded by Charlotte Latin School to the north, Berkeley Subdivision to the west, Providence Commons Shopping Center to the south, and Providence Presbyterian Church and existing Providence Road to the east.
- ♦ Alexa Road, the primary entrance to Berkeley subdivision from Providence Road passes directly through the site, cutting the site into two approximately equal portions.
- ♦ Realigned Providence Road runs through the interior of the site.

Proposed

- ♦ Residential at 3-4 units/acres north of Alexa Road and 4-6 units/acre south of Alexa Road, consistent with Residential Design Guidelines.
- ♦ Develop as extension of Berkeley neighborhood.
- ♦ Make street connections to Providence Road and Alexa Road. Street connections to Alexa Road from the north and south side of the site should align.
- ♦ Pursue pedestrian connections to
 - Providence Commons Shopping Center
 - Charlotte Latin School

Legend

- Existing trees
- Road extension/connection
- Potential pedestrian connection
- Providence Road realignment



Scale: 1" = 500'



Northwest Quadrant Site 3





Existing Conditions

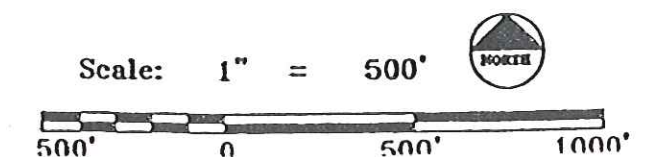
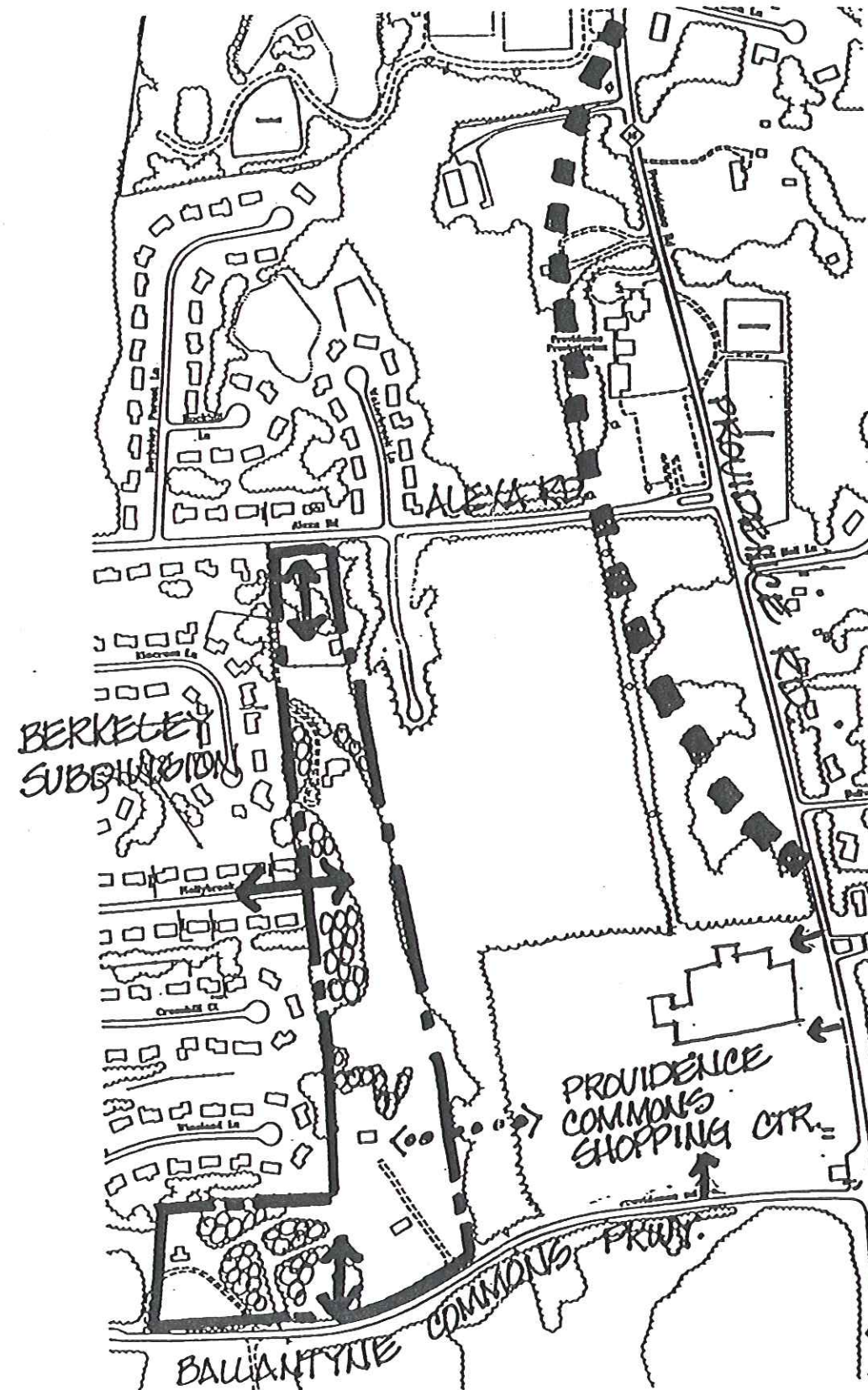
- ♦ 17 acres on 4 parcels
- ♦ Currently zoned R-3.
- ♦ Site is largely cleared with some clusters of trees.
- ♦ Site is largely vacant with the exception of a few individual residences.
- ♦ Site is bounded by Alexa Road to the north, Berkeley subdivision to the west, Providence Commons Shopping Center and Berkeley subdivision to the east, and Ballantyne Commons Parkway to the south.

Proposed

- ♦ Residential at 3 to 4 / 4 to 6 units/acre, consistent with Residential Design Guidelines. (See proposed land use map for further delineation of appropriate residential densities.)
- ♦ Develop as extension of Berkeley neighborhood.
- ♦ Make street connections to Ballantyne Commons Parkway, Hollybrook Drive and Alexa Road
- ♦ Pursue a pedestrian connection to
 - Providence Commons Shopping Center

Legend

-  Existing trees
-  Road extension/connection
-  Potential pedestrian connection
-  Providence Road realignment



Northwest Quadrant Site 4





Existing Conditions

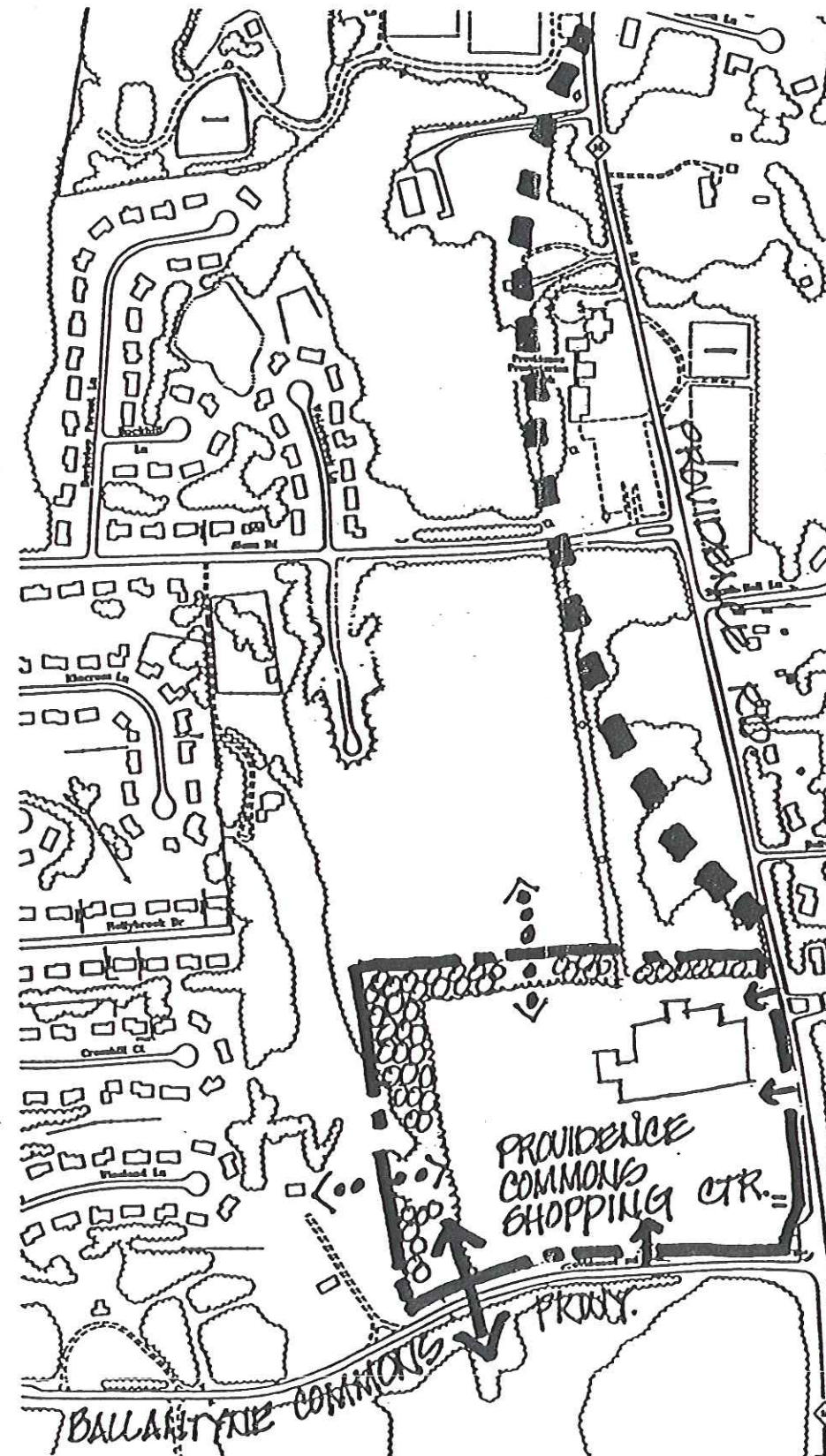
- ♦ 26 acres on single parcel
- ♦ Currently zoned B-1SCD
- ♦ Zoning allows total of 180,000 s.f. of retail. Portion of site fronting Providence Road has 78,211 s.f. of existing retail. Remainder of site has been cleared for development.
- ♦ Site is bounded by Providence Road to the east, residential and an undeveloped site to the north, undeveloped site to the west, and Ballantyne Commons Parkway to the south.

Proposed

- ♦ Retail
- ♦ Property owner / developer encouraged to revise site plan, as needed, to make expansion of shopping center consistent with Non-residential Design Guidelines.
- ♦ Southern shopping center access from Ballantyne Commons Parkway should align with access to the proposed mixed use center on the south side of the Parkway.
- ♦ Allow for pedestrian connection to
 - Undeveloped site to the north
 - Undeveloped site to the west

Legend

-  Existing trees
-  Road extension/connection
-  Potential pedestrian connection
-  Providence Road realignment



Scale: 1" = 500'



Northwest Quadrant

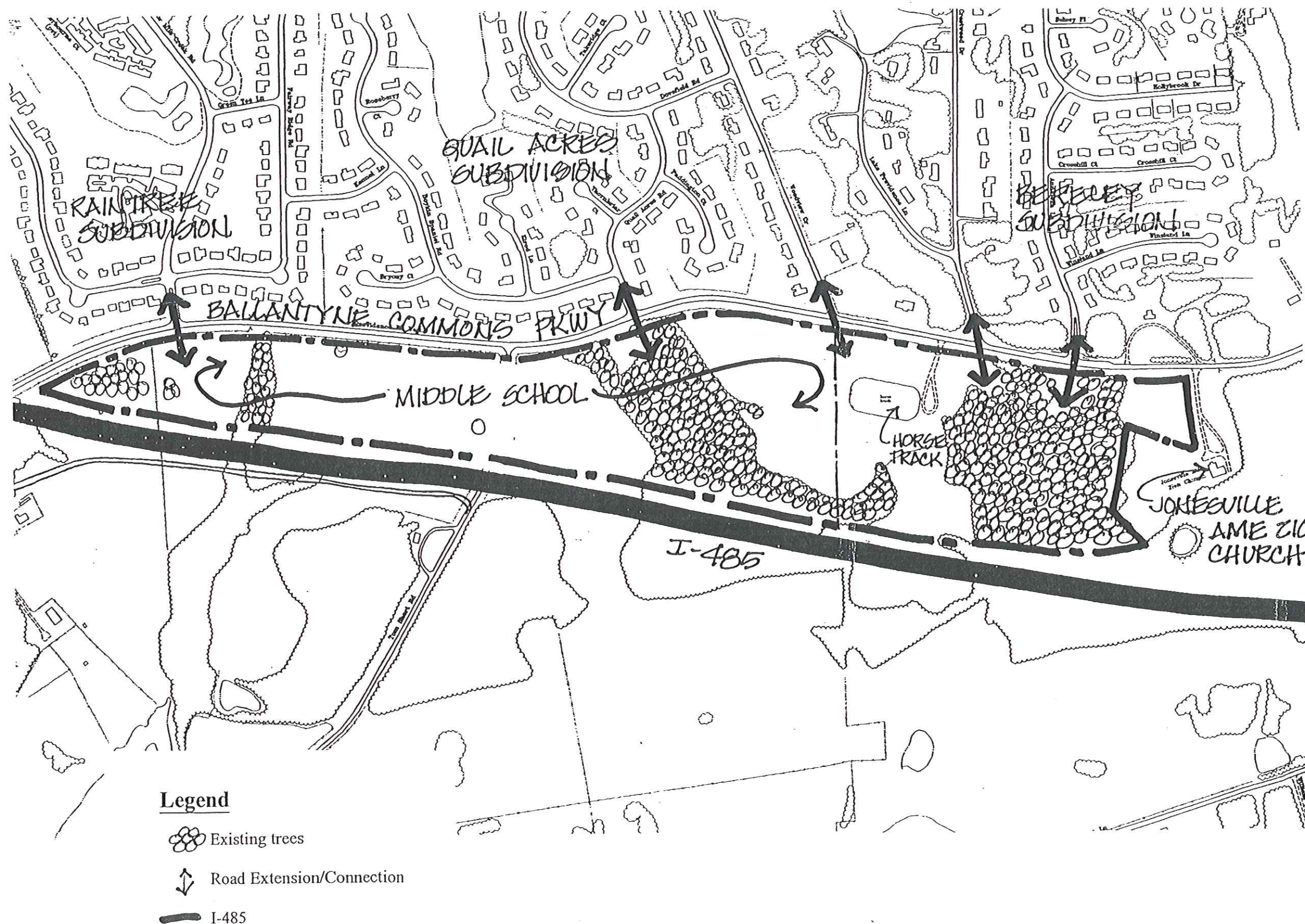
Site 5

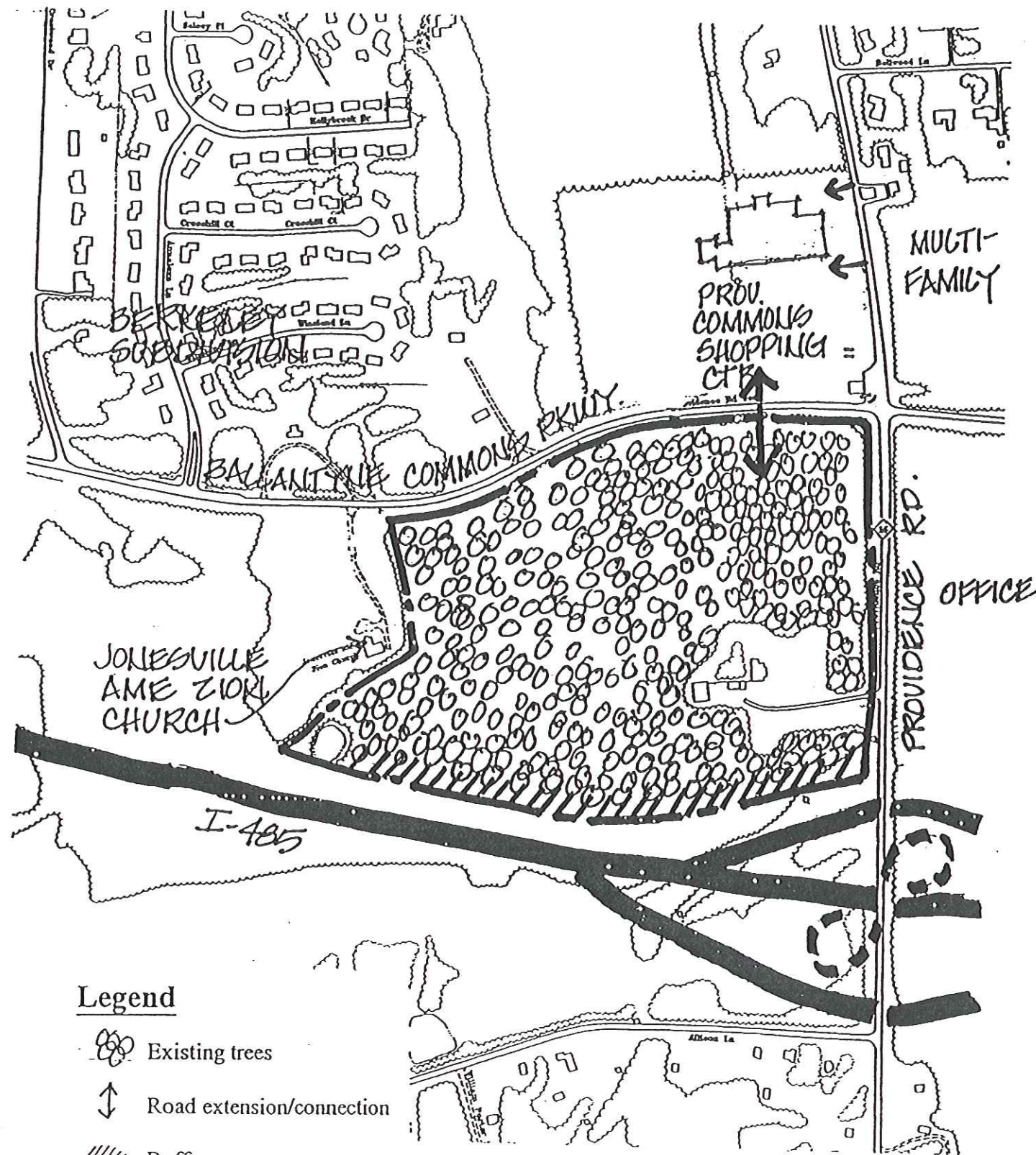
Existing Conditions

- ◆ Total of 74 acres on 5 parcels:
44 acres proposed for middle school site
- ◆ Currently zoned R-3.
- ◆ Site is a mixture of forested areas and cleared land.
- ◆ Site is vacant with exception of one large horse track.
- ◆ Site is bounded by Ballantyne Commons Parkway, Berkeley and Raintree subdivisions to the north, Jonesville AME Zion Church to the east, and I-485 to the south and west.

Proposed

- ◆ Site recommended for:
 - Residential development at 6-8 units/acre consistent with Design Guidelines
 - Middle school site
- ◆ New streets to residential property should align with existing streets across Ballantyne Commons Parkway. Additionally, driveways to school should align with existing streets across Ballantyne Commons Parkway.
- ◆ Provide pedestrian crossings on Ballantyne Commons Parkway to allow for school children and others to safely cross from existing subdivisions to the new middle school.
- ◆ Preserve a 150' wide undeveloped view corridor between the Jonesville AME Zion Church building and the Ballantyne Commons Parkway, as long as the Jonesville AME Zion Church site is occupied by a church.





Legend

- Existing trees
- Road extension/connection
- Buffer
- I-485

Northwest Quadrant Site 6

Existing Conditions

- ♦ 52 acres on 4 parcels
- ♦ Currently zoned B-1SCD. Previous petition was filed to include 100,000 s.f. retail, 300,000 s.f. office, and 250 room hotel. Currently, a rezoning petition has been filed which includes 450,000 s.f. of retail, up to 50,000 s.f. office and 75 townhome units.
- ♦ Site is a largely forested with one existing single family residence.
- ♦ Western portion of site contains small pond.
- ♦ Site is bounded by Ballantyne Commons Parkway to the north, Providence Road to the east, I-485 to the south, and Jonesville AME Zion Church to the west.

Proposed

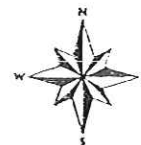
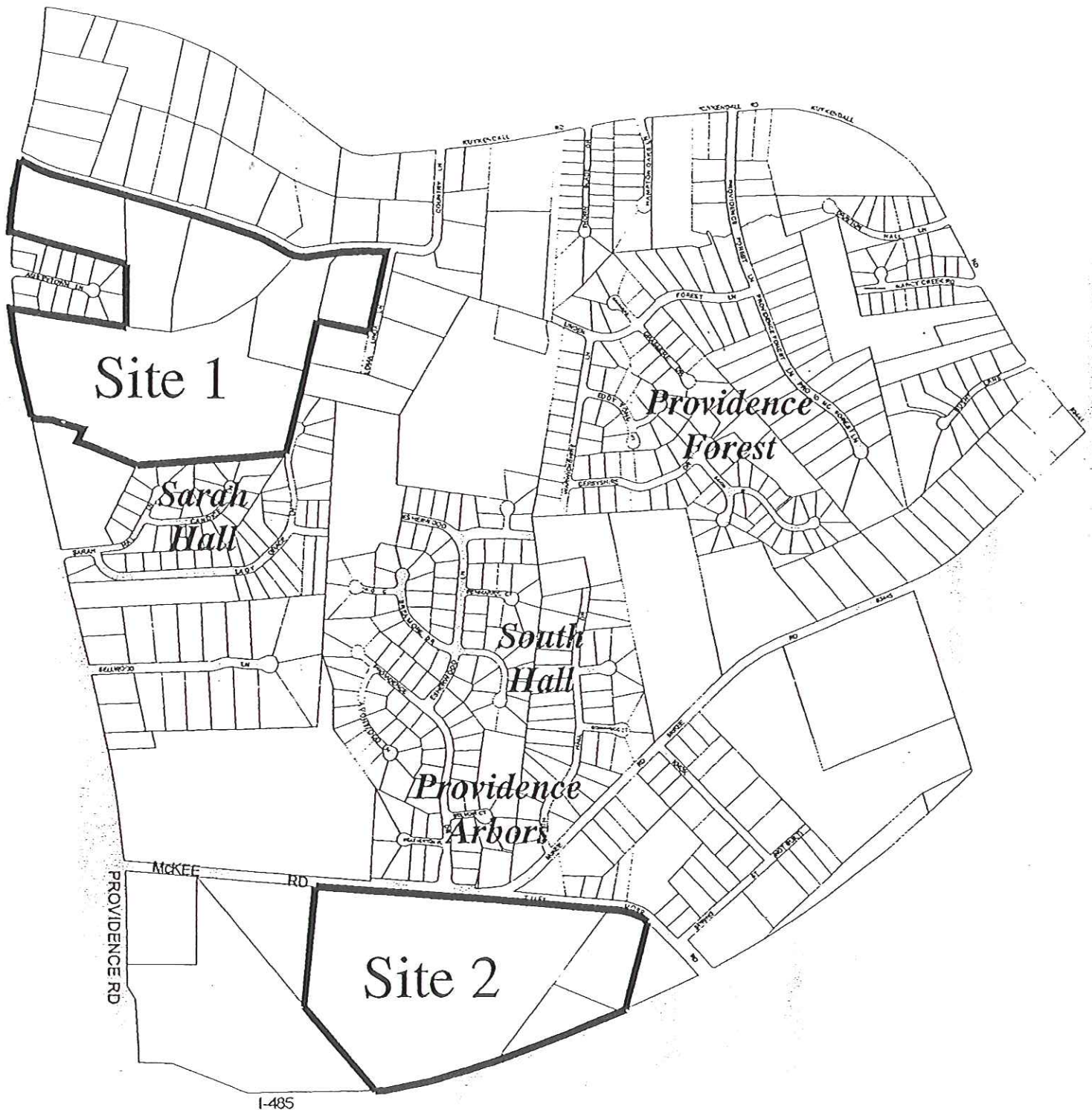
- ♦ Predominantly retail, consistent with Non-residential Design Guidelines. Limited amount of second-story office use is also appropriate.
- ♦ The development square footage should be "traffic generation neutral" when compared to the development allowed by the current zoning.
- ♦ Residential units recommended on the western portion of the site.
- ♦ Civic uses such as post office and library are recommended to be incorporated into plans for the site.
- ♦ Restaurants with drive-through windows are inappropriate.
- ♦ Create central open space that acts as a focal point to the development.
- ♦ Provide road improvements needed to support development.
- ♦ Align drive to connect with Providence Commons Shopping Center entrance, if possible.
- ♦ Limit vehicular access off of Providence Road to one driveway entrance.
- ♦ Set aside 50 "Park and Ride" spaces.
- ♦ Development should sensitively adjoin Jonesville AME Zion Church property to the west.
- ♦ Provide a buffer between site and
 - I-485
 - Jonesville AME Zion Church

Scale: 1" = 500'



I-485 / PROVIDENCE ROAD PLAN UPDATE

Northeast Quadrant Development Sites



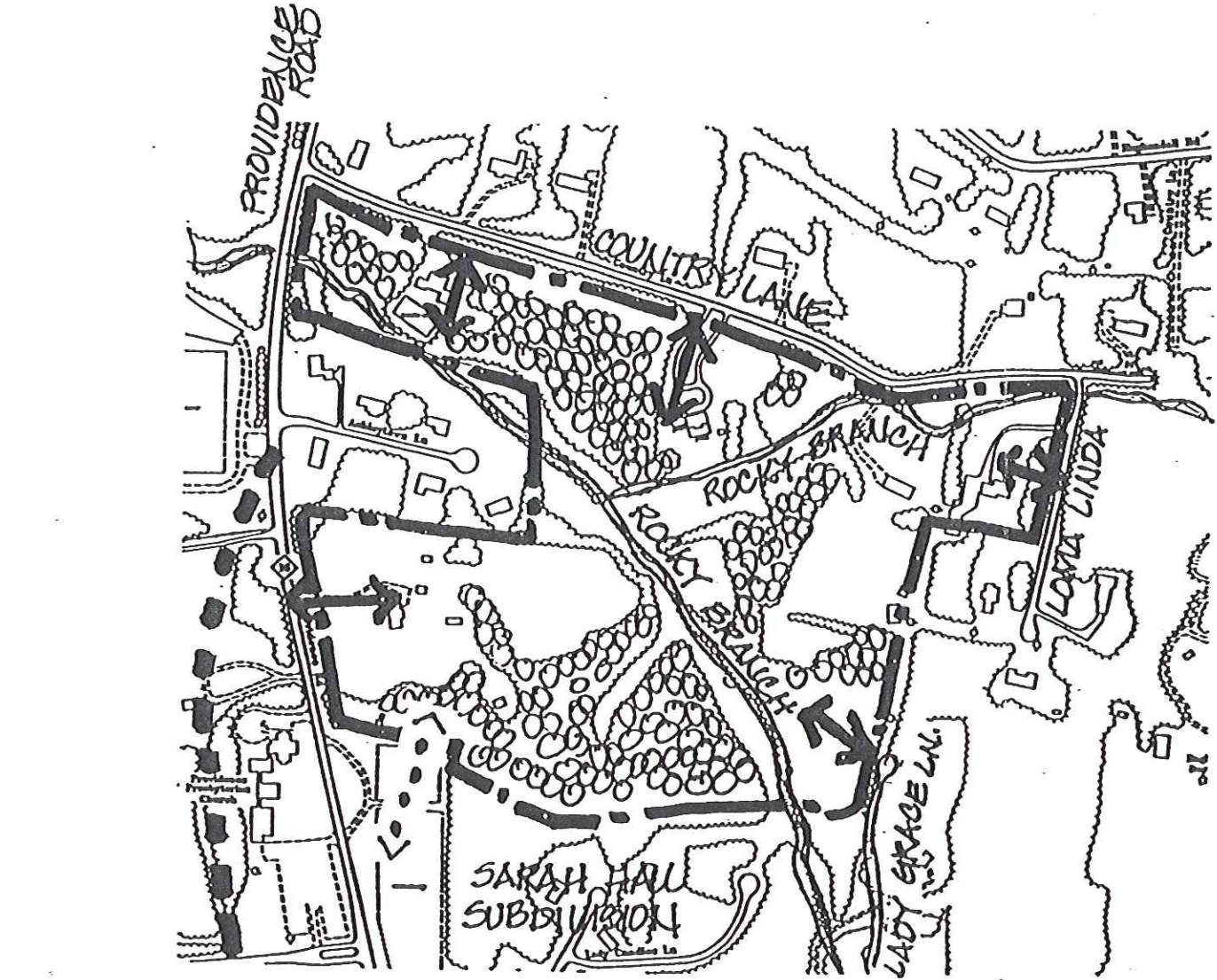
Northeast Quadrant Site 1

Existing Conditions






- ◆ 53 acres on 6 parcels
- ◆ Currently zoned R-3
- ◆ Site is vacant/rural residential.
- ◆ Creeks extend across the site.
- ◆ Mixture of trees and cleared areas
- ◆ Bounded by Country Lane to the north, single family residences to the east, Sarah Hall subdivision and historic Providence Presbyterian cemetery to the south, and Providence Road and Ashleytown Lane subdivision to the west.

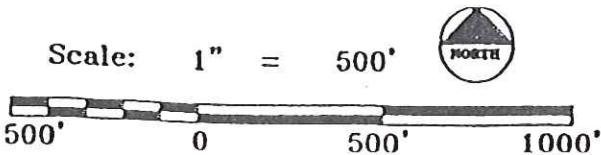
Proposed

- ◆ Residential at 3-4 units/acre, consistent with Residential Design Guidelines.
- ◆ Development should be sensitive to existing creeks and forested areas.
- ◆ Make street connections to Providence Road, Loma Linda Lane, Lady Grace Lane and Country Lane.
- ◆ Enhance connections (visual and pedestrian) to Providence Presbyterian Church.



Legend

-  Existing trees
-  Road extension/connection
-  Potential pedestrian connection
-  Creek
-  Providence Road realignment



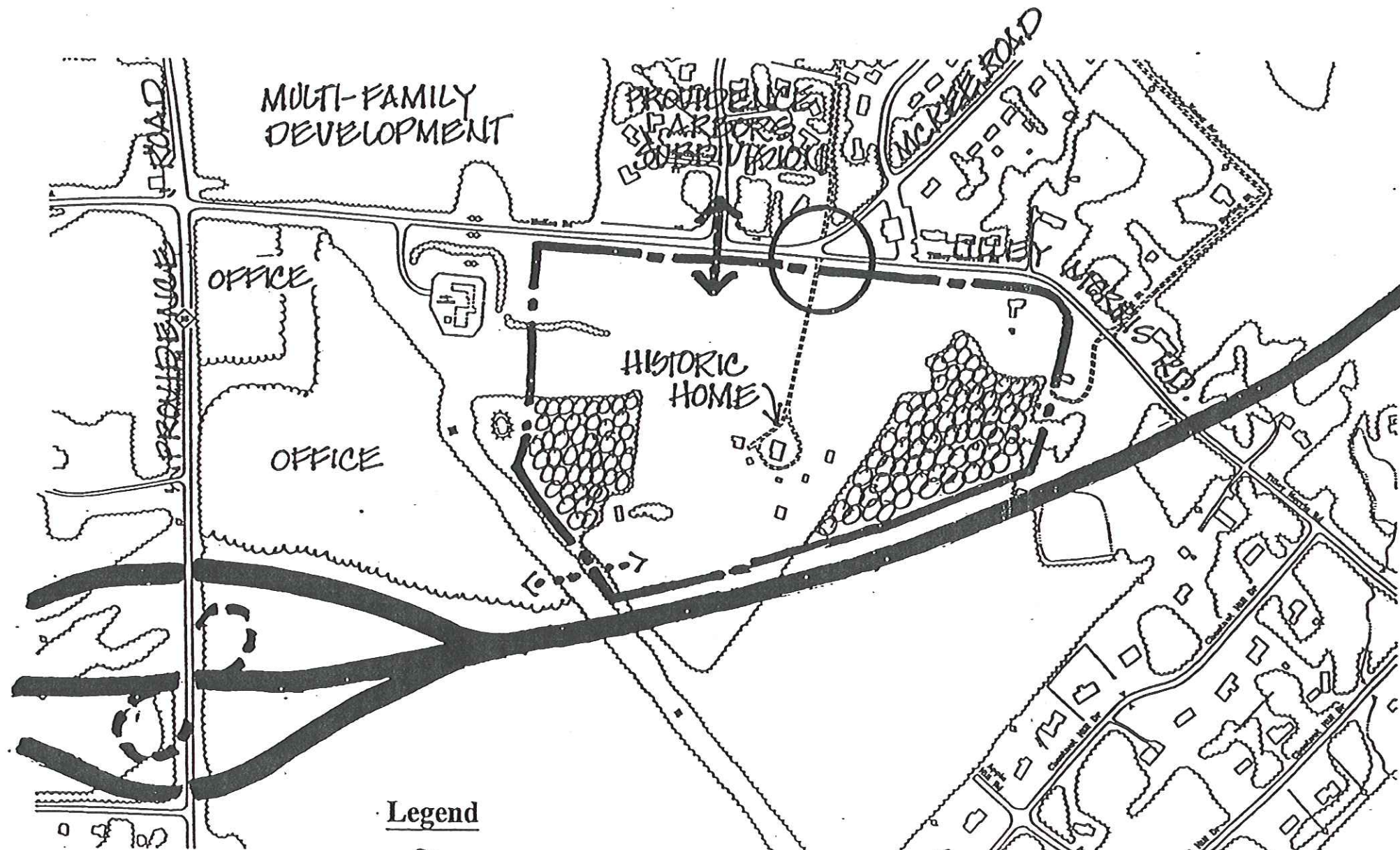
Northeast Quadrant Site 2

Existing Conditions

- ♦ 47 acres on 3 parcels
- ♦ Currently zoned R-3
- ♦ Existing on the site is an historic home built in 1916.
- ♦ Large individual trees surrounding historic homesite.
- ♦ Two large stands of trees in southeast and southwest corners of the property.
- ♦ Bounded by McKee Road and Tilley Morris Road to the north, residential to the east, office development and a utility sub station of the west, and I-485 to the south.

Proposed

- ♦ Residential at 6-8 units/acre, consistent with Residential Design Guidelines.
- ♦ Plan recommends an intersection improvement at McKee Road and Tilley Morris Road.
- ♦ Extend Providence Drive from Providence Arbors subdivision across McKee Road into site.
- ♦ Coordination between Mecklenburg County Historic Landmarks Commission, developer, and home owner should insure integration of historic homesite into development.
- ♦ Retain as many of the trees as possible, particularly trees that create a buffer along I-485; provide additional vegetation along I-485 where there are no trees.
- ♦ Pursue pedestrian path to Marsh Mortgage Company office property.



Legend

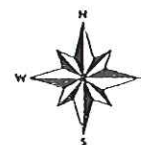
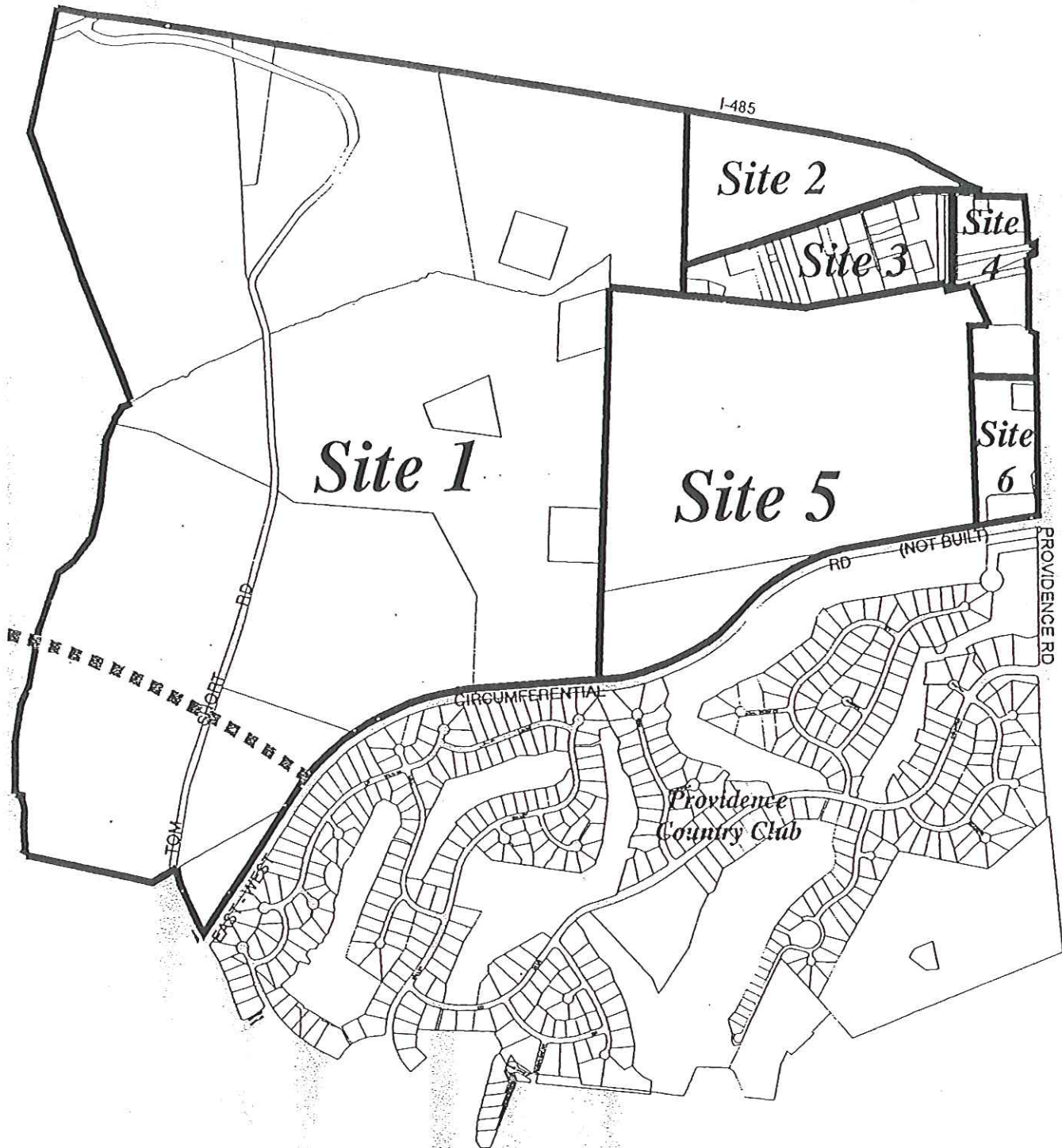
- Existing trees
- Proposed intersection improvement
- Road extension/connection
- Potential pedestrian connection
- I-485
- Proposed interstate loops

Scale: 1" = 500'

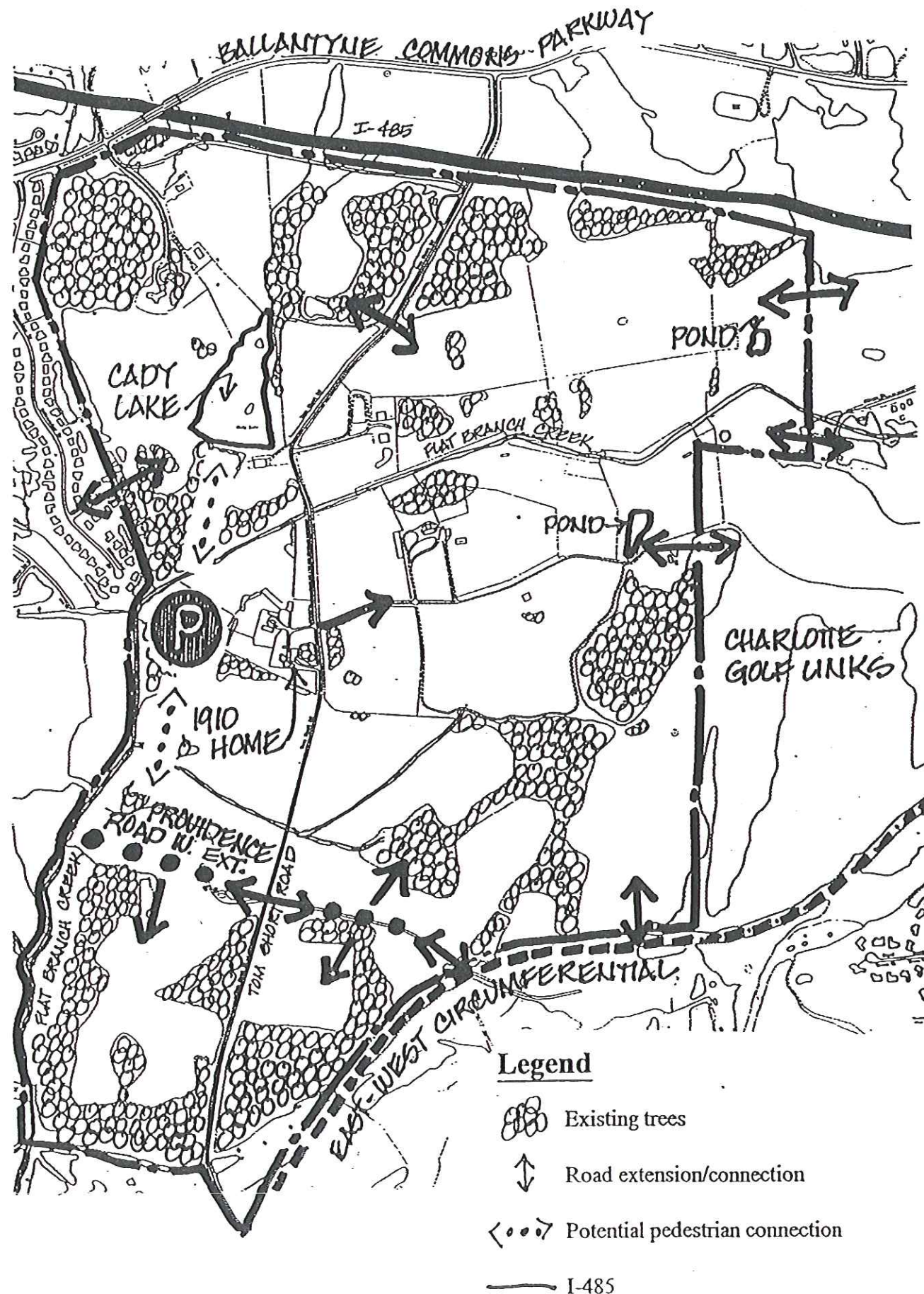


I-485 / PROVIDENCE ROAD PLAN UPDATE

Southwest Quadrant Development Sites



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miles



Southwest Quadrant Site 1

Existing Conditions

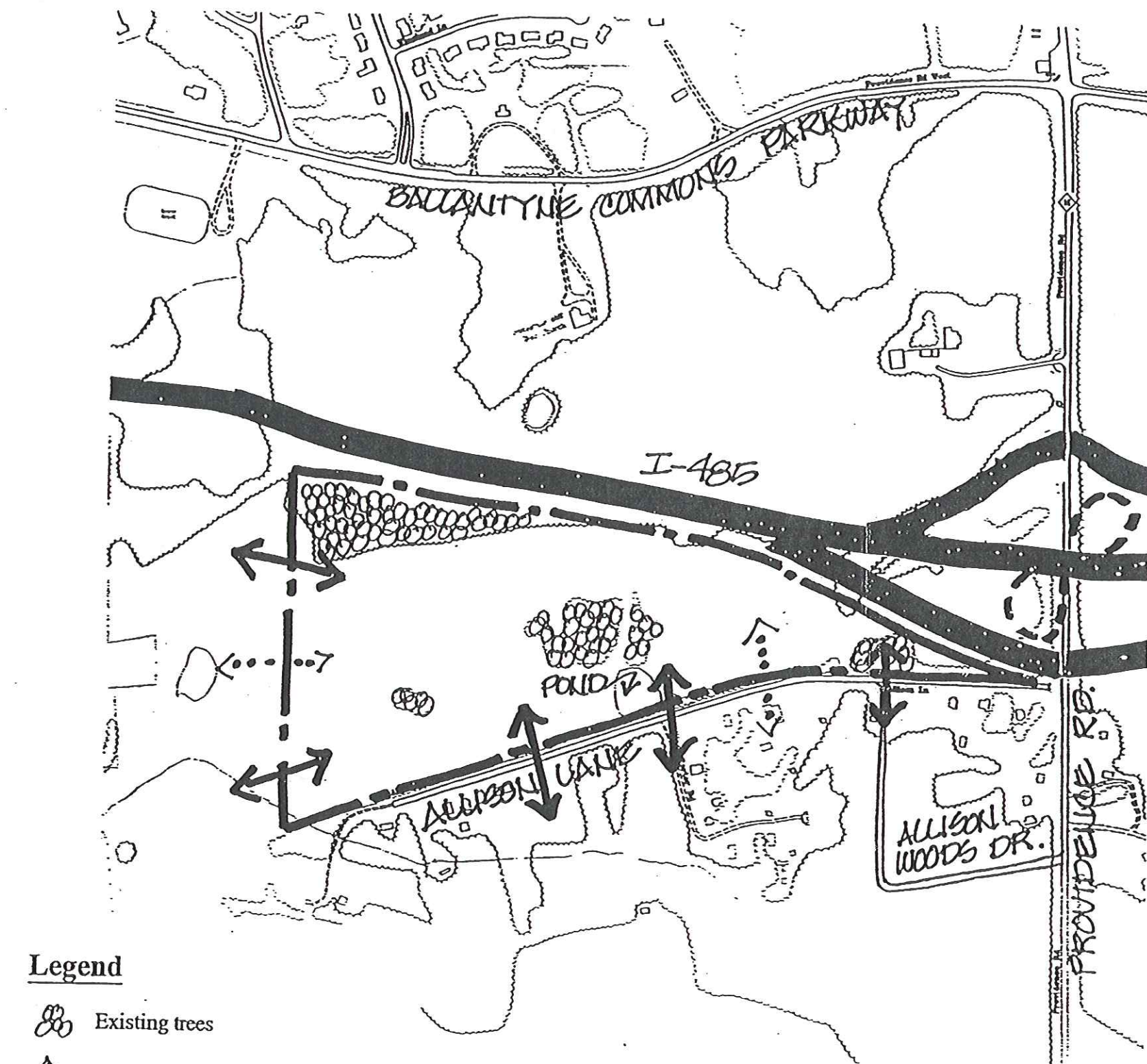
- ♦ 570 acres on 15 parcels
- ♦ Currently zoned R-3
- ♦ Much of the site is open fields and pastures, enclosed with broad bands of mature hardwood forest.
- ♦ Site consists primarily of Brigadoon horse farms
- ♦ Flat Branch, a tributary of Six Mile Creek flows through the site and also forms the western boundary.
- ♦ A few large homes exist, including one built in 1910.
- ♦ Tom Short Road, a collector street, runs through the site.
- ♦ Bounded by I-485 on the north, Allison Lane properties and Charlotte Golf Links on the east, Providence Country Club and the proposed East-West Circumferential to the south, and Flat Branch and the Landen subdivision to the west.

Proposed

- ♦ Residential at 3-4 units/acre, consistent with Residential Design Guidelines.
- ♦ Preserve vegetation along Flat Branch Creek.
- ♦ Provide street connections to Wild Azalea Lane in Landen, Allison Lane and the future development on Charlotte Golf Links site.
- ♦ A collector network of streets should be developed on both sides of Tom Short Road. The street network should consider using the same roadbeds as the existing gravel roads to minimize disruption to the natural environment.
- ♦ Multiple access points should be provided along Tom Short Road, the proposed East-West Circumferential Road, and Providence Road West Extension.
- ♦ Creation of new public park and incorporation of 1910 home into park is recommended.
- ♦ Site design should incorporate Cady Lake, small ponds, and Landmark trees.
- ♦ Concentrate development within open areas to preserve as much of forested areas as possible.
- ♦ A 50' buffer should be provided along I-485 including new plantings where none exist.

Scale: 1" = 1000'





Southwest Quadrant Site 2

Existing Conditions

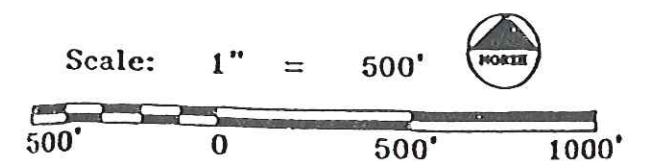
- ◆ 45 acres on one parcel
- ◆ Currently zoned R-3
- ◆ Primarily open fields with a band of trees along I-485 and a few smaller groupings with several landmark trees.
- ◆ Access from Allison Lane
- ◆ Bound by I-485 on the north, Allison Lane on the south, and the Cato property on the west.

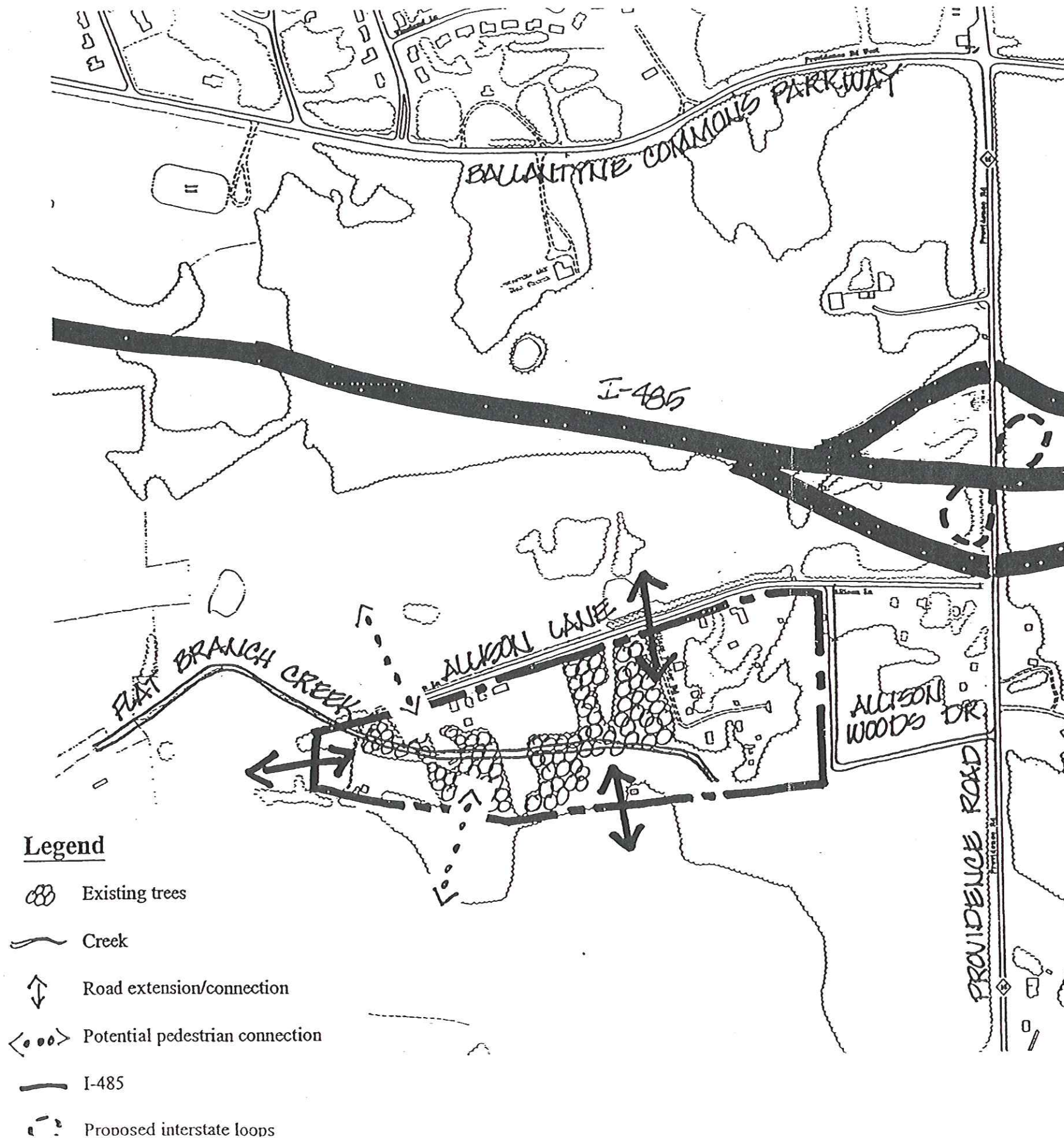
Proposed

- ◆ Residential at 4-6 units/acre, consistent with Residential Design Guidelines.
- ◆ 50' buffer along I-485, add plantings where trees don't exist
- ◆ Improve Allison Lane and make it part of a larger collector network with sidewalks and street trees.
- ◆ Provide additional connections to property to the west
- ◆ Landmark trees should be incorporated into design

Legend

- Existing trees
- Road extension/connection
- Potential pedestrian connection
- I-485
- Proposed interstate loop





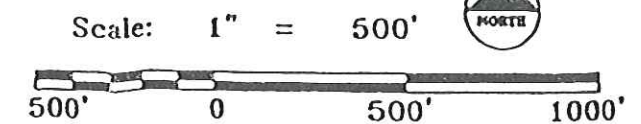
Southwest Quadrant Site 3

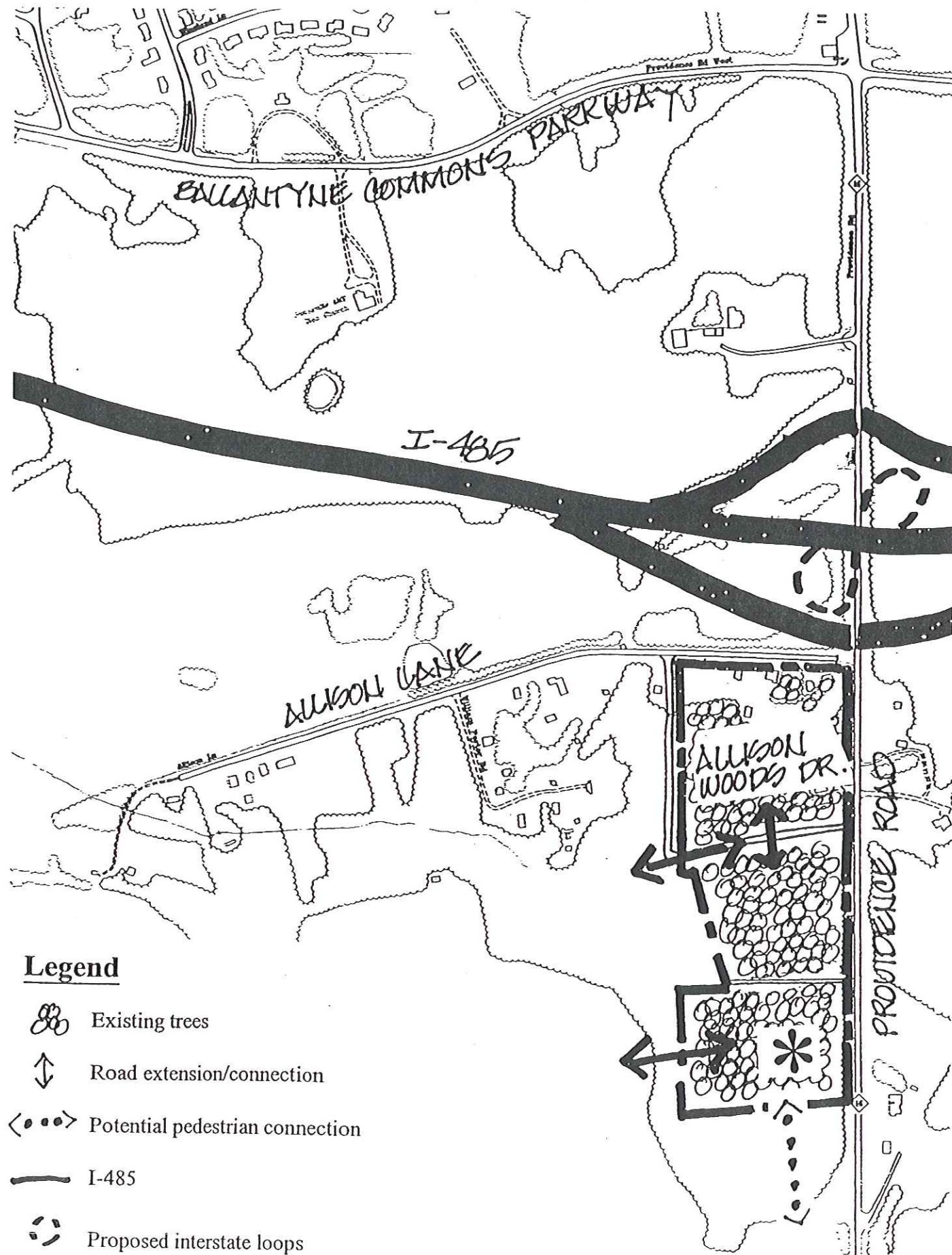
Existing Conditions

- ♦ 33 acres on 28 parcels
- ♦ Currently zoned R-3
- ♦ A few single family homes on large lots exist amidst other vacant large lots.
- ♦ Much of the area is forested, primarily with mixed pines and hardwoods.
- ♦ Headwaters of Flat Branch are in this area.
- ♦ Access is from Allison Lane.
- ♦ Bounded by Allison Lane on the north, Allison Woods Drive on the east, Charlotte Golf Links to the south.

Proposed

- ♦ Residential at 3-4 units/acre, consistent with Residential Design Guidelines.
- ♦ Consolidation of parcels recommended with new street network that incorporates existing homes and streets.
- ♦ Incorporate landmark trees into development.
- ♦ Vegetation along Flat Branch should be preserved.





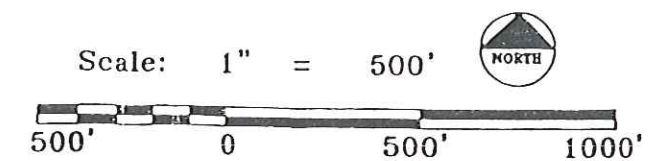
Southwest Quadrant Site 4

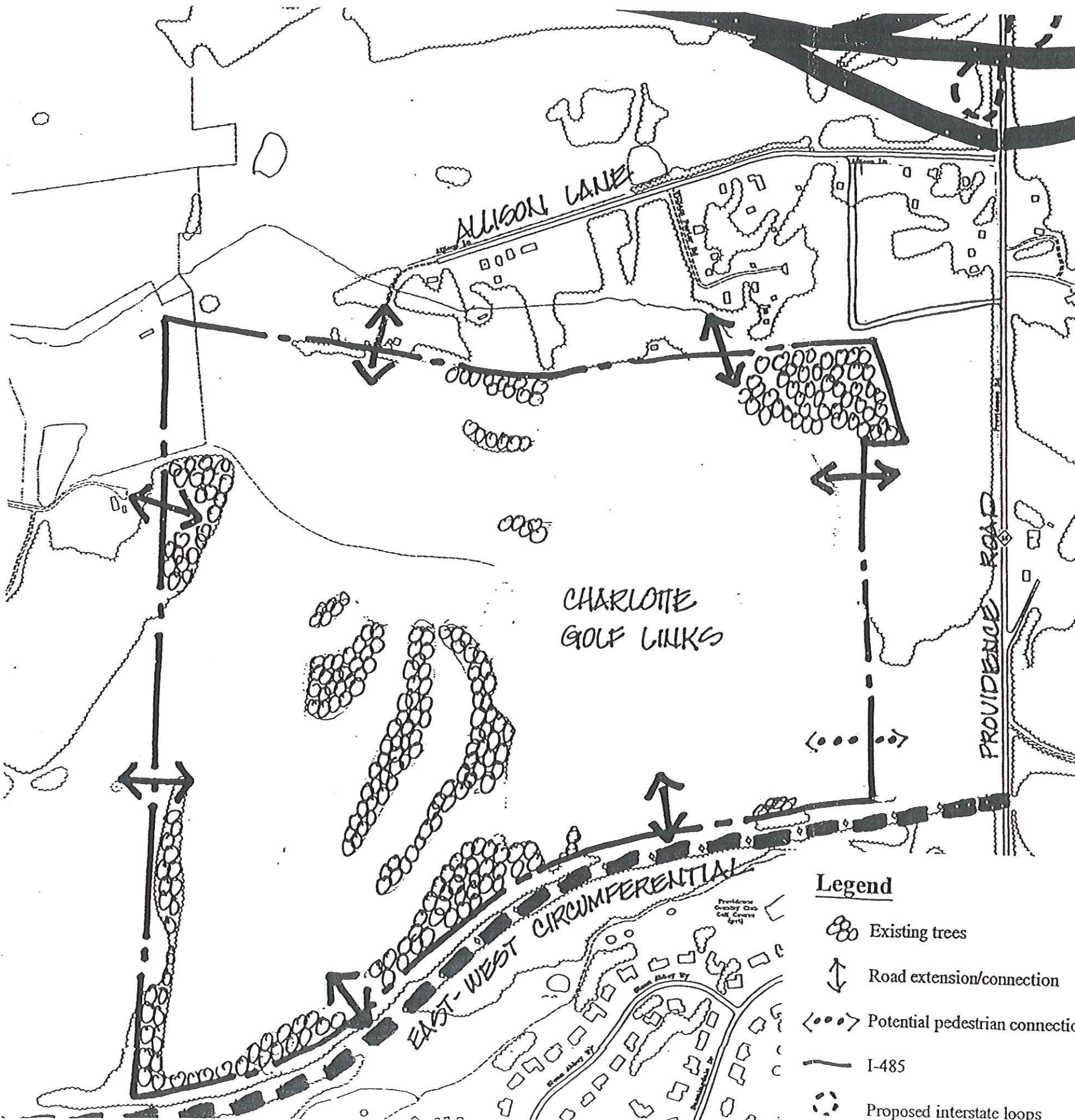
Existing Conditions

- ♦ 20 acres on 9 parcels.
- ♦ Currently zoned R-3.
- ♦ Site is largely forested with mixture of pines and hardwoods
- ♦ Adjacent to proposed 125,000 s.f. shopping center
- ♦ Bounded by Allison Lane on the north, Providence Road to the east, proposed retail center to the south, and Allison Woods Drive and Charlotte Golf Links to the west.

Proposed

- ♦ Residential, 6-8 units/acre, consistent with Residential Design Guidelines
- ♦ Office for southernmost property fronting Providence Road. *
- ♦ Principal access should occur from Allison Woods Drive.
- ♦ Areas of significant hardwood trees should be incorporated into development.
- ♦ Make pedestrian connections to proposed shopping center to the south.
- ♦ Provide for future street connection to Charlotte Golf Links site.





Southwest Quadrant Site 5

Existing Conditions

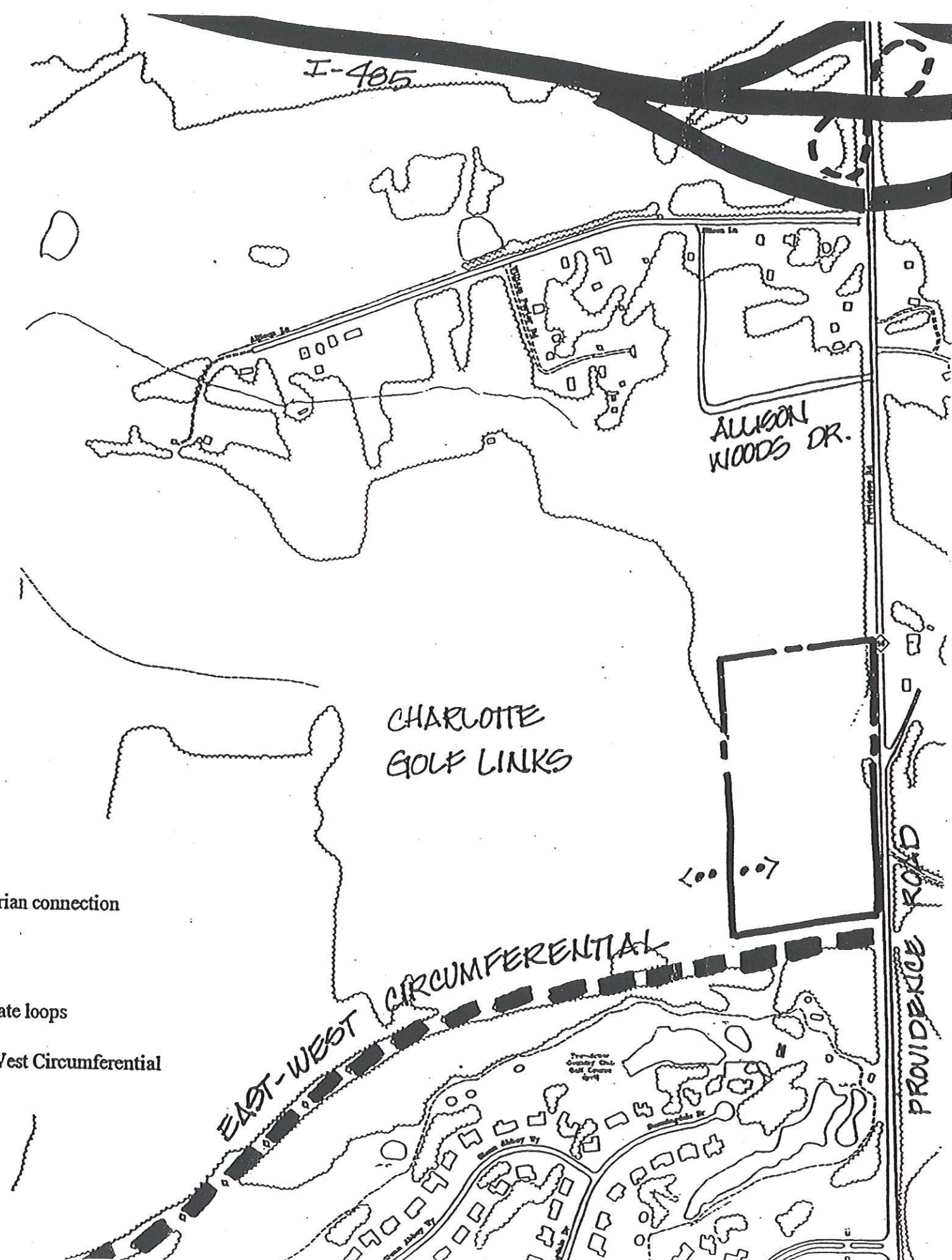
- ◆ 216 acres on 2 parcels
- ◆ Site consists primarily of Charlotte Golf Links, with open fairways and bands of trees at the edges and between some fairways.
- ◆ Access off Providence Road
- ◆ Bounded by Allison Lane properties on the north, properties fronting Providence Road on the east, proposed East-West Circumferential and Providence Country Club to the south, and the Cato property on the west.

Proposed

- ◆ Site planned for Charlotte Golf Links to continue operation as a private recreational facility. However, if site redevelops, residential at 3-4 units per acre, consistent with Residential Design Guidelines, would be appropriate. If redevelopment occurs, the following recommendations apply.
- ◆ Multiple access points along East-West Circumferential
- ◆ Provide connection to Allison lane to the north, properties fronting Providence Road to the east.
- ◆ Pursue pedestrian connection to retail site to the east.
- ◆ Develop an internal collector street network that connects to all adjacent properties.
- ◆ Because of the scarcity of trees on the site, every effort should be made to save most of the

Scale: 1" = 500'





Legend

- <...> Potential pedestrian connection
- I-485
- Proposed interstate loops
- Proposed East-West Circumferential

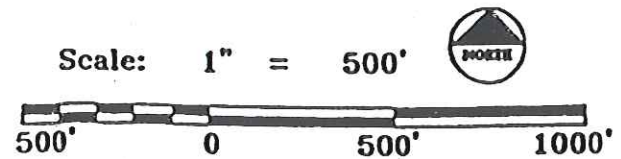
Southwest Quadrant Site 6

Existing Conditions

- ♦ 16 acres on 3 parcels
- ♦ Currently zoned B-2(CD). Existing zoning allows 100,000 s.f. of retail, and 18,000 s.f. of office.
- ♦ Site is cleared.
- ♦ Bounded by undeveloped property to the north, Providence Road to the east, Charlotte Golf Links to the west, and the proposed East-West Circumferential to the south.

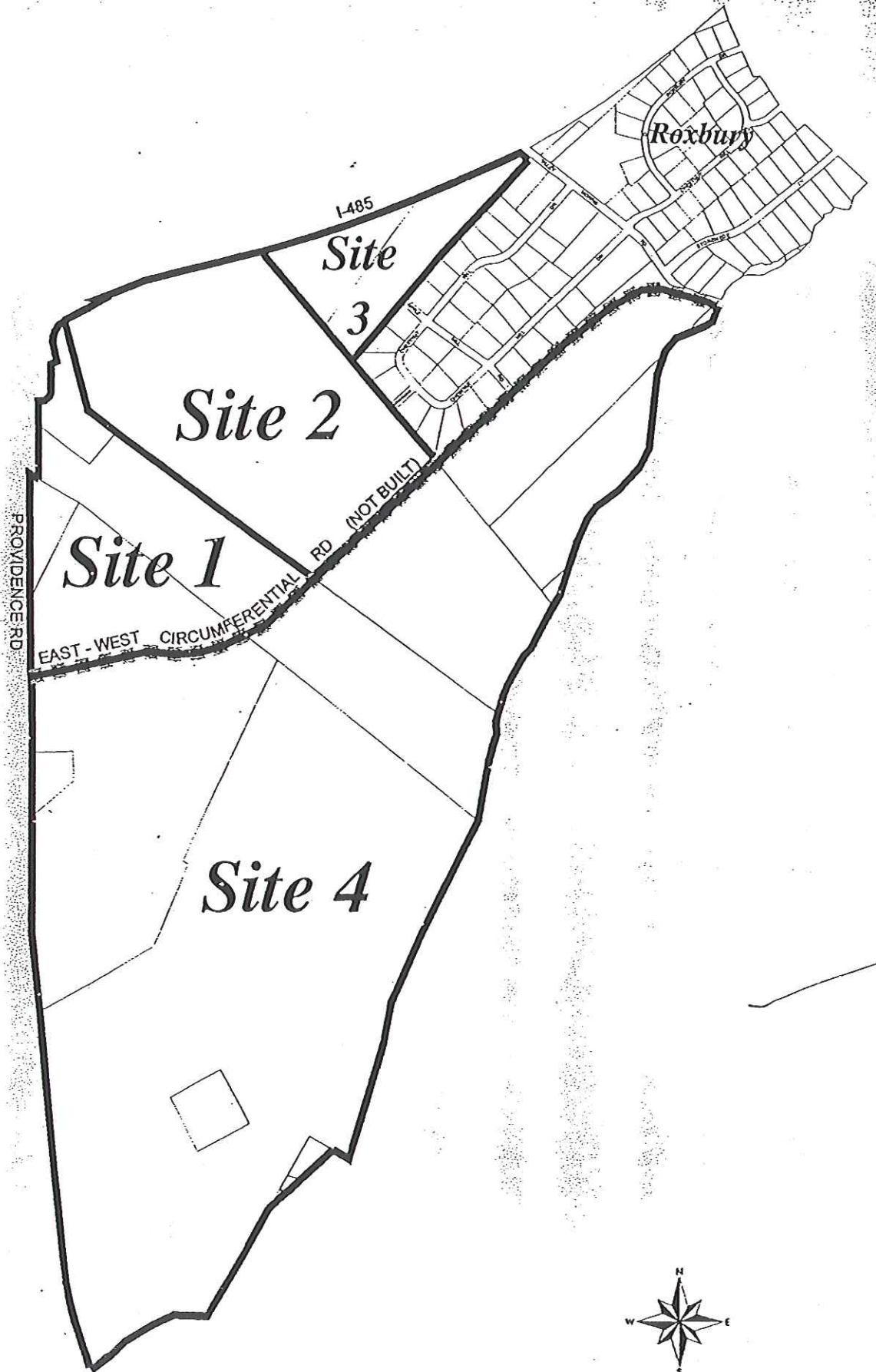
Proposed

- ♦ Retail
- ♦ Property owner/developer encouraged to design shopping center that is consistent with Non-residential Design Guidelines.
- ♦ Allow for pedestrian connection to Charlotte Golf Links site and property to the north.
- ♦ Incorporate any remaining trees into development.



I-485 / PROVIDENCE ROAD PLAN UPDATE

Southeast Quadrant Development Sites



Southeast Quadrant

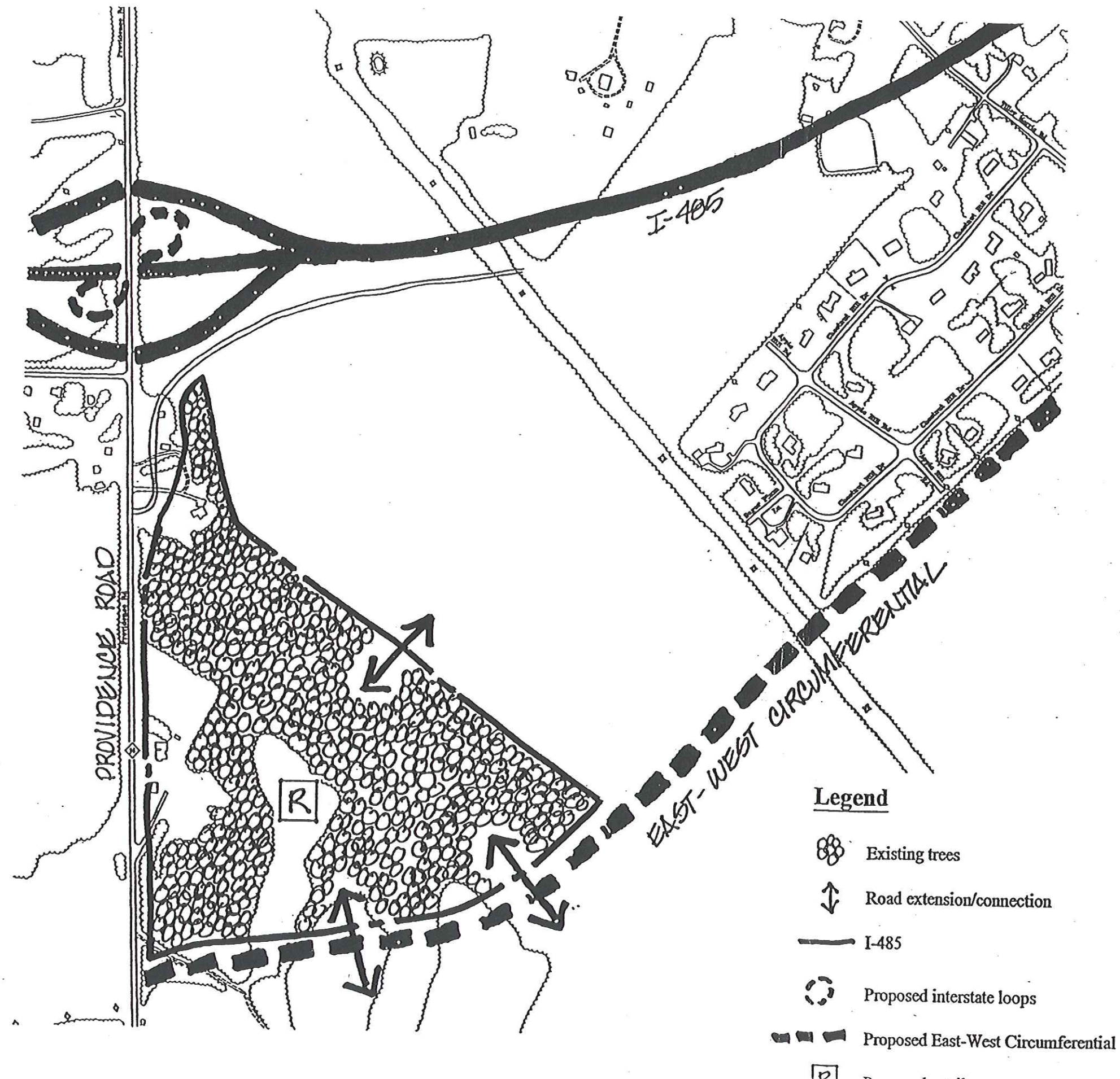
Site 1

Existing Conditions

- ♦ 74 acres on 4 parcels
- ♦ Currently zoned R-3
- ♦ Site is almost entirely forested with areas of mature hardwoods
- ♦ Site contains two homes.
- ♦ Bounded by Providence Road on the west, the proposed East-West Circumferential on the south, and proposed Marsh residential development on the northeast.

Proposed

- ♦ Residential at 6-8 units/acre, consistent with Residential Design Guidelines.
- ♦ Small (less than 50,000 s.f.) pedestrian oriented retail center may be developed as part of a larger residential development. Retail should be integrated into residential development and accessed off of East-West Circumferential.
- ♦ Limit access off of Providence Road. Primary access should be from multiple access points on East-West Circumferential.
- ♦ Access points on north side of East-West Circumferential should line up with access to properties on south side of the street.
- ♦ Street connections to adjacent multi-family site should be provided.
- ♦ Proposed East-West Circumferential along south property boundary should be constructed as part of development of this site.
- ♦ Concentrate development in open areas to preserve as much of existing forested areas as possible.



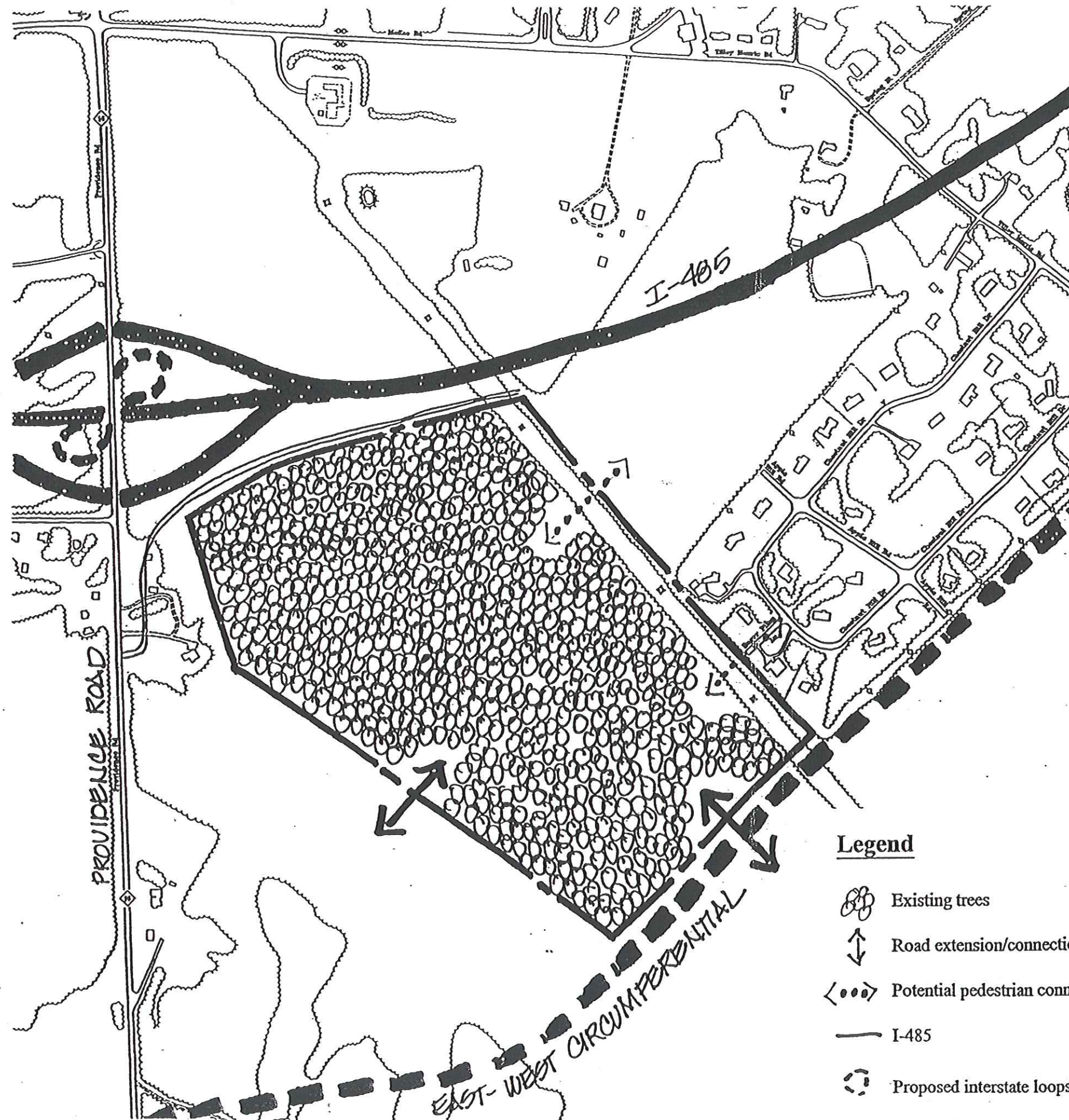
Southeast Quadrant Site 2

Existing Conditions

- ♦ 86 acres on 1 parcel
- ♦ Existing zoning R-12MF(CD) with 1093 multi-family units approved.
- ♦ Site is entirely forested, much of it with mature hardwoods.
- ♦ Current access to site is off of Providence Road and I-485 Service Road.
- ♦ Site is bounded by I-485 service road to the north, undeveloped property to the west and southwest, the proposed East-West Circumferential to the southeast, and Duke Power Right of Way to the northeast.

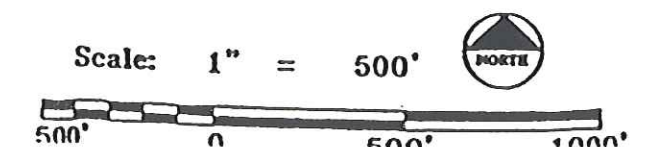
Proposed

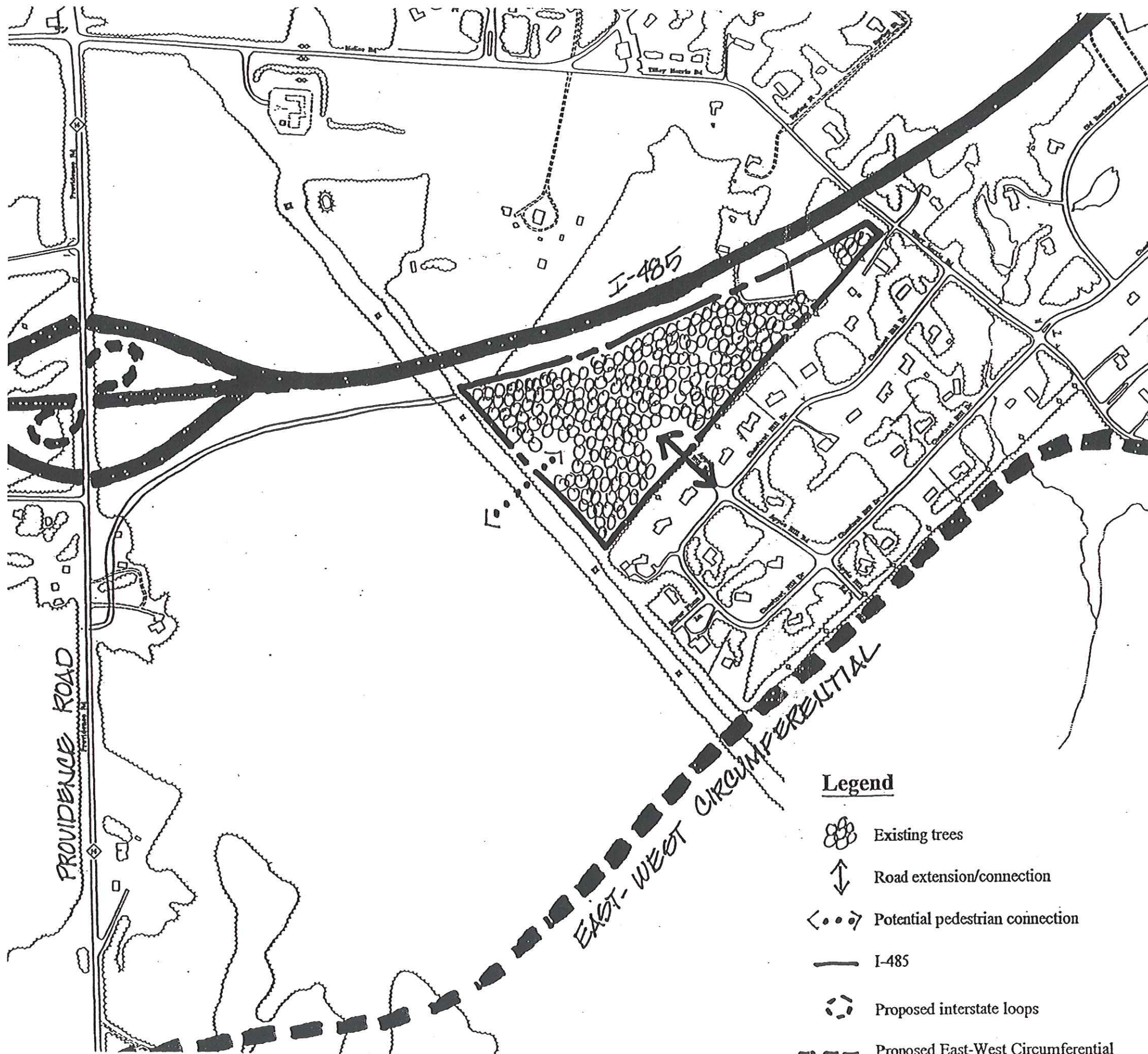
- ♦ Site planned and zoned for multi-family development as 12 units per acre. Compliance with Residential Design Guidelines is strongly encouraged.
- ♦ Provide primary access off East-West Circumferential.
- ♦ Provide street connections to properties to the east and west.
- ♦ Areas of hardwood forests and landmark trees should be incorporated into plan.
- ♦ Provide buffer along I-485 service road.
- ♦ Proposed East-West Circumferential along property boundary should be constructed as part of development of this site.



Legend

- Existing trees
- Road extension/connection
- Potential pedestrian connection
- I-485
- Proposed interstate loops





Southeast Quadrant Site 3







Existing Conditions

- ♦ 23 acres on 2 parcels
- ♦ Currently zoned R-3
- ♦ Site completely wooded, mostly mature hardwoods.
- ♦ Access from Apple Hill Road.
- ♦ Bounded by I-485 to the northwest, Duke Power Right of Way to the southwest, and an existing subdivision to the southeast.

Proposed

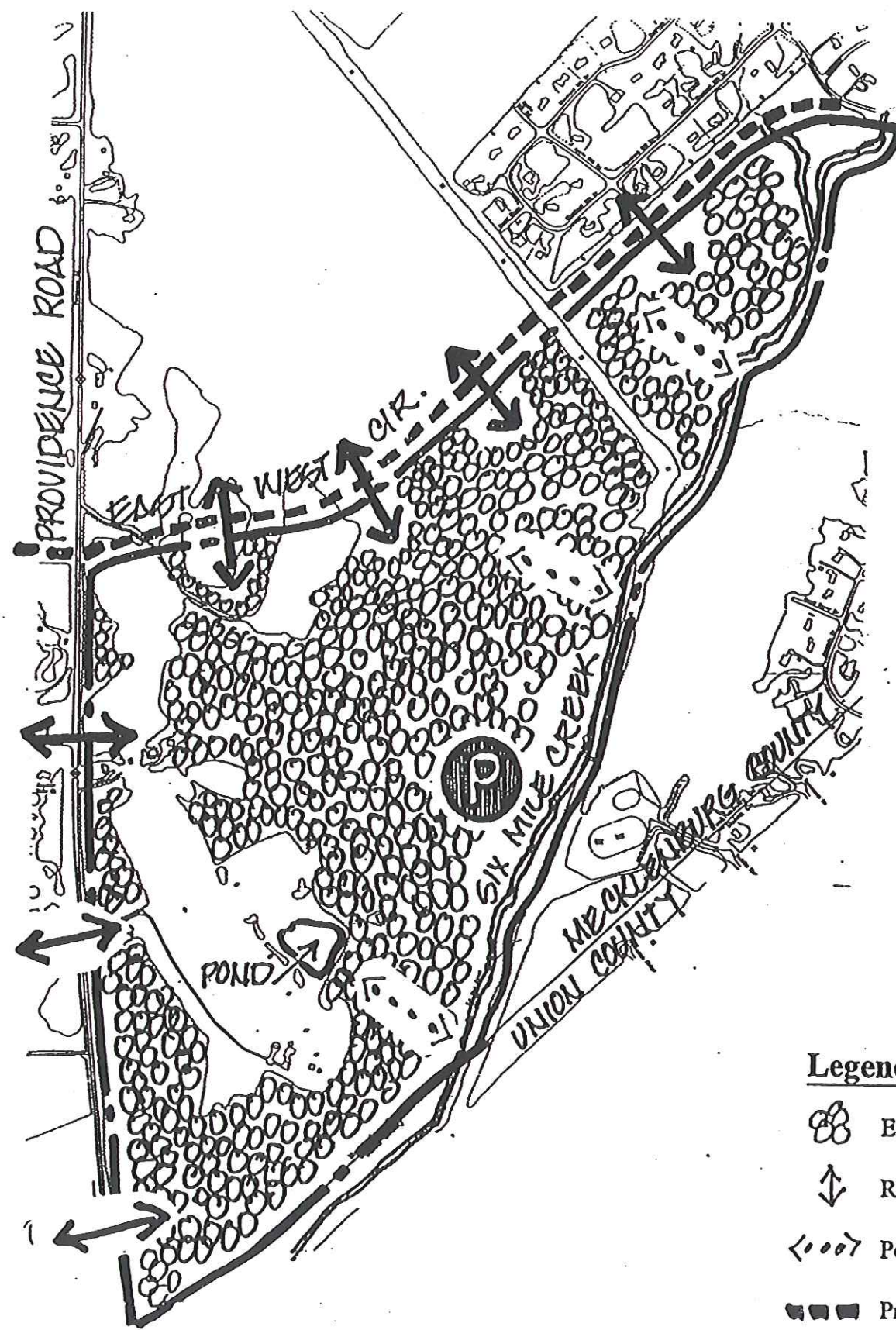
- ♦ Residential, 3-4 units per acre consistent with Residential Design Guidelines.
- ♦ Significant groupings of hardwood trees should be incorporated into plan.
- ♦ Street connection to Apple Hill Road.
- ♦ Save existing vegetation along I-485 to provide 50' buffer.

Legend

-  Existing trees
-  Road extension/connection
-  Potential pedestrian connection
-  I-485
-  Proposed interstate loops
-  Proposed East-West Circumferential

Scale: 1" = 500'





Southeast Quadrant Site 4

Existing Conditions

- ♦ 428 acres on 9 parcels
- ♦ Currently zoned R-3.
- ♦ Mostly forested with large areas of mature hardwood trees particularly along Six Mile Creek. There are a few cleared areas, some of which contain individual residences
- ♦ Some topography in excess of 20% exists along Six Mile Creek.
- ♦ Bounded by Providence Road to the west, proposed East-West Circumferential to the north, and Union County and Six Mile Creek to the southeast.

Legend

- Existing trees
- Road extension/connection
- Potential pedestrian connection
- Proposed East-West Circumferential
- Proposed neighborhood park

Proposed

- ♦ Residential 3-4 units/acre, consistent with Residential Design Guidelines.
- ♦ Mature hardwood forests and slopes over 20% should remain undeveloped
- ♦ Provide multiple entrances off Providence Road and East-West Circumferential.
- ♦ Main Providence Road entrance should line up with Country Club Drive.
- ♦ East-West Circumferential entrances should line up with entrance on opposite side.
- ♦ Floodplain of Six Mile Creek should be dedicated as public greenway with complimentary neighborhood park.
- ♦ Provide multiple pedestrian/bike connections to greenway.
- ♦ Incorporate existing homes into plan
- ♦ Proposed East-West Circumferential along property boundary should be constructed as part of development of this site.
- ♦ A collector network of streets should be developed to serve the site.

Scale: 1" = 1000'



I-485 - PROVIDENCE ROAD STUDY AREA

RESIDENTIAL BUILD-OUT SUMMARY

MARCH 1999

	EXISTING	BUILD-OUT 1990/93 PLAN
LAND USE	UNITS	TOTAL UNITS
RURAL SINGLE FAMILY 1 UNIT/4+ ACRES	35	0
SINGLE FAMILY	1,856	5,941
MULTI FAMILY	318	4,817
TOTAL	2,209	10,758

	EXISTING	BUILD-OUT 1999 PLAN	
LAND USE	UNITS	LOW-END TOTAL UNITS	HIGH-END TOTAL UNITS
RURAL SINGLE FAMILY 1 UNIT/4+ ACRES	35	0	0
UP TO 4 DUA	1,856	6,053*	7,452
4-6 DUA	N/A	296	444
6-8 DUA	N/A	924	1,232
8-12 DUA**	318	1,486	1,486
TOTAL	2,209	8,759	10,614

* Assumes 3 units/acre

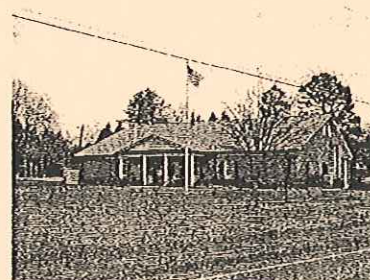
** No new units are proposed at this density other than what is already zoned; low-end and high-end values are the same because they reflect the actual number of units to be built under current zoning.

Note: Land use categories differ for the two plans because the 1990/93 Plan was based on the *type* of units and the 1999 Plan is based on the *density* of units.

Providence Road / I-485 Area Plan Update

Volume 2: Implementation Program

April 1999



IMPLEMENTATION

This plan outlines the actions needed to implement the concept described in the accompanying document, the *Providence Road/I-485 Area Plan Update, Volume 1: Concept Plan*. This implementation document will not be adopted by the Charlotte City Council or Mecklenburg County Board of Commissioners. However, some of the actions identified will require future City Council or County Commission approval and will be brought to the appropriate body of a case-by-case basis.

PLAN STRATEGIES

The Concept Plan focuses on four issue areas:

- Land Use
- Community Design
- Transportation
- Public Facilities

For each of the above, the Concept Plan outlines a set of planning recommendations. The following identifies strategies designed to implement the recommendations.

LAND USE

- 1) **Use the rezoning process to insure that proposed development is consistent with the land use recommendations in the plan.** Most properties within the study area are zoned R-3, a district which allows single family detached housing at a density up to three units per acre. Rezoning will be required if properties are to be developed with a commercial use or a higher density residential use, unless rezoning from R-3 has already occurred.

COMMUNITY DESIGN

- 1) **Pursue changes to the Zoning and Subdivision Ordinances to insure compliance with key elements of the Design Guidelines outlined in the Concept Plan.** Compliance with the Design Guidelines is voluntary for properties which do not require rezoning. Implementation of many of the guidelines would be most effective if accomplished through changes to the Zoning and Subdivision Ordinances. Ordinance changes should address issues such as the following:
 - preservation of common open space,
 - flexibility in housing types, especially in lower density residential zoning districts,
 - vehicular and pedestrian connections between developments, and
 - reduced building setbacks within development projects.

- 2) **Consider development of a tree ordinance for the County and revisions to the City Tree Ordinance.** There are no tree ordinance requirements for development within the County. A tree ordinance would help to preserve existing tree cover and would result in the planting of new trees. In addition, changes which would strengthen the existing tree ordinance for the City should be considered. These include the preservation of a percentage of larger landmark trees, as well as the incorporation of some tree preservation requirements for single family development.
- 3) **Use the rezoning process to achieve full compliance with the Design Guidelines contained in the Concept Plan.** For properties which require rezoning, that process should be used to make sure that proposed development is consistent with the Design Guidelines. Property owners should submit all information necessary to determine whether a proposal is consistent with the Design Guidelines. This includes topographic maps which identify areas of steep slopes and wetlands, as well as a tree survey. For properties which do not require rezoning, it will be necessary to work with property owners to encourage voluntary compliance.

TRANSPORTATION

- 1) **Complete construction of Providence Road, between NC Highway 51 and Ballantyne Commons Parkway.** This project is underway.
- 2) **Construct the East-West Circumferential, west of Providence Road, as planned,** as soon as the region receives "conforming air quality" status.
- 3) **Work with NCDOT to insure that the design recommended in this plan is implemented for the portion of Providence Road, south of I-485, and for the addition of the two loops to the interchange.** This plan recommends enhancements, such as landscaping around the interchange and street tree planting along Providence Road, which are not standard elements of NCDOT improvements. It will be necessary to work closely with that agency to insure that those elements are included in the planned design. If lack of funding becomes an issue, then local supplemental funding may be necessary.
- 4) **Pursue City bond funding for improvements to McKee Road, Ballantyne Commons Parkway, and the McKee Road/Tilley Morris Road intersection.** Once funding has been secured, coordination with CDOT will be necessary to insure that these improvements are designed as recommended in this plan.
- 5) **Construct the East-West Circumferential, east of Providence Road, and the Providence Road West Extension, west of the East-West Circumferential, through the development process.** As individual development projects are constructed, the recommended street cross-section should be constructed. These improvements should be agreed upon through the development process.
- 6) **Provide turn lanes to serve new development on Kuykendall Road and Tom Short Road.** As new projects are proposed, they should be analyzed to determine the need for turn lanes. If turn lanes are warranted, they should be provided by the property developer.

- 7) **Work through the rezoning and subdivision process to obtain connections between development projects.** In most cases, both vehicular and pedestrian connections should be provided.
- 8) **Develop a collector street network plan for the area.** This will provide guidance for locations of collectors and can be used to assist with the layout of new development projects.
- 9) **Install permanent concrete sidewalks, with complementary street trees and pedestrian lighting, on thoroughfares through the development process or when streets are widened.** For street improvements constructed by NCDOT, supplemental city funding for the street trees and pedestrian lighting may be required.
- 10) **Pursue funding to install temporary asphalt or compacted gravel sidewalks on thoroughfares.** High priority areas for these pathways should be between activity centers such as schools, parks, and shopping centers and nearby neighborhoods.
- 11) **Work closely with CDOT on any improvements planned for intersections to insure that the improvements include the pedestrian amenities outlined in the plan.**
- 12) **Work with NCDOT and CDOT on future road widenings to make sure that projects accommodate bicyclists.**
- 13) **Study the feasibility of extending transit service to the interchange area.** In addition, CDOT should work with the developer of the mixed-use project planned for the northwest quadrant of the interchange to create a park and ride lot on the property.

PUBLIC FACILITIES

- 1) **Construct the proposed middle school planned for the site located on Ballantyne Commons Parkway.**
- 2) **Work with Charlotte Mecklenburg Schools to promptly identify future school sites in or near the study area and to acquire the property as quickly as possible.** Short-term acquisition will provide the greatest selection of possible sites and will enhance public confidence in the development of future school facilities.
- 3) **Construct the proposed park at McKee Road Elementary.**
- 4) **Pursue opportunities for joint school/park facilities.** Immediate efforts should be made to determine the feasibility of locating a park in conjunction with the proposed middle school.
- 5) **Develop the Six Mile Creek Greenway.** Most of the land for the greenway should be obtained through the development process. However, after most of the land has been obtained, Mecklenburg County Park and Recreation should actively acquire the additional property needed to develop the greenway. The greenway should include facilities for bicyclists and pedestrians.
- 6) **Develop neighborhood parks in the study area, using the development process as one means of obtaining the property.** Mecklenburg County Park and Recreation should work with developers of large properties to determine the possibility of providing neighborhood parks as a part of the open space component of their development. These parks could be turned over to Park and Recreation for maintenance or a maintenance agreement could be developed with the homeowners association.

- 7) **Work with the Postal Service to locate a post office in the study area on one of the sites planned for retail development.**
- 8) **Use CMUD's "development reimbursement program" to install the proposed water line on Tom Short Road. However, if water capacity becomes an issue, CMUD should initiate installation of the line.**
- 9) **Monitor library, police, and fire service, and work with the appropriate agency to expand service as necessary. If new facilities are warranted, efforts should be made to locate the facilities within the study area.**

GENERAL

- 1) **The Charlotte City Council and Mecklenburg County Board of County Commissioners should consider studying alternative mechanisms for funding and/or providing public facilities in high growth areas. These mechanisms include impact fees and exactions.**