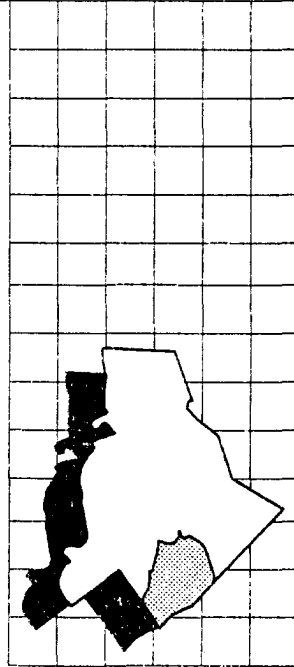


South

District Plan



Approved by Charlotte-Mecklenburg Planning Commission June 1, 1992

Amended by Charlotte-Mecklenburg Planning Commission July 28, 1992 and September 3, 1992

Adopted by Mecklenburg Board of County Commissioners July 12, 1993

Adopted by Charlotte City Council November 3, 1993

Please note that plans, policies and regulations adopted subsequent to this District Plan have updated some of the land use and other recommendations contained herein. Please contact the appropriate community planner to discuss the most current information.

Preface

This plan is a companion document to District Plan General Policies. It applies the general policies of that plan to the South District. For more detailed information on district planning and direction on various community-wide issues such as road improvements, package treatment plants, or streetscape design, refer to the general policy guide.

This document is to be used as a general policy guide for land use decisions in the South District. Acceptance of this plan is not intended to imply approval of any type of zoning amendment before such has been fully considered through a public review and hearing process.

Staff has updated this plan since the September 3, 1992 review by the Planning Commission. These updates were made to reflect the status of planned capital projects. No substantive land use changes have been made to the plan.

Acknowledgement

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

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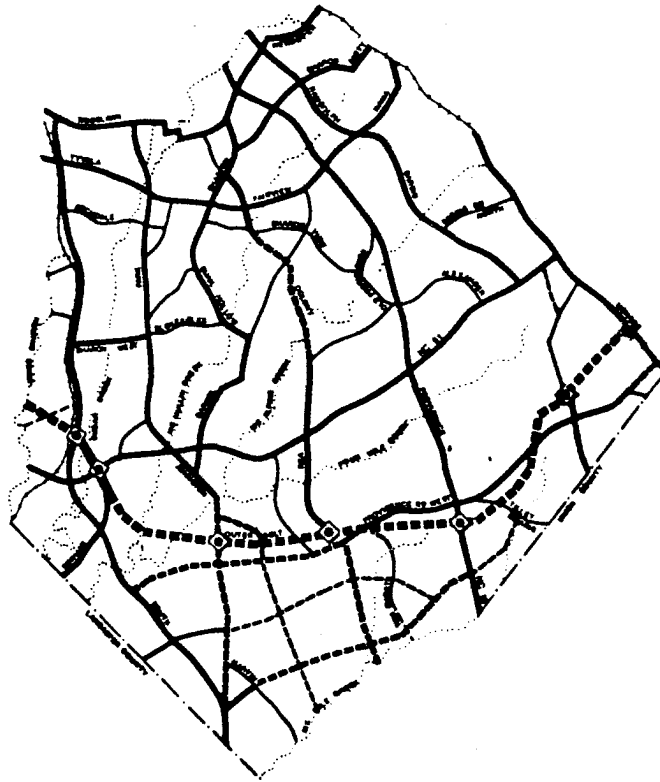
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INTRODUCTION - THE SOUTH DISTRICT

The South District has historically absorbed much of the suburban growth in Charlotte-Mecklenburg. The district generally consists of the area located south of Route 4; east of Sugar Creek, Kings Branch, and South Boulevard; and west of Monroe Road and the CSX Railroad*. The area contains approximately 86 square miles including the towns of Matthews and Pineville. However, this district plan does not include land use guidance for property within the sphere of influence for the Town of Matthews or within the town limits of Pineville.

map 1: SOUTH DISTRICT BOUNDARIES



* The district boundaries differ slightly from those in the 2005 Generalized Land Plan which extend to Nations Ford Road on the west and Independence Boulevard on the east. Parts of the original South District, as delineated in the 2005 Plan, were incorporated into the Southwest, East, and Central Districts, and the revised South District boundaries found in this plan include a portion of the original Central District.

CONTEXT FOR PLANNING

The area south of Uptown has been one of the primary locations for new residential development in Charlotte-Mecklenburg since the first suburban developments of Dilworth, Elizabeth, and Myers Park were started around the turn of the century. Throughout the first half of this century, growth continued to push south, and in the late 1950's suburban housing development moved outside of Route 4 and into the South District. Farmland was transformed into new neighborhoods as Charlotteans fulfilled their desires to live in new housing removed from the central city.

By the mid-1970's, much of the area north of NC Highway 51 was developed and pressure for growth began to occur further south. Most development in the district consisted of low density subdivisions with homes typically built on one-third to one-acre lots, a few neighborhood-serving commercial developments, churches and schools, and a limited amount of multi-family housing. Additionally, SouthPark, the first suburban shopping mall in the Charlotte region, was constructed in 1970. Although single family housing continued to be the dominant type of development in the South District during the 1970's, by the end of the decade a new element was added to the district's growth pattern: office development. The construction of suburban office uses in the South District mirrored a national trend of moving employment locations outside of central cities and closer to the residential areas where many office workers lived.

The 1980's saw further development in the district as growth in Charlotte-Mecklenburg continued and the regional economy remained strong. By the end of the decade, the District contained over 59,000 housing units and 20 million square feet of nonresidential development. The amount of growth that has occurred in the South District is a reflection of the desirability of the area. Between 1980 and 1990, the area added an average of 5,100 new residents each year.

Rapid growth and the desirability of the South District have not come without a cost. In many areas, the rate of growth has outpaced the provision of public facilities necessary to support it. Roads in the district have become congested, especially during commuting hours. Many schools have experienced overcrowding, and new parks to serve area residents are rare.

In addition to the issues related to the high rate of growth, there are problems associated with the low density pattern of development in the South District. The generally homogeneous suburban pattern causes most residents to be dependent upon the automobile for almost all travel. Opportunities for mass transit are limited, because in most areas the level of development will not support it.

Additionally, the district generally lacks housing alternatives for those who do not want, or cannot afford, the typical single family home. This issue is especially important because of the large amount of existing and planned office development in the district. Unless a variety of housing types is provided in the future, many of those who work in the district may not be able to find housing that meets their needs and may be forced to travel long distances from outside of the district.

The 2005 Generalized Land Plan and the District Plan General Policies are two policy documents which have dealt with the growth rate and land use pattern issues. The 2005 Plan, recognizing the disparity between the growth rate in the South District and other parts of the county, especially the north side, focused on redirecting growth to other parts of the county. Although this commitment to reorienting development has experienced marked success, population growth in South Mecklenburg has still outpaced the projections in the 2005 Plan, and the area has remained a highly desirable location for new suburban development, both residential and nonresidential. Carolina Place, the first new suburban mall to be built in Charlotte-Mecklenburg since 1975, is located in the South District, and a number of other large office and retail centers are planned for the area.

The District Plan General Policies addresses the development pattern issue by generally describing the pattern desired within Mecklenburg County. In particular, this policy document promotes a tighter land use pattern and a higher by-right base residential density for most new housing development. By promoting a higher base density than currently exists, this document provides a framework for more diverse residential growth in the future. Additionally, this proposed development pattern is expected to improve public facility efficiency and housing affordability. The South District Plan will specifically apply the land use policies outlined in the District Plan General Policies to the southern portion of the county.

PLANNING CHALLENGES

The South District is expected to continue growing until the area is fully developed sometime in the next century. The entire district should have access to public water and sewer service by the end of this decade, thus removing one of the most significant barriers to development of the southernmost portion of the district. Planned road improvements will continue to make the area desirable for development. Construction of the Southern Outer Loop will have an especially significant impact on the district's development pattern because the areas surrounding the interchanges will be sought after for high intensity uses. Development around the interchanges will require careful planning because these highly visible locations will have a major influence on the image of the South District.

As long as the Charlotte-Mecklenburg regional economy continues to grow, development pressures in the South District should remain strong. Large undeveloped tracts in the southernmost part of the district are likely to be developed. Smaller close-in parcels that were originally overlooked will be considered for infill development. Additionally, there may be pressures to redevelop underutilized tracts, especially those proximate to thriving employment and commercial centers.

Table 1 indicates the amount of growth expected between 1990 and 2005. These projections reflect a 38% population increase and a 45% increase in the number of households. In addition, the number of jobs expected to be located in the district by 2005 is almost twice the number found in the district in 1985. These projections update those found in the 2005 Land Plan. They are based upon recent population and employment figures and reflect the redirection of growth outlined in the 2005 Plan.

TABLE 1
SOUTH DISTRICT PROJECTED GROWTH

Year	Population	Households	Employment
1985	NA	NA	29,000
1990	141,711	56,466	NA
2005	195,000	82,000	57,000

Even with a continued effort to redirect growth to other districts, future development in the South District is inevitable. This growth cannot and should not be stopped. However, it can be managed. In order to effectively manage growth, it is first necessary to determine what is desired for

the district. Once this determination is made, it will be possible to direct growth so that it is consistent with that desired future. The primary purpose of this plan is to outline the desired future for the South District and to identify the actions that will be necessary to achieve this vision.

The future vision for the South District is articulated through a series of goals. Each goal is designed to build upon the strengths of the district while working to remedy the area's weaknesses. Listed on the following pages are the goals and strategies which the plan recommends to direct and manage future activity in the South District.

FOCUS FOR THE FUTURE

The goals for the South District are listed below. No single goal is more important than the others. Achieving the district's goals will require a delicate balance between potentially conflicting priorities. In many cases, success in achieving this balance will necessitate considerable compromise between opposing points of interest.

The goals are:

- To preserve, protect, and enhance the character of existing neighborhoods.
- To establish a balanced urban land use pattern which results in a vital and livable community with a distinct identity.
- To develop a land use pattern which increases transportation efficiency, encourages transit use, and decreases automobile dependency.
- To develop an efficient land use pattern which can be served by an acceptable level of public services and facilities.
- To provide an efficient and acceptable level of public facilities and to encourage the timing of new development to coincide with the provision of these facilities.
- To encourage development of a wide range of housing types and densities, thus promoting affordable housing for all segments of the population.
- To promote quality development which protects the district's historic and natural resources.

The following section describes issues related to each goal and summarizes how this plan addresses each goal:

- **To preserve, protect, and enhance the character of existing neighborhoods.** The South District's neighborhoods are probably its greatest asset. The area is known for its well-kept homes and pleasant residential areas. High quality subdivisions continue to be built in the South. One of the most important goals of this plan is the protection of the district's neighborhoods. To achieve this, the plan:
 - Shows, on the proposed land use map, single family neighborhoods. Existing neighborhoods should be preserved and protected. Future development within and adjacent to these areas should be sensitive to existing residential development.

- Recommends corrective rezonings for residential areas which are zoned for a use other than the existing type and density of housing. This action will protect these residential areas from more intense and inappropriate development.
- **To establish a balanced urban land use pattern which results in a vital and livable community with a distinct identity.** It is desirable to have a balanced mix of uses in the district in order to provide area residents with opportunities for housing, shopping, and employment. Further, it is desirable to create unique areas which will act as focal points, thus providing the District with its own identity. To accomplish these objectives this plan:
 - Identifies, on the proposed land use map, locations for a range of land uses. Particular emphasis is given to identifying locations for mixed use centers which can function as focal points for the surrounding community.
 - Describes in the text the desired characteristics for the types of development recommended for the South District.
- **To develop a land use pattern which increases transportation efficiency, encourages transit use, and decreases automobile dependence.** As growth continues, demands on the district's transportation system, especially the roadway system, will increase. While numerous roadway improvements are planned, the public sector probably will not be able to construct a roadway system which will fully accommodate automobile traffic projections for the future. Consequently, it will be beneficial to develop a more efficient land use pattern which will provide alternatives to single occupant automobile travel. In an effort to move toward a more efficient development pattern, this plan:
 - Focuses the most intense uses in mixed use centers which should be designed to support mass transit and encourage pedestrian activity.
 - Locates the highest density residential development near employment opportunities and/or along transit corridors, thus reducing trip lengths and dependence on the private automobile.
- **To develop an efficient land use pattern which can be served by an acceptable level of public services and facilities.** As funding for local government services and facilities becomes increasingly scarce, it will continue to be important to promote an efficient land use pattern which will can be served effectively without putting an undue financial burden on Charlotte-Mecklenburg residents. To

achieve a more efficient land use pattern, this plan:

- Sets the base single family residential density at 3 dwelling units per acre, with the potential to develop at 4 dwelling units if certain conditions are met. An increase in density over current development patterns will reduce the costs associated with the provision of sewer and water infrastructure, as well as public improvements to the South District's transportation system.
- On the proposed land use map, shows the desired land use categories for infill parcels and underutilized parcels appropriate for redevelopment. Development of infill and underdeveloped parcels will allow better utilization of public facilities which are already in place.
- **To provide an acceptable level of public facilities and to encourage the timing of new development to coincide with the provision of these facilities.** During periods of rapid growth, development frequently outpaces the provision of infrastructure needed to support the new growth. To support future growth, this plan:
 - Identifies new public facilities and improvements to existing systems that should be constructed during the next 20 years. Facilities are identified in the plan for the transportation system, water and sewer systems, parks, and greenways. Other types of facilities such as libraries, schools, fire, and police are identified through separate planning processes.
 - Supports phasing of major development projects to ensure that the timing of development and needed infrastructure coincide.
- **To encourage development of a wide range of housing types and densities, thus promoting affordable housing for all segments of the population.** Historically, much of the housing built in the South District has been financially out of reach for many residents of Charlotte-Mecklenburg. As a significant amount of suburban office development has been built in the district, the lack of affordable housing has caused many district workers to travel significant distances from other parts of the county and region, further exacerbating traffic congestion. Additionally, the increase in the elderly population and non-traditional households, such as single person households, indicates a need for alternatives to the typical single family residences found in the South District. In an attempt to improve this situation and to encourage more residential diversity in the district, this plan:

- Identifies some sites which are appropriate for higher density single family and multi-family housing. There are other sites in the district which might also be acceptable for higher density housing, and the multi-family locational criteria found in the District Plan General Policies should be used to evaluate properties not specifically identified for multi-family use on the plan map. New housing built at higher densities has the potential to be more affordable for area employees than the typical new single family detached housing developed in the district.
- Supports the general policies base single family density of three dwelling units per acre for new single family housing developments, with the potential for single family development at four dwelling units per acre if certain conditions are met. This strategy will be increasingly important as available land becomes more scarce and land costs rise.
- **To promote quality development which protects the district's historic and natural resources.** An area's environmental and historic resources can be among its greatest assets. However, if development is not well managed, it can threaten these valuable resources. To encourage their protection, this plan:
 - Identifies greenways and park land which should be acquired and protected.
 - Identifies historic resources which should be considered during the development process.
 - Highlights the need to maintain and improve the district's streetscapes, especially during the road construction and widening process.
 - Encourages concentrated development which can be served more easily by mass transit. This strategy will help to ensure that the area's air quality does not worsen.

ADOPTED PLANS

In the past, several plans have been developed for portions of the South District. Many of the recommendations contained in these plans were carried forward to this district plan. The plans previously developed for the South are described below:

Providence Road/Providence Road West/Southern Outer Belt Interchange Land Use Study

On November 19, 1990, the County Commission adopted a plan which outlines appropriate development for the area surrounding the Providence Road and Outer Loop interchange. This study identifies the specific land uses desired for each quadrant of the interchange and provides transportation guidance for the area. The County Commission updated that plan when the South District Plan was adopted. In addition, the City Council requested that a full traffic impact study be performed for the area in order to determine whether the planned transportation system will be able to accommodate the planned land use pattern.

SouthPark Analysis

The City Council originally adopted a land use plan for the SouthPark area in 1978. Ten years later the SouthPark Analysis, a review of the original plan, was undertaken in response to strong development pressures in the SouthPark area. This document was adopted by the City Council in July, 1988. The SouthPark Analysis recommended changes to the 1978 plan which would provide for new development in conformance with the regional mixed use center concept proposed in the 2005 Generalized Land Plan. With a few minor adjustments, as shown on the South District proposed land use map, recommendations made in this plan are consistent with the SouthPark Analysis.

South Mecklenburg Interim District Plan

The elected officials adopted the South Mecklenburg Interim District Plan in June, 1987. When this plan was initiated in the summer of 1986, development pressures in the district were strong, and the public officials needed a framework for deciding rezoning petitions. This plan provided the needed land use guidance, as well as capital facilities planning, for the most rapidly developing portion of the district located south of N.C. Highway 51. This plan has served as an interim planning document for that area and will be superseded by the adopted version of the South District Plan.

Sterling Special Project Plan

The elected officials adopted the Sterling Plan in January, 1985. The primary goal of the plan is to maintain the area as a viable neighborhood. The plan outlines a number of steps which should be taken in order to achieve a stable residential community.

These steps include transportation and infrastructure improvements, zoning changes, and housing strategies. Most of the recommendations contained in the special project plan remain valid, and those that have not already been implemented should be considered for implementation.

N. C. Highway 51 Special Project Plan

In October, 1983, the elected officials adopted the N. C. Highway 51 Special Project Plan. The study corridor extends along NC Highway 51 from McAlpine Creek on the west to Sardis Road and the Matthews town limits on the east. The plan proposes the coordination of transportation improvements and land development in the corridor in order to achieve an "urban parkway" character. Most of the transportation recommendations contained in the plan have been implemented.

Land use recommendations for the corridor include mixed density residential development along the corridor, with a 100-foot wide buffer along the highway edges. Retail and office uses are specifically limited to a mixed use center at the Providence Road intersection. For most remaining vacant properties, the land use recommendations should be implemented as described in the plan. However, there are a few properties which this plan recommends for primarily multi-family development, instead of a mix of densities and uses as described in the N.C. Highway 51 plan. These properties are shown on the proposed land use map. In addition, there is a study group minority opinion recommending a neighborhood convenience center at N.C. Highway 51 and Alexander Road.

LAND USE PATTERN

The District Plan General Policies outlines the objectives, policies, and development criteria for three general land use categories - commercial/mixed use centers, employment areas, and residential development. The generic objectives of the general policy document have been applied specifically to the South District to create the proposed land use map. The following summarizes the recommendations shown on the resulting map.

MIXED USE AND COMMERCIAL CENTERS

Four types of mixed use and commercial centers are planned, approved, or built in the South District. These centers concentrate nonresidential development at appropriate locations. The mixed use centers also include a multi-family housing component. In general, the district's centers are designed to discourage urban sprawl and strip development and to provide focal points throughout the district. Placing these concentrated nodes of development in the South District should assist in the creation of a more compact and pedestrian oriented land use pattern which will support a mass transit system.

A description of each center type is included in the General Policies document. It should be noted that certain retail strips in the South District are classified as centers. Although not originally designed as such, the individual uses in these retail strips collectively function as a center.

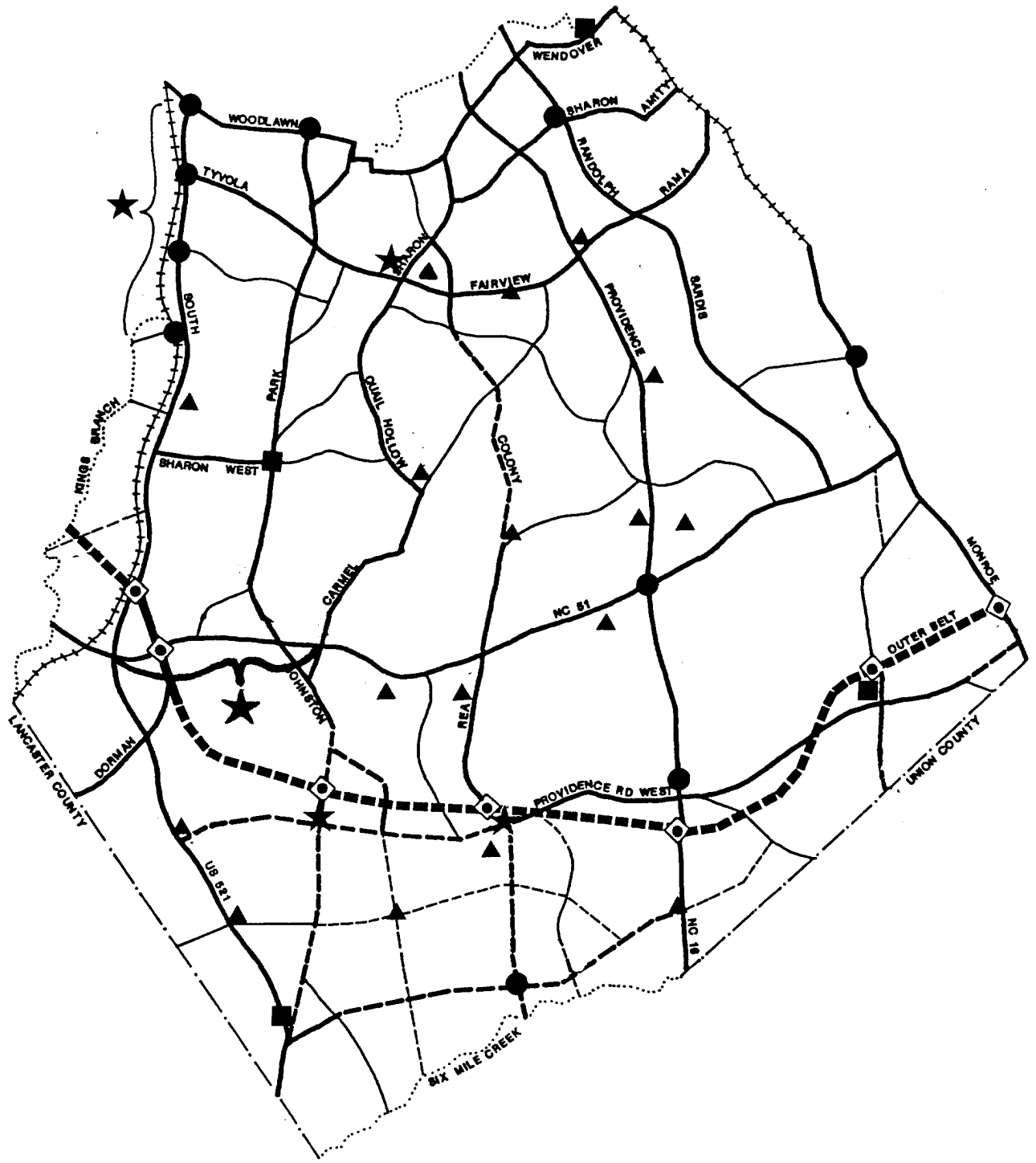
Existing and proposed centers in the South are described below.

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

The South District should eventually contain five regional mixed use centers. Three centers currently exist: SouthPark, the NC 51 Highway Corridor, and the South Boulevard corridor. Two additional regional centers are planned for the future: one at Piper Glen and the other at the Southern Outer Loop and Johnston Road Extension (US Highway 521 Relocation).

- SouthPark - SouthPark is perhaps the best known regional mixed use center in Mecklenburg County. Development first began in this area in the early 1970's when the mall was constructed. The SouthPark area has grown to include over 1.5 million sq. ft. of retail, more than 3.3 million sq. ft. of office space, and four hotels. Additional nonresidential development is planned for the area. Substantial multi-family development is also found at the periphery of the mixed use center.

MIXED USE AND COMMERCIAL CENTERS



- ★ REGIONAL MIXED USE CENTER
- COMMUNITY MIXED USE CENTER
- NEIGHBORHOOD MIXED USE CENTER
- ▲ NEIGHBORHOOD CONVENIENCE CENTER






SouthPark is expected to remain a highly desirable location for office development in the South District and in Mecklenburg County. For this reason, it will be necessary to carefully manage growth in the SouthPark area, especially office and retail growth which could negatively impact existing residential neighborhoods. Nonresidential development should occur in accordance with the proposed land use map. However, the small, 1.9-acre parcel planned for multi-family housing which fronts on Fairview Road and is located directly east of Savings Place may be considered for office development if a site plan meeting the following objectives can be developed:

- the development should be consistent with the O-1 zoning district and should be of a residential scale and design;
- the site plan should include substantial buffering to minimize impacts on the existing multi-family development to the south and future development to the east;
- primary access to the property should be from Savings Place; and
- the site plan should include only the first parcel east of Savings Place. This parcel is bounded by Fairview Road on the north and an existing multi-family complex on the south. Development of the land to the east of this property should be residential.

As the SouthPark area continues to grow, there may be pressures to allow office development which is more intense than typically found in suburban settings. This district plan recognizes some opportunities for office development that has a higher floor area ratio (FAR) than allowed in the O-1 zoning district. Locations which might be considered for O-2 and O-3 zoning are shown on Map 4.

Potential intensification of the SouthPark area reinforces the need to create a more cohesive, pedestrian oriented environment, especially considering the potential for light rail to serve the area. To address the issue, this plan recommends development of a generic urban design manual that focuses on improving the pedestrian environment of areas such as SouthPark and University City, as well as potential transit stations.

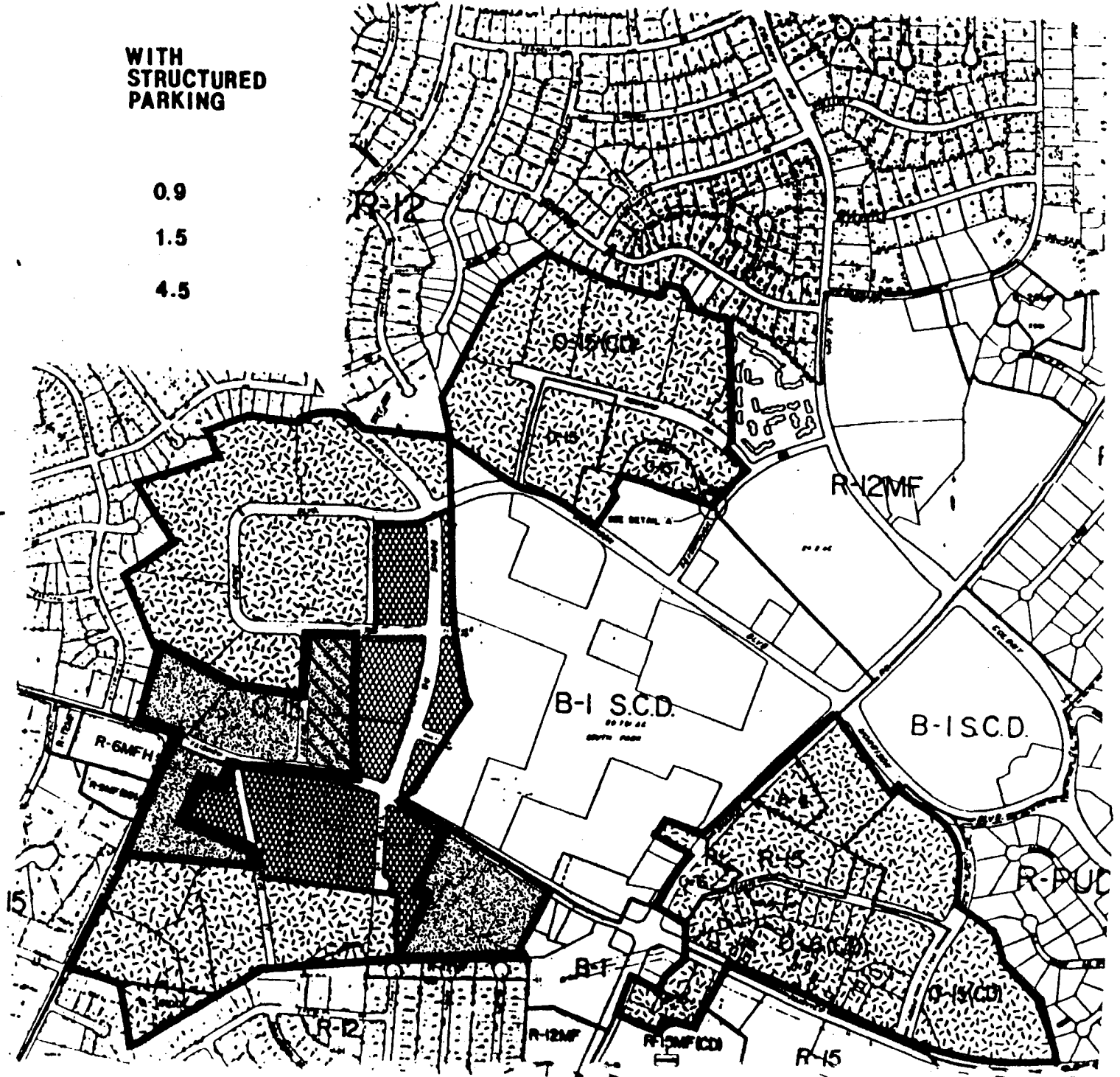
RECOMMENDED OFFICE DISTRICTS/INTENSITIES

	MAX. FAR	WITH STRUCTURED PARKING
	0-1 0.6	0.9
	0-2 1.0	1.5
	0-3 3.0	4.5



Note:

This property might also be considered for 0-3 development depending upon the traffic impact.



One final issue which should be considered for the SouthPark area is the preservation of single family areas at the periphery of SouthPark. As the South Park area continues to grow, pressure for nonresidential redevelopment or commercial encroachment may occur in some single family neighborhoods. These pressures should be resisted. In particular, the small Closeburn/Glenkirk neighborhood located south of Fairview Road and west of Park South Drive should be protected to ensure that it remains a viable single family residential area.

To protect the Closeburn/Glenkirk neighborhood, future development should be limited to low density multi-family housing for the properties which front on Park Drive South, between Fairview Road and the power easement north of Archdale Drive. Because some of the properties are unusually configured, a proposal for multi-family rezoning of any properties on Park South Drive should include an exceptional site plan which takes into account the limited depth of some of the properties. The site plan should include any measures necessary to protect the single family character of the Closeburn/Glenkirk neighborhood. Particular emphasis should be given to the potential visual impacts of a multi-family development. Under no circumstances should any property that does not front on Park South Drive be rezoned for multi-family housing.

- NC Highway 51 Corridor - Another existing regional center in the South District is located along NC Highway 51 between Carmel Road and district's western boundary. Much of this area is located within the town limits of Pineville. The NC Highway 51 Corridor was not designed as a unified mixed use area, but instead consists of a series of individual developments which together function as a regional center. Typical uses along NC Highway 51 include individual shopping centers, office buildings, and multi-family complexes. The most notable development in the corridor is the Carolina Place Mall. Other focal points include Carmel Commons Shopping Center located at Carmel Road, McMullen Creek Shopping Center located just west of McMullen Creek, and Park 51 Center located at Park Road.

Although much of the land in this regional center is developed, some property is still vacant. Development of remaining undeveloped parcels should be consistent with the uses shown on the proposed land use map. Most of the vacant land in the corridor is planned for nonresidential uses, but two sizable areas at the periphery of the center are planned for multi-family housing. One tract is located on the south side of NC Highway 51, adjacent to McAlpine Creek, and the other is located on the west side of Carmel Road, north of the existing office concentration. This additional multi-family housing will be especially important because it will complement the existing nonresidential uses in the corridor.

The intensity of future development in the N.C. Highway 51 corridor should be managed carefully in order to minimize area traffic congestion. In general, rezonings for low intensity multi-family and office development should be approved instead of retail development, which will generate significantly more trips than the other uses. In addition, undeveloped property that is zoned already for retail use should be considered for downzoning to low intensity office or multi-family districts. Particular attention should be given to the impacts that new development will have on the N.C. Highway 51/Southern Outer Loop interchange. If excessive development results in a level of traffic that further overloads the interchange, traffic is likely to be forced onto Park Road Extension south of N.C. Highway 51.

- South Boulevard Corridor - The South Boulevard corridor is another regional center which consists of uses that were developed incrementally but together constitute a regional center. South Boulevard is an older highway corridor lined with strip development. Focal points in the corridor include Hechinger Plaza at Woodlawn Road, Tyvola Mall at Tyvola Road, K-Mart Plaza at Archdale Drive, and South Oak Center at Arrowood Road. The predominant use in the corridor is retail, but some industrial uses, utilities, and multi-family housing also exist. Typical retail uses found along South Boulevard include fast food restaurants, automobile dealerships, large discount stores, and other commercial uses either developed individually or located within older shopping centers.

Although numerous curb cuts, excessive signage, and unscreened parking lots make the corridor rather unsightly, the corridor serves an important function within the South District. South Boulevard is a prime location for businesses that might not be able to afford to locate in more costly retail centers in the interior of the district. The long-term future of the corridor will depend upon whether light rail is developed on the Southern rail line which runs parallel with the South Boulevard corridor. If light rail does become a reality, redevelopment of portions of the corridor may be appropriate and a special project plan will be needed to address land use issues in the corridor. In the meantime, efforts should focus upon improving South Boulevard's appearance through upgrading of the streetscape and existing structures.

- Piper Glen - Zoning is currently in place for a fourth regional center at Piper Glen, south of the Outer Loop interchange with Rea Road. This master-planned center will include over 5,000,000 square feet of retail and 550,000 square feet of office development. (Note: The retail total for this mixed use center was reduced from 1,000,000+ sq. ft. through a rezoning approved in October 1993.) Multi-family residential development is also planned. The retail focus of this center will complement the employment-oriented

regional center to be located south of the Outer Loop at Johnston Road Extension (US Highway 521 Relocation) and the residential/office concentration at the Southern Outer Loop and Providence Road. This district plan recommends that Piper Glen's nonresidential development be limited to the properties already appropriately zoned for office and retail use. Additionally, the allowable nonresidential square footage should not be increased above the current zoning.

- Ballantyne - This district plan recommends development of a final regional mixed use center south of the Outer Loop at Johnston Road Extension (US Highway 521 Relocation). Zoning has been approved for a town center with 600,000 square feet of office, 380,000 square feet of retail, a 450 room hotel, and 1848 dwelling units. In addition to the town center, the master planned project will include 3,590,000 square feet of office and related uses, 140,000 square feet of convenience retail, 700 hotel rooms, over 2800 housing units, two school sites, and park land.

When developed, the center's uses should be fully integrated and pedestrian oriented. Additional office square footage may be considered if light rail or highly innovative techniques are used to minimize transportation impacts. These techniques might include express bus service or a transportation demand management program including components such as flex time, car-pools, and vanpools.

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

Four existing community mixed use centers are located partially or entirely within the South District and two additional community centers are planned for the district. They are:

- Park Road/Woodlawn Road Intersection area, which is partially within the Central District. This center was built around the Park Road Shopping Center located in the Central District. The area within the South District is developed primarily with office and multi-family uses. This district plan recommends multi-family redevelopment of some of the underutilized property on Park Road. No additional land use changes are anticipated for the area, and future retail and office development should be limited to properties which are zoned accordingly.
- Cotswold Mall area, located at Sharon Amity Road and Randolph Road. Similar to the well-established Park Road shopping center, the Cotswold Mall is the focal point for this mixed use area. The remainder of the area is developed with multi-family housing, offices, and free-standing commercial uses.

It is recommended that the properties located south of Sharon Amity Road, directly across from the shopping center, eventually be redeveloped. At present, most of these sites

are sparsely developed with banks and other small office uses on large lots. However, these properties could be redeveloped with more intense uses, and mid-rise housing would be especially desirable because the properties are convenient to both SouthPark and Uptown, as well as neighborhood-serving retail uses. When a multiple-use zoning district allowing a mix of uses including high density housing is established, that zoning district should be considered for these properties.

- Sardis Road North at Monroe Road, which is also partially located in the East District. Retail development and multi-family housing are found in the portion of the center located in the South District. Nonresidential development should be limited to the properties identified on the proposed land use map. Additional retail and office uses associated with this center are located in the East District.
- Arboretum, which is located at the intersection of Providence Road and N.C. Highway 51. This is the most recent community center to be built in the South District. Its focus is the Arboretum shopping center located southwest of the intersection. This retail center contains 400,000 square feet of retail space with an additional 200,000 square feet planned for the future. Some banks are located in the southeast quadrant of the Providence Road and NC Highway 51 intersection, and additional office uses are planned for this area. Small-scale offices have been built in the northwest quadrant and multi-family housing and one small office have been constructed in the northeast quadrant. The remainder of the northeast quadrant is zoned for the Beverly Crest Planned Unit Development. Remaining vacant land in the northwest quadrant should be developed with multi-family housing which is designed to be sensitive to adjacent single family residences. Nonresidential uses should not be expanded beyond the properties zoned for office use.

Two additional community centers are planned for the South District. These are:

- Landen, which is planned for the intersection of Rea Road Extension and the Lower Mecklenburg Major Circumferential. Zoning has been approved for 250,000 square feet of retail and an office component of 450,000 square feet. No additional nonresidential development should be approved for this community mixed use center. Associated residential development is also included in this master-planned development, and some single family units have been constructed.
- Providence Road and the Southern Outer Loop. The Providence Road/Providence Road West/Southern Outer Belt Land Use Study details appropriate development for this center. (See

Appendix C for full study.) Nonresidential uses associated with this center are planned north of the interchange. Substantial multi-family development is also planned both north and south of the interchange. To date, zoning has been approved for 690,000 sq. ft. of office, 278,000 sq. ft. of retail, a 250-room hotel, and 318 multi-family units north of the interchange.

(Note: When adopting this plan, City Council requested that a full traffic impact study be performed for the area in order to determine whether the planned transportation system will be able to accommodate planned land use patterns.)

The Allison Lane neighborhood is located in the southwest quadrant of the Providence Road/Southern Outer Loop interchange. The area is sparsely developed with modest single family homes. This plan supports preservation of these homes if the needed public and private resources are committed to make this a viable neighborhood. However, there are likely to be very strong pressures to redevelop the Allison Lane neighborhood area because of its strategic location adjacent to the Outer Loop.

To preserve the neighborhood, resources should be committed to strengthen the area by constructing needed water and sewer facilities, improving housing quality, and building new infill housing. If the Allison Lane neighborhood cannot withstand development pressures and is not saved, the most appropriate use for the area would be multi-family housing. Redevelopment of this area should not occur on a piecemeal basis, but would require consolidation of all area properties. If redevelopment is desired, the property owners should join together to sell or redevelop their land.

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

There are currently three neighborhood mixed use centers in the South District. These are:

- Quail Corners (Park Road at Sharon Road West);
- Wendover Plaza (Wendover Road, southwest of Latrobe Drive). A significant portion of this center is located within the Central District; and
- Plantation Market (Weddington Road at McKee Road).

One additional neighborhood center is planned for the South District. It should be located at U.S. Highway 521 and Johnston Road Extension (U.S. Highway 521 Relocation).

Neighborhood Convenience Centers (70,000 sq. ft. retail)

Neighborhood convenience centers already exist in the south at the following locations:

- Sharon Lakes (Sharon Lakes Road off of South Boulevard).
- Olde Town Village (Quail Hollow Road at Carmel Road).
- Foxcroft East (Fairview Road, west of Carmel Road).
- Strawberry Hill (Fairview Road at Providence Road).
- Providence Square (off Providence Road at International Drive).
- Touchstone Village (Baybrook Lane, south of NC Highway 51).
- Shops at Piper Glen (Rea Road, south of NC Highway 51).
- Raintree (Raintree Lane, south of NC Highway 51).
- Morrocroft (south of Sharon Road/Colony Road intersection).

Zoning is in place at the following locations where development has not yet occurred:

- Beverly Crest (northeast of Providence Road and NC Highway 51).
- US Highway 521 at Lower Mecklenburg Minor Circumferential.
- Existing Elm Lane West/Providence Road West intersection.
- Candlewyck (west of Providence Road, between Rea Road and NC Highway 51).
- Tom Short Road/Lower Mecklenburg Major Circumferential
(Note: Zoning for this center was approved on November 16, 1993 after the County Commission's adoption of the plan.)

While the South District Plan study group process was underway, City Council reaffirmed the neighborhood convenience center zoning at Candlewyck. In light of the decision to retain the Candlewyck zoning, no more retail zoning should be added to the portion of the Providence Road corridor between Fairview Road and N.C. Highway 51.

Locations for future neighborhood convenience centers are recommended as follows:

- US Highway 521 at Providence Road West Extension.
- Community House Extension at Lower Mecklenburg Minor Circumferential.
- Lower Mecklenburg Major Circumferential at Providence Road.
- Colony Road at Rea Road.

EMPLOYMENT GROWTH AND OPPORTUNITIES

The South District has historically been a residential area. Most existing and planned employment uses in the district are components of mixed use centers. However, there are a few major concentrations of industrial uses within the district. Recommendations for each are outlined below:

- Pineville, south of the Southern Outer Loop - A large area north of the town center of Pineville and south of the Southern Outer Loop is planned for industrial development. While some of this area is currently located in unincorporated Mecklenburg County, the entire area is located within the Pineville sphere of influence. A portion of the land is developed with industrial uses and utilities, but much of it remains vacant. The portion within unincorporated Mecklenburg County is zoned I-1 and I-2 and should be developed accordingly.
- South Boulevard Corridor, west of South Boulevard between the Sterling Community and Arrowood Road - Much of this large area is developed with industrial uses, but some vacant land remains. Future development in this area should be consistent with the existing zoning. Industrial development east of South Boulevard should be limited to properties which already are developed with industrial uses.
- Monroe Road, north of McAlpine Creek - The area along Monroe Road, immediately north of McAlpine Creek, is planned for industrial use and is zoned I-1 and I-2. The I-2 property is developed with an industrial use, and the larger I-1 property is being developed with a business/industrial park. Industrial zoning in this area should not be expanded beyond what currently exists.

RESIDENTIAL FUTURE

Policies and development guidelines for residential growth are provided in District Plan General Policies. A summary of the residential categories shown on the proposed land use map for the South District is provided below.

- Low Density Single Family Areas

The base single family residential density for the South District is three dwelling units per acre (du/ac). The District Plan General Policies includes a planning process where the Planning Commission would determine the appropriate areas for public initiated "up-zonings" to a base density of four du/ac. The purpose of the effort was "to facilitate and encourage a more urban residential pattern in the developing areas of the County". At this time, limited resources and other priorities do not allow the level of effort it would take to complete the planning

process as called for in the General Policies document. Therefore, encouraging a more urban residential pattern must be accomplished in a different manner. This plan still recommends higher single family densities for many areas. However, it will take a privately initiated rezoning, based on the following locational criteria to allow housing densities above three du/ac.

Location: Higher single family densities may be particularly appropriate in these locational situations:

- within approximately $\frac{1}{2}$ mile of transit corridors;
- within approximately $\frac{1}{2}$ mile of a commercial and/or employment center or public park;
- where development clustering could preserve environmental features such as floodplain, steep slopes, or trees;
- within a large scale mixed use development in which a variety of housing densities could exist; and
- adjacent to multi-family development.

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

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

Streetscape Amenities: Sidewalks, street trees, curb, gutter, and ample right-of-way for on-street parking should generally be provided.

Compatibility: New development should blend with adjacent single family developments of lesser density. This may necessitate lots on the project edges having densities, yards, and setbacks similar to the existing development as a transition in the streetscape.

Although this district plan recommends that single family residential development have a base density of three du/ac and be allowed up to four du/ac under certain conditions, this does not preclude residential development at lower densities. In fact, depending upon market demand, less dense development may dominate in some areas. Further,

existing neighborhoods that are less densely developed should be protected from zoning intensification.

- Medium Density Areas

The medium density residential category ranges from four to eight du/ac. With a few exceptions, the designations for this category on the proposed land use map are existing medium density developments, typically areas developed with duplexes. However, this does not imply that future residential development cannot be built at densities within this range. Some development within this density range might be desirable because it might provide an affordable option to the typical larger lot single family subdivisions which dominate the South District. Proposals for medium density development will have to be examined on a case-by-case basis.

- High Density Single Family and Multi-Family Areas

The proposed land use map identifies locations where land is already developed or appropriately zoned for high density single family or multi-family use. Other sites which are desirable for higher density housing rather than nonresidential use are also identified. Additional land not specifically identified on the land use map for higher density housing may still be appropriate if it meets the multi-family locational criteria included in District Plan General Policies.

In general, multi-family housing should be dispersed throughout the district at appropriate locations. Sites along mass transit corridors and near major mixed use and employment centers are particularly desirable because they have the potential to reduce automobile dependence and shorten commuting distances. General locations meeting the above referenced criteria will not have an unlimited capacity for higher density residential development. An upper limit will have to be determined on a case-by-case basis.

DEVELOPMENT OF INTERCHANGE AREAS

Careful planning of the areas immediately adjacent to Outer Loop interchanges is extremely important. The appearance and function of interchange areas could significantly impact the development surrounding them. In many instances, these interchanges will serve as gateways or identifiable entrances to a certain part of the community. They can be image makers, positive or negative. Because of the value of the highly accessible and visible land at these interchanges, pressure is and will continue to be great to develop the land with nonresidential uses. In some locations nonresidential development may be appropriate; in others, it may not. In general, though, higher density uses are desirable at

interchanges because of the superior transportation accessibility to these areas.

The proposed land use pattern for the Outer Loop interchanges in the the South District is described below:

- Southern Outer Loop/South Boulevard - The area surrounding this interchange is planned for industrial use in the southwest quadrant and retail in the northwest and southeast quadrants.

In the northeast quadrant, there exists a 108-acre parcel which was conditionally zoned in 1987 for a 1,040,000 square foot shopping mall, a hotel, and development of five outparcels. However, no development has occurred on the property, and at this point, development of a shopping mall at this location is unlikely since the Carolina Place Mall has been constructed at the next Outer Loop interchange at N.C. Highway 51. This plan recommends that an alternative scenario be developed for this property. Any alternative created for this property should include a major multi-family component utilizing at least half of the property. If developed, multi-family housing on this property would be consistent with its location adjacent to the Outer Loop interchange and the potential for light rail transit in the South Boulevard corridor. In addition to multi-family, retail development could be located on up to half of the property. Retail development on this site should be designed to serve the adjacent multi-family residents, as well as other area residents.

- Southern Outer Loop/NC Highway 51 - The land surrounding this interchange is located entirely within the town limits of Pineville. The northwest and southwest quadrants are planned for retail use, and the Carolina Place Mall, which is currently 900,000 square feet and will eventually be expanded to 1.3 million square feet, is located in the southwest quadrant. The northeast and southeast quadrants of the interchange are planned for office and retail use, respectively. Mercy South Hospital and associated medical offices have been developed in the northeast quadrant.
- Southern Outer Loop/Johnston Road Extension - Ballantyne, a large employment-oriented regional mixed use center, will be developed south of this interchange. This master-planned development will include a high density mixed-use town center, campus-style office and related uses, multi-family and single family residential, neighborhood-serving retail, and institutional uses. (See page 19 for further discussion about this mixed use center.) This plan also recommends additional multi-family development in the northwest quadrant of the interchange and a mix of office and multi-family in the northeast quadrant.

- Southern Outer Loop/Rea Road Extension - The southern quadrants of this interchange will contain the retail and office components of the retail-oriented mixed use center at Piper Glen. (See page 18 for further discussion about this mixed use center.) The northwest and northeast quadrants of the interchange are planned and zoned for related multi-family development.
- Southern Outer Loop/Providence Road - A community mixed use center with a substantial residential component is planned for this interchange. Retail and office uses are planned north of the interchange. Associated multi-family is also recommended northeast, northwest, and southeast of the interchange. The Allison Lane community exists in the southwest quadrant. If a significant commitment is made to upgrade this area, the single family housing could be preserved. Otherwise, higher density residential uses are appropriate. (See page 20 for further discussion about this mixed use center. Also, see the Providence Road/Providence Road West/Southern Outer Belt Land Use Study included in Appendix C for specific development guidance for this area.)
- Southern Outer Loop/Weddington Road - The current design for the Southern Outer Loop does not include an interchange at Weddington Road, but the Planning Commission staff recommends that one be constructed to reduce the spacing between the adjacent interchanges. (See page 43 for further discussion about this interchange.) A neighborhood mixed use center is planned for the southwest quadrant of this proposed interchange. The retail component of the center currently exists and zoning is in place for office development. The remainder of the southwest quadrant should be developed with multi-family housing. Single family development is indicated for the northwest quadrant which is located in unincorporated Mecklenburg County. The northeast and southeast quadrants are located in the sphere of influence for Matthews, and development guidance for this area should be obtained from the Town of Matthews.
- Southern Outer Loop/Monroe Road - This interchange is located entirely within Matthews' sphere of influence. Development guidance for this area should be obtained from the Town of Matthews.

IMPLEMENTATION TOOLS FOR THE LAND USE PLAN

Consistent Application of Policies:

Consistent application and support of the policies of this plan by the Planning Commission and elected officials will be the most significant means of ensuring that the desired land use pattern will evolve. Although some deviations may be necessary at times,

they should be kept to a minimum. Changes made in one area may necessitate changes elsewhere, thus affecting the overall development pattern.

Development Phasing:

Development proposals requiring a rezoning should be thoroughly reviewed with respect to the ability of the area infrastructure to support the proposed development. If necessary infrastructure is planned but is not in place, major development proposals should include a phasing component which will ensure that the timing of the development coincides with the provision of needed infrastructure.

Coordination with Matthews and Pineville:

As the South District continues to develop and as plans are updated, coordination and communication between Charlotte-Mecklenburg and the towns of Pineville and Matthews will be essential to ensure compatible land uses along the boundaries of different jurisdictions.

Special Project Plans:

- South Boulevard Corridor Plan - A special project plan for the South Boulevard corridor should be undertaken when the future of light rail along the railroad paralleling South Boulevard is determined. Currently, development along the South Boulevard corridor is typical of strip development along old highways. If light rail is recommended for this corridor, substantial changes to the existing land use pattern would be necessary to support the rail. Even if light rail is not placed in this corridor, it would be desirable to try to improve the cluttered appearance of South Boulevard, and streetscape improvements should be undertaken to achieve this.
- Urban Design Manual for Suburban Centers and Potential Transit Station Areas - As centers such as SouthPark continue to intensify, it will be desirable to encourage development which is better coordinated and more pedestrian oriented. Development of a generic urban design manual is recommended as the first step towards creating a more cohesive, pedestrian oriented environment for SouthPark and other major suburban centers.

Recommended Rezoning:

The South District Plan highlights a number of areas which should be considered for rezoning. Each proposed rezoning should accomplish one or more of the following objectives:

- preserve and/or stabilize neighborhoods;

- improve the image, economic viability and land use compatibility along nonresidential corridors; and
- provide additional opportunities for high density single family or multi-family development.

The Planning Commission will initiate proposed rezonings as described below. Each rezoning description includes the new zoning districts which took effect on January 1, 1992, as well as the old districts. The old districts are shown in parentheses. Maps for the proposed rezonings are included in Appendix A.

- Objective - Preserve and/or Stabilize Neighborhoods

This is a primary goal of the South District Plan. In order to achieve this goal, the zoning for residentially developed properties should be consistent with the type and density of development on those properties.

The following areas are zoned for multi-family development but are developed with single family residences, unless otherwise noted. This plan recommends rezoning these properties to an appropriate single family zoning district in order to preserve the existing lower density character and ensure that inappropriate multi-family redevelopment does not occur.

- 1) R-17MF Property east of Thermal Road to R-3 (R-12MF to R-12). (Page A-1)
- 2) R-17MF Property east and west of Pineburr Road to R-4 (R-12MF to R-9). (Page A-1)
- 3) R-17MF Property on Surrywood Place to R-3 (R-12MF to R-12). (Page A-2)
- 4) R-12MF(CD) Property in Park Crossing to R-3 (R-12MF(CD) to R-12). (Page A-3)
- 5) R-17MF Property south of Tyvola Road on Londonderry Road to R-4 (R-9MF to R-9). (Page A-4)
- 6) R-17MF Property on the west side of Walker Road between Nancy Drive and Goshen Place to R-4 (R-9MF to R-9) - This area is developed primarily with single family housing; a few scattered duplexes are also found in the area. (Page A-5)
- 7) R-22MF Property on Ingleside Drive to R-4 (R-6MF to R-9). (Page A-4)
- 8) R-22MF Property along Woodstream Drive and Starlite Place to R-4 (R-6MF to R-9). (Page A-6)

- 9) R-22MF Property north and south of Starvalley Drive to R-4 (R-6MF to R-9). (Page A-6)
- 10) R-22MF Area south of NC Highway 51 at Park Road Extension to R-4 (R-6MF to R-9). (Page A-7)
- 11) R-15MF (CD) Property on Carmel Road south of Carmel Forest Drive to R-3 (R-15MF(CD) to R-15) - Although this four-acre property was granted conditional multi-family zoning in 1983, no development has occurred on the site. Since this site would not meet multi-family locational criteria, this plan recommends rezoning the property to R-3 to make its zoning consistent with surrounding properties. (Page A-8)

The following areas are also recommended for rezoning to single family districts.

- 12) The Danby Subdivision zoned R-MH to R-5 (R-MH to R-6) - This subdivision located off US Highway 521 is zoned for a mobile home park but is developed with single family residences. This area should be rezoned to make the zoning consistent with the existing uses. (Page A-9)
- 13) I-2 Property on Dorman Road to R-4 (I-2 to R-9) - This vacant parcel is situated between land zoned R-MH and land proposed for R-12MF (R-15MF) zoning. If left unchanged, this property could be developed with an industrial use that could have a negative impact on the residential character planned for the area. If desired in the future, rezoning of this property to R-MH, the zoning found on the adjacent property, should be considered. (Page A-10)
- 14) B-D(CD) Property on east side of US Highway 521 to R-3 (B-D(CD) to R-15) - Although conditional zoning for business distribution was obtained for this property in 1986, no development has occurred. Rezoning the tract to R-3 is recommended to make the property's zoning consistent with the zoning for surrounding properties. (Page A-10)

The following properties are zoned for multi-family or office use but are developed with duplexes, unless otherwise noted. Rezoning to R-8 is recommended to reflect existing development and to prevent inappropriate intensification.

- 15) R-22MF Property along Kingfisher Drive, south of Park Road Extension, to R-8 (R-6MF to R-8). (Page A-7)
- 16) R-22MF Property along Valley Stream Road and Richmond Place to R-8 (R-6MF to R-8) - Although most of this area is developed with duplexes, there are some single family residences on Valley Stream Road. (Page A-11)

- 17) R-22MF Property on west side of Woodstream Drive to R-8 (R-6MF to R-8). (Page A-6)
- 18) R-22MF Property on Ingleside Drive to R-8 (R-6MF to R-8). (Page A-4)
- 19) R-22MF Property north and south of Wicker Drive to R-8 (R-6MF to R-8) - These properties are developed with duplexes and a single family home. (Page A-4)
- 20) R-17MF Property around cul-de-sacs of Fairheath Road, Aspen Court, and Walden Court to R-8 (R-12MF to R-8). (Page A-12)
- 21) O-2 Property on west side of Londonderry Road at Tamworth Drive to R-8 (O-6 to R-8). (Page A-4)
- 22) R-17MF Property on both sides of Pineburr Road to R-8 (R-12MF to R-8). (Page A-1)
- 23) R-22MF Property on both sides of Park Vista Circle to R-8 (R-6MF to R-8). (Page A-7)
- 24) R-22MF Property on west side of Blue Heron Drive to R-8 (R-6MF to R-8). (Page A-7)

The following property is recommended for medium density residential development:

- 25) R-22MF Property west of Valley Stream Road to R-8MF (R-6MF to R-8MF) - This vacant property is accessed through a single family and duplex area to the east. The recommended rezoning to R-8MF would allow development at up to 8 du/ac, consistent with the density recommended for the adjacent residential property. In addition, the proposed district would permit more site design flexibility than allowed by the R-8 district, thus accommodating this particular site's topography. (Page A-11)

The following areas are zoned for nonresidential development but are developed with multi-family housing.

- 26) O-1/B-2 Property south of Sharon Lakes Road to R-17MF (O-15/B-2 to R-9MF) - This area is being developed with multi-family housing. The zoning should be changed to R-17MF so the area's land use and zoning will be consistent. (Page A-13)
- 27) O-1 Property on Hedgemore Drive to R-17MF (O-15 to R-9MF) - An apartment complex is located on this property which is zoned for office use. To make the existing land use and zoning consistent, the property should be rezoned to R-17MF. (Page A-11)

- 28) B-2 Property on east side of South Boulevard, south of Tyvola Road (Beacon Hill Apartments) to R-43MF (B-2 to R-6MFH) - An apartment complex exists on this property which is zoned for business use. (Page A-22)
- 29) O-2 Property on Park Road at Seneca Place to R-17MF (O-6 to R-12MF) - This property is being developed with multi-family housing. The zoning should be changed to make the site's land use and zoning consistent. (Page A-11)
- 30) O-2 Property on Colwick Road to R-22MF (O-6 to R-6MF) - To make the zoning and land use for this apartment complex consistent, this property should be rezoned to R-22MF. (Page A-14)

The following undeveloped properties are also recommended for rezoning to a multi-family district.

- 31) O-1 Property on the north side of Sharon Lakes Road to R-17MF (O-15 to R-9MF) - There are two properties on the north side of Sharon Lakes Road which are zoned for office use but are not developed as such. One parcel remains vacant and the other is developed with a church. This plan recommends rezoning these properties to R-17MF to avoid future nonresidential encroachment into the residential area along Sharon Lakes Road. Further, a residential district would be more consistent with the character of the institutional use. (Page A-13)
- 32) I-1/I-1(CD) Property in Sterling Community, west of China Grove Church Road to R-12MF (I-1/I-1(CD) to R-15MF) - These vacant parcels in the Sterling community are zoned for industrial use. However, they have poor access, and industrial development at this location could have a negative impact on the stability of the adjacent residences. To protect the Sterling neighborhood, this plan recommends rezoning this property to R-12MF. Multi-family development would be more consistent with the desired future for the Sterling community. Efforts to protect Sterling are especially important in light of the recently completed public improvements designed to enhance the community. (Page A-15)
- 33) B-2 Property east of South Boulevard between Baylor Drive and Milford Road to R-17MF (B-2 to R-12MF) - This long and narrow parcel fronts on South Boulevard and extends into the Madison Park neighborhood. The entire property is zoned for business use and most of the rear portion is vacant. Development of the rear section of this property with a nonresidential use could significantly impact adjacent residences. To minimize potential impacts and to protect adjacent residences,

the rear portion of the property is planned for multi-family use and should be rezoned from B-2 to R-17MF. (Page A-16)

- 34) I-1(CD) Property on west side of US Highway 521 to R-12MF (I-1(CD) to R-15MF) - This vacant parcel is zoned for industrial development. However, this plan recommends rezoning the property to R-12MF. This change will protect the future development of the multi-family zoned tract to the west. (Page A-10)

• Objective - Improve the Image, Economic Viability, and Land Use Compatibility along Nonresidential Corridors

South Boulevard is an older corridor lined with strip commercial. Much of the property in the corridor is zoned for industrial use but little has developed as such. This plan recommends that the following properties along South Boulevard be rezoned for business.

- 35) I-2 Property on south side of Woodlawn Road at South Boulevard to B-1 - Existing and vacant retail uses are located on this parcel. Rezoning the property to B-1 would correct the inconsistency between the zoning and the existing use, and would be consistent with the large adjacent B-1SCD parcel. (Page A-16)
- 36) I-1 Property on south side of Woodlawn Road at South Boulevard to B-2 - These three parcels are developed with retail uses. Rezoning them would correct the inconsistency between the zoning and existing uses, and would make their zoning consistent with the zoning for the adjacent B-2 property to the south. (Page A-16)
- 37) I-2 Property on the west side of South Boulevard, between Minuet Lane and Arrowood Road to B-2 - This area is zoned for industrial use but developed primarily with businesses. This plan recommends changing the zoning for this area to B-2 to correct the inconsistency between the zoning and existing land uses. (Page A-17)
- 38) I-2 Property on east side of South Boulevard south of Sharon Road West to I-1 - There are some large industrially-zoned parcels on South Boulevard which are either vacant or developed with auto dealerships. Because these properties are adjacent to a residential area, I-1 zoning would be more appropriate than I-2. A large supply of I-2 zoned land remains across South Boulevard, distant from residential development. The property being recommended for rezoning to I-1 also could be an appropriate site for development of a business park. An application for B-P zoning on this property should be favorably considered. (Page A-18)

39) I-2 Property on west side of U.S. Highway 521 at Dorman Road to B-2 - This parcel is developed with a mower/automobile repair center. Rezoning the property to B-2 would create a better relationship with adjacent residential properties. (Page A-10)

- Objective - Provide Additional Opportunities for High Density Single Family or Multi-Family Development

One of the goals of the South District Plan is to provide opportunities for affordable housing. Rezoning appropriate properties for higher density housing will encourage development of more affordable housing. Another goal of the Plan is to develop a land use pattern which increases transportation efficiency, encourages transit use, and decreases automobile dependency. One way to accomplish this goal is to locate the highest density residential development near employment opportunities or along transit corridors. To accomplish one or more of the above goals, the following properties are recommended for multi-family rezoning.

40) I-1/I-1(CD) property on Monroe Road to R-22MF (I-1/I-1(CD) to R-6MF) - This land is zoned for industrial use but remains vacant. Because the property is adjacent to single family residences and additional industrial land is available in the Monroe Road corridor, this plan recommends rezoning the property to multi-family development which can house area workers. (Page A-20)

INFRASTRUCTURE

Moderate growth can be healthy for a community, particularly if it results in a more balanced development pattern. However, the positive aspects of growth are diminished when public facilities and services cannot adequately accommodate development. Providing the necessary public infrastructure is one of the principal goals of the South District Plan. The great expense of providing these facilities, coupled with the reality of limited resources, creates a difficult challenge for the community.

District Plan General Policies identifies strategies for providing transportation, water, and sewer facilities on a community-wide basis. This plan outlines the infrastructure that should be developed in the South District during the next twenty years. The estimated costs for these facilities are in 1990 dollars and will obviously increase over time. It should be noted that the costs are only estimates. Without actual design plans, more accurate figures cannot be projected.

The infrastructure system outlined in this plan is based on the build-out land use pattern specified in the 2005 Generalized Land Plan. In most parts of the South District, the land use pattern proposed in this district plan is consistent with the pattern in the 2005 Plan. As growth occurs, and as the proposed land use pattern becomes a reality, infrastructure needs may change slightly and the infrastructure plans may be adjusted to reflect the amount and location development that actually occurs.

The interrelationship between the district land use pattern and infrastructure system should continue to be an important consideration when making decisions which will impact the development pattern in the South District. As resources available to construct new infrastructure become more scarce, the development of a land use pattern that will effectively utilize the available infrastructure will become increasingly important.

TRANSPORTATION

Within the last decade, growth in much of the South District has outpaced the provision of transportation facilities necessary to support it. In many parts of the district, increased traffic congestion has been the result. This congestion problem has been further exacerbated by the low-density dispersed pattern of development which encourages dependence on the automobile.

As growth in the district continues, traffic congestion is likely to increase, too. The South District Plan advocates a two-fold approach to dealing with the area's mounting traffic congestion problem. The first strategy is expansion of and improvements to the district's transportation system. It is unlikely that a

roadway system alone will be able to accommodate future traffic. Therefore, it will be important to improve the district's transit system as well as its roadways.

The second strategy for dealing with traffic congestion is development of a more efficient land use pattern, which will increase transportation efficiency and decrease automobile dependence. The desired land use pattern for the district is described in the previous chapter, and the following section outlines the recommended transportation system for the district.

Roadways

Although there are no existing interstate roadways within the South District, I-77 which is located just to the west in the Southwest District provides good regional and county-wide access for the western part of the district. Further, the portion of the South District closest to Uptown has a well developed roadway system which provides good access to the central city. Major roadways in the inner part of the district include Providence Road, Monroe Road, South Boulevard, Park Road and Fairview Road. Other roads somewhat further south are Carmel Road, Sardis Road, and NC Highway 51. While most of the roads in the inner portion of the district are built to urban standards, many of the roadways in the area south of NC Highway 51 are still narrow, two-lane roads. Access to this part of the district remains relatively poor.

Efforts to improve the district's transportation system have focused on increasing roadway capacity along and north of NC Highway 51 by widening existing roads. Projects which have helped to accomplish this goal include the widening of Monroe Road between Conference Drive and Village Lakes Drive; the construction of Colony Road from Sharon Road to Fairview Road; the relocation of Park Road between Fairview Road and Park South Drive; the widening of Rama Road from Monroe Road to Rama Road Elementary; and the widening of NC Highway 51 from the Southern Outer Loop in Pineville to the Matthews Bypass. The total cost for these projects was over twenty-seven million dollars.

Projects which are under construction or have been approved for funding include additional road widenings, as well as construction of new roadways in the portion of the district south of NC Highway 51. These projects are:

- Park Road/Johnston Road Widening between Sharon Road and NC Highway 51;
- Carmel Road Widening from Quail Hollow Road to NC Highway 51;
- Sardis Road Widening from Rama Road to Sardis Road North;
- Providence Road Widening from International Drive to the County Line;

- US Highway 521 Relocation (Johnston Road Extension) from the Southern Outer Loop to the State Line;
- Rea Road Extension from the Southern Outer Loop to the County Line; and
- Fairview Road Widening from Park Road to Colony Road/Sharon Road Widening from Sharon Lane to Sharon View Road.

Table 2 lists the current and proposed roadway projects for the South District through the next twenty years. Additionally, the table includes the type of improvements required, estimated mileage, the approximate timeframe for each project, and a cost estimate. The information in the table generally reflects the 2005 Transportation Plan, adopted by the elected officials in 1989, and the County's Thoroughfare Plan, last revised in November of 1990. However, for a few projects the South District Plan does make recommendations which differ from the 2005 Transportation Plan and/or the Thoroughfare Plan, and suggests changing the 2005 Transportation Plan and/or Thoroughfare Plan to be consistent with the plan recommendations. These projects are:

- Elm Lane West

This roadway should be upgraded to a minor thoroughfare between existing Providence Road West and proposed Providence Road West.

- Park Road Extension, South of NC Highway 51

The extension of Park Road past the Outer Loop to connect with the Carolina Place Parkway and U.S. 521 was discussed at length during the study group process. Both staff and the study group recommended against this extension. However, the Metropolitan Planning Organization has reaffirmed the extension of Park Road to the Carolina Place Parkway. In light of this decision, it will be important to mitigate the impacts that the through traffic will have on the Park Road neighborhoods. Sidewalks and extensive landscaping should be provided on Park Road Extension to buffer existing homes.

In addition, the intensity of future development along N.C. Highway 51 and U.S. 521 should be carefully managed to ensure that the area's traffic congestion is not exacerbated, forcing more traffic onto Park Road Extension. Under no conditions should Park Road Extension be widened to four lanes. Widening of this roadway would seriously impact the existing housing along Park Road Extension.

TABLE 2
SOUTH DISTRICT ROADWAY IMPROVEMENTS

ROADWAY	IMPROVEMENT	SIGNIFICANT PRIVATE PARTICIPATION	MILES	ROAD CLASSIFICATION	TIMEFRAME*	ESTIMATED COST IN 1990 DOLLARS**
Southern Outer Loop*** I-77 to Providence Road Providence Road to U.S. 74	Build 4 Lanes	No	16.6	Freeway-Expressway	0-5 Years 6-10 Years	245,000,000
U.S. 521 Southern Outer Loop to S.C. State Line	Relocate 4 Lanes	Yes	3.4	Major	0-5 Years	10,800,000
Park Road/Johnston Road Sharon Road to N.C. 51 Sharon Road West Park Road to South Boulevard	2 to 4/6 Lanes, 2 to 4 Lanes	No	1.5 0.5	Major Major	0-5 Years 0-5 Years	32,000,000
Carmel Road Quail Hollow Road to N.C. 51	2 to 4 Lanes - Divided	No	2.4	Major	0-5 Years	15,000,000
Sardis Road Rama Road to Sardis Road North	2 to 4 Lanes	No	2.2	Major	0-5 Years	14,000,000
Woodlawn Road (U.S. 521)*** I-77 to South Boulevard	4 to 6 Lanes	No	0.5	Major	6-10 Years	5,500,000
Rea Road Extension Southern Outer Loop to Union County	Build 4 lanes	Yes	3.2	Major	0-5 Years	7,800,000
Providence Road Old Providence Road to Union County	2 to 4 Lanes - Divided	No	9.5	Major	0-5 Years	20,900,000
Fairview Road/Sharon Road Park Road to Colony Road Sharon Lane to Sharon View Road	4 to 6 Lanes	No	1.2	Major	0-5 Years	6,400,000
Colony Road Extension (Phase II) Carmel Road to Rea Road	Build 2 Lanes - Divided	Yes	2.1	Minor	0-5 Years	9,000,000
Fairview Road Providence Road to Carmel Road	4 to 6 Lanes	No	0.4	Major	6-10 Years	3,000,000

*Base Year is 1991

**Cost does not include funds already spent on project

***Part of Improvement is outside of South District

ROADWAY	IMPROVEMENT	SIGNIFICANT PRIVATE PARTICIPATION	MILES	ROAD CLASSIFICATION	TIMEFRAME*	ESTIMATED COST IN 1990 DOLLARS**
Sharon Amity Road Providence Road to Addison Drive	Build Median	No	0.5	Major	6-10 Years	3,000,000
Johnston Road N.C. 51 to Porterfield Road	2 to 4 Lanes	No	0.6	Major	6-10 Years	
Johnston Road Extension Porterfield Road to Southern Outer Loop	Build 4 Lanes	No	1.0	Major	6-10 Years	11,000,000
South Boulevard Woodlawn Road to Tyvola Road	4 to 6 Lanes	No	0.6	Major	6-10 Years	15,000,000
Elm Lane N.C. 51 to existing Providence Rd West	Improve 2 Lanes	No	1.6	Minor	6-10 Years	NA
Marvin Road Major Circumferential to County Line	Improve 2 Lanes	No	1.3	Minor	6-10 Years	NA
Providence Road West N.C. 16 to U.S. 521	2 to 4 Lanes, Build 4 Lanes	Yes	5.8	Major	6-10 Years	NA
Community House Extension U.S. 521 Realignment to Lower Mecklenburg Major Circumferential	Build 2 Lanes, Improve 2 Lanes, Build 4 Lanes	Yes Yes	Not Available	Minor + Major ++	10-15 Years	NA
Park Road Heather Lane to Abbey Place	4 to 6 Lanes	No	0.2	Major	10-15 Years	3,000,000
Woodlawn Road Halstead Drive to Park Road Shopping Center Drive	4 to 6 Lanes	No	0.3	Major	10-15 Years	3,500,000
Rea Road Colony Road Extension to N.C. 51	2 to 4 Lanes	No	0.9	Major	10-15 Years	NA
Sardis Road Sardis Road North to N.C. 51	2 to 4 Lanes	No	1.1	Major	10-15 Years	NA
South Boulevard (U.S. 521) Tyvola Road to Arrowood Road	4 to 6 Lanes	No	1.2	Major	10-15 Years	NA
South Boulevard (U.S. 521) Sharon Road West to Westinghouse Boulevard	4 to 6 Lanes	No	0.3	Major	10-15 Years	NA
Johnston Road (Carmel Road to Southern Outer Loop)	4 to 6 Lanes	No	1.6	Major	10-15 Years	NA

*Base Year is 1991

**Cost does not include funds already spent on project

+Lower Mecklenburg Major to Providence Road West

++Providence Road West to U.S. 521 Realignment

ROADWAY	IMPROVEMENT	SIGNIFICANT PRIVATE PARTICIPATION	MILES	ROAD CLASSIFICATION	TIMEFRAME*	ESTIMATED COST IN 1990 DOLLARS**
Park Road Selwyn Avenue to Tyvola Road	4 to 6 Lanes	No	0.3	Major	10-15 Years	NA
N.C. 51 U.S. 521 to South Carolina Line	2 to 4 Lanes	No	1.3	Major	10-15 Years	NA
Providence Road (N.C. 16) Fairview Road to Rea Road	4 to 6 Lanes	No	1.9	Major	10-15 Years	NA
Lower Mecklenburg Major Circumferential Tilley Morris Road to U.S. 521 Realignment	Build 4 Lanes, 2 to 4 Lanes	Yes	6.4	Major	10-15 Years	NA
Tilley Morris Road McKee Road to County Line	2 to 4 Lanes, Improve 2 Lanes	No	0.8	Minor	10-15 Years	NA
Lower Mecklenburg Minor Circumferential Lower Mecklenburg Major Circumferential to U.S. 521	Build 2 Lanes, Improve 2 Lanes	Yes	4.1	Minor	10-15 Years	NA
U.S. 521 N.C. 51 to U.S. 521 Realignment (Existing 521)	2 to 4 Lanes	No	4.9	Major	16-20 Years	NA
McKee Road*** N.C. 16 to U.S. 74	Build 4 Lanes, 2 to 4 Lanes	No	5.9	Major	16-20 Years	NA
Weddington Road Outer Loop to County Line	Build interchange, 2 to 4 Lanes	No	1.5	Major	16-20 Years	NA
Monroe Road Matthews Southern Town Limits (Vinecrest Drive) to County Line	2 to 4 Lanes	No	1.5	Major	16-20 Years	NA
Colony Road Fairview Road to Rea Road	2 to 4 Lanes,	No	3.3	Major	16-20 Years	NA
Tom Short Road Providence Road West to County Line	Build 2 Lanes, Improve 2 Lanes	Yes	2.4	Minor	16-20 Years	NA
Dorman Road Existing U.S. 521 to Lancaster County, S.C.	2 to 4 Lanes	No	0.8	Major	20+	Na

*Base Year is 1991

**Cost does not include funds already spent on project

***Part of improvement is outside of South District

The South District Plan also recommends careful study and consideration before implementing the widening projects which would increase existing roadways from four to six lanes, as outlined in the 2005 Transportation Plan and shown on Table 2. The 2005 Plan indicates that part or all of Woodlawn Road, Park Road, Sharon Road, Fairview Road, South Boulevard, and Providence Road should be widened to six lanes within the next fifteen years. Because of the potential negative impacts which could result from these widenings, the South District Plan suggests thoroughly considering the following factors:

- Impacts on Adjacent Uses - Potential land use impacts should be evaluated for each widening project. For example, insensitive roadway projects in residentially developed corridors could have a destabilizing effect on existing neighborhoods. Further, a road widening project that passes through a mixed use center could negatively impact the area's pedestrian environment, one of the primary goals for the district's centers.
- Environmental Impacts - In certain areas, road widenings could do irreparable damage to the natural environment. Some widening projects will require the removal of mature trees. In other areas, road widenings might require further disturbance of environmentally sensitive areas such as stream valleys.
- Alternatives to Six-Lane Widenings - In some cases, there will be viable alternatives to the proposed road widenings. Improved transit service might be preferable to the anticipated road widening impacts, or the benefits of the road widening might not justify the cost. These projects should not be entered into blindly, but should be undertaken only after extensive study of expected costs, benefits, potential negative impacts, and alternatives to the project.

Similar to road widenings, intersection improvements in the South District should not be undertaken without full consideration of the above-mentioned factors. Special attention should be paid also to the anticipated impacts of a proposed intersection improvement on other nearby intersections. Will one improvement simply necessitate improving the next intersection or will it significantly improve traffic flow?

Southern Outer Loop

The Outer Loop is a four-lane highway designed to allow high speed circumferential travel around Mecklenburg County. The Outer Loop's alignment in the South District has been set since August of 1981, and the first segment, between NC Highway 51 and US Highway 521, was opened in November of 1990. Although this leg is only one mile long, it has helped to relieve the severe traffic congestion in the Pineville area at the NC Highway 51/US Highway 521 intersection.

The portion of the Outer Loop which will connect US Highway 521 with I-77 is under construction. This segment will further relieve congestion in Pineville by providing a badly needed connection between the NC Highway 51 area and Interstate 77. The remainder of the Southern Outer Loop, between NC Highway 51 and Independence Boulevard, is scheduled for completion by 1998.

- Weddington Road Interchange

At this time the construction plans for the Southern Outer Loop do not include an interchange at Weddington Road. However, it is likely that in the future an interchange will be needed at Weddington Road.

The closest interchanges to this location will be at Providence Road, to the west, and Monroe Road, to the east. If an interchange is not provided at Weddington Road, the distance between the Providence Road and Monroe Road interchanges will be almost five miles. An interchange at Weddington Road would reduce the spacing between interchanges and would serve areas both north and south of the Outer Loop, thus lessening the burden on the Providence Road and Monroe Road interchanges. Land should be reserved now for a future interchange at Weddington Road. Otherwise, this opportunity will be lost.

Transit

Although the roadway system recommended for the South District is extensive, it is unlikely that the system will fully accommodate the eventual growth anticipated for the district. Morning and evening rush hours, in particular, are likely to remain periods of congestion. To deal with the area traffic problem, this plan recommends that in the future a more extensive transit system be developed for the South District. Such a system might include buses, light rail transit, high occupancy vehicle (HOV) lanes, or any combination thereof. This plan does not recommend one specific alternative. Instead, it fully supports thoughtful and thorough examination of all possible transit alternatives so that a cost effective alternative to single occupancy automobile travel, especially during rush hour, can be developed and promoted.

The following sections outline the existing transit system and describe the history and status of two potential transit alternatives.

Light Rail Transit (LRT)

LRT was initially considered during the development of the 2005 Transportation Plan. At that time, a special study was conducted to evaluate the feasibility of LRT in Charlotte-Mecklenburg. In the South District, three routes were considered. Two routes were existing commercial rail lines which run along the outer boundaries of the district. The first was the CSX Rail Line

which runs between Matthews and Uptown, and the other was the Norfolk Southern Rail Line which runs between Uptown and Pineville. The third corridor in the district, and the only route which did not incorporate an existing commercial rail line, connected SouthPark with Uptown travelling along existing roadways and the Sugar Creek flood plain. The SouthPark line was dropped early in the study because of anticipated environmental impacts.

This initial LRT study found that the highest estimate of LRT patronage projected for 2005 was along the Matthews Rail Corridor. However, these estimates were still lower than those for actual ridership on existing rail lines in Sacramento and San Jose, where ridership was considered marginal.

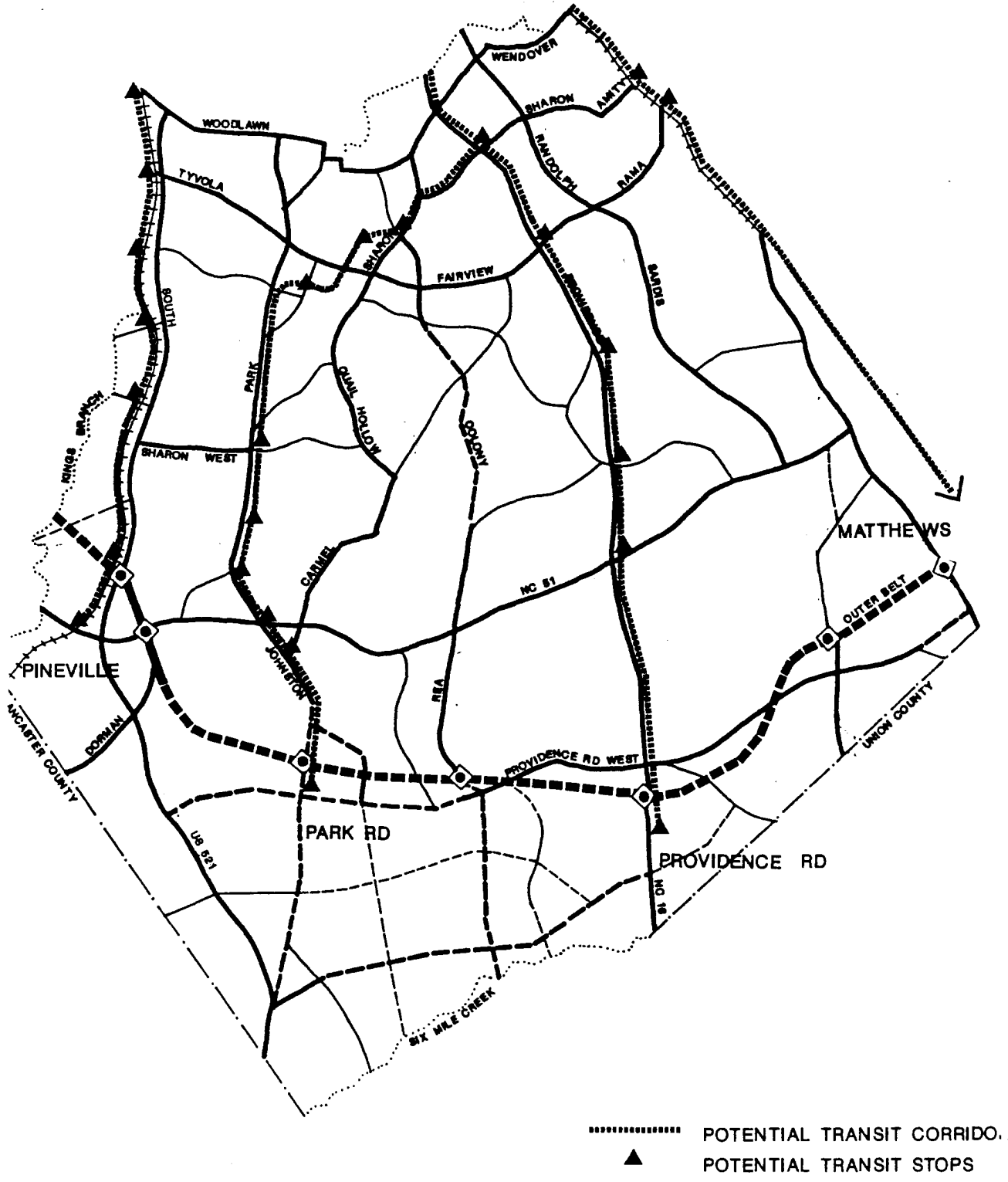
A second LRT study, which considered potential alternatives to existing rail lines, has been completed. This analysis looked at four corridors in the South District. These included the two existing rail corridors from the previous study, as well as two new corridors which would be built in the right-of-way of existing roads. The two new corridors would:

- run along Providence Road through the district to the Southern Outer Loop; and
- run along Providence Road to its intersection with Sharon Road, follow Sharon Road to SouthPark, and then run along Park Drive South, Park Road, and Johnston Road Extension to the Southern Outer Loop.

In addition to estimating 2010 daily ridership, this corridor analysis focused on developing daily ridership figures based on the long-term development potential around possible transit stations. (See Map 5 for potential LRT corridors and stations.)

Using the results of the latest analysis, the four corridors in the South District and four corridors in other parts of the county have been chosen for more intensive study. The results of this third study will be used to develop a recommendation for construction of an initial LRT line in Mecklenburg County.

MAP 5 : SOUTH DISTRICT POTENTIAL LIGHT RAIL CORRIDORS



NOTE: PROVIDENCE ROAD AND PARK ROAD CORRIDORS
HAVE BEEN THROUGH PRELIMINARY STUDY ONLY.



The potential development of one or more LRT lines in the South District has important land use implications. To develop a LRT system that would be economically feasible and to move toward a land use pattern that would support rail, more intense development would have to occur proximate to most LRT stations. For potential stations located in existing residential areas, the desired increase in intensity would have to be balanced with the goal of preserving existing single family neighborhoods. This plan does, in some locations, recommend limited intensification that is consistent with potential LRT lines. If LRT in the South District does become a reality, further land use planning would have to be undertaken to identify additional sites for more intense development that would help support a light rail system. In particular a more compact and pedestrian oriented land use pattern will be needed to support light rail transit in a cost efficient manner.

Bus Service

Much of the South District is currently served by local and express bus routes. (See Map 6 for existing bus routes.) Despite the relatively high level of service in the South District, most potential riders choose to drive instead, and bus ridership remains relatively low.

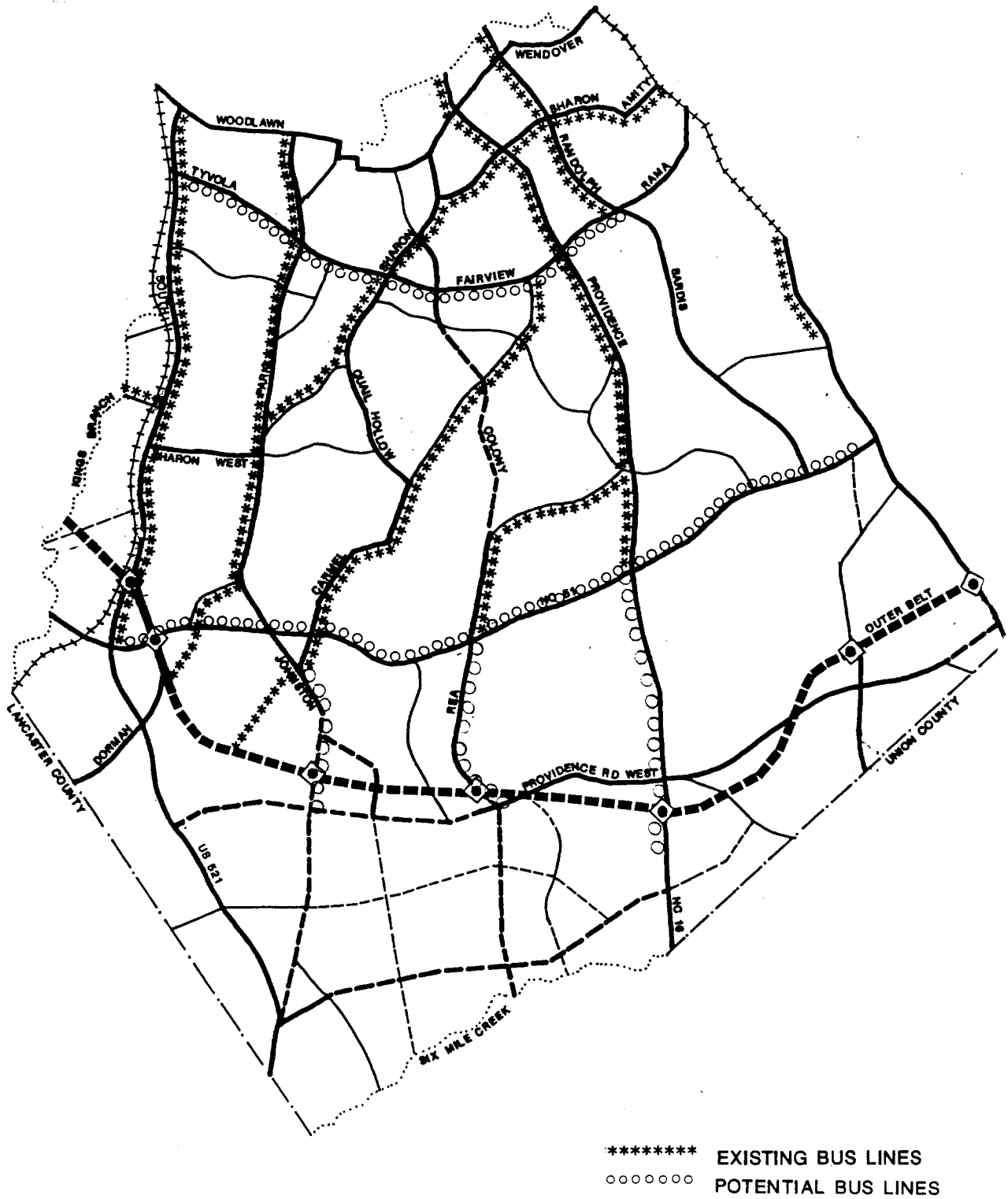
Most existing bus routes are designed to transport district residents to Charlotte's Uptown. However, many district residents do not travel to uptown but instead travel to other locations in this and other suburban districts. In response, the Charlotte Department of Transportation has done a preliminary study of circumferential van service on N.C. Highway 51 between Mint Hill, Matthews, and Pineville. This plan recommends that there be further study of the feasibility of new circumferential transit service on NC Highway 51, and that service on Tyvola/Fairview/ Sardis Road be studied also. To help meet transportation needs, both radial and circumferential transit service will be of utmost importance.

In the future, additional bus service to new and expanding employment-oriented regional centers, such as SouthPark and the proposed center south of the Outer Loop at Johnston Road, should also be considered. The need for such service should take into account any decisions made about constructing light rail transit in the South District.

WATER AND SEWER SERVICE

Water and sewer services are essential elements in the land development process. As the South District further develops, the demand for new water and sewer services will be great. In order to meet anticipated needs, a bond referendum allocating funds for numerous water and sewer projects throughout the County and totalling 137 million dollars was approved in November 1990, and another bond referendum for 63 million dollars was approved in

MAP 6: SOUTH DISTRICT BUS SERVICE



NOTE: EXISTING BUS LINES ARE SUBJECT TO CHANGE

November 1991. Coupling bond money with general revenue sources, the Charlotte-Mecklenburg Utility Department (CMUD) plans to construct a number of important water and sewer projects in the district.

CMUD Sewer Service

Six sewer projects are planned for the South District during the next ten years: four involve expansions of or improvements to the existing system, while two others will provide new service to portions of the district. One of the most important sewer projects scheduled is the expansion of the McAlpine Creek Wastewater Treatment Plant (WWTP). This project will increase the capacity of the plant from 40 to 60 million gallons per day (MGD). Another major project planned for the McAlpine WWTP is the construction of a composting complex.

Two other changes to the existing sewer system involve construction of parallel lines to existing lines. One parallel line will run between the Sugar Creek WWTP and the McAlpine WWTP. This sewer line will create a bypass for the Sugar Creek plant, which is sometimes overloaded. The other new parallel line will run along Four Mile Creek and will increase capacity in that basin.

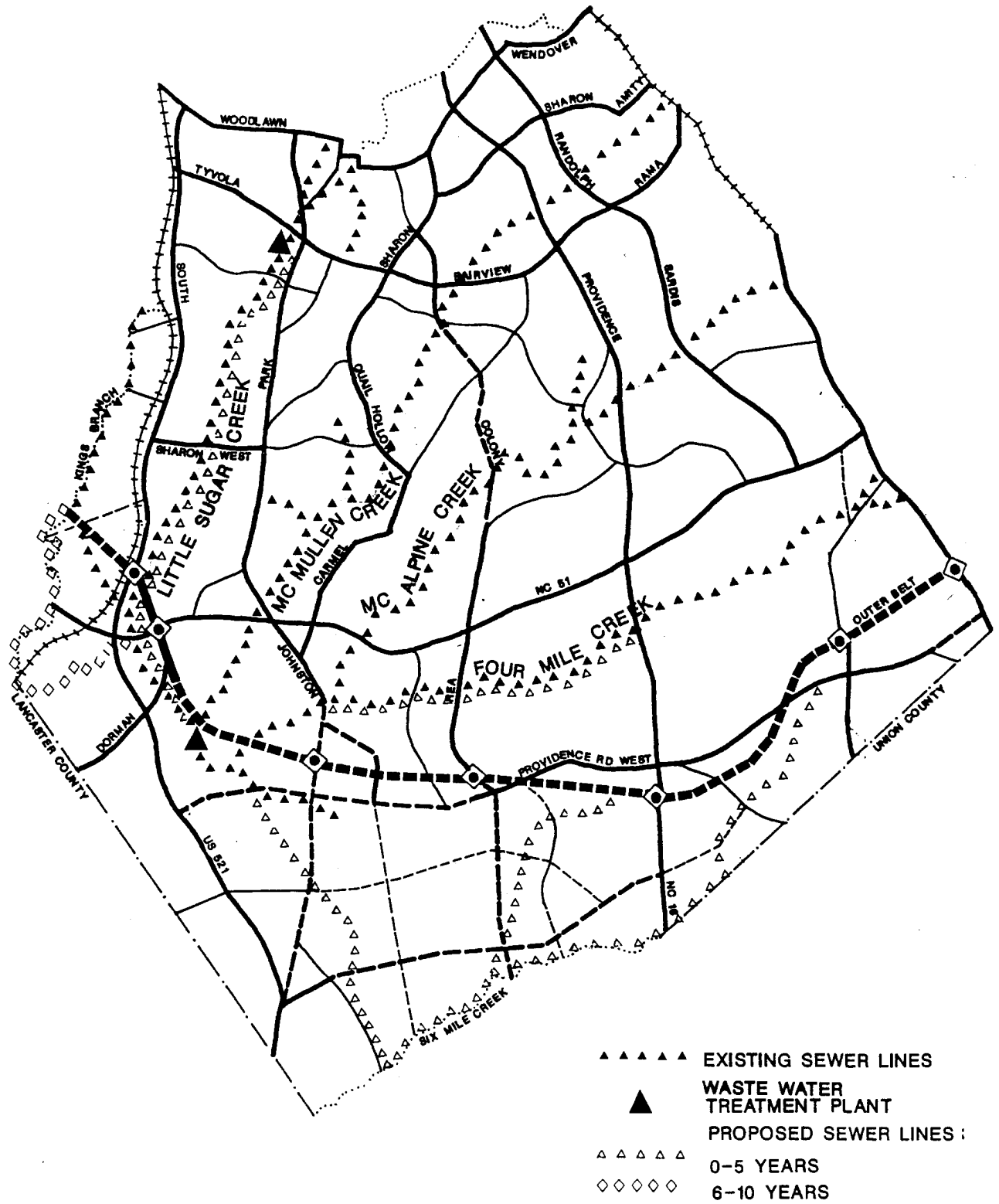
New sewer lines will be constructed in the Six Mile Creek basin and the lower portion of the Sugar Creek watershed. These extensions will provide service to areas which are currently not served by public sewer, and consequently sewer service will be available throughout the majority of the South District. Both of the projects include pump stations and force mains that feed into the McAlpine system, and eventually into the McAlpine Creek WWTP.

In addition to construction projects planned for the South District, CMUD is actively pursuing the development of a regional sewage treatment facility which would serve Mecklenburg County and adjacent jurisdictions. A number of the basins in Mecklenburg County naturally drain into adjacent jurisdictions, and at present, sewage from these watersheds must be pumped to Charlotte-Mecklenburg treatment plants. As the county's existing treatment plants near capacity, it would be desirable to build a downstream regional wastewater treatment facility, instead of pumping sewage to upstream plants with limited possibility of expansion.

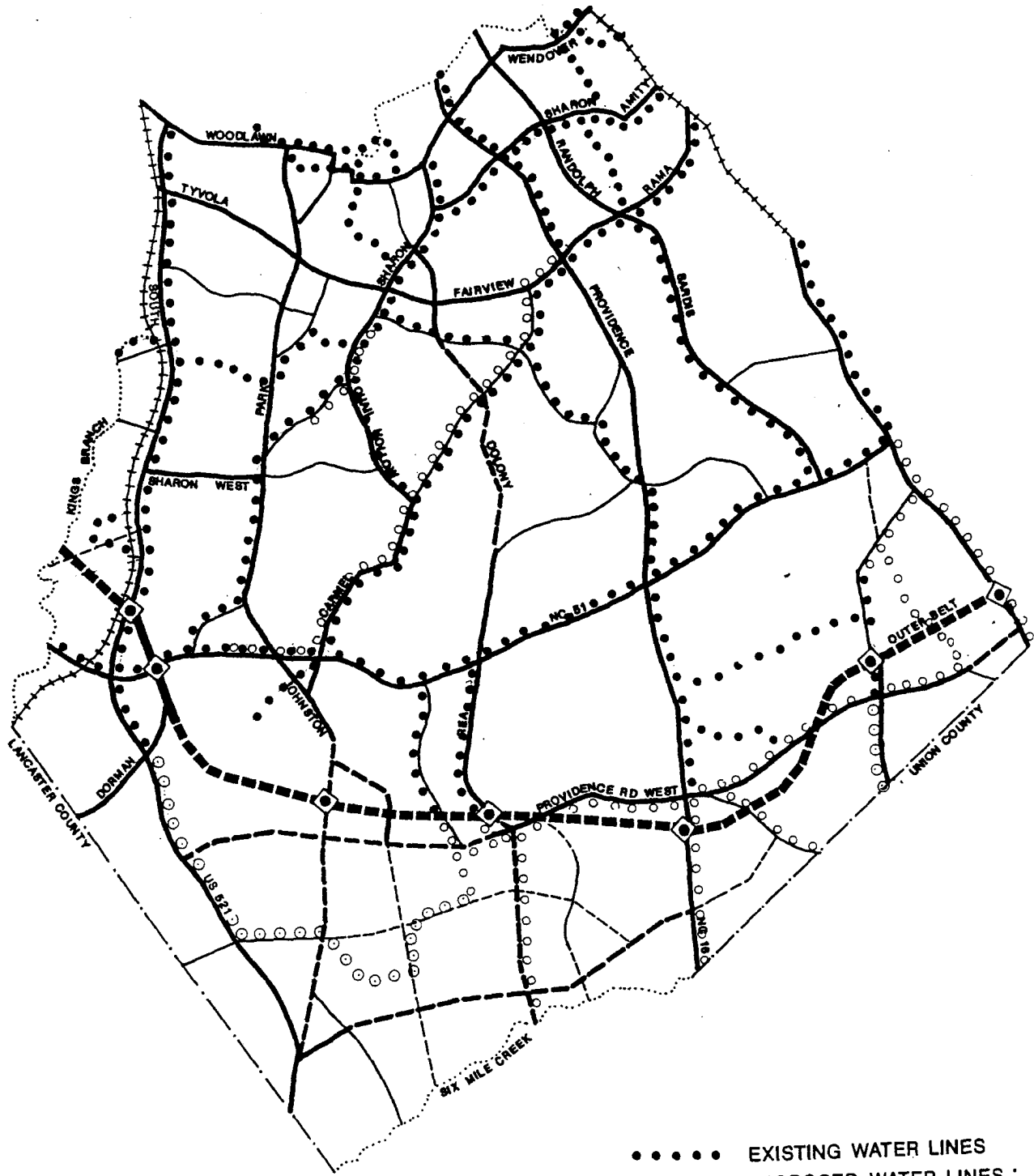
Package Sewage Treatment Plants

The use of private package treatment plants has been an issue in the developing portions of the South District. Since the entire district is scheduled to have main sewer lines within the next 10 years, the use of package plans in the South is strongly discouraged. Instead, it is recommended that new development be timed to coincide with the provision of the appropriate CMUD lines. Areas that are already served by package treatment plans

MAP 7: SOUTH DISTRICT SEWER SYSTEM



MAP 8: SOUTH DISTRICT WATER SYSTEM



- EXISTING WATER LINES
- ○ ○ ○ ○ PROPOSED WATER LINES :
- ○ ○ ○ ○ 0-5 YEARS
- ○ ○ ○ ○ 6-10 YEARS



should be connected into CMUD's system as soon as they can be accommodated. (For further discussion of package treatment plants, see the "Water and Sewer Services" section of the District Plan General Policies document.)

Water Service

A number of water projects are also planned for the South District. Two of these projects will be parallel water lines. One will run along a portion of Sharon Road and the other along Carmel Road. The remainder of the projects will provide public water to the southernmost portion of the district which currently is not served. New lines will run along a number of roads including US Highway 521, Providence Road West, McKee Road, Rea Road Extension, and Weddington Road. When the South District improvements are completed, public water service will be available to the majority of the South District.

The following tables list the proposed water and sewer projects in the South District.

LANDFILL

Mecklenburg County has purchased a 574-acre site at the southern tip of the county, between Marvin Road and U.S. Highway 521, to be used as a sanitary landfill and surrounding buffer. The actual landfill will encompass approximately 200 acres and will have a solid waste capacity of around 2,800,000 tons. The site's estimated life as a landfill is 10 years. A community park and golf course are recommended for the site after the landfill ceases operation. (Note: County Engineering has indicated that the landfill will not be designed to accommodate a golf course.)

Prior to construction of a landfill on the proposed site, a special use permit will be necessary. This plan recommends that when evaluating the permit for the landfill the following items be considered:

- 1) The entrance to the landfill should be located on U.S. Highway 521 so that it will have minimal impact on nearby residential areas; and
- 2) A substantial buffer should surround the landfill such that the operations will have minimal impact adjacent property owners.

If a landfill is not constructed, the entire site should be developed immediately as a community park.

TABLE 3

SOUTH DISTRICT SEWER SERVICE NEEDS

Sewer Facility/Main Projects	Time Frame (Years)	Estimated Cost in 1991 Dollars
McAlpine Creek WWTP Composting Complex	0-5	20,500,000
Six Mile Creek Outfall, Lift Station and Force Main	0-5	8,800,000
McAlpine Creek Wastewater Plant Expansion (60 MGD)	0-5	35,500,000
Four Mile Creek Parallel Outfall	0-5	4,273,000

TABLE 4

SOUTH DISTRICT WATER SERVICE NEEDS

Water Main Projects	Time Frame (Years)	Estimated Cost in 1991 Dollars
Along Carmel Road from Providence Road to N. C. Highway 51	0-5	5,261,000
Along Pleasant Plains Road and McKee Road to Weddington Road	0-5	1,009,000
Along Proposed Rea Road Extension from Outer Loop to County Line	0-5	364,000
Along Tilley Morris Road from McKee Road to County Line	0-5	310,500
Along Monroe Road from center of Matthews to County Line	0-5	443,000
Along N. C. Highway 51 from Blue Heron Road to Carmel Road	0-5	414,000
Along Providence Road West from U. S. 521 to Elm Lane	6-10	1,977,000
Along U. S. 521 from McAlpine Creek Wastewater Treatment Plant to Providence Road West	6-10	1,897,500
Along Old Weddington Road from McKee Road to County Line	6-10	272,700

LIVABILITY

The majority of the policies and development criteria designed to ensure a livable community are included in District Plan General Policies. Further discussion of some of the livability elements related specifically to the South District is found in the following sections.

PARKS AND OPEN SPACE

The South District has experienced significant residential development in the last decade. However, the acquisition and development of new parks and greenways has not kept up with this rapid residential growth. Consequently, many developed sections of the South District lack adequate public open space. To have a balanced land use pattern, a network of parks and greenways will have to be developed throughout the district.

The Parks Master Plan, adopted on October 30, 1989 by City and County elected officials, proposes five types of parks to be developed throughout the county. These are:

- Nature Preserves,
- Community Parks,
- District Parks,
- Neighborhood Parks, and
- Special Facilities such as Golf Courses and Recreation Centers.

In developed portions of the county, acreage/ population ratios were used to determine park needs for each type of facility. In developing or undeveloped sections of the county, service area standards were used to make recommendations for park facilities. Wherever possible, these recommendations should be followed. In some cases, there may not be sufficient vacant acreage at one location to develop fully the type of park that is recommended. If necessary, additional acreage at one or more other locations should be acquired to supplement the primary site.

Specific master plan recommendations for park development in the South District are outlined below.

Nature Preserve

The Parks Master Plan recommends acquisition and development of a 1,000-acre nature preserve in south Mecklenburg County, but land costs and the lack of available acreage in this area make the purchase of a nature preserve site unlikely. A potential solution to this problem is to locate a nature preserve in Union County, Lancaster County, or York County. This facility could be a joint venture with one or more adjacent counties, resulting in a significant savings in land costs.

Community Parks

There is currently one community park in the South District:

- James Boyce/McAlpine Park - James Boyce Park, located off Sardis Road, has recently been combined with a portion of the McAlpine Greenway to create a community park of over 430 acres. This park currently contains ball fields and picnic facilities, and the Parks Master Plan recommends additional facilities be developed at the park.

The Parks Master Plan recommends the eventual development of a second community park in the South District:

- Highway 521 Landfill Site - The County has purchased 574 acres at the Southern tip of the county, between Marvin Road and U.S. Highway 521, for a landfill and a buffer to surround the landfill. A community park should be developed on this site after the landfill operations have ceased.

District Parks

There is one existing district park located in the South:

- Park Road Park - This 125-acre park, located at Tyvola Road and Park Road, has a wide range of active and passive recreation facilities including ballfields, basketball courts, tennis courts, picnic facilities, and a fitness trail. In addition, a small man-made lake is located on the site. The Parks Master Plan recommends enlarging this park by 50 acres, but this addition may not be feasible because there is no available land adjacent to the existing park.

The Parks Master Plan also recommends six new district parks:

- Strawberry Lane Park (Highway 51 - West) - A district park is planned for the 106-acre tract located adjacent to the new junior high school in the southwest quadrant of the Strawberry Lane and NC Highway 51 intersection. This park is expected to contain nature trails, picnic facilities, a playground, and soccer fields. Additionally, joint-use soccer and softball fields to be shared by the park and adjacent school should be developed.
- Southeast District Park (Highway 51 - East) - The County plans to develop an oversized district park on a 254-acre tract located northeast of Tilley Morris Road. When completed, this park will include typical district park facilities such as basketball and tennis courts, picnic areas, playing fields, nature trails, and playgrounds.
- Four Mile Creek Park - The Parks Master Plan identifies a need for a district park near the confluence of McAlpine Creek and Four Mile Creek. A junior high school/district park site is being acquired by the County through the

Ballantyne development process. This site is located on the portion of the Ballantyne property that is south of existing Providence Road West. Acquisition of additional property adjacent to or near this site should be considered if needed to meet park standards.

- South Mecklenburg Park - The Parks Master Plan recommends development of a district park in the general area bounded by South Boulevard, NC Highway 51, Park Road, and Sharon Road West. The County has acquired, in conjunction with the greenway system, a 29-acre tract on the east side of Little Sugar Creek, just south of Sharon Road West. In addition, it is recommended that property on the west side of the creek be purchased. Since these two tracts will not total the 100-acre standard for a district park, more property in the general area should be acquired to supplement the acreage on Little Sugar Creek. Further, the potential for joint-use of the ballfields at South Mecklenburg High School should be explored.
- Randolph Road Park - The Parks Master Plan recommends purchase of at least 100 acres in the Randolph Road corridor north of Wendover Road. Most of this park land would be in the Central District, but it would serve residents of both the Central and South Districts. Currently, County-owned property on the east side of Randolph Road is being used for playing fields. This property should be permanently dedicated for recreational use. Vacant property across Randolph Road on the west side of the street should be considered for purchase to supplement the property being used for park land.
- Fairview Park - The need for a district park in the SouthPark area south of Fairview Road is identified in the Parks Master Plan. That document recommends purchasing 100 or more acres for this park. However, there are not resources available for the purchase of 100 acres in the SouthPark area. This district plan suggests purchase of lesser acreage and more intense land utilization than typically found in a district park.

This district plan also recommends addition of a new district park to the Parks Master Plan to replace some of the park facilities that were planned originally for the proposed Fairview Park. The property located on Providence Road, just south of McAlpine Creek, should be evaluated as a location for the additional district park. This site could provide an ideal location for a park because it is adjacent to a proposed greenway and a school is being considered for a portion of the property. (Note: The recommended property is currently being subdivided for residential development.)

Neighborhood Parks

The Parks Master Plan does not recommend specific locations for neighborhood parks. Instead, this is accomplished through public requests, staff identification and the planning process.

At present, there are only five neighborhood parks which serve the South District even though most of the district is developed with residential uses. These parks are:

- Grayson Park, located on Beal Street at Wendover Road;
- Oakhurst Park, located on Craig Avenue south of Beal Street;
- Carmel Road Park, located on Carmel Road south of Sharon View Road;
- Olde Providence Park, located behind Olde Providence Elementary School on Rea Road; and
- Huntingtowne Farms Park, located adjacent to Little Sugar Creek in the Huntingtowne Farms neighborhood.

Two additional neighborhood parks are planned for the South District. They are:

- McKee Neighborhood Park - A 20-acre site has been purchased in conjunction with the McKee Elementary School. This site should be developed as a Neighborhood Park within the next ten years.
- Big Rock Neighborhood Park - A 14-acre parcel is being acquired in conjunction with the development of the Thornhill neighborhood.

More neighborhood parks will be needed in the South District. As development continues, it will be desirable to acquire neighborhood park sites through the rezoning and subdivision process. Large scale development proposals should include public parks as part of the development plan. Additionally, the Parks Master Plan policy states that the acquisition of land for neighborhood parks should be considered in conjunction with the development of greenways and construction of new schools.

Further, the purchase of private recreation facilities might be considered on a case by case basis if these facilities meet neighborhood park standards and if neighborhood groups are interested in converting them to public parks. However, a decision to purchase should occur only after thorough study. An existing facility should meet neighborhood park standards, and a cost/benefit analysis should be performed for each potential park to ensure that the purchase of a facility will not create a fiscal burden for the public sector.

Although most parts of the district lack neighborhood parks, special attention should be given to locating parks in the rapidly developing NC Highway 51 corridor, as well as the southernmost portion of the district below NC Highway 51. The Providence Road/Providence Road West/Southern Outer Belt Interchange Land Use Study has already indicated that a number of neighborhood park sites will be needed in that study area to support future high-density residential development.

Recreation Centers

There are two existing recreation centers in the South District. These are:

- Marion Diehl Center, located on Tyvola Road west of Park Road. This center primarily serves senior citizens and special populations; and
- Naomi Drenan Center, located at Grayson Park on Wendover Road.

One additional recreation center is proposed for the district:

- South Mecklenburg "Mega" Recreation Center - The Parks Master Plan recommends that a 40,000 to 70,000-square foot recreation center be built in the South District. This large center would include facilities such as a gymnasium; exercise and weight room; rooms for arts and crafts, meetings, dance, and games; a kitchen; a leisure pool; a nursery; and locker rooms. Although an appropriate location for this center has not been identified, the master plan indicates that typically recreation centers should be located within district or community parks.

Golf Courses

Although there are a number of golf courses in the South District, none are publicly-owned. The Parks Master Plan recommends the purchase or development of two public golf courses in the district:

- Sharon Golf Course - This existing golf course, located at Park Road and Park South Drive, should be acquired, and the feasibility of converting this facility into an 18-hole Par 3 course should be determined. If conversion is not feasible, a district park should be located on this site.
- Highway 521 Landfill - If feasible, a golf course with a minimum of 18 holes should be developed as part of the proposed reuse of the Highway 521 Landfill site as a community park. (Note: County Engineering has indicated that the landfill design will not accommodate a golf course.)

GREENWAYS

The Greenway Master Plan, as described in the general policy document, was adopted by the County in 1980, and an update of this document will be submitted to the combined City/County Parks and Recreation Commissions in July of 1992. Public hearings are anticipated during late 1992. The South District greenways that were identified in the original master plan are:

- Big Sugar Creek and Kings Branch;
- Little Sugar Creek and Briar Creek;
- McMullen Creek;
- McAlpine Creek;
- Four Mile Creek; and
- Six Mile Creek and Flat Branch.

To date, some acreage has been acquired along most of these creeks, and greenway development has been completed along portions of McAlpine and McMullen Creeks. The segment of the McAlpine Creek Greenway between Sardis Road and Monroe Road was developed in 1979. This section includes a trail and boardwalk system. Additionally, the 360-acre McAlpine Greenway Park, located just outside the South District across Monroe Road, has been developed.

A short segment of the McMullen Creek Greenway has been completed between NC Highway 51 and Tifton Road. This greenway will eventually be completed down to McAlpine Creek. When developed, it will include a nature trail, picnic areas, and interpretive nature areas.

The update to the Greenway Master Plan recommends the following:

- The addition of tributaries to Six Mile Creek and Four Mile Creek;
- New trail/bikeway connections in the street rights-of-way of NC Highway 51 between Little Sugar Creek and McAlpine Creek, Providence Road, Sharon Road West/Gleneagles Road, South Boulevard between Arrowood Road and Sharon Road West, Arrowood Road, and Tyvola Road/Fairview Road; and
- A trail north of McAlpine Creek in the Southern Railway right-of-way.

As the greenways proposed for the South District are designed and constructed, provisions for bicycles will be an important consideration. The potential for the greenways system to accommodate cyclists will provide recreational opportunities for

area residents. In some areas, the greenway system might also allow some district residents to commute by bicycle.

HISTORIC RESOURCES

Numerous historic properties are located in the South District. Significant sites and structures in the district have been identified through a county-wide inventory of historic properties. These are listed in Appendix B.

Two properties in the South District have been given National Register historic designation. These are:

<u>Name of Property</u>	<u>Location</u>
Providence Presbyterian Church	10410 Providence Road
Providence Presbyterian Cemetery	across Providence Road from Providence Presbyterian Church

A number of sites have also been designated as Historic Landmarks by the appropriate local jurisdiction. These include:

<u>Name of Property</u>	<u>Location</u>
Isaac Newton Alexander House	off Runnymede Lane
Morrowcroft	2525 Richardson Drive
John Hunter House	5607 Sardis Road
William Lee House	Sharon View Road
Old Matthews School	South Trade Street, Matthews
Hennigan Place	Tilley Morris Road
James A. Blakeney House	Blakeney Road
J. J. Rone House	Marvin Road

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

<u>Name of Property</u>	<u>Location</u>
Yandell House	229 Main Street, Matthews
McKinney Farm and House	7332 Providence Road West
William Ross House	Dick Ross Road

Although many historic properties remain in the South District, some already have been lost. As development continues, special attention should be given to protecting and preserving the remaining historic resources. An historic preservation master plan is currently being prepared for the city and county. When completed, this document will identify preservation priorities, tools for protection and preservation, and funding mechanisms.

SCHOOLS

There are sixteen elementary, six junior high, and three high schools in the South District. Sites for an elementary school and junior high school/district park also are being acquired through the Ballantyne development process. As the residential population in the South District and the county as a whole continues to grow, additional schools will be needed.

Planning in advance for schools will be important, particularly as appropriate sites becomes increasingly scarce and as land costs continue to climb. The School Facilities Master Plan, a Charlotte-Mecklenburg Board of Education document being developed in conjunction with the Planning Commission, will project school needs at least through the year 2000 and will identify general locations for future schools in the South District.

STREETSCAPES

The South District has some of the most attractive streetscapes in the County. It will be important to maintain the positive image created by the district's streetscapes. Special attention should be given to maintaining and improving the district's streetscapes as roadways are widened and new roads are constructed. Additionally, the existing South Boulevard corridor, between Woodlawn Road and the Southern Outer Loop, should be considered for streetscape improvements.

When adopted, the Roadway Development Guidelines should be used as the basis for the design of new streetscapes and streetscape improvements. These guidelines are designed to make streetscapes more attractive and to improve the pedestrian environment. They can be applied to road widenings and construction of new streets, as well as improvements to existing roadways such as South Boulevard.

CONCLUSION

This district plan outlines the desired future for the South District, and it provides land use and capital facilities guidance to be used in the development decision-making process. The document focuses on managing anticipated growth in the district by promoting a balanced land use pattern. The plan map and text identify opportunities for a variety of housing types and densities, as well as appropriate locations for mixed use and commercial centers and employment concentrations.

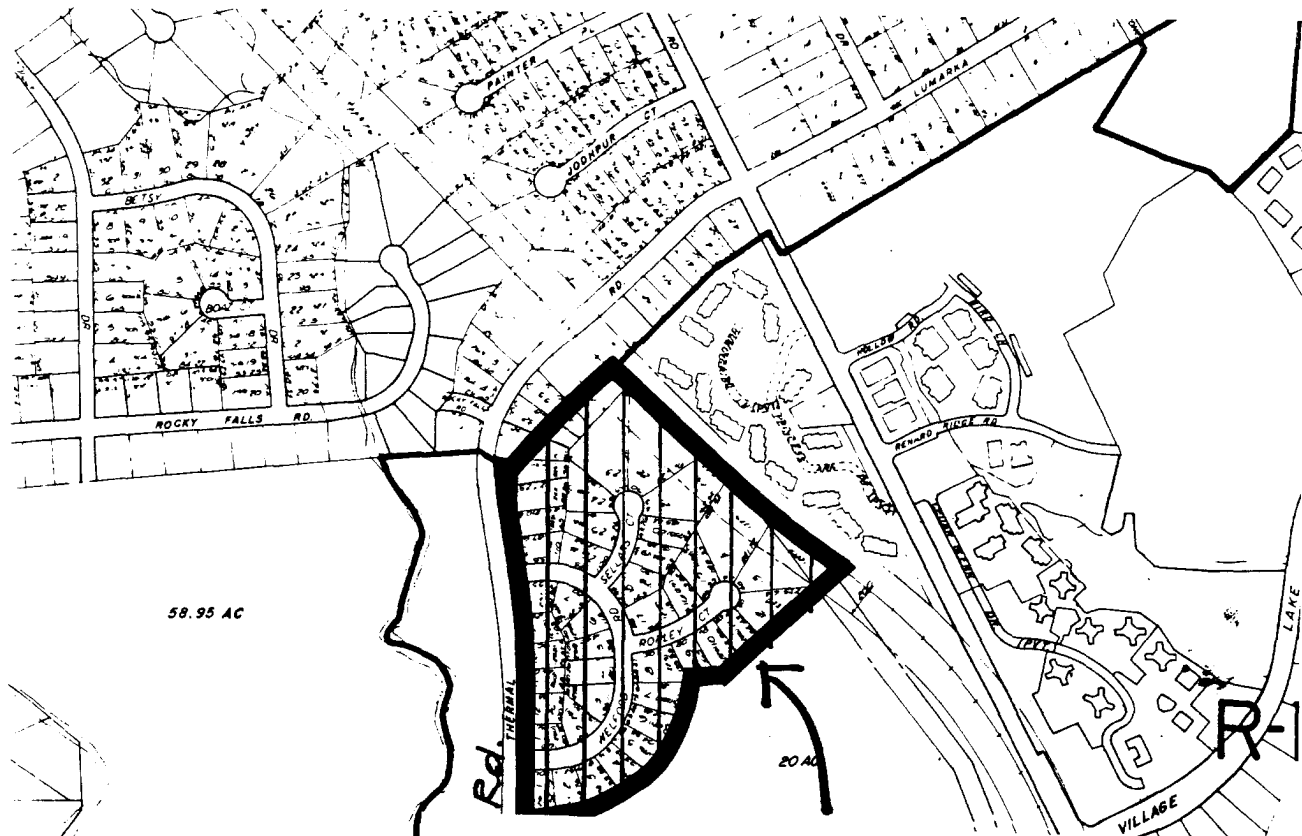
This plan also provides a program for public infrastructure improvements which should be built in the South District during the next twenty years. In addition, it suggests a number of complementary approaches to dealing with the district's traffic congestion. The timely construction of these infrastructure improvements, especially transportation improvements, will be of utmost importance. Additionally, a strong commitment to the phasing of major development projects will be necessary to ensure that future growth does not outpace the provision of necessary infrastructure.

Additional strategies will be needed to maintain a livable community with a high quality of life. This plan identifies parks and greenways which should be acquired, streetscapes that should be improved, and historic resources that should be protected.

The key action steps necessary for implementation of the South District Plan are listed below:

- Consistently apply land use policies in this plan through the rezoning process.
- Coordinate land use plans with Matthews and Pineville.
- Initiate recommended rezonings.
- Review proposed capital improvements for consistency with this and other plans.
- Acquire land for parks and greenways in the district.
- Develop an urban design manual designed to encourage a more cohesive, pedestrian environment for suburban centers such as SouthPark.
- Work with adjacent counties to develop a regional sewage treatment plant.
- Revise the 2005 Transportation Plan and Thoroughfare Plan as outlined in this plan.

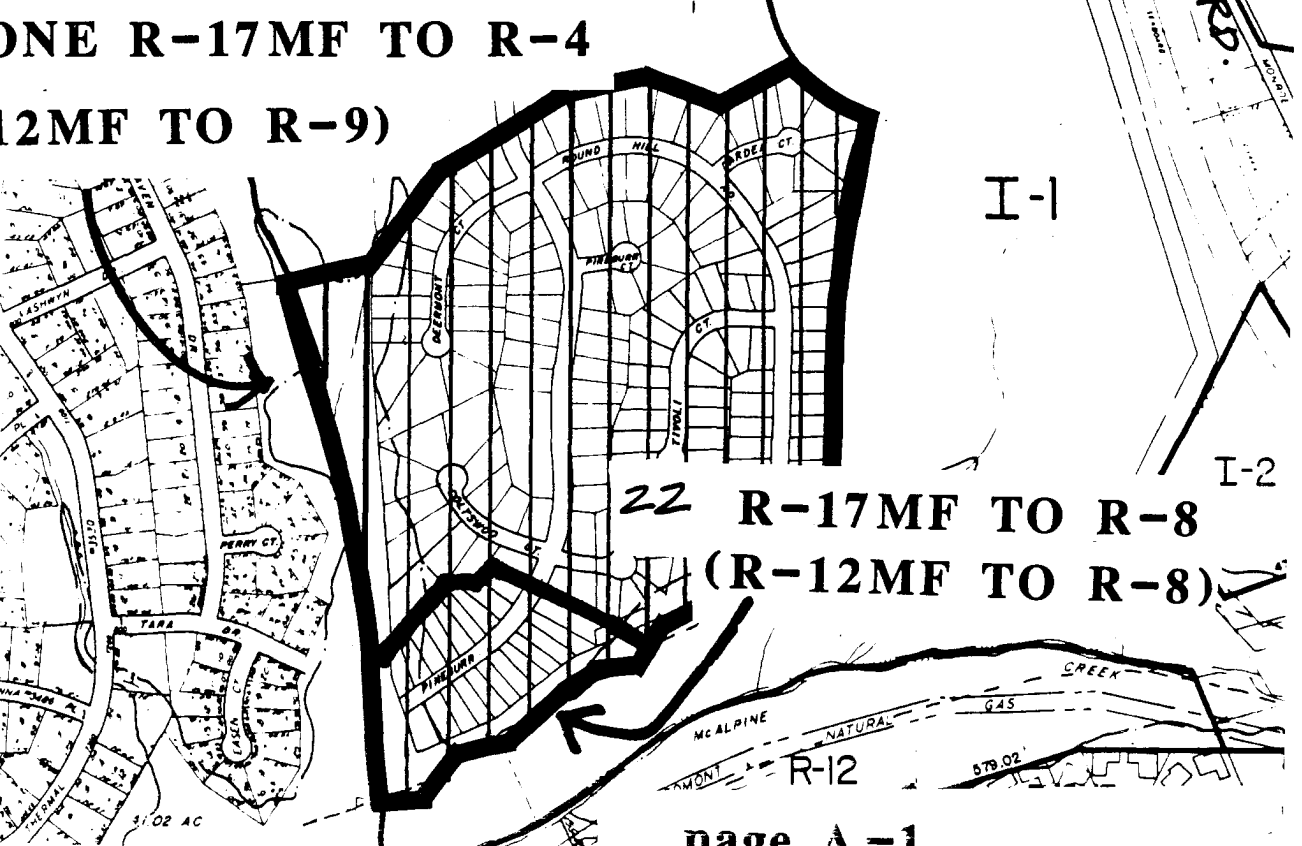
Appendix A



1) REZONE R-17MF TO R-3
(R-12MF TO R-12)

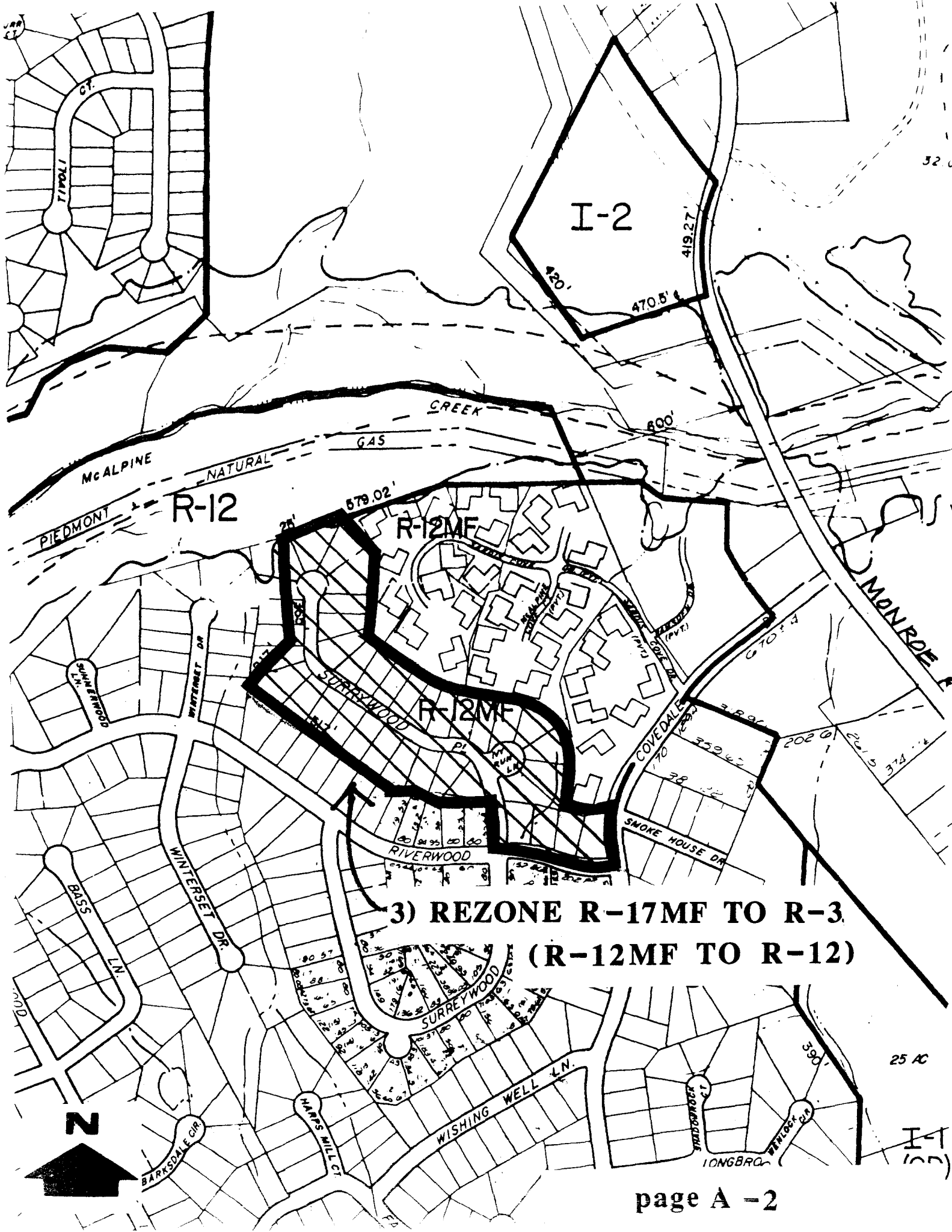


2) REZONE R-17MF TO R-4
(R-12MF TO R-9)



22 R-17MF TO R-8
(R-12MF TO R-8)

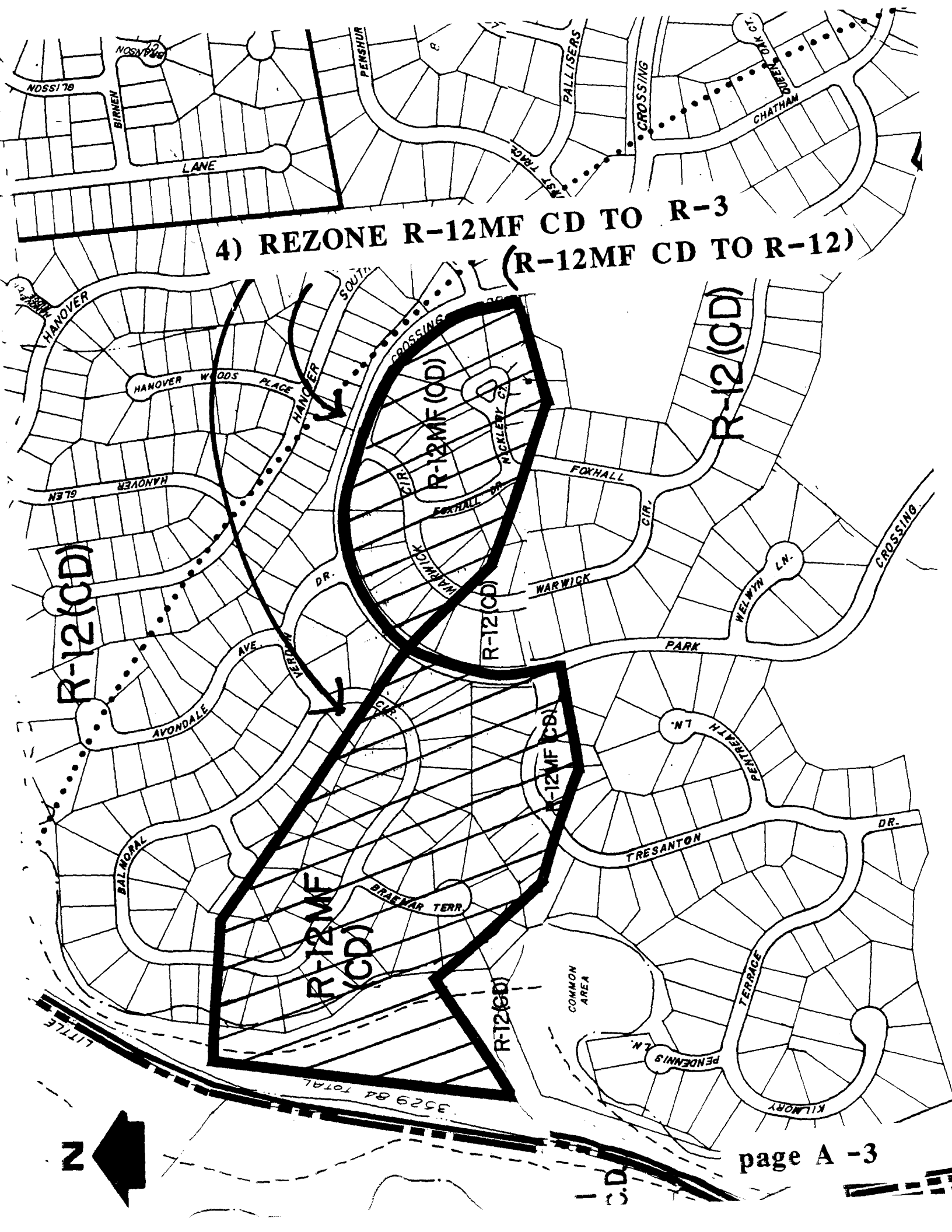




**3) REZONE R-17MF TO R-3
(R-12MF TO R-12)**



4) REZONE R-12MF CD TO R-3
(R-12MF CD TO R-12)



5) REZONE
R-17MF TO R-4 MF
(R-9MF TO R-9)

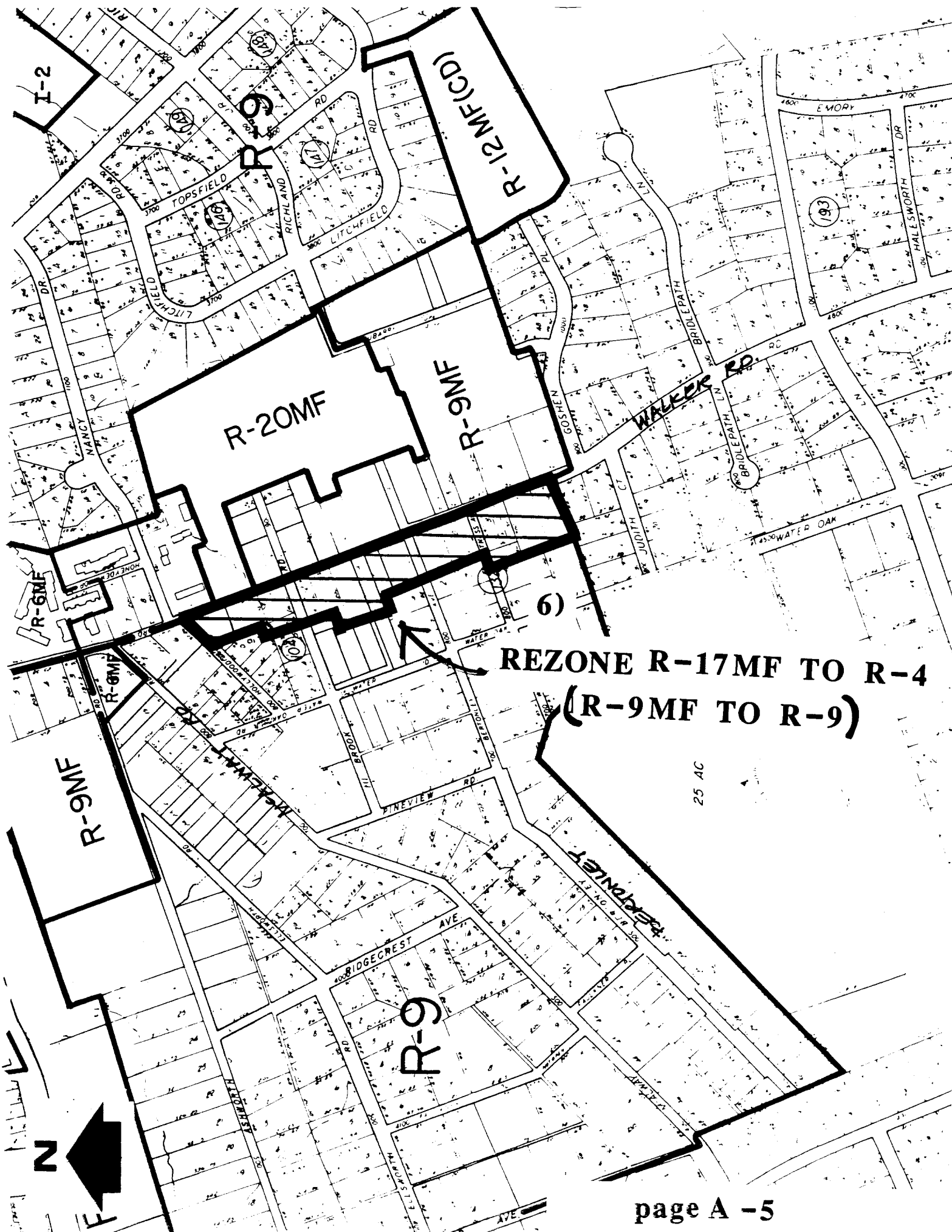
21) REZONE O-2 TO R-8
(O-6 TO R-8)

18) REZONE R-22MF TO R-8
(R-6MF TO R-8)

7) REZONE R-22MF TO R-4
(R-6MF TO R-9)

19) R-22MF TO R-8
(R-6MF TO R-8)





**REZONE R-17MF TO R-4
(R-9MF TO R-9)**

25 AC

3319

I-2

B-2

17) REZONE R-22MFTO R-8
(R-6 MF TO R-8)

#89-24

576 299 RR

SCHOOL

6.014 AC

-I.S.C.D.

MIRROWOOD RD.

8) REZONE R-22MF R-4
(R-6MF TO R-9)

#90-71

96 AC

R-6MF

9) REZONE R-22MF TO R-4
(R-6MF TO R-9)

R-9

B-D (CD)

B-2(CD)

#90-26

U.S. HWY. 21 (PINEVILLE RD.)

CONDITIONAL USE
OUTDOOR RECREATION
C. 8-23

N



24) REZONE R-22MF

TO R-8 (R-6MF

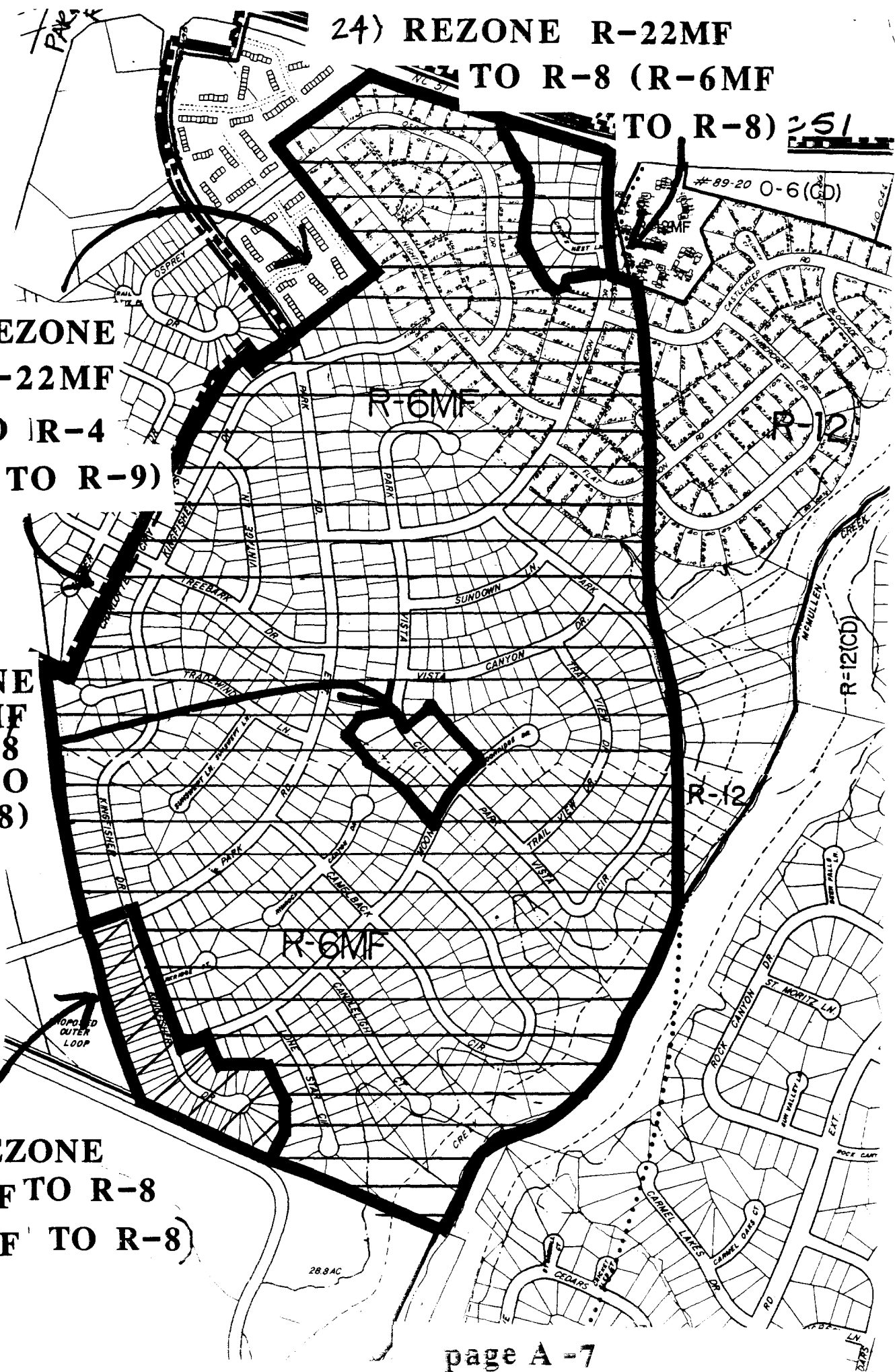
TO R-8) 251

#89-20 0-6(CD)

10) REZONE
R-22MF
TO R-4
(R-6MF TO R-9)

13) REZONE
R-22MF
TO R-8
(R-6MF TO
R-8)

15) REZONE
R-22MF TO R-8
(R-6MF TO R-8)



13) REZONE I-2 TO R-4
(I-2 TO R-9)

39) REZONE I-2 TO B-2

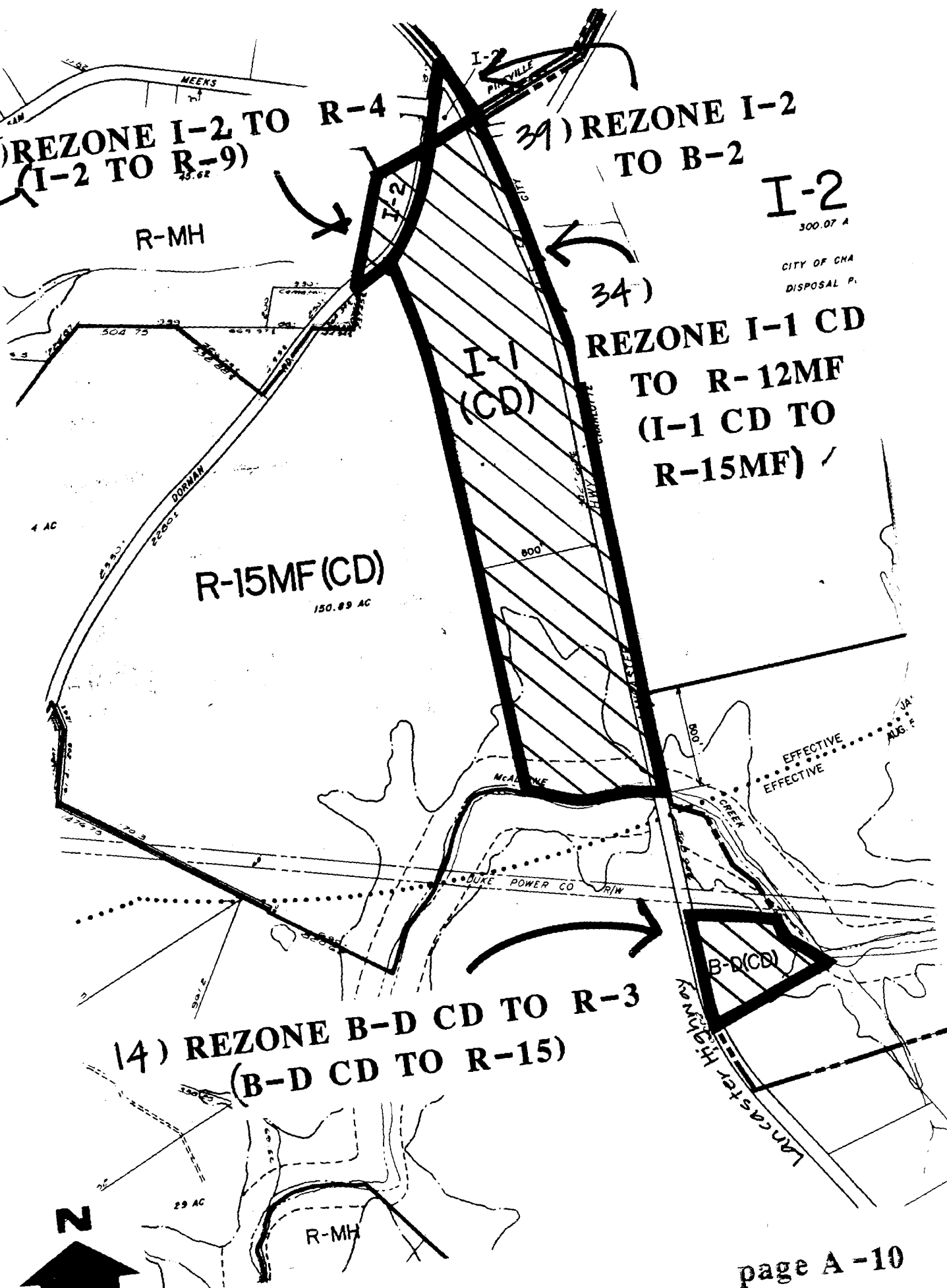
34) REZONE I-1 CD TO R-12MF
(I-1 CD TO R-15MF)

I-2
300.07 A
CITY OF CHA
DISPOSAL P.

R-15MF (CD)
150.89 AC

14) REZONE B-D CD TO R-3
(B-D CD TO R-15)

B-D (CD)



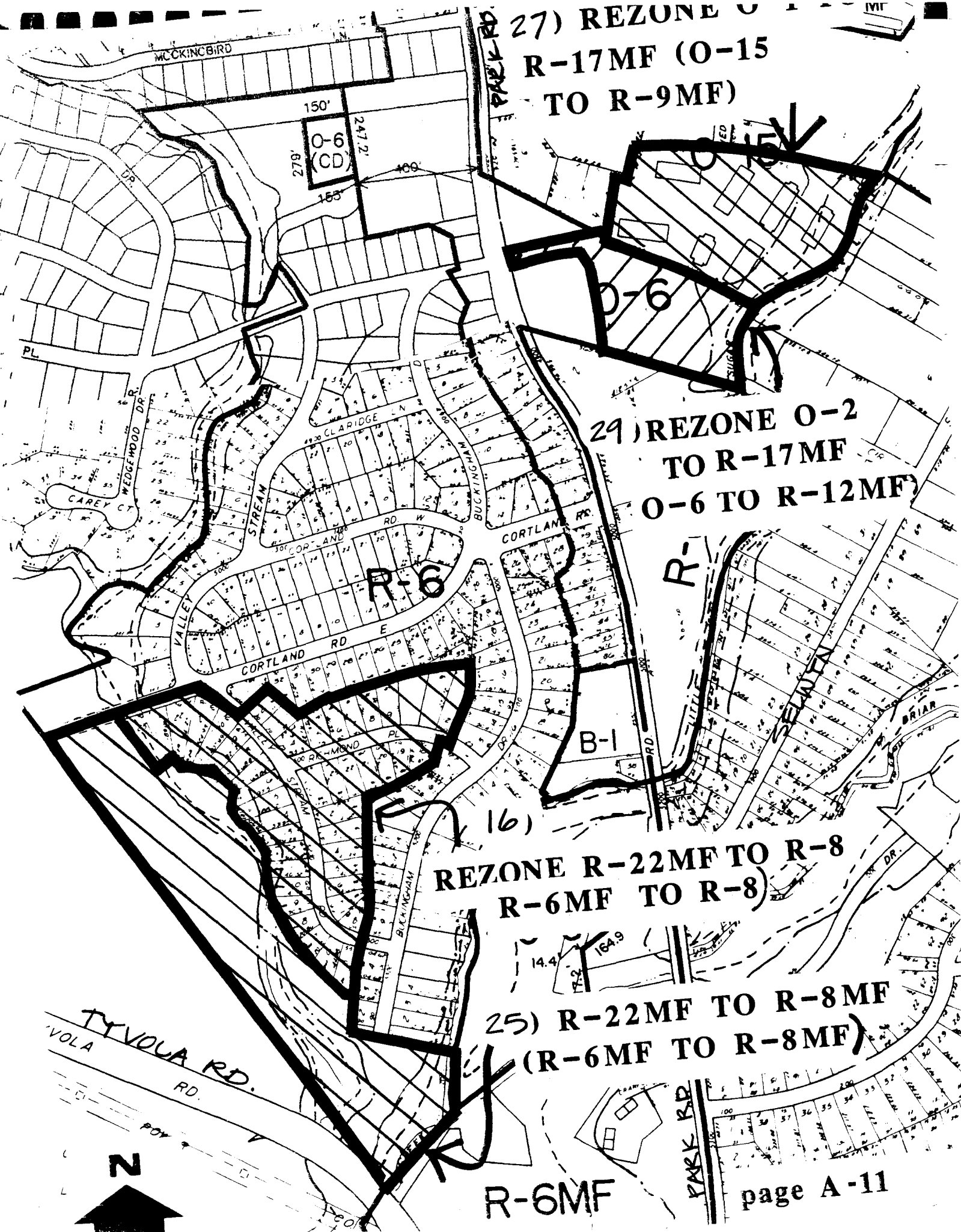
27) REZONE
R-17MF (O-15
TO R-9MF)

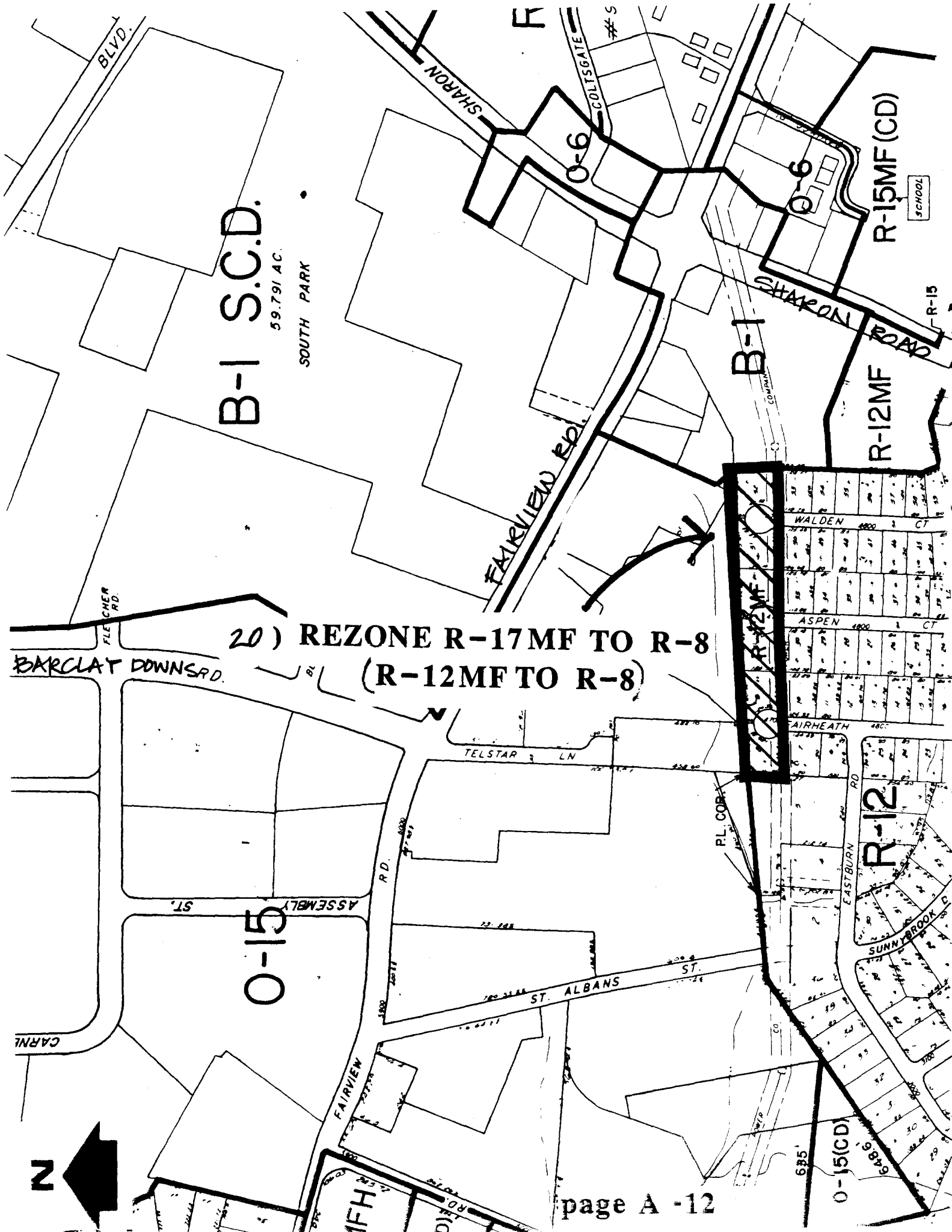
29) REZONE O-2
TO R-17MF
O-6 TO R-12MF)

16)
REZONE R-22MF TO R-8
R-6MF TO R-8)

25) R-22MF TO R-8MF
(R-6MF TO R-8MF)

R-6MF





B-1 S.C.D.
59.791 AC.
SOUTH PARK

20) REZONE R-17MF TO R-8
(R-12MF TO R-8)

B-1

R-15MF(CD)

R-12MF

R-17MF

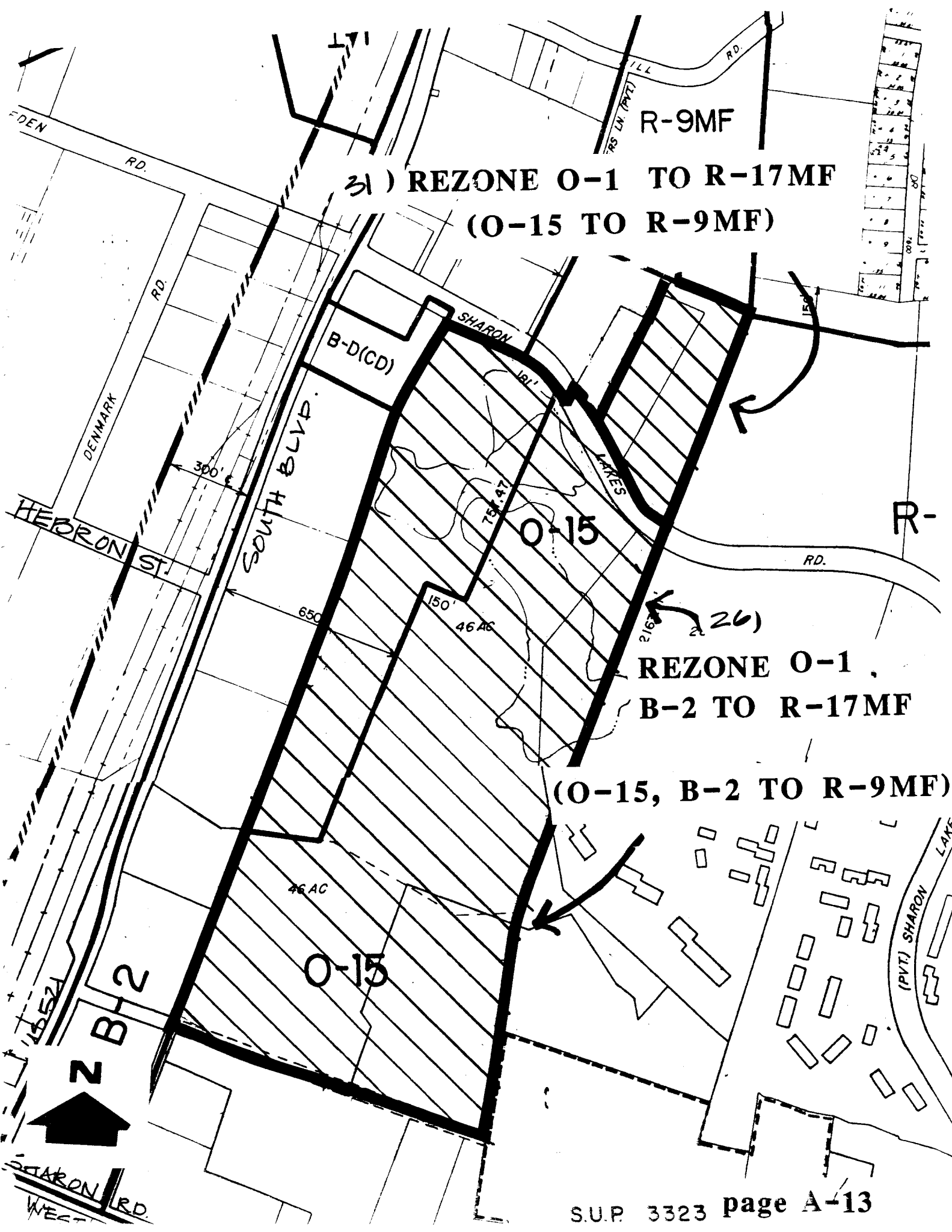
R-12

O-15

O-15(CD)

MFH

N



31) REZONE O-1 TO R-17MF
(O-15 TO R-9MF)

R-9MF

REZONE O-1,
B-2 TO R-17MF

(O-15, B-2 TO R-9MF)

Z B-2

O-15

O-15

B-D(CD)

R-

R-12

30) REZONE O-2 TO R-22MF (O-6 TO R-6MF)

B-ISCD

24.1 AC

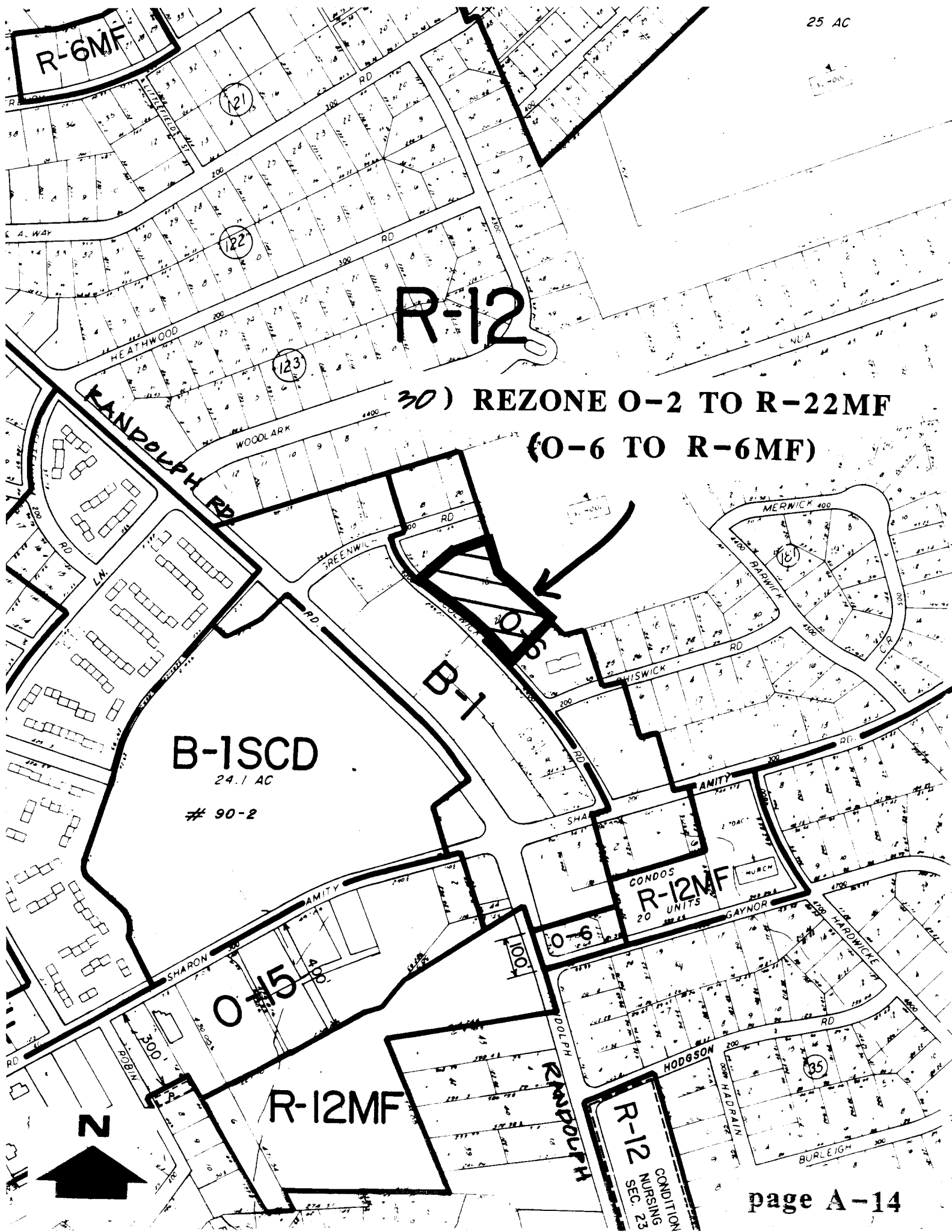
90-2

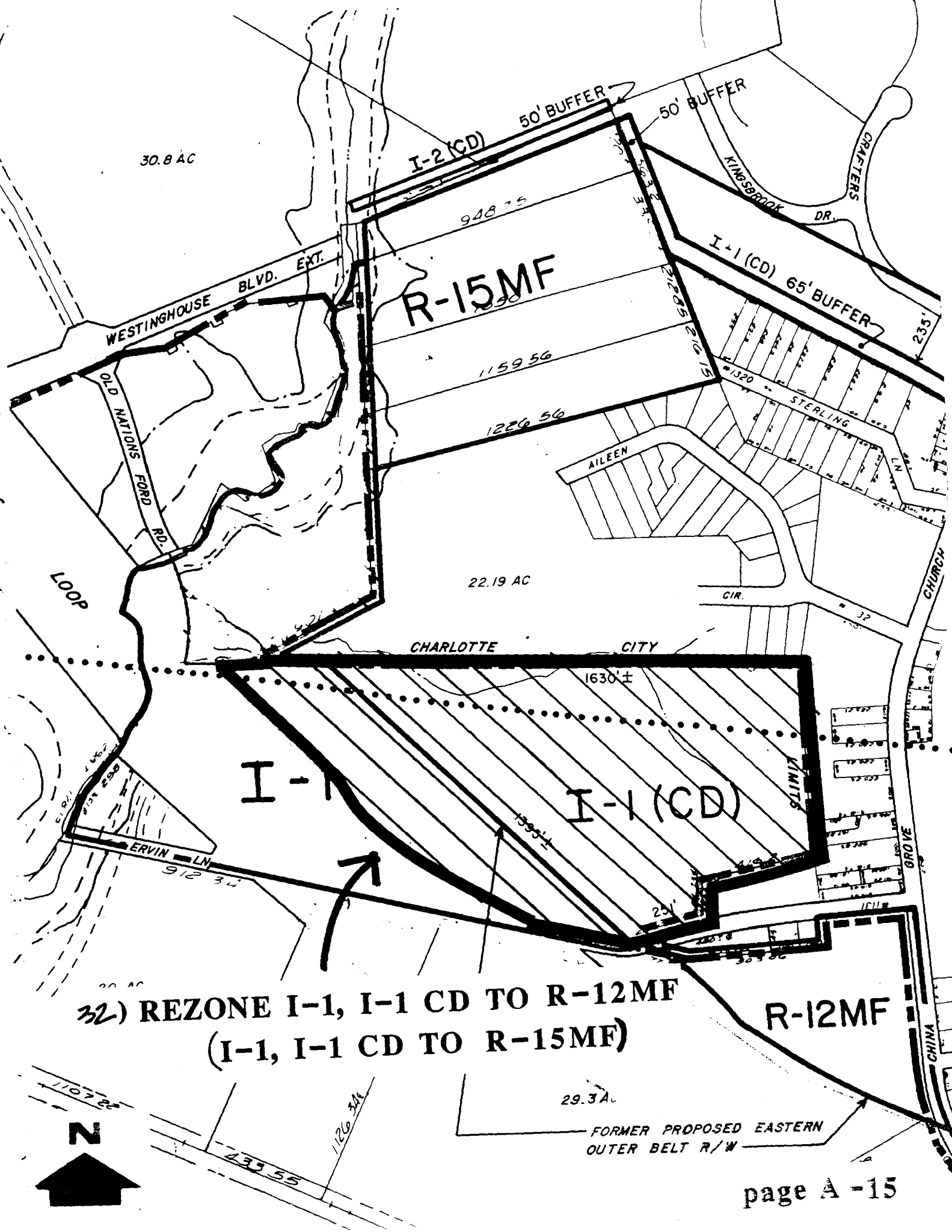
R-12MF

CONDOS
20 UNITS

R-12MF

R-12
CONDITION
NURSING
SEC. 23





30.8 AC

I-2 (CD)

50' BUFFER

50' BUFFER

WESTINGHOUSE BLVD. EXT.

R-15MF

I-1 (CD) 65' BUFFER

100 NATIONS FORD RD.

948.75

1159.56

1226.56

AILEEN

STERLING

LOOP

22.19 AC

CHARLOTTE CITY

1630 ±

I-1

I-1 (CD)

LIMITS

ERVIN LN

912.34

32) REZONE I-1, I-1 CD TO R-12MF
(I-1, I-1 CD TO R-15MF)

R-12MF

29.3A

FORMER PROPOSED EASTERN OUTER BELT R/W

N



35)

REZONE I-2 TO B-1

90-31

B-I.S.C. [

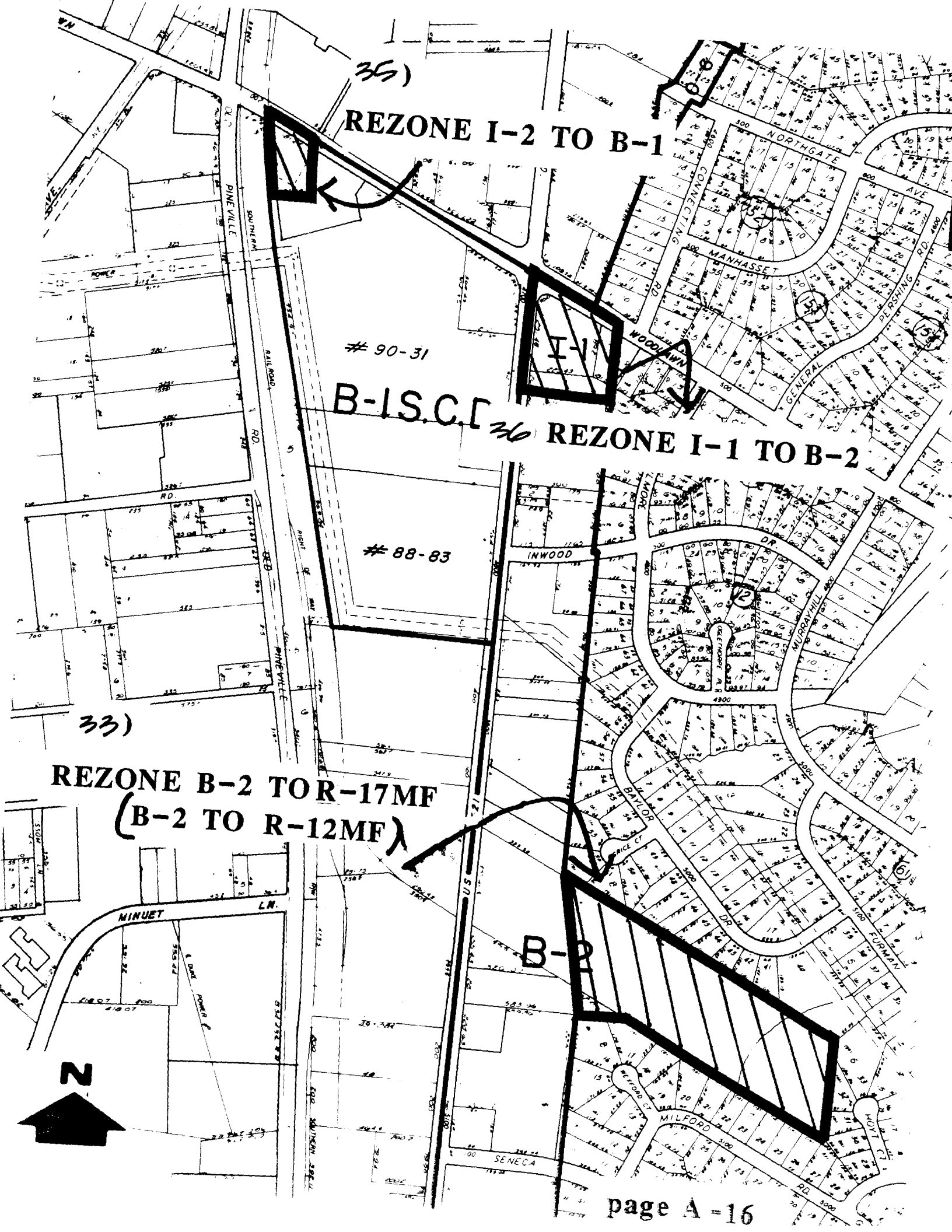
REZONE I-1 TO B-2

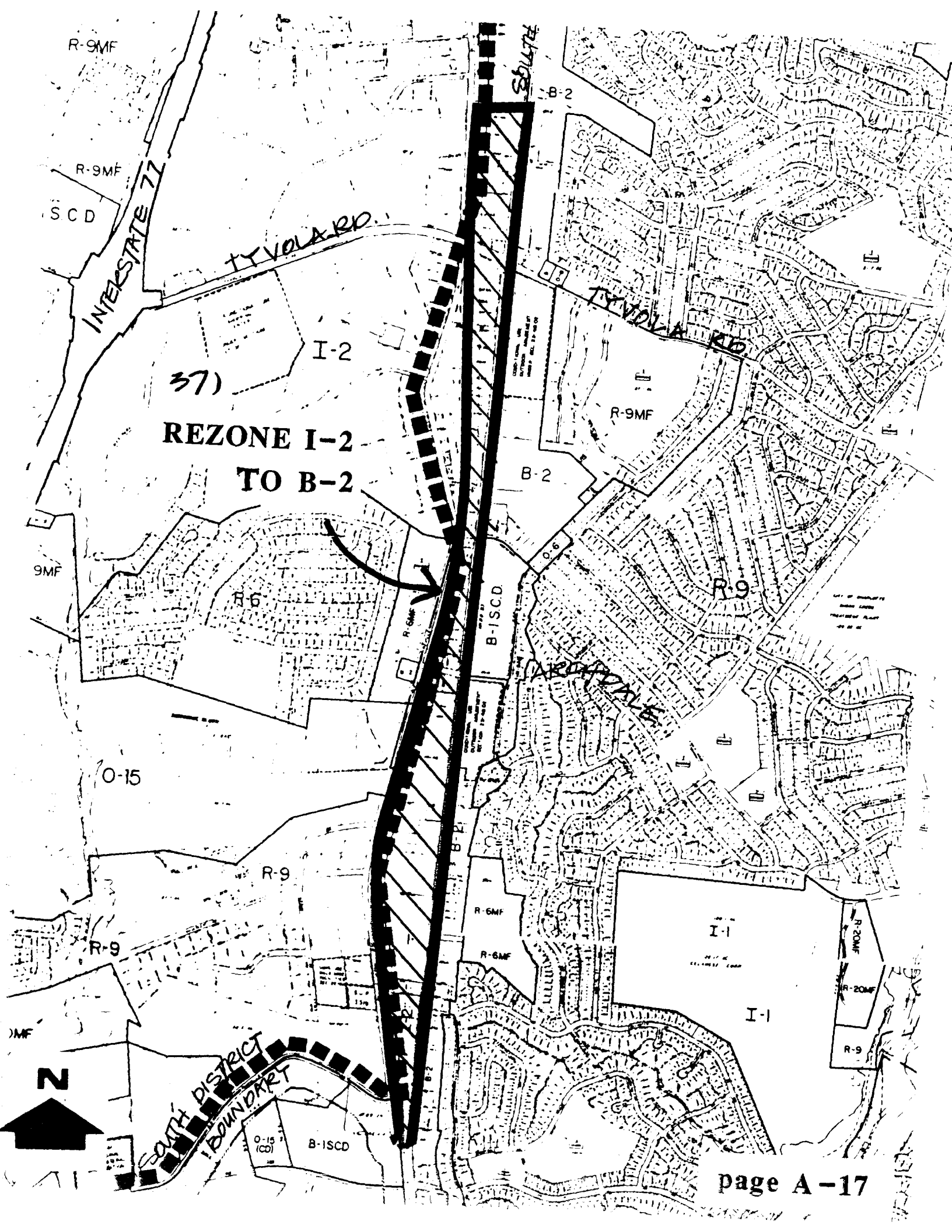
88-83

33)

REZONE B-2 TOR-17MF
(B-2 TO R-12MF)

B-2





R-9MF

R-9MF

SCD

INTERSTATE 77

TYVOLA RD.

I-2

37)
REZONE I-2
TO B-2

B-2

R-9MF

B-2

TYVOLA RD.

9MF

R-6

B-ISCD

R-9

O-15

R-9

R-9

R-6MF

R-6MF

I-1

I-1

N

SOUTH DISTRICT
BOUNDARY

O-15
(CO)

B-ISCD

R-20MF

R-20MF

R-9

380) REZONE I-2 TO I-1



34.53 AC

I-1

I-1

B-2

B-D

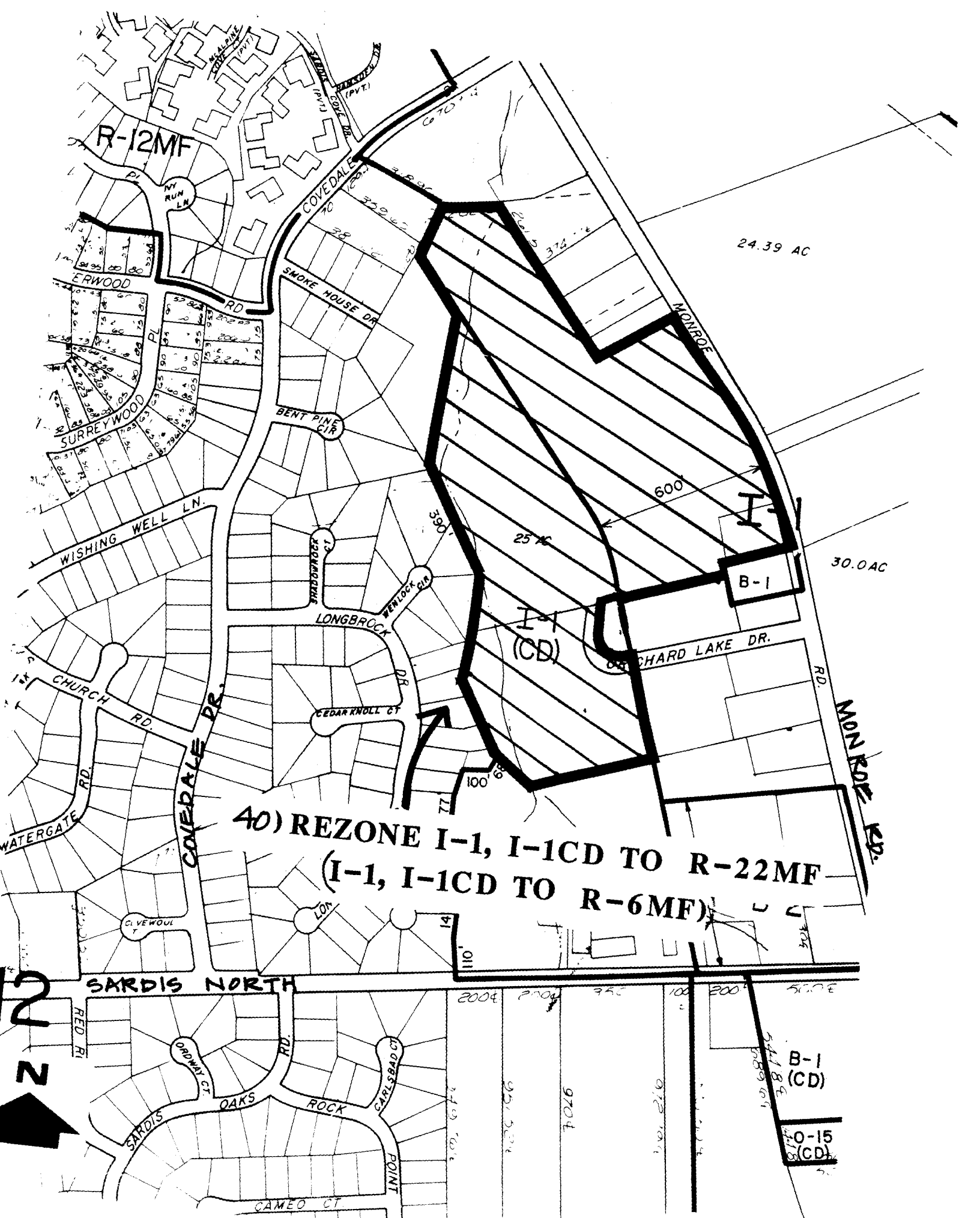
B-2(CD)

B-D

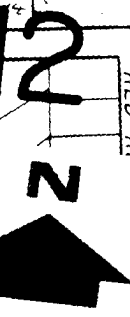
R-9

B-1

EFFECTIVE AUG. 5, 1968
EFFECTIVE JAN. 1, 1972



**40) REZONE I-1, I-1CD TO R-22MF
(I-1, I-1CD TO R-6MF)**



CONDITIONAL
OUTDOOR AML
UNDER SEC. 23



27.1 AC

R-9MF

B-2

28)

REZONE B-2
TO R-43MF
(B-2 TO R-6MF)



R-6MF

B-2

#89-53
B-I.S.C.D.

NAL USE
AMUSEMENT
23-40.02

Appendix B

SOUTH DISTRICT HISTORIC RESOURCES

National Historic Register

Providence Presbyterian Church
and Cemetery

10140 Providence Road

County Landmarks

Isaac Newton Alexander House
Morrocroft
John Hunter House
William Lee House
Old Matthews School
Hennigan Place
James A. Blakeney House
J.J. Rone House

off Runnymede Lane
2525 Richardson Drive
5607 Sardis Road
Sharon View Road
South Trade Street *
Tilley Morris Road
Blakeney Road
Marvin Road

Surveyed Sites

Bungalow on Randolph Road
Pegram Haddock-Vickers House
Craig House
Road
Wallace Store
Pharr Alexander House
Garthwick-Oglukian House
Rev. Miller House
Old Sardis Cemetery
Store
House
Sharon Presbyterian Church/Cemetery
Phillips Outbuilding
Ellison-Moore House
Grier-Rea House
Murkland United Presbyterian Church
Neil Alexander House
House
Bain-Reid House
McLaughlin-Bost House
Downs House
House
Moric-On-Main
House
Yandell House
The Real Estate Center
Andrews Galleria
DeVane and Kandall
The Red Geranium
Classic Collectibles
Wilkerson Hardware
T's Billiards

Randolph Road
1800 Providence Road
1030 N. Sharon Amity

Rama Road
2051 Sharon Lane
4600 Oglukian Road
Sardis Road/Rama Road
Sardis Road
Park Road
Park Road
5201 Sharon Road
off of Sharon View Road
Carmel Road
Rea Road/Colony Road
Old Providence Road
Alexander Road
501 W. John Street *
135 W. John Street *
415 W. John Street *
Strawberry Lane
201 N. Polk Street **
136 Main Street **
129 Main Street **
229 Main Street **
Main Street **
312 Main Street **
314 Main Street **
316 Main Street **
318 Main Street **
320 Main Street **
322 Main Street **

Antiques and Carpets
Pineville Gun Shop
Feed and Seed Store
The China Collection
Yandell Building
Dover Mills
Mill Village
Supervisor's House
Collins House
House
McKinney Farm and House
West
Kuykendall House
Knox House
House
Morris House
Short/Cato House
Robinson House
Community House
McGinn Log House
House
Harrison Church Cemetery
Kerr Tenant House
William Ross House

324 Main Street **
326 Main Street **
328 Main Street **
327-329 Main Street **
333 Main Street **
Dover Avenue **
Cone Street Area **
306 Dover Avenue **
402 Dover Avenue **
Main Street **
7332 Providence Road

Kuykendall Road
McKee Road
McKee Road
Tom Short Road
Tom Short Road
Providence Road West
Hall Road
Providence Road West
U.S. Hwy 521
N.C. Hwy 51
Marvin Road
Dick Ross Road

Known Archeological Sites

Boyce Homestead
Big Rock Shelter

Boyce Road
off Elm Lane West

N.C. Memorial Site

James K. Polk House

U.S. Hwy 521 **

* Matthews
** Pineville

Appendix C

Plan Assumptions for Providence Road/
Southern Outer Belt Interchange
Land Use Study

RETAIL

- 180,000 square feet neighborhood oriented commercial development in northwest quadrant of Providence Road/Providence Road West intersection.
- 100,000 square feet highway service oriented commercial development, which would include appropriate uses such as:
 - auto service garage
 - fast food restaurants
 - gas stations

in the northwest quadrant of the Providence Road/Southern Outer Belt interchange. A hotel/motel could also be included in this quadrant.

- 70,000 square feet neighborhood convenience center at the intersection of Providence Road/East-West Lower Mecklenburg County major circumferential road. This service center could be east or west of Providence Road. This is approximately 7 to 9 acres.

OFFICE

- Corporate office development in the northwest quadrant of the Providence Road/Southern Outer Belt interchange in the acreage nearest to the actual interchange. Office development of a residential scale could extend west to the Jonesville AME Zion Church.
- Office development of a residential scale east to the Duke Power property in the northeast quadrant of the Providence Road/Southern Outer Belt interchange.
- Ensure that office development at the interchange is designed at a scale that reflects a compatible relationship with existing residential development. A campus type development consisting of ample greenspace and low rise structures (4-6 stories) should be a condition of the rezoning.

MULTI-FAMILY

- Multi-family developed at 10-12 du. ac. graduating to high density single family, 4-6 du. ac., as a transition from commercial to single family residences in the northwest quadrant of the Providence Road/Providence Road West intersection.

- Multi-family developed at 8-10 du. ac. in the northeast quadrant of the Providence Road/Providence Road West intersection.
- For the southwest and southeast quadrants of the Providence Road/Southern Outer Loop Interchange, allow up to 500 units to be developed at densities greater than 12 units per acre to provide the opportunity for higher density housing close to the interchange. Zoning for densities greater than 12 units per acre should be approved on a "first come, first served" basis. When the 500 maximum units have been approved, the remainder of the area should develop at a density no greater than 12 units per acre. The allocation of 500 higher density units assumes a 4-lane cross section for Providence Road; if the road is widened to 6 lanes, the number of higher density units should be reconsidered.
- Multi-family developed at 10-12 du. ac. east of the Duke Power property to Tilley Morris Road in the northeast quadrant of the Providence Road/Outer Belt interchange.
- Multi-family at 10-12 du. ac. west of Jonesville AME Zion Church on the property between Providence Road West and the Southern Outer Belt.
- In accordance with the multi-family locational criteria in the District Plan General Policies, allow some low density (10-12 units per acre) multi-family development in conjunction with the neighborhood convenience center approved at Providence Road and the proposed Lower Mecklenburg County Circumferential. The policy promotes locating higher density housing in close proximity to centers.
- Multi-family development adjacent to Jonesville AME Zion Church should be sensitive to the Church in respect to building design, setback and visibility to Providence Road West.
- Provide meaningful open space in the form of common areas and/or neighborhood parks in multi-family areas. This is more critical as the density increases.
- Encourage the inclusion of multi-family assisted housing within the multi-family development plans.

Coordination of design among the four corners of Providence Road and Providence Road West should occur through the rezoning process to highlight this important intersection. Design elements should include if possible, architectural features, landscaping, sidewalks and focal points.

TRANSPORTATION

- Diamond design for Outer Belt interchange.
- Left in, but no left out on Providence Road for office/commercial in northeast and northwest quadrants of Providence Road/Outer Belt interchange.

- Right-of-Way for the widening of Providence Road and Providence Road West should be dedicated through the conditional rezoning process.
- Lower Mecklenburg County major circumferential will be extended to intersect with Tilley Morris Road.
- Connector roads will be determined through the conditional rezoning process and the subdivision process for properties south of the Outer Belt to the Lower Mecklenburg County Circumferential Road.
- Tom Short Road will not link to Four Mile Creek Road.
- All commercial development will provide a detailed traffic analysis in coordination to all the other proposed development.
- Access from Providence Road for Allison Lane could be north or south of the neighborhood.
- Widening of Providence Road should be sensitive to the historic Providence Presbyterian Church and cemetery. Care should be taken not to compromise the setting and historical features such as significant trees, gravestones and monuments.
- Preserve and enhance the Allison Lane neighborhood by encouraging additional single family development on vacant lots in the neighborhood and by providing needed amenities such as public water and sewer and paved streets. This supports the District Plan General Policies by integrating affordable housing throughout the community and it also supports the public school system's pupil assignment plan.

Phasing of development is expected to be a part of a rezoning petition and will take into consideration the provision of infrastructure.

Pedestrian access to commercial properties should be assured through the rezoning process.

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

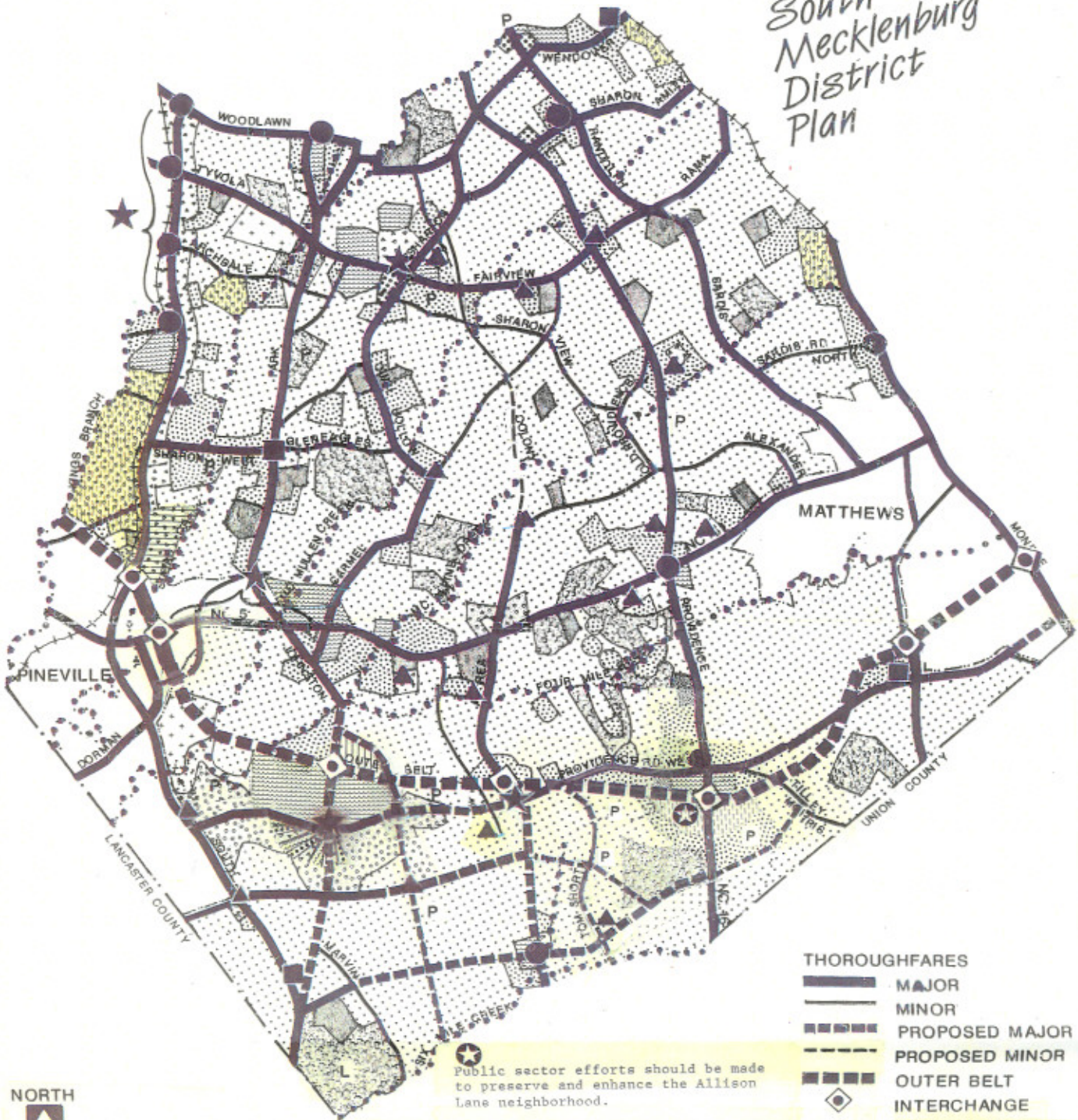
- Triangular shaped parcel fronting on Providence Road West adjacent to Jonesville AME Zion Church.
- South of Outer Belt in the southwest quadrant within the multi-family high density and the single family/multi-family area.

- South of Flat Branch Creek and north of the proposed Lower Mecklenburg County Minor Circumferential Road preferably in conjunction with greenway along Flat Branch Creek.
- Southeast quadrant of the Southern Outer Belt west of the Duke Power lines.

Land should be identified for neighborhood parks as development occurs. Neighborhood parks offer the public a convenient source of recreation and are an amenity needed to maintain a high quality of life in the area. Any land identified for parks should be acquired either through dedication, reservation or purchase as part of the rezoning process.

Proposed Land Use and Transportation

South Mecklenburg District Plan



Public sector efforts should be made to preserve and enhance the Allison Lane neighborhood.

NORTH
▲

- OFFICE/RETAIL HIGH DENSITY MF
- SINGLE FAMILY (BASE DENSITY 3 DU/AC)
- SF/MF
- MULTI-FAMILY
- HIGH DENSITY MF

- AREA WITH POTENTIAL FOR HIGHER DENSITY MF
- OFFICE/MF
- OFFICE/HIGH DENSITY MF
- OFFICE
- OFFICE/RETAIL/MF
- RETAIL

- RETAIL/MULTI-FAMILY
- INDUSTRIAL
- INSTITUTIONAL
- PARK/PRIVATE RECREATION
- UTILITIES

- THOROUGHFARES
- MAJOR
 - MINOR
 - PROPOSED MAJOR
 - PROPOSED MINOR
 - OUTER BELT
 - INTERCHANGE
 - PROPOSED PARKS
 - LANDFILL

- COMMERCIAL CENTERS
- REGIONAL
 - COMMUNITY
 - NEIGHBORHOOD
 - NEIGHBORHOOD CONVENIENCE

NOTE : BECAUSE OF THE SCALE OF THIS MAP , BOUNDARIES ARE NOT PRECISE. LAND USE DECISIONS SHOULD NOT BE PREDICATED UPON THIS MAP. A LARGER SCALE MAP IS AVAILABLE AT THE PLANNING COMMISSION OFFICE.

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