

Steele Creek Area Plan
Potential Revisions to Draft Plan
February 17, 2012

DRAFT

The attached maps and matrix below show proposed changes to the draft *Steele Creek Area Plan* document. In addition to the proposed revisions below; minor graphic, text, and typographical changes that do not impact the intent of the plan will be made.

No.	Page / Section Title	Current Text, Map or Graphic in Draft Plan	Proposed Revision (Bold and Underlined Text)
1.	Pages throughout document	References to S. Tryon Street and York Road (NC 49) throughout the plan document.	Clarify references to S. Tryon Street/York Road (NC 49) throughout the plan document. Label NC 49 as S. Tryon Street (NC 49) within the city limits and York Road (NC 49) within the County.
2.	Page ii Page 7: Vision Statement	The community will implement this vision through the following actions: <ul style="list-style-type: none"> Protecting the Catawba River, McDowell Nature Center and Preserve, natural features and historic places; 	The community will implement this vision through the following actions: <ul style="list-style-type: none"> Protecting the Catawba River <u>and its access</u>, McDowell Nature Center and Preserve, natural features and historic places;
3.	Page iii Page 23: Activity Centers	Westinghouse Industrial Center transverses through the center of the plan area and is the largest industrial core in the Carolinas. While this area is developed with over 20 million square feet of industrial development, additional industrial development is appropriate for the area.	Westinghouse Industrial Center transverses through the center of the plan area and is the largest industrial core in the Carolinas. While this area is developed with over 20 million square feet of industrial development, additional industrial development <u>and employment serving retail land uses are appropriate in strategic locations within this Activity Center.</u>
4.	Pages iii and 23 Community Design	Goal: Encourage sustainable development that promotes accessibility for pedestrians and cyclists while integrating green amenities and environmentally sensitive features.	Encourage <u>sustainable</u> development that promotes accessibility for pedestrians and cyclists while integrating green amenities and <u>protecting</u> environmentally sensitive features.
5.	Page iii and 8	Other opportunities include preserving the neighborhoods and natural environmental features; convenience of Activity Centers for shopping, entertainment and employment; and availability of parks and greenways.	Other opportunities include <u>preservation of</u> neighborhoods and natural environmental features; convenience of Activity Centers for shopping, entertainment and employment; and, availability of parks and greenways, <u>and recognition of the historical significance of "York Road" in street signage along NC 49.</u>
6.	Page 10 Map 2: Concept Map	Map 2: Concept Map	<u>Delete road through Siemen's property.</u>

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7.	Page 13 <i>Map 3: Recommended Land Use</i>	The map currently in the draft document does not show recommended and approved greenways and overland connectors.	<u>Add recommended and approved greenways and overland connectors to Map 3: Recommended Land Use.</u>
8.	Page 15 Policy 2	<p>Residential development in The Sanctuary should not exceed one dwelling unit per acre.</p> <p>The approved site plan for The Sanctuary subdivision allows for 20 percent of the 1,350-acre site to be developed. This subdivision is developed with single family homes on large lots and preserves a large amount of open space. Any future development should continue to take into consideration the environmental features in the area.</p>	<p>Residential development <u>in this area along the Catawba River and</u> in The Sanctuary <u>development</u> should not exceed one dwelling unit per acre <u>remain low density.</u></p> <p><u>Residential development at a density of up to 1.5 dwelling units per acre is appropriate adjacent to the river and 1.0 dwelling unit per acre in The Sanctuary subdivision. The location of this area within the Lower Lake Wylie Watershed, along with the topography challenges it presents, makes it conducive to continue low density residential development. Although the recommended densities are up to 1.5 and 1.0 dwelling units per acre this is recommended as the average density. A slightly higher density may be appropriate in some areas; when development is encouraged to cluster to preserve environmental features. However, most waterfront properties will not be able to exceed 1.5 dwelling units per acre because of existing deed restrictions limiting lot sizes to approximately ¾ acre.</u></p> <p><u>Most of the parcels along the river are currently zoned R-3 and R-5 (allowing up to three or five dwelling units per acre, respectively); however, regulatory constraints make it difficult to develop at these densities. These zoning districts do; however, provide an opportunity to cluster development to lessen environmental impacts in particularly sensitive areas.</u></p> <p><u>The Sanctuary is currently zoned MX-1(Innovative). The approved site plan allows for approximately 26 percent of</u></p>

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			<u>the 1,828-acre site to be developed.</u> This subdivision is developed with single family homes on large lots and preserves a large amount of open space. Any future development should continue to take into consideration the environmental features in the area.
9.	Page 15 Wedge Policies Policy 5 Page 42 Parks and Recreation Policy 40 Page 13 Map 3: Recommended Land Use	The Red Fez Club which is located on Lake Wylie just south of York Road (NC 49) is an institutional use. However, if the site were to redevelop, the land use recommendation is for residential at up to four dwelling units per acre.	The Red Fez Club which is located on Lake Wylie just south of York Road (NC 49) is an institutional use. However, if the site were to redevelop <u>from Institutional, consideration will be given to a retail use such as a restaurant. the land use recommendation is for residential at up to four dwelling units per acre.</u> <u>This site is also appropriate for consideration to provide public access to the Catawba River.</u> <u>Modify Map 3: Recommended Land Use to reflect this change.</u>
10.	Page 15 Wedge Policies 6a	The approved site plan for The Palisades, a large mixed use development located off York Road (NC 49).near Lake Wylie, allows for 225,000 square feet of retail and office land uses. However, the approved plan notes that an additional 100,000 square feet of retail is allowed with a plan amendment. This additional 100,000 square feet is warranted to serve the needs of the large number of residential units in the vicinity of the Palisades neighborhood but should not exceed 325,000 square feet.	The approved site plan for The Palisades, a large mixed use development located off York Road (NC 49) near Lake Wylie, allows for 225,000 square feet of retail and office land uses. However, the approved plan notes that an additional 100,000 square feet of retail is allowed with a plan amendment. This additional 100,000 square feet is warranted to serve the needs of the large number of residential units in the vicinity of the Palisades neighborhood <u>but should not exceed 325,000 square feet.</u> <u>Additional residential, office and/or retail development may be considered if part of a well designed master plan that is pedestrian-oriented and that meets the community design and transportation guidance provided in this plan. In particular, buildings should be oriented toward the street and well integrated into the overall town center site, with</u>

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			<u>on-street and/or shared parking provided internal to the site. Scale (floor area and building height) should be compatible with scale and character of adjacent Palisades neighborhood. The size and number of free standing single tenant buildings should be kept to a minimum so as not to compromise walkability or to overburden the surrounding transportation network. Civic and/or cultural facilities are also appropriate if well integrated with surrounding uses.</u>
11.	Page 15 Wedge Policies Policy 6c <i>Map 3: Recommended Land Use</i> <i>Graphic 4: Shopton Road Industrial Center</i>	Add New Policy - 6c The document does not currently include any text for area 6c (property located on the southerly side of Steele Creek Road between Brown-Grier Road and I-485). However; the recommended land use, shown on <i>Map 3: Recommended Land Use</i> for this area is residential/office/retail.	<u>Recommend residential up to 6 dwelling units per acre (dua). However, consideration will be given to a mixture of residential, office and retail land uses along Steele Creek Road. Retail development should be limited to a convenience size center (70,000 square feet maximum).</u> <u>Modify Map 3: Recommended Land Use and Graphic 4: Shopton Road Industrial Center to show residential up to 6 dwelling units per acre.</u>
12.	Pages 18-19 RiverGate Mixed Use Activity Center Policy 10c	Buildings should front streets with parking at the rear of the site and consideration may also be given to on street parking.	Buildings should front streets with parking at the rear of the site and consideration may also be given to on street parking <u>along internal streets.</u>
	Page 20 Westinghouse Boulevard Industrial Center Policy 11a Page 13 <i>Map 3: Recommended Land Use</i> Page 19 <i>Graphic 2: Westinghouse Industrial Center</i>	Modify the Westinghouse Boulevard Industrial Center boundaries as shown on Graphic 2 to include property that is more appropriate for industrial development. A portion of the Siemens property, located off Shopton Road West, is separated from the larger parcel by Armour Creek (one of the fingers off of the Catawba River). This property is currently located in the Wedge area and zoned I-2. It should be added to the Industrial Center.	Modify the Westinghouse Boulevard Industrial Center boundaries as shown on Graphic 2 to include property that is more appropriate for industrial development. A portion of the Siemens property, located off Shopton Road West, is separated from the larger parcel by Armour Creek (one of the fingers off of the Catawba River). This property is currently located in the Wedge area and zoned I-2. It should be added to the Industrial Center. <u>Modify Map 3: Recommended Land Use and Graphic 2: Westinghouse Boulevard Center to allow the Siemens' property to remain in the Wedge.</u>

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13.	<p>Page 23 Activity Center Policies Add New Policy – 12h</p> <p>Page 13 <i>Map 3: Recommended Land Use</i></p> <p>Page 21, <i>Graphic 3: Whitehall/ Ayrley Mixed Use Activity Center</i></p> <p>Page 22, <i>Graphic 4: Shopton Road Industrial Center</i></p>	<p>The document does not currently include any text for area 12h (property located north of West Arrowood Road and east of I-485). However; the recommended land use, shown on Map 3: Recommended Land Use for this area is residential up to 6 dwelling units per acre.</p>	<p><u>A mixture of residential and office land uses are appropriate in this area. However, residential development should serve as a buffer between existing single family development and non residential development.</u></p> <p><u>Modify Map 3: Recommended Land Use, Graphic 3 Whitehall/Ayrley Mixed Use Activity Center, and Graphic 4: Shopton Road Industrial Center to show a mixture of residential / office land uses for area 12h.</u></p>
14.	<p>Page 24 Residential Design Policies - Building Architecture and Site Design Policies 14E - 14I</p>	<p>14E. Provide a variety of housing types (floor plans, exterior treatments and materials, massing, and roof forms).</p> <p>14F. Porches should be a minimum of 6’ deep and at least half the width of the façade (excluding garages).</p> <p>14G. Design residential garages to reduce visual impact from the street.</p> <p>14H. Vary horizontal and vertical plane of elevations to break up the mass and scale of large buildings.</p> <p>14I. Distinguish ground level of buildings from upper stories through use of materials, articulation or a combination thereof.</p>	<p>14E. Provide a variety of housing types. <u>(floor plans, exterior treatments and materials, massing, and roof forms)</u></p> <p><u>14F. Porches should be a minimum of 6’ deep and at least half the width of the façade (excluding garages).</u></p> <p><u>14G. Design residential garages to reduce visual impact from the street.</u></p> <p><u>14H. Vary horizontal and vertical plane of elevations to break up the mass and scale of large buildings.</u></p> <p><u>14I. Distinguish ground level of buildings from upper stories through use of materials, articulation or a combination thereof.</u></p>
15.	<p>Page 25 Residential Design Policies - Natural Environment Policies 15 A, I, J, K</p>	<p>15A. Provide a meaningful amount of usable and accessible open space. In single family development, this should be common open space.</p> <p>15I. Create a gradual transition between the open</p>	<p>15A. Provide a meaningful amount of usable and accessible open space. In single family development, <u>this should be consider incorporating common open space.</u></p> <p><u>15I. Create a gradual transition between the open space and the built environment where development</u></p>

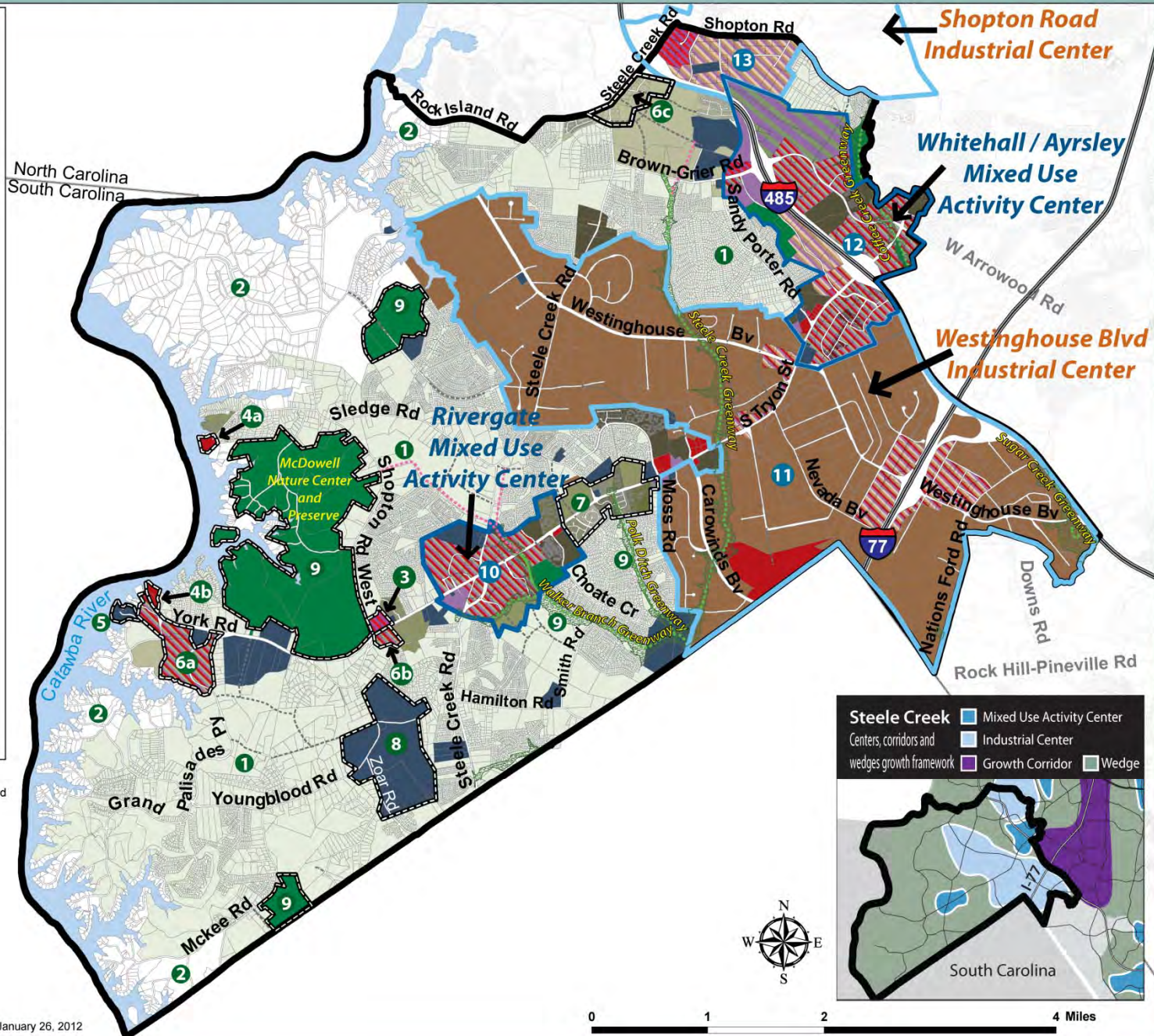
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		space and the built environment where development adjoins natural areas/open spaces.	adjoins natural areas/open spaces.
		15J. Buffer development along South Tryon St /York Road (NC 49) through a combination of landscaping treatments and/or retention of existing trees.	15 J. Buffer development along South Tryon St./York Road <u>(NC 49) Street through a combination of</u> with landscaping. treatments and/or retention of existing trees.
		15K. Encourage “green” site design and building practices.	15K. Encourage “green” site design and building practices.
16.	Page 26 Residential Pedestrian and Vehicular Network Policy 16M	16M. Use landscaping to break surface parking lots into smaller pockets.	16M. Use landscaping to break surface parking lots into smaller pockets.
17.	Page 26	Residential photos.	<u>Replace residential photos.</u>
18.	Page 28 Non-Residential Design Policies - Building Architecture and Site Design Policies 17F and 17K	17F. Design buildings with human scale and visual interest in mind. 17K. Distinguish ground level of buildings from upper stories through use of materials, articulation or a combination thereof.	17F. Design buildings with human scale and visual interest in mind. 17K. Distinguish ground level of buildings from upper stories through use of materials, articulation or a combination thereof. <u>Break down the mass of the building horizontally and vertically to provide for human scale and visual interest.</u>
19.	Page 29 Non-Residential Design Policies - Natural Environment Policies 18C and 18G	18C. Consider using pervious pavement for overflow parking. 18G. Encourage the use of green roofs to reduce storm water runoff and provide other environmental benefits.	18C. Consider using pervious pavement for overflow parking. <u>Minimize impervious areas.</u> 18G. Encourage the use of green roofs to reduce storm water runoff and provide other environmental benefits.

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20.	Page 30 Pedestrian and Vehicular Network Policies 19F, H, K, N, Q, R	<p>19F. Establish clear “way-finding” signage for pedestrians and automobile drivers.</p> <p>19H. Provide safe and secure transit waiting facilities.</p> <p>19K. Integrate landscaping with seating along facades when possible and; when practical, work to integrate the existing tree canopy into the site design.</p> <p>19N. Provide and encourage accessibility to the Catawba River through better connected streets, sidewalks and trails.</p> <p>19Q. Design parking lots on a street/block pattern to minimize large surface lots.</p> <p>19R. Minimize large surface parking lots with smaller pods and extensive landscaping.</p>	<p>19F. Establish clear “way-finding” signage for pedestrians and automobile drivers, <u>where appropriate.</u></p> <p>19H. Provide safe <u>and secure</u> transit waiting facilities.</p> <p>19K. Integrate landscaping with seating along facades when possible <u>and where appropriate.</u> When practical, work to integrate the existing tree canopy into the site design.</p> <p>19N. <u>Provide and encourage accessibility to Catawba River through better connected streets, sidewalks and trails.</u></p> <p>19Q. <u>Design parking lots on a street/block pattern to minimize large surface lots.</u> Design parking lots on a street/block pattern <u>and break up large surface lots with landscaping.</u></p> <p><u>19R. Minimize large surface parking lots with smaller pods and extensive landscaping.</u></p>
21.	Page 32 Transportation Policy 21	Nations Ford Road is not currently listed.	<u>Nations Ford Road.</u>
22.	Page 33 Transportation Policy 22 Page 50 Implementation Strategies Policy 22	Brown-Grier Road currently not listed.	<u>Widen Brown-Grier Road (2 to 4 lanes) from Arrowood Road to Steele Creek Road (NC 160).</u>




















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23.	Page 33 Transportation Policy 24 Page 35 <i>Map 4: Future Transportation Network</i>	The intersection of Steele Creek and Erwin roads is not currently included in the list of intersections recommend to be improved. Recommended and approved greenways and overland connectors are not shown on <i>Map 4: Future Transportation Network</i> .	Add the <u>intersection of Steele Creek and Erwin roads to the list of intersections recommend to be improved.</u> <u>Add recommended and approved greenways and overland connectors.</u> <u>Modify Map 4: Future Transportation Network to reflect these changes.</u>
24.	Page 36 Transportation Policy 31	Complete the Steele Creek Greenway.	Complete <u>greenways in</u> the Steele Creek <u>Greenway</u> area.
25.	Page 37 Transportation Policy 33	As development occurs, provision of an 8' - 10' foot minimum shared-use path should be requested along Shopton Road West to create an overland connector to McDowell Nature Center and Preserve.	As development occurs, provision of an 8' - 10' foot minimum shared-use path should be requested along Shopton Road West to <u>create connect with</u> the overland connector <u>along York Road</u> (NC 49) to McDowell Nature Center and Preserve.
26.	Page 41 Policy 35	Sewer service to the southwest part of the plan area is difficult to provide due to changes in topography and the area's distance from the Steele Creek Pump Station. This pump station, located on Choate Circle, transfers sewage to the McAlpine Wastewater Treatment Plant and will be redesigned in the future to accommodate additional flow.	Sewer service to the southwest part of the plan area is difficult to provide due to changes in topography and the area's distance from the Steele Creek Pump Station. This pump station, located on Choate Circle, transfers sewage to the McAlpine Wastewater Treatment Plant and will be redesigned in the future to accommodate additional flow. <u>There are a total of eleven pump stations located in the plan area, including three in the Palisades development.</u>
27.	Page 41 Water and Sewer Policy 36	When a proposed development requires a rezoning, the rezoning process offers the opportunity to assess infrastructure impacts and to direct more intense development into areas where the infrastructure is in place to support it.	When a proposed development requires a rezoning, the rezoning process offers the opportunity to assess infrastructure impacts and <u>to help guide</u> more intense development into areas where the infrastructure is in place to support it.
28.	Page 42 Storm Water Policy 37	Therefore, preservation of the tree canopy, open space, limited grading and compact development contribute to the protection of the area's natural resources and reduce storm water runoff.	Therefore, measures such as <u>preserving the tree canopy, providing more open space, limiting impervious area, and compact development help</u> contribute to the protection of the area's natural resources and reduce storm water runoff.

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29.	Page 42 Parks and Recreation Policy 40	40. Seek opportunities to improve public access to the Catawba River. As development occurs along the River, consideration should be given to providing land to allow for future public boat access points. Although Copperhead Island provides boat access in the plan area, residents desire additional public access points to the Catawba River.	As development occurs along the River, consideration should be given to providing land to allow for future public boat access points. Although Copperhead Island provides boat access in the plan area, residents desire additional public access points to the Catawba River. <u>The Red Fez Club, if redeveloped, is an appropriate location and topography.</u>
30.	Page 43 Fire Policy 44	There are two fire stations located within the plan area. Station 37 is located on South Tryon Street.	There are two <u>three</u> fire stations located within the plan area. Station 37 is located on South Tryon Street <u>South Tryon Street-York Road (NC 49).</u> <u>Station 26 is located on South Tryon St. near Westinghouse Boulevard.</u>
31.	Page 45 Water Quality Policy 49	Development practices that utilize minimal clearing, grading and soil compaction have less impact on the water quality. Protection of the quality of the area's water supply is very important.	Development practices that utilize minimal clearing, grading, <u>paving, impervious areas</u> and soil compaction have less impact on the water quality. Protection of the quality of the area's water <u>resources</u> is very important.
32.	Page 49 Land Use & Community Design Policies 14-20	Consider appropriate zoning ordinance revisions including those recommendations in the Residential Design Standards (RDS), and the Heights in Residential Districts (H.I.R.D.) stakeholder processes currently underway.	Consider appropriate zoning ordinance revisions including those recommendations in the recently adopted Heights in Residential Districts (H.I.R.D.) and Residential Design Standards (RDS) and the stakeholder processes currently underway.
33.	Page 50 Transportation and Streetscape Policy 21	Upgrade Farm-to-Market Roads as shown on Map 4, Farm-to-Market upgrades include:	Upgrade Farm-to-Market Roads as shown on Map 4, Farm-to-Market upgrades include: <u>Improve the following streets via the City's Farm-to-Market Upgrade program:</u>
34.	Page 51 Transportation and Streetscape Policy 31	Complete Steele Creek Greenway.	Complete <u>all planned greenways in the Steele Creek area.</u>

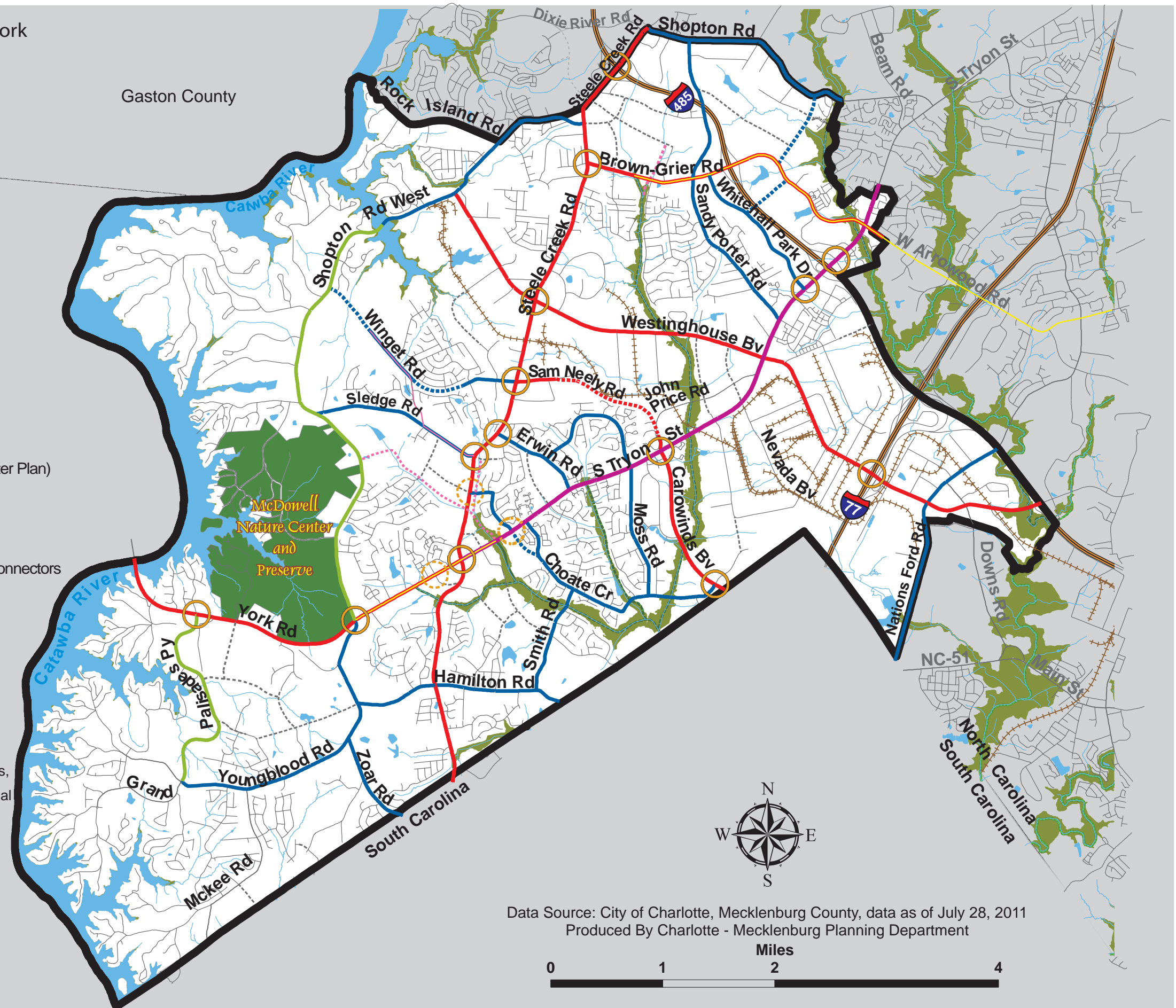
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35.	Pages 50 -51 Transportation and Streetscape Policies 22, 28, & 30	As development occurs.	<u>As funding becomes available and/or as development occurs</u>
36.	Page 53 Environment Policies 46-50	Use the rezoning and subdivision process to implement land use and environmental policies	Use the rezoning <u>process</u> and Subdivision <u>Ordinance process</u> to implement land use and environmental policies.
37.	Page 53 Environment Policies 46-50	Limit the amount of land cleared, graded or compacted during the land development process to maximum allowable built upon area, detailed in the watershed overlay zoning districts that apply.	<u>Use</u> the amount of land cleared, graded or compacted during the land development process to <u>approve the amount of land cleared, graded or compacted to the</u> maximum allowable built upon area, detailed in the watershed overlay zoning districts that apply.
38.	Page 54 Future Transportation Projects Policy 18	The <i>2009 Feasibility Study</i> recommends a connection between South Ridge Drive and Moss Road. The connection will be considered only if parcels located on the west side of Moss Road are redeveloped.	<u>The 2009 Feasibility Study recommends a connection between South Ridge Drive and Moss Road. The connection will be considered only if parcels located on the west side of Moss Road are redeveloped and have fulfilled legal requirements associated with the property.</u>
39.	Page 59 Major Employers	Continental Tire North America.	<u>Continental Tire North America.</u>
40.	Page 65 Steele Creek Multi-Tenant Retail Centers	Food Lion, Kerr Drugs.	Food Lion, <u>Kerr Drugs Dollar Tree.</u>
41.	Page 73 Street Classifications - Thoroughfares	Thoroughfares: Sam Neely Road, and Winget Road are major thoroughfares serving the Steele Creek area.	Thoroughfares: Sam Neely Road, and Winget Road are major thoroughfares serving the Steele Creek area. <u>Sam Neely and Winget roads are a part of the future Carowinds Boulevard Extension.</u>
42.	Page 78 Historic Landmark Photos	Remove photos of Robinson House, William Grier, Hayes-Byrum Store, John Douglas House, and James Coffey House (<i>these historic structures have been demolished or moved out of the study area</i>).	<u>Delete photos of the Robinson House, William Grier, Hayes-Byrum Store and House, John Douglas House, and James Coffey House.</u>



Future Transportation Network

-  Enhanced Intersection
-  Enhanced Intersection (Pending Connection)
-  Boulevard: Six Lane
-  Boulevard: Four Lane
-  Avenue: Two Lane
-  Avenue: Two Lane with Parkway Edge
-  Proposed Avenue: Two Lane
-  Local Street
-  Proposed New Street *
-  Railroad
- Greenways**
-  Developed
-  Approved (Greenway Master Plan)
-  Recommended
-  Overland Connectors
-  Recommended Overland Connectors
-  100 Year Floodplain
-  Creeks and Streams
-  Ponds & Wetlands
-  Plan Area Boundary

* Note: The location of the proposed streets is conceptual. Alternative locations, consistent with the intent of the proposed network, will also be considered. Additional streets may be requested to facilitate improved network and connectivity.



Data Source: City of Charlotte, Mecklenburg County, data as of July 28, 2011
Produced By Charlotte - Mecklenburg Planning Department

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