

DIXIE BERRYHILL STRATEGIC PLAN

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The Charlotte Mecklenburg Planning Commission extends our deepest gratitude to the members of our stakeholder group that consisted of property owners, residents, realtors, developers, City and County staff and the Chamber of Commerce. The stakeholders served as a sounding board for ideas, provided technical assistance and input on the public participation process and helped us refine plan recommendations based on public input. Special thanks are also extended to the pastors and members of Steele Creek Presbyterian and Mt. Olive Presbyterian for allowing us to use their churches, to hold our community meetings and the design charrette.

The stakeholder group members are listed below:

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Charlotte Area Transit System
Charlotte Area Transit System
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Aviation Department
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Charlotte Department of Transportation
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Charlotte Mecklenburg Schools
Charlotte Mecklenburg Schools
Olympic High Schools PTA
Berryhill Elementary PTA
Charlotte City Managers Office
Gastonia Planning Department
Mecklenburg Environmental Protection

EXECUTIVE SUMMARY

This plan was undertaken to implement a recommendation in the *Westside Strategic Plan* that a more detailed economic development, land use, and design plan be developed for the area west of the Charlotte-Douglas International Airport (between the Catawba River and I-485) to encourage "high quality mixed-use development" and support transit. The study area, as shown on Map 1, is located to the west of Charlotte Douglas International Airport, and is bounded by the Catawba River to the west; I-85 to the north; I-485 to the east; and Rock Island Road, Shopton Road, and Steele Creek Road (NC 160) to the south.

The goals guiding development of this land use and urban design plan are:

- To provide a land use and urban design plan that promotes a mixture of compatible land uses at varying densities, that creates a highly livable, sustainable community, that is supportive of public transit, pedestrian oriented, and sensitive to the natural features of the land.
- To provide a land use pattern that is responsive to the opportunities generated by increased accessibility and visibility.

The Charlotte Mecklenburg Planning Commission utilized a consultant team of planners and urban designers, commission staff, other City and County staff, and community stakeholders to develop a unique urban design and land use plan that is responsive to the unique conditions of the study area. The plan is built upon five distinct communities that each contain mixed land uses that transition from higher-intensity, employment-dominated uses on the eastern side of the study areas to lower-intensity, residential-dominated uses on the western side.

The development of the Strategic Plan was undertaken with emphasis on the following principles:

- Build upon established communities elements and fabric.
- Emphasize mixed-use development to achieve a balance of places for living, working, and recreating
- Establish a mixed use pattern
- Expand employment opportunities
- Emphasize quality development
- Encourage high-intensity employment
- Discourage unacceptable uses and development patterns
- Protect key environmentally sensitive areas.

In preparation of the plan, the Team conducted five stakeholders meetings, a community workshop, and a four-day community planning/design charrette to obtain maximum participation in the process as well as to gain an understanding of the proposed concepts.

Principal Issues

- Inadequate water and sewer services
- Need more park land
- Need more access to the lake
- Fear of nonresidential development expanding into the area
- Possible expansion of the Airport and related uses
- Potential pollution of the river, streams and other waterways
- Need more roads that connect north and south
- Need to preserve historic and rural character of the area
- Preservation of existing communities
- Need to upgrade quality of current development
- Fear of any change (good as is)
- Need more retail
- Lack of zoning enforcement
- Roads need to be upgraded
- Prevent further development of mobile home parks in the area
- Access to the waterfront for the general public

In addition to the many issues that were identified by staff and citizens, other major public and private initiatives and investments are bringing about increased interest and possible opportunities to the Dixie Berryhill area:

- Adoption by City Council and the Board of County Commissioners of the Westside Strategic Plan in the summer of 2000 that recommended a study be done for the area.
- Expansion of the Charlotte Douglas International Airport toward Interstate-485. A new runway is being planned as well as a rail-truck-airplane intermodal transportation facility on the western edge of the airport expansion area.
- Extension of West Boulevard (NC 160) into Gaston County to connect to I-85, with an interchange at Interstate I-485.
- Approval of a major mixed use development in the southern portion of the study area
- Increased efforts to preserve and protect sensitive environmental areas, (creeks, streams and wetlands)
- Proposed rapid transit study (Major Investment Study) underway on two of the major corridors in the study area (Wilkinson Boulevard and West Boulevard)

The Dixie Berryhill Strategic Plan has been undertaken to address these issues and opportunities. Adoption of this plan amends the general planning concepts set forth in the *Westside Strategic Plan* as well as the more specific land use recommendations included in the *Southwest and Northwest District Plans*.

Generally, the purpose of the Dixie Berryhill Strategic Plan is to provide a context for smart growth. The Dixie Berryhill Strategic Plan builds upon the recommendations of previously adopted plans, which include *The Westside Strategic Plan (2000)*, *The I-485 Interchange Analysis Report (1999)*, *The 2025 Integrated Transit/Land Use Plan (1998)* and *The Northwest and Southwest District Plans (1990)*. The plan will provide a framework for future growth and development and serve as a guide for elected officials, property owners, residents, developers, and others in making location and investment decisions in the area.

The plan is divided into two reports. *Volume I: The Concept Plan* outlines existing conditions, the issues, goals, and outlines a Land Use and Urban Design vision for the area as well as recommendations to address the Transportation System, Environment and Open Space and Recreation. The Concept Plan is the **only** document that will be presented to elected officials for adoption. Specific public and private implementation strategies are also addressed in *Volume II: The Implementation Plan*. Staff will not request adoption of the Implementation Plan.

Summary of Key Land Use Recommendations

Transit Oriented Community Future Land Use Recommendations

This sub-area is bounded on the north by Interstate I-485 and on the south by Paw Creek Cove and Old Dowd Road (see Map 10.) It encompasses the western end of the Wilkinson Boulevard corridor that was identified in the *2025 Transit/Land Use Plan* as one of the region's five transit corridors.

- Higher intensity employment/mixed use developments are proposed along the major transportation corridors (Wilkinson Boulevard, a portion of Old Dowd Road, I-485, and Sam Wilson Road.).
- Multi-family mixed use is proposed in the area generally between Sam Wilson Road and Amos Smith Road.
- Lower intensity development is proposed along a network of interconnected secondary roads generally west of Sam Wilson and Amos Smith Roads. Residential uses would be allowed up to (4) dwelling units per acre between Sam Wilson and Moores Chapel Road and five (5) dwelling units per acre west of Moores Chapel Road and Amos Smith Road.
- A "Gateway Park" site of about 140 acres, located on the Catawba River, on the south side of Wilkinson Boulevard, is currently owned by Mecklenburg County. The site is not yet developed into a district park. This plan recommends that a master plan for the park be undertaken to provide public lake access, and a publicly owned conference center.

Mixed-Use Community A Land Use Recommendations

This area is bound on the north by Paw Creek Cove and Little Paw Creek on the south (illustrated on Map 11). This area includes the established communities of Dixie and Berryhill.

- Higher intensity employment mixed-use development is proposed along the major transportation corridors (I-485 and the area generally east of the proposed, new north/south thoroughfare).

- Lower intensity development of up to 4 -5 dwelling units to the acre is proposed along a network of interconnected secondary roads west of the proposed north/south connector near Walkers Ferry Road. If the property is currently zoned R-5, no increase is recommended. If the area is zoned R-3, an increase to 4 dwelling units per acre is recommended.
- Multi-family/retail mixed use developments are proposed just east of the new north-south thoroughfare, as a buffer to transition from the employment area and the established residential areas and proposed lower density residential areas.
- The Berryhill Park site is located on the south side of Paw Creek Cove and consists of approximately 100 acres. This park site is currently owned by Mecklenburg County. This plan recommends that a master plan be undertaken to provide district park type activities and amenities.
- A park site of approximately 200 acres is proposed south of Berryhill Elementary School. Part of this park site is located in the adjacent Mixed Use Community B. This property is not publicly owned at this time. If the site is not developed as a park, residential uses at a density of up to 4 dwelling units to the acre would be appropriate at this site.

Mixed-Use Community B and C Land Use Recommendations

Community B is bound on the north by Little Paw Creek, to the south by the proposed western extension of West Boulevard, to the west by the Catawba River, and the east by Interstate I-485, as shown in the top half of Map 12.

Community C is bound on the north by the proposed western extension of West Boulevard, to the south by lower Dixie River Road, to the west by the Catawba River, and to the east by I-485.

The major land use recommendations for Mixed-Use Community B and C, as shown on Map 12 are:

- The eastern side of the area generally east of the proposed north/south thoroughfare is proposed primarily for employment/mixed-use developments. Higher intensity employment is proposed along the major transportation corridors (Interstate 485, the proposed north/south thoroughfare and Garrison Road, Dixie River Road, and West Boulevard extension. The majority of Mixed Use Community C is located in the airport noise contour of 65 db (shown on Map 12 with a brown boundary line). Portions of areas B and C are also included in the proposed West Boulevard Transit Corridor study area.
- Lower intensity residential developments up to four (4) dwelling units per acre, are recommended generally east of Walkers Ferry Road and five (5) dwelling units are recommended along a network of interconnected secondary roads generally west of Walkers Ferry Road and Dixie River Road.

Mixed-Use Community D Land Use Recommendations

Community D is bound on the north side by Dixie River Road and Beaverdam Creek, on the south by Rock Island Road/Shopton road, and Steele Creek Road, to the west by the Catawba River, and to the east by Interstate I-485.

The major land use recommendations for Mixed-Use Community D, as shown on Map 13 are:

- A mixed-use employment center is proposed between Interstate I-485 and the proposed north-south thoroughfare, near Dixie River Road. This center is envisioned to provide a focal point with high intensity employment uses
- A mixed-use employment center has been approved as a compact/walkable community with a mix of neighborhood scale retail, a mix of housing types and styles including single family detached housing, attached multi-family and townhomes.
- Residential uses, up to four (4) dwelling units per acre, are proposed along the western and central part of this sub-area.
- A district park of approximately (215) acres is being proposed as a joint public/private venture by the developer and Mecklenburg County Parks and Recreation Department along the eastern border of Community D just north of Dixie River Road.

PART ONE: INTRODUCTION

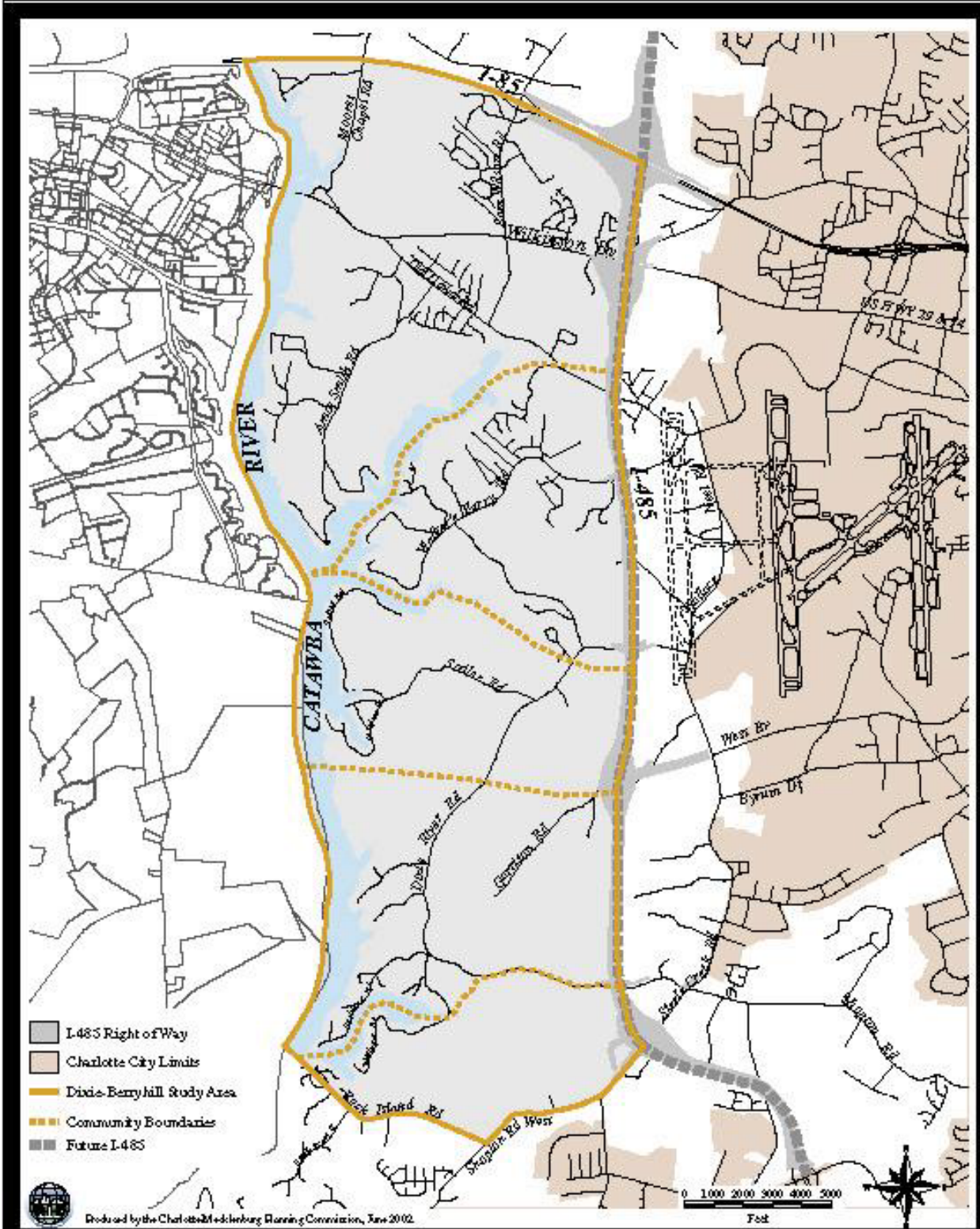
Study Area Boundaries

The “Dixie Berryhill” study area is one of the largest remaining rural areas left in Mecklenburg County. It encompasses over 7,594 acres in western Mecklenburg County and is characterized by scattered single-family residences, large vacant tracts, and a rolling topography. Over 80% of the study area is comprised of large (over 100 acres) and medium (25-100 acres) size parcels of underdeveloped or undeveloped land. Much of the area is still forested. Dixie Berryhill is truly one of the last remaining development frontiers in Mecklenburg County.

The study area, as shown on Map 1, is located to the west of Charlotte Douglas International Airport, and is bounded by the Catawba River to the west; I-85 to the north; I-485 to the east; and Rock Island Road, Shopton Road, and Steele Creek Road (NC 160) to the south. The Southern Railway Corridor runs east-west through the northern portion of the study area.



The I-85 Bridge crosses the pristine shoreline of the Catawba River, connecting Mecklenburg County to Gaston County.



Charlotte-Mecklenburg Planning Commission
DIXIE BERRYHILL STRATEGIC PLAN: Study Area

Issues and Opportunities

The Dixie Berryhill area is facing many issues and challenges that are affecting Charlotte's Westside and the Greater Charlotte region. The most significant impact is the construction of the western loop of Interstate 485 with its associated interchanges at I-85, Wilkinson Boulevard, West Boulevard, and Steele Creek. The 67-mile interstate will provide a welcome relief for some motorists, and increase the travel mobility for many. As public water and sewer service is extended into the area, the area will inevitably attract new development, which must be carefully planned.

Other issues that were identified through the public input process include:

- Inadequate roads and alignments that are curved and winding
- Property values are decreasing
- Steele Creek (160) is too congested
- Inadequate water and sewer services
- Need more park land
- Need more access to the lake
- Fear of nonresidential development expanding into the area
- Possible expansion of the Airport and related uses
- Potential pollution of the river, streams and other waterways
- Need more roads that connect north and south
- Need to preserve historic and rural character of the area
- Preservation of existing communities
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Plan Development Process/Public Involvement

In July of 2000, the Charlotte Mecklenburg Planning Commission hired a consultant team consisting of HDR Planning and Neighboring Concepts to help develop a strategic plan for the I-485/Dixie Berryhill area located west of Interstate 485 and south of Interstate 85. A stakeholder group was formed consisting of residents, business and property owners, City and County staff, Chamber of Commerce, developers and realtors to help manage the public input process and provide technical assistance to develop the plan.

Through a series of community workshops with community “stakeholders” and a four-day community design “charrette”, key issues and opportunities for the area were identified leading to consensus on the overall concept and generalized strategies found in this plan.



The Dixie Berryhill charrette process included several workshops held from October 12, 2000 to October 18, 2000 and culminated with a final meeting held on October 19, 2000 to present the proposed preliminary plan for the area. Following the charrette process, a final community meeting was held in May 2001 to present draft recommendations and respond to issues identified during the charrette and by the stakeholder group.

Plan Goals:

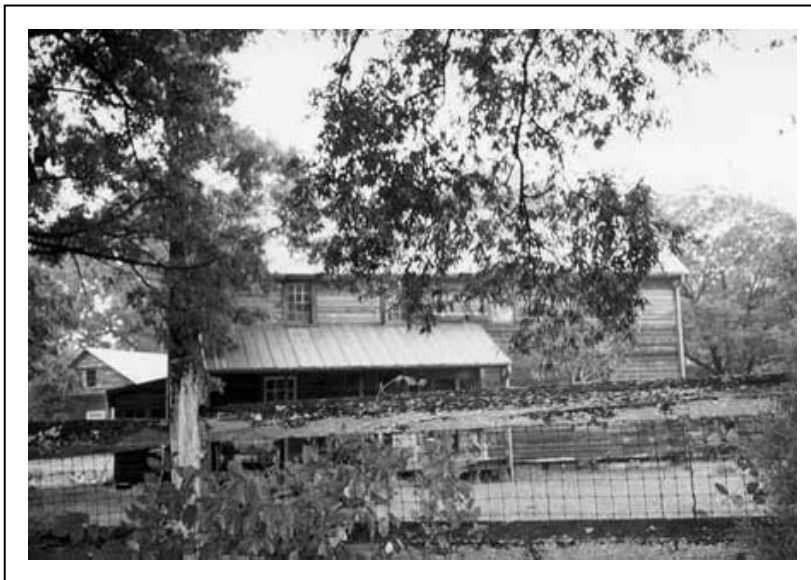
This plan was undertaken to implement a recommendation in the *Westside Strategic Plan* that a more detailed economic development, land use, and design plan be developed for the area west of the Charlotte-Douglas International Airport (between the Catawba River and I-485) to encourage "high quality mixed-use development" and support transit. The goals guiding development of this land use and urban design plan are:

- To provide a land use and urban design plan, that promotes a mixture of compatible land uses at varying densities, that creates a highly livable, sustainable community, that is supportive of public transit, pedestrian oriented, and sensitive to the natural features of the land.
- To provide a land use pattern that is responsive to the opportunities generated by increased accessibility and visibility.

PART TWO: AREA PROFILE

Area History and Background

The area is best known for its rural and historic qualities, including access to miles of shoreline along the Catawba River. In the 18th century the area was considered prime farm land with rich topsoils. This soil richness was what brought the first pioneers to the Steele Creek area around 1751. The area was probably named after Robert Steele, a trader with the Catawba Indians. A historic log cabin, known as the Cooper Log House still survives in the Dixie



The Cooper Log House still exists at the intersection of Dixie River Road and Mt. Olive Road.

community at the intersection of Dixie River Road and Mt. Olive Church Road. This house is one of Mecklenburg County's original pioneer dwellings and also one of only two known eighteenth-century log homes still standing. It is typical of many of the first homes established in the area.



Miles of shoreline and rich soils attracted the first pioneers to Dixie Berryhill in the 1750's.

After 1793, cotton became the primary cash crop in this area, although some wheat and corn was still grown. This way of life continued until the 1870's when the Charlotte-Atlanta Airline Railroad was built, running east to west, through the Dixie-Berryhill study area. Before the construction of this railway, all trading was done through trains that ran through Columbia. The impact of this new railway was that rail traffic now speeded goods and people directly from Charlotte to Atlanta, rather than having to traverse through Columbia. The old railroad crossing was just south of the I-85 bridge over the Catawba River. However, it wasn't until Wilkinson



Charlotte cotton traffic in 1907.

Boulevard was built in the 1920's, that the area became an attractive business location, with both railroad access and a major highway. At the time it was built, Wilkinson Boulevard was one of the most major highways in North Carolina.



A view of a typical roadway in the 1920's



Wilkinson Boulevard in the 1940's..... a principal highway in the area.

By the beginning of the twentieth century the ritzy, antebellum days were coming to an end for the Dixie Berryhill area, as the public's image of the area began to slide. Once known as the most influential and wealthy area of the county, the area was now impacted by both a major rail line and highway.

The next change that occurred in Dixie Berryhill was when Ben Douglas built an airport hangar and runway in the mid 1930's on the Westside. The entrance to the airport was along Wilkinson Boulevard, originally. The reason Mr. Douglas picked the present airport location was because pilots navigate using visual, discernable landmarks on the ground such as roads, railroad corridors, rivers, lakes, towns, etc. In this case, pilots could use Wilkinson Boulevard, the railroad corridors (the Charlotte-Atlanta Airline Railway and the Southern Railway), and the Catawba River as identifying landmarks to pinpoint the runway.

The airport remained small until World War II, when the U.S. Army built Morris Field as a training base and repair facility for U.S. airplane bombers. In the early 1960's a new terminal was built at the airport and air traffic went through a major revolution in the 1970's with the introduction of larger jet aircraft which allowed the airfares to plummet to affordable rates for the

general public. However, the increase in the number of planes and the flights into and out of the airport added to more noise in the area. Another terminal was added in the 1980's.



Charlotte-Douglas International Airport today. A third runway is proposed to the left of the existing runway shown in this photo.

Today, over two hundred years later, the Dixie Berryhill area still retains the historic flavor of the countryside with several historic properties and abundance of forests and open land. The area is truly Mecklenburg County's last development frontier. The area is comprised of a number of smaller communities known as Dixie, Berryhill, (including Berryhill Acres and Berryhill Park), Steele Creek/Shopton, Huntwood, Huntlynn Acres, Old Dowd Mobile Home Park, and Catawba Colony.

Demographic Profile

Population Growth Forecast

The *2025 Integrated Transit/Land Use Plan* forecasted growth in population and employment for Mecklenburg County and selected sub-areas to the year 2025. The level of forecasted growth predicts that significant growth pressures will be placed on the undeveloped areas of the County, including the Dixie Berryhill study area. Given the accessibility that I-485 will provide, and with approximately 80% of the land vacant, or held in large tracts, this pressure can be expected to be intense in Dixie Berryhill. Table 1, below, summarizes the population growth and forecasts for Mecklenburg County from the *2025 Integrated Transit/Land Use Plan*.

TABLE 1: Population and Growth Forecasts Mecklenburg County

AREA	1980 POPULATION		1990 POPULATION		2000 POPULATION		2010 POPULATION		2025 POPULATION
	Number	Percent Change	Number	Percent Change	Number	Percent Change	Number	Percent Change	Number
Mecklenburg County	404,270	N/A	511,433	26.5%	695,454	35.9%	782,872	12.6%	953,304

Source: *2025 Transit/Land Use Plan Preliminary Population Forecasts*

Table 2: Population and Growth Dixie Berryhill Area

	1980 Population		1990 Population		2000 Population	
	Number	Percent Change	Number	Percent Change	Number	Percent Change
Dixie Berryhill	2,345	N/A	3,476	48.2%	4,036	16.1%

Source: U.S. Census Block Data

As can be seen in Table 2 above, between 1980 and 1990, the Dixie Berryhill population grew by 48.2%, (from 2,345 to 3,476) compared to the County's growth rate as shown in Table 1 of 26.5%. However, in the next decade, the County's growth rate (35.9%) was nearly double the growth rate in Dixie Berryhill (16.1%). By the year 2000, the population in the Dixie Berryhill area had increased to 4,036. With the construction of I-485 and other influences, it is likely that the Dixie Berryhill area is well positioned to get a fair share of the projected growth in the County. This plan is designed to help manage and direct the anticipated growth that is likely to occur in the area.

Population Characteristics

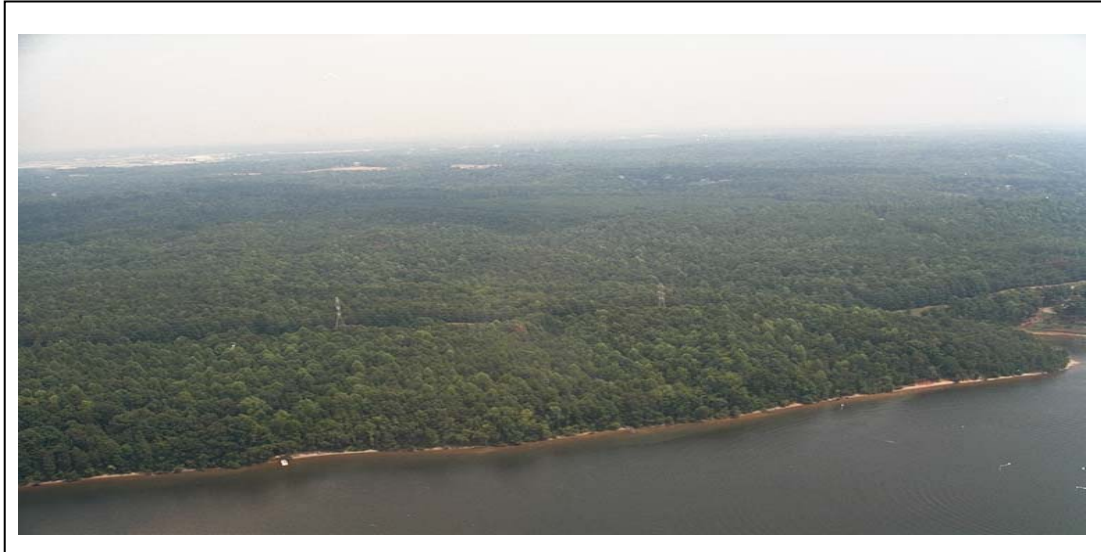
Block data from the 2000 Census information provides an interesting demographic profile of Dixie Berryhill. Below is a summary of the highlights:

- 10.5% of Dixie Berryhill's total population was African American, compared to 26.2% in the County.
- The Asian/Pacific Islander population has grown by 3,466% since 1990, the Hispanic population has grown by 263%, the African American population has grown by 50%, and the Caucasian population has grown by 6.3%. Population breakdowns for the year 2000 are: Caucasian - 3,383; Asian and Pacific Islander – 107; African American – 434; American Indian – 26; 2+ races – 47; Other – 39.
- 1,618 households lived in the Dixie Berryhill area in 2000.
- The median household income in Dixie Berryhill was \$56,674, compared to \$62,204 in the County.
- 80.5% of the dwelling units were owner-occupied, compared to an average of 62.3% in the County.
- 11.2% of the total households in Dixie Berryhill were headed by a female, compared to 12.4% in the County.
- Approximately 6.3% of Dixie Berryhill's total households were living below the poverty level, compared to 9.6% in the County.
- 11.1% of the population had graduated from college, compared to 28.3% in the County.

Land Use

Over 80% of the land in the study area consists of either vacant tracts of land or very large parcels containing a single house. As a result, the physical development pattern is still relatively sparse. This situation creates opportunities for extensive land use changes in major increments, as well as infill potential.

In the most highly developed portion of the study area along Wilkinson Boulevard, there are a wide variety of existing land uses including low density residential, manufactured home parks, highway commercial, low-intensity industrial/distribution, and heavy industry.



A view of the Catawba River and vast undeveloped land in Dixie Berryhill.

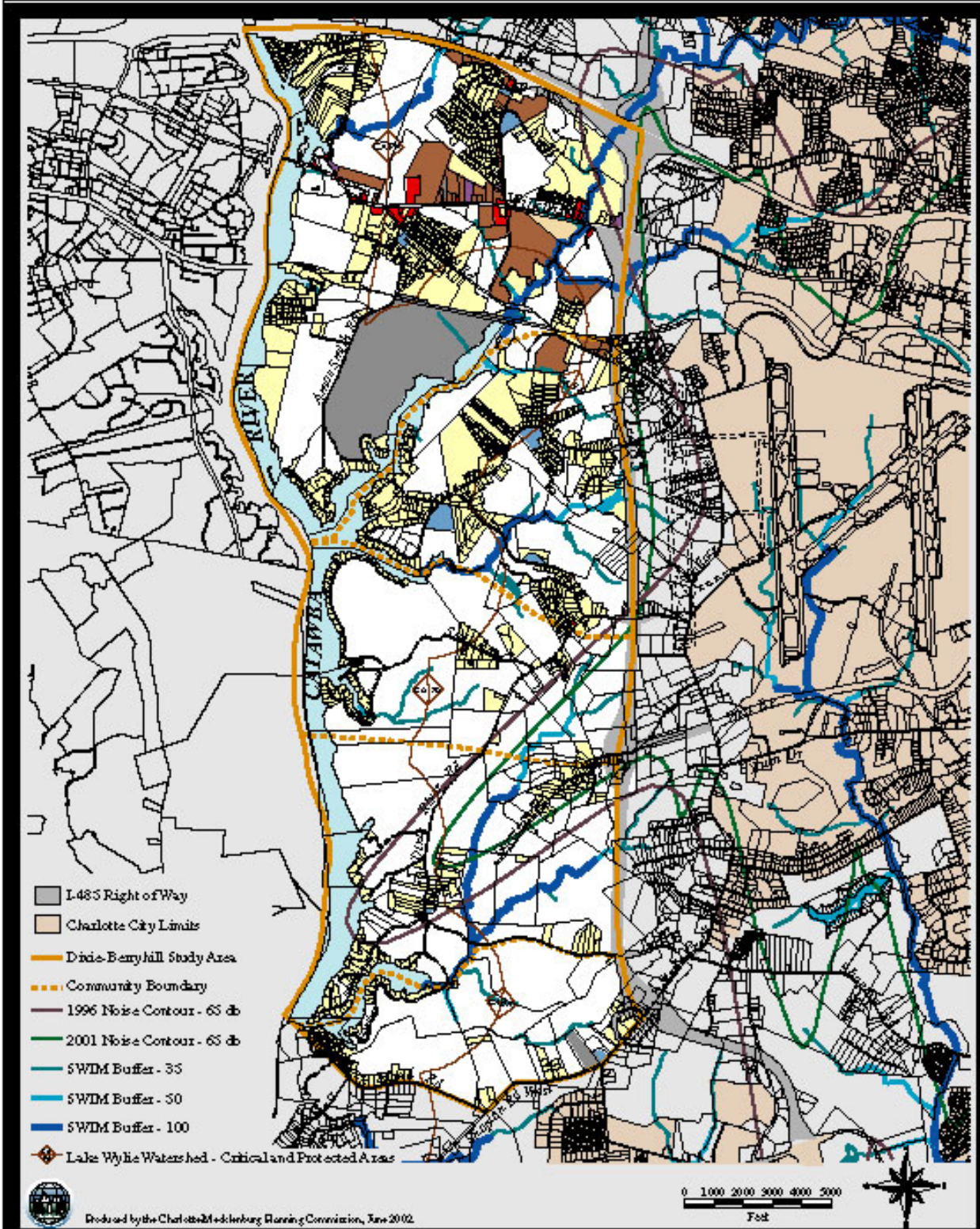
Map 2 illustrates that the predominant existing land use in the study area is low density single-family residential. Most of the non-residential development centers along Wilkinson Boulevard, the Norfolk Southern railroad corridor, and the Wallace Neel Road area.

Existing Zoning

The current zoning in the Dixie Berryhill study area is predominantly residential, with two zoning categories – R3 and R5 - covering over 5,500 acres, as shown on Map 3. The Table 3 summarizes the acreages of land classified by each separate zoning category. As can be seen, of the 7,594 total acres, 80% of the area is zoned for residential uses, while the other 20% is zoned for non-residential uses such as office, business, and industrial uses.



An existing residential development along the Catawba River



Charlotte-Mecklenburg Planning Commission

DIXIE BERRYHILL STRATEGIC PLAN: Existing Land Use

MAP 2

TABLE 3: ZONING ACREAGE AND PERCENTAGES

Zoning District	Gross Land Area	
	Acres	Percent
R-3	3,020	49.56%
R-4	60	0.98%
R-5	2,530	41.52%
R-MH	480	7.88%
MH-O	3	0.05%
Total Residential	6093	100%

Zoning Category	Gross Land Area	
	Acres	Percent
INST CD	510	33.98%
O-1	1	0.06%
B--2	290	19.32%
I-1	280	18.65%
I-2	270	17.99%
I-1CD	120	8.00%
I-2CD	30	2.00%
Total Non-Residential	1501	100%

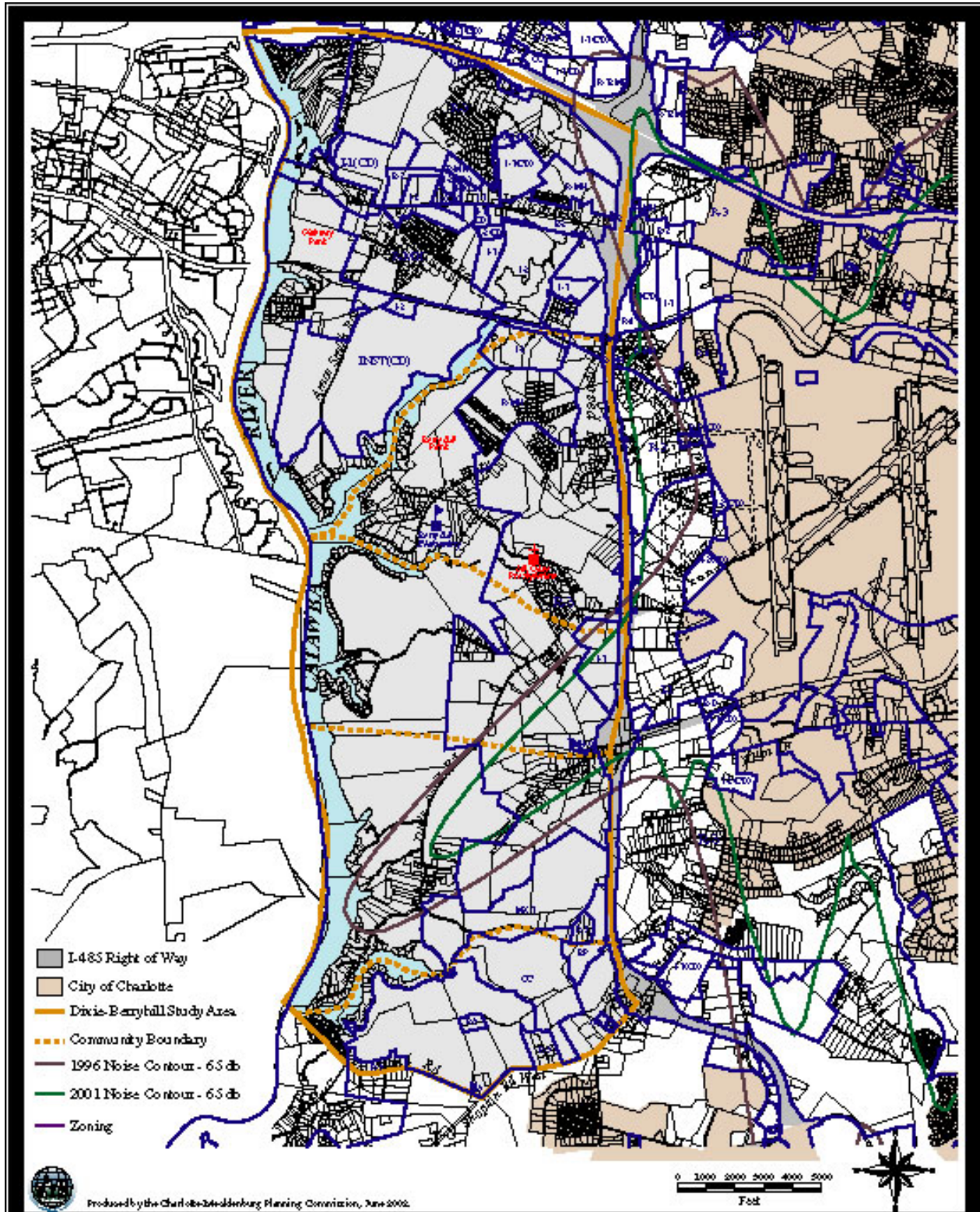
Employment Growth Forecast

Current employment in Dixie Berryhill is mainly associated with the businesses and industries located in the Wilkinson Boulevard area, and a few businesses and institutions located within the Dixie Berryhill study area. As Interstate 485 nears completion and transit plans materialize, additional opportunities and pressures will be created for business expansion in the area.

To the east of the study area, the Charlotte-Douglas International Airport is the third largest employer in Mecklenburg County. Continued expansion of the airport and development of the associated inter-modal facility will support the achievement of the airport’s objectives to continue growth as a major airport hub. The combination of air and railway services with the expanding



Charlotte-Douglas International Airport



Charlotte-Mecklenburg Planning Commission
DIXIE BERRYHILL STRATEGIC PLAN: Existing Zoning

highway system will set the stage for a variety of associated employment opportunities in the study area.

Public Water and Sewer Service

The majority of the study area is not served by public water and sewer facilities. Map 4 illustrates that the only existing water lines are located along a portion of Wilkinson Boulevard and along Sam Wilson Road.

Map 4 also shows the general location of a proposed project to build a north-south water line on the southeastern edge of the study area running along Shopton Road West, Steel Creek Road to West Boulevard. The only other utility activity in the area is an agreement for Pappas Properties to extend water and sewer service to the development being planned north of Rock Island Road at the south end of the study area.

Map 4 also illustrates where existing public sewer lines are located. The existing facilities are primarily located in the northern part of the study area. Existing lines run along Paw Creek, Ticer Creek, and other branches toward the Lake Wylie Cove, where sewerage is then pumped eastward along Old Dowd Road to near the Billy Graham Parkway. Wastewater then flows from that point, by gravity, to the Irwin Creek Wastewater Treatment Facility. Also shown on Map 4 is a proposed sewer project in the lower southern portion of the study area that will run generally parallel to Dixie River Road east to Shopton Road.

Transportation Systems

Existing Conditions

Map 5 illustrates the existing and planned road network for the study area. The existing roadways are mostly substandard two-lane facilities. Wilkinson Boulevard and Old Dowd Road are the primary east-west roads in the northern portion of the study area. Sam Wilson and Dixie River Road provides north-south movement within the interior of the study area. However, Steele Creek Road and Wallace Neel Road (located on the eastside of the study area) carry the largest amount of traffic to and from the area.

Planned Improvements

Significant roadway improvements are planned for this area within the next few years. The completion of Interstate 485, from Brown Grier Road to I-85, is scheduled for December 2003. I-485 comprises the eastern boundary of the study. The opening of this facility will greatly improve mobility by removing congestion from Wallace Neel Road and Steele Creek Road and providing a connection to I-77 and I-85. I-485 will have interchanges at Steele Creek Road, West Boulevard, Wilkinson Boulevard and I-85



Looking west toward the Catawba River. A view of land cleared for Interstate I-485.

(the interchange with Garrison Road will not open until a connection is made to West Boulevard). Old Dowd Road, Walkers Ferry Road, Dixie River Road, and Garrison Road will cross I-485 without interchanges.

As part of the Airport expansion plans, West Boulevard to the east of I-485 will be extended to connect to Garrison Road and interchange with I-485 (refer to Map 5). This connection will

provide the industrial area south of the airport with direct access to I-485. Heavy truck traffic currently using Steele Creek Road and Wallace Neel Road will be greatly reduced. Additionally, construction of the West Boulevard extension is important to the Dixie-Berryhill area, because it provides another access point to I-485. The I-485 connection to Garrison Road will open when the West Boulevard Extension is completed. This project is a joint effort between the airport and the North Carolina Department of Transportation, and therefore the schedule is subject to the airport development plans. Recent terrorist events that occurred on September 11, 2001 significantly impacted this progress.



Location of future interchange of I-485 and I-85.

Another significant project for the area is the relocation of Wallace Neel Road (refer to Map 5). The airport is nearing completion of right-of-way acquisition for the construction of a third north-south runway that will parallel I-485. To do this, Wallace Neel Road will be relocated. During workshops with the neighborhoods, an alignment was identified for the relocation that would also serve for an improved north-south facility in the plan area. The new roadway will connect Old Dowd Road to Garrison Road near the interchange with I-485. The new roadway will be located west of I-485. Again the schedule of this project is contingent upon the airport development plans. Most recent discussions with the airport indicate that this project should go forward in the next few years.

Thoroughfare Plan

The Thoroughfare Plan for the planning area originally showed one north-south minor thoroughfare alignment starting at Steele Creek Road and running to Old Dowd Road at the intersection with Sam Wilson Road. This proposal, however, was determined to be insufficient for the land-use proposals being made for the area. A series of public meetings was held to evaluate the appropriate street plans for this area. The results are shown on Map 5. Two new roads have been identified to replace the original north-south thoroughfare. A major thoroughfare was recommended to extend from Steele Creek Road, at the Shopton Road intersection, to tie into Old Dowd Road east of the railroad. This road would be constructed partially along Dixie River Road and partially on a new location. A minor thoroughfare would start at existing Dixie River

Road just west of the proposed park, and run north following a portion of Garrison Road to tie into Dixie River Road near the intersection of Sadler Road.

The Thoroughfare Plan also shows a freeway/expressway connection to I-485 from Gaston County. This would be a new crossing of the Catawba River and would have an interchange with the new major thoroughfare. Additionally, Gaston County has been promoting this roadway as a potential toll road. No funding is currently available for the new river crossing; however, if toll legislation is passed by the North Carolina General Assembly, this new road could begin construction within the decade.

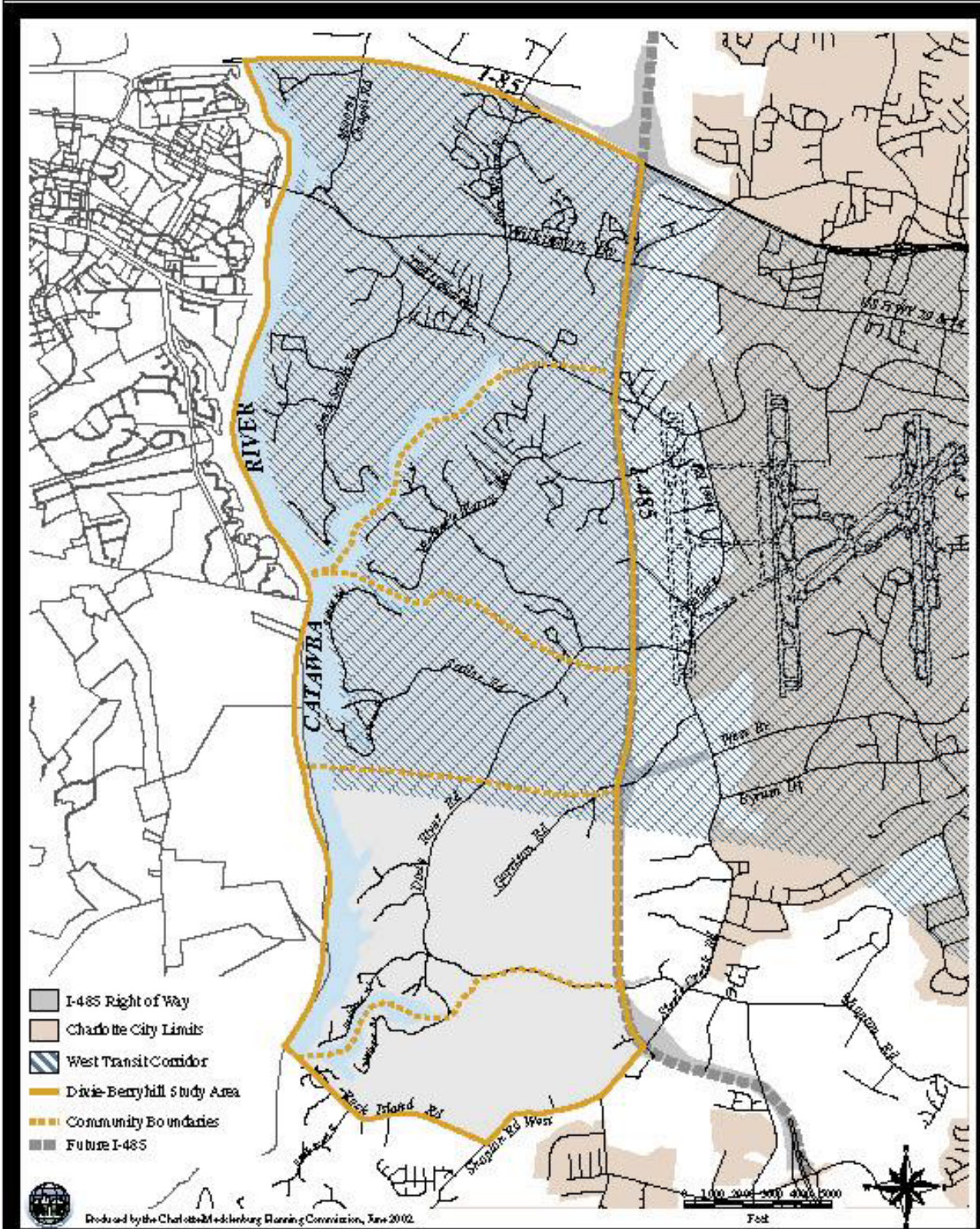
Sidewalks and Bikeways

Sidewalks do not currently exist along the thoroughfares within the study area. This area is now within the extraterritorial jurisdiction of the City of Charlotte. Future development in the area will be required to include sidewalks with the construction of subdivision streets. Additionally, the City of Charlotte's Sidewalk Program will ultimately add sidewalks to one side of all thoroughfares throughout the city.

There are currently no accommodations (i.e., bike lanes, wide outside lanes, paths) for bicyclists within the study area. The Charlotte-Mecklenburg Bicycle Transportation Plan (1999) identifies Steele Creek Road as a candidate for future wide outside lanes to accommodate bicycle travel. In addition, the Bicycle Transportation Plan recommends improvements for bicyclists as part of all new road construction and improvements to existing roadways.

Transit

Currently, no transit service is available in the study area. However, the northern two-thirds of the study area is located within the West Corridor of the on-going transit planning program. A Major Investment Study (MIS) for the West Corridor is presently considering alternative alignments along both Wilkinson Boulevard and West Boulevard (see Map 6). These alignment alternatives also include initial station locations. Stations on the Wilkinson alignment are being considered just west of Sam Wilson Road and between Old Dowd Road and the Catawba River. The first would be intended to support a major mixed-use node; the second would serve as a major bus-transfer and park-and-ride site. A station to support a mixed-use node is being considered on the West Boulevard alignment to the west of I-485. While the MIS will not be completed until late 2002, planning considerations on both alignments should anticipate future transit development.



Charlotte-Mecklenburg Planning Commission

MAP 6

DIXIE BERRYHILL STRATEGIC PLAN: Rapid Transit Corridors

Airport

The Master Plan for Charlotte-Douglas International Airport provides for expansion of the airport property westward to I-485 and construction of a third north-south runway



The construction of a third runway at the airport will expand air traffic and service in the future.

located between the existing west runway and I-485 (see Map 1). While no specific timetable has been established for construction of this runway, land acquisition has been underway for some time.

Rail/Truck Inter-Modal Facility

The Master Plan for Charlotte-Douglas International Airport also provides for the development of a railroad and trucking inter-modal facility in the westward expansion area of the airport. The rail lines and truck loading areas will be located between the proposed west runway and I-485. Trailer and container handling areas will be located between the proposed and current west runways. Again, no specific timetable has been established for development of the inter-modal facility.

Recreational Sites

Mecklenburg County presently owns two recreational sites that are planned to be developed as district parks. The first site consists of approximately 140 acres, located on the Catawba River immediately south of Wilkinson Boulevard. This park site has no adopted master plan at this time, and funding has not been allocated for development. However, the project is identified in the current Capital Needs Assessment document. Concept possibilities for recreational facilities include marinas, boat access, perhaps an amphitheater or conference center, and support facilities. This park is shown on Map 10 and is referred to at this time as “Gateway Park” on the map, although an official name has not been approved.

A second county-owned recreational site, Berryhill Park, a district park of approximately 100 acres, is located on the south shore of Paw Creek Cove near the Berryhill School. This site was purchased several years ago. No funding or plans have been approved for this site, although it is identified in the Capital Needs Assessment document. Facilities typically planned for a district park include shelters, trails, and active recreational areas for sports such as soccer, tennis, baseball).

Additionally, Charlotte-Mecklenburg Utilities owns a 130 acre site that was acquired for a water intake facility. It is located along the Catawba River, south of the proposed West Boulevard extension. This site may not be needed for future water supply purposes and may be available for recreational use.

Historic Sites

The four major historic properties located in Dixie Berryhill are:

- Steele Creek Presbyterian Church, located on Steele Creek Road, has long since been designated a historical landmark. The church was organized in 1760, which makes it one of the seven original Presbyterian congregations in Mecklenburg County. Located on the site is a large graveyard where early headstones dating from 1763.
- The William Grier House, located on Steele Creek Road, is another historic site in the area. The home was carefully restored to look much as it did in the early 1800’s. The original home site of James Grier can also be seen further down off of Steele Creek Road. The farm site includes a collection of farm buildings including a smoke house, well house, wood store, and various barns.
- The original Hayes-Byrum General Store and Post Office is located along Steele Creek Road, built by Joe Hayes during the 1880’s. This spot became a community gathering place, with a blacksmith’s shop (which can still be seen), a cotton gin, and a number of residences.

- The Cooper Log House is located at the intersection of Dixie River Road and Mt. Olive Church Road. This home is one of Mecklenburg County's original pioneer dwellings and also one of only two known eighteenth-century log homes still standing. Built by William Cooper in the 1780's or 1790's, who was a plantation owner.

Environmental Profile

Just as history and the physical environment have shaped development patterns in the past, they must be considered in guiding future development. Historically, roadways were generally located along topographical ridgelines, to minimize the road flooding and washouts and to maximize the dryness of the road so that both passenger and agricultural transportation could travel on dry, non-muddy roads. The river's edge has always attracted people as a residential and recreational amenity. The steep ravines and associated streams have been avoided for development and agricultural purposes.

The close association that exists between small streams, steep slopes, and sensitive soils and vegetation should continue to guide development. Growing interests in regulating stream areas and the watershed of the river are additional environmental influences on development. The following is an overview of the significant environmental conditions of the study area.

Catawba River

The Catawba River, which forms the western boundary of Dixie Berryhill, is one of the most significant environmental feature affecting this area. Water has always attracted man as a recreational and aesthetic amenity, and attracted early settlers to its shoreline with its rich topsoils. With the increased accessibility created by Interstate 485, plus the Catawba River amenity, the Dixie Berryhill area should become increasingly attractive for new residential development.

Water Resources

In addition to the Catawba River/Lake Wylie, there are a number of creeks, small impoundments and wetlands within and adjacent to the study area. Most notable are Paw Creek, Little Paw Creek, and Beaverdam Creek. Danga Lake is located at the headwaters of Little Paw Creek. Legion and Shoaf Lakes are at the headwaters of Beaverdam Creek. All three of these lakes are located to the east of the I-485 bypass, outside the study area.



A number of creeks, coves, small impoundments, and tributaries exist along the Catawba River.

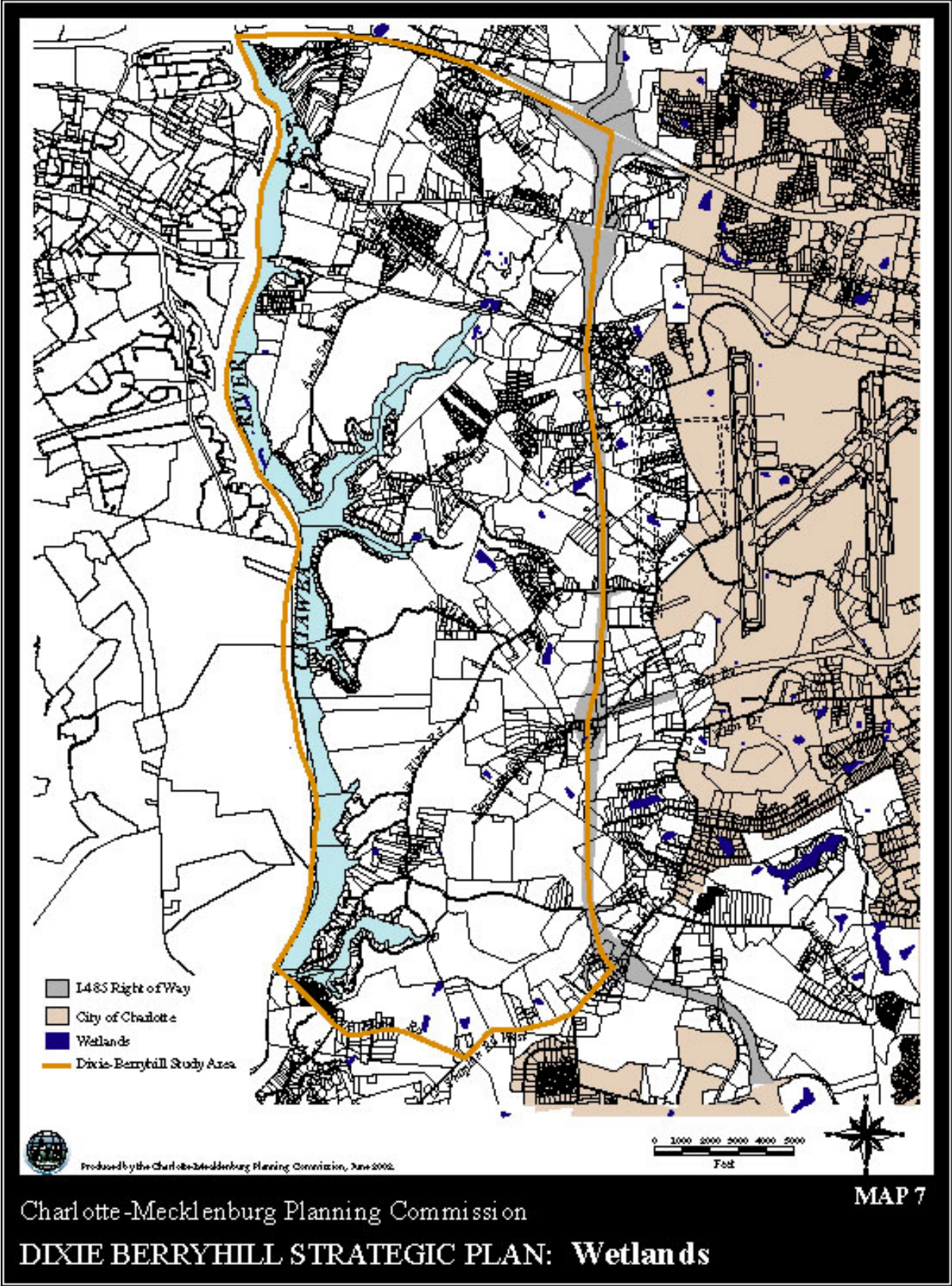
Ticer Branch is a primary tributary to Paw Creek. Lake Kathleen is at the headwaters of an unnamed creek to Lake Wylie in the northwestern portion of the study area between Wilkinson Boulevard and Interstate I-85. Additionally, there are a number of small, unnamed impoundments that drain into the above creeks throughout the study area. A number of small wetland areas have been identified throughout the study area and are predominantly associated with Paw, Little Paw, and Beaverdam Creeks, and Stowe Branch floodplains. The 100-year floodplain has been delineated on the Federal Emergency Management Agency Flood Insurance Rate Maps for Paw, Little Paw, and Beaverdam Creeks and Stowe Branch, and are shown on Map 7.

Water Quality Management

Two categories of waterway and watershed management regulations are applicable in the study area: the Water Supply Watershed Protection Overlay District regulations and the Surface Watershed Management regulations, also known as SWIM buffers.

Charlotte has adopted water supply watershed regulations to provide protection to public water supply sources, as required by the State. These regulations have been added to the Zoning Ordinance as two separate overlay zoning districts.

The entire study area south of Paw Creek Cove is located in the Lower Lake Wylie Watershed area, which is defined as beginning at the head of Paw Creek and extending to the South Carolina line (See Map 8). The portion of the study area north of Paw Creek Cove to Interstate I-85 is in the Upper Lake Wylie Watershed for which protection regulations are in effect. Map 9 illustrates the respective boundary lines.



The area located within the Critical area is denoted as “CA” and the Protected area is noted as “PA”. The lighter areas (light pink and pale yellow) to the immediate east of the Catawba River area fall within the Critical area of these two watersheds. In general, the critical area extends one-half mile inland from the full pond elevation and includes areas which drain into the water supply area. The Protected area is a much larger area extending from the critical area boundaries up to five miles. Different detailed regulations are in effect for each watershed area, and can be found in the Charlotte Zoning Ordinance. The development standards, in general, are as follows:

Lower Lake Wylie Critical Area: Maximum allowable built-upon area is 20% using the low density option, and up to 50% with the high density option chosen. Minimum buffers range from 50’ with the low density option and 100’ with the high density option.

Lower Lake Wylie Protected Area: Maximum allowable built-upon area is 24% using the low density option, and up to 70% with the high density option. Minimum buffers range from 40’ with the low density option and 100’ with the high density option.

Lake Wylie Critical Area: Maximum allowable built-upon area is 24% using the low density option, and up to 50% with the high density option chosen. Minimum buffers are 100’.

Lake Wylie Protected Area: Maximum allowable built-upon area is 24% using the low density option, and up to 70% with the high density option. Minimum buffers range from 40’ with the low density option and 100’ with the high density option.

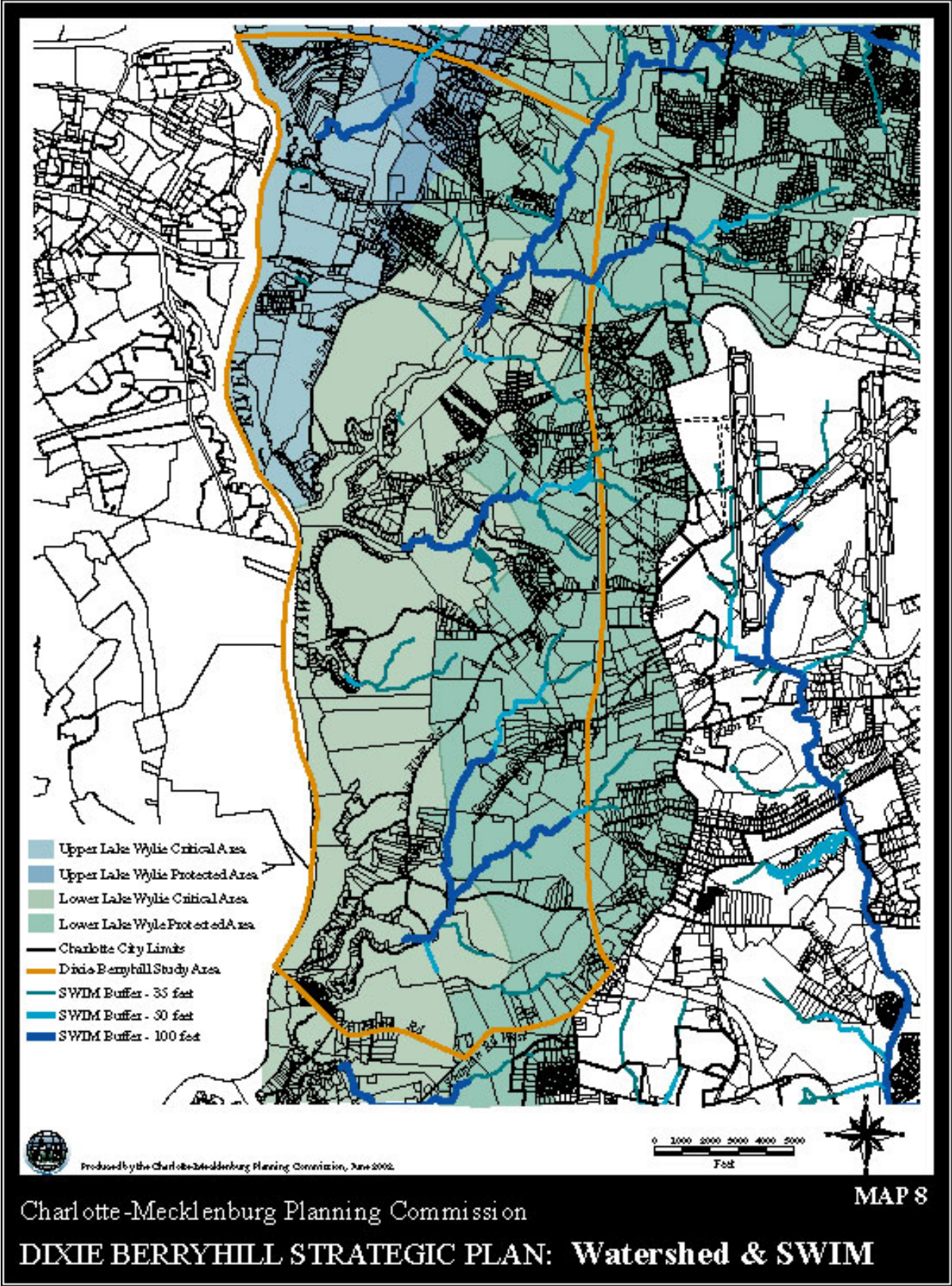
Surface Water Improvement and Management Standards

The entire study area is located within the County’s Surface Water Improvement and Management (SWIM) area that establishes stream buffer requirements to 1) protect water quality by filtering pollutants, 2) provide storage for floodwaters, 3) allow channels to meander naturally, and 4) provide suitable habitats for wildlife. The program establishes specific buffer setbacks from streams depending upon the size of the up-stream watershed. These standards range from a total buffer width of 35’ to 100+’ on each side. Other requirements, incentives, and mitigation measures are described in detail in the Zoning Ordinance.

Map 8 illustrates the creeks and streams affected by SWIM buffer standards.

Topography

The topography of the Dixie Berryhill study area consists of a gently rolling terrain. Steeper slopes along the Catawba River (Lake Wylie) and in some select areas between Dixie River Road and Wilkinson Boulevard are exhibited on the U.S. Geological Survey topographic map for the Charlotte West Quadrangle. In these steeper areas, slopes of 20-40% are found. Elevations in the study area range from 569 feet at the normal pool of Lake Wylie to 720-730 feet in the more eastern portions of the study area.



Soils

According to the Soil Survey of Mecklenburg County, North Carolina (Soil Conservation Service, USDA, 1980), the predominant soil type in the study area is Cecil. Pacolet soils are of secondary predominance, particularly along the shoreline of the Catawba River south of Little Paw Creek. Other soil types in the study area are Davidson, Mecklenburg, and Monocan. All of these soils are moderately well to well drained and have low to moderate sink-swell potential with the exception of Monocan. Monocan soil is essentially poorly drained fluvial sediment found in the floodplain areas of Paw, Little Paw, and Beaverdam Creeks.

Slope-Soils Associations

One definable measure of environmental sensitivity is the composite mapping of slopes and soil types. Generally, steeper slopes are more closely associated with more highly erodible soils types. Other environmentally sensitive areas include the many small streams, much of the river's edge, the more diverse vegetated areas, and the majority of the S.W.I.M. buffer zones. Development in these sensitive areas should be limited or carefully designed.

Vegetation

According to the Inventory of the Natural Areas of Mecklenburg County, North Carolina, 1998, the predominant vegetative community in the study area is the Mesic Mixed Hardwood Forest. Other tree communities include Basic Oak-Hickory Forest, Piedmont Levee Forest (along the larger portions of major creeks flowing into the Catawba River), and Piedmont Bottomland Forest (within the floodplain of the upper reaches of creeks). These forest types are interspersed with old fields (where vegetation is reestablishing on previously cleared land), and some minor areas of pine forests and agricultural land, as well as developed areas.



The vegetation in the Dixie Berryhill area consists mainly of a variety of forests and farm land.

Noise

Night operations on the cross-wind runway extends the 65-decibel noise contour into the southern portion of the area along Garrison Road as shown on Map 1. Additionally, since the 65-decibel level contour of the airport runs along the I-485 alignment, and with the proposed intermodal facility the area could potentially be impacted by noise from a combination of air, vehicle and rail operations.

PART THREE VISION PLAN AND RECOMMENDATIONS

The analysis of the environmental conditions, proposed development of several major new roadways, expansion of the Charlotte Douglas International Airport, and anticipated growth in Mecklenburg County have all greatly influenced the planning for development in the Dixie Berryhill area. The following sections include recommendations to respond to these challenges and opportunities and transform the Dixie Berryhill area into one of the most desirable places in Mecklenburg County to live, work , shop, worship and recreate.

The vision plan for the area is discussed in the following sections on: Land Use and Urban Design, Transportation, Environment, and Open Space and Recreation.

Land Use and Urban Design Recommendations

Map 9, reflects the composite land use recommendations being proposed for the Dixie Berryhill area. As indicated on the map, the study area is also divided into five (5) communities, or sub-areas. Maps 10-13 illustrate specific recommendations developed for each of the sub-areas. The recommendations developed for the area are based upon some general guiding principles and tailored to the opportunities and needs of each community.

Adoption of the these proposed recommendations amend the general planning concepts set forth in the *Westside Strategic Plan* as well as the more specific land use recommendations included in the *Southwest and Northwest District Plans*.

Guiding Principles

The following guiding principles were used to establish specific land use recommendations for the study area.

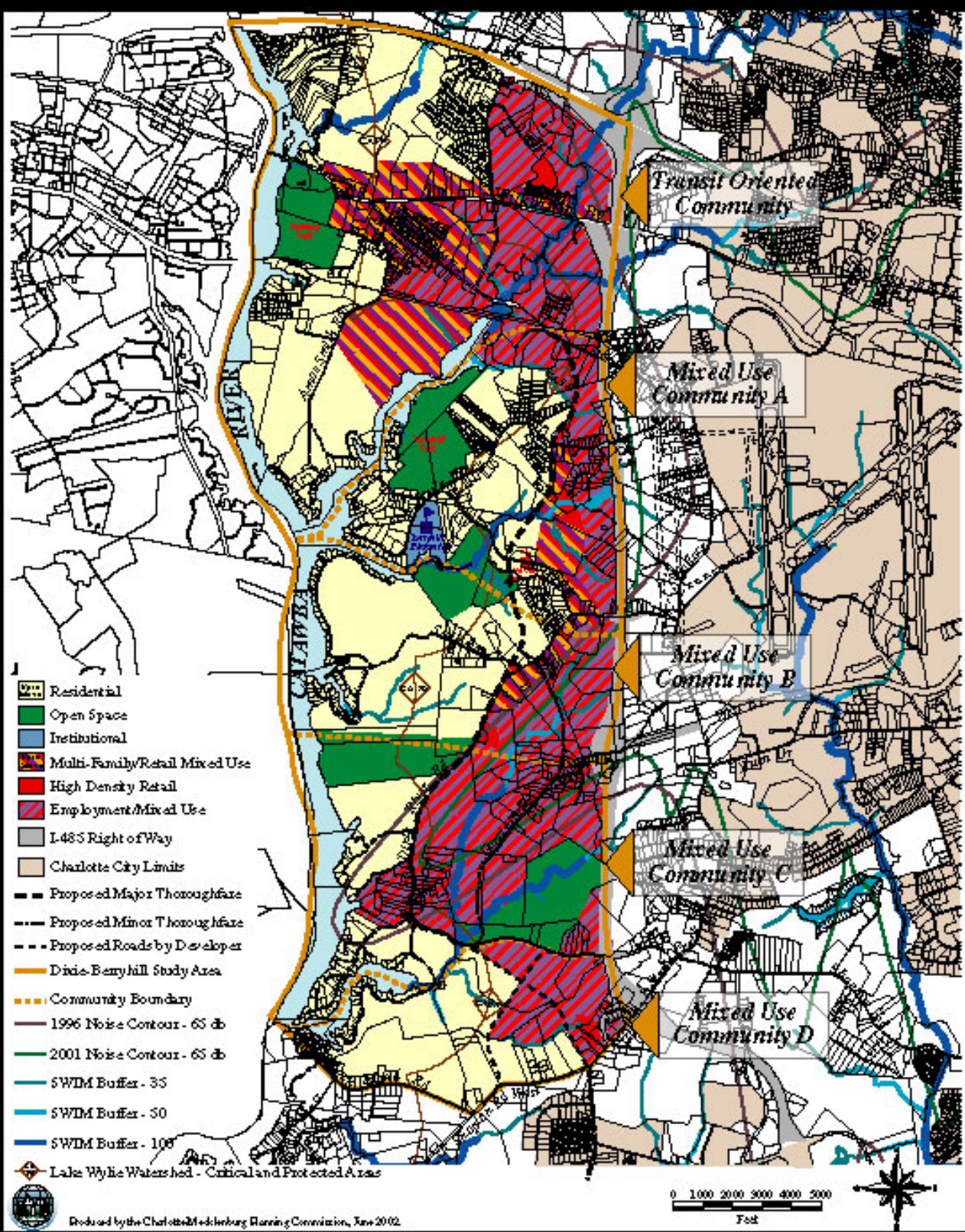
Build upon Established Community Elements and Fabric

The established residential patterns, especially in the Dixie and Berryhill areas, the existing roadway network, and existing institutions are recommended to form the basis for development in the sub-areas where they exist.

Emphasize Mixed-use Development

Mixed-use development should be emphasized throughout Dixie Berryhill with the following objectives:

- Achieving a mix of commercial, employment, residential, and community uses.
- Achieving mutually supportive relationships between these uses.



Charlotte-Mecklenburg Planning Commission

MAP 9

DIXIE BERRYHILL STRATEGIC PLAN: Proposed Land Use

- Achieving close proximity and integration of mixed-uses both horizontally on a site and vertically within buildings.
- Placing an emphasis on pedestrian and other non-vehicular mobility opportunities.

Establish a Mixed Use Pattern

The Strategic Plan establishes six (6) types of land use patterns based upon density and intensity of use and degree of mix. These are depicted on Maps 10-14 -as follows:

- **Single Family Residential:** Lower density up to 5 dwelling units per acre if currently zoned R-5; if zoned R-3 up to 4 dwelling units per acre. The type housing could include single-family detached, patio homes, and attached single family/townhouses. (Could increase to 6 dwelling units per acre with adequate infrastructure as defined by the Charlotte Department of Transportation, preservation of open space, cluster development, well designed, mix of housing types, and utilization of Best Management Practices/BMPs for watershed protection).
- **Multi-Family Mixed Use:** Attached housing up to 12 units to the acre except in the transit community. Some service level retail uses would be allowed if the site is greater than 150 acres. The maximum amount of retail recommended is 75,000 square feet per development.
- **Community Mixed Use:** Recommended only in Communities B and C. A maximum of 300,000 square feet is recommended. No single tenant can be larger than 90,000 square feet.
- **Employment Mixed Use:** Encourages planned business parks with a mixture of uses of up to 50% light manufacturing, 40% office and 10% service retail. These developments are envisioned to provide high intensity employment uses such as office, research, high-tech manufacturing, operations centers and other types of employment. The uses can be mixed vertically or horizontally. Uses such as heavy manufacturing with outdoor storage, truck terminals, distribution, and warehousing are discouraged.
- **Institutional:** Includes such uses as churches, schools, universities, day cares, hospitals, medical clinics, governmental, cultural, fraternal and other such uses.
- **Open Space:** Includes parks, open space, wetlands, SWIM buffers, etc.

Expand Employment Opportunities

Employment opportunities exist on the eastern edge of the study area. In order to bring about new employment locations in Dixie Berryhill, this plan supports the further expansion of the airport and the intermodal facilities being planned nearby. However, this plan also recommends that expansion of airport related uses such as distributive businesses and warehousing be located east of I-485 and south of West Boulevard.

Emphasize Quality Development

Emphasize quality development to enhance the image of the Westside and Dixie Berryhill.

Encourage High Intensity Employment Uses

High intensity employment uses with a mix of industrial, office use and service retail are recommended.

Prohibit Unacceptable Uses and Development Patterns

Low intensity employment uses such as truck distribution centers, noxious industrial uses, freestanding “big box” retail uses, strip commercial, or automobile dominated commercial uses.

Protect Sensitive Environmental Elements

Protect the Catawba River and its coves and shoreline; ravines with steep slopes, erodable soils, and vegetation; SWIM buffers; and watersheds in the development of this plan.

Five (5) Sub-Areas Recommendations

The following provides specific land use recommendations for the five sub-areas defined as:

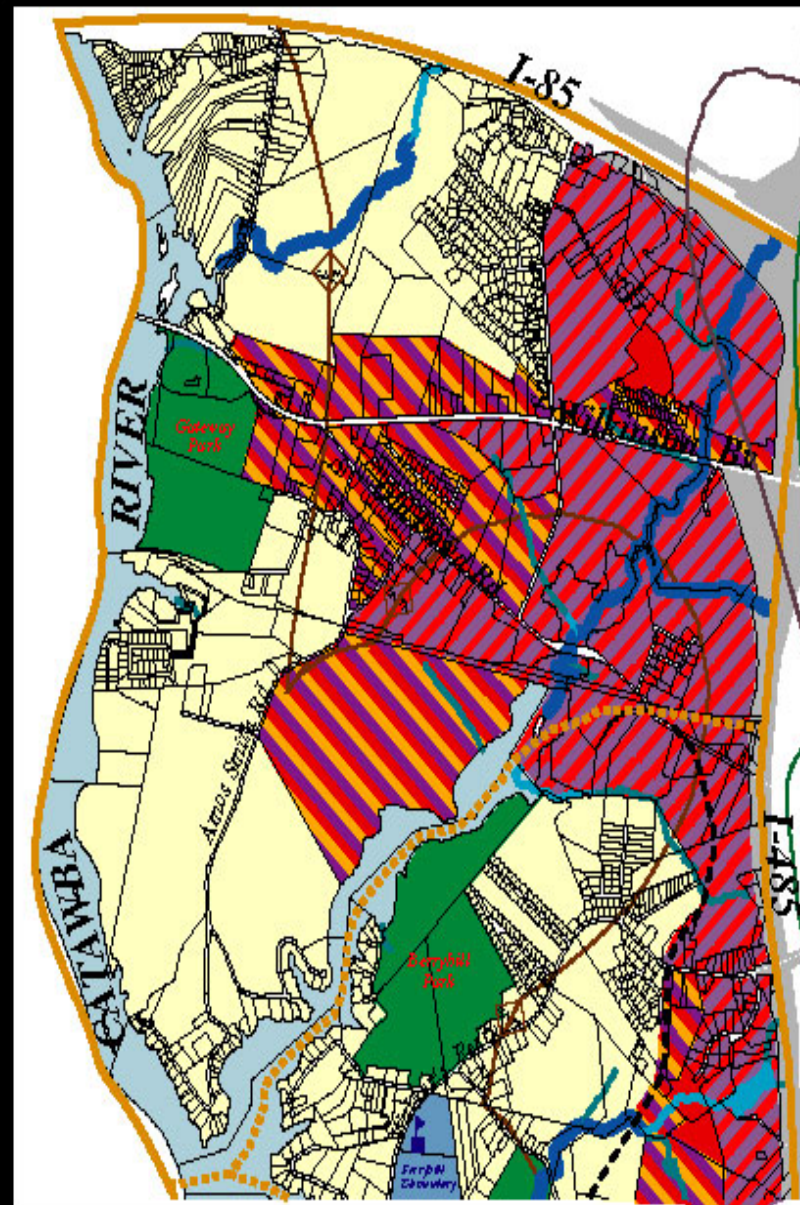
- Transit Oriented Community
- Mixed-Use Community A
- Mixed-Use Community B
- Mixed-Use Community C
- Mixed-Use Community D

Transit Oriented Community Land Use Recommendations

This sub-area is bounded on the north by Interstate I-485 and on the south by Paw Creek Cove and Old Dowd Road (see Map 10). It encompasses the western end of the Wilkinson Boulevard corridor that was identified in the *2025 Transit/Land Use Plan* as one of the region’s five transit corridors. It is also highly accessible from Interstate I-85 via Sam Wilson Road and will be accessible to I-485 via the Wilkinson Boulevard interchange.

The major influences in this area are:

- Transit corridor planned along Wilkinson Boulevard
- Interstate I-485/Wilkinson Boulevard interchange
- Interstate I-85/Sam Wilson Road interchange



Transit Mixed Use Community

- Major Influences:**
- Transit Corridor Along Wilkinson
 - I-85 - Sam Wilson Road Interchange
 - Gateway from Gaston County
 - I-485 - Wilkinson Interchange
 - Airport Support Potential

Predominant Character/Components

BUSINESS RETAIL/ENTERTAINMENT SERVICES
HIGH DENSITY RESIDENTIAL

DEDICATED TRANSIT LINES

PEDESTRIAN FRIENDLY DESIGN

EMPLOYMENT CENTER

OPEN SPACE PRESERVATION

CONSISTENT ARCHITECTURAL DESIGN

RETAIL/COMMERCIAL SERVICES

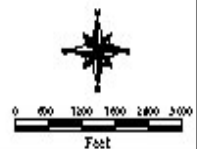
PEDESTRIAN SCALE ENVIRONMENT

MULTI-FAMILY RESIDENTIAL UNITS

WALKABLE NEIGHBORHOODS

NEIGHBORHOOD RETAIL/COMMERCIAL SERVICES

- | | |
|---|------------------------------|
| Red Retail | Proposed Major Thoroughfare |
| Open Space | Proposed Road by Developer |
| Medium Density Residential | Dixie-Berryhill Study Area |
| Medium Density Residential | Community Boundary |
| Employment and Retail | 1500' Right-of-Way - 65' R/W |
| High Density Retail | 2000' Right-of-Way - 65' R/W |
| I-485 Right-of-Way | STADA Buffer - 50 feet |
| Lake Within Retained Critical and Protected Areas | STADA Buffer - 50 feet |
| | STADA Buffer - 100 feet |



Charlotte-Mecklenburg Planning Commission

Map 10

DIXIE BERRYHILL STRATEGIC PLAN: Transit Mixed Use Community

The land use recommendations for the Transit Oriented Community, as shown on Map10 and are described below. (*Development intensities may be higher consistent with Transit Station Area Principles if Wilkinson Boulevard is designated as the transit alignment. More detailed station area planning will further define specific development intensities and uses for this area.*).

- Higher intensity employment/mixed use developments are proposed along the major transportation corridors (Wilkinson Boulevard, a portion of Old Dowd Road, I-485, and Sam Wilson Road.).
- Multi-family mixed use is proposed in the area generally between Sam Wilson Road and Amos Smith Road.
- Lower intensity development is proposed along a network of interconnected secondary roads generally west of Sam Wilson and Amos Smith Roads. Residential uses would be allowed up to (4) dwelling units per acre between Sam Wilson and Moores Chapel Road and five (5) dwelling units per acre west of Moores Chapel Road and Amos Smith Road.
- A “Gateway Park” site of about 140 acres, located on the Catawba River, on the south side of Wilkinson Boulevard, is currently owned by Mecklenburg County. The site is not yet developed into a district park. This plan recommends that a master plan for the park be undertaken to provide public lake access, and a publicly owned conference center.

Mixed-Use Community A Land Use Recommendations

This area is bound on the north by Paw Creek Cove and Little Paw Creek on the south (illustrated on Map 11). This area includes the established communities of Dixie and Berryhill.

The major influences in this area are:

- Established rural residential communities
- Churches and schools in the area (Berryhill Baptist Church, Mount Olive Presbyterian Church, and Berryhill School)
- County Park property

The major land use recommendations for Mixed-Use Community A, as shown on Map 11 are:

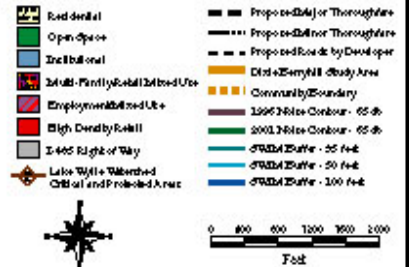
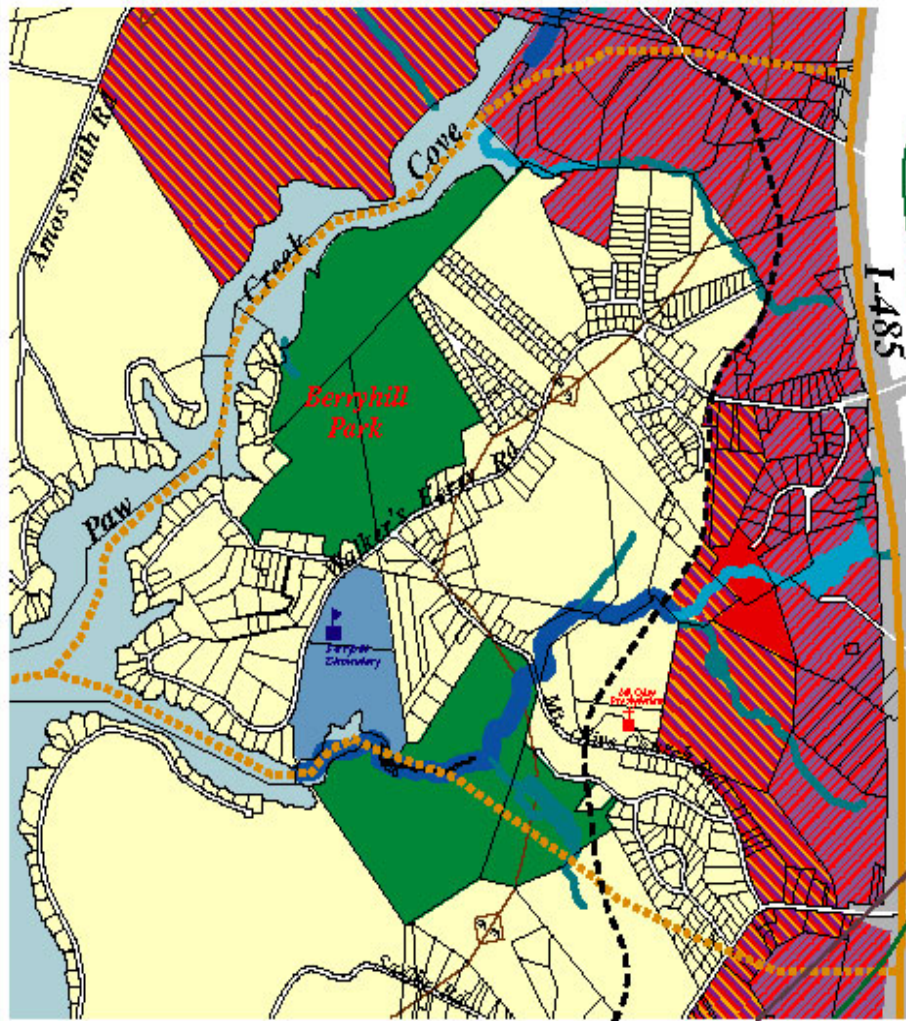
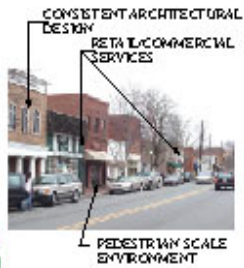
- Higher intensity employment mixed-use development is proposed along the major transportation corridors (I-485 and the area generally east of the proposed, new north/south thoroughfare).

Mixed Use Community A

Major Influences:

- Established Rural Character
- Churches and School
- County Park Property

Predominant Character/Components:



Charlotte-Mecklenburg Planning Commission

Map 11

DIXIE BERRYHILL STRATEGIC PLAN: Mixed Use Community A

- Lower intensity development of up to 4 -5 dwelling units to the acre is proposed along a network of interconnected secondary roads west of the proposed north/south connector near Walkers Ferry Road. If the property is currently zoned R-5, no increase is recommended. If the area is zoned R-3, an increase to 4 dwelling units per acre is recommended.
- Multi-family/retail mixed use developments are proposed just east of the new north-south thoroughfare, as a buffer to transition from the employment area and the established residential areas and proposed lower density residential areas.
- The Berryhill Park site is located on the south side of Paw Creek Cove and consists of approximately 100 acres. This park site is currently owned by Mecklenburg County. This plan recommends that a master plan be undertaken to provide district park type activities and amenities.
- A park site of approximately 200 acres is proposed south of Berryhill Elementary School. Part of this park site is located in the adjacent Mixed Use Community B. This property is not publicly owned at this time. If the site is not developed as a park, residential uses at a density of up to 4 dwelling units to the acre would be appropriate at this site.

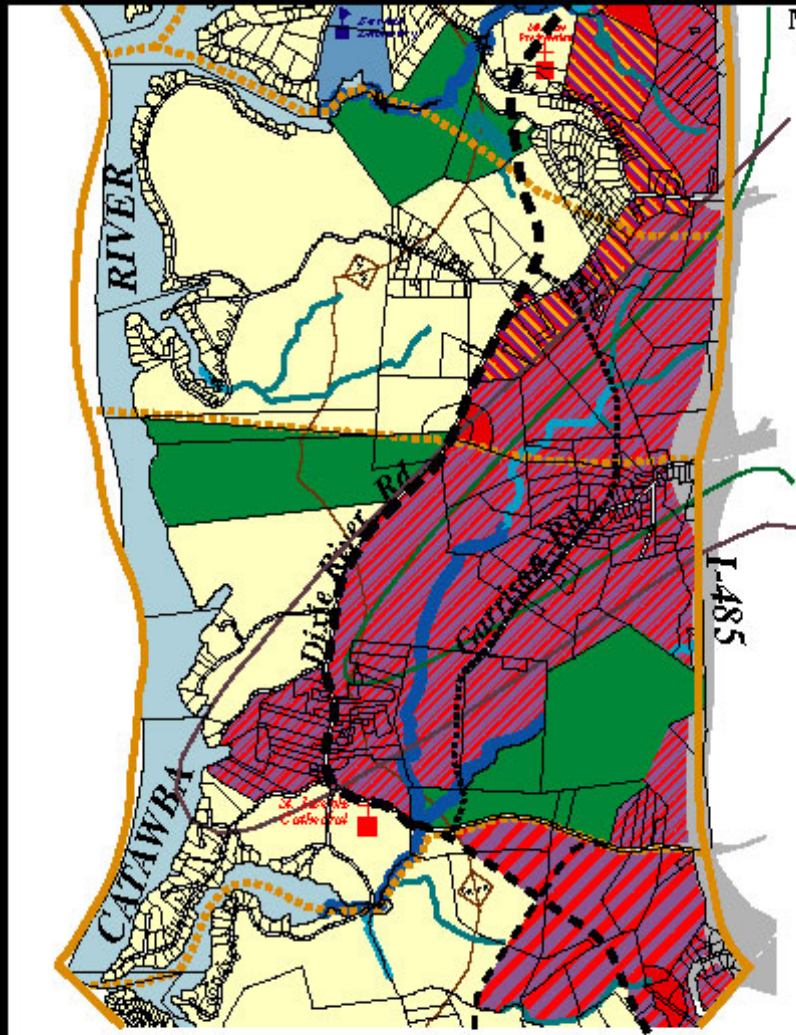
Mixed-Use Community B and C Land Use Recommendations

Community B is bound on the north by Little Paw Creek, to the south by the proposed western extension of West Boulevard, to the west by the Catawba River, and the east by Interstate I-485, as shown in the top half of Map 12.

Community C is bound on the north by the proposed western extension of West Boulevard, to the south by lower Dixie River Road, to the west by the Catawba River, and to the east by I-485.

The major influences in community B and C are:

- Extension of West Boulevard
- Interstate I-485 – West Boulevard interchange
- A transit corridor along West Boulevard
- Airport noise contour – 65 db – over a portion of the area.



Mixed Use Communities B & C

Major Influences:

- West Boulevard - 321/74 By-Pass
- Transit Corridor Along West Boulevard
- City Owned Lakefront Property
- I-485 - West Boulevard Interchange
- Airport Noise Contour

Predominant Character/Components

BUSINESS/RETAIL/ENTERTAINMENT SERVICES
HIGH DENSITY RESIDENTIAL

DEDICATED TRANSIT LINES

PEDESTRIAN FRIENDLY DESIGN

CONSISTENT ARCHITECTURAL DESIGN

RETAIL/COMMERCIAL SERVICES

PEDESTRIAN SCALE ENVIRONMENT

EMPLOYMENT CENTER

SIDEWALK NETWORK

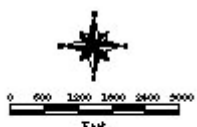
OPEN SPACE PRESERVATION

MULTI AND SINGLE FAMILY RESIDENTIAL UNITS

WALKABLE NEIGHBORHOODS

NEIGHBORHOOD RETAIL/COMMERCIAL SERVICES

- | | |
|--|---|
| <ul style="list-style-type: none"> ■ Red Detail ■ Open Space ■ Institutional ■ Multi-Family/Residential Use ■ Employment/Office Use ■ High Density Retail ■ 2-400 Right of Way ■ Lake With Watched Offshore and Probed Areas | <ul style="list-style-type: none"> — Proposed Major Thoroughfare — Proposed Minor Thoroughfare — Proposed Road to Develop — Dixie-Berryhill Study Area — Community Boundary — 1000 Foot + Corridor - 65 ft — 2000 Foot + Corridor - 65 ft — 3750 Foot Buffer - 50 feet — 4750 Foot Buffer - 100 feet |
|--|---|



Charlotte-Mecklenburg Planning Commission
DIXIE BERRYHILL STRATEGIC PLAN: Mixed Use Communities B & C

Map 12

City of Charlotte owned lakefront property along the Catawba River in Community C.

- Large tract of land owned by one owner along the western side in both Communities.

The major land use recommendations for Mixed-Use Community B and C, as shown on Map 12 are:

- The eastern side of the area generally east of the proposed north/south thoroughfare is proposed primarily for employment/mixed-use developments. Higher intensity employment is proposed along the major transportation corridors (Interstate 485, the proposed north/south thoroughfare and Garrison Road, Dixie River Road, and West Boulevard extension. The majority of Mixed Use Community C is located in the airport noise contour of 65 db (shown on Map 12 with a brown boundary line). Portions of areas B and C are also included in the proposed West Boulevard Transit Corridor study area.
- Lower intensity residential developments up to four (4) dwelling units per acre, are recommended generally east of Walkers Ferry Road and five (5) dwelling units are recommended along a network of interconnected secondary roads generally west of Walkers Ferry Road and Dixie River Road.

Mixed-Use Community D Land Use Recommendations

Community D is bound on the north side by Dixie River Road and Beaverdam Creek, on the south by Rock Island Road/Shopton road, and Steele Creek Road, to the west by the Catawba River, and to the east by Interstate I-485.

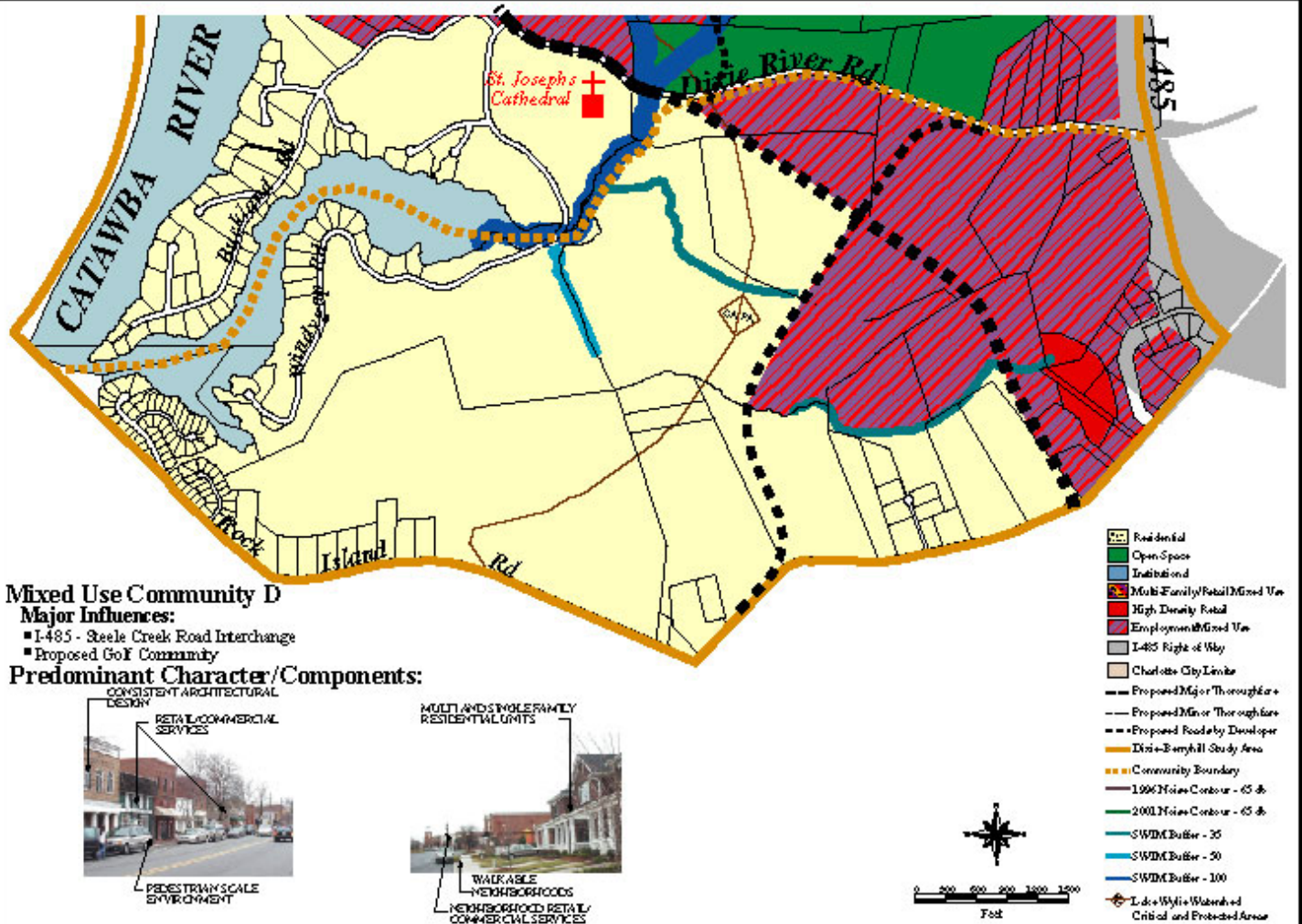
The major influences in this area are:

- Interstate I-485 – Steele Creek Road (NC 160) interchange
- Proposed employment mixed use community recently approved for development

The major land use recommendations for Mixed-Use Community D, as shown on Map 13 are:

- A mixed-use employment center is proposed between Interstate I-485 and the proposed north-south thoroughfare, near Dixie River Road. This center is envisioned to provide a focal point with high intensity employment uses
- A mixed-use employment center has been approved as a compact/walkable community with a mix of neighborhood scale retail, a mix of housing types and styles including single family detached housing, attached multi-family and townhomes.
- Residential uses, up to four (4) dwelling units per acre, are proposed along the western and central part of this sub-area.

- A district park of approximately (215) acres is being proposed as a joint public/private venture by the developer and Mecklenburg County Parks and Recreation Department along the eastern border of Community D just north of Dixie River Road.



Charlotte-Mecklenburg Planning Commission

Map 13

DIXIE BERRYHILL STRATEGIC PLAN: Mixed Use Community D

Urban Design Guidelines

The purpose of the following guidelines is to guide future development of a pedestrian oriented, mixed-use community in Dixie Berryhill. The guidelines are divided into two categories: Buildings, and Site Development. Additional design guidelines are included in the Transportation Recommendations section of this plan.

Buildings

The building should provide architectural detailing and interest to give the pedestrian a sense of comfort. Additionally the walls of buildings facing streets are the third dimension of the street and are very much part of the public realm. Their design can largely influence the character of the street and can help define a sense of enclosure that is a necessity for the provision of pedestrian oriented streets. These guidelines place an emphasis on buildings that strengthen the pedestrian environment by orienting them to the street and engaging the pedestrian with the activity generated by street level shops, offices, and residences.

Building Typology

The guidelines include descriptions of the type of buildings and the basic architectural elements that are needed in order to create walkable streets that reinforce the street as a friendly inviting place. The building types proposed for this area are as follows:

Employment Buildings: Consists of office, research, computer-based service, high-tech manufacturing, and other employment type buildings.

These buildings are to be located in the employment land use areas. Each building should be designed to be a part of a larger composition of the area it is located in.

- Height:** Two to six story buildings are appropriate. These buildings types should provide a more urban, pedestrian oriented character to the streets on which they front. One-story buildings are discouraged.
- Setback:** Buildings in or adjacent to the employment village center should be placed directly behind the sidewalk to allow direct pedestrian access. Greater setbacks and “campus-style” site planning may be justified for areas adjoining lower density residential areas.
- Entrances:** Main entrances should be dominant and clearly recognizable from the street. Principal entrances should not orient to interior blocks or parking lots.
- Facades:** The walls of commercial buildings facing should be varied and transparent with a frequency of doors and windows to encourage pedestrian interaction. Long expanses of blank walls with no openings are discouraged. Awnings,

changes in building materials, creative signage, and window displays are encouraged to enliven the street. At least 50% of the facade should be treated in this manner.

Lot Width: To encourage a more diverse mix of uses, lot widths for employment buildings could be as little as 50 feet to accommodate the smallest of entrepreneurs.

Parking: In general, parking should be placed behind buildings. No proposed development should have more than 1/3 of its street frontage in parking.

Community Mixed Use Buildings : Contain a mixture of the highest intensity retail uses, and possibly upper floor use for high density residential.

This type of development is recommended only in Community B and C. (see map for proposed location). These building types are primarily for business uses including retail, restaurant, office, and entertainment. High density residential is also appropriate including residential uses above street level commercial. Each building should be designed to be a part of a larger composition of the area it is located in.

Height: Three and four story buildings are appropriate directly adjacent to thoroughfare roads. Two and three story buildings are envisioned in and adjacent to lower density residential areas and should promote a pedestrian oriented character on the streets they front. Maximum height is 60'.

Setback: Buildings should be placed directly behind the sidewalk to allow direct pedestrian access. Greater setbacks may be justified for outdoor cafes and other street-oriented activities but in no case should parking be placed between the building and the sidewalk.

Entrances: Main entrances should be dominant and clearly recognizable from the street. Primary ground floor entrances should be accessible directly from the street, a public plaza or park. Principal entrances should not orient to interior blocks or parking lots.

Facades: The walls of commercial buildings facing the streets should be varied and transparent with a frequency of doors and windows to encourage pedestrian interaction. Long expanses of blank walls with no openings are discouraged. Awnings, changes in building materials, creative signage, and window displays are encouraged to enliven the street. At least 50% of the facade should be treated in this manner.

Lot Width: To enable a more diverse street, with a repetition of interesting storefronts, lot widths for commercial buildings could be as little as 30 feet to accommodate the smallest of entrepreneurs.

Parking: In general, parking should be placed behind buildings. No proposed development should have more than 1/3 of its street frontage in parking.

Multi-Family Residential: Apartments that are stacked one on top of another, frequently called garden apartments, flats, or walk-ups. Upper floor units are accessed from a common stair.

This higher density housing type should be developed as a part of the fabric of the neighborhoods formed by blocks and streets and should not be developed as large, separate, inward oriented communities. Densities up to twelve units per acre are proposed and could include some housing for the elderly.

Height: Buildings should be between two and four stories. Taller buildings should be located closer to employment centers, with two and three story buildings two or three blocks away, to transition into the lower density residential areas.

Setback: 20 to 25 feet from the curb along thoroughfares.

Entrances: The front door/guest entry should orient to the street and be slightly elevated, no more than 3 feet. Stoops (exterior steps going from street level to first floor level) should be provided to improve the transition from public street to private dwelling.

Facades: Should be varied with frequent building entries and windows overlooking the street. Porches and balconies are encouraged to encourage street dialogue and provide more eyes on the street.

Parking: Should be placed behind buildings in the interior of the block in well landscaped parking lots that are broken down into smaller lots.

Townhouse: (Single family attached or row houses) Two to three story single-family units that are attached at a common wall. Individual entrances and private outdoor space characterize this building type.

Townhouses, or row houses are an excellent medium density urban housing type and are appropriate in multi-family mixed use, employment mixed use areas and where in low density residential areas when innovative environmental design is being applied for water quality management. They are especially important for the definition they give to the street edges, and the establishment of a sense of enclosure along the streets upon which they front. Density ranges from 8-12 units per acre.

Height: 2 to 3 stories

Setback: 25 to 35 feet from curb along thoroughfares.

Entrances: The front door/guest entry should orient to the street and be slightly elevated, no more than 3 feet. Stoops should be provided to improve the transition from public street to private dwelling. Back door entries are from alleys, garages, and parking lots.

Facades: Porches and balconies are encouraged to allow interaction between the private residential units and the public street activity.

Parking: From the rear, associated with each individual unit, either in private parking spaces or garages off of rear alleys.

Single Family Detached: Residential units that have no attachment to other structures.

This housing type is the most predominant type being built in the area and will also constitute a major portion of this plan proposal. However it is envisioned that instead of the predominant one or two units to the acre development pattern in existing neighborhoods, the densities of the single family detached in this concept would be in the range of four to five units to the acre. This may imply a much smaller lot size, and a different house design to work well.

Height: 1 to 2 stories

Setback: 20 to 30 feet from curb along thoroughfares.

Entrances: Front door entrances directly from the street with private access from alleys, garages or driveways when feasible.

Facades: Porches and balconies are encouraged to allow interaction between residents and people on the street.

Lot Size: 3,000 square feet minimum

Lot Width: 30 feet minimum

Parking: In garages off of rear alleys on the sides of homes. When a garage is in front off of a public street it should be recessed a minimum of 10' behind the building facade.

Civic Buildings: Includes libraries, post offices, police and fire stations, day care, churches and other civic buildings.

Libraries, post offices, police and fire stations, day care, churches and other civic buildings should be given prominent locations in employment areas or adjacent to residential areas. Their architecture should reflect their prominence and civic importance. Principal public entrances should be clearly defined with access directly from the public street network. Buildings should be designed to maximize vistas along streets.

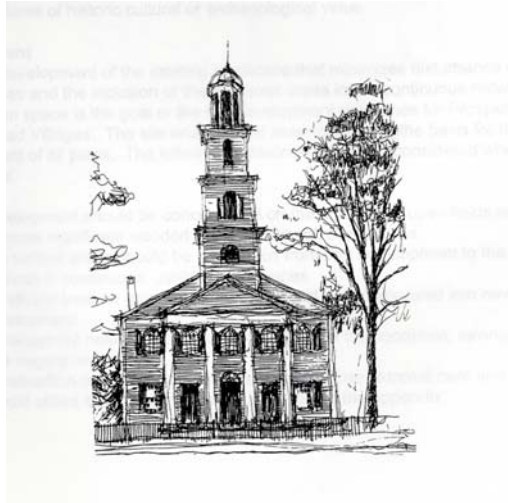
Height: In general, these buildings are 1 to 3 stories. Church steeples may extend to a greater height.

Setback: Varies from directly behind the sidewalk to 30 or 40 feet from curb with landscaping or plazas in front to enhance the civic importance of the building.

Entrances: Should be a dominant feature and should be oriented to the street.

Facades: Richly articulated to reflect the prominence and importance of the building.

Parking: Located behind and to the side of the building, but not in front.



Site Development

The overall development form of the community should be strongly influenced by the existing landscape, primarily its topography, wooded areas, and watercourses. Much of the land in the study area is wooded including some specimen trees of significant size and age. Preservation of existing landscape features will add to the unique character of the community, and provide a valuable natural resource for generations to come.

Analysis and Inventory

Prior to the development of preliminary plans a site analysis and inventory of existing natural and cultural resources on the property should be undertaken and should locate the following as a minimum:

- Slopes exceeding 15%
- Existing vegetation - open fields, outline of forested areas including trees of over 12" in diameter, as well as significant individual tree specimens or small groves of trees over 12"
- Floodplains, wetlands, groundwater recharge areas, drainage patterns
- Features of historic cultural or archaeological value
- SWIM buffer
- Watershed Protection zone classification

Sensitive development of the existing landscape that minimizes disturbance of natural areas and the inclusion of these natural areas into a continuous network of usable open space is the goal of these site development guidelines. The site analysis and inventory will be the basis for the development of all plans. The following guidelines should be considered when developing:

- Development should be concentrated on the most level, open fields leaving the most significant wooded areas as natural, open space.
- The natural areas should be continuous from one development to the next to result in continuous, usable open spaces.
- Significant trees or groupings of trees should be incorporated into new development.
- Development near creeks should be kept out of the floodplain, saving creek side vegetation.
- Construction around existing trees should exercise extreme care and should utilize tree protection guidelines.

Transportation System Recommendations

Thoroughfare Plan

As noted in the area profile section of this study, the Thoroughfare Plan for the planning area originally showed one north-south minor thoroughfare alignment starting at Steele Creek Road and running to Old Dowd Road at the intersection with Sam Wilson Road. This proposal, however, was determined to be insufficient for the land-use proposals being made for the area. A series of public meetings was held to evaluate the appropriate street plans for this area. The results are shown on Map 5. Two new roads have been identified to replace the original north-south thoroughfare. A major thoroughfare was recommended to extend from Steele Creek Road, at the Shopton Road intersection, to tie into Old Dowd Road east of the railroad. This road would be constructed partially along Dixie River Road and partially on a new location. A minor thoroughfare would start at existing Dixie River Road just west of the proposed park, and run north following a portion of Garrison Road to tie into Dixie River Road near the intersection of Sadler Road.

The Thoroughfare Plan also shows a freeway/expressway connection to I-485 from Gaston County. This would be a new crossing of the Catawba River and would have an interchange with the new major thoroughfare. Additionally, Gaston County has been promoting this roadway as a potential toll road. No funding is currently available for the new river crossing; however, if toll legislation is passed by the North Carolina General Assembly, this new road could begin construction within the decade.

Thoroughfare Plan Recommendations

The relocation of Wallace Neel Road by the airport provides a significant opportunity to realize the first portion of needed roadway improvements for the plan area. The airport has agreed to honor the alignment developed by the neighborhoods working with the Mecklenburg-Union Metropolitan Planning Organization (MUMPO). This will allow improved traffic flow and access to the entire area. Additionally, this work will likely be done concurrently with the extension of West Boulevard to connect with I-485. The result would be a new access to the Charlotte Outer Loop for the Dixie-Berryhill area.

One of the primary issues remaining from a transportation perspective is the character of the West Boulevard Extension across the Catawba River. The MUMPO Thoroughfare Plan calls for this facility to be a freeway. The Gaston Urban Area is requesting that the facility be constructed as a controlled access tollway to I-485. This type of construction is inconsistent with the land use recommendations for Dixie-Berryhill. This plan recommends that the proposed major thoroughfare have access to the new facility, and that an urban diamond interchange be constructed with I-485. This plan is opposed to the right-of-way requirements and the associated impacts that would be required by a freeway to freeway type interchange.

Street Types

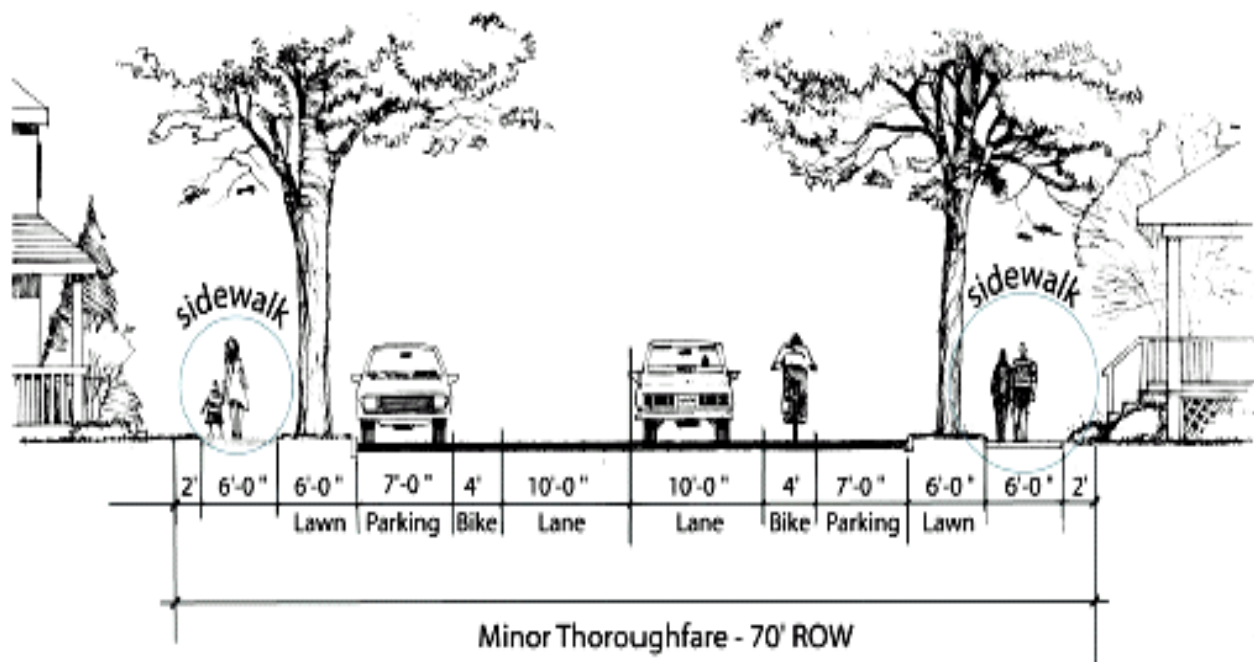
The following street types are recommended to achieve the goal of a pedestrian friendly network of streets. As streets are improved/widened in the future, the following street guidelines are recommended as a guide. The diagrams are specific as to the type of street and the width of the

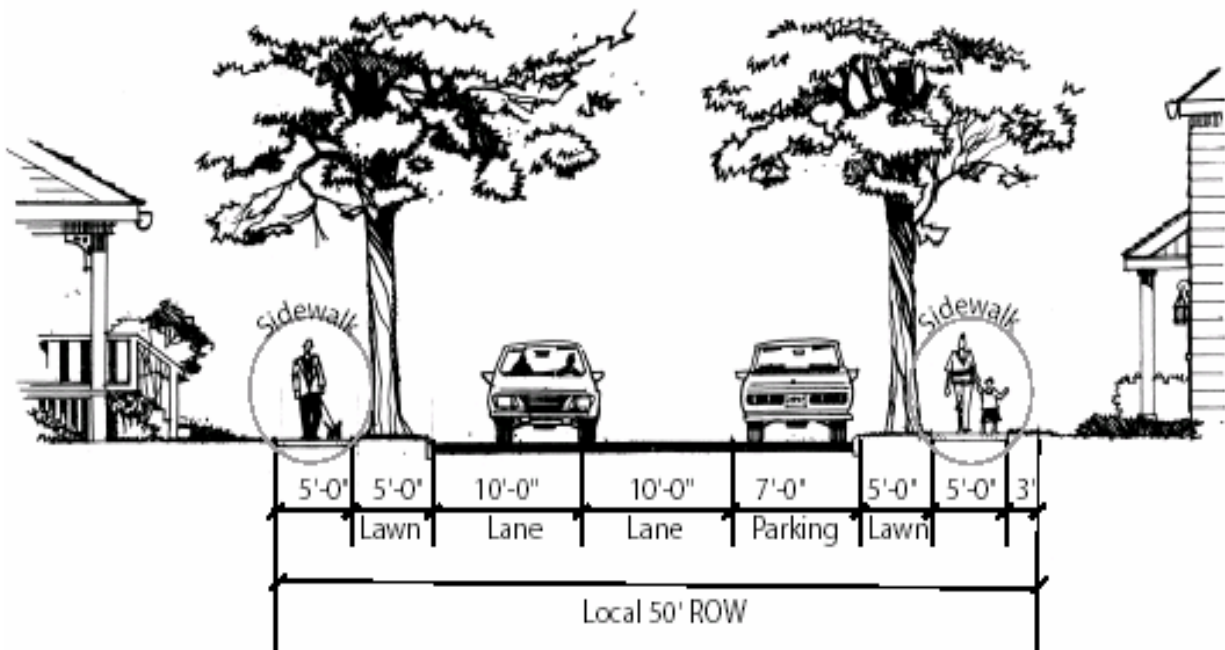
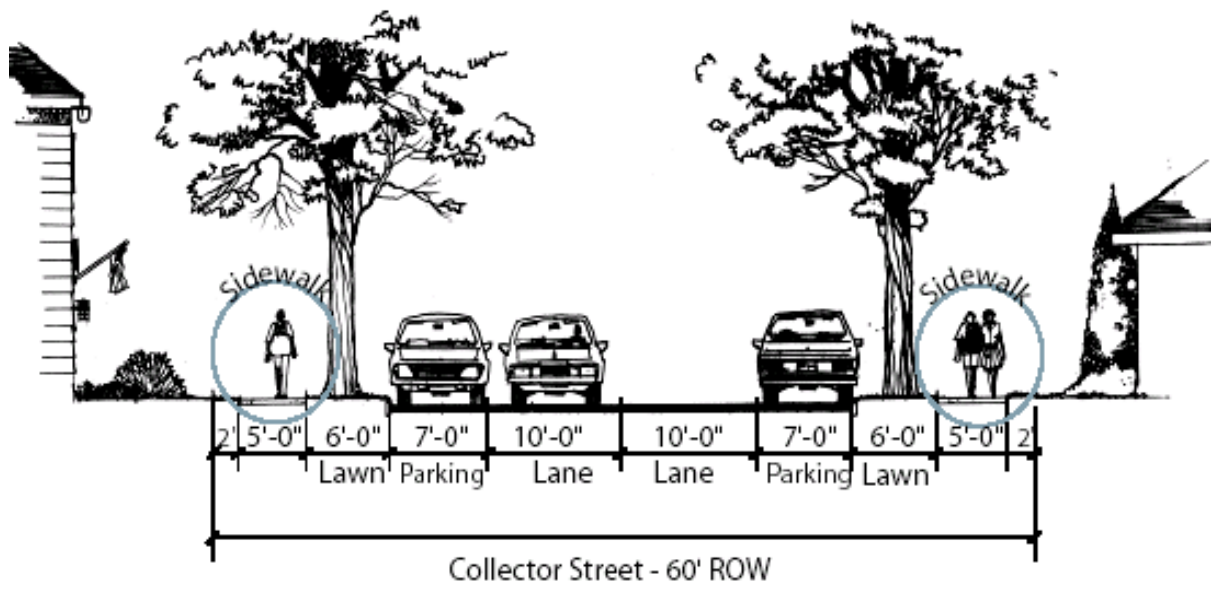
right-of-way. Each diagram includes information regarding the width of the travel lanes; bike lane width, if applicable; parking widths, streetscape buffer width, and sidewalk width.

As noted, protection of the environment is a key guiding principles. With that in mind, the recommendation for the proposed major thoroughfare in the southern portion of the plan area is for a shoulder section rather than a curb-and-gutter section as shown for the other facilities. A parkway facility is envisioned with a variable width median which will allow the north and south lanes to follow different vertical alignments. Additionally, the ditches will allow better filtration of the roadway runoff before it reaches the streams and river. This facility will not provide on-street parking or sidewalks. It will have paved walking/biking paths constructed on both sides of the roadway.

Parkway – 120’ to 140’ ROW

Major Thoroughfare – 100’ ROW





Streetscape Plan

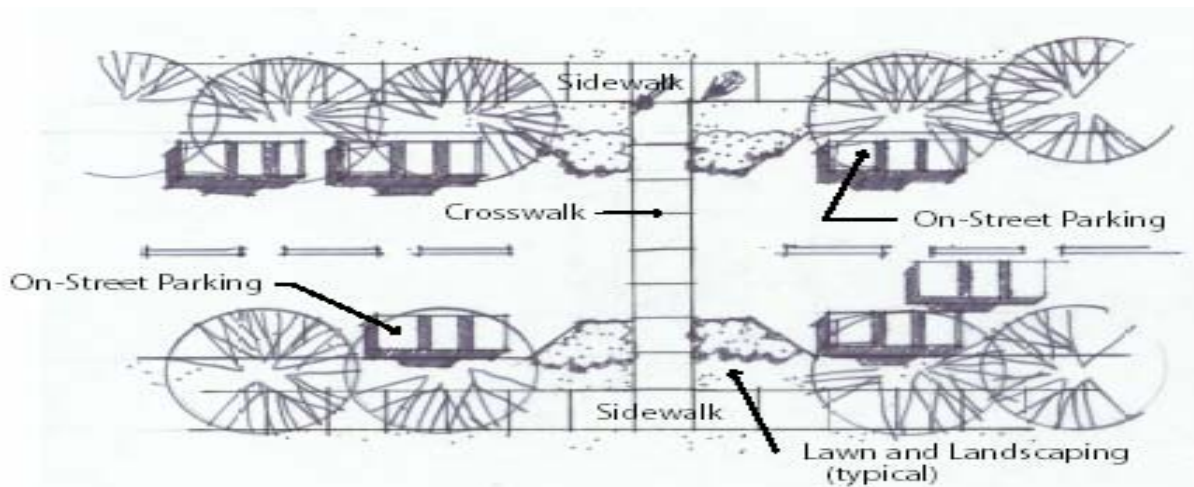
The development of an overall streetscape plan for the various development areas will ensure continuity to the street network and help in shaping the identity of the areas. A minimum 8' wide planting strip for street trees is recommended on all streets with a right of way of 50' or more, and a consistent pattern of large maturing trees should be established. At principal intersections a change in the tree-planting pattern is recommended to add emphasis to the intersection as well as a degree of clarity to the overall street network.

Sidewalks

The minimum width of sidewalks should be five feet except along minor and major thoroughfares where they should be six feet.

Crosswalks

At principal intersections, clearly marked crosswalks are recommended with pedestrian crossing signals. Additional crosswalks may be needed mid block to provide safe pedestrian access across the thoroughfares. On-street parking should be eliminated at these points and the curbs extended out to minimize the crossing distance for pedestrians.



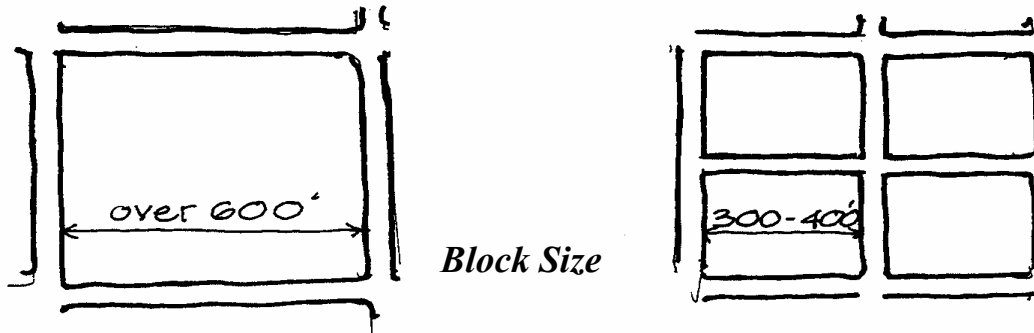
Bicycle Lanes

Walking and biking are two principal modes of transportation in any pedestrian-oriented community. Principal bike lanes will be provided as part of the street network, with a 4' wide bike lane on the minor thoroughfares and collectors.

Block Size

The size and arrangement of the blocks in the employment areas are critical to the development of an urban scale community. Blocks that are too long work against connectivity and community interaction and will discourage walking. Maximum public discourse occurs where the blocks are smaller, with more intersections and increased opportunities for people to interact. Block sizes

will vary but in general should be in the range of 200 to 300 feet by 300 to 600 feet with the smaller blocks occurring in the most densely developed areas near I-485.



Vehicle Parking

As a general rule, parking lots should be located behind buildings in order to enable the building to come up to the sidewalk and be more readily accessible to the pedestrian. The buildings also serve as a screen to the parking lots. Where parking lots are not screened from public view by buildings they should be screened according to section 12.303 of the Zoning Ordinance.

Parking Structures

Parking structures are encouraged to minimize the amount of land coverage in employment areas. Even one additional level of parking can help greatly. Where parking decks adjoin public streets the first floors at the street should contain leasable non-residential space.



On Street Parking

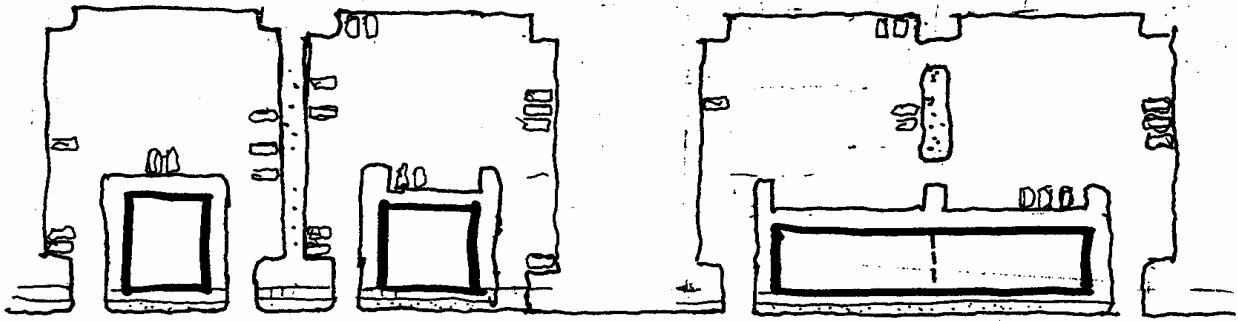
On street parking is encouraged where feasible and especially in the employment areas.

Shared Parking

Shared parking with adjacent uses with different peak hours of activity can result in less overall pavement and is strongly encouraged. Parking lots on adjacent parcels should be connected to each other.

Shared Driveways

Shared driveways are encouraged to minimize the number of driveways on public streets and reduce automobile/pedestrian conflicts. Reducing the number of driveways also provides less interruption to vehicle flow, particularly on the minor and major thoroughfares.



Two separate parking lots; two separate buildings; four separate driveways disrupt pedestrian movement.

Parking lots connected; buildings attached; fewer driveways minimize pedestrian conflict.

Bicycle Parking

Bicycle lanes and parking are recommended. In a pedestrian oriented community, bicycles are considered to be a mode of transportation that is encouraged.

Bus stops

Bus stops should be located in or near major activity centers where more intense development is recommended and within walking distance for many residents. Bus stops should be attractive, sheltered, comfortable places to wait.

Environmental Recommendations

Water Quality Management Recommendations

As noted in the area profile section two categories of waterway and watershed management regulations are applicable in the study area: the Water Supply Watershed Protection Overlay District regulations and the Surface Watershed Management regulations, also known as SWIM buffers. In addition, the City and County have entered into a Memorandum of Understanding (MOU) with a private developer, with a proposed development in sub-area D in the Beaverdam Creek Watershed within the study area for the purpose of studying and protecting Brown's Cove on Lake Wylie.

Beaverdam Creek Watershed Study

During February 2002, Charlotte City Council, Mecklenburg Board of County Commissioners, and a private developer approved a Memorandum of Understanding (MOU) that forms a partnership between the parties for a project to study and protect the water quality of the Beaverdam Creek Watershed and Browns Cove on Lake Wylie. The initial phase of the projects will involve water quality monitoring (sampling) and computer modeling to evaluate existing watershed conditions and study the effects of water quality as the watershed develops.

The Beaverdam Creek Watershed is approximately 3000 acres within the study area, of which, 1000 acres are being developed by a private developer in sub-area D. The initial phase water quality monitoring and modeling will begin in June 2002 and will be conducted over a two-year study period. Using the monitoring and modeling information, future phases may involve implementation of water quality management strategies using Innovative Site Design and Best Management Practices (BMPs) designed to protect the water quality of the watershed and cove. Innovative Site Design typically includes examples such as low impact designs involving cluster development, increased open space, grass swale ditches in lieu of curb and gutter to transport stormwater drainage, etc. Wet ponds, sand filters, bioretention areas, and pervious pavement are examples of innovative BMPs designed for treating stormwater runoff and protecting water quality.

Since water quality management strategies and innovative site designs may have the potential to deviate from traditional land planning and development practices, close coordination and cooperation are vital to the success for water quality management in the watershed.

Open Space and Recreation Recommendations

This plan recommends five (5) major recreational/open space sites in the study area, some of which are already proposed for parks, and other possible locations where opportunities exist. The two sites which are currently owned by Mecklenburg County have not yet been developed, although they have been identified in the Capital Needs Assessment document. These two park sites will move up in priority for development of a master plan and funding when population in the study area increases to create the demand for recreational sites. The following sites are recommended:

- “Gateway Park” is a site of approximately 140 acres, located on the Catawba River, immediately south of Wilkinson Boulevard. This proposed park site is already owned by Mecklenburg County, but no plans have been adopted, and no funding has been authorized to date.
- Berryhill Park is a county-owned parcel of land planned for a district park of approximately 100 acres. It is located on the south shore of Paw Creek Cove north of Berryhill Elementary School. No funding or plans have been approved for this site at present. Typical facilities found at a district park include shelters, trails, and active recreational areas for sports.
- A proposed site located south of Berryhill Elementary School, and located within both Mixed-use Communities A and B, of approximately 130 acres.
- A lake-access park on the northern border of Mixed-Use Community C located on property the County acquired for public water intake and will probably not use for that purpose (approximately 200 acres).
- A proposed district park on the southern border of Mixed-Use Community C just north of Dixie River Road and west of I-485 of approximately (215) acres.

COVER OF THE IMPLEMENTATION PLAN

IMPLEMENTATION STRATEGIES

This document outlines the key actions that are needed to implement the recommendations in Volume I: Concept Plan. This implementation document will not be adopted by elected officials but many of the actions identified will require future Council and possibly the Board of County Commission approval and will be brought before these bodies on a case by case basis.

Land Use and Urban Design

Strategic Plan Adoption as Public Policy

The first step in the implementation of the Strategic Plan is its adoption by the Charlotte City Council. This process begins with review and recommendations by the Charlotte-Mecklenburg Planning Commission, to adopt the plan. That recommendation then proceeds to Charlotte City Council for their review, public comment, and final decision. This report will also be presented to the Board of County Commission for information.

Land Development and Rezoning Process

The Strategic Plan will be implemented in greatest part by the development activities of the private sector acting within the framework of zoning and development regulations. As development approvals are sought, Planning and other City and County Staff will work with developers and property owners to make sure that their plans are consistent with the Strategic Plan, and to guide them in the application of appropriate mixed use and other zoning district reclassifications.

Mixed Use Zoning Districts

Commission Staff should undertake a review of the existing mixed-use zoning districts as currently provided in the County and City Zoning Ordinances to determine their applicability and appropriateness to implement the mixture of uses as proposed in the Strategic Plan. If the current districts are found to be inadequate, new zoning district(s) should be developed consistent with land use objectives proposed in the plan. The new Major Activity Center Overlay District (MACO) currently being developed by staff for major activity town centers like the South Park area may be appropriate for this area as well. Once adopted, the MACO should be considered for application in the Dixie Berryhill area.

Restrictive Zoning for Airport related uses

Currently the expansion of airport related uses are proposed east of I-485 and south of West Boulevard. Although this area is outside of the study area, concern was consistently raised through the public input process about the proliferation of residential development in areas programmed for heavy industrial uses and impacted by airport noise. This plan proposes changes be made to the City and County Zoning Ordinances to eliminate residential uses in some industrial zoning districts like the Business Distribution Zoning District.

Staff should make necessary changes and initiate rezonings to appropriate parcels to minimize further residential development in these areas and reduce pressure for these uses to expand west of I-485 into the Dixie Berryhill study area.

Transportation

Thoroughfare Alignment Amendment Implementation

As discussed throughout the Plan, a thoroughfare plan amendment process was recently completed for the proposed north-south thoroughfare from Old Dowd Road southward to the potential alignment of the West Boulevard extension as an option to the reconstruction of Wallace Neel Road on the east side of Interstate I-485.

A general alignment for the westward extension of West Boulevard has been mapped as part of the preliminary alignment study for the US 321/74/29 by-pass. That plan illustrates an alignment from the Interstate I-485 interchange to a river crossing that directs the by-pass to the northern edge of the Duke Power generating station on the west side of the Catawba River. This plan recommends that the proposed major thoroughfare have access to the new facility, and that an urban diamond interchange be constructed with I-485. This plan is opposed to the right-of-way requirements and the associated impacts that would be required by a freeway-to-freeway type interchange.

A tentative schedule for road construction has been identified as follows:

Current Road Infrastructure Projects

Project	Description	Completion Date	Funding Source	Cost
I-485 Outer Belt	Brown Grier to Wilkinson to include Interchanges at Steele Creek Road and Wilkinson Blvd.	04	NCDOT	\$98M
	Wilkinson to I-85 with an Interchange at I-85	04	NCDOT	\$50M

Proposed Road Infrastructure Projects

Project	Description	Completion Date	Funding Source	Cost
Wallace Neel Relocation	Wilkinson to I-485	FY04	Aviation	\$10M
	I-485 to Garrison and Dixie River Road	FY05	Aviation	\$10M*
West Boulevard Relocation	Yorkmont Road to I-485	FY06	Aviation	\$10M*
I-485 Outer Belt	Interchange at West Blvd.	FY06	NCDOT	\$1.5M**
Garden Parkway Tollway	Mecklenburg Co. I-485 to County Line	FY15	NCDOT/Toll	\$300M***
Dixie River Road	Southern end of Dixie River Road	FY05	Private Developer	N/A

Shopton West Connector	Shopton Road West to Dixie River Rd.	FY05	Private Developer	N/A
Garrison Road	From current south terminus to Creek	As Needed	Private Developer	N/A
Other Roads	As development occurs	As Needed	Private Developer	N/A
Gap Road Dixie River Road	Southern end of Dixie River Road	FY05/06	City CIP & Possible Private Developer	\$10M
Gap Road Garrison Road	Crossing Creek to Dixie River Road	FY07/08	City CIP & Possible Private Developer	\$8M

*Subject to availability of Federal Aviation Grants.

**Most of this work is being done as part of the main line of the I-485 project.

***This project is currently unfunded and no good estimate has been completed to date. It will likely be in excess of \$300 million.

Transit Planning

The 2025 Transit System Plan presently calls for a Bus Rapid Transit (BRT) line on the West Corridor. It would run from Center City Charlotte on Wilkinson Blvd., connect with a planned intermodal center at Charlotte-Douglas Airport, and serve the mixed-use plans for Dixie Berryhill. The Transit Plan also calls for intersecting enhanced bus service lines along Freedom Drive, West Boulevard, and Tyvola Road, connecting to the Coliseum area. The Metropolitan Transit Commission (MTC) has requested that preliminary engineering for the corridor consider BRT with a Light Rail (LRT) option. Some recommendations in the Transit Community and Area C may change as a result of more detailed station area planning. Staff from the Mecklenburg Union MPO should continue to coordinate and work with the Gaston County MPO to resolve this issue.

Sewer and Water Utility Extensions

Sewer and Water Utility Extensions

Given the access that will be provided by completion of I-485, the extension of sewer and water service to the area will have the most significant impact on the pace of development in the project area. Charlotte-Mecklenburg Utilities is working with a developer to determine the potential extension of services from the south to serve their potential development in the Shopton Road area. A north-south water main that will link the system in the Wilkinson Boulevard area to the Shopton Road is funded. The Planning Staff will work with Charlotte-Mecklenburg Utilities to establish the pace of other utility extensions throughout the area. A tentative schedule has been identified as follows:

Current Water Infrastructure Projects

Project	Description	Completion Date	Funding Source	Cost
Southwest Water Transmission Main Phase A	Franklin Plant to Airport	FY05	City CIP	\$34.3M
Southwest Water Transmission Main Phase B	Airport to inter. West and Steele Creek Rd	FY06	City CIP	\$7M

Proposed Water Infrastructure Projects

Project	Description	Completion Date	Funding Source	Cost
Water Main along relocated Wallace Neel	Sam Wilson/Old Dowd to Walkers Ferry	FY 04	Aviation/Utilities	\$430K
Water Main along relocated Wallace Neel	Walker's Ferry to Garrison/Dixie River	FY05	Aviation/Utilities	\$1.1M
Water Main along relocated West Blvd	SC to I-485	FY06	Aviation/Utilities	\$350K
Water Main along Steele Creek Rd	West to Shopton	FY07	City CIP	\$7M
Water Main along West Blvd	I-485 to Dixie River Rd	FY10	City CIP	\$470K

Current Sewer Infrastructure Projects

Project	Description	Completion Date	Funding Source	Cost
Beaverdam Creek Pump Station		FY04	City CIP	\$3.1M
Beaverdam Creek Force Main		FY04	City CIP	\$1.4M

Proposed Sewer Infrastructure Projects

Project	Description	Completion Date	Funding Source	Cost
Beaverdam Creek Outfall West Branch		FY 06	TBD	\$1.3M
Little Paw Creek Pump Station and Force Main		FY07	TBD	\$700K
Beaverdam Creek East Branch		FY07	TBD	\$530K

Open Space and Recreation

Open Space and Recreation Elements

The Mecklenburg Park and Recreation Department has prepared plans for the Gateway Park on the River and the south side of Wilkinson Boulevard. The schedule for development of that park needs to be established. Similarly, planning and development activities need to be scheduled for the property that the Department presently owns on the south side of Paw Creek Cove. It is further recommended that the Department implement development of the district park as proposed in sub-area C that is recommended as part of an approved private development project.