

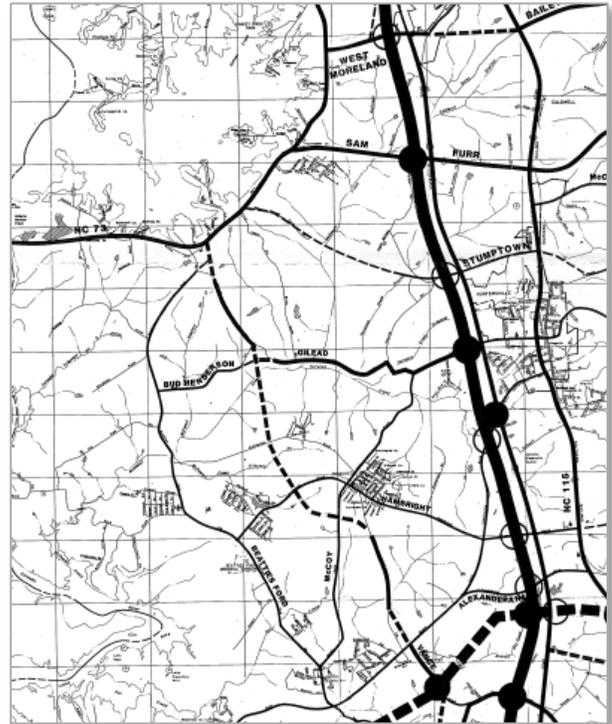
## Thoroughfare Planning in Northwest Mecklenburg County A Detailed Chronology: 1988-2017

November 1988: The *Thoroughfare Plan* is extended into northern Mecklenburg County. Shows Vance Road Extension and Stumptown Road Extension as concepts (see Map 1).

August 1990: Mecklenburg County, in coordination with the northern towns, adopts the *North Mecklenburg District Plan*. A new north/south thoroughfare is shown parallel with McDowell Creek. This does not modify the *Thoroughfare Plan* (see Map 2).

July 1992: After two public meetings, the Charlotte Mecklenburg Metropolitan Planning Organization adopts a specific alignment for Stumptown Road Extension.

August 1993: The Wynfield Forest subdivision is approved by Mecklenburg County to include the dedication of right of way for Stumptown Road Extension.



Map 1



Map 2

November 1994: The *Thoroughfare Plan* is modified to include a proposed north/south thoroughfare in northern Mecklenburg County that would connect from NC 73 to Ervin Cook Road to Gilead Road. The Stumptown Road Extension alignment was moved to align with NC 73 at Beatties Ford Road (see Map 3).

# NORTHWEST HUNTERSVILLE TRANSPORTATION STUDY

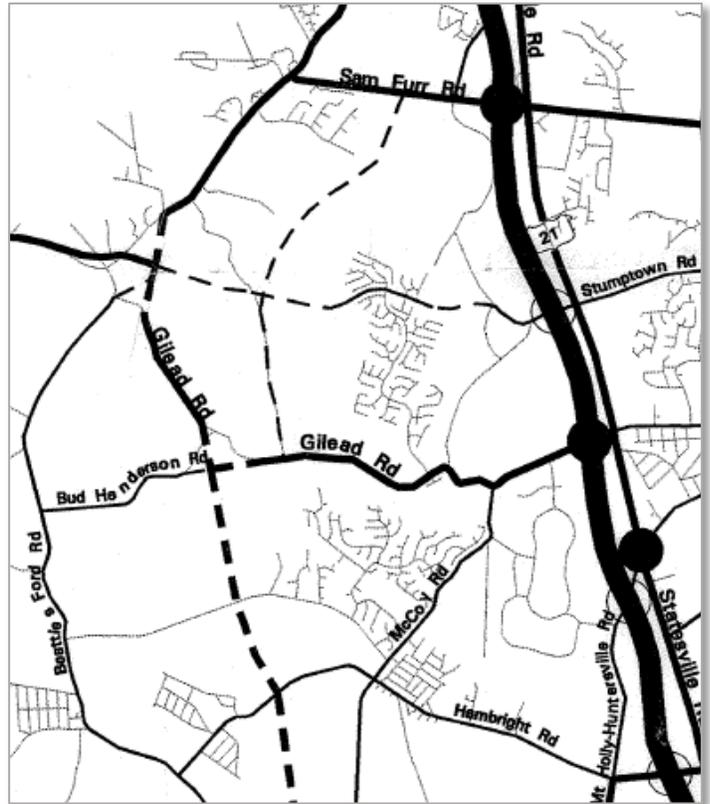
November 1995: The developer of Birkdale works with the Town of Huntersville and Mecklenburg County to develop an alignment for the “McDowell Creek Parkway” which became known as Birkdale Commons Parkway.

As Birkdale has been constructed, the developers have built the thoroughfare.

September 1999: McAulay subdivision is tentatively approved by Town of Huntersville showing an altered Stumptown Road Extension. The Mecklenburg-Union Metropolitan Planning Organization (MUMPO) approves the altered alignment. A partnership is crafted between the developer and the Town and the newly named Hugh Torance Parkway is constructed to Wynfield Creek Parkway in 2002-2003.

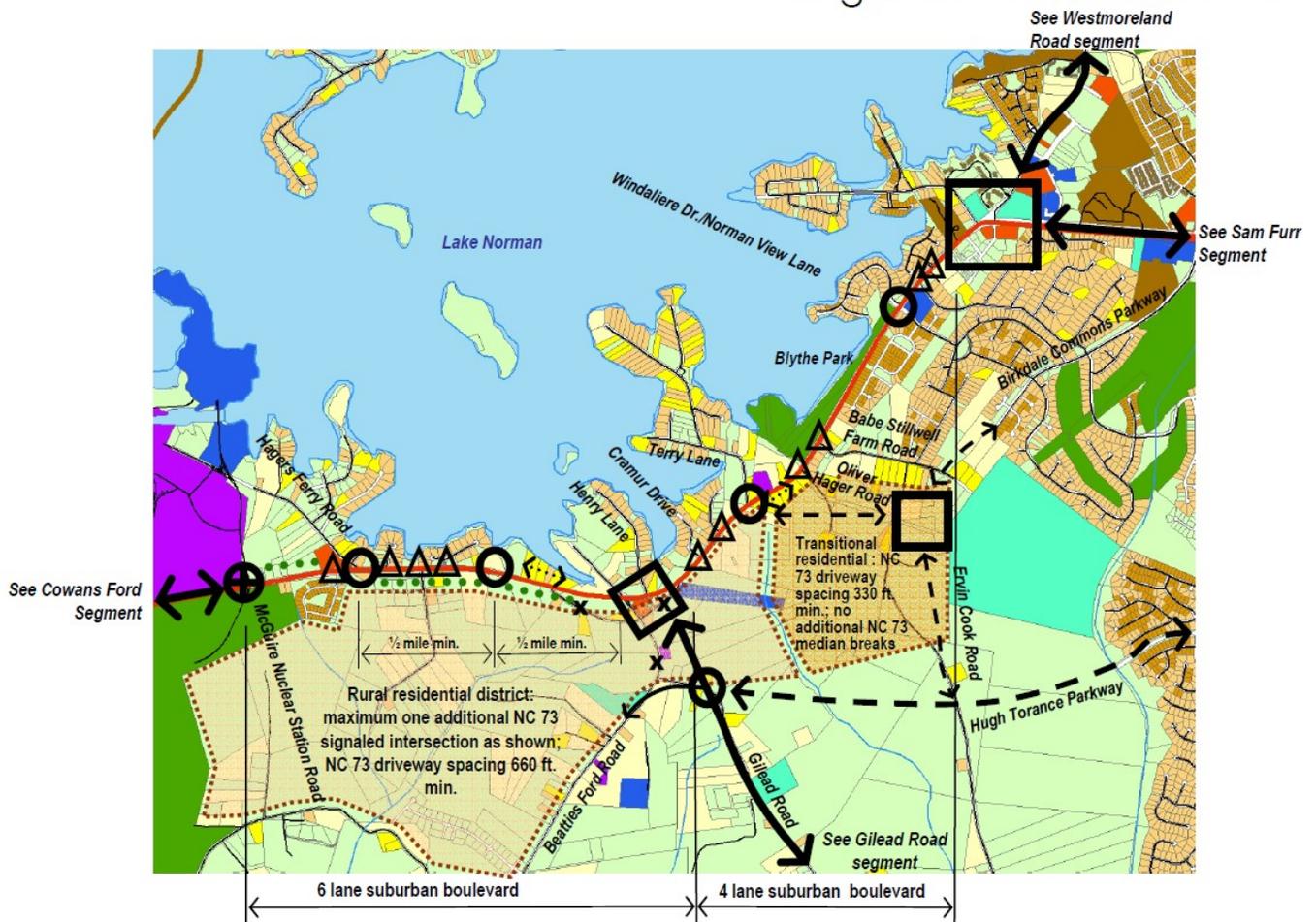
January 2002: Gilead Ridge subdivision is approved by Town of Huntersville showing Stumptown Road (aka Hugh Torance Parkway) and committing to its construction.

May 2004: The MUMPO adopts a specific alignment for Vance Road Extension that intersects with NC 73 opposite Henry Lane. Other potential thoroughfare alignments are shown for information but not for official action.



Map 3

## Segment – Catawba Road



NC 73 Transportation / Land Use Corridor Plan

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Map 4

July 2004: The Town of Huntersville and numerous other jurisdictions approve an *NC 73 Transportation/Land Use Corridor Plan* that shows alternative thoroughfare alignments in Northwest Huntersville and specifically calls for some sort of innovative intersection of NC 73 and Vance Road Ext (see Map 4)

# NORTHWEST HUNTERSVILLE TRANSPORTATION STUDY

**2008-2011:** The MUMPO and Huntersville collaborate on studies of thoroughfares in NW Huntersville. This includes how Vance Road will tie into NC 73 and alignments for Hugh Torance Parkway, Birkdale Commons Parkway, Beatties Ford Road, and Ervin Cook Road. The study resources are consumed by debate over the future of NC 73 west of Vance Road Extension.

**November 2011:** The MUMPO adopts an alignment for NC 73 and for Vance Road Extension ONLY. Other alignments on this map are for information only (see Map 5).



**Map 5**

**2016:** NCDOT begins a full environmental analysis for the widening of NC 73 between NC 16 (Lincoln County) and I-77. This analysis will include a comparison between the relocation approved by MUMPO in 2011 and widening the existing roadway in the same area. A final decision is expected by summer 2019.

**March 2017:** The Town of Huntersville and the Charlotte Regional Transportation Planning Organization (CRTPO) begin an analysis of the future thoroughfares in northwestern Huntersville.

## Practical Impacts of a Thoroughfare Alignment Crossing Over or Adjacent to Your Property (Q & A, June 2017)

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### **Q. What is a thoroughfare?**

**A.** A thoroughfare is a roadway, either existing or proposed, designated by the Charlotte Regional Transportation Planning Organization (CRTPO) to serve the region's motor vehicle travel needs over the coming decades. These roads are intended to carry moderate to heavy traffic at moderate to high speeds. Several categories of thoroughfares exist, from a minor thoroughfare with 2 lanes and 35 miles per hour speed limit up through a freeway. Thoroughfares and information on their conditions are represented on the Highway Maps of the Comprehensive Transportation Plan (CTP) adopted by CRTPO. The CTP includes other maps showing bicycle, pedestrian, transit, and rail freight facilities. The CTP represents current conditions and a desired future system and does not have a specific timetable for implementation. More information on the CTP can be found on CRTPO's website at <https://www.crtpo.org/plans-programs/comprehensive-transportation-plan>.

### **Q. Who defines the alignment of a future thoroughfare?**

**A.** Under the Memorandum of Understanding that was signed by all political jurisdictions that comprise the CRTPO, the CRTPO sets the alignment for any future thoroughfare after the appropriate public involvement, technical analysis, and input from impacted jurisdictions.

### **Q. Is the CRTPO's action final?**

**A.** CRTPO is the final voice in local decision making. It can, however, revisit any alignment decision at any time. Furthermore, prior to any publicly funded construction occurring on a future thoroughfare, the funding body must re-examine the need for the roadway and its alignment and design under the environmental regulations that prevail at that time.

### **Q. Will you purchase my land now?**

**A.** Except under extraordinary circumstances, the land for roadways is not purchased until the construction of that road has been funded.

### **Q. Why define an alignment for a road that may not be built for 25 years?**

**A.** So that there will be somewhere to build these roads when the time comes and so that the relationship between land uses and roadway types can be better linked. The intent is to require that as land develops in the path of these roads, the route of the road is protected, lessening the future impacts and costs. Equally important, the land development is encouraged or required to be designed such that it is compatible with the future road. The anticipated width of right of way, manner of access, set-backs from future rights of way, and the need to respect the future design of a road are among many issues considered when approving land development requests.

### **Q. How does this protection occur?**

**A.** The local jurisdictions that make up the CRTPO are expected to utilize their authority over land development to ensure that these routes are protected from further development.

### **Q. Please explain this further.**

**A.** **If you wish to continue the use of your land as it is when the thoroughfare alignment is designated, there is no impact on you.** If you wish to **change** how your land is being used, various ordinances govern what you can do. See the following descriptions for how most jurisdictions deal with these issues. Please check with your local planning department to see what your rules may be. *(continued →)*

*Note: The following discussion relates to most of the land development regulations throughout Mecklenburg County. Other areas may have differing rules.*

**Repairs and expansions to existing buildings:** Basic maintenance and repair occurs under the building permit process with no restrictions. Reconstructions and expansions must comply with zoning regulations. In certain cases, these permits may be subject to the setback from an existing thoroughfare where more right of way may be needed in the future. In some cases, the vehicular access to the building may need to be modified.

**Replacement of an existing building:** Generally, as long as the land use meets the underlying zoning, the replacement of an existing building is subject to only the setback requirements and any access restrictions that might apply to a new building.

**Change of use to an existing building, including modifications:** Again, setback and access are generally the only issues that may surface.

**Construction of a single new building on an existing tract of land:** As long as no subdivision of land occurs and it is only one primary building (residential or commercial) on one lot and the zoning permits the requested land use, only setback and access issues should be of concern. In other words, if you have a vacant lot or acreage that meets zoning requirements for the use to which you want to put it and you want to put a home or business on it, you have the right to build even if the thoroughfare will go right through the middle of the building in the future. The only way the public can prevent you from doing so is if we are willing to purchase from you the property we will need for the future road at fair market value.

**Subdivision of land:** This is a term for any division of a single lot into multiple lots or for the construction of multiple primary buildings on the same lot. The subdivision will be required to be designed to allow the construction of the thoroughfare in the future in the location specified by the CRTPO. If the thoroughfare goes through the property, the right of way will either be dedicated or reserved for future acquisition, depending on the circumstances and the regulations of the governing jurisdiction. Generally, individual driveways onto the thoroughfare will not be permitted but public street intersections will. If information exists on the vertical alignment of the thoroughfare, the streets and lots will need to be constructed to respect the vertical alignment as well as the horizontal.

## **Q. What if I want to sell my property?**

**A.** You have every right to do so. No public agency will intervene. A licensed realtor is required to report any “material fact” that might influence someone’s decision to buy or sell. They should disclose the future thoroughfare and all knowledge available concerning it to both you the owner and any potential purchaser. If you are “selling by owner” we believe you are still held to these ethical standards.

*Note: This document was prepared by Bill Coxe and represents his understanding of the practical implications of the designation of a route for a thoroughfare that will not be constructed for many years in the future.*

