



## **MIXED-USE ACTIVITY CENTERS (MUAC)**

The intent of the Mixed-Use Activity Center (MUAC) Future Land Use category is to identify areas that serve broader economic, entertainment, and community activities as compared to mixed-use neighborhoods. Uses and buildings are located on small blocks with streets designed to encourage pedestrian activities. Buildings in the core of the mixed-use center may stand three or more stories. Residential units or office space may be found above storefronts. Parking is satisfied by using on-street parking, structured parking, and shared rear-lot parking strategies. Structured parking should be encouraged to be incorporated into the principal structure.

A large-scale mixed use activity center may be surrounded by one or more neighborhoods that encourage active living, with a comprehensive and interconnected network of walkable streets.

Areas designated as Mixed-Use Activity Centers Future Land Use category are large geographic areas located at key intersections of major transportation corridors, that have high growth potential, where the infrastructure can support denser development. Mixed Use Activity Centers are located along major corridors where transit facilities are currently planned or envisioned in the future. Mixed-Use Activity Centers may not necessarily be constructed as a single development at one time. The very nature of these areas allows them to be approved in phases and to evolve over time into an area made up of a mix of land uses, usually centered on some type of public transit facility, which affords people the opportunity to live, work, shop and, in some cases, have immediate access to recreation facilities in one general area. It is also the goal of these districts to reduce vehicle trips by making them single destination points for multiple consumer needs.

The intent of the Mixed-Use Activity Center designation is to encourage the development of a mixture of complementary uses that will function as an integrated center allowing for pedestrian connections between developments and uses. Each of the eleven



*Grace Park Mixed-Use Development, Morrisville, NC  
(Image source: The Kalikow Group, <http://www.prnewswire.com/news-releases/the-kalikow-group-announces-grace-park-mixed-use-development-in-morrisville-north-carolina-nears-total-occupancy-203579561.html>)*



*Mixed-Use Activity Center, Blue Back Square, West Hartford, CT  
(Image source: Turner, <http://www.turnerconstruction.com/experience/project/19D/blue-back-square-mixed-use-development>)*



proposed Mixed-Use Activity Center locations identified on the Land Use Plan have different characteristics and will develop uniquely. The size of these areas is relatively large, with the intent that mixed use development should occur within a one-half mile radius of a transit stop (an estimated ten minute walking distance). Due to the fact that each area designated as a MUAC, applying one development solution to each is not practical. The key is to coordinate development of each parcel within the context of the larger District. Coordinating connectivity and planning for future uses will be critical in this process. Locations of Mixed Use Activity Centers are identified in **Table 5-2**.

**Table 5-2: Locations of Mixed-Use Activity Centers**

Mixed Use Activity Centers
1 - Concord Mills
2 - George W. Lyles Pkwy. at I-85
3 - Davidson Hwy (NC 73) at I-85
4 - US 29 at I-85
5 - US 29 at Warren C. Coleman Blvd.
6 - Concord Pkwy. South at George W. Liles Pkwy.
7 - Concord Pkwy South at Pitts School Rd.

**Table 5-3: Future Land Use Categories**

Future Land Use Category	Associated Place Types	Characteristics/Guidance	Density/Intensity	Applicable Zoning Districts
<b>Open Space (OS)</b>	<ul style="list-style-type: none"> <li>Recreational Open Space</li> <li>Preserved Open Space</li> </ul>	<ul style="list-style-type: none"> <li>Open Space designation should be utilized to designate land provided as part of a required development set-aside.</li> <li>Recreational Open Space should allow for public access and includes public parks.</li> </ul>	<ul style="list-style-type: none"> <li>There are no specific density/intensity ranges associated with Open Space.</li> </ul>	AG
<b>Rural (R)*</b>	<ul style="list-style-type: none"> <li>Working Farms</li> <li>Rural Living</li> <li>Conservation-Based Subdivisions</li> <li>Open Space</li> </ul>	<ul style="list-style-type: none"> <li>The Rural designation should be utilized to designate areas that are appropriate for agricultural activities and low density residential development.</li> <li>Where development is allowed, it should be designed to minimize environmental impact through green building practices including conservation-based design.</li> </ul>	<ul style="list-style-type: none"> <li>Residential Uses - 0.33 du/acre (1 unit/3 acres)</li> <li>Non-Residential Uses - 0.10 FAR</li> </ul>	AG, RE, PRD, C-1, PUD, B-1, RL, O-I, R-CO
<b>Suburban Neighborhoods (SN)*</b>	<ul style="list-style-type: none"> <li>Large-Lot Residential</li> <li>Small-Lot Residential</li> <li>Civic and Institutional</li> <li>Open Space</li> <li>Manufactured Home Communities</li> </ul>	<ul style="list-style-type: none"> <li>Internal/external pedestrian connectivity are important in Suburban Neighborhoods.</li> <li>Houses are typically oriented internally to the neighborhood and are often buffered from surrounding development.</li> <li>Uses tend to be more auto-oriented, though bicycle/pedestrian connectivity between neighborhoods and to nearby neighborhood commercial areas are important.</li> <li>C-1 is acceptable if it has frontage on a major or minor thoroughfare or is part of an expansion to an existing C-1 area, which is located adjacent to an existing major or minor thoroughfare, but does not expand said district by greater than 50%. None of the traffic from the C-1 area to the arterial street will utilize a street which contains single-family detached homes.</li> </ul>	<ul style="list-style-type: none"> <li>Residential Uses – 8 du/acre</li> <li>Non-Residential Uses – 0.25 FAR</li> </ul>	RE, RM-1, RM-2, PRD, C-1, PUD, RV, TND, B-1, RL, O-I, R-CO