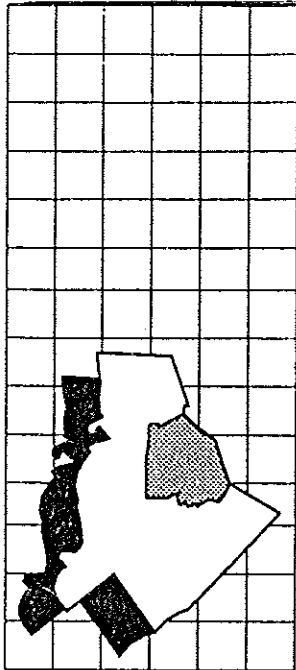


Northeast

District Plan

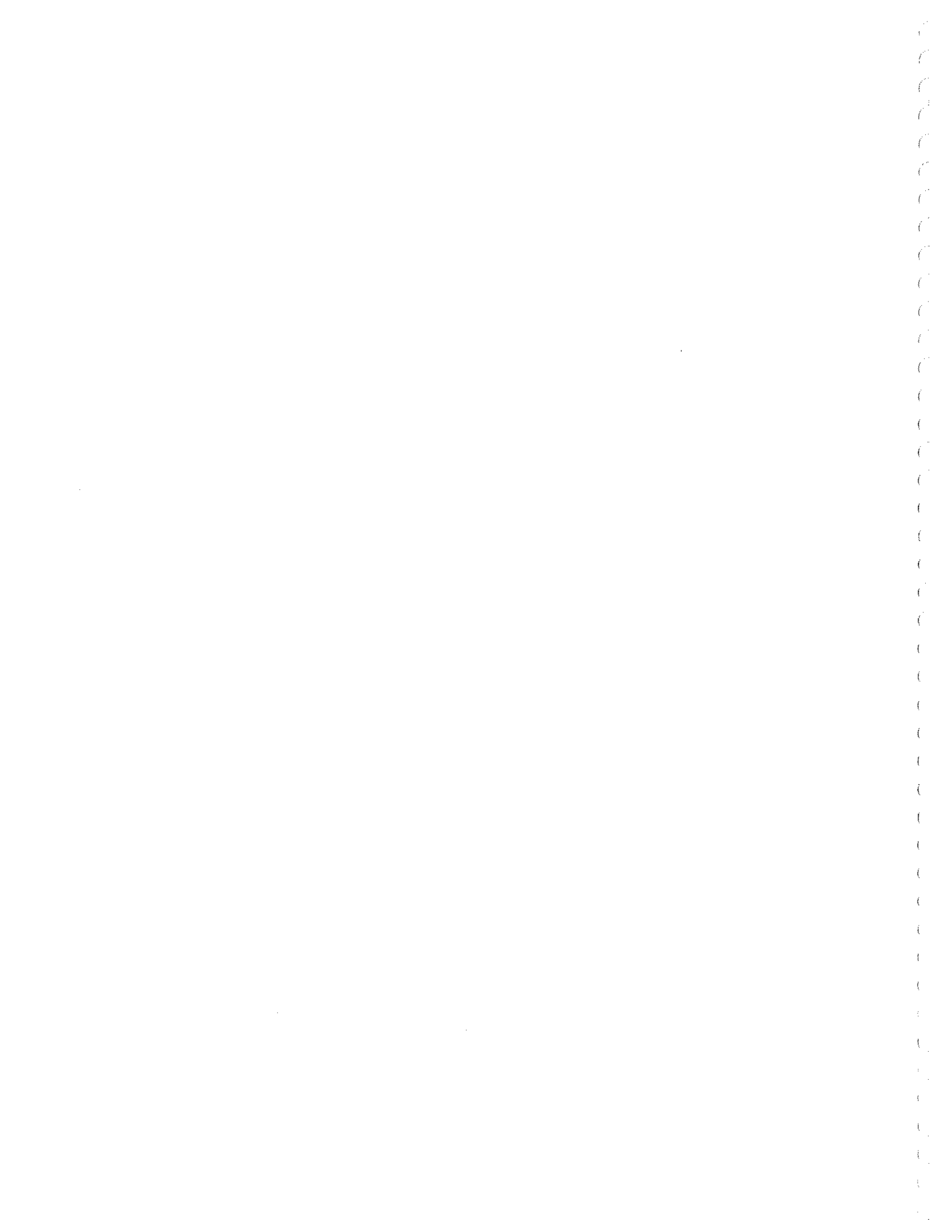


Adopted by:

Charlotte City Council
November 20, 1995

Mecklenburg County Board of Commissioners
January 9, 1996

As Amended Through
March 25, 1996



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



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PREFACE

In 1990 Charlotte City Council and the Mecklenburg County Board of Commissioners adopted the Northeast District Plan as the first of seven geographic based policy plans designed to guide growth and development in the community. The district plans address where new development should occur; the infrastructure needed to accommodate this development; and the design character and other features that will enhance the quality of life in the district.

When the district plans were adopted, the expectation was created that the plans would be updated on a periodic basis to respond to changing conditions and policies in the area. Increased development pressure and growth occurring in the Northeast in the 1990's and new knowledge about the final alignment of the Outer Loop caused the Planning Commission to

establish updating the Northeast District Plan as a top priority for the Planning Commission in 1995.

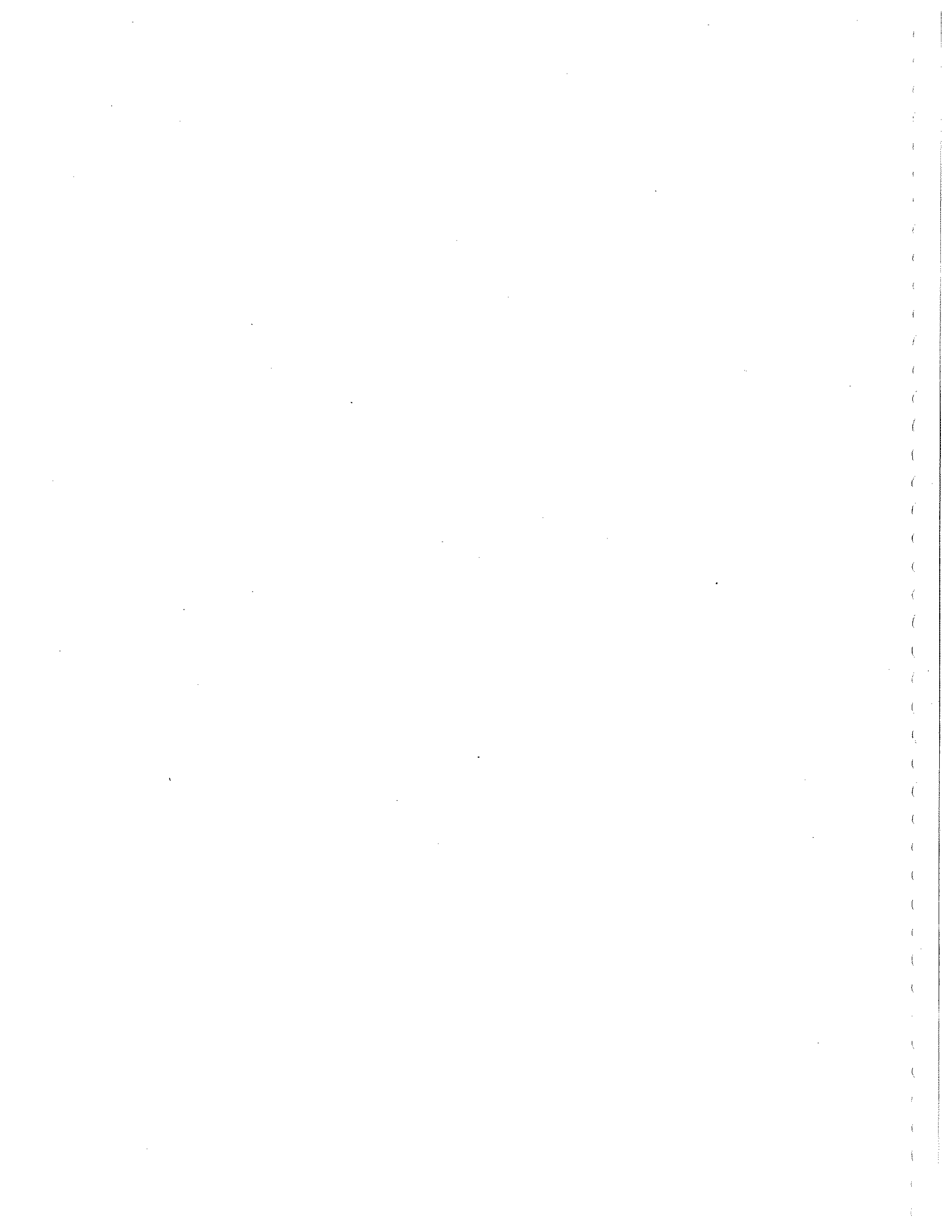
This is the first draft of the updated version of the Northeast District Plan. Much of the original plan remains intact; however, the format has changed slightly. When adopted, this updated plan, will become the official policy plan for the district.

The Planning Commission acknowledges and appreciates the valuable contributions of the following citizens who shared their time, opinions, ideas, and desire for a quality community to help develop this draft plan. They met with staff over an eight month period.

Northeast District Update Study Group:

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I. INTRODUCTION

Growth And Change In The Northeast District

The Northeast District is one of the fastest growing areas in Mecklenburg County. Much has happened since the mid-1970's and early 80's when development first began to cover the predominantly rural landscape. Between 1980 and 1990, approximately 12,000 new residents moved into the area; 20,000 new jobs were created; and over 4,500 new houses, condos, and apartments were built.

Since 1990 the rate of growth has in fact accelerated, and forecasts for the future indicate the Northeast will continue to grow at a steady pace. The forecasts for population, employment and households through the year 2015 are summarized in the following chart in comparison to the 1980 and 1990 census figures:

Growth in the Northeast District*

Year	Pop.	Emp.	Househ.
1980	66,500	12,000	11,700
1990	78,500	25,000	16,200
2000	87,000	47,000	24,500
2005	90,000	54,000	27,200
2010	97,000	65,000	30,000
2015	100,000	75,000	32,000

When these projections become reality, the district will look dramatically different from the way it does now. Much of the 69 square mile district will be developed by 2015. The Outer Loop will be completed and the interchange areas will likely be developed; the UNCC campus will have become an urban campus, expanded to accommodate significant increases in its student population and curriculum; a large K-12 educational campus will be open south of IBM; new employers will be located in the I-77 corridor and expanded research district areas; nearly 20,000 new homes will have been built; and several new parks and greenways will be developed to mention a few of the expected changes.

In addition, the relationship between the Northeast District and Cabarrus County will become more pronounced in the next decade or so. Anticipated development in Cabarrus County will join development at the edge of the Northeast District, creating a continuous urban/suburban mass extending from Uptown Charlotte to the center of Concord.

Planning For Change

While planning and development decisions of the past several decades have set in motion many of the anticipated changes to the Northeast District, less than half the land area is developed. Some in the community may desire that the area remain as it is today, but the reality is that growth is coming. The key is to plan for it. Fortunately, the opportunity still exists to influence the future of the district.

This plan is a "blueprint" for influencing positive change in the Northeast District. Its purpose is as follows:

District Plan Purpose::

- *to articulate a vision of the Northeast District when it is fully developed; and*
- *to identify the planning and development policies and strategies that should be implemented over the next ten to twenty years to ensure that the vision is realized.*

*Projections prepared by the WEFA Group, Inc. and Parsons Brinckerhoff Quade and Douglas in 1993.

Vision and Goals For The Northeast District

This district plan embraces a vision of the Northeast District as a unique and diverse community in the future. It has many unique qualities to build upon.....a large university, a research park, amenities like the Reedy Creek Nature Preserve and Nevin Park with its botanical garden, access to three interstates (including the future Outer Loop), and University Place, a major mixed use community.

The plan's vision for the district is articulated through the following goal statements:

Continued Job Growth

- Provide opportunities for a variety of job types in the district to retain a strong employment base in Mecklenburg County. Specifically, continue to support development of the I-77/NC115 corridor as an industrial/business park concentration and expansion of the research districts.

Attractive and Diverse Neighborhoods

- Encourage development of well designed new neighborhoods that offer a mix of housing types and that are accessible to shopping and employment areas and to parks, greenways and other neighborhoods emphasizing sidewalks and bikepaths, as well as roads.
- Maintain the integrity and character of older, existing neighborhoods such as Derita, Hidden Valley, Rockwell Park, Hemphill Heights, and Hampshire Hills, and encourage efforts to reinforce them as stable neighborhoods.

Well Planned Retail/Mixed Use Centers

- Encourage development and design of cohesive, integrated retail centers of varying sizes and functions considering compatibility with and pedestrian and vehicular accessibility to residential areas; streetscape image; traffic impact; and potential impact on existing commercial areas. Strip commercial development should be discouraged.

- Support enhancement/redevelopment of declining commercial areas such as North Tryon Street and the Plaza/Milton Road area.

Enhanced Mobility

- Implement road building plans while expanding opportunities for bike and pedestrian travel and transit services to be phased over the next 20 years.
- Establish US 29 as a high capacity transit corridor linking Concord to Uptown Charlotte.

Unique Identity/Sense Of Place

- Protect the character and integrity of the research park as a unique, up-scale employment area in the region.
- Identify opportunities to better relate UNCC to the surrounding community through access, streetscape enhancements and infill development.
- Encourage creative, unified, and compact development at the Outer Loop interchange areas to make them distinct, livable "places" in the region.
- Maintain Harris Boulevard as an attractive, "green" corridor with limited curb cuts, large setbacks, ample landscaping, and low profile signs.
- Preserve significant historic structures located in the district.

Accessible Public Open Space

- Continue to develop the greenway system throughout the Northeast District and identify ways to connect parks and neighborhoods to them.
- Develop the larger parks planned for the district in the official Parks Master Plan, but also pursue opportunities to create smaller neighborhood parks.

Previous Planning

Prior to adoption of the district plan, several area plans were adopted for portions of the Northeast District. These are more detailed plans that focus on resolving planning issues at a neighborhood scale. As part of the district plan process, the land use recommendations of these plans were evaluated to determine if they still are valid or if changes are justified. Other more detailed recommendations such as those that relate to capital improvements or social issues should be assessed as part of a more detailed area plan assessment process to determine what, if anything, remains to be done to fully implement these plans. The area plans adopted for specific geographies within the Northeast District are described below:

Derita Small Area Plan

Adopted in March, 1985, the Derita Small area Plan focused on preserving neighborhoods, promoting new residential development, concentrating retail activity in centers, and limiting industrial expansion. Numerous corrective rezoning were recommended to resolve land use/zoning conflicts, and subsequently, many of the properties were rezoned. Circumstances have not changed significantly since 1985, and the plan's land use recommendations principally remain valid.

Newell Special Project Plan

The Newell Special Project Plan was adopted by elected officials in 1986. The policies and strategies of the plan emphasize planned, mixed use development that is sensitive to existing residential areas. Locations for a variety of residential densities and commercial and office uses were recommended, as are design considerations for the area. Since the Newell Plan was adopted, a major industrial rezoning was approved for a significant tract in the heart of the area that was designated residential in the plan. Consequently, a portion of the original plan can not be implemented. Recommendations for changes to the Newell Plan are included on page 30 of this document

North Tryon Special Project Plan

North Tryon is viewed as an area in transition. A plan for the corridor was adopted in 1987. It addressed

streetscape and land use issues. The land use recommendations focused on limiting commercial development to prevent further stripping out of the corridor and encroachment into the adjacent neighborhoods. No changes to the adopted plan are recommended; however, the Northeast District Plan reinforces the need to encourage redevelopment of properties along North Tryon. A discussion of the corridor begins on page 13 of this document.

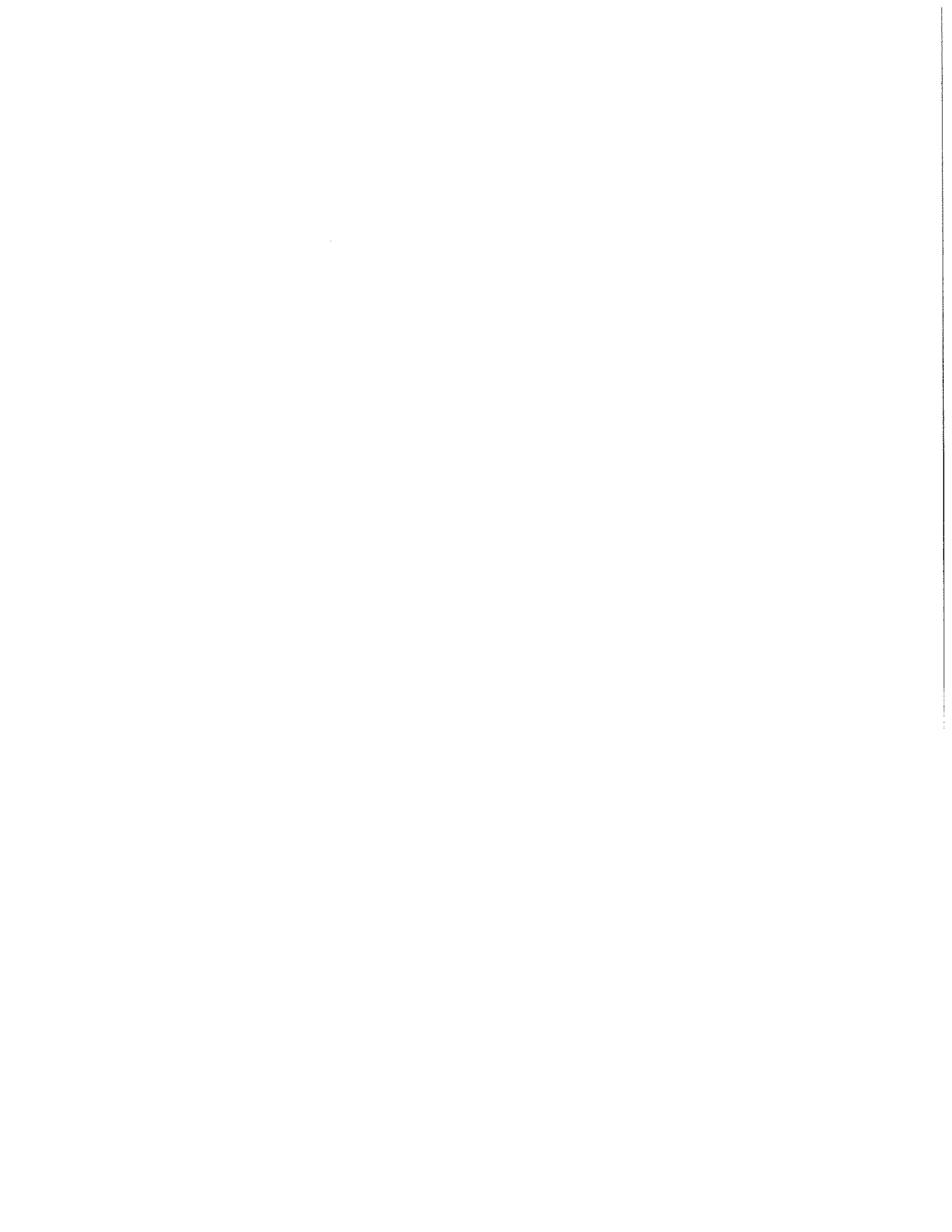
Hemphill Heights/Rockwell Park Special Project Plan

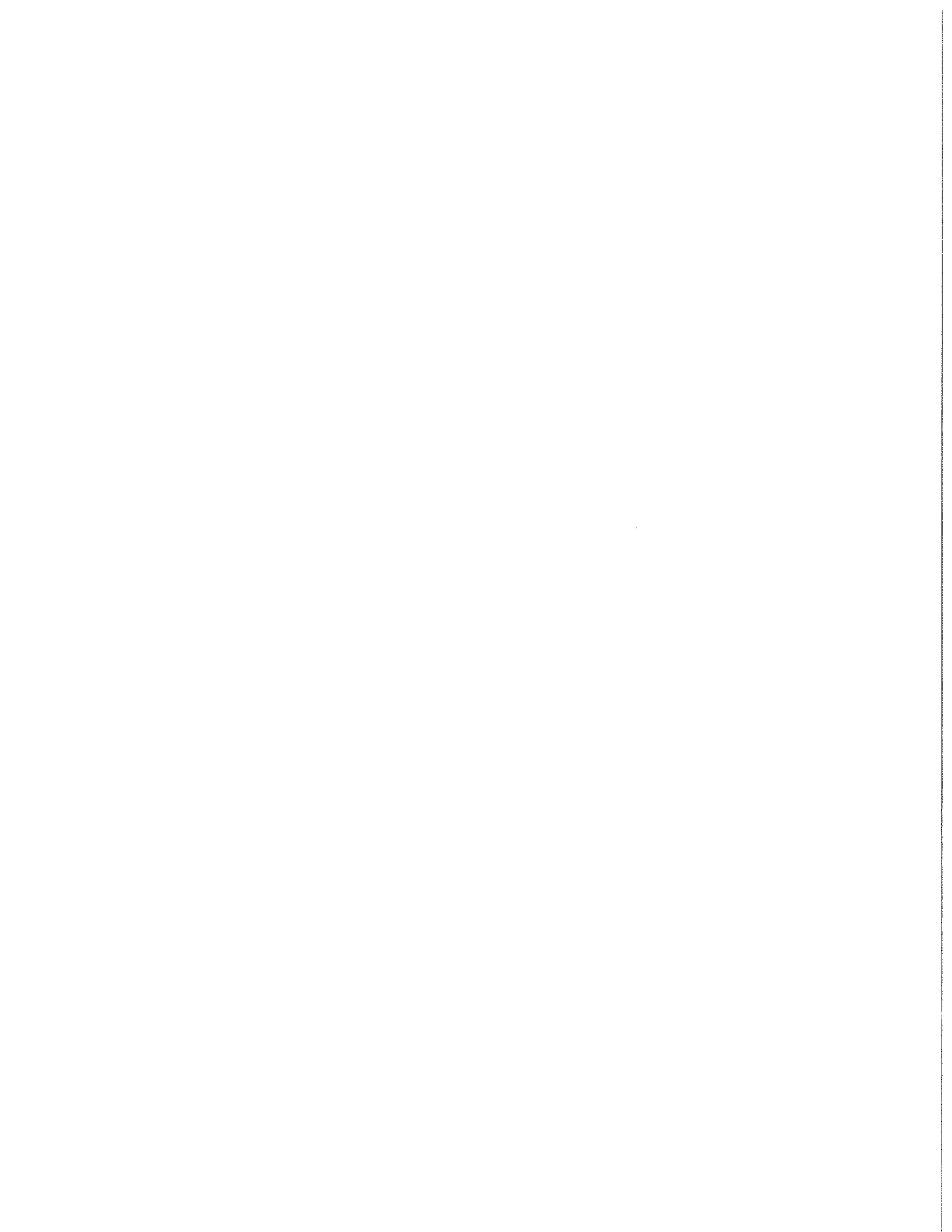
Hemphill Heights and Rockwell Park are two older neighborhoods off Sugar Creek Road, north of Derita. The plan for the area was adopted in 1988. It addressed housing and other neighborhood improvements to stabilize the area and to encourage new residential development on vacant land. The plan recommendations are still valid with one exception. Some of the property was recommended for small lot development (8 dwelling units per acre), and through the district plan process, the recommendation was changed to leave the existing zoning in place. (This was done as part of the original Northeast District Plan process.)

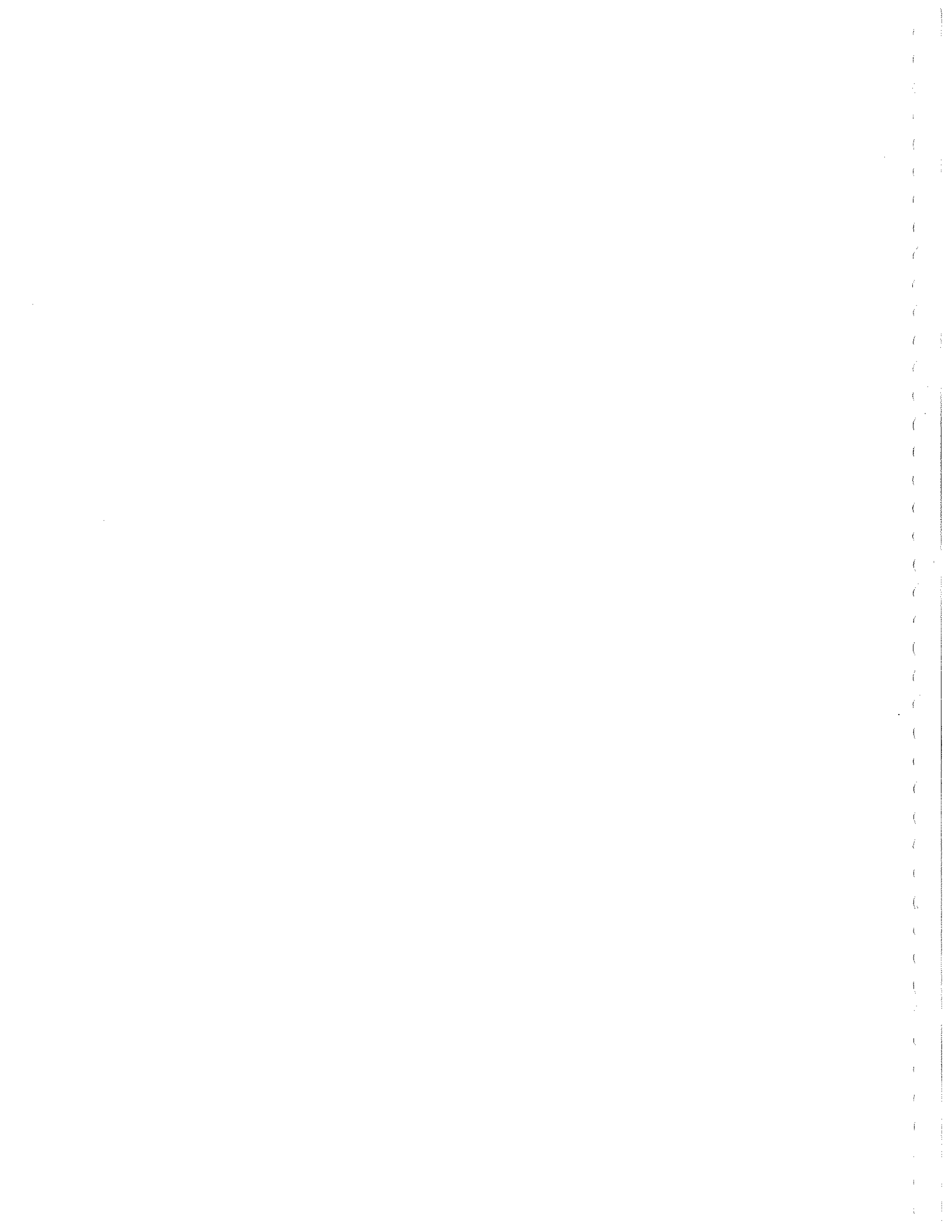
Hampton Park Special Project Plan

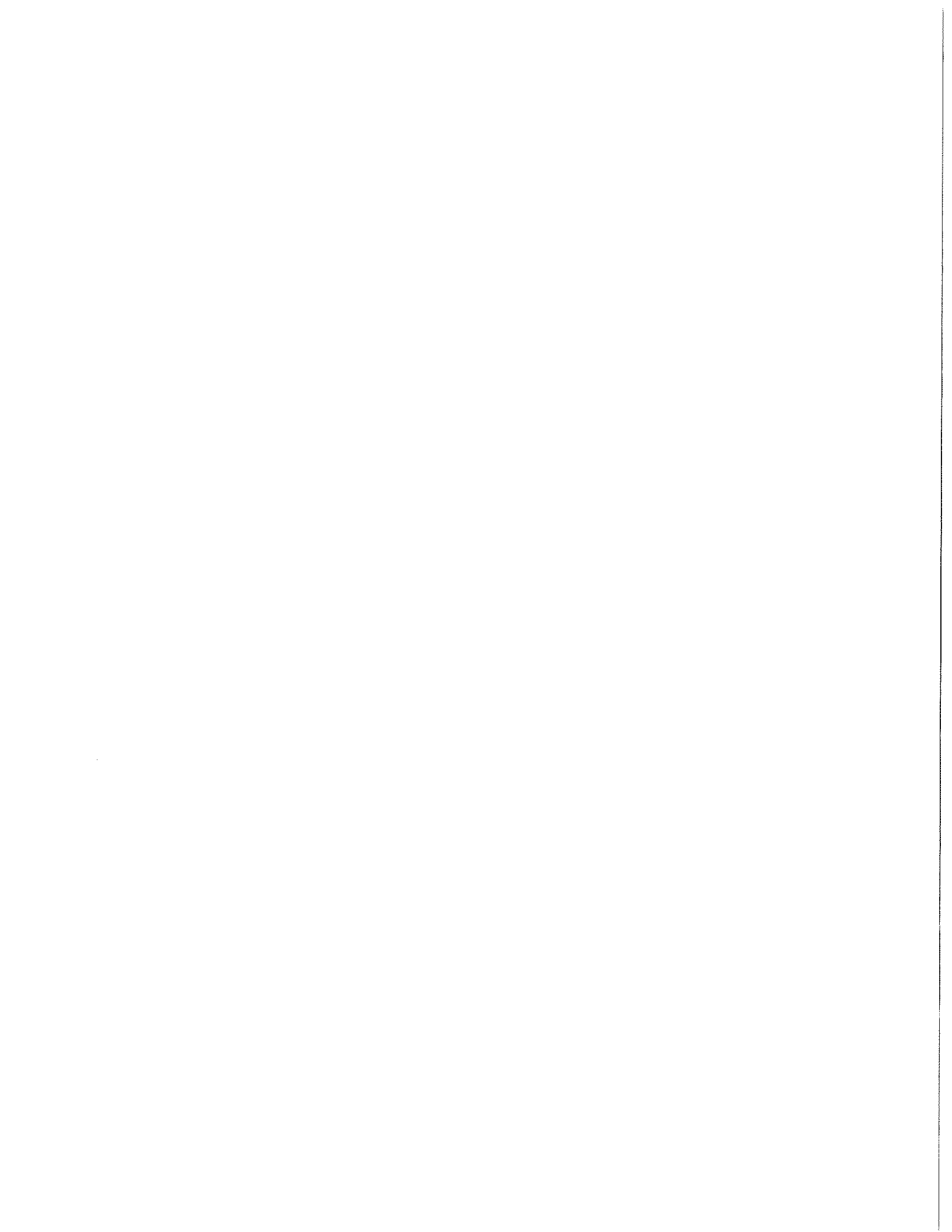
Hampton Park is a small, lower income neighborhood located between US 29 and University City Boulevard north of the US29/NC49 "weave" intersection. In 1988, the County Commission adopted the plan for the neighborhood. Hampton Park, consisting of only 12-15 homes, is very vulnerable considering the type of development that surrounds it (power center along NC 49 and commercial along US 29). The plan for the neighborhood supports stabilizing the neighborhood in the short term through extending water and sewer services and rehabing houses. (Utilities have since been extended and several houses have been improved through a Community Development grant). For the long term, the area plan supports total redevelopment of the neighborhood if it is done on a collective basis; the neighborhood residents would have to agree to sell their land as one "package". If the residents agree to sell their land as a package, the Northeast District Plan recommends that the neighborhood redevelop with office uses.

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II. PLAN RECOMMENDATIONS

The recommendations for the Northeast District are organized in this document by geography and by topic as follows:

- **Mixed Use and Commercial Centers**
- **Employment Areas**
- **Residential Areas**
- **Special Focus Areas**
 - US 29 Corridor
 - NC49 Corridor
 - Outerloop Interchanges
 - Newell area
 - Plaza Road/Milton Road Intersection
- **Infrastructure**
 - Transportation Improvements
 - Water and Sewer Service
- **Livability**
 - Parks and Greenways
 - Schools
 - Streetscape Appearance
 - Sidewalks and Bikepaths
 - Streetlights
 - Historic Preservation

The land use recommendations are further depicted on the accompanying land use map. A large version

of the land use map is available for viewing at the Planning Commission. In addition, many of the recommendations in this plan stem from a document entitled District Plan General Development Policies. This document, adopted in 1990 by the elected officials, provides community-wide policies on growth and development that are to be specifically applied through each of the seven district plans. Reading the General Development Policies guide may provide additional background for some of the recommendations made for the Northeast. Copies of this document are also available at the Planning Commission.

Mixed Use And Commercial Centers

As the Northeast grows, the demand for commercial goods and services will increase. Since 1990, nearly 2 million square feet of retail development has been approved in the district. In total, as of 1995, approximately 2.7 million square feet of retail space exists or is under construction, with an additional 1.2 million square feet zoned for the area*. The greatest concentration of retail is in the US 29 and NC 49 corridors.

One of the major goals identified for the district is to encourage development of commercial and mixed use centers. It is envisioned that the centers would concentrate and integrate uses rather than stripping them out along the thoroughfares.

Strip development is viewed as one of the major urban development problems of the last thirty to forty years. It creates traffic problems with the numerous curb cuts, requires more pavement to provide parking for each use, and typically destroys the visual character of a street. It also creates problems for the neighborhoods that back up to the strip. South Boulevard, Independence Boulevard and North Tryon

Street are local examples of corridors with strip development.

Recognizing that retail needs vary, this district plan recommends four types and sizes of retail and/or mixed use centers for the district**The following is a brief description of the center types and locations proposed for the Northeast District. Note that since the original Northeast District Plan was adopted, the recommended maximum square footages of the various center types have increased slightly to accommodate changes in the retail market. This does not imply that existing centers built in conformance with the old square footage maximums can be increased in size. The increases in center sizes apply to new centers only, unless otherwise noted in the plan.

Also, in cases where a center develops at a size smaller than the recommended maximum square footage for that center type, the difference in square footage between the maximum and the size of the center proposed should generally not be transferred to smaller, single tracts of land adjacent to or across from the center.

* includes retail centers of 30,000 square feet or greater and older centers where numerous vacancies exist.

** These center names and sizes are changes from the current General Development Policies, and are recommended in response to changes in the market and to better reflect development on the ground. The ratio of commercial to office development has been reduced from the current policy. While these changes are introduced through the Northeast District Plan, the intent is to amend the General Development Policies for all of Charlotte-Mecklenburg. The names and sizes of centers in accordance with the current policy are as follows:

- Neighborhood Convenience (up to 70,000 square feet of retail)
- Community Mixed Use Center (up to 500,000 sq. ft. of retail/500,000 square feet of office)
- Neighborhood Mixed Use Center (up to 125,000 sq. ft. of retail and 125,000 sq. ft. of office)
- Regional Mixed Use Center (up to 1 million plus sq. ft. of retail/1 million plus sq. ft. of office)

Convenience Centers

(this is a new center type proposed)

Size: No more than 20,000 square feet of retail

Typical Uses: small neighborhood grocery store, restaurant, dry cleaners, gas station/convenience centers, etc.. No outparcels should be permitted.

Typical Service Area: 1/2 to 1 mile

Location: This center would have limited application. It could only be developed in conjunction with a large planned residential community (400 or more homes).

Design Considerations:

The center has to be designed as part of the planned development, incorporating landscaping and architectural features that blend the center with the rest of the community; providing pedestrian connections; limiting the number of curb cuts; providing total screening of service and dumpster areas; and having small low profile signs and lighting.

Specific Locations in the Northeast District: The locations would be determined on a case by case basis through the conditional rezoning process. Centers could only be built when more than 50% of the residential portion of the planned community has been built. It is not intended that this type of center be "retrofitted" into an existing developed area in as much as the design integration and relationship to existing properties would not be achievable.

Neighborhood Centers: (Would replace the existing neighborhood convenience category)

Size: up to 100,000 square feet of retail office development up to 1/3 of the total retail square footage would be permitted, but not required.

Typical Uses: supermarket, dry cleaners and other personal services, small restaurant, gas station, and other neighborhood oriented uses. Neighborhood oriented offices would be appropriate. Freestanding retail uses with drive-in windows should not be allowed.

Typical Service Area: 1 to 1.5 miles

Location: Generally at the intersection of two major thoroughfares or a major and minor thoroughfare. This type of center can also be located on a collector street when the center is internal to a development. Examples of internally located centers in Charlotte are Touchstone on Highway 51 and Providence Square off Providence Road. Also, the center should be located on only one corner of an intersection, preferably in conjunction with higher density housing.

Design Considerations:

- limited and coordinated access
- no more than two outparcels; there should be no direct access to the thoroughfare from the outparcels. Outparcels should be designed as part of the overall development in terms of consistent landscaping, signage, and architectural style
- pedestrian access should be provided to link the center with adjacent neighborhoods; this will require a more thoughtful approach to the rear of the center and its relationship to adjoining properties.

Locations in the Northeast District:

Locations of existing or approved neighborhood centers:

- intersection of Plaza Road and Harris Boulevard
- NC 49 at Harris Houston Road
- NC 49 at the entrance of the Wexford neighborhood
- Mallard Creek Road/Prosperity Church Road intersection
- Rocky River/Plaza Road intersection
- Highland Creek Center on Eastfield Road
- US 29/Mallard Creek Church Road

Potential locations of Neighborhood Centers in the Northeast District:

- Union School Road/Salomne Church Road intersection
- Rocky River Road/Back Creek Church Road
- Rocky River Road/Harris Blvd. intersection
- west side of I-85/Graham Street Connector intersection (subject to completion of connector road)
- Cindy Lane/Statesville Rd. intersection
- 115/Eastfield Road intersection
- Rocky River Road/Outerloop interchange

Community Mixed Use Centers

(Would be a hybrid of the existing neighborhood mixed use center and the community mixed use center)

Size:

Retail: over 100,000 up to 300,000 square feet

Office: Office development up to 1/3 of the retail square footage would be permitted, but not required.

Typical Uses:

Retail Uses: Shopping centers containing general merchandise stores, full service supermarkets, banks, restaurants, etc..

Office Uses: medical, real estate, or insurance offices, etc.

Typical Service Area: 1 to 4 miles

Location: These centers should be located on major thoroughfares or at the intersection of two major thoroughfares.

Design Considerations:

- Limited and coordinated access onto major thoroughfares
- Pedestrian connections to surrounding neighborhoods
- Outparcel design should be coordinated with the rest of the center in terms of access, landscaping, signage, and architectural style

Locations in the Northeast:

Existing or approved community centers:

- Brown/Dearmon Road intersection
- University City Blvd./Harris Blvd. (Town Center)
- Mallard Creek Church Road/US 29 intersection
- NC 49 adjacent to the county line
- Harris Blvd. at Davis Lake
- Sunset Road/Statesville Rd. intersection
- Sugar Creek Road/Harris Blvd.
- US 29 on Paradise Valley Golf Course Property
- US 29 at the Outer Loop

Potential community mixed use centers:

- Mallard Creek/Outer Loop interchange
- Prosperity Church Road/Outer Loop interchange (see page 26 for opportunities for increasing the size of this center)

Regional/Power Centers

(This replaces the existing community mixed use center)

Size:

Retail: over 300,000 to 750,000 square feet; if neighborhood services such as a grocery store are included, an additional 100,000 square feet may be permitted

Office: Office development up to 1/3 of the retail square footage would be permitted, but not required.

Typical Uses:

Retail: large general home center and merchandise stores, large supermarkets, larger restaurants, banks, etc..

Office: medical complexes, corporate offices

Typical Service Area: 4-6 miles

Location: These centers should be located along a major thoroughfare or at the intersection of two major thoroughfares

Design Considerations:

- coordinated access and design

Locations in the Northeast:

Existing/Approved regional/power centers

- University Place
- University City Boulevard (K-Mart)
- Tryon Mall
- Norcom site on US 29 near the NC49/US29 weave

Potential regional/power centers in Northeast:

- Prosperity Church Road/Outerloop (See the description of this interchange on page 26 for details on increasing development of nonresidential uses at this location beyond that of a community sized center.)

Super-Regional Mixed Use Centers

(replaces the existing regional center)

Size:

Retail: over 700,000 square feet

Office: Office development up to 1/3 of the retail square footage would be permitted, but not required.

Typical Uses:

Retail: large shopping malls and or/complexes with major department store anchors, restaurants, hotels, banks, etc..

Office: Corporate headquarters, incubator offices, medical centers, etc..

Typical Service Area: 8 -10 miles

Location: These centers should be located at the intersection of two major thoroughfares or at an interstate interchange

Design Considerations:

- coordinated access and design

Locations in the Northeast:

Existing or approved Super-Regional Centers:

There are no such centers in the Northeast District; however, one has been approved at the I-77 Reames Road interchange in the Northwest District.

Potential super-regional centers:

None; the future center at I-77, along with Eastland Mall, will serve the Northeast area.

Stand-Alone Retail Development

This plan advocates that the majority of new retail development in the Northeast District s be built within the centers described above. However, there are other opportunities for single user development in the district. Ample business zoned land exists along North Tryon Street. Strips of business zoned property also exists along University City Boulevard

near Old Concord Road, along US 29 across from the Withrow Downs neighborhood, and along Statesville Road and 115. **Commercial development should be limited to areas already zoned for commercial or areas identified as a center location in this plan.**

Employment Growth And Opportunities

Maintaining a strong and diverse employment base in the Northeast District is important, not only for the district, but for the entire county. Several major employment concentrations already exist in the district: industrial and business park development in the I-77/NC 115 and I-85 Corridors; research and office uses in the University Research Park; industrial development along Old Concord and Orr Roads; office development in and around University Place and along US 29. UNCC is also a large employer in the district.

Recommendations for expanding some of these existing concentrations or creating opportunities for new employment locations are described below:

- ***I-85/Graham Street*** : This industrially zoned area should be maintained as an industrial core within the limits of the existing zoning.
- ***I-85/I-77 Interchange Area***: The land bounded by the interchange and west of Statesville Avenue north to Cindy Lane should develop with light industrial, office or business park uses; however, any additional development in this area should be done with great sensitivity to the Nevin Community which is located to the north and east of Cindy Lane. The development design should include good buffers and screening, limited access points, and deterrents to truck traffic using neighborhood streets. Nonresidential development should not be allowed north of Cindy Lane.
- ***Old Concord/Orr Road Area***: Industrial expansion should be limited to the existing zoning.
- ***US 29 Corridor***: (See recommendations beginning on page 13 for recommendations for several employment areas along the corridor.)

- ***Research Park Area***: Development of the University Research Park was one of the main catalysts for growth in the Northeast District in the 1970's and 80's. This plan supports the expansion of research uses to the north and east of the current park boundaries. Specifically, research uses are encouraged north of Mallard Creek Church Road to Stoney Creek, and on the northeast and southeast quadrants of the I-85/Mallard Creek Church Road interchange. (A more detailed explanation of the future research district boundaries on the eastern quadrants of the interchange is included in the discussion of the US 29 Corridor on page 17)

- ***I-77/NC 115 Corridor***: The land between I-77 and NC 115 is ideal for industrial or business park use; it has great access to the interstates and is in close proximity to an established rail line. Since the early 1990's, several major business parks have developed north of Harris Boulevard. The opportunity exists for expansion of business park development around the future interchange of the Outerloop and NC 115. (See recommendations for the interchange on page 29.)

Land south of Harris Boulevard has also developed with industrial and business park uses; however, the opportunity exists for even more. A large, older mobile home park and several smaller businesses are located between NC 115 and Statesville Road. The long term future of these uses remaining is questionable. This plan supports redevelopment of these areas for light industrial and/or business park development.

- ***Harris Boulevard/Newell rea*** :Opportunities for business park development exist within the Newell area located between Old Concord Road and Harris Boulevard. (See recommendations beginning on page 30)

Residential Development

Encouraging development of attractive, diverse neighborhoods is the broad goal for residential development in the Northeast District. (The term "diverse" relates to style, design, density, and housing costs.) It is critical to be able to provide housing for the various lifestyle and income needs of people who work in the Northeast. With the build out of over 7,000 permits issued for housing units in the district between 1990 and 1995, the area will provide a number of housing choices for new and old residents in the immediate future.

This district plan provides opportunities for development of traditional lower density single family neighborhoods (up to 4 dwelling units per acre); medium density/mixed housing neighborhoods (up to 8 dwelling units per acre of smaller lot single family and/or attached single family housing), and low to high density multi-family housing.

The general principle for locating the different housing types is to concentrate the medium and higher density housing close to or along the major thoroughfares, particularly at major intersections or interchanges, close to public transit (future), near public open spaces, and in close proximity to employment and retail centers. This medium to higher density housing would transition into the lower density neighborhoods or in unique situations in the interior of a large development.

Ideally, neighborhoods having all these types and densities of housing should develop. For example, Highland Creek, a community of over 5,000 homes off Ridge Road is comprised of housing ranging from larger, expensive homes to smaller single family and attached single family houses. Davis Lake is another example of a mixed housing community.

The district plan land use map which accompanies this plan identifies areas for development at varying densities. The low density (up to 4 dwelling units per acre) category is the most prevalent on the map,

comprising over one half of the total land area. These lower density areas are located throughout the district. Medium density/mixed housing areas are identified on the map in locations considered as transitional areas from higher density housing or nonresidential development to the lower density neighborhoods. For example, this category is identified for several areas off NC 49 north and south of the Outer Loop interchange, along US 29 and Harris Boulevard.

Many higher density housing locations are also identified on the map. Generally, the higher density housing identified on the map represents existing and zoned multi-family sites and those sites where higher density housing is most appropriate. Additional medium and higher density locations may be identified through use of the multi-family locational criteria established in the District Plan General Policies document. (A copy of the criteria is in the appendix of this district plan) These criteria weigh factors such as access and proximity to services and employment in determining appropriate locations for higher density neighborhoods. The design characteristics of proposed higher density housing developments, particularly those relating to the edges of the development where they transition to lower density housing, are important factors that will be considered along with the locational criteria when rezoning requests are made. Increases in density can only occur through the rezoning process during which the public can give input.

Areas Of Special Focus

U.S. 29...A Transit Corridor

US 29 is one of the most significant, well traveled arterials traversing the Northeast District. It is a direct link between Uptown Charlotte and Concord, connecting Mecklenburg and Cabarrus Counties. Several major institutions and developments are located on the corridor including UNCC, University Hospital, Blockbuster Pavilion, the Withrow Downs neighborhood, and the Charlotte Motor Speedway just over the county line.

Traffic volumes collected in 1994 indicate a range of 20,000 vehicles per day at the county line and up to 40,000 vehicles per day in the University City area. Approximately 5,000 of those vehicles are driven by commuters coming into Mecklenburg County each day.

Planning For Transit

The "Regional Sourcebook", a document published in 1992 and sponsored by the Carolinas Urban Coalition, began one of the first serious discussions in the Charlotte Region on the importance of a regional development pattern that : 1) would maintain our current quality of life and global economic competitiveness, and 2) would be supported by a balanced transportation system that emphasizes the need for transit in the major corridors of the region. The US 29/I-85 corridor was one of those corridors identified. The other corridors include I-77 north and south, I-85 north and south (which includes US 29), and Independence Boulevard.

Following the development of the Regional Sourcebook, a Committee of 100 was formed with representatives from throughout the Charlotte region. The Committee of 100 was charged with developing a vision for land use and transportation. Building upon the work done in the Regional Sourcebook, the Committee of 100 adopted a "Centers and Corridors" transportation and land development strategy. Most cities and counties in the region, including Charlotte-Mecklenburg, adopted this vision.

The Centers and Corridors concept is to focus the most intensive land uses in the five major corridors of the region and in the major centers of development. In addition to higher densities in residential development and more intensive non-residential activities, these types of land uses must be arranged in

a pattern that promotes pedestrian and transit accessibility in the corridors. The wedges between major corridors would be reserved for lower density development.

A major Transit Investment Study completed in 1994 by the City of Charlotte, supported the Committee of 100's efforts and recommended that high capacity transit was feasible in the region along the major corridors which included US 29.

Although US 29 was not the highest priority corridor in the transit study, development along the route is extremely active. It was evident that the need for planning in the US 29 corridor was immediate if the vision for the Centers and Corridors land development pattern was to be fulfilled. In collaboration with Cabarrus County and the City of Concord, who also adopted the vision, this effort was begun.

Vision for the Corridor

In developing the vision for the US 29 corridor a study group was formed. The study group was comprised of members of the Northeast Study Group, representatives from Cabarrus County, the City of Concord, Charlotte Motor Speedway and a regional consultant. The study group met a total of seven times. A vision was endorsed by the group along with goals and objectives to achieve the vision:

Vision:

The US 29 Corridor will be an economically healthy and livable corridor designed for transit and pedestrian accessibility.

Goals:

- Create a land development pattern for the US 29 corridor between Charlotte and Concord that will support and allow for the implementation of high capacity transit.
- Create high intensity, pedestrian oriented mixed use centers at transit stations/stops.
- Establish a compatible relationship with adjacent land uses, particularly neighborhoods.
- Increase residential densities and the variety of housing types along the corridor.

- Connect employment areas off the corridor through road, bicycle and pedestrian connections.
- Ensure compatible development at the county line.
- Identify opportunities for redevelopment in older commercial areas along the corridor.
- Establish an attractive streetscape for the corridor.
- Encourage a stronger link and integration of the UNCC campus into the corridor and the neighborhoods and commercial areas along US 29.

Objectives:

Having identified the vision and goals for the corridor, the study group set forth five objectives to accomplish in the study process:

- Develop a land use concept for the US 29 corridor from Charlotte to Concord.
- Establish a transition between the existing land use plans at the county line.
- Address the impact of the Charlotte Motor Speedway and the Concord Region Airport on the potential land uses in northeast Mecklenburg County.
- Identify appropriate densities of residential development in the corridor that will help to support transit.
- Identify the appropriate mechanisms or ordinances to apply to the corridor that would allow for the design of developments to be transit and pedestrian oriented.

Existing Character and Conditions in the Corridor

The US 29 corridor, within the confines of the Northeast District Plan, can be described best in four geographical areas; 1) Sugar Creek Road to the "weave", 2) the "weave" to Harris Boulevard, 3) Harris Boulevard to Mallard Creek Church Road, and, 4) Mallard Creek Church Road to the County Line. (The "weave" area gets its nickname from the weaving

movements vehicles make in the section of the roadway where NC 49 and US 29 merge. From the southwest, vehicles enter the weave from US 29 and the I-85 connector road and can exit the weave either continuing on US 29 or on NC 49. The weaving of traffic between these four roadways is a major constraint on capacity of the thoroughfare and creates very poor access to fronting properties.)

Sugar Creek Road to the "Weave"

The corridor starts at the intersection of Sugar Creek Road and has similar characteristics from that point to the "weave" area. This section of the corridor is characterized by continuous strip commercial development with an occasional industrial use. The primary zoning in this area is B-2, although there is considerable I-2 zoning on the south side of US 29 between Sugar Creek Road and Old Concord Road.

Some major land uses in this section are the Tryon Mall, located at the intersection of Sugar Creek Road. This is an all but vacant shopping center in disrepair that may provide tremendous opportunity for redevelopment. Northpark Mall is at the intersection of Eastway Drive and US 29 and is a flourishing retail center for the area. Two major new car dealerships have been recently built in this area as have numerous other "stand alone" retail uses.

US 29 in this section is six and four lanes wide. There are many places where curb and gutter are needed to define the roadway and driveways. Sidewalks are also missing for most of this area along US 29.

Weave to Harris Boulevard

The north side of the weave area is zoned I-1 and is only partially developed with industrial uses. On the south side of the weave area, approximately 100 acres of B-2 zoned land exists that is primarily vacant. Poor access because of the weave has limited the development potential of this land.

The character of US 29 changes at the weave area to a suburban highway. The roadway is four lanes wide with a grassed median and no curb and gutter. Land uses and zoning beyond the weave area to Harris Boulevard consist primarily of office park and retail uses and are developed in a suburban fashion. The Hampton Park neighborhood is also in this area, hidden by the more visible and expansive retail and office uses.

Harris Blvd. to Mallard Creek Church Road

The intersection of Harris Boulevard and US 29 has been called the "Trade and Tryon" of the Northeast

District. This focal point is surrounded by such major land uses as UNCC, University Hospital, and University Place, a mixed use development of retail, office, residential and institutional uses. The thoroughfare plan calls for a US 29/Harris Boulevard interchange to be constructed at this location to facilitate anticipated traffic volumes on these two heavily traveled thoroughfares. However, **no funding currently exists; therefore, there is no schedule for the interchange design or construction.**

The **south side of US 29** in this area includes the hospital at the Harris Blvd. intersection and the **UNCC campus** from the hospital to Mallard Creek Church Road. This part of the UNCC campus is currently vacant.

University Place encompasses half the northern side of US 29 in this area. The remainder of land includes multi-family development currently under construction, a golf driving range, and vacant land. Conditional zoning for retail, office and multi-family exists along the corridor as well as single family zoning.

Mallard Creek Church Road to the County Line

The south side of the corridor in this section begins with soccer fields that have been built in the flood plain by the Mecklenburg County Parks and Recreation Department. These extend to a mobile home park located near the path of the **Outer Loop**. A multi-family development exists on the north side between Mallard Creek Church Road and the Outer Loop along with scattered single family homes. B-1 zoning exists at the intersection of Mallard Creek Church Road.

Beyond the Outer Loop on the north side of the corridor is the **Withrow Downs** neighborhood. This large single family neighborhood is surrounded by mostly vacant, residentially zoned land. On the south side is **Blockbuster Pavilion**, Mallard Creek sewage treatment plant, a junk yard, and vacant land. A mixture of business, multi-family and single family zoning exist in this area.

Across the county line is the **Charlotte Motor Speedway** and related industrial and commercial uses. **Kings Grant** is also developing as a large retail and employment center. The Cabarrus County land use plan recommends industrial/employment land use along the county line at this point.

Plan Recommendations For US 29

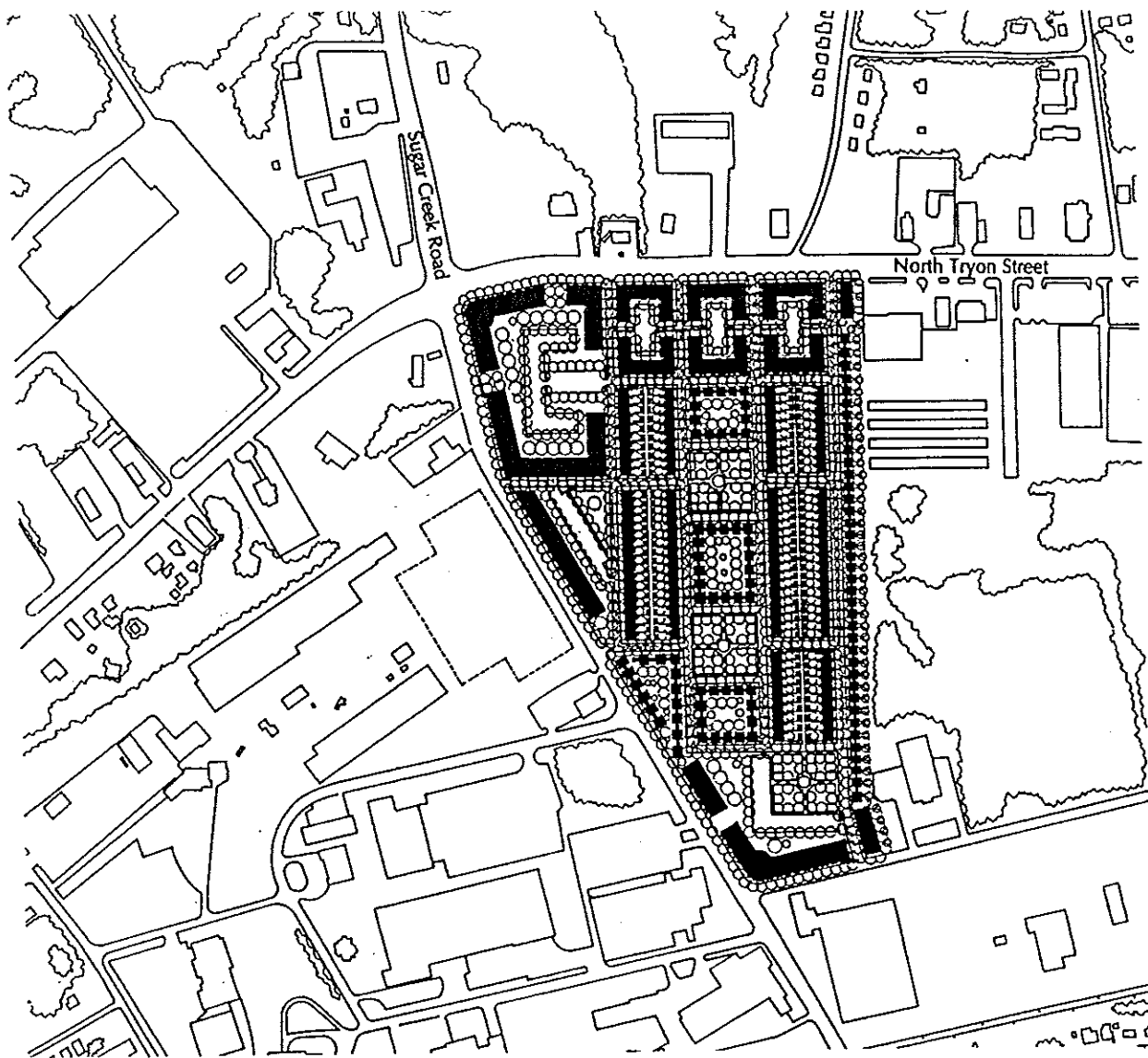
Sugar Creek Road to Weave Area

In this urban section of the US 29 corridor, the land use pattern is established. Lined on either side of the roadway is strip commercial development that is recommended to remain. There has been some recent investment in this area as evidenced by new stores and a new car dealership. The **Hidden Valley** neighborhood lies behind the retail uses to the north of the corridor and offers a residential core for the area consisting of a mixture of single family and multi-family developments. This too is recommended to remain the long term land use pattern for that area.

While changes are not likely along most of this length of the corridor, the **Tryon Mall site**, located at the corner of **Sugar Creek Road and US 29**, provides an excellent opportunity for redevelopment. With an abundance of existing retail uses and zoning in the corridor, the deteriorated condition of the mall site, and the potential for a transit station/stop at this location, redevelopment of the mall into a mixed use center would be appropriate and is encouraged. A mix of office, retail and residential development built at an urban scale with little to no setbacks, higher densities, and a grid system of streets is recommended for the site. A schematic plan illustrating possible redevelopment of the mall site is shown on page 16.

Weave Area to Harris Boulevard

In the weave area, development is contingent upon solving the problems of access, namely the weaving of vehicles. A road is proposed on the thoroughfare plan to extend from **Graham Street to NC 49** and include an interchange with I-85. This project will allow for the elimination of the weave by reducing the number of roads entering the area. This project is currently identified in the State Transportation Improvement Program as a future need and therefore, no schedule for construction has been determined.



Potential Redevelopment Plan for the Tryon Street Mall

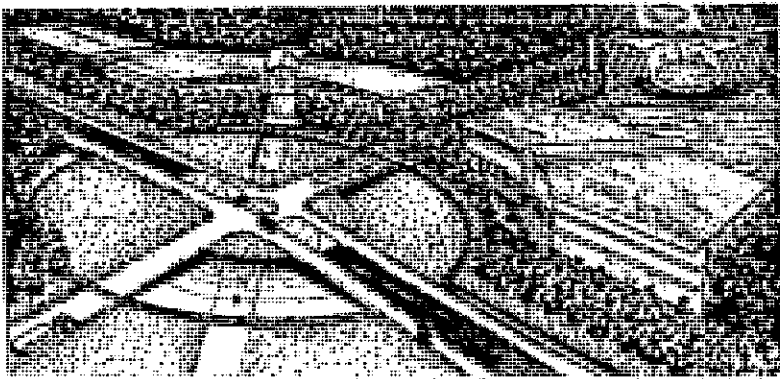
When the land does develop, this plan recommends that the industrially zoned land north of the weave area should stay as currently zoned. South of the weave on the vacant business zoned property, the plan recommends the addition of multi-family residential and office development blending into the planned retail site. Vacant single family zoned land behind the site would be appropriate for medium density residential use as a transition to the Autumnwood neighborhood.

Land uses from the weave area to Harris Boulevard are recommended to remain as developed or zoned. At this time the Hampton Park neighborhood is experiencing investment in new homes and is planned to remain as a single family area. The long term viability of the neighborhood remains questionable however, and any redevelopment of the neighborhood should be done as one project, rather than through piece-meal development. The future land use should be office if the neighborhood agrees to sell the land as one "package".

Harris Blvd. to Mallard Creek Church Road

UNCC has recently completed a draft master plan for its campus. The plan includes some significant changes for the property fronting US 29. A new entrance to the university is proposed opposite Jim Clay Boulevard, providing for vehicular and pedestrian connections from campus to the University City area. This location would provide an opportunity for a major transit station/stop as shown on the rendering below.

Institutional uses, possibly devoted to research, would front US 29 with parking located to the rear of the buildings. The institutional uses for this side of the corridor would obviously remain.



UNCC Master Plan sketch of a redesigned US29/ Jim Clay Boulevard intersection

University Place will remain and continue to develop. Opportunities for high density residential uses should be considered in the University City area especially along US 29. The remaining property fronting US 29 is recommended for a mixture of multi-family, office and retail development as shown on the proposed land use map. The residentially zoned vacant land that comprises the remainder of the quadrant between Mallard Creek Church Road and I-85 should develop with research uses (RE-1 or RE-2)

Mallard Creek Church Road to County Line

A potential transit station/stop will be at the intersection of Mallard Creek Church Road and US 29 where multi-family development is recommended for the north side of the corridor transitioning into research uses appropriate for the RE-1, or RE-2 district. The existing multi-family development would remain; however, the scattered single family area along Sir Anthony Drive is recommended for the RE-1 or RE-2 uses in the future.

Along the south side of the corridor within the flood plain, the recreational area with the soccer fields is to remain. If the mobile home park ever redevelops, multi-family uses are recommended for that site.

Blockbuster Pavilion is seen as a long term use in the area. The land in front of Blockbuster along US 29 is recommended for retail and multi-family residential development. Retail and multi-family zoning already exist adjacent to the Blockbuster entrance. Further to the east on US 29 where there is a strip of retail zoning surrounded by single family zoning, the plan recommends a mixture of retail and multi-family uses. The retail component should be reconfigured from the present zoning pattern to create a more

developable area along with a conditional rezoning of the adjacent land for multi-family uses. The schematic plan for this area is shown below. Multi-family land use should continue to the entrance of the sewage treatment plant. Single family land use remains designated for the remaining land to the county line. (Further study of potential non-residential land uses in this area will continue in 1996.).

Withrow Downs, on the north side of the corridor, is a strong single family neighborhood ; it is expected to remain and expand in the future. Continued residential development is recommended to the north of Withrow Downs, except for the isolated industrial use currently existing. Additional multi-family and medium density residential land uses are recommended along Salome Church Road between US 29 and I-85.

East of Withrow Downs the plan recommends expansion of the neighborhood as originally master planned. Some extension of the neighborhood already exists in this area. Single family land use remains designated for the remaining land to the county line. (Further study of potential non-residential land uses in this area will continue in 1996.).

Other Recommendations

In addition to recommendations regarding proposed land use along US 29, there are also issues dealing with streetscape, pedestrian circulation, transit issues and future planning for the overall corridor with Cabarrus County that deserve some mention in this report. Higher intensity uses recommended for US 29 must be accompanied by improvements to all aspects of the corridor.

Transit

The underpinning of the recommendations for US 29 is that it is designated a transit corridor. As such, an emphasis on transit service for this corridor is essential. As the corridor continues to intensify, transit service should be expanded and offered more frequently. The length of time between bus departures should be cut to a minimum in order to "grow" the corridor into one where transit is visible and expected to be competitive with the automobile. An increase in lateral service to US 29 will also be important to provide the mobility necessary for

access into and from the corridor. Major lateral corridors where transit service would be important include Sugar Creek Road, Eastway Drive, Harris Blvd., and Mallard Creek Church Road.

Pedestrian Circulation

Sidewalks and the careful design of new development to facilitate walking will be crucial to the success of US 29 as a transit corridor. This is particularly true in the areas of major activity centers where transit stations/stops will be. Any new development in the corridor should follow transit oriented design principles to accomplish this objective.

One area easy pedestrian access is a must is between UNCC and University Place. Pedestrian access across US 29 is already difficult because of high speed traffic and four lanes. It will become increasingly difficult as US 29 is planned to be widened to six lanes at some point in the future. The separation of pedestrians and traffic on US 29 may be necessary and could be accomplished through the design of the proposed interchange of Harris Blvd. and US 29 and/or the connection between UNCC and University Place at Jim Clay Boulevard. Access to transit in the median of US 29 could also be incorporated into the design as the illustration from the UNCC Master Plan below:

Streetscape

In the existing conditions section of this report, the character of US 29 was described in four separate geographical areas according to the land use pattern and uses. The streetscape for the corridor can be defined into two distinct areas. From Sugar Creek Road to the weave area, the corridor consists principally of an older strip commercial land use pattern and streetscape. A multitude of business signs, numerous driveways, very little landscaping, and no uniformity to scale or setback of buildings characterize the corridor in this location.

Beyond the weave area the development pattern and streetscape is mostly suburban in character. Access is limited and the landscaping is considerable; however buildings and developments are set back from the road, are not interconnected and are totally auto-oriented in their layout.

As the entire corridor continues to develop and redevelop over time, specific attention to the streetscape will be necessary. Adequate landscaping and screening, control over the height and number of signs, and parking to the rear of the buildings where

possible with little setback from the road to better define the streetscape, are some of the issues to address. Median cuts in US 29 should also be limited so that access to this major thoroughfare can be better controlled in the future. The application of the corridor overlay district to US 29 would be a regulatory tool that could accomplish these objectives. (This is a new zoning district being considered.)

Future Planning for US 29 Corridor

A joint effort between Charlotte, Mecklenburg County, Concord and Cabarrus County Currently underway to look at the area between Charlotte and Concord along the I-85 and US 29 corridors. The study will build upon the work done in this district plan and ensure common goals related to land use, economic development and the role of US 29 as a potential high capacity transit corridor. As part of this joint study, more specific recommendations for the streetscape will be made.

NC 49The Gateway To Uncc

NC 49, also known as University City Boulevard, is another significant corridor in the district as it is the gateway to the University of North Carolina at Charlotte (UNCC). Much of the development pattern along the corridor is already established, but opportunities exist for new development or redevelopment. The following are recommendations for the corridor:

Recommendations

From the "Weave" to Harris Blvd.

The majority of the land on the north side of the corridor in this area has already developed. A large "power" center constructed in 1994 dominates this block. The rest of the land is zoned and/or developed with commercial uses; therefore, no land use or zoning changes are recommended for the north side.

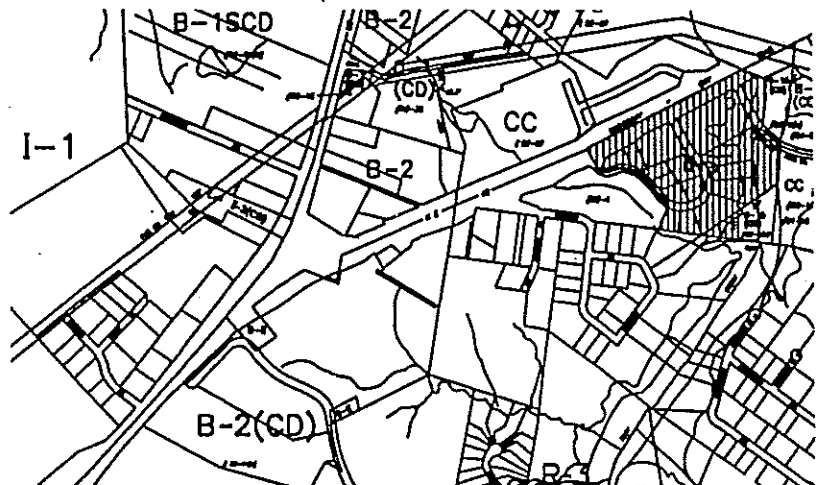
As mentioned in the recommendations for US 29, development of land around the actual weave where US 29 and NC 49 diverge, will be contingent upon solving the access problems created by the current road design. A large tract of B-2 zoned land exists on the south side of 49 near the weave. This will probably not develop until better access is provided. In the long term, a mix of commercial, office, and multi-family development is envisioned for this B-2 tract.

Adjacent to the business zoned tract is vacant land situated between the Carolyn Lane neighborhood to the east and a small neighborhood off Rocky River Road. This land is recommended to be developed with medium density/ mixed housing (up to 8 dwelling units per acre with the potential for single family or attached single family housing types).

The Carolyn Lane neighborhood, consisting of several dozen single family homes, should remain as a single family neighborhood. Any infill development on vacant lots should be developed with single family houses; however, several of the homes that currently front on NC49 could be incorporated into the medium density development recommended for the adjacent vacant tract.

Another vacant tract exists between the Carolyn Lane neighborhood and Toby Creek, to the east of the existing commercial development at the intersection of

Harris Boulevard (Chancellor Park). Considerable interest has been expressed in developing this for commercial use. However, this plan strongly recommends that this tract be developed with higher density housing. Allowing commercial development would result in NC 49 becoming more of a commercial "strip" than it already is. Development further along the corridor would place tremendous development pressure on the Carolyn Lane neighborhood which would remain the only residential piece along this segment of the corridor. Introducing additional housing on the corridor would provide a good mixture of uses. It would complement the existing neighborhood and the commercial and office development in the area.



Vacant Land on NC 49 that should develop with multi-family housing, not commercial development.

In the event that the elected officials determine that commercial use of this property is more important to the community, this plan recommends that all the vacant land be assembled and developed as one total project to control the number of curb cuts and signage, encourage shared drives and parking, and maintain continuity in the development design.

Harris Boulevard to Mallard Creek Road

Very little vacant and available land exists in this stretch of the corridor; however some infill or redevelopment opportunities exist. Town Center Shopping Center and several apartment complexes consume much of the land on the south side of the corridor to Suther Drive. Further expansion of the shopping center or other retail development is not recommended.

On the north side of the road, all the land is owned by UNCC. In 1995 the UNCC Master Plan was completed. It recommends significant changes and additions to the existing campus. Ultimately the student population is expected to grow to 25,000, an increase of nearly 10,000 students over current enrollments. Additional classroom and other university facilities will be built to accommodate the growing campus.

The master plan is aimed at creating a more compact, pedestrian-oriented urban campus that has strong connections to the surrounding community. As mentioned in the discussion of the US 29 Corridor, a new entrance to that corridor is planned with a major pedestrian link to University Place. A conference center and research facilities are planned along US 29.

While a new entrance to the campus will be built off US 29, University City Boulevard will remain the "front door" to the campus. Great attention will be given to new development on the campus along University City Boulevard. A new performing arts center is planned and the entrance to the university will be enhanced with a serpentine wall and other design features..

UNCC is a major community asset and focal point for Charlotte and the region. To build upon and enhance the role of University City Boulevard as the school's

from the weave to Mallard Creek Church Road. The plan should complement the design anticipated in the UNCC master plan and focus on:

- planting trees in the median and along the street edge;
- constructing well designed pedestrian crossings linking the campus with student housing and the College Downs neighborhood on the south side of the road;
- creating strong visual focal points to establish a unique identity for the boulevard;
- using pedestrian-scale lighting;
- slowing traffic down throughout this stretch of the corridor;
- encouraging future redevelopment of the older apartment complexes across from the campus with much more dense, urban scale housing; and
- ensuring compatibility of any redevelopment with the College Downs neighborhood.
- maintaining NC 49 as a 4-lane road, widening to 6 lanes only as a last resort

Design and implementation of this plan should be a joint effort between UNCC, the City of Charlotte, NCDOT and individual property owners.

Mallard Creek Church Road Area

Mallard Creek Church Road is an east-west thoroughfare linking the University Research Park area to Old Concord Road. Plans are in the works to realign the road as it intersects with University City Boulevard. The new four-lane alignment will cross NC 49 where Old Concord Road currently intersects NC 49. Eventually, Old Concord Road will dead-end and the newly aligned Mallard Creek Church Road will extend south to become part of the Eastern Circumferential, a future road that will connect northeast and east Mecklenburg County.



Potential urban scale "row house" development on property currently developed with apartments across from the entrance to UNCC on NC 49

front door, the overall streetscape image should be improved. University City Boulevard should become more than a highway that passes through the university area; it should be the spine of a unique urban "place" in the Northeast District.

To accomplish this vision, a streetscape/urban design plan for the corridor should be completed extending

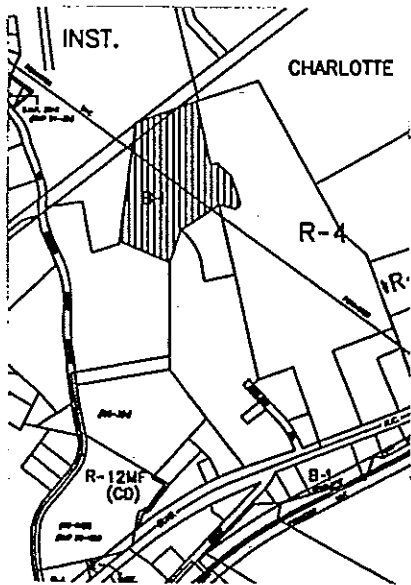
When Mallard Creek Church Road shifts to the east, the current road will remain, but essentially will become a minor access road to the campus and apartment complexes that exist there. The new intersection will become much more significant and will likely draw pressure for nonresidential development. Also, as the road extends south of NC 49, it will give access to large acreages of vacant land that is currently somewhat

limited in its development potential because of the railroad track which adjoins it.

A strip of commercial and industrial zoned land and development exists on the south side of NC 49 between the existing and proposed alignment of Mallard Creek Church Road. While the configuration of the existing zoning between the road and the railroad tracks would likely lead to strip development, every effort should be made to consolidate the parcels to create a unified development plan. The proximity of this commercial area within walking distance to the campus is ideal for creating a pedestrian-scale retail/restaurant area.

South of this commercial strip and the railroad track is a large area of vacant land that will have much more development potential when Mallard Creek Road extends south of NC 49.

Considering the amount of retail development and potential that already exists along the south side and elsewhere along NC 49, this plan strongly recommends that no nonresidential development be allowed on the north side of 49 between the new and old road alignments of Mallard Creek Church Road. It should develop with medium to high density housing and/or expansion of UNCC facilities. Higher density housing would be compatible closest to the campus.



In the midst of the residentially zoned property north of the intersection of Mallard Creek Church Road and NC 49 is a 12 acre tract zoned B-1. This tract currently has no access to Mallard Creek Church Road, but when the road is realigned, it will.

Allowing this mid-block tract to

develop with a retail use would not be appropriate for this location, especially considering the amount of available retail land elsewhere in the near vicinity. Therefore, this B-1 tract of land is recommended to be downzoned to R-12MF if approved by the property owner.

Outer Loop Interchange Area

Construction of the interchange of the Outer Loop and University City Boulevard and the segment of the Outer Loop that will connect US 29 to NC 49 is expected to be completed in 1996. A significant amount of development has already been approved for the northwest quadrant of the interchange. This includes zoning for a 95,000 square foot commercial center, office development and apartments.

Vacant land exists on the northeast quadrant between Harris Houston Road and the outerloop. This land should develop residentially with higher density housing located adjacent to the interchange transitioning to medium and/or lower density as the land abuts the Wexford neighborhood.

On the south side of the interchange, little if any development will directly front on NC 49 because of the railroad tracks that parallel the road. Access to the property on the southwest quadrant will be from Back Creek Church Road. The vacant land in this quadrant should develop with medium to high density housing, with the higher density housing located closest to the interchange. The vacant land on the southeast quadrant should develop similarly. No more commercial development should be approved at or near the interchange.

Outer Loop to the County Line

The remainder of the corridor from the interchange to the county line should principally develop as zoned.

OUTER LOOP INTERCHANGE AREAS

Rocky River Road Interchange

This interchange with Rocky River Road is near the county line. A number of single family subdivisions have developed to the west of the proposed interchange (Brantley Oaks, Rolling Acres, Farmwood North) as well as to the east in Cabarrus County.

Due to the somewhat remote location of this interchange compared to others with much greater access to thoroughfares and to the low density development pattern that has already been established along Rocky River Road, **no major high intensity development is envisioned for this interchange;** however, a neighborhood mixed use center is recommended to be located on the southeast, or northeast quadrants of the interchange. High and/or medium density housing related to the mixed use center is also recommended as a potential use for the interchange area. *(The original Northeast District Plan recommended that a community sized mixed use center develop at this location.)*

NC 49 Interchange

(Refer to the recommendations on page 21)

US 29 Interchange

(Refer to the recommendations on page 17)

Mallard Creek/Odell School Road Interchange Area

The interchange design encompasses the area where Ridge Road, Mallard Creek Road and Odell School Road converge. Until recently, very little development activity has occurred in this general area. Homewood Acres, an older subdivision, is located in the southeast quadrant of the future interchange, but only a small number of the lots are developed.

On the southwest quadrant, a new subdivision is being built along Johnston-Oehler Road. Older single family homes generally are located on the northern quadrants, but within approximately 1/2 mile of the future interchange is Highland Creek, which when completed, will be a community of over 5,000 homes.

Also, further north along Odell School Road, Hickory Grove Baptist Church has purchased 96 acres of land to build satellite facilities in the future.

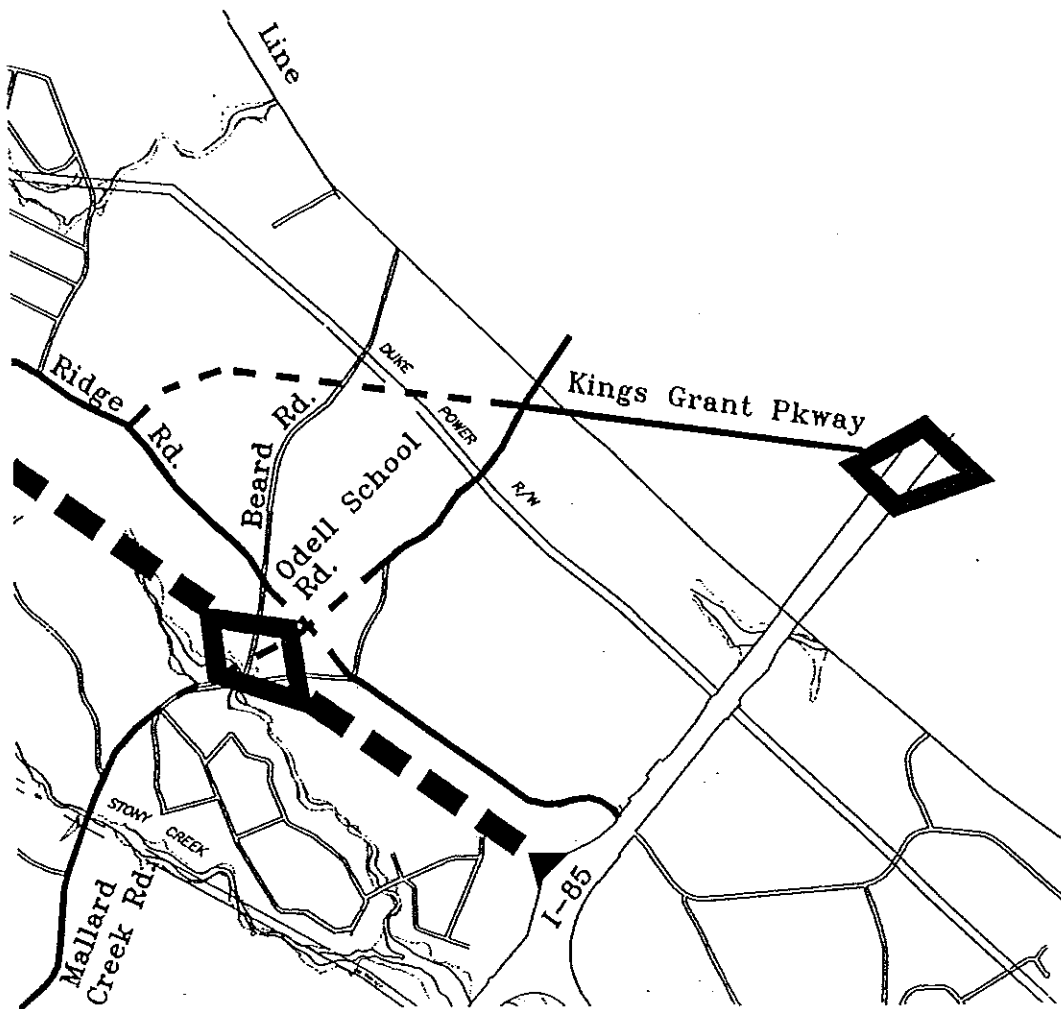
The interchange is located less than a mile from the county line to the north. A major new road, the Kings Grant Parkway, will open in 1995 connecting Odell School Road to the new I-85 interchange at Kings Grant. Kings Grant is a major multi-use planned development located around the I-85 interchange in Cabarrus County. Light industrial, business park, and retail uses are proposed in Cabarrus County as part of or an extension of Kings Grant along the entire length of the county line from Odell School Road (Derita Road in Cabarrus County) to I-85. The Concord Regional Airport is located approximately two miles north of the proposed interchange.

With the amount of potential development activity either under construction or planned in the vicinity, the Mallard Creek/Odell School Road area will no doubt come under great development pressures in the future in anticipation of the Outer Loop being built. Also, the Kings Grant Parkway, which intersects I-85 and then connects to US 29 across from the Speedway, will be heavily traveled by residents of the Highland Creek community desiring to access I-85.

Recognizing the potential pressures for this interchange location, this district plan recommends several land use and thoroughfare plan changes for the area to help guide future development. In general the plan envisions a mix of land uses around the interchange,, including a community mixed use center, a variety of densities of housing, and some research/business park development at the county line. More specific recommendations are described below and depicted on the map on the land use map.

Southeast Quadrant

- The majority of the Homewood Acres subdivision should remain intact as a single family neighborhood. However, near the entrance to the subdivision, Mallard Creek Road will be realigned to connect with Odell School Road, and the old alignment will no longer exist south of the Outer Loop. Access to properties that front the south side of the Outer Loop (properties which formerly had access to Mallard Creek Road) will be through a service road that currently is an extension of a minor street in the Homewood Acres subdivision. Construction of this service road will alter the character of that portion of Homewood Acres. Consequently, the plan recommends that this area around the service road be allowed to redevelop with higher density housing.



The alignment of the Outer Loop at Mallard Creek/Odell School Roads

- Outerloop, and west of I-85 should develop with medium density (upt to 8 dwelling units per acre) housing, with the exception of a multi-family zoned tract closer to the interchange. While the properties front on the Outer Loop and I-85, there is no direct access to the properties other than through the service road or extension of streets in Homewood Acres.

Southwest Quadrant

- The land between Johnston-Oehler Road and the Outer Loop in this quadrant should continue to develop with single family homes. A large portion of this area is already developing as such. There may be the opportunity for some higher density housing on a tract of land right at the interchange; this land was not included in the single family development along Johnson Oehler Road. Much of this tract is in the floodplain,

however, and may not be conducive for intensive development.

Northeast Quadrant to the County Line

- When the Outer Loop is constructed, Odell School Road will be realigned to connect with Mallard Creek Road to form a new north/south major thoroughfare. Similarly, Ridge Road will connect with Mallard Creek Road as it bends to the east to form a new east/west thoroughfare. As a result of this realignment, a new intersection will be formed just north of the interchange.

The configuration of the parcels resulting from the construction of the interchange and the realigned roads, in part, creates a land use challenge. A narrow strip of land consisting of approximately six acres will remain between the Outerloop and the realigned Mallard Creek/Ridge Road connection to the west of the current Odell School

Road. A single family house currently is located on this tract, but because of the interchange, the house will likely not remain in the long term. This tract will be too small for any type of residential development. This district plan strongly recommends that the "left-over" property be acquired through State right-of-way purchases along with several other smaller parcels on the southern quadrants. In the event that this purchase does not occur, the back up position would be to allow a very small-scale commercial development on the six acre tract.. To reduce the potential for uncoordinated strip development to occur here, any rezoning for commercial for this strip should be done as one proposal with coordinated access and design. Development should not occur incrementally.

- On the northeast quadrant of the new intersection of the two major thoroughfares, this plan recommends higher density housing, extending north and east to the new location for Newell Hickory Grove's Satellite Church. (The new church will have frontage on both thoroughfares.) A portion of this land between the church property and the new east/west thoroughfare may also be a location for a community mixed use center. The plan recognizes that a center of this scale would be appropriate to serve the surrounding area. The center could be located either on the northeast or northwest quadrants of the intersection, but not both. Regardless of the location selected, the center should be developed in conjunction with a residential component.
- North and east of the church property to Kings Grant Parkway, a combination of low, medium and high density housing and research and/or business park uses should develop. Specifically the land to the east of the church property and to the south of the Duke Power transmission line should develop with low to medium density housing. The land to the north of the church along Odell School Road extending beyond the Duke Power line should develop with medium density housing. The land on the southeast corner of Kings Grant Parkway and Odell School Road should develop with higher density housing. The remainder of the land adjacent to the county line should develop with research and/or business park uses as an extension of the business park development proposed as part of Kings Grant in Cabarrus County. Access to these nonresidential

uses in Mecklenburg County should be off Kings Grant Parkway, not Odell School Road.

Northwest Quadrant to the County Line:

- Beard Road intersects with the realigned Ridge Road/Mallard Creek Road connector in this quadrant of the intersection. The plan recommends that the adopted thoroughfare plan for the county be amended to include a new major thoroughfare connecting Kings Grant Parkway with Beard Road and ultimately Ridge Road; this would create an alternate road to more directly move traffic from the Highland Creek community to the I-85/Kings Grant interchange. The current thoroughfare plan shows Kings Grant Parkway ending at Odell School Road. In the future, this parkway will likely carry significant traffic volumes because of the proximity to the I-85 interchange.

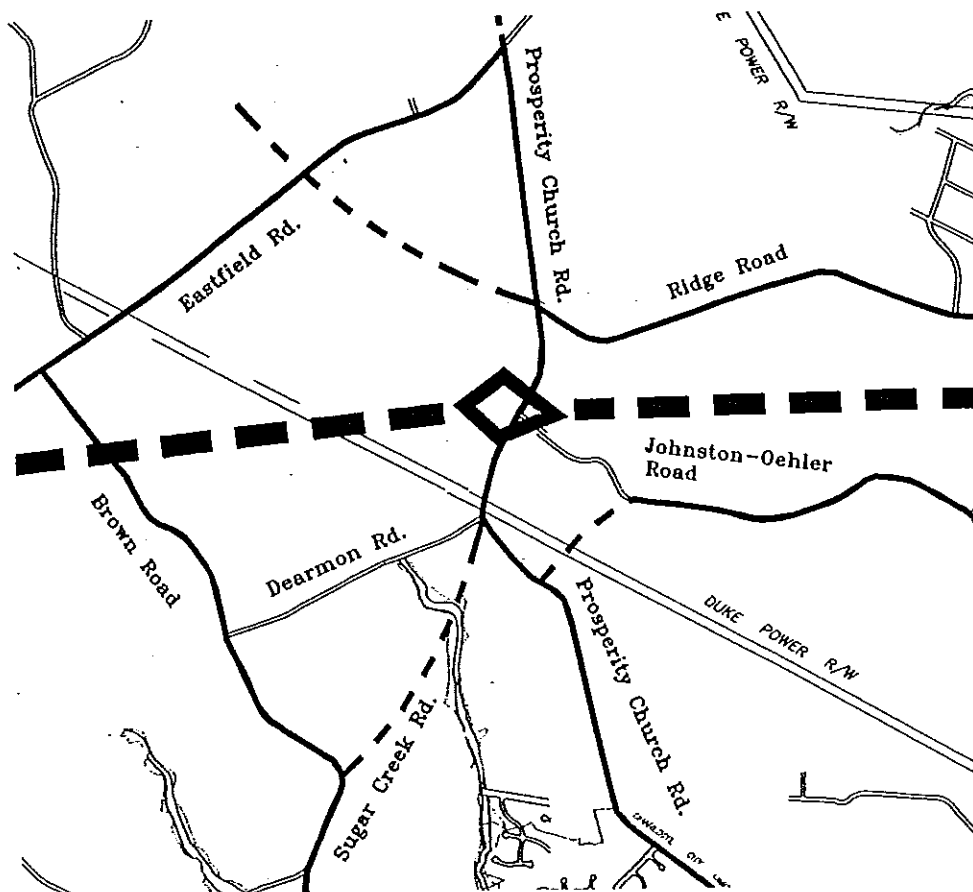
A mix of low, medium, and higher density housing is recommended for the area bounded by the realigned Ridge Road/Mallard Creek Road Connector, Beard Road, and the realigned Odell School Road. Higher density development is recommended closer to the intersection of these roads. Lower density residential is recommended on the east and west sides of the new thoroughfare; this will be more consistent with the development pattern established to the west in the Highland Creek area. The option for a community sized mixed use center to be located in this quadrant is also proposed if the center does not locate on one of the other corners of the Ridge Road/Mallard Creek and Odell School Road/Mallard Creek intersection..

- For the area located between the Outer Loop and Ridge Road on the northwest quadrant of the interchange, medium to high density housing is recommended, transitioning to lower density development to the west along the Ridge Road/Kings Grant Parkway connector road. This is another potential location for the community sized mixed use center. Again, only one quadrant of the intersection should develop with nonresidential uses.

Prosperity Church Road Interchange

The interchange of the Outer Loop at Prosperity Church Road presents a unique development opportunity. Several existing and planned roads will converge in the area surrounding the interchange—Sugar Creek Road Extension, Prosperity Church Road, Dearmon Road, Johnston-Oehler Road, Ridge Road, and the Ridge Rd./Hambright Road Connector.

Because of the strong residential base developing in the area, the interchange will be a good central location for mixed use development consisting of retail, office, and higher density housing. How this mix of uses might evolve under the standard suburban development model would be a shopping center on one or two corners and offices and/or apartments adjacent to or across from the retail. The area would be designed with an orientation to the automobile, with wide thoroughfares having numerous turn lanes



The alignment of the Outer Loop at Prosperity Church Road

Currently very little development exists in the immediate area of the interchange, but within a half mile to a mile of the interchange several new neighborhoods are either developed or planned. Highland Creek to the northeast of the interchange will eventually have more than 5,000 homes. Approximately 1,500 homes already exist or are planned in several neighborhoods to the south of the Outer Loop between Prosperity Church and Sugar Creek Roads. Also, Mallard Creek District Park is under development about 1/2 mile from the interchange along Johnston-Oehler Road.

While the components of a community "center" may be there, the development essentially would likely be somewhat piece-meal in its design. Numerous

examples of this type of suburban model can be found throughout Charlotte-Mecklenburg. The illustration on page 27 represents the standard suburban model for interchange development.

The Vision

This district plan puts forth a vision of a different type of community developing at the Prosperity Church Road and Outer Loop interchange, a community that could be a unique "place" in

Charlotte and the region. This interchange is the only location in the county that this unique approach could likely occur. Plans have already been made for most other locations along the Outer Loop and/or the road configuration or existing development would not be conducive for the design.

Envisioned is a compact, pedestrian-oriented mixed use "village" that is developed along the lines of "traditional" communities. In other words, it would be developed similar to older grid street towns. While automobiles would certainly be accommodated as they are in any traditional town, there would also be great attention to designing commercial, office, and residential blocks at a pedestrian scale. People could walk to shopping, restaurants, or work. Public open space would be woven into the design. Buildings would be built closer to the streets; tree-lined sidewalks would be built; and parking structures would be constructed to reduce the amount of paved areas.

The vision includes a mixture of uses including retail development ranging from neighborhood oriented retail to that which may be found in a community sized center (up to 300,000 sq. ft. of retail) and office development (a minimum of 100,000 sq. ft.). This would be an ideal location for a signature office building(s) right at the interchange with exposure to the Outer Loop and smaller scale offices closer into the heart of the community. Additional retail and office development may be appropriate depending upon the integration of the nonresidential uses into the overall community design. **Medium and high density housing** would be built closer to the commercial center of the village, transitioning to lower density housing adjacent to the more suburban scale neighborhoods. This could be a one-of-a-kind, premier community in Charlotte

Making this vision of an urban village happen at this interchange will require a different way of thinking about road design and development options. The

North Carolina Department of Transportation has designed a standard diamond interchange for this location, similar to that which has been designed for the majority of other Outer Loop interchanges. The design concept for the new village would depend upon altering the interchange design. Large amounts of land will be required to construct the diamond interchange.

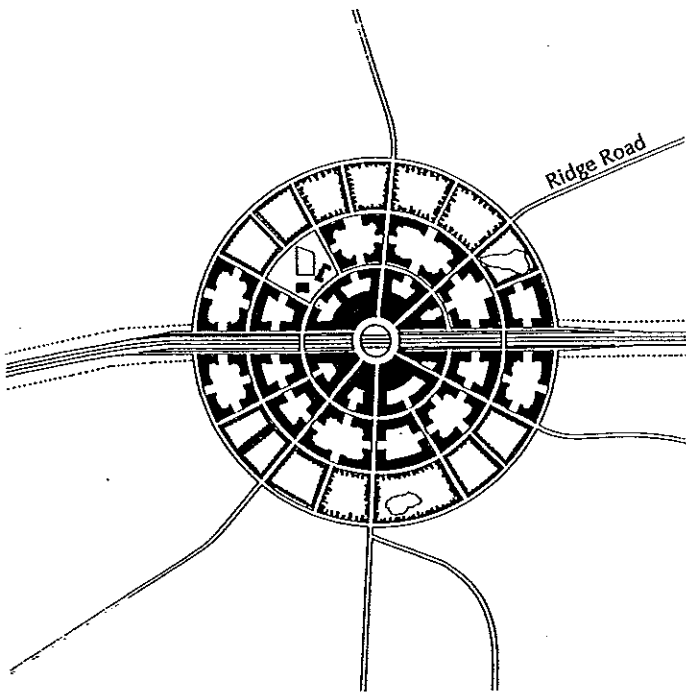
A way to reduce the land area required, still move traffic, and allow for the compact development envisioned is to design the interchange differently. Options to consider are designing a round-about as the interchange or designing a condensed diamond interchange with several bridges to link the north and south sides of the freeway. Concepts of how these different interchange designs may work and the desired scale and mix of uses are shown on page 27.

Steps to implementing the vision

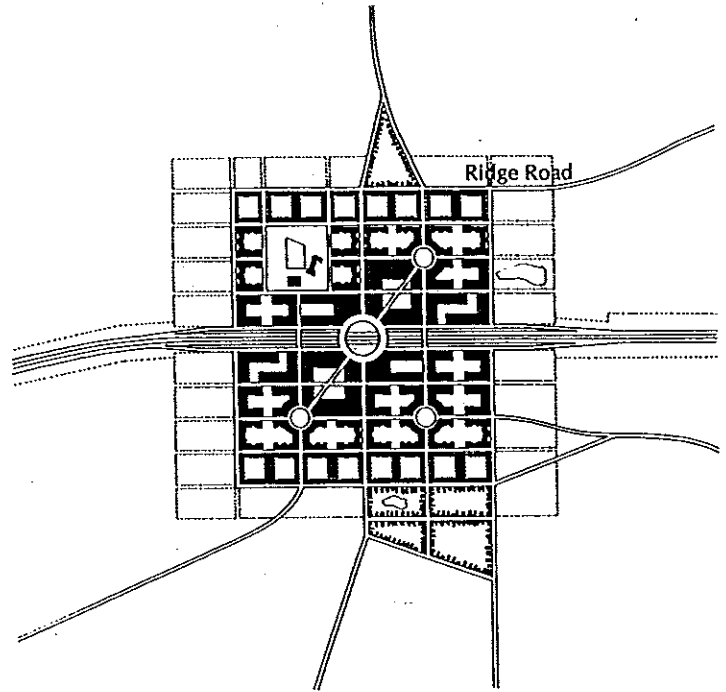
Several steps must be taken to implement the vision for the interchange area. These are as follows:

- Work with NCDOT on the redesign of the interchange.
- Develop a local thoroughfare and collector street plan for the interchange area that would be used to obtain the necessary rights-of-way for the road system.
- Produce an urban design plan for the area that refines the concepts shown in this plan. The plan should provide guidance on building setbacks, parking, streetscape plantings, sidewalks, open space, etc.. As part of this, zoning tools and potential development incentives should be identified.
- Work with the property owners, surrounding neighborhoods, and local developers to build consensus on the design for the area and the mix of uses.

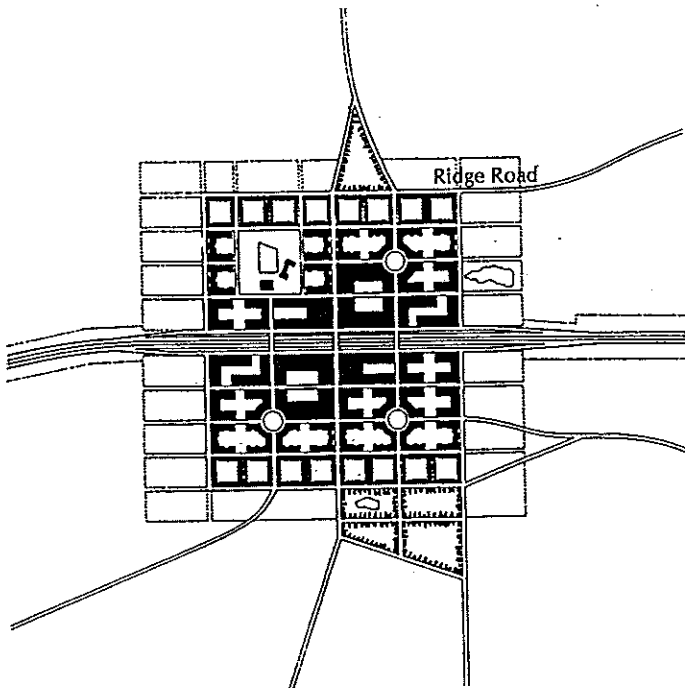
Development Options for the Prosperity Church Road/Outer Loop Interchange Area



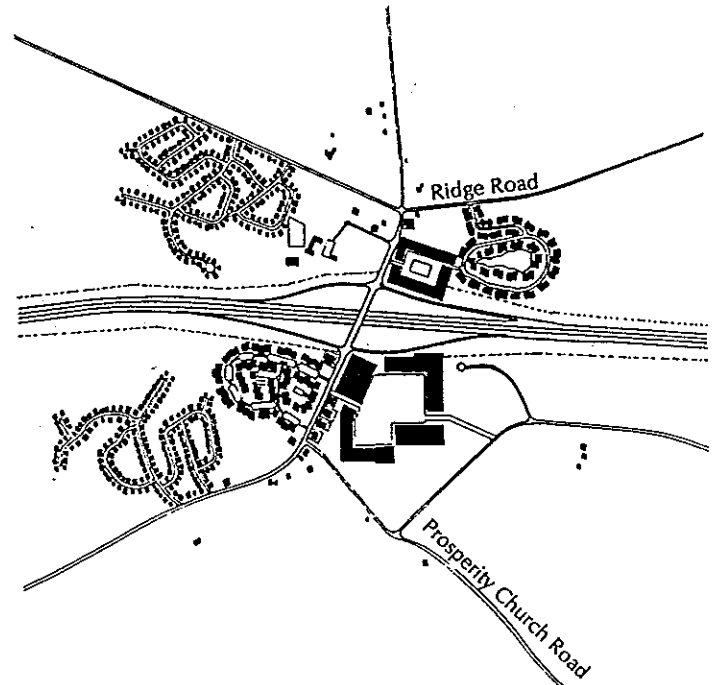
Option 1: Use of a round-about interchange design with a radial development pattern



Option 2: Use of a round-about interchange design with a "grid-iron" street development pattern

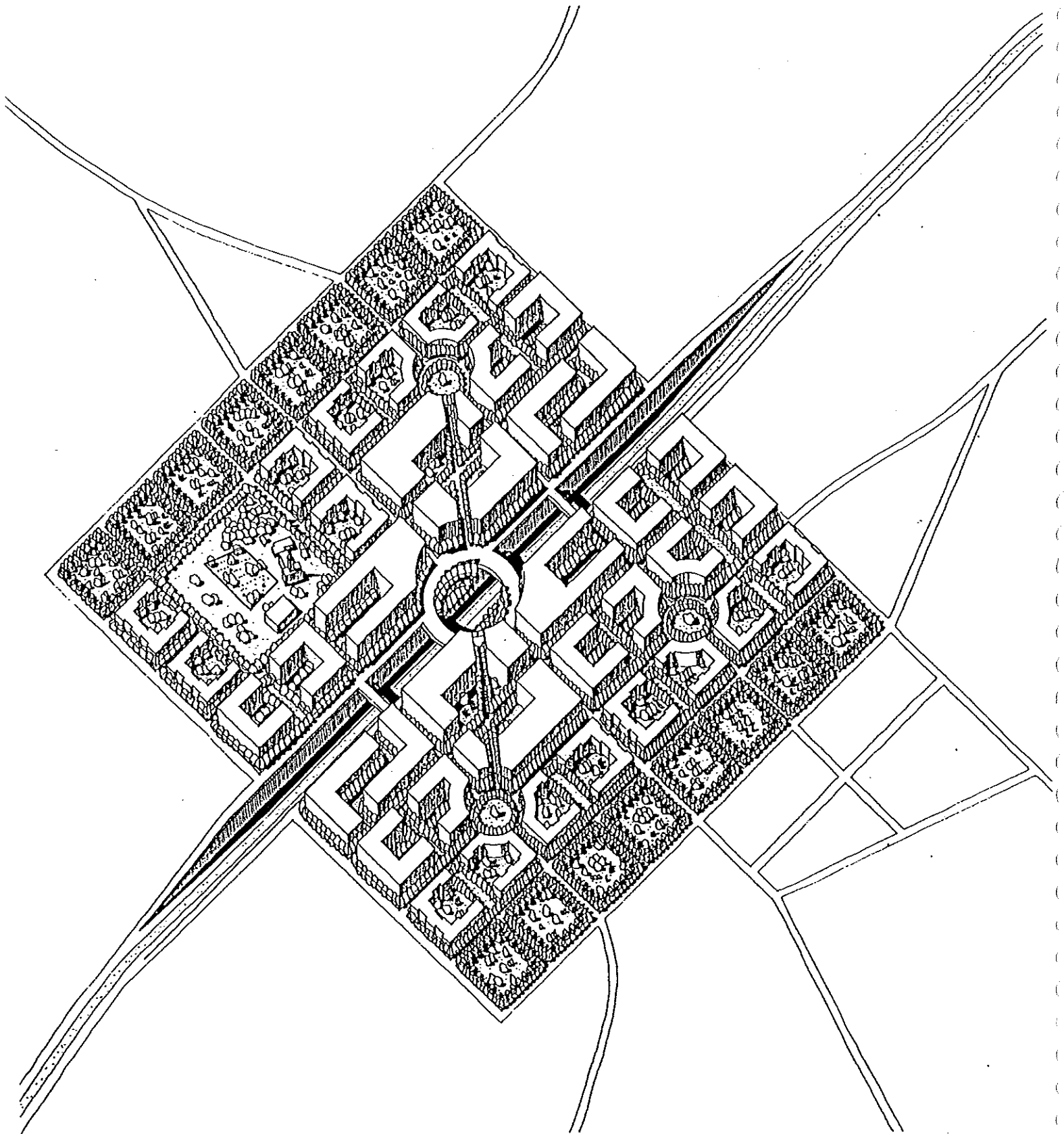


Option 3: Use of a condensed diamond interchange with a "grid-iron" street development pattern



Option 4: Typical suburban development pattern expected at a diamond interchange

Axonometric of Option 2



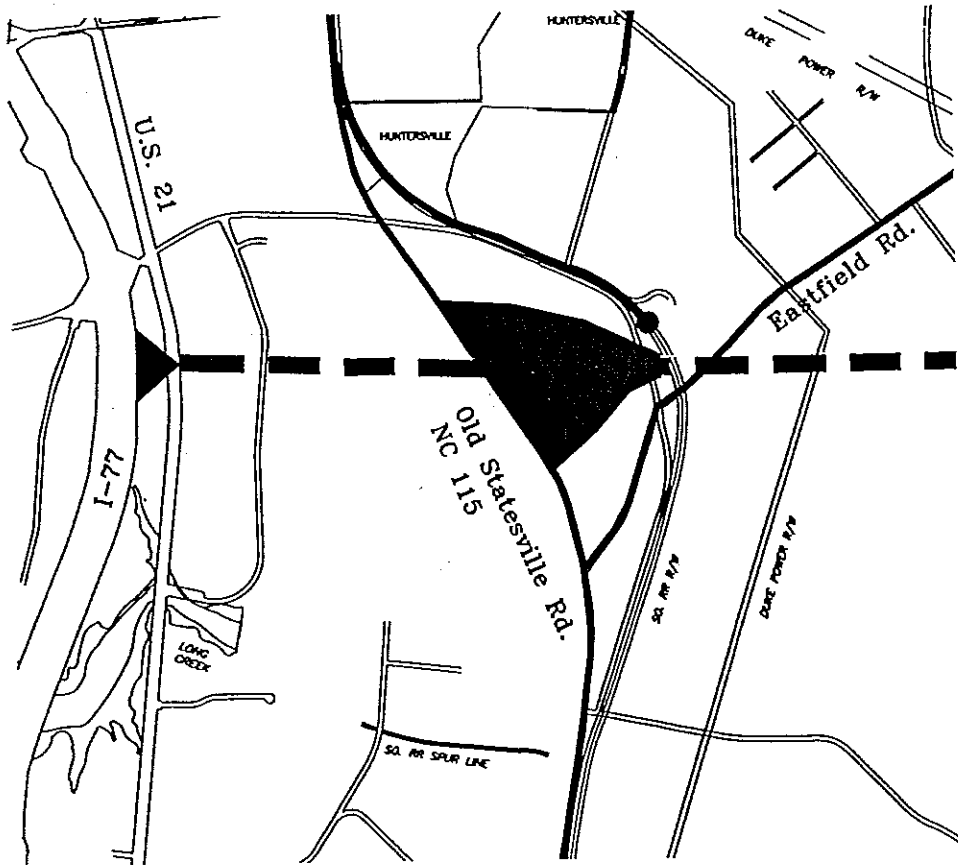
NC 115/Outerloop Interchange

The interchange at NC 115 is located west of the Southern Railway tracks and approximately 1/4 mile from the I-77 interchange with the Outer Loop. Twin Lakes Business Park is developing on the western quadrants of the interchange; the Outer Loop bisects the park. Relatively undeveloped residentially-zoned land exists in the area that will become the eastern quadrants of the interchange. It is very unlikely that any type of residential development would ever be developed on these tracts as they would be contained by the Outer Loop and the railroad tracks. *(The original Northeast Plan recommended that the property in this area develop with multi-family housing.)*

not a top priority for high capacity transit, the NC 115 corridor could eventually link the three northern towns and Mooresville to Uptown Charlotte via transit.

The rest of the land in this interchange area between NC 115 and the railroad tracks is principally zoned for industrial uses as are several tracts east of the railroad tracks around the intersection of Hucks Road and NC 115. It is envisioned that these zoned tracts will develop with industrial uses; however, industrial development should not extend further east of the current zoning.

A church and cemetery currently exist on the land located between the tracks and Eastfield Road at Arthur Davis Boulevard. The land is currently zoned R-17MF. This no doubt will be a long term use for the



property. In the event, however, that the church would choose to leave the area, an industrial use at this location would be appropriate.

Recommendations for the NC 115/Outerloop interchange area are shown on the land use map.

This plan recommends that these tracts on the western quadrant of the interchange develop with business park or light industrial uses. Any such development should be done as a total development instead of incrementally. A neighborhood sized commercial center may be appropriate on the southeast quadrant in the triangular area formed by NC 115 and Eastfield Road. This may be a location for a future transit stop for the NC 115 corridor. While

Other Areas of Focus

Newell/Harris Boulevard Area

The Newell Small Area Plan was adopted in 1986. The plan proposed that a mix of uses including a retail center, multi-family housing, and a business park develop in the area bounded by Harris Boulevard, Old Concord Road, and Rocky River Road. Residential development was proposed for the area on the west side of Old Concord Road to the west and south of the old Newell community; this area includes Newell Elementary School, the Newell Post Office, Newell Baptist Church, and several older homes, some of which may be considered for historic designation.

South of Rocky River Road between Old Concord and Harris Boulevard, the plan identified a mix of multi-family and business park development. The land fronting both sides of Rocky River was designated to remain single family. Multi-family development was proposed for the properties fronting the east side of Harris Boulevard from Old Concord Road to Rocky River Road.

In addition to the land use recommendations, the Newell Plan called for a number of amenities including connecting the area through a series of greenways and building a small park in the area behind the ballfields of Newell Elementary School.

Since the plan was adopted, a major Duke Power facility was built on approximately 50 acres in the middle of the area proposed for residential and business park development. While the facility is heavily screened from both Harris Boulevard and Rocky River Road, it is a major obstacle to implementing the original plan. Access through the site to connect with other properties is no longer possible. A major creek crosses the land between Old Concord Road and Harris Boulevard creating difficulties in having properties along the railroad tracks and those along Harris Boulevard connect. Thus, the concept of having an interconnected mixed use community in this location would be much more difficult to achieve.

The original Northeast District Plan recommended that because of changing conditions, the area north of Rocky River Road including the properties fronting Rocky River Road, be allowed to develop as a business park. A retail/office mixed use center was identified for the southeast quadrant of the Harris Boulevard/Old Concord Road intersection. The proposed residential areas south of Rocky River Road were recommended

to also be developed with business park uses. The rest of the Newell Plan was recommended to develop as adopted.

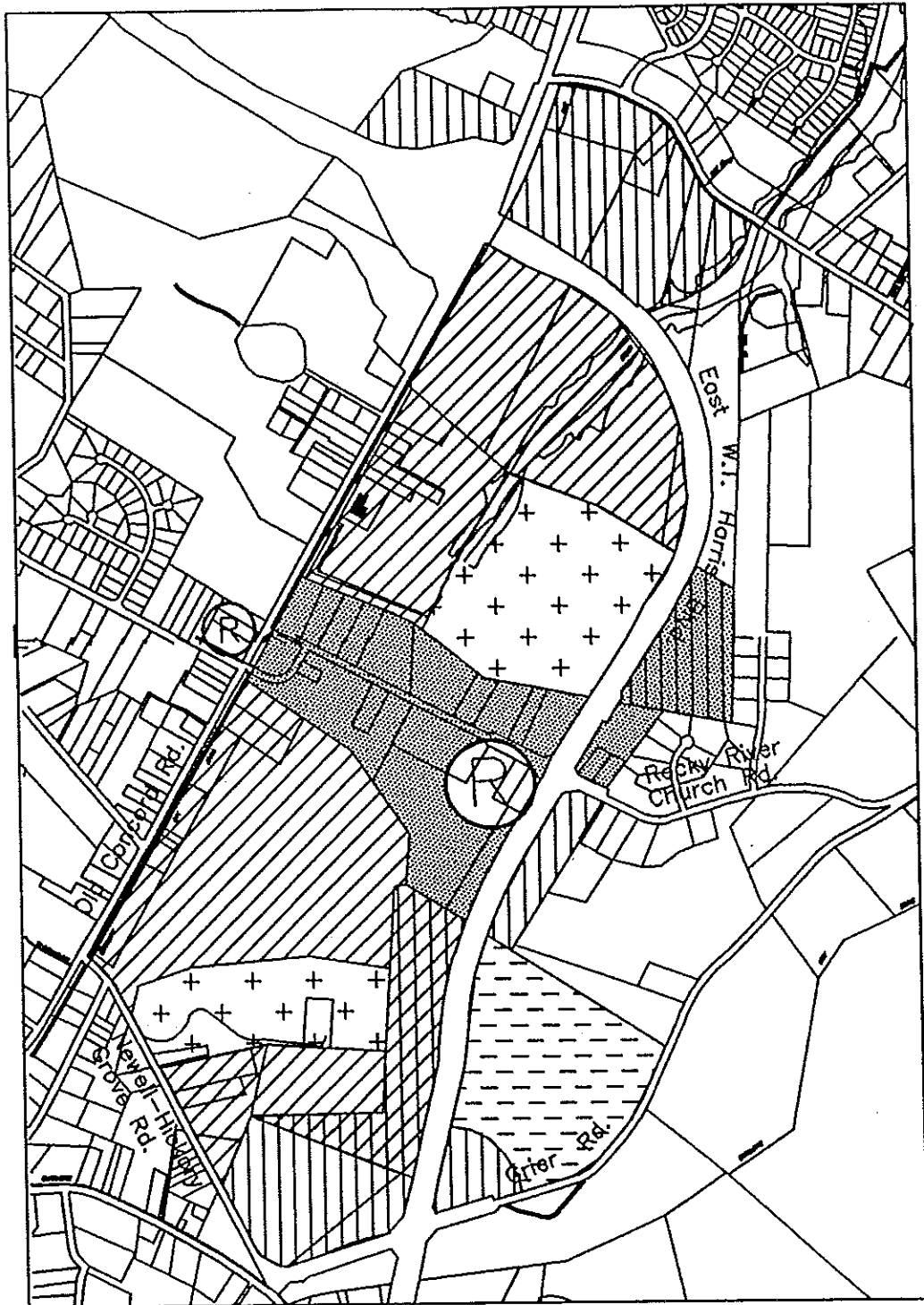
The Newell area was more closely examined as part of the update process for the Northeast District Plan. This updated plan recommends the following:


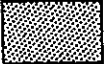
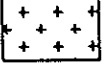




- The area bounded by Rocky River Road, Old Concord and the railroad tracks, and Harris Boulevard should develop as a unified business park, with the potential for office development on the properties that directly front on Rocky River Road between the Duke Power entrance and Harris Boulevard. Because of the poor access, the location of the Duke Power facility, and the impact of the railroad tracks, this area would likely not be an attractive location for housing, nor is the area designated for commercial use a good retail site; having no access over the railroad tracks and only one entrance on Harris Boulevard would not work for retail traffic at this location.

If the area develops as a business park, the amenities described in the Newell Plan should be incorporated into the business park design:

- The creek that crosses the property should be developed as a greenway as part of the development process, providing public access to trails along the creek.
 - A minimum 50 foot buffer should be provided along the Harris Boulevard frontage.
 - The historic Newell House fronting the railroad tracks should be preserved and incorporated into the overall development.
 - Strict architectural and landscaping guidelines should be provided as part of any rezoning to ensure that high quality, attractive development takes place.
 - Well designed entrances to the park should be designed with low profile signs and landscaping. Truck traffic should be routed to Harris Boulevard, not to Old Concord Road.
 - Access drives should be limited along Harris Boulevard and Rocky River Road.
 - A sidewalk should be constructed along Rocky River Road.
- Changes to the original plan are also recommended for the area south of Rocky River Road between Old Concord Road and Harris Boulevard. A neighborhood commercial center (100,000 sq. ft. of retail) is recommended for the southwest corner of the Rocky River Road/Harris Boulevard intersection. Office uses should develop along the rest of the Rocky River Road frontage, extending to Old Concord Road.

Recommended Land Use Changes for Newell



- | | | | | | |
|---|------------------------------|---|---------------|---|------------------------|
|  | Medium Density Mixed Housing |  | Office |  | Industrial |
|  | Multi-Family |  | Business Park |  | Office or Multi-Family |
|  | Retail Center | | | | |

Behind the frontage properties, much of the land is already zoned I-1 for light industrial development. While a publicly initiated rezoning is not proposed for this land, additional business business park development is proposed for this area. Land fronting Harris Boulevard extending from Rocky River Road south to Grier Road is zoned for residential development. If this land, which is somewhat narrow in its configuration, does not develop with multi-family housing, a portion of it should be considered for rezoning to the business park district if it is incorporated into a larger unified business park on the land currently zoned I-1. This frontage property should not be rezoned for industrial development. The development standards are higher for business park uses than for industrial development; higher development quality is expected for Harris Boulevard.

The property at the intersection of Harris Boulevard and Grier Road should develop with multi-family housing.

- The heart of the old Newell Community across the railroad tracks west of Old Concord Road should be preserved and enhanced as it is currently zoned.

Several tracts of land are already zoned for commercial development at the corner of Old Concord Road and Rocky River Road; a convenience store is located on one of these tracts. This plan recommends that the commercial property be redeveloped as a small, well designed and pedestrian/neighborhood-oriented, retail center. The uses might consist of a small convenience store, a restaurant, dry cleaners, drug store, etc.. No large anchor store is envisioned as this would be located at the center proposed at the Harris Boulevard intersection. It is envisioned that the retail center would be designed as part of the overall neighborhood plan.

- Areas that front the east side of Harris Boulevard should develop as originally planned with a mixture of office and multi-family housing. Great attention should be given, however, to the rear of the property as it abuts single family homes along Rocky River Road.
- Every effort should be made to connect the Newell community via greenways, sidewalks, and/or bikepaths to Reedy Creek Park and the proposed Central Piedmont Community College campus planned south of Grier Road. This may

involve having a pedestrian crossing light installed at the Rocky River Road/Harris Boulevard intersection.

Plaza/Milton Road Intersection Area

The neighborhoods surrounding the intersection of the Plaza/Milton Road are generally very stable and provide valuable middle income housing in the community. At one time the commercial area around the intersection thrived. It provided close-by services to residents in the area. Within the last decade, however, the commercial area has declined. Two grocery stores moved to further out locations, and several of the smaller businesses and offices moved as well.

The lack of immediate services and the presence of boarded-up or marginally used buildings concerns area residents. The well organized neighborhoods have worked to maintain the quality of the neighborhoods and have attempted to attract new businesses to the area. However, there has been little turn-around.

This district plan recommends that an economic development/urban design study be undertaken for this intersection area to determine how the decline can be halted and new businesses encouraged to come to the area. The plan should address market potential and visual enhancements. Area residents should actively participate in the process.

Infrastructure

Transportation Improvements

More options for moving about the district is the transportation vision for the Northeast District. Specifically, in addition to continued road development, more sidewalks and bikeways should be built and a transit system should be established. The "multi-modal" approach to transportation planning is being addressed on a county and regional-wide basis. If options to road development are not pursued in the long term development of the community, the road system will not be able to handle the traffic volumes in the district without significant congestion in some locations.

The following are descriptions and recommendations for each of the modes of transportations.

Road Improvements

Many road projects have recently been built in the Northeast District and several are funded for the near future. Since the original Northeast District Plan was completed, major roadway improvements have been constructed in the area. The widening of Harris Boulevard from Mallard Creek Road to I-77 and Mallard Creek road between Harris boulevard and Mallard Creek Church road are two of the major projects completed in the last few years. Despite these additional lanes, **unprecedented growth in the Northeast is overburdening much of the district's road network.** This is especially true in the areas furthest out where winding, narrow two lane roads are all that is available to accommodate the increasing suburban development.

The work accomplished in the Committee of 100 shed new light on the development activity in neighboring counties and the impact that it has on our roadway system. Cabarrus County is experiencing explosive growth particularly at the county line and was contributing 16,000 daily commuters into Mecklenburg County daily in 1990. Estimates in 1995 exceed 20,000 daily commuters through the northeast district from Cabarrus County. Road Improvements in the Northeast not only have to respond to Mecklenburg's growth but must also account for the development occurring just across the county line.

Two road improvements in the district are currently under construction. These include:

- Outer Loop construction from NC 49 to I-85.
- NC 49 widening from UNCC through Harrisburg.

Other projects that have been funded and are soon to be underway are:

- US 29 Widening to 6 lanes from the Outer Loop to the Rocky River.
- Graham Street Extension and the widening of Mallard Creek Road from Sugar Creek Road to Harris Boulevard.
- Mallard Creek Church Road widening from I-85 to NC 49.
- Realignment of Sugar Creek Road at Harris Boulevard .
- Outer Loop construction (the remaining sections in the northeast district)
- widening to 6 lanes from I-85 to the outer loop.

Future projects needed but not funded have been identified in the recently adopted 2015 Transportation Plan and the adopted thoroughfare plan for Mecklenburg County and western Union County. The thoroughfare plan categorizes roads into major and minor thoroughfares and freeways/expressways. The 2015 Plan lists all projects need by the year 2015 in priority order. The table on page 37 lists the current and proposed roadway projects in the northeast district. In addition to the projects listed, a new major thoroughfare should be added to the official thoroughfare plan; this is the road that will connect the Kings Grant Parkway to Ridge Road as discussed on page 24.

Outer Loop

The alignment of the Outer Loop has been set since the original Northeast District plan and is currently protected from development through the official map act and local subdivision ordinances. The Outer Loop in the Northeast will have interchanges at Rocky River Road, NC 49, US 29, I-85, Mallard Creek Road, Prosperity Church Road, NC 115 and I-77. The entire Outer Loop has been funded and is expected to be completed by the year 2005.

Transit

Transit service in the Northeast District is limited to a few fixed routes at this time. The Hidden Valley neighborhood is served well by local route #11 and UNCC has service from two routes - #39 to the Uptown and route #29 that goes cross-town to SouthPark. Graham Street benefits from route #22, but it only goes as far as I-85. Route #13 penetrates further into the district to serve the Nevin Center off US 21.

The Charlotte Department of Transportation has recently held discussions with the University Research Park (URP) employers about new service. One proposal would provide an express service to the Park while another would be a loop service to connect URP with UNCC. A "49er" shuttle has also been suggested that would serve the Campus, surrounding residential areas, and University City. CDOT will be conducting a survey of employees in the URP to determine the feasibility for those services. Funding is being sought from UNCC and/or the State to implement the shuttle service around the University.

Opportunities to expand transit service in the Northeast District should be pursued continually. Continued growth in the district may warrant extending existing lines or establishing new services. **Specific emphasis on providing and expanding transit service along the US 29 corridor should be a goal of Charlotte Transit.**

The Transitional Analysis for Fixed Guideway Transit, as well as the recommendations of the Committee of 100, recommend that US 29 become a transit corridor. This could be accomplished through traditional rubber tire buses, but may eventually warrant a fixed guideway system depending upon the success of transit and the concentration of transit oriented development in the Corridor. This is a goal of the Northeast District Plan and is detailed in the US 29 section of this report.

Sidewalks

Many of the major roads in the developing portions of the Northeast District do not have sidewalks. This creates even greater reliance on the automobile. The State nor the County builds sidewalks; therefore, the only way for sidewalks to be built is through the

development process where sidewalks are required on major and minor thoroughfares and on one side of a collector street, or if the City of Charlotte constructs the walk. As areas of the county are annexed, more sidewalks will potentially be built by the City; for example, sidewalks are scheduled to be built along Prosperity Church Road and Sugar Creek Road in that recently annexed area.

In the City, sidewalks can also be built on interior residential streets through a sidewalk program implemented by the Charlotte Department of Transportation. This program requires that at least 51% of the property owners along a street want a walk.

Increasing pedestrian circulation and safety are major goals for the US 29 Corridor and for University City Boulevard and for other places where pedestrian activity may be higher, for example where shopping centers abut neighborhoods, sidewalk connections should be strongly encouraged to be built through the development/rezoning process and by the City as it assesses sidewalk needs in the future. Unfortunately, the State will not allow sidewalks on Harris Boulevard due to the speed and volume of traffic. **Neighborhoods that have their only access off Harris Boulevard should be connected to the rest of the community through the greenway system.**

Bikeways

Charlotte's climate is very conducive for traveling by bicycle, either for recreation or for commuting. However, there has been little attention to bikeways in the past. The greenway system will provide recreational biking opportunities as it further develops, but on-street bike paths are limited in number. **This plan reinforces the need to develop a bikeways master plan for the entire county that identifies opportunities for recreational and commuting biking.** This has been identified as a future project on the Planning Commission's work program. **Also, when new roads are constructed by the State or City, every effort should be made to add pavement width to road and bridge designs to allow more room for safe biking.**

Road Improvements Identified For The Northeast District On The Official Thoroughfare Plan

ROADWAY	DESCRIPTION	SCHEDULE
Outer Loop (NC 49 to I-85)Outer Loop (I-85 to I-77)	New Freeway	Under construction
Outer Loop (Plaza to NC 49)	New Freeway	
I-85 (Sugar Creek Rd to County Line)	New Freeway	
I-77 (I-85 to Outer Loop)	Widening to 6 or 8 lanes	No schedule
Harris Blvd/ US 29	Widening to 6 or 8 lanes	FY 2002
Browne Road/Prosperity Ch. Rd Connector	New Interchange	No schedule
Prosperity Church Road (Mallard Cr. Rd. to Outer Loop)	New 2 lane	No schedule
Statesville Rd. (I-85 to Alexanderana Rd.)	Widening to 4lanes	No schedule
(Sunset Rd. to Outer Loop)	Widening to 4 lanes	No schedule
NC 115 (Statesville Rd. to Harris Blvd.)	Widening to 6 lanes	No schedule
(Harris Blvd. to Outer Loop)	Widening to 4 lanes	No schedule
Graham St. Extension (Graham to Harris Blvd.)	Widening to 4 lanes	No schedule
US 29 (Outer Loop to County line)	New 4 lanes and Widening to 4 lanes	FY 1998
(Sugar Creek to Mallard Cr. Ch.Rd.)	Widening to 6 lanes	FY 1996
(Mallard Cr. Ch. Rd. to Loop)	Widening to 6 lanes	No schedule
NC 49 (Mallard Cr. Ch. Rd. to Co. Line)	Widening to 6 lanes	No schedule
Lakeview Road (US 21 to Harris Blvd)	Widening to 4 lanes	Under construction
Graham/NC 49 Connector (I-85 to NC 49 - 4 lanes)	Improve 2 lanes	No schedule
(Graham to I-85 - 2 lanes)	New 4 lanes	No schedule
Cheshire Road (to David Cox)	New 2 lanes	No schedule
(to Harris Blvd)	Improve 2 lanes	No schedule
Browne Road (David Cox Rd. to Eastfield)	Widening to 4 lanes	No schedule
Eastfield Road (Prosp. Ch. Rd. to Co. Line)	Improve 2 lanes	No schedule
(NC 115 to Prosperity Ch. Rd.)	Widening to 4 lanes	No schedule
The Plaza (Fairmarket to Harris Blvd)	Improve 2 lanes	No schedule
(Harris to Outer Loop)	Widening to 4 lanes	No schedule
Back Creek Church Road (Rocky River to NC 49)	Widening to 4 lanes	No schedule
Hood Road (Plaza to Rocky River)	Improve 2 lanes	No schedule
Grier and Rocky River Road (Harris Blvd to County Line)	Improve 2 lanes	No schedule
Gibbon Rd. (Sugar Creek to Old Statesville)	Improve 2 lanes	No schedule
Nevin Road Extension (Cheshire to Graham St. Ext.)	New 2 lanes	No schedule
Cindy Lane Extension/Nevin Road	New 2 lanes	No schedule
(Statesville Rd. to Cheshire)	Improve 2 lanes	No schedule
Salome Church Road	Improve 2 lanes	No schedule
Odell School Road (Mallard Cr. Rd. to Co. Line)	Improve 2 lanes	No schedule
Alexandriana Road	Bridge, Improve 2 lanes	No schedule
Hucks Rd. East Ext. to Prosperity Church	New 2 lanes	No schedule
Hucks Rd. West Ext. (NC 115 to US 21)	New 2 lanes	No schedule
Ridge Road (Prosp.Ch. Rd. to Mallard Cr. Rd.)	Widening to 4 lanes	No schedule
Mallard Creek Road (Mallard Cr. Ch. Rd. to Outer Loop)	Widening to 4 lanes	No schedule
Street Acres Road (Eastfield to Ridge Rd)	Improve 2 lanes	No schedule

Water And Sewer Service

Much of the Northeast District has water and sewer service available, and most other areas are planned to be served in the near future. The tables below indicate the planned water and sewer projects for the Northeast and the estimated cost of them.

The only areas for which funding for sewer service has not been identified are the areas north of Ridge Road/Salomne Road between Odell School Road and US 29 and the areas north and south of Rocky River Road, east of Back Creek Church/Hood Road in the eastern part of the district. These are relatively small areas within larger drainage basins that cross the county line.

Discussions between the Charlotte-Mecklenburg Utility Department (CMUD) and Cabarrus County have been in progress for the past several years in an effort to establish a partnership in providing sewer

service to the areas in Mecklenburg County. It would be much more efficient to tap into the large Rocky River Treatment Plant in Cabarrus County than for individual treatment plants or pump stations to be built in at the county line in Mecklenburg County.

Funds for future water line extensions have been identified for the majority of the unserved portion of the district. Only a few areas along the county line have no funding sources identified for water line extensions.

Through the development process and a reimbursement program with CMUD, these areas where water and/or sewer extensions are not funded could be served in advance of the public schedule. The use of private package treatment plants is highly discouraged.

Northeast District Sanitary Sewer Needs*

Sewer Projects	Time Frame	Estimated Cost
Mallard Creek Tributary to I-85	0-5 years	\$780,000
Stony Creek Outfall, Phase III	0-5 years	\$ 630,000
Back Creek Outfall to Back Crk, Church Road to Lift Station	0-5 years	\$1,097,500
Mallard Creek Treatment Plan Expansion	6-10 years	\$6,000,000

Northeast District Water Service Needs*

Water Project	Time Frame	Estimated Cost
Prosperity Church Road Main to Mallard Creek Church Road	0-5 years	\$914,000
Main along Beard and Ridge Roads	0-5 years	\$590,000
W.T. Harris Boulevard Main	0-5 years	\$950,000
Main along Plaza Road Extension to Hood Road	0-5 years	\$650,000
Hood Road Water Main	0-5 years	\$1,131,000
Main along Mallard Creek and Salomne Church Road	0-5 years	\$834,300
Main along Eastfield to the County Line	0-5 years	\$514,800
Main along Rocky River Road from Hood Road to the County Line	0-5 years	\$501,900

*as of June, 1995

LIVABILITY

Parks And Greenways

As the Northeast District continues to develop with homes, shops, offices, and other uses, it will be important to create and maintain public parks and greenways to provide balance in the overall development pattern. While parks and greenways provide recreational opportunities for area residents, they also preserve a portion of the natural ecosystem.

Existing Parks and Greenways

Several parks and greenways have either developed or are in the development stages in the Northeast. A description of each is as follows:

Reedy Creek Nature Preserve and Park

This is a one-of-a-kind park located off Rocky River Road. Seven hundred acres are included in the current park's boundaries, and the Parks Master Plan, adopted in 1989, recommends that additional acreage be purchased and developed to increase the size of this park to approximately 1,000 acres, the desired minimum for a nature preserve. The preserve and park offers ballfields, a large children's play area, picnic grounds and shelters, numerous nature trails, and a nature center, among other amenities. It is a heavily used park, particularly on the weekends. Since Reedy Creek Park is a unique park in the community, its draw is from the entire county and beyond.

Mallard Creek Community Park

This is a new park developing off Johnston-Oehler and Mallard Creek Roads. When completed, it will consist of approximately 500 acres. The plans for the park include an 18-hole golf course, soccer and other ball fields, tennis courts, a playground, picnic areas, and trails. The first phase of the park opened in 1994 with the initial development providing much needed ballfields for the Northeast. Construction on the public golf course, which will be privately constructed and managed, is expected to begin in 1996.

Nevin Park

Located off Stateville Road in the Nevin Community, this park will ultimately consist of approximately 340 acres. The first phase of development includes ballfields, soccer fields, a playground, picnic areas, and trails. Other facilities, similar to those in community parks, will eventually be provided in the park. The most distinguishing feature of this park, however, will be a 125 acre botanical garden. Funds for this garden are being raised by the community, and the park, with its initial development

Sugaw Creek Park

This is an existing district park located on Sugar Creek Road. The major facility in this park is a recreation center. The Parks Master Plan recommends that additional land be acquired to expand the facilities of this relatively small park.

Mallard Creek/Clarks Creek Greenway

A number of future greenways have been identified for the Northeast District on the Greenway Master Plan. While land has been dedicated along several creeks through the development process, only one, the Mallard Creek Greenway, has actually begun to develop. Approximately two miles of greenway including trails have been developed along this creek; however much more land has been dedicated for future expansion of the greenway. Additional funding is needed to complete this.

Future Parks and Greenways

The County Parks and Recreation Department has identified several opportunities for additional parks in the Northeast District. This district plan supports the County's plans and an update of the Parks Master Plan, adopted in 1989. The plan update is scheduled to begin in 1995 and will involve considerable community input.

The following are future parks and greenways identified thus far for the Northeast District:

Back Creek Park

No specific location has been identified for this future district size park (40-200 acre range), but the need has been identified. The general location would be somewhere north of Harris Boulevard and east of NC 49. This park would provide such amenities as tennis and basketball courts, lighted ballfields, playgrounds, and picnic areas.

University City/UNCC Area District Park

The Parks Master Plan has identified a need for a district size park in the University City area. A specific location has not been identified; however, an opportunity for creating a joint school/park facility exists in or around the new school campus planned on the former IBM property west of I-85 and south of Harris Boulevard. This would be an efficient use of public dollars in building such amenities as ballfields and tennis courts. Doby Creek which parallels I-85 in this area could be developed as a greenway in conjunction with the park. This should be pursued by the Parks Department and School Board.

Newell Park

A 1989 bond referendum was passed that provided funds for a park in the Newell Community. The park was to be located between Toby Creek and Newell Elementary School off Old Concord Road. Originally the park was to serve a district park function, but the topography of the area would make it difficult to construct ballfields and other facilities that are typical at a district park. The County Parks Department has been meeting with the Newell Community to help plan and design a smaller, more neighborhood-oriented park that would be designed as an expansion area of the Toby Creek Greenway. This park should continue to be pursued.

Neighborhood Parks

Very few neighborhood park sites have been identified for the Northeast. Because of the limited funding available for park development and maintenance, the major focus for park development in the recent past has been on the larger parks that serve a broader area. Neighborhood parks are very costly to maintain.

More recently, however, the community's interest in having neighborhood parks has increased, causing the

County Parks Department to rethink its philosophy of principally building larger parks. The Parks Department has had several public meetings with the residents of the Northeast District determine park needs and desires for the area. An update of the Parks Master Plan will be undertaken during 1995-96 taking into consideration the community's input for neighborhood parks.

Greenways

In addition to the Mallard Creek/Clarks Creek Greenway, several other creeks are identified for greenway development. Some land has been dedicated through the development process for these future linear parks. The following are creeks identified for greenway development in the Greenway Master Plan:

- Toby Creek
- Back Creek
- Reedy Creek
- Irwin Creek

The priority for greenway development in the Northeast District should be to find ways to connect neighborhoods to parks. Due to the scope of this district plan, specific network connections have not been identified; however, the Planning Commission and City and County Engineering and Transportation Departments should work more closely with the County Parks Department to help identify ways the greenway system can be better connected to parks and neighborhoods. This would include assessing needs for sidewalks, bikeways and pedestrian crossings, as well as better coordination of greenway connectivity with future road construction plans.

Funding for Parks and Greenways

The most critical issue related to park development in the next five to ten years will be funding. In 1993 a bond referendum for park land acquisition and development was rejected by Charlotte-Mecklenburg voters. This was a major setback for park and greenway development in the Northeast and elsewhere in the community. As the cost of land increases, it will be much more costly to purchase land for parks in the future; consequently, the sooner the funding is made available, the less expensive the parks will be in the long run.

Alternative means of funding, particularly for greenways, should also be explored. For example, several communities across the country have implemented "Adopt a Greenway" programs that reduce maintenance and development costs. If public funding is not made available and citizens want to have these public amenities, more private funding and volunteerism may be required to accomplish what the public sector can not due to limited dollars.

Schools

Planning for schools is the responsibility of the Charlotte-Mecklenburg Board of Education. Currently there is no adopted long range plan for future schools in the community; however, a number of new schools have been funded and will be built in the Northeast District in the next several years. Every effort should be made to plan in advance for schools and to pursue acquisition of school sites through the development process. As with parks, the cost of land for schools will increase significantly in the future, and the availability of good sites will be limited.

One of the reasons it is difficult to plan far in advance for schools is the need to locate schools so that they can be integrated easily. The length of students' bus rides is a major factor in determining school locations. Building schools in new, predominantly white areas further out in the county can be problematic as they are more difficult to integrate. One way that the school integration problem can be addressed is through encouraging integration of neighborhoods so that schools can be naturally integrated. This can be encouraged in part, by ensuring that a variety of housing types and price ranges are available in the community.

Schools slated for development in the near future include:

Educational Campus on Former IBM Property

In 1994, the County purchased land south of IBM for the development of a K-12 education campus. This will have the first high school for the Northeast District, a middle, high, and two elementary schools. This campus concept is unique to Charlotte. The proximity of the schools to UNCC and to the research facilities at IBM and the University Research Park will be an asset to this campus. A joint school/park plan

within or adjacent to the campus should be pursued as described on page 40.

Middle School in the Harris Boulevard/Grier Road Vicinity

In 1995, land was purchased for a middle school south of Grier Road off Harris Boulevard. This will provide a much needed school for this area of town.

CPCC Branch Campus

In the early 1990's, Central Piedmont Community College purchased land south of Grier Road along Harris Boulevard for future development of a branch campus for the Northeast area. At this point in time, there is no specific schedule for when the campus will be built. However, when it is built, this campus will be a tremendous asset to the Northeast community.

Streetscape Appearance

The appearance of the major corridors that cross the Northeast District are important to the overall image of the district. Previously in this plan, streetscape improvements were recommended for University City Boulevard and North Tryon/US 29. Streetscape/Urban Design Plans are recommended to be prepared for both corridors. These plans will address sidewalks and pedestrian crossings, tree plantings, street lighting, signage controls, and other streetscape amenities.

In addition to preparing streetscape plans for these major corridors, future streetscape plans should be developed for the Derita town center area along Sugar Creek Road and the Plaza Road/Milton Road intersection area.

Since there are limited funds for streetscape enhancements community-wide, the above roads should be the top priorities for the district. However, through the development process and implementation of the City Tree Ordinance, other roads will be enhanced.

Two other major corridors that should be given special aesthetic attention are Harris Boulevard and the Outer Loop. Harris Boulevard already has developed with larger setbacks, and landscaping has been installed on a large portion of it. The road should continue to develop as a "green" corridor and continuation of the

landscaping in the right-of-way should be pursued for the entire length of the corridor in the Northeast District. This will need to be coordinated with the State.

The aesthetic issue with the Outer Loop relates to billboards. Currently billboards are permitted on limited access roads on industrial zoned land. This plan recommends that land around the NC 115 interchange with the Outer Loop be allowed to develop with industrial uses, which would create an opportunity for billboards to be placed in that area. Since the Outer Loop will be a brand new road opening up new areas in the Northeast, the road should be protected from billboards to maintain a "green" corridor. The sign ordinance for the City and County has a provision for designating "billboard free" corridors.

Sidewalks and Bikepaths

(See recommendations in the Transportation section on page 36.)

Streetlights

Many of the busy roads in the Northeast do not have streetlights. This can create problems for drivers at night, particularly at major intersections. Unless a major traffic hazard has been identified, the State generally does not install streetlights on State-maintained roads. The County has a small amount of money allocated for streetlights in the County, and the City has several programs for installing lights on City maintained roads.

This plan recommends that the City and County Transportation Departments work together to identify streetlight needs on major thoroughfares in the Northeast and set priorities for funding. Once the needs are identified, the various options for funding by the County, City, and State should be pursued.

Historic Properties

As development pushes further into the Northeast District, historic structures and property will be threatened. It is important to hold on to remnants of the past for future generations to appreciate. Several properties and structures have been identified in the district in a 1989 survey of the entire county. Six of this have already been given National Register Historic designation. These and other historic resources that have been identified and given a high priority for designation are listed on the chart on the following page.

Designated Historic Properties in the Northeast District

Name of Property	Location	Year Built
S.W. & C.S Davis General Store	Bob Beaty Road	1908
Edgewood Farmhouse	Eastfield Road	c. 1853
Hucks Place	Browne Road	c. 1830's
W.T. Alexander House	Mallard Creek Church Road	1799
Newell Rosenwald School	Torrence Grove Rd.	1920's
W.B. Newell House	Old Concord Rd.	1888

Additional Properties Identified for Potential Designation

Name of Property	Location	Year Built
Andrew Alexander House	Neal Road	1907
Robert Beaty House	Bob Beaty Road	1914
Cashion House	Old Statesville Rd.	c. 1850s
Cashion/Moore House	Eastfield Road	1880s
P.T. Christenbury House and Store	Statesville Road	1909
Croft Schoolhouse	Bob Beaty Road	1890/1900s
S.W. Davis House	Bob Beaty Road	1903
C.S. Davis House	N.C. 115	1890s
Benjamin Garrison House	Johnson-Oehler	c. 1860s
Dr. J.M. Henderson House	Henderson Road	1850s/1920s
North Derita Poplar Springs	Gibbon Road	1911
Oehler Log House	Jim Oehler Road	c. 1820s
Welch House	Gibbon Road	1907
Back Creek A.R.P. Cemetery	Back Creek Road	graves from 1850
Back Creek Parsonage	Highway 49	
Back Creek Schoolhouse	Highway 49	
J.M. Caldwell House	Caldwell Road	c. 1860
Cochran House	Rocky River Road	c. 1900
Earnhardt-Garrison House	Galloway Road	c. 1860
Mallard Creek Church Cemetery	Mallard Creek Church Road	from 1860s
J.A. Newell House	SR2840 Newell	1919
Pine Hill School	Hood Road	late 19c.
Pope House	Alexanderana Road	1880s

Other significant properties have been identified in the historic properties inventory. The Mallard Creek Community Building and the Rosenwald School on Cheshire Road should be included on the list.

III. Plan Implementation

Land Use Recommendations

Implementation of this district plan will occur on a number of fronts. The major mechanism for implementing the land use recommendations will be through the rezoning process. Consistent application and support of the land use policies by the elected officials will ensure that the land use vision as depicted on the land use map will evolve. Although some deviations may be necessary at times, they should be kept to a minimum. Changes made in one area may necessitate changes elsewhere, thus affecting the overall balance of land use in the district.

Also, two corrective rezonings are recommended as part of this district plan. These should be initiated by the Planning Commission after the plan is adopted.

Future Planning and Capital Improvements

Recommendations for future planning efforts such as the urban design plan for University City Boulevard, the joint county transit corridor plan for US 29, the economic development study for the Plaza/Milton

Road commercial area, and the greenway connection study will be included in the Planning Commission's five-year work program. The identified improvements will be included in the capital needs and budget of the City of Charlotte and/or Mecklenburg County.

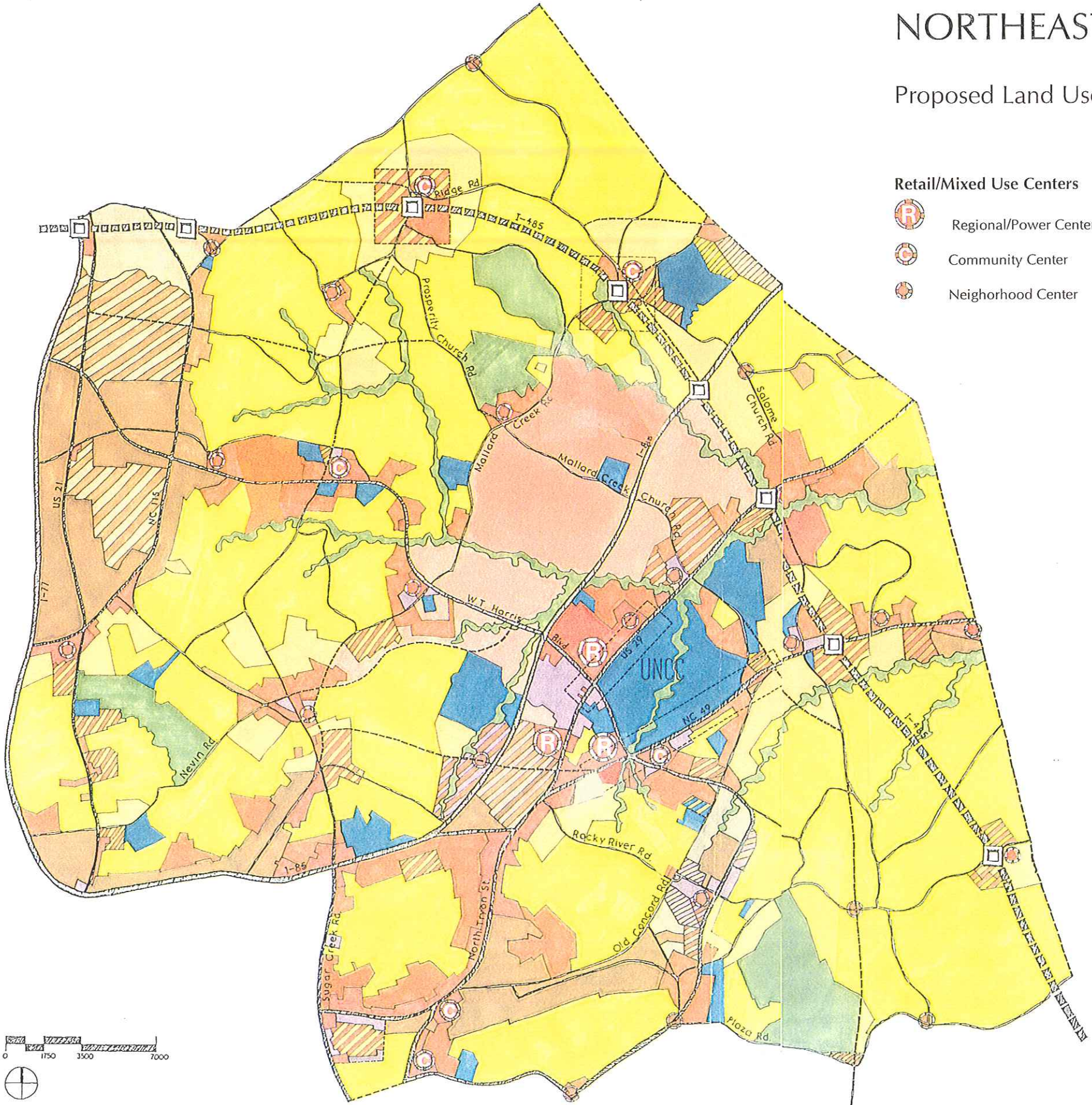
Additionally, coordination between the County, City of Charlotte, and the State, and will need to occur for transportation, and streetscape improvements. In the case of the urban design study for University City Boulevard, coordination with UNCC and its master plan is expected. Likewise, cooperation between Cabarrus County, Concord, and Charlotte-Mecklenburg will be required to develop US 29 as a high capacity transit corridor and for sewer expansions at the county line.

Citizen Involvement

Citizen involvement is key to the implementation of the plan. The Northeast Coalition of Neighborhoods and other organizations should continue to stay informed and involved with the future development decisions in the area.

NORTHEAST DISTRICT PLAN

Proposed Land Use And Transportation Plan



Retail/Mixed Use Centers

- Regional/Power Center
- Community Center
- Neighborhood Center

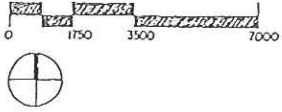
Roads

- Existing
- Proposed

Land Use

- Single Family (up to 4 d.u.a.)
- Mixed Housing (up to 8 d.u.a.)
- Multi-family
- Office
- Retail
- Research
- Business Park
- Industrial
- Institutional
- Park/Greenway

Note: Because of the scale of this map, boundaries for land uses are not precise. A large scale map is available at the Planning Commission office.



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