CHARLOTTE.

DRAFT

Prosperity Hucks area plan

Charlotte-Mecklenburg
Planning Department

Draft Document
December 20, 2013

Acknowledgements

The Charlotte Mecklenburg Planning Department acknowledges the feedback and participation from the public and would like to thank those who provided valuable input in developing the *Prosperity Hucks Area Plan.* Building upon the work of prior planning efforts and public input from concurrent transportation projects, this plan was the result of a series of public meetings and workshops conducted over the course of 2012 and 2013. It also involved cooperation with other City, County and State Agencies and Consultants:

- Charlotte-Mecklenburg Planning Department
- Charlotte Department of Transportation
- Charlotte Area Transit System (CATS)
- Charlotte Engineering and Property Management
- Charlotte-Mecklenburg Police Department
- Mecklenburg County Park & Recreation
- Charlotte-Mecklenburg Schools
- Charlotte Regional Transportation Planning Organization
- North Carolina Department of Transportation
- Market Consultant: Noell Consulting Group

Public meetings provided opportunities for City staff to discuss plan concepts with residents/stakeholders.

Area stakeholders examine maps and provide comments during a public meeting.

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1

Prosperity Hucks

Concept Plan

1 Concept Plan

Plan Highlights

Purpose of the Plan

The Prosperity Hucks Area Plan establishes a community-supported vision and provides detailed policy direction to shape the character and pattern of development for this growing area of Charlotte. This vision builds upon Charlotte's *Centers, Corridors and Wedges Growth Framework* by defining the unique character of the Prosperity Hucks area within the context of the City's overall growth framework.

This is a special time for the Prosperity Hucks area. The completion of the I-485 interchange and its supporting transportation infrastructure will dramatically reposition this area within the region. This public investment in infrastructure will bring with it new opportunities for private investment and development. This is not however a typical interchange. This unique interchange concept establishes a network of connections which distributes access in order to create a series of smaller-scaled streets and blocks, and establish a walkable, pedestrian-scaled pattern for new development to follow.

Building on a Unique Vision

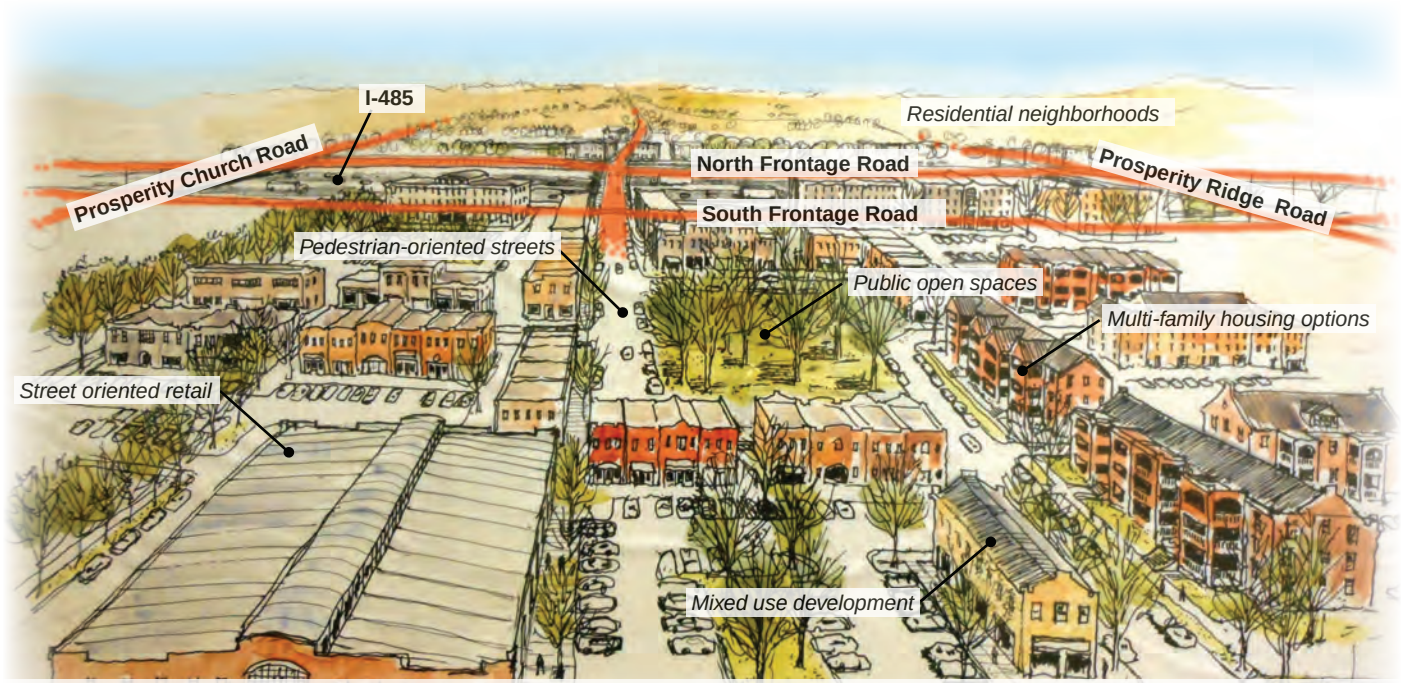
This plan has been many years in the making. It builds upon the *Prosperity Church Road Villages Plan* from 1999, which set forth the unique concept for the Prosperity Church Road/I-485 interchange. It establishes a framework for a walkable, urban, mixed use center that supports and is connected to the surrounding neighborhoods. This development pattern is made possible by a unique street network specifically designed to facilitate walkable urban form. To achieve this, the interchange is designed with three bridge crossings of I-485 within 1/4 mile of each other, to disperse the traffic onto three pedestrian-oriented minor thoroughfares. From there, traffic is to be dispersed further on a network of collector and local streets. The result is a network of appropriately scaled streets that are pedestrian friendly and that support a wide range of street–oriented uses and development.

The Time is Now

The construction of the I-485 interchange is nearing completion (2015) and further investment in the extension of Prosperity Church Road is underway. This new infrastructure and resulting access will make this area an attractive location for new development. While some development of the center has occurred, much of the area remains undeveloped and dramatic change is anticipated. This plan establishes the vision and intended character of this area in a time of unique change. It serves to guide public and private investment in the center, while protecting and enhancing the surrounding neighborhoods, in order to shape a special place in the Charlotte region.

Active street-level uses and pedestrian-scaled streetscapes create a vibrant urban environment.

Walkable streets that encourage a range of travel modes and pedestrian-oriented mixed use development.



The vision for Prosperity Hucks is centered on a walkable urban village that supports the surrounding neighborhoods.

Parks and public spaces enhance quality of life and provide places for public gatherings and festivals.

A range of housing options within the village center provide walkable lifestyle choices.

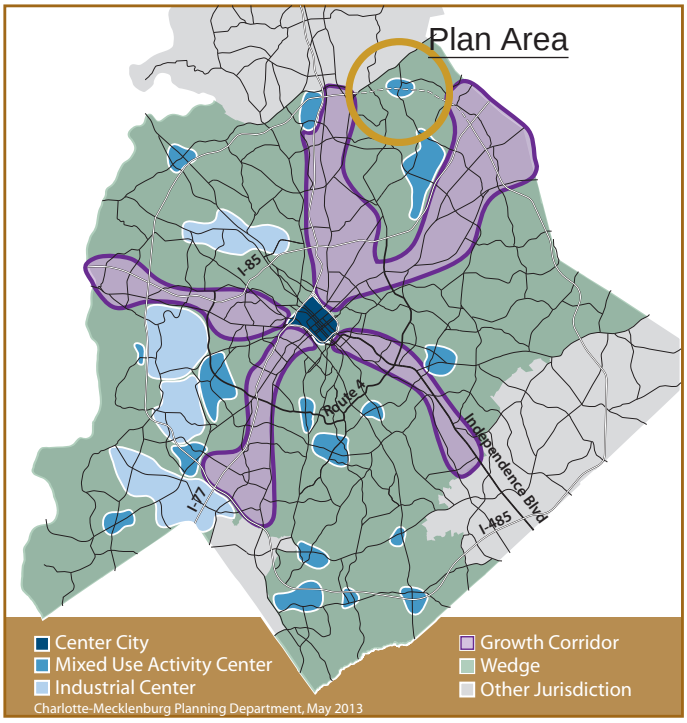
Vision

The preferred future for the plan area is highlighted in the following vision statement, based on the input from the community:

The vision for the Prosperity Hucks area is to create a unique and sustainable community that is a great place to live, work, and play. The blend of neighborhoods; along with an emerging Mixed Use Activity Center; plus an array of civic and institutional facilities will provide for a thriving community.

The vision incorporates the following elements:

- **Village Center** will be a neighborhood serving Mixed Use Activity Center complementing and enhancing the surrounding neighborhoods; with a rich variety of retail, office, entertainment and multi-family residential uses in a well-designed and appropriately scaled form.
- **Neighborhoods** are the backbone to the stability of the area and will be essential in preserving the distinctive character of the community. Continuing development in and around the neighborhoods will take into account its impact on the quality of life of area residents and protect the tree canopy.
- **Transportation** infrastructure will be developed to connect neighborhoods, Village Center and other destinations within and beyond the plan area; it should safely accommodate pedestrians, bicyclists, transit users, and motorists.
- **Open Space** will be well integrated into the community, preserving elements of the natural landscape, becoming part of a meaningful, connected open space network of greenways, parks, and bike paths.



Map 1: The Centers, Corridors and Wedges Growth Framework is the City's overall vision for future development. The plan area includes a Center, surrounded by a Wedge.

Function of the Plan

This document provides policy direction to guide future growth and development consistent with the *Centers, Corridors and Wedges Growth Framework*. Once adopted, this plan will:

- Update existing policies for the plan area, including the *Northeast District Plan* (1996), *Prosperity Church Road Villages Plan* (1999), and *Northeast Area Plan* (2000);
- Address key land use, transportation, community design and development issues identified through the planning process;
- Provide guidance for future land use and infrastructure decisions;
- Serve as the official streetscape plan for the plan area; and
- Refine the Activity Center and Wedge boundaries within the plan area.

The City's *Centers, Corridors and Wedges Growth Framework* establishes an overall vision for future growth and development. It does this by identifying three geographic land use categories for Charlotte's sphere of influence, and outlining the desired characteristics of each of these geographies. The Prosperity Hucks area incorporates Activity Center and Wedge components.

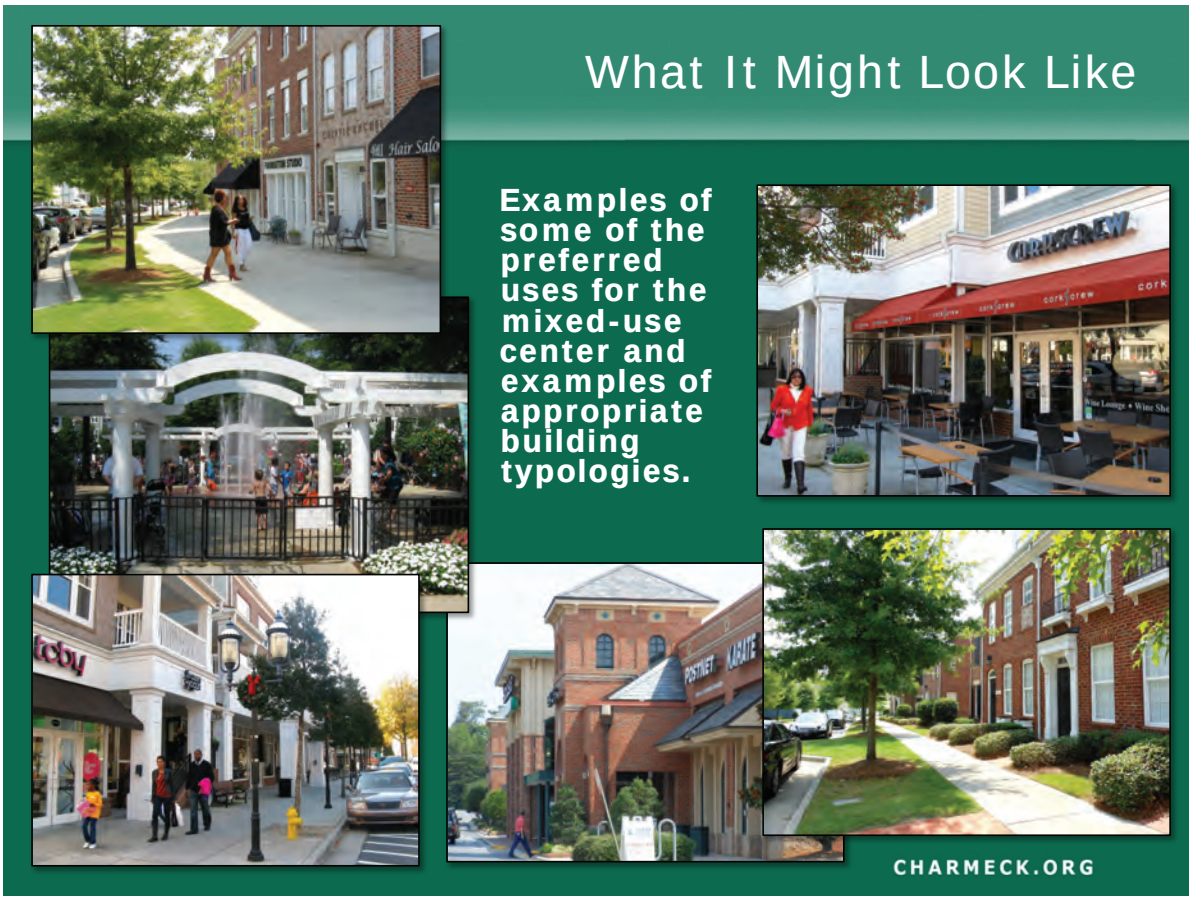
Elements of the Vision

Village Center

The evolution of the Village Center is a primary focus of this area plan. Prosperity Village should be a mixed use center with a network of small block pedestrian and bicycle-friendly streets connected to a robust system of parks, open spaces, and greenways. The village should contain a variety of building types and uses (residential, retail, office, and institutional), which may stand alone or be mixed, either horizontally or vertically, within a development.

The following is a summary of the key land use elements of the Village Center, and are shown on Map 7.

- **Village Center Mixed Use:** The central parts of the Activity Center, surrounding the three I-485 bridge crossings, are proposed for mixed use buildings at the street edge with parking behind. A dense network of local streets is critical to the village function.
- **Village Center Residential:** Moderate density residential surrounding the mixed use will support the village concept.
- **Village Transitional Residential:** At the outside edge of the village, townhouses and small lot single family homes will provide the transition to wedge neighborhoods beyond. These are similar to several areas already built.
- **Institutional areas:** Several existing institutional uses are within the Village Center. In general, other institutional uses are appropriate here as well.
- **Greenway extension:** Clarks Creek Greenway is planned along the edge of the Village Center. An overland connector to the Village Center, and additional extensions will connect into the Village Center and neighborhoods.



Presentation slide from public meetings showing examples of urban design elements for the Village Center.

Neighborhoods

The intent of the land use policies for neighborhoods within the Wedge is to preserve their character and integrity, while improving connectivity and access to green spaces and neighborhood serving land uses. These policies are shown on Map 8.

In addition to preserving neighborhood character, the Wedge land use policies will contribute to protection of the environment in areas where it is most vulnerable, mainly around creeks and streams.

- **Neighborhood Residential:** Low density residential is the predominant use in the wedge, and should continue to be so, with small clusters of slightly higher density at strategic locations as elements of a larger development. Neighborhood serving institutional uses also are acceptable.
- **Wallace Farm:** When this agricultural use is redeveloped, it should be consistent with the above wedge residential policies; because of its size, it could be well suited to larger institutional uses as well.
- **School Development:** Area schools are overcrowded, and two new ones are planned; more will be needed. Planning for sites close to neighborhoods and/or in the Village Center needs to move forward.

The single family home market will continue to be a focus within the Wedge neighborhoods of the plan area.

Transportation

The street network will have a direct impact on the community's quality of life. The area streets should support and complement the activities of the Village Center, as well as the livability of the surrounding residential neighborhoods.

The Prosperity Hucks area is experiencing rapid development along with a significant investment of public funds into the transportation system. With the completion of I-485 and the supporting street network there will be additional pressure to improve access to the Village Center and the I-485 interchanges. Maps 9 and 10 show proposed policies for new streets and enhancements to existing streets for improved pedestrian friendliness.

Relevant to the entire plan area:

- Install sidewalks and bicycle facilities or trails along thoroughfares. Reduce gaps in the existing sidewalk system.
- Expand transit service with several proposed routes involving the Blue Line Extension and I-485.

Within the Prosperity Village Center:

- Continue work on the thoroughfare network to support local and regional needs.
- Create new local streets in the Village Center to support local connectivity, largely through the land development process.

Within the Neighborhoods:

- Extend and widen key thoroughfares to keep pace with growth and provide access to Village Center and other destinations.
- Realign Hucks Road Extension to avoid the Clark's Creek Nature Preserve.
- Upgrade Farm-to-Market Roads to accommodate growth, safety, and bike and pedestrian needs.

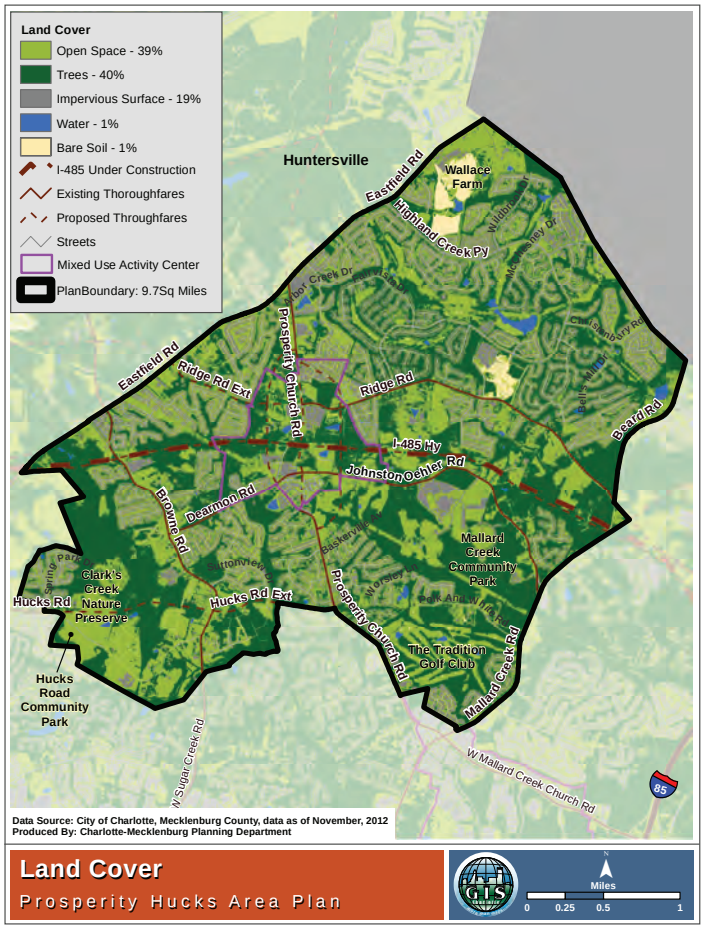
Street Design

The plan recommends future cross sections for principal streets, and identifies streetscape standards based on the ultimate curbline location. Based on the City's *Urban Street Design Guidelines*, these cross sections will be met through capital projects or through new development in the plan area.

Open Space

Parks, greenways, and open spaces are valuable assets to a community, The plan area has a number of existing and proposed resources to build upon. In addition, the integrity of environmentally sensitive areas must be protected for future generations. Map 2 shows existing plan area land cover. Key open space policies within the plan include:

- **Leverage Parks and Greenways:** Make connections that serve as focal points in the area; seek public/private opportunities to create civic plazas and squares within the Village Center.
- **Tree Canopy:** Encourage actions to help ensure the long-term sustainability of the tree canopy, and minimize impacts to the existing tree canopy. Work toward achieving a tree canopy goal in keeping with the City's overall policies: 55% in the Wedge Neighborhoods and 25% in the Village Center.



Map 2: This map, found at larger scale in the appendix, shows plan area coverage of trees and of other pervious open space as well as of pavement.

- **Clarks Creek Nature Preserve:** The mature forest and open fields should be preserved for wildlife. A previously planned extension of Hucks Road through the property will not be built, and alternative routes to achieve a continuous street connection will be investigated.
- **Natural Heritage Site:** Property at Ridge and Beard Roads owned by NCDOT is listed as a Natural Heritage Site due to wetlands and rare natural plant and animal life. The efforts underway to transfer ownership to the Catawba Lands Conservancy for preservation should be finalized.

Implementation Guide

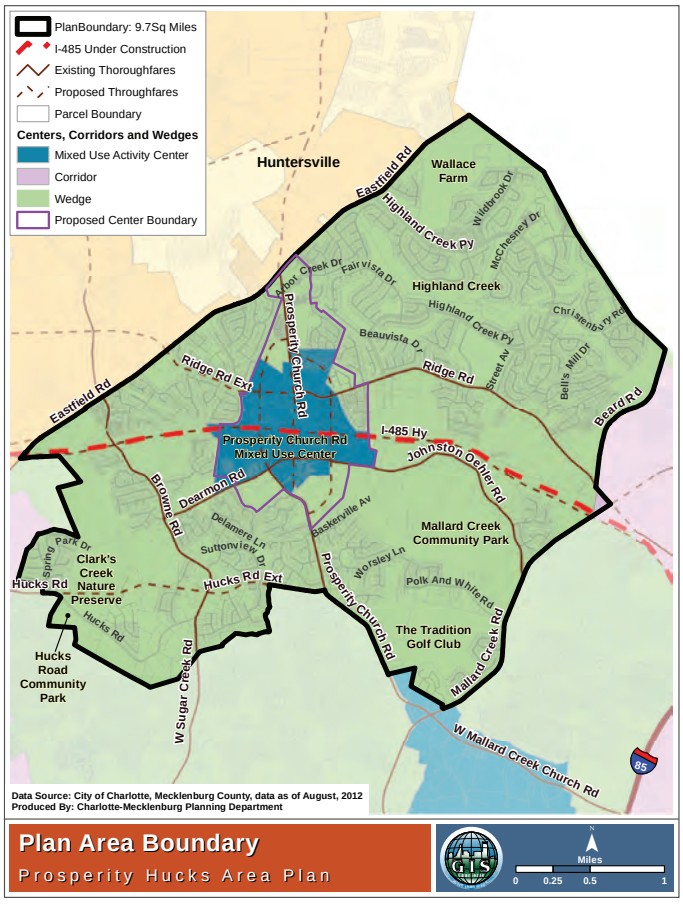
The Implementation Guide identifies strategies to implement the policies of the Concept Plan. It outlines a number of improvement projects, many of which likely will be implemented by the private sector as development occurs. Because the Implementation Guide is not adopted by elected officials, it is not a commitment to funding or implementation of the projects. Some of the key strategies are:

- Use land use and community design policies to guide and evaluate development proposals.
- Continue construction and upgrading of thoroughfares in support of the Village Center.
- Seek street connections as development occurs to establish and improve connectivity within the area.
- Develop a revised alignment for Hucks Road that does not impact Clarks Creek Nature Preserve.
- Upgrade farm to market roads to accommodate traffic as well as pedestrians and bicyclists.
- Complete a network of interconnected open space through the park and greenway system.
- Work to implement the City's tree canopy goals by working with local groups and private property owners to plant trees.

Plan Context

Plan Boundaries

The plan area encompasses about 6,200 acres. It is bounded generally on the northwest by Eastfield Road and the Town of Huntersville; on the northeast by the Cabarrus County line, on the southeast by Beard Road and Mallard Creek Road, on the south by various streets, property lines, and greenway elements south of Hucks Road, and to the west by various property lines of large tracts west of Browne Road. The official boundaries of the plan area are as shown on Map 3.



Map 3: This plan proposes an expansion of the Mixed Use Activity Center to recognize areas with interchange and thoroughfare accessibility and the opportunities already in evidence.

The plan area incorporates the entire Prosperity Church Road/I-485 Activity Center as defined by the Charlotte's *Centers, Corridors and Wedges Growth Framework*. The remaining portion of the plan area lies within the Wedge. Wedge areas are defined in the *Centers, Corridors and Wedges Growth Framework* as predominantly residential with both single-family and multi-family development, and some commercial and institutional uses scattered throughout. The area is characterized by strong stable neighborhoods, established as planned developments largely since 1990. This plan incorporates some changes to the boundaries of the Activity Center and Wedge as shown on Map 3 and described further in the document.

Document Organization

This document is organized into three parts as shown below. Only the first part, the Concept Plan, will become adopted City policy. Part 2, Implementation Guide, will be used to guide staff work. Part 3, Appendix, provides supporting information.

Area Plan Document

Part 1: Concept Plan

- Purpose
- Vision Statement
- Goals
- Policies

Concept Plan is adopted by City Council and will act as a policy guide for future decision making.

Part 2: Implementation Guide

- Action Steps Identified to Carry Out Plan Policies

Provides direction to staff in implementing plan policies

Part 3: Appendix

- Existing Conditions Report
- Trends & Forecasts
- Other Supporting Information

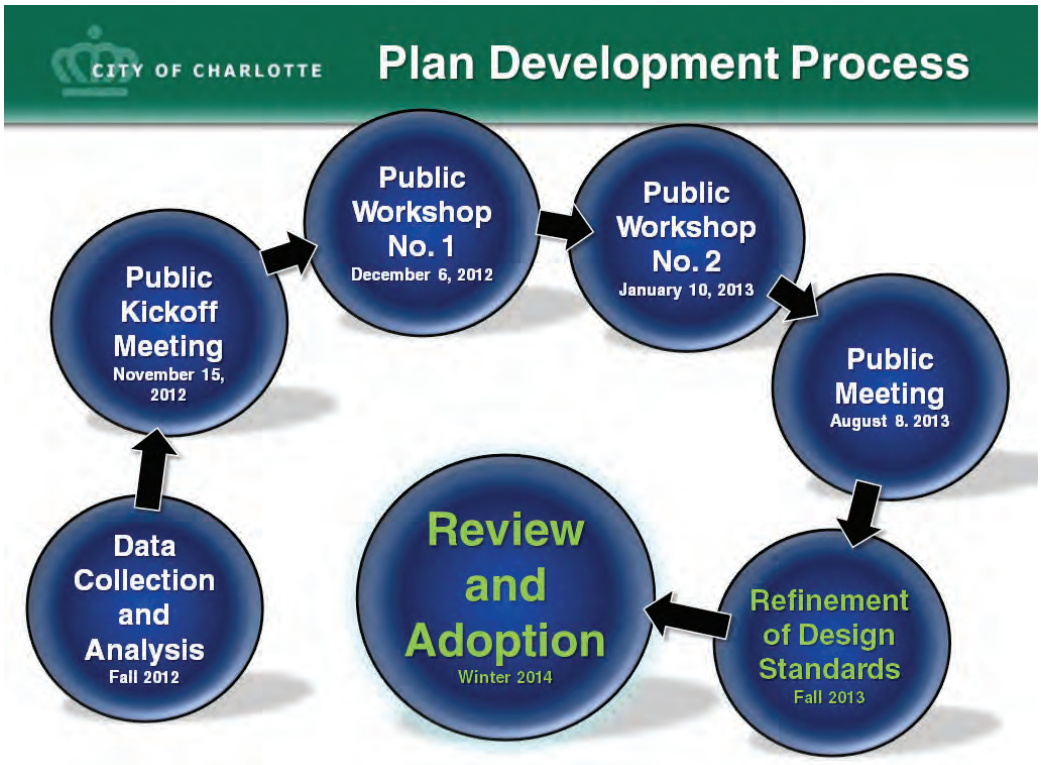
Provides additional, supporting information

Plan Development

The need for this plan was identified based on an analysis of a number of criteria including existing land use patterns, recent rezoning petitions, and population growth. Of particular note were recent development pressures, expected impact of the coming I-485 interchange, the need for improved connectivity, and environmentally sensitive areas.

Development of the *Prosperity Hucks Area Plan* occurred over a one year period and included the following key public involvement opportunities:

- A Prosperity Hucks Area Plan website was established to keep the public informed of plan progress and as a public repository of draft plan materials and maps, meeting notices, agendas, and presentations.
- The public was invited to provide input via a preliminary survey, conducted online prior to the first public meeting, as well as by paper at the meeting, and continuing afterward. A total of 179 responses were recorded.
- A public kickoff meeting was held on November 15, 2012 with about 150 people attending.
- Two public workshop meetings were held on December 6, 2012 (56 attending) and January 10, 2013 (42 attending). At these sessions, concepts related to Land Use, Community Design, Transportation, Parks/Greenways, and Public Facilities were reviewed with participants in informal discussions. Surveys of participants were collected at each workshop and reviewed to aid in ongoing policy preparation and revision.
- A second public meeting was held on August 8, 2013 to present the draft plan recommendations.
- The plan document will be made available on the web. An additional public meeting is scheduled for January 2013 to solicit further community input. Further revisions based on public input will be tracked in a separate Proposed Revisions table, to be incorporated in the final approved and published document.
- The Planning Committee of the Charlotte-Mecklenburg Planning Commission hears citizen comments and makes a recommendation to the Charlotte City Council. The City Council also hears citizen comments and makes the final decision concerning adoption of the plan. These bodies consider the need for additional plan revisions based on citizen comments and other factors. These revisions are tracked in the Proposed Revisions table.



Key Opportunities and Challenges

An understanding of existing conditions, including feedback received from the public during the planning process, reveals opportunities to build upon and challenges to overcome. Key opportunities and challenges, highlighted below, form the basis for the vision statement and plan policies. They are taken from survey results and workshop discussions.

Opportunities

- **Neighborhoods:** The plan area includes a number of strong, stable neighborhoods including the Highland Creek planned community, dating primarily since 1990. These neighborhoods form the backbone of the area.
- **Natural Environment:** A combination of well-landscaped planned development, preserved open space network, and undeveloped property provide the area with tree canopy and a natural setting.
- **Interstate Access:** The Mixed Use Activity Center, referred to in this plan as the Prosperity Village Center, includes access ramps to the section of I-485 now under construction, which will provide easy regional access.
- **Street Network under construction:** As an element of the I-485 construction project, the major elements of an innovative network of streets providing access to properties in the Village Center is also under construction.
- **Walking/Biking Opportunities:** Highland Creek and other area neighborhoods have well-developed networks of walking and biking facilities internally.
- **Parks & Greenways:** The area is served by Mallard Creek Community Park, Clark's Creek Nature Preserve, public and private golf courses, and a greenway network. Some elements are in place; others are still in planning.
- **Nucleus of shopping opportunities:** Several shopping centers within the Village Center provide basic shopping needs for the area including a wide range of grocery stores; these centers include some attractive mixed use elements.
- **Village Center land availability:** There is a critical mass of vacant property at the proposed Village Center, much of which is zoned or programmed for appropriate pedestrian oriented development.

Challenges

- **Traffic congestion**: Residential development to date has been served by old farm to market roads with connections inadequate or incomplete for good traffic flow. The principal thoroughfares are heavily congested at rush hours. The freeway and street network construction projects underway are expected to mitigate congestion somewhat, but additional street network also will be needed.
- **Loss of natural habitat**: As development projects move ahead, previously wooded or natural areas are lost, with a consequent need for mitigation measures.
- **Lack of sidewalks and bike paths:** The good local sidewalks and pathways within neighborhoods do not extend out to the older public thoroughfares and into the Village Center.
- **Development Pressure:** With completion of I-485 in the near future, land in the Activity Center is coming under strong development pressure for strip commercial uses inconsistent with the mixed use village concept. A market study, as summarized in the Appendix of this plan, sets forth expected market demand.

Goals

To achieve the future envisioned for the plan area, the following goals have been identified. The goals build upon adopted plans and policies.

Land Use

- **Village Center:** Support continuing development of the Activity Center at the Prosperity Church/I-485 interchange as a compact, pedestrian-oriented mixed use village, serving as a gathering place for surrounding neighborhoods and the larger community.
- **Wedge:** Maintain the distinctive character of the area's established and emerging neighborhoods, and consider land use needs that foster further improvements to quality of life.

Community Design

- Encourage sustainable design for an attractive community that promotes accessibility for pedestrians and cyclists, integrates environmentally sensitive features, and builds on the synergy of infrastructure investments.

Transportation

- Support and develop a connected, affordable, balanced transportation system connecting neighborhoods and the Village Center. It should safely and sensibly accommodate pedestrians, bicyclists, and transit users while allowing for neighborhood-friendly automobile speeds for motorists and business patrons traveling to and through the area.

Infrastructure and Public Facilities

- Maintain and enhance public facilities such as parks and greenways, and emphasize environmental and economic sustainability for new or updated public facilities and infrastructure.

Environment

- Preserve and protect the natural environment, parks, tree canopy, open space, and natural resources. Promote measures to minimize the adverse effects of new development on land, air, and water quality, and encourage the use of sustainable building practices.

Live/work storefronts at Eastfield Village are an example of mixed use pedestrian oriented development.

The golf course in the Highland Creek development is a private open space that provides a natural amenity.

Plan Concept

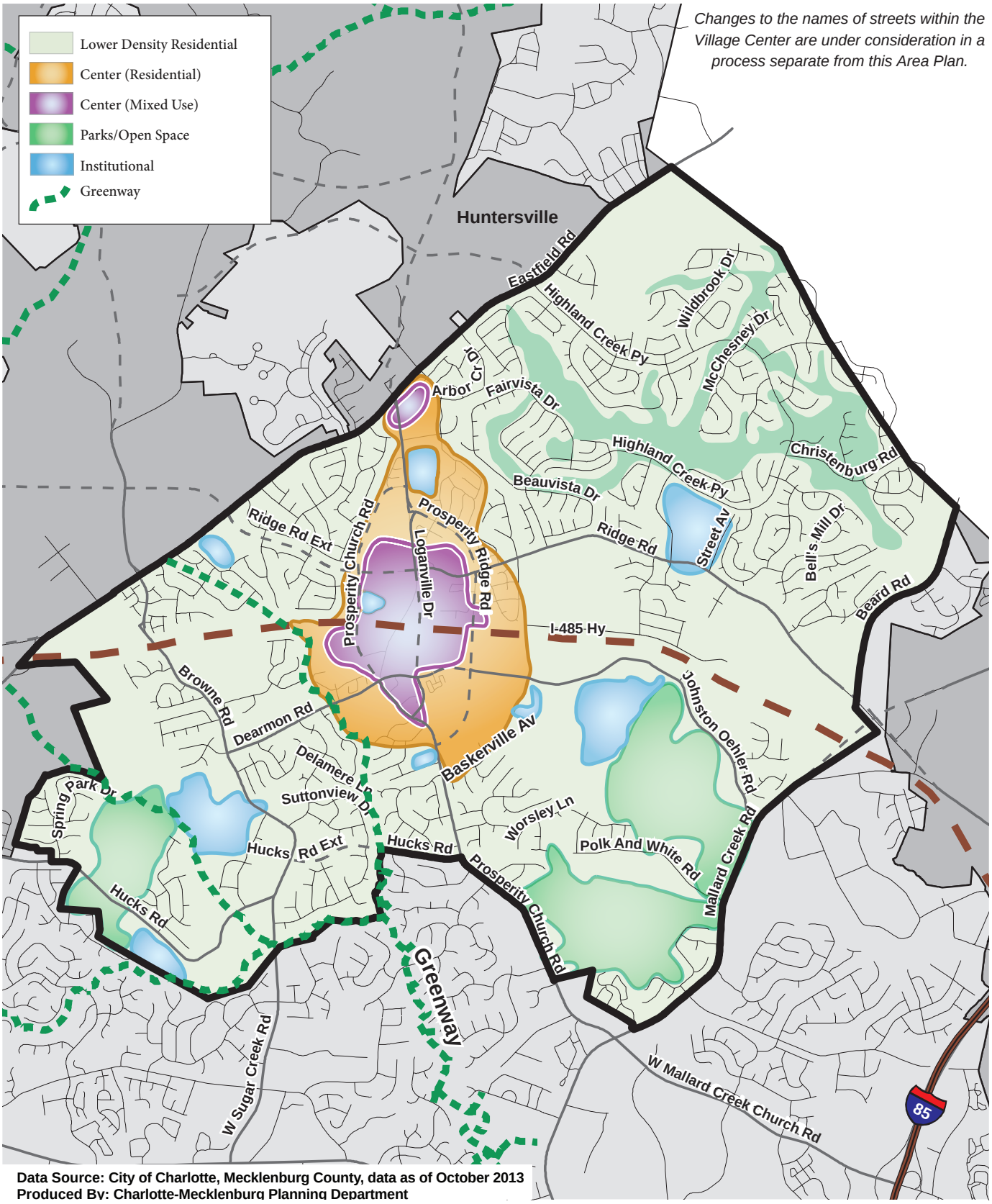
Taking the vision statement and goals into consideration, the Concept Map (Map 4) illustrates the recommended development pattern for the plan area. The Concept Map identifies the principal nodes of activity on the map:

- The Village Center is In the vicinity surrounding Prosperity Church Road and I-485. The plan calls for a mixture of uses to include retail, office, and residential uses, ideally in mixed use buildings,to be developed in a dense, pedestrian friendly urban form with a fine-grained layer of connected local streets.
- A small secondary node of village activity is at Eastfield Road and Prosperity Church Road, extending from existing development and similar approved development in Huntersville.
- Within the Village Center, and surrounding the mixed use nucleus is medium density residential, similar to the townhouses, apartments, and senior living properties already in evidence.
- Existing and future institutional uses are expected to remain an important element throughout the Village Center.
- The intensive mixed use development pattern is supported by the recommended intensive street network, which is intended to accommodate pedestrians, vehicles, and cyclists for maximum accessibility in a safe manner. One element of accessibility is the greenway system and connection to parks and open space.
- Beyond the Village Center, the plan calls for a step down in density to the existing and future wedge neighborhoods. These neighborhoods are supported by a network of public and private open space, including an expanded greenway system to provide further recreation and transportation options. The wedge also is supported by institutional uses, and a network of interconnected streets.

The Prosperity Village center should try to emulate the NoDa neighborhood's organic development pattern of diverse uses and building types.

This South End business features a pedestrian-friendly entrance and an outdoor dining area, encouraging pedestrian activity and interest at the ground floor level.

Mixed use buildings at Birkdale Village are set at the back of the sidewalk, with wide sidewalks that allow for arcades, stoops, retail displays, and amenities.



Concept

Prosperity Hucks Area Plan

Changes to the names of streets within the Village Center are under consideration in a process separate from this Area Plan.

Illustrative Urban Design Vision

Prosperity Hucks Area Plan

Illustrative Urban Design Vision

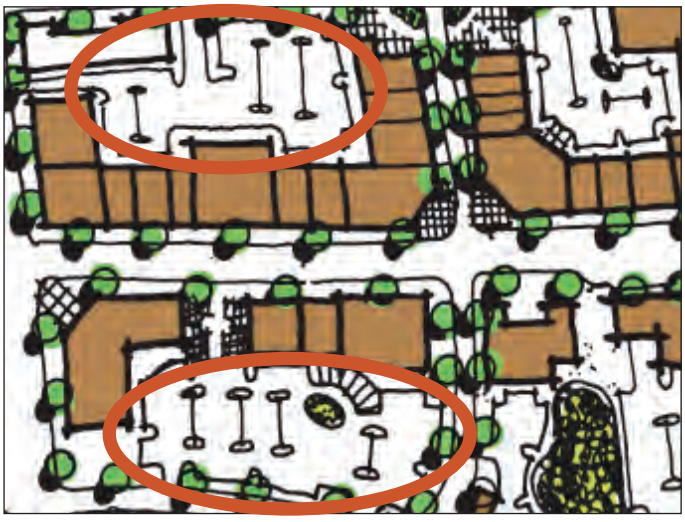
The Illustrative Urban Design Vision (Map 5) represents a possible long-term development scenario for the Village Center based on the public vision, urban design principles and the identified redevelopment opportunities. This graphic is intended to illustrate one potential build-out scenario, recognizing that other scenarios will likely be proposed that may be equally or even more appropriate in furthering the vision for the plan area. However, any future development scenario will need to incorporate the key components illustrated on Map 5 and discussed in more detail in this section.

Key Components of the Vision

Key urban design components of the vision are explained with enlarged graphics and accompanying text. These components are critical to carrying the plan forward to success and are applicable regardless of where the development is located within the Village Center. For additional design guidance, refer to the summary of *General Development Policies* and other design policies in the tables on the following pages.

Building Orientation: *Buildings should be placed directly behind the sidewalk to allow direct pedestrian access. Wider sidewalks may be appropriate to allow for outdoor dining or retail sales.*

New and Extended Streets: *Streets that safely accommodate drivers, pedestrians, bicyclists, and transit users should be arranged in a network of blocks typically no more than 500 feet in length, aligned with existing streets to form a seamless network.*



Parking Location: *Parking generally should be located behind buildings or to the side. Parking to the side of a building typically should comprise no more than 35% of the parcel's street frontage. Parking typically should not be permitted between the building and the street. On-street parking is encouraged wherever possible.*

Open Space Elements: *Small plazas and parks should be lcocated throughout the Village Center, incorporated in new development. These add aesthetic appeal, make a better pedestrian environment, provide a community gathering place, and may preserve natural features.*

Transition at Residential Edges: *Density of development should be decreased at the edges of the Village Center. This can be accomplished by using a variety of housing types as a progression, as shown in the numbered elements above:*

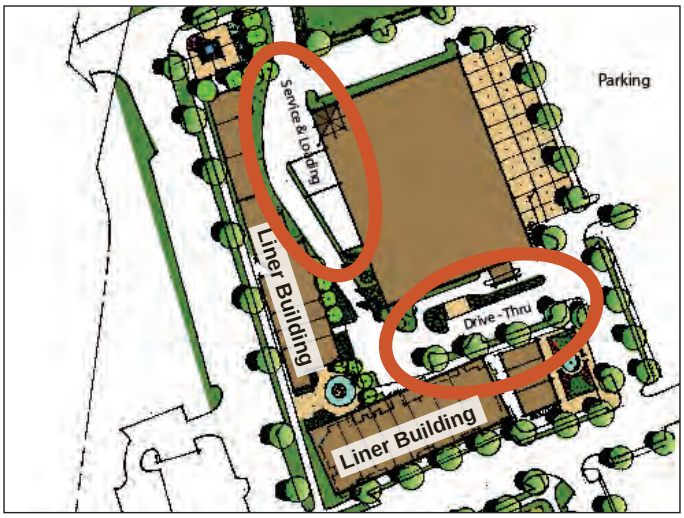
1. *Condominiums and apartments*
2. *Townhouses and small lot single family*
3. *Single family detached*

Shopping Center Redevelopment: *It is expected that existing shopping centers and other existing properties will remain for some time to come. Some of these exhibit good design features: attractive facade treatments; multi-story live-work units; retail buildings built out to the street edges with parking behind the buildings; and/or enhanced landscaping. Nonetheless, future site redevelopment and future surrounding development should follow the Village Center design guidelines described elsewhere in this document.*

Variety of Housing Choices: *The Village Center is the ideal location for a variety of housing choices in close proximity. Many of the numbered examples above are already in place. Additional groupings of housing types should follow this pattern.*

1. *Condominiums and apartments*
2. *Pinwheel style attached homes*
3. *Small lot single family*
4. *Traditional townhomes*
5. *Cluster townhomes*

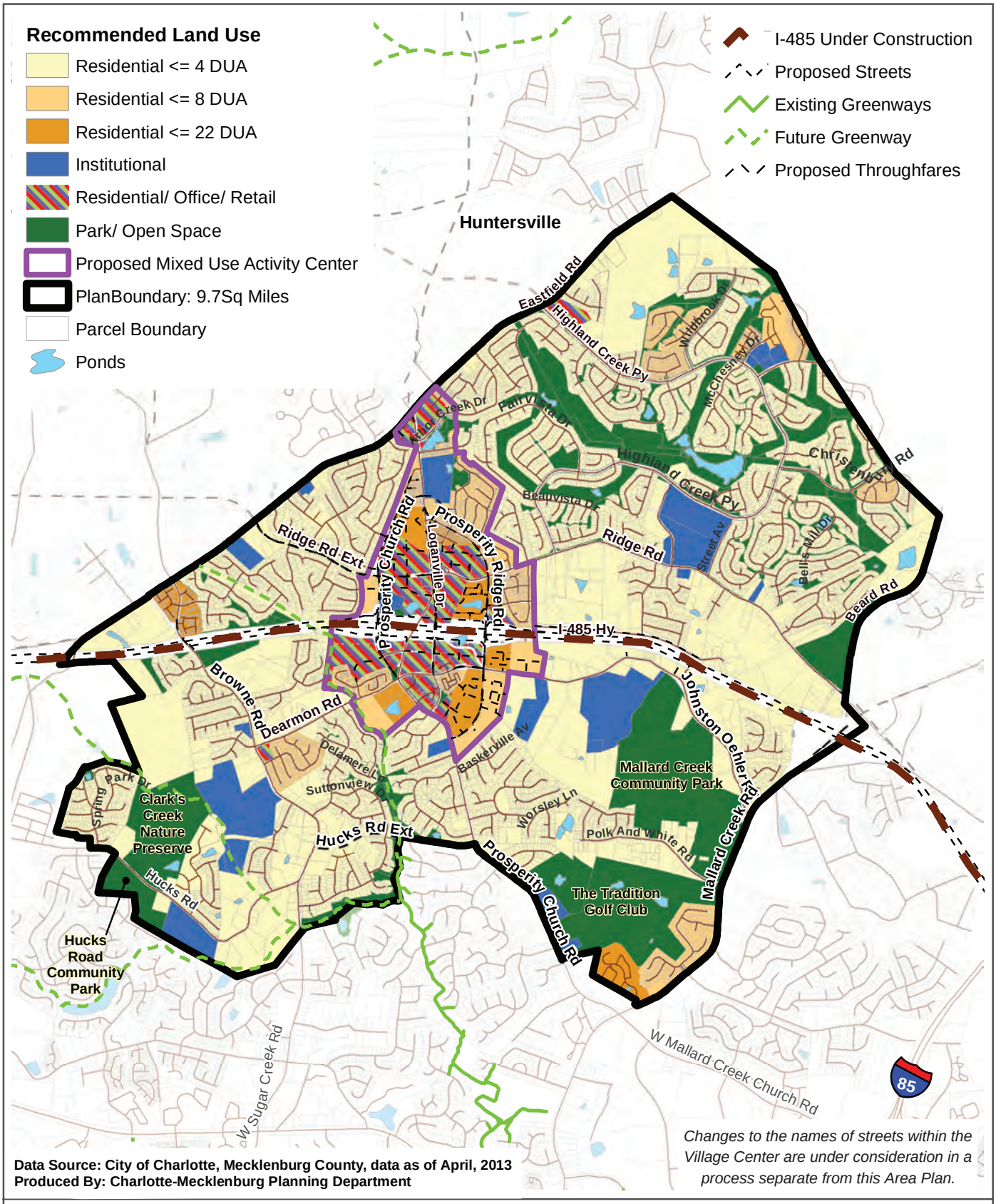
Freeway and Roundabout Frontage: *Buildings should come right up to the street edge and to the roundabouts along freeway frontage roads. This will take advantage of the frontage road access and visibility and minimize the impact of the freeway on the cohesiveness of the Village Center.*



Liner Building Screening: *Small liner buildings along the street edge consisting of residential or commercial uses should be used to screen vehicular functions of larger retail/commercial properties.*

Green Linkages: *Propoerty edges, streams and other linear corridors should be designed to include landscaping, trails, and pedestrian connections.*

Architectural Design: *Buildings should be designed to include pedestrian-friendly entrances, outdoor dining areas, plazas, transparent windows, public art, and a variety of other elements to encourage pedestrian activity and interest at the ground floor level. Avoid blank walls along pedestrian circulation areas.*


Recommended Land Use
Residential <= 4 DUA
Residential <= 8 DUA
Residential <= 22 DUA
Institutional
Residential/ Office/ Retail
Park/ Open Space
Proposed Mixed Use Activity Center
PlanBoundary: 9.7Sq Miles
Parcel Boundary
Ponds
I-485 Under Construction
Proposed Streets
Existing Greenways
Future Greenway
Proposed Throughfares
Huntersville
Eastfield Rd
Highland Creek Py
Withdrock Dr
McChesney Dr
Mud Creek Dr
Fairvista Dr
Christenbury Rd
Beauvista Dr
Ridge Rd Ext
Prosperity Church Rd
Loganville Dr
Prosperity Ridge Rd
Ridge Rd
Street Av
Bells Mill Dr
Beard Rd
I-485 Hy
Browne Rd
Dearmon Rd
Johnston Oehler Rd
Delamere Ln
Suttonview Dr
Baskerville Av
Mallard Creek Community Park
Spring Park Dr
Clark's Creek Nature Preserve
Worsley Ln
Polk And White Rd
Hucks Rd Ext
Hucks Rd
Prosperity Church Rd
Mallard Creek Rd
The Tradition Golf Club
Hucks Road Community Park
W Sugar Creek Rd
W Mallard Creek Church Rd
85
Data Source: City of Charlotte, Mecklenburg County, data as of April, 2013
Produced By: Charlotte-Mecklenburg Planning Department
Changes to the names of streets within the Village Center are under consideration in a process separate from this Area Plan.
Recommended Land Use
Prosperity Hucks Area Plan
GIS Charlotte
more than maps...
N
Miles
0
0.25
0.5
1

Land Use

This section establishes future land use policies for the area and recommends appropriate land uses to realize the plan vision. In developing these policies, transportation and community design issues were also considered and incorporated as appropriate. However, separate sections for transportation, and community design follow, building upon and complementing the policies discussed in the land use section.

The plan area incorporates the Prosperity Church Road/I-485 Mixed Use Activity Center as defined by the City's *Centers, Corridors and Wedges Growth Framework*, as was shown on Map 1. Slight revisions to the boundary between the Activity Center and the Wedge are recommended as shown on Map 3. These changes are appropriate due to their interchange accessibility, thoroughfare orientation and accessibility, and existing and proposed land use patterns and densities. In this plan, the Activity Center is referred to as the Prosperity Village Center, or simply as the Village Center.

The land use policies are shown in general form on Map 6. Each policy is numbered, and the specific location noted on the maps for the Village Center and Wedge component areas, Maps 7 and 8 following. The policies also are cross referenced by number in the Implementation Guide.

Because of the importance of vehicular, bicycle, and pedestrian interconnectivity to the functioning of the Village Center and to the surrounding wedge neighborhoods, provision of appropriate street network is critical. This includes not just the thoroughfares, but smaller local streets expected to infill as development progresses. The location of new streets shown in this plan is conceptual. Alternative locations, consistent with the intent of the proposed network, will also be considered.

Prosperity Village Center

The Land Use Goal for this area is:

- **Village Center:** Support continuing development of the Activity Center at the Prosperity Church/I-485 interchange as a compact, pedestrian-oriented mixed use village, serving as a gathering place for surrounding neighborhoods and the larger community.

$1.00

PROSPERITY CHURCH ROAD VILLAGES

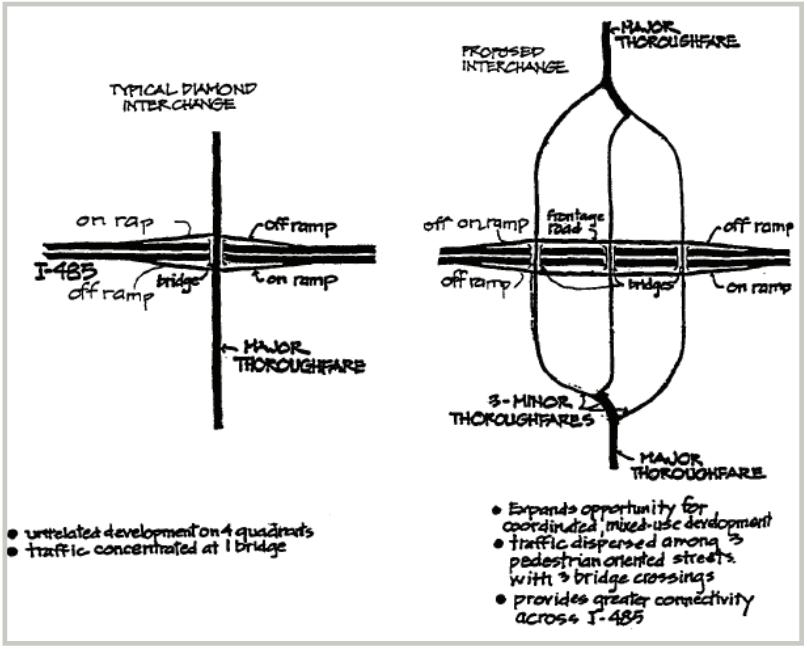
A Land Use and Urban Design Plan for the Prosperity Church Road and I-485 Interchange

Prepared by

Charlotte-Mecklenburg Planning Commission
Mecklenburg County Engineering Department
Charlotte Department of Transportation

Adopted by Mecklenburg County Board of County Commissioners
March, 1999

The Prosperity Church Road Villages Plan set the original form for the Village Center.



Illustrations from the 1999 Prosperity Church Road Villages Plan, showing the concept for the three bridges crossing the interstate.

An Activity Center is a focal point of economic activity typically planned for concentrated development. Beginning with the *Northeast District Plan*, various approaches to creating a pedestrian-oriented mixed use village along I-485 were proposed. The *Prosperity Church Road Villages Plan* carried that concept forward. A standard diamond interchange at a location like Prosperity Church Road would have one bridge crossing the freeway, with on- and off-ramps in each direction, severing the two sides of the freeway from each other. City staff worked with NCDOT to develop an interchange concept specifically to facilitate an urban, mixed use community and avoid the type of segregated development that typically occurs at interstate highway interchanges.

The Prosperity Church Road interchange design has three bridge crossings of I-485 within 1/4 mile of each other, with on- and off- access provided at the two outside bridges. The bridge crossings disperse the traffic onto three pedestrian-oriented minor thoroughfares, further dispersed to a network of collector and local streets. This network provides the framework for the development of the urban village.

In the planning, design, and construction of the Prosperity Church Road/I-485 interchange and its access roads, the North Carolina and Charlotte Departments of Transportation have followed the *Prosperity Church Road Villages Plan* concept rather closely.

The planning process for this *Prosperity Hucks Area Plan* has confirmed and reinforced much of the planning that has preceded it. With the completion of I-485, it is anticipated that pressure for development in the Prosperity Activity Center will be greatly intensified. This plan anticipates that future development in the Center can and should be more intense than that in place on the few parcels that are currently developed. The land use, transportation, and community design policies set forth in this document are focused on continuing the evolution of the compact pedestrian-oriented mixed use village.

As noted in the Plan Concept discussion, the mixed use and higher density elements focus at the nucleus of the Village Center, with progressively reducing densities toward the edge where the Center meets Wedge neighborhoods.

Given the considerable City and State investment in transportation infrastructure (over $26 million by the City alone), it is critical that new development follow through with appropriate development intensity, form, and connectivity.

Village Center Land Use Policies

L1. Village Center Mixed Use: The central portions of the Prosperity Activity Center are recommended for a mix of uses, which include residential, office, and retail as well as public and private institutional uses. These are depicted by the “striped” patterns on the land use maps. Ridge Road and DeArmon Road/ Johnston-Oehler Road are envisioned as the central Main Streets for the Village Center, with a particularly strong focus on walkable retail and mixed uses.

While small parcels less than 5 acres might include one or more of the recommended uses, it is expected that parcels larger than 5 acres will include a mix of two or more uses. Buildings should be built out to the public and private street edges in accordance with streetscape setbacks as set forth in the Transportation section of this plan, with parking placed behind the buildings. Multi-story buildings and structured parking are encouraged. Increased residential densities in these areas are appropriate, guided by height, setback, parking, and other regulations. Inclusion of a network of local streets through these blocks is critical to making the village function. As discussed in the Transportation section of this plan, block spacing should be 500 feet or less.

L2. Village Center Moderate Density Residential: Several blocks within the Village Center have approved conditional plans for residential development at densities up to 22 dua (dwellings per acre). The proximity of these areas to the intended concentration of retail and mixed use destinations, and the intended density support the Village Center concept; inclusion of a network of local streets through these blocks is critical to making the village function.

L3. Village Transitional Residential: The blocks generally around the outside edge of the Village Center are recommended for residential development up to 8 dua. Townhouses, small lot single family, and other housing forms in this density range are appropriate in these blocks. They are intended to serve as a good transition from the denser mixed use to the surrounding lower density wedge neighborhoods beyond. A number of these blocks, particularly in the northeast quadrant of the Village Center, already have been built out, setting an appropriate example for how this should work. Critical to these areas is inclusion of interconnecting local streets, and building designs with alley-fed garages and parking that preserve a quality streetscape.

L4. Shopping Center Redevelopment: The Village Center includes three existing shopping centers and other existing miscellaneous retail properties. Some of these exhibit good design features: attractive facade treatments; multi-story live-work units; retail buildings built out to the street edges with parking behind the buildings; and/or enhanced landscaping. It is expected that these existing shopping centers will remain for the indefinite future. Nonetheless, they do not represent the expectation for future development, nor do they represent the expectation in the event of site redevelopment. Future development of these sites and the adjoining blocks is for Village Center Mixed Use development generally as described in policy L1.

L5. Forest Park Mobile Home Community: This community and its associated convenience store have been in place since the 1960's, providing one of the most affordable housing alternatives in the area. It is expected to remain for some time to come. In the future, if redeveloped, the site should be Village Center Residential, at a density up to 22 dua as described in policy L2 preceding, due to its proximity to expected mixed use development. If appropriately coordinated with the land use and local street network with the parcels to the south, some mixed use retail, office, or institutional uses, as well has higher density residential, might be appropriate on this site as well, subject to site-specific compatibility with adjoining uses.

L6. Mixed Use west of Prosperity Church Road: A mixed use development is approved for a large parcel west of the new Prosperity Church Road and south of I-485. As approved, it includes a step-down to residential uses and a greenway along its western edge as a transition to the wedge neighborhood. It is expected that any changes to the plan would incorporate a similar residential transition along the western edge.

L7. DeArmon Road at new Prosperity Church Road: The Shads Landing retirement facility is established, setting an appropriate residential density for adjoining vacant properties at up to 22 dua. Because of an overland connection to the greenway, the properties fronting DeArmon

The drug store at Ridge Road was built up to the sidewalk edge as proposed for future Village Center development.

Looking west along Ridge Road, townhouse and multi-family development leads toward the Village Center,

Road could be an appropriate location for some ground floor commercial uses if located within a true vertically mixed use development, subject to site-specific compatibility with adjoining uses.

L8. Prosperity Ridge area south of Johnston Oehler Road: This area has an approved conditional plan for small lot residential development. For the portion of the site inside (north and west of) the future Prosperity Ridge Road, an increased density of up to 22 dua would be appropriate due to its proximity to expected mixed use development.

L9. Eastfield Road at Prosperity Church Road: This intersection is surrounded by the Eastfield Village Center and an approved development in Huntersville called Huntersville Market, establishing a node of low-scale mixed use. The remaining southwest quadrant is appropriate for similar uses generally as described in policy L1, subject to site-specific buffering and compatibility with the adjoining single family neighborhood.

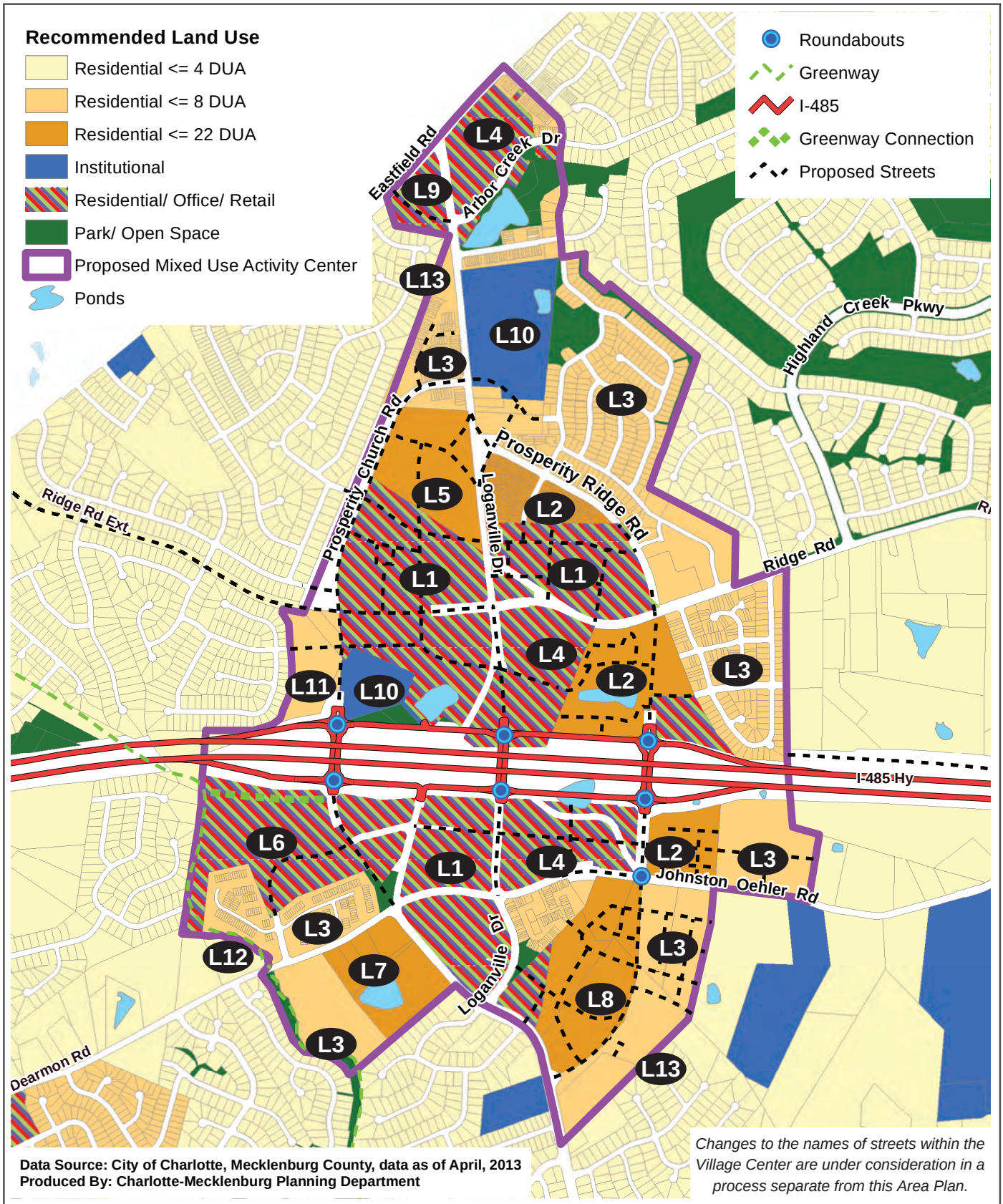
L10. Institutional areas: Prosperity Presbyterian Church and Crossway Church are located on large prominent parcels within the Village Center. These centers of activity serve the community well, and are appropriate uses at these locations. Additional institutional uses, including schools, a library, religious facilities, assisted living, and the like, also would serve the community. In general, other such institutional uses would be appropriate throughout the Prosperity Village Center, subject to site-specific compatibility with adjoining uses and street connectivity.

The gas station and convenience store at the mobile home park are long-time landmarks.

L11. Northwest corner of new Prosperity Church Road and I-485: This parcel is recommended for residential development at up to 8 dua as a transition to the single family neighborhood just to the west. As an alternative, because of its frontage on heavily traveled streets and its proximity just across from the Village Center, it could be appropriate for slightly higher density residential uses (averaging up to 17 dua), for institutional use, or for some ground floor commercial uses if included within a mixed use development. These alternatives would be considered only if the form is appropriately scaled to enhance the adjoining neighborhood; if it has buildings with entrances at the street edge; and if it creates an appropriate transition in height and density to the adjoining single-family neighborhood.

L12. Greenway extension: The 2008 Mecklenburg County Park and Recreation Master Plan indicates that Clarks Creek Greenway is intended to traverse the plan area to link pedestrians and cyclists to Mallard Creek Greenway to the southeast and to the future "Mooresville to Charlotte Trail" to the west. Future development within the Prosperity Hucks Area should be carefully planned to serve and to be served by the future park and recreation facilities. Further extensions to make connections from the greenway into the heart of the Activity Center are encouraged.

L13. Adjust Mixed Use Activity Center Boundary. Adjust the boundary of the Prosperity Village Center to extend up to Eastfield Road and to encompass the mixed use and medium density residential properties within and immediately surrounding the Village's defining thoroughfares: realigned Prosperity Church Road and Prosperity Ridge Road as shown on Map 7. Map 3 shows a comparison of the existing boundary and the new proposed boundary.



Data Source: City of Charlotte, Mecklenburg County, data as of April, 2013
Produced By: Charlotte-Mecklenburg Planning Department

Changes to the names of streets within the Village Center are under consideration in a process separate from this Area Plan.

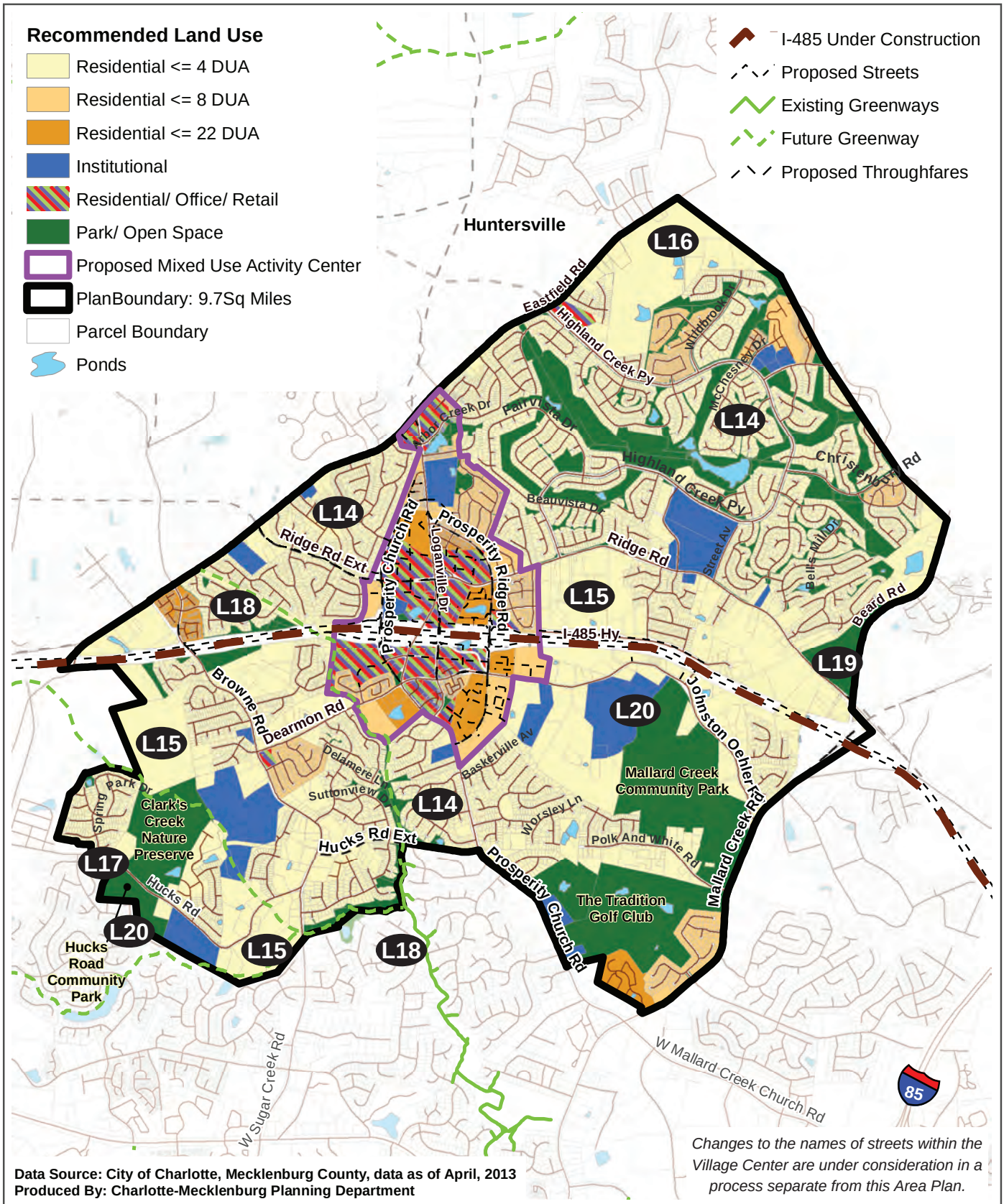
Village Center Recommended Land Use

Prosperity Hucks Area Plan

N

Feet

0 500 1,000 2,000



Wedge Recommended Land Use

Prosperity Hucks Area Plan

Wedge Neighborhoods

The Land Use Goal for this area is:

- **Wedge:** Maintain the distinctive character of the area's established and emerging neighborhoods, and consider land use needs that foster further improvements to quality of life.

Wedges are the large areas between Growth Corridors primarily comprised of lower density residential neighborhoods. The Wedges provide a range of housing choices as well as supporting facilities and services. Most of the Prosperity Hucks Area is located with a Wedge as defined by the *Centers, Corridors and Wedges Growth Framework*: that is, everything outside of the Prosperity Activity Center. As previously noted, this plan adjusts the boundary between the Center and the Wedge slightly from its prior location.

The Prosperity Hucks Wedge is primarily developed as, and zoned for, single family residential development. The area has been built out largely since 1990 in large tracts. Highland Creek in particular is a master planned community of over 1,200 acres with a golf course, extensive sidewalks and other amenities. It extends eastward from what is now designated as the Prosperity Village Center into Cabarrus County, and sets a very high standard for development quality. Including the Cabarrus County section, Highland Creek consists of about 4,500 homes.

Highland Creek was a significant 1990's planned development extending into Cabarrus County.

The intent of the land use policies for the Wedge neighborhoods is to preserve the character and integrity of neighborhoods in the Wedge, while improving connectivity and access to green spaces and neighborhood serving land uses.

In addition to preserving neighborhood character, the Wedge land use policies will contribute to protection of the environment in areas where it is most vulnerable, mainly around creeks and streams.

Wedge Neighborhoods Land Use Policies

L14. Wedge Residential: Low density residential development, up to four dwelling units per acre (dua), should remain the predominant land use in the Wedge neighborhood areas. In addition to single family homes, the current developments have a sprinkling of slightly higher density residential and neighborhood serving institutional uses at strategic locations.

L15. Vacant Wedge Land: Throughout the Prosperity Hucks Wedge there remain a few undeveloped areas, generally in the form of large lot residential or small farms that remain from times past. Most of these are expected to be developed in the coming years. For these locations, just as for the existing developed area, residential development at up to 4 dua is appropriate.

Small clusters of slightly higher density residential are appropriate at strategic locations as elements of a larger development, such as a small grouping of duplexes or townhouses along the edge of an open space. Neighborhood serving institutional uses also are acceptable subject to site-specific compatibility with adjoining uses and street connectivity.

L16. Wallace Farm: Wallace Farm is a sizeable tract of land on Eastfield Road right at the Cabarrus County line, in long-standing agricultural use. In the future when this tract is redeveloped, the same wedge land uses discussed in policies L14 and L15 are appropriate. Because of the tract size, it could be well-suited to larger neighborhood serving institutional uses as well.

L17. Clarks Creek Nature Preserve: This 98-acre nature preserve consists of open fields and mature hardwood forest cover. A tributary of Clarks Creek runs through the property. The preserve is an excellent place for wildlife. Every effort needs to be made to minimize the ecological impacts on this valuable natural resource. In particular, a previously planned relocation of Hucks Road will not be built through the Nature Preserve property. Alternative routes to achieve a continuous street connection from Old Statesville Road to Prosperity Church Road will be investigated.

L18. Greenway Extension: The Clarks Creek and Clarks Creek Tributary Greenways and the Carolina Thread Trail will traverse the plan area to link pedestrians and cyclists to Mallard Creek Greenway to the southeast and to the future "Mooresville to Charlotte Trail" to the west. Future development within the Prosperity Hucks Area should be carefully planned to serve and to be served by the future park and recreation facilities.

L19. Ridge Road Natural Heritage Site: Property at the corner of Ridge and Beard Roads is listed by the NC Department of Environment and Natural Resources (DENR) as a Natural Heritage Site due to the presence of wetlands and rare natural plant and animal life. Named the Ridge Road Hardpan Forest, it is currently owned by the NC Department of Transportation (NCDOT) to provide mitigation for I-485 construction projects. Over time, there have been discussions of management and ownership transfer to the Catawba Lands Conservancy. These discussions need to be finalized to provide for long term preservation of this site in its natural state.

L20. School Development: Public schools in the Prosperity Hucks area are overcrowded. The CMS Facilities Master Plan identifies an increasing need for all school levels. There are two proposed schools in the plan area: an elementary on Johnston-Oehler Road, and a middle on Hucks Road. Construction of these two facilities needs to move forward expeditiously. In addition, continuing development will necessitate even more school construction. CMS needs to continue site evaluation and acquisition for further school facilities in close proximity to neighborhoods within the plan area.

The wedge area has a number of large residential lots and small farms, likely to redevelop at some point.

The plan area has a variety of neighborhoods, each with its own identity and signage.

Community Design

Community Design policies help ensure that new development complements the existing or desired character of the community. While design policies alone do not dictate land use or zoning, they are used to strengthen how various land uses fit together. These policies consider not only the built environment in conjunction with the natural environment, but also how people move through those spaces as pedestrians, bicyclists or automobile drivers.

The Community Design Goal for the plan area is:

- Encourage sustainable design for an attractive community that promotes accessibility for pedestrians and cyclists, integrates environmentally sensitive features, and builds on the synergy of infrastructure investments.

Prosperity Village Center

The concept of creating a mixed use, pedestrian-oriented urban village surrounding the uniquely-designed I-485 interchange area traces its roots to the 1995 *Northeast District Plan*. Subsequently, the 1999 *Prosperity Church Road Villages Plan* defined the vision for this Village Center and created a set of urban design principles and guidelines to influence its development.

The continued evolution of the Village Center is a primary focus of the Community Design element of this area plan. Prosperity Village should be a mixed use center with a network of small block pedestrian and bicycle-friendly streets connected to a robust system of parks, open spaces, and greenways. The village should contain a variety of building types and uses (residential, retail, office, and institutional), which may stand alone or be mixed, either horizontally or vertically, within a development as detailed in the Land Use section of this document.

Wedge Neighborhoods

All land within the boundaries of this area plan not in the Village Center is in a Wedge area, as classified by the *Centers, Corridors, and Wedges Growth Framework*. These locations are appropriate for low density housing, limited moderate density housing, and neighborhood-serving commercial and civic uses.

In general, development in the wedge area should have lower building heights next to existing or planned low density residential neighborhoods. A transition, either through a buffer or screening, should be provided between low density residential development and non-residential development located either within the Wedge or in the Village Center.

New development should be designed to facilitate pedestrian and bicycle access and circulation, and to minimize motor vehicle trips. Mixed use and retail districts should be designed to allow automobile and pedestrian access, and to encourage easy pedestrian circulation upon arrival.

For additional design guidance, refer to the summary of *General Development Policies* and other design policies in the tables on the following pages.

Low density residential neighborhoods should be designed to minimize vehicle trips while accommodating both pedestrians and cyclists.

RESIDENTIAL DESIGN POLICIES [1]
Building Architecture and Site Design

Policy Number	Single Family Detached	Single Family Attached and Multi-Family	*Close attention to building design serves to enhance the community. Design policies do not result in conformity of design, but provide direction for both new and infill development.*
1A	•	•	Preserve and/or reuse historically or architecturally significant structures.
1B		•	Avoid blank walls along pedestrian circulation areas.
1C	•	•	Orient building towards street (unless a thoroughfare) or common open space and provide pedestrian access to the street.
1D	•	•	Blend scale and setbacks of buildings with existing structures.
1E	•	•	**Provide a variety of housing types.**
1F		•	**Village Center: Encourage architectural design that complements the scale, style, character, and materials of surrounding retail and mixed use structures.**

[1] Adopted by City Council, the General Development Policies (GDP) provide guidance for the location, intensity and form of future development and redevelopment throughout the community. Many of the residential and mixed/multi-use center policies for the plan area are based upon these adopted GDP policies. Plan policies that appear in standard font are based upon those previously adopted GDP policies. **Additional new plan-specific policies are shown in bold font.** Plan-specific policies augment the GDP design guidelines.

1B *Windows, landscaped planters, and a variety of building materials provide pedestrian scale interest instead of a blank wall in this multi-family residential property.*

1C *These single family homes are oriented to the street and each provides direct pedestrian access to the public sidewalk.*

1E *Single family homes, townhomes, and live-work units are all found on Arbor Creek Drive, providing a variety of housing types.*

RESIDENTIAL DESIGN POLICIES [1]
Pedestrian and Vehicular Network

Policy Number	Single Family Detached	Single Family Attached and Multi-Family	*Providing a safe, accessible and comfortable network of streets, sidewalks and pathways for all modes of transportation is an important step in establishing a livable community. The policies below provide guidance for achieving mobility and connectivity for pedestrians, bicyclists, and automobile drivers. Refer also to the City's **Urban Street Design Guidelines (2007)** and the Transportation section of this plan.*
2A		•	Provide pedestrian amenities, such as street furniture and pedestrian scale lighting.
2B	•	•	Provide bicycle parking in appropriate common areas (for example, near playgrounds, parks, and swimming pools).
2C	•	•	Provide pedestrian/bicycle connections to parks, greenways, bikeways and trails.
2D	•	•	Design streets with pedestrian safety and comfort in mind.
2E	•	•	Encourage shared alleys and other forms of access.
2F	•	•	Design street system to calm traffic and enhance pedestrian and bicycle activity.
2G	•	•	Align collectors at thoroughfare intersections to promote safe crossings for pedestrians, cyclists, and automobile drivers.
2H		•	Provide on-street parking to reduce the size of surface parking lots.
2I	•	•	**Provide controlled vehicular entry points through the use of medians and fewer and more strategically located curb cuts.**
2J		•	Design an internal street system with spine road, including: • Parallel parking, street trees, and sidewalks. • Driveways, secondary streets, and/or pedestrian paths to connect parking lots and primary street. • Sidewalks on secondary streets.

[1] Refer to footnote, previous page.

2E *Four attached single family homes share a common driveway access, reducing the number of curb openings on the street.*

2H *On-street parking for these townhomes reduces the amount of off-street parking required for residents and guests.*

2I *The center median on Highland Creek Parkway provides controlled entry points.*

RESIDENTIAL DESIGN POLICIES [1]
Natural Environment

Policy Number	Single Family Detached	Single Family Attached and Multi-Family	*These policies provide direction to accommodate growth and change while protecting the natural environment on which we depend, including the quality of our air, water and land.*
3A	•	•	Provide a meaningful amount of usable and accessible open space. In single family development, this should be common open space.
3B	•	•	Incorporate functional, unique, natural, and/or historical elements into the open space.
3C	•	•	Preserve steep slopes along streams or adjacent to significant natural landscape features.
3D	•	•	Preserve at least 10% of the site as a "tree save area" consistent with the City of Charlotte tree ordinance.
3F	•	•	**Design new development and redevelopment to minimize adverse impacts to the tree canopy.**
3G	•	•	**Encourage 'green' site design and building practices especially to reduce stormwater runoff and minimize adverse environmental impacts.**
3H	•	•	**Village Center: Design open space in new development to integrate with a network of village squares, parks, green spaces, and trails.**

[1] Adopted by City Council, the General Development Policies (GDP) provide guidance for the location, intensity and form of future development and redevelopment throughout the community. Many of the residential and mixed/multi-use center policies for the plan area are based upon these adopted GDP policies. Plan policies that appear in standard font are based upon those previously adopted GDP policies. **Additional new plan-specific policies are shown in bold font.** Plan-specific policies augment the GDP design guidelines.

3A *Prosperity Park provides the Highland Creek neighborhood with a generous amount of common accessible open space and amenities.*

3F *This multi-family residential building was designed to incorporate a large tree instead of removing it, thus minimizing adverse impacts to the tree canopy.*

3G *Construction of a pervious parking area to serve these townhomes will minimize stormwater runoff, providing a "green" alternative to traditional pavement.*

NON-RESIDENTIAL DESIGN POLICIES [1]
Building Architecture and Site Design

Policy Number	Retail-Oriented Mixed/Multi-Use	Retail	Office	Mixed use	Industrial	*Architecture and landscape design define streets and public spaces as areas of shared use. Streets lined by buildings, well lit open spaces and common areas, and trees rather than vast expanses of parking lots provide a visually rich and physically safe environment.*
4A	•	•	•	•		Design buildings with transparent openings, ornamentation, and architectural character.
4B	•	•	•	•		Establish entrances with pedestrian interest.
4C	•	•	•	•	•	Orient buildings towards street and provide pedestrian access.
4D	•	•	•	•	•	Arrange buildings in an orderly block pattern.
4E	•	•	•	•		Design buildings with human scale and visual interest in mind.
4F	•	•	•	•	•	Minimize impacts of drive-thru development.
4G	•	•	•	•	•	Design for pedestrian safety.
4H	•	•	•	•	•	Locate dumpsters and service areas away from residential areas.
4I	•	•	•	•		**Village Center: Design buildings to include pedestrian-friendly entrances, outdoor dining areas, plazas, transparent windows, public art, and a variety of other elements to encourage pedestrian activity at the street level.**

[1] Adopted by City Council, the General Development Policies (GDP) provide guidance for the location, intensity and form of future development and redevelopment throughout the community. Many of the residential and mixed/multi-use center policies for the plan area are based upon these adopted GDP policies. Plan policies that appear in standard font are based upon those previously adopted GDP policies. **Additional new plan-specific policies are shown in bold font.** Plan-specific policies augment the GDP design guidelines.

4A & 4B *Transparent windows and doors and the use of architectural ornamentation create pedestrian scale interest around this retail store's entrance.*

4E *These mixed use buildings were designed at a human scale and with visual interest in mind, providing a pleasant pedestrian experience.*

4I *Several people-friendly design elements are incorporated into these buildings, ensuring a vibrant street life.*

NON-RESIDENTIAL DESIGN POLICIES [1]
Pedestrian and Vehicular Networks

Policy Number	Retail-Oriented Mixed/Multi-Use	Retail	Office	Mixed use	Industrial	*Circulation in and through the site should be comfortable, safe, secure and efficient for pedestrians, bicyclists, and automobile drivers.*
5A	•	•	•	•	•	Create an interconnected sidewalk system.
5B	•	•	•	•		Design and preserve short blocks with an organized street pattern.
5C	•	•	•	•	•	Provide pedestrian/bicycle connections to nearby parks, greenways, bikeways, and trails.
5D	•	•	•	•	•	Design streets with pedestrian safety and comfort in mind.
5E	•	•	•	•		Provide ample sidewalk width to accommodate pedestrian circulation, congregation, outdoor dining, and amenities such as street furnishings, trash receptacles, art work, and trees.
5F	•	•	•	•	•	Establish clear "wayfinding" signage for pedestrians and automobile drivers.
5G	•	•	•	•	•	Provide safe pedestrian circulation throughout the development, including through parking lots and decks, by incorporating traffic calming measures such as stop signs, speed humps, and speed limit signs.
5H	•	•	•	•	•	Provide bicycle parking and storage areas.

***5C** This mixed use development is directly connected to the adjacent greenway.*

***5D** A wide sidewalk serving adjacent retail shops is separated from the street by on-street parking and tree islands, enhancing pedestrian safety.*

***5F** A cleverly designed wayfinding sign directs both pedestrians and motorists to nearby shopping, parking, and a weekly farmers market.*

5I	•	•	•	•	•	Establish a central vehicular access into the site from the more auto-oriented street and provide secondary access options from the minor streets.
5J	•	•	•	•	•	Design parking lots on a street/block pattern to minimize large surface lots.
5K	•	•	•	•	•	Minimize large surface parking lots with smaller pods and extensive landscaping.
5L	•	•		•		Encourage commercial or residential uses in parking decks fronting pedestrian circulation areas
5M	•	•	•	•		Design access from surrounding neighborhood so that the appearance is residential in character.
5N	•	•	•	•	•	Provide structured parking where feasible to conserve land and minimize surface parking.
5O	•	•	•	•	•	Integrate landscaping with seating along facades when possible and, when practical, work to integrate the existing tree canopy into the site design.
5P	•	•	•	•	•	Encourage shared driveways and alleys within the development.

[1] Adopted by City Council, the General Development Policies (GDP) provide guidance for the location, intensity and form of future development and redevelopment throughout the community. Many of the residential and mixed/multi-use center policies for the plan area are based upon these adopted GDP policies. Plan policies that appear in standard font are based upon those previously adopted GDP policies. **Additional new plan-specific policies are shown in bold font.** Plan-specific policies augment the GDP design guidelines.

5K *Surface parking lot is broken up into smaller pods with landscaped islands and trees.*

5L *The structured parking in this multi-use building is concealed from view behind active retail uses along the sidewalk.*

NON-RESIDENTIAL DESIGN POLICIES [1]
Natural Environment

Policy Number	Retail-Oriented Mixed/Multi-Use	Retail	Office	Mixed use	Industrial	*Site development should respect the natural environment and historical context and landscape of the area.*
6A	●	●	●	●	●	Use a bridge rather than a culvert at existing creeks, where possible. Avoid piping creeks and minimize channelization.
6B	●	●	●	●	●	Preserve steep slopes along stream beds or adjacent to significant natural landscape features.
6C	●	●	●	●	●	Consider pervious pavement for overflow parking.
6D	●	●	●	●	●	Retain existing landscaping, including the tree canopy, where possible.
6E	●	●	●	●	●	Design new development and redevelopment to minimize adverse impacts to the tree canopy.
6F	●	●	●	●	●	**Encourage innovative building practices such as the use of alternative energy sources and green roofs.**
6G	●	●	●	●	●	**Minimize disruption of natural ecosystems.**
6H	●	●	●	●	●	**Incorporate conservation efforts to reduce waste and minimize consumption of natural and economic resources.**

[1] Adopted by City Council, the General Development Policies (GDP) provide guidance for the location, intensity and form of future development and redevelopment throughout the community. Many of the residential and mixed/multi-use center policies for the plan area are based upon these adopted GDP policies. Plan policies that appear in standard font are based upon those previously adopted GDP policies. **Additional new plan-specific policies are shown in bold font.** Plan-specific policies augment the GDP design guidelines.

6A *A bridge is used to connect across the creek, rather than a culvert.*

NON-RESIDENTIAL DESIGN POLICIES [1]
Freestanding Interconnected Buildings

Policy Number	Retail-Oriented Mixed/Multi-Use	Retail	Office	Mixed use	Industrial	*Freestanding single tenant buildings can be classified as either independent or interconnected. Independent buildings function separate of the surrounding complex while interconnected buildings share parking and site amenities with other buildings in the same complex. Typically interconnected buildings are preferred. The design of any freestanding buildings should be sensitive to the surrounding neighborhood, both built and natural environments.*
7A	●	●	●	●	●	Design buildings so that they relate to the overall scale, height, and configuration of the center. If drive-through windows and services are included they must not compromise pedestrian circulation.
7B	●	●	●	●	●	Design to encourage (and facilitate) pedestrians to walk to the freestanding building from other buildings within the center. The connections should be directly accessible without creating conflicts with automobiles by providing safe pedestrian pathways and crossings.
7C	●	●	●	●	●	Design the site so that dumpsters, service areas, or auxiliary storage do not interfere with, and are not visible from, the pedestrian circulation area and do not negatively impact surrounding residential areas.
7D	●	●	●	●		Cluster site layout in a village arrangement around shared amenities.
7E	●	●	●	●	●	**Design buildings to address the primary street with minimized setback wherever possible.**
7F	●	●	●	●	●	**Encourage 'green' site design and building practices, especially to reduce storm water runoff and provide other environmental benefits.**

7B *Buildings are connected by pedestrian connections to each other and to the street.*

[1] Adopted by City Council, the General Development Policies (GDP) provide guidance for the location, intensity and form of future development and redevelopment throughout the community. Many of the residential and mixed/multi-use center policies for the plan area are based upon these adopted GDP policies. Plan policies that appear in standard font are based upon those previously adopted GDP policies. **Additional new plan-specific policies are shown in bold font.** Plan-specific policies augment the GDP design guidelines.

Transportation & Streetscape

This section establishes transportation policies for the area and recommends key transportation projects to realize the plan vision.

The Transportation Goal for the plan area is:

- Support and develop a connected, affordable, balanced transportation system connecting neighborhoods and the Activity Center. It should safely and sensibly accommodate pedestrians, bicyclists, and transit users while allowing for neighborhood-friendly automobile speeds for motorists and business patrons traveling to and through the area.

Streets connect people to places. As the public face of any neighborhood, streets set the tone for the surrounding environment and should help create a sense of community. The Prosperity Hucks area consists of an emerging mixed use Village Center surrounded by many new and established neighborhoods, including many large-lot residential parcels and undeveloped tracts of land.

Prosperity Village Street Network

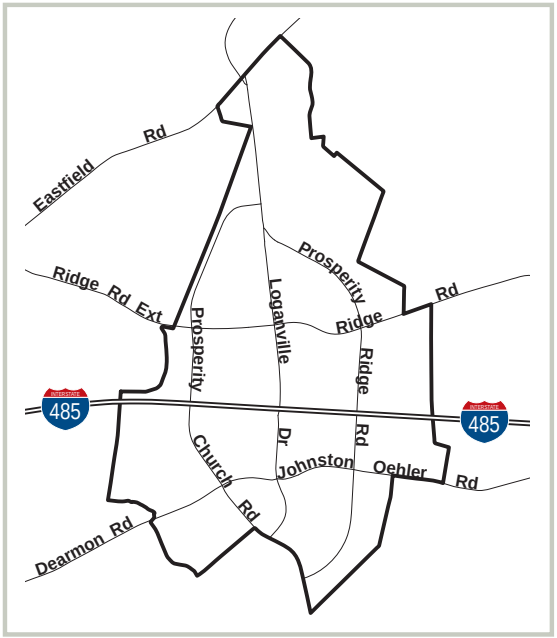
The street network concept within the Prosperity Village Center was originally developed as part of the Prosperity Villages Plan in 1999. Rather than constructing a standard interchange, the plan called for the construction of a network of minor thoroughfares to disperse traffic and encourage complimentary land uses that would aid in transforming the area into a walkable village center.

In the planning, design, and construction of the Prosperity Church Road/I-485 interchange and its access roads, the North Carolina and Charlotte Departments of Transportation have closely followed the Prosperity Church Road Villages Plan concept. Many of the streets identified in the 1999 plan will be built by the time I-485 opens in 2015. Specifically, the streets are as follows:

- New Western Arc Road (new alignment, referred to herein as the new Prosperity Church Road)
- Central Route (incorporating elements of the original Prosperity Church Road; partial realignment), referred to herein as Loganville Road
- Prosperity Ridge Road (Eastern Arc; segment completions)
- Johnston-Oehler Road (partial new east to west alignment)

Street names have been a point of discussion in the community, and changes to some names are under consideration by CDOT and NCDOT in a process separate from this area plan.

The area streets should support and complement the wide variety of activities and the vibrancy of the Village Center, as well as the livability of the surrounding residential neighborhoods as established by the land use policies in this plan. To achieve this vision, the area's streets should reflect and support a pedestrian scaled environment within the Village Center that encourages walking while also supporting other modes of transportation.



Changes to the names of the principal streets within the Village Center are under consideration, but are referred to herein as shown above.

The resulting street network will have a direct impact on the community's quality of life. If the street network is designed appropriately, the community can benefit from a range of travel choices, route options, emergency access, a mix of land uses, and pedestrian and bicycle options. The following policies provide guidance for creating a well-connected network of streets and improving the overall transportation system in the Prosperity Hucks plan area.

The Prosperity Hucks area is experiencing rapid growth and development along with a significant investment of public funds into the transportation system. With the completion of I-485 and the supporting street network there will be additional pressure to improve access to the Village Center and the I-485 interchanges.

The transportation policies are organized into three subsections:

- General policies that are applicable to all parts of the Prosperity Hucks area:
- Policies that are primarily applicable to the Village Center and
- Policies that are applicable to the Wedge Neighborhoods.

The policies are shown on Maps 9 and 10. Each policy is numbered, and the specific location noted on the maps. The policies also are cross referenced by number in the Implementation Guide.

General Plan Area Transportation Policies

The policies listed below are applicable to streets in the entire Prosperity Hucks Area plan (Village Center and Wedge Neighborhoods):

T1. Install sidewalks on thoroughfares: The Prosperity Hucks area has limited sidewalks along most of the existing thoroughfare system. See Map A7 in the Appendix. As development occurs, new sidewalks may be required to be constructed along existing thoroughfares, following adopted streetscape standards. Additionally, the City will continue to explore opportunities for installation of sidewalk through existing capital programs.

T2. Reduce gaps in the sidewalk system within existing residential areas: Most of the neighborhoods within the Prosperity Hucks area have a robust sidewalk network, and in most cases, sidewalks within new development are required through ordinance. However, some neighborhoods do not have sidewalks because they were built prior to standards requiring sidewalks. The City's policy typically requires public support for construction of new sidewalks though a petition-based process for non-thoroughfare streets in these areas.

T3. Construct appropriate bicycle facilities on thoroughfares: As infrastructure development occurs, new bicycle facilities should be included along any thoroughfare with a new or relocated curb line. For example, all streets classified as an Avenue or Boulevard should, at a minimum include bicycle lanes or other separated bicycle facilities as appropriate.

T4. Expand transit service to the area: As the Prosperity Hucks plan area develops and intensifies, CATS will consider expanded service. The current bus service (Route 22) from the Village Center is planned to be re-routed to the adjoining Northeast Corridor with the opening of the Blue Line Extension. New Express service also is planned via the new I-485 to a new park and ride, such as a church parking lot. Three new routes currently planned include:

- Route 53X: Highland Creek Express
- Route 110: Concord Mills
- Route 125: Mallard Creek

The sidewalk and planting strip give protection to the young pedestrians here.

Prosperity Village Center

Village Center Transportation Policies

The following policies are intended to support the public's vision for the Village Center by focusing on key transportation concepts.

T5. Continue to implement a network of thoroughfares to support active transportation in the Village Center: The City, NCDOT, and private developers will continue to implement the thoroughfare network to support the village center and the I-485 interchange. The thoroughfares will meet the intent of the Urban Street Design Guidelines and land-use objectives. The following streets will be modified or nearing completion when I-485 opens in 2015.

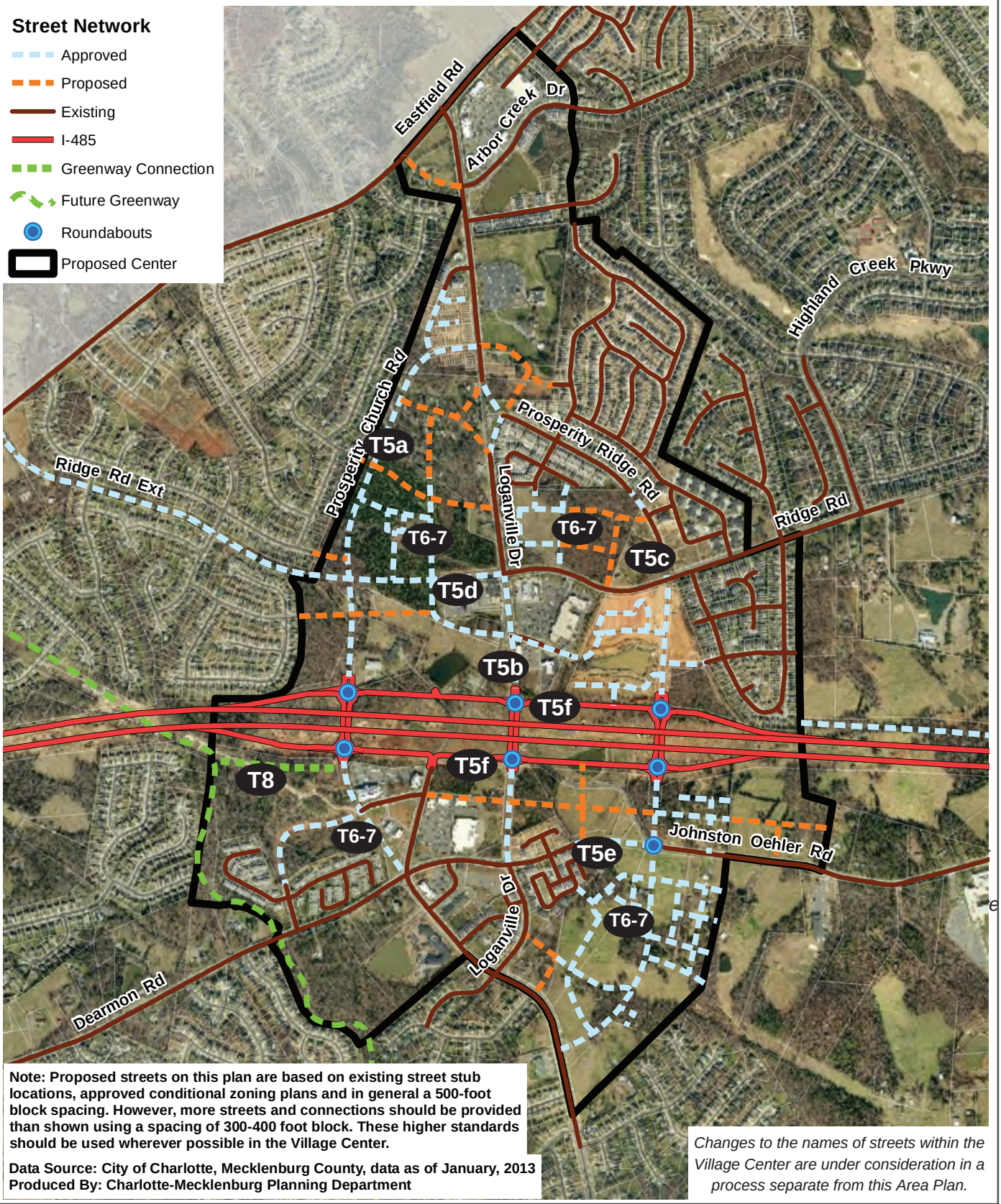
a. Prosperity Church Road (western route
b. Loganville Drive (central route)
c. Prosperity Ridge Road (eastern route) (north of Johnston-Oehler Road only)
d. Ridge Road (between Loganville Drive and the new Prosperity Church Road alignment)
e. Johnston-Oehler Road (within the Village Center)
f. I-485 frontage roads, north and south

T6. Create new local streets in the Village Center: Additional connections will provide a more robust system of local streets which, in turn, offer more route choices and shorter trips for all modes of transportation. Smaller blocks also support denser, pedestrian-friendly streetscapes through development within the Village Center. New local streets will typically be created through the land development process, although some streets or short segments of streets may be constructed as part of City capital projects. Possible general alignments for local streets are identified on Map 9. To support the development, circulation, and walkability of the Village Center, block spacing in the Village Center should be 500 feet or less.

T7. Facilitate cross-access and parallel connections within the Village Center: Short-distance trips originating within the Village Center should have alternate routes other than the thoroughfares. New development should incorporate multiple access points with secondary driveways located on side streets, cross access driveways, and parallel street connections. These elements should apply to local streets in order to achieve a greater level of pedestrian comfort and safety throughout the Village Center.

T8. Create an overland connector on DeArmon Road to connect the Village Center to Clark's Creek Greenway for active transportation modes: In order to better facilitate access for pedestrians and bicyclists between Clark's Creek Greenway and the Village Center, a multi-use path should be considered along DeArmon Road between the greenway and the future Prosperity Church Road alignment.

Sidewalks built as a part of an individual development do not necessarily continue until the next parcel is developed.



Note: Proposed streets on this plan are based on existing street stub locations, approved conditional zoning plans and in general a 500-foot block spacing. However, more streets and connections should be provided than shown using a spacing of 300-400 foot block. These higher standards should be used wherever possible in the Village Center.

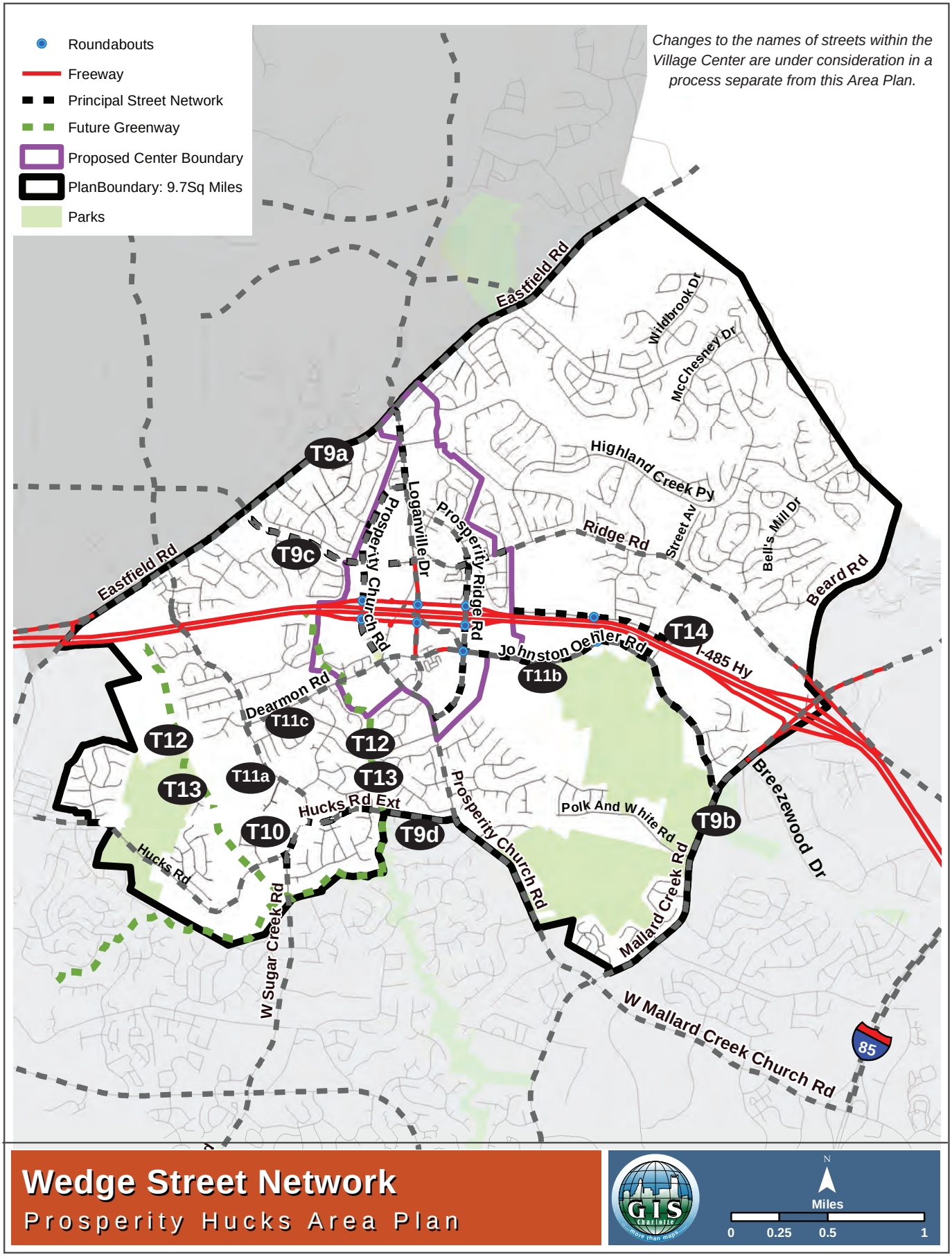
Data Source: City of Charlotte, Mecklenburg County, data as of January, 2013
Produced By: Charlotte-Mecklenburg Planning Department

Changes to the names of streets within the Village Center are under consideration in a process separate from this Area Plan.

Village Center Street Network

Prosperity Hucks Area Plan

N
Feet
0 500 1,000 2,000


Roundabouts
Freeway
Principal Street Network
Future Greenway
Proposed Center Boundary
PlanBoundary: 9.7Sq Miles
Parks
Changes to the names of streets within the Village Center are under consideration in a process separate from this Area Plan.
Eastfield Rd
Wildbrook Dr
McChesney Dr
Highland Creek Py
Street Av
Bell's Mill Dr
Beard Rd
Ridge Rd
T9a
T9c
Eastfield Rd
Prosperity Church Rd
Loganville Dr
Prosperity Ridge Rd
T14
I-485 Hy
Johnston Oehler Rd
T11b
Dearmon Rd
T11c
T12
T12
T13
T13
T11a
Hucks Rd Ext
T10
T9d
Hucks Rd
Prosperity Church Rd
Polk And White Rd
T9b
Breezewood Dr
Mallard Creek Rd
W Sugar Creek Rd
W Mallard Creek Church Rd
85
Wedge Street Network
Prosperity Hucks Area Plan
GIS Charlotte
more than maps
N
Miles
0
0.25
0.5
1

Wedge Neighborhoods

Wedge Neighborhood Transportation Policies

The policies below reflect the unique need to improve and upgrade roads to improve their functionality as city streets in addition to supporting the existing and planned land uses.

T9. Extend and widen key thoroughfares: The following major thoroughfare projects are recommended to keep pace with area growth and compliment accessibility to the Village Center:

a. Widen Eastfield Road (from 2 lanes to 4 lanes) from the western plan boundary to the Cabarrus County line;

b. Widen Mallard Creek Road (from 2 lanes to 4 lanes) from Prosperity Church Road to Breezewood Drive;

c. Extend Ridge Road (2 lanes) from Prosperity Church Road to Eastfield Road;

d. Extend Hucks Road (2 lanes) from Prosperity Church Road to Browne Road.

T10. Realign the Hucks Road Extension between Browne Road and Spring Park Drive to avoid the Clark's Creek Nature Preserve: The currently adopted alignment in the CRTPO Thoroughfare Plan for the Hucks Road Extension between Browne Road and Spring Park Drive would impact the Clark's Creek Nature Preserve if constructed. The City will work with the Charlotte Regional Transportation Planning Organization and NCDOT to develop and adopt an alternative alignment that does not impact the nature preserve.

T11. Upgrade Farm-to-Market Roads to accommodate traffic, improve safety and provide transportation choices: As shown on Map 10, farm-to-market upgrades include:

a. Browne Road

b. Johnston-Oehler Road (in the wedge)

c. DeArmon Road

T12. Complete greenways in the Prosperity Hucks area: Planning of the greenway trail system should be coordinated with the Mecklenburg County Park and Recreation Department and other partners. (See also the Park and Recreation policies contained in the Infrastructure and Public Facilities section of this area plan.)

T13. Encourage bikeway and pedestrian connections to primary greenways and trails: Greenways and trails serve both recreation and transportation functions. Tributaries and streams leading to Clark's Creek provide contiguous open spaces, create focal points for development and make key connections to the greenway system. These areas should be considered for dedication during the land development process. (See also the Park and Recreation policies contained in the Infrastructure and Public Facilities section of this area plan.)

Existing conditions on Highland Creek Parkway (major thoroughfare)

T14. The City should consider constructing a second street bridge over I-485 between Johnston-Oehler Road and Ridge Road: I-485 serves as a barrier to north-south connectivity and movement in the area. It restricts access between neighborhoods, schools, and civic buildings along Ridge Road and the neighborhoods, schools, and parks along Johnston-Oehler Road. As part of the Johnston-Oehler Road farm-to-market project, one bridge will be constructed across I-485 near the main entrance of Mallard Creek High School. This bridge will facilitate north-south movement in the area for pedestrians, bicyclists, and drivers, allowing for traffic to cross I-485 without traversing the Prosperity Church Road or Mallard Creek Road interchanges.

Building a second bridge that crosses I-485 east of the bridge currently under construction will further lessen the barrier effect that I-485 creates. In addition to creating increasing connectivity and providing additional route options, it will aid in routing pedestrian, bicycle, and vehicular traffic away from the Prosperity Church Road and Mallard Creek Road interchanges. While there is no defined alignment for the eastern bridge, the City should undertake a planning process to establish a suitable alignment.

Existing DeArmon Road has no sidewalks, no bike lanes, and no curb or gutter.

Street Cross Sections

The streetscape cross-sections and development standards on the following pages will help shape the character of the future street network. Future cross-sections have been determined for plan area streets except for streets where few changes to existing conditions are anticipated, primarily in residential neighborhoods. These cross-sections have been developed in accordance with the *Urban Street Design Guidelines* (USDG), adopted by City Council in 2007. Map 11 indicates where each of the cross-section types are located, referenced by number.

The streetscape cross-sections specifically define the character and width of the area behind the curbs, including accommodations for sidewalks, landscaping, and pedestrian amenities as well as building setback guidelines. The cross-sections also illustrate the future character of the street inside the curbs, visualizing the conceptual location and number of travel lanes, bicycle lanes, transit, and provisions for on-street parking.

The dimensions on the streetscape cross-section diagrams reflect typical street sections at mid-block locations. They will be used by the Charlotte Department of Transportation (CDOT), in consultation with the Charlotte-Mecklenburg Planning Department, to determine the location of the ultimate curb lines. If variations from the typical street sections are needed to address physical conditions, enhance operations, or better meet the intent of this area plan, such variations may be identified during future design and analysis phases.

When this plan is adopted, the streetscape standards specified herein will become the official "Streetscape Plan" for the Plan Area, as referenced in the Charlotte Zoning Ordinance. As such, future development zoned MUDD, NS, UR, TOD, TS, PED, UMUD, or other urban zoning districts that may be established, must be designed in accordance with these standards. Future development not zoned to one of these urban districts will only be required to construct streetscape elements as may be indicated under other applicable regulations.

The street types recommended for the plan area correspond to the street types identified in the USDG.

Avenues

Avenues can serve a diverse set of functions in a wide variety of land use contexts. They are the most common non-local street type in the plan area, as well as in Charlotte. Avenues provide access from neighborhoods to commercial areas, between areas of the city, and in some cases, through neighborhoods. They are designed to provide a balance of service for all users, but with special emphasis on pedestrians and localized transit services. Avenues may also have options for on-street parking and dedicated bicycle lanes. Avenues in the plan area have differing recommended cross-sections according to location. These include:

Two- & Three-Lane Avenues

Village Center:

A1. Prosperity Church Road (Eastfield Road to Prosperity Ridge Road); Prosperity Ridge Road

A2. Loganville Drive

A3. I-485 frontage roads, north and south (with 1-way operation)

A4. DeArmon Road (East of Clark's Creek)

A5. Johnston-Oehler Road (Prosperity Church Road to Prosperity Ridge Road)

A6. Johnston-Oehler Road (Prosperity Ridge Road to Countryside Montessori School)

Wedge Neighborhoods:

A7. Ridge Road Extension (Eastfield Road to Prosperity Church Road)

A8. Ridge Road (Prosperity Ridge Road to Mallard Creek Road)

A9. Browne Road (David Cox Road to Hucks Road): Browne Road (DeArmon Road to Eastfield Road); DeArmon Road (West of Clark's Creek)

A10. Johnston-Oehler Road (Countryside Montessori School to Mallard Creek Road)

A11. Hucks Road Extension (Browne Road to Prosperity Church Road)

Four- & Five-Lane Avenues

Village Center:

A12. Ridge Road (Prosperity Church Road to Loganville Drive)

A13. Ridge Road (Loganville Drive to Prosperity Ridge Road)

Wedge Neighborhoods:

A14. Browne Road (Hucks Road to DeArmon Road)

Example of a USGD Two-Lane Avenue cross-section (Seneca)

Example of USDG Four-lane Avenue cross section.

Boulevards

Boulevards are intended to move large numbers of vehicles, often referred to as “through traffic”, from one part of the city to another. As a result, the modal priority on Boulevards shifts towards motor vehicles, while still accommodating pedestrians and cyclists as safely and comfortably as possible. Many major thoroughfares will be classified as Boulevards and, as with Avenues, a variety of land uses and development intensities will be found along Boulevards. In the plan area, the following streets classified as boulevards have recommended cross-sections identified. These include:

Wedge Neighborhoods:

B1. Eastfield Road: Mallard Creek Road (Mallard Creek Church Road to I-485): Prosperity Church Road (Prosperity Ridge Road to Mallard Creek Road)

B2. Mallard Creek Road (Breezewood Drive to Cabarrus County Line)

Local Streets

Local Streets provide access to residential, commercial, or mixed use districts. The majority of Charlotte’s streets are classified as local streets and are typically built as development occurs. Local Streets within neighborhoods and other established areas are likely to remain unchanged. New local streets will cover a variety of circumstances, and will be expected to be designed and built in conformance with the appropriate typology in the *Urban Street Design Guidelines*.

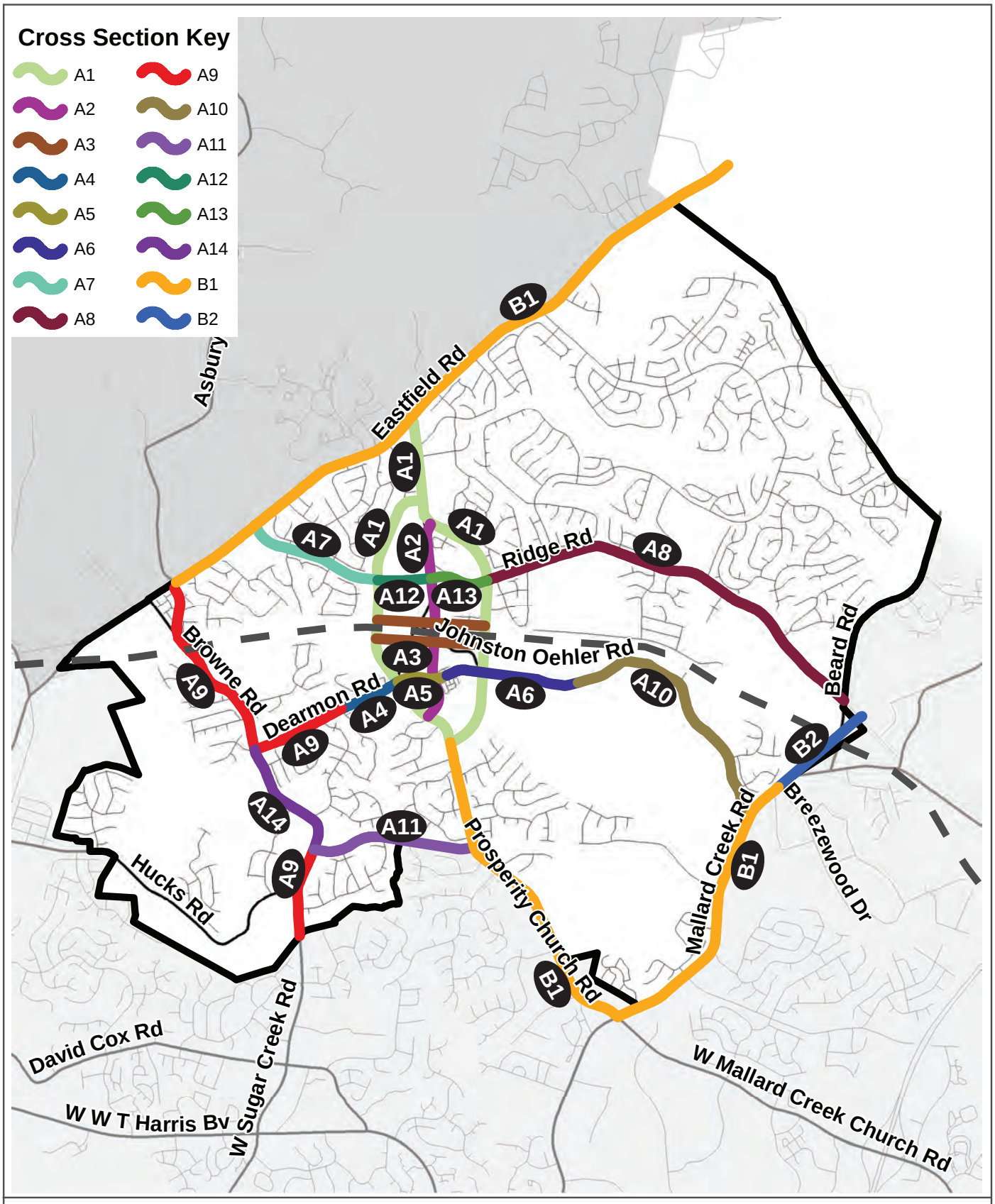
Typical Speeds for Streets
Urban Street Design Guidelines (2007)

	Recommended Posted Speed	Recommended Design Speed
Avenues	25-35 mph with 35 mph allowable	30-40 mph
Boulevards	35-45 mph	up to 45 mph

Source: Charlotte Department of Transportation, *Urban Street Design Guidelines*, 2007

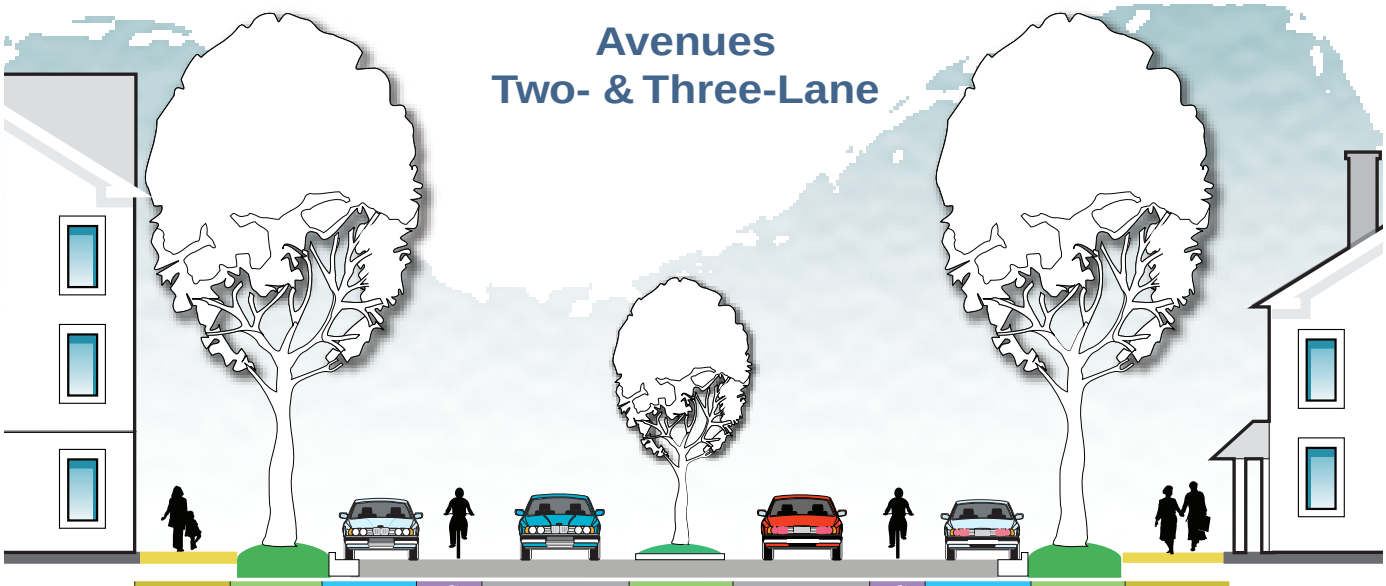
Example of a USDG Boulevard cross-section (Prosperity Church Road)

Example of a USDG Local Street cross section (Hassel Place)



Street Cross Sections

Prosperity Hucks Area Plan



		Sidewalk	Planting Strip	Parking	Bike Lane	Travel Lane	Median	Travel Lane	Bike Lane	Parking	Planting Strip	Sidewalk
VILLAGE CENTER	A1	**Prosperity Church Road** *(Eastfield Road to Prosperity Ridge Road)*										
	A1	**Prosperity Ridge Road**										
		6’	8’	6’*	6’	11’	n/a	11’	4’	n/a	8’	6’
		* Parking only on inner side of Village Center loop streets: East side of Prosperity Church Road; West side of Prosperity Ridge Road										
	A2	**Loganville Drive**										
		6’	8’	7’	6’	10’	n/a	10’	6’	7’	8’	6’
	A3	**I-485 Frontage Roads, North and South** *(within Village Center with 1-way operation)*										
		n/a	n/a	n/a	n/a	n/a	n/a	12’	6’	7’	8’	6’
	A4	**DeArmon Road** *(East of Clark’s Creek)*										
		6’	8’	n/a	5’	11’	10’	11’	5’	n/a	8’	6’
	A5	**Johnston-Oehler Road** *(Prosperity Church Road to Prosperity Ridge Road)*										
		6’	8’	7’	6’	11’	n/a	11’	6’	7’	8’	6’
		Left-turn lanes allowed when needed										
	A6	**Johnston-Oehler Road** *(Prosperity Ridge Road to Countryside Montessori School)*										
		6’	8’	n/a	4’	11’	n/a	11’	4’	n/a	8’	6’
		Left-turn lanes allowed when needed										
		For all cross sections in the Village Center, an ‘amenity zone’ or hardscape treatment may be considered in lieu of a planting strip with approriate land use contexts										
WEDGE NEIGHBORHOODS	A7	**Ridge Road Extension** *(Eastfield Road to Prosperity Church Road)*										
		10’*	8’	n/a	n/a	11’	10’	11’	n/a	n/a	8’	10’*
		* Multi-use path										
	A8	**Ridge Road** *(Prosperity Ridge Road to Mallard Creek Road)*										
		10’*	8’	n/a	n/a	11’	10’	11’	n/a	n/a	8’	6’
		* Multi-use path to be located on the north side of Ridge Road										
	A9	**Browne Road** *(David Cox Road to Hucks Road) (DeArmon Road to Eastfield Road)*										
	A9	**DeArmon Road** *(West of Clark’s Creek)*										
		6’	8’	n/a	5’	11’	11’	11’	5’	n/a	8’	6’
	A10	**Johnston-Oehler Road** *(Countryside Montessori School to Mallard Creek Road)*										
		6’	8’	n/a	4’	11’	11’	11’	4’	n/a	8’	6’
		Intermittent islands shall be installed in middle										
	A11	**Hucks Road Extension** *(Browne Road to Prosperity Church Road)*										
		10’*	8’	n/a	n/a	11’	0 - 20’	11’	n/a	n/a	8’	10’*
		*Multi use path										

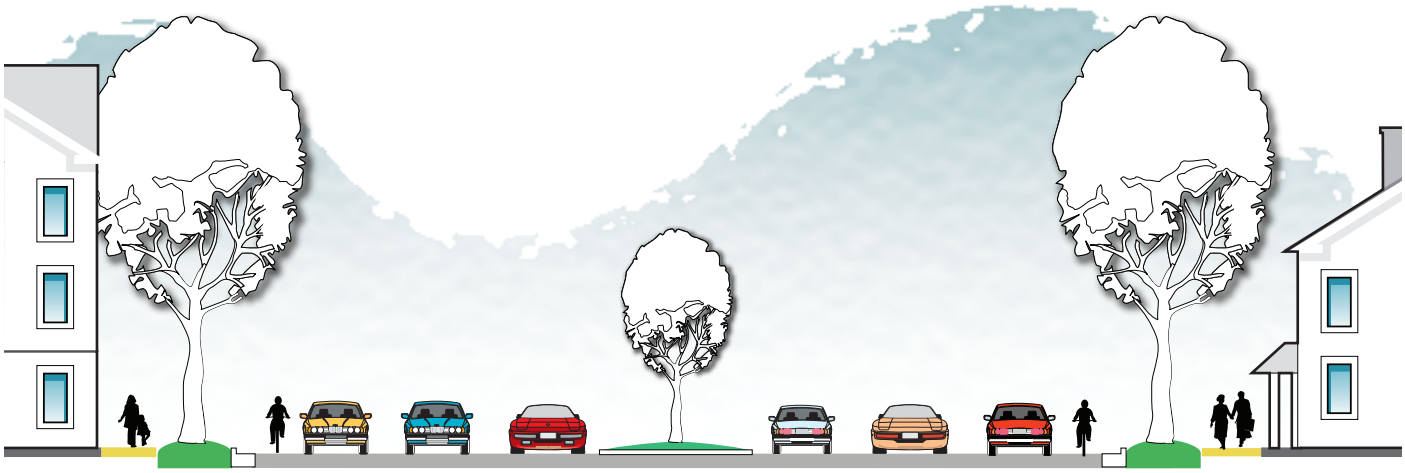
Source: Charlotte Department of Transportation (CDOT), 2013

Avenues
Four- & Five-Lane

	Sidewalk	Planting Strip	Parking	Bike Lane	Travel Lane	Travel Lane	Median	Travel Lane	Travel Lane	Bike Lane	Parking	Planting Strip	Sidewalk
VILLAGE CENTER													
A12 **Ridge Road** *(Prosperity Church Road Arc to Loganville Drive)*	6’	8’*	7’	6’	11’	11’	11’	11’	11’	6’	7’	8’*	6’
Median or 5th lane allowed. * An ‘amenity zone’ or hardscape treatment may be considered with approriate land use contexts													
A13 **Ridge Road** *(Loganville Drive to Prosperity Ridge Road)*	6’	8’*	n/a	5’	11’	11’	11’	11’	11’	5’	n/a	8’*	6’
Median or 5th lane allowed. Parallel parking allowed if adjacent land use is appropriate. If parking is provided, adjust bike lane to 6’. * An ‘amenity zone’ or hardscape treatment may be considered with approriate land use contexts													
WEDGE NEIGHBORHOODS													
A14 **Browne Road** *(Hucks Road to DeArmon Road)*	6’	8’	n/a	5’	11’	11’	n/a*	11’	11’	5’	n/a	8’	6’
*11’ left-turn lane at collector/thoroughfare intersections													

Source: Charlotte Department of Transportation (CDOT), 2013

Boulevards



Sidewalk	Planting Strip	Bike Lane	Travel Lane	Travel Lane	Travel Lane	Median	Travel Lane	Travel Lane	Travel Lane	Bike Lane	Planting Strip	Sidewalk

VILLAGE CENTER

There are no Boulevards located within the Village Center

WEDGE NEIGHBORHOODS

B1	**Eastfield Road**											
B1	**Mallard Creek Road** *(Mallard Creek Church Road to Breezewood Lane)*											
B1	**Prosperity Church Road** *(Prosperity Ridge Road to Mallard Creek Road)*											
	6’	8’	5’	n/a	11’	11’	17’	11’	11’	n/a	5’	8’	6’
	Existing segments of Prosperity Church Road include 4’ bike lanes, to remain in place											
B2	**Mallard Creek Road** *(Breezewood Lane to Cabarrus County Line)*											
	6’	8’	5’	12’	12’	12’	17’	12’	12’	12’	5’	8’	6’

Source: Charlotte Department of Transportation (CDOT), 2013

Infrastructure & Public Facilities

This section addresses public facilities, storm water services, water, and sewer. As Charlotte-Mecklenburg continues to grow, proper planning and coordination are necessary to maintain a high quality of life for the residents of the community.

The Infrastructure & Public Facilities goal for the plan area is:

- Maintain and enhance public facilities such as parks and greenways, and emphasize environmental and economic sustainability for new or updated public facilities and infrastructure.

The following policies are proposed to enhance and preserve the community and to encourage infrastructure that serve the needs of all residents and visitors.

Infrastructure and Public Facilities Policies

Parks & Greenways

I1. Support continued extension of parks, greenways, and open spaces as valuable assets to a community. They should be leveraged to achieve the vision of a multimodal community interconnected to major focal points in the area, especially connecting the Wedge Neighborhoods to the Village Center.

I2. Seek public/private opportunities to create civic plazas and squares as elements throughout the Village Center at intersections and within major development elements. These will serve as meeting and gathering places for the community.

Water and Sewer

I3. Maintain a level of service equal to or superior to the capacity and condition of current service to support future development. Water and sewer systems should be expanded, repaired, updated, or replaced as they become outmoded or outdated. As development occurs, a periodic review of water and sewer service may be needed to meet new service demands.

School construction has not kept up with area growth, as evidenced by the trailers at Highland Creek School.

Mallard Creek Park has a number of active recreational uses including this playground.

Stormwater

I4. Upgrade storm water management facilities as needed when improvements are made to the street network. Upgrading storm water management facilities at the same time as road improvements will minimize unnecessary disruption of traffic and be cost effective.

Schools

I5. Strive to extend school capacity as development occurs. Many of Charlotte-Mecklenburg Schools (CMS) are currently overcrowded and schools in the plan area will continue to face increasing demand as development occurs. The Charlotte-Mecklenburg Long Range School Facilities Master Plan includes plans for an elementary school and a middle school within the plan area. Additional schools will be needed if the area grows as projected. The construction of schools in the plan area could be impacted by a lack of funding as CMS continues to face financial challenges.

As development occurs, the opportunity exists to reserve land for school sites as part of future development, when appropriate. To make the best use of resources and preserve land in the area, consideration should be given to locating schools adjacent to parks and other public facilities. New schools should be in close proximity to the neighborhoods to be served, and should integrate environmentally sensitive and sustainable design standards consistent with other policies in the plan. Consideration should be given to sites within or adjacent to the Village Center.

Public Facilities

I6. Ensure that public facilities (including schools, libraries, and the like) are well connected to the surrounding area and to each other to take advantage of joint use opportunities.

Environment

The Prosperity Hucks plan area is full of thriving neighborhoods; educational, religious, and civic institutions; and developing retail and business destinations. While these activities are essential to the vitality of the area and to Charlotte as a whole; air, land and water resources must also be protected in order to promote a healthy balance and coexistence of the urban and natural environments. Improved access to parks and greenways; protection of the tree canopy; and impacts of development activities on impervious surface and storm water were some of the concerns expressed by area residents and property owners during the planning process.

The Area Plan seeks to recognize the natural environment as an essential part of the community's character, as well as to promote policies that serve to protect and enhance these resources. Creative, quality and responsible developments that address the concerns of area residents, and are sensitive to the natural resources in the area are key to creating successful sustainable communities. The tools to implement these goals are found in these policies, intended to minimize the impacts of land development activities on the natural environment, while at the same time allowing for continued economic growth.

The Natural Heritage Site at Ridge and Beard Roads is inaccessible at present.

The Environmental goal for the plan area is:

- Preserve and protect the natural environment, parks, tree canopy, open space, and natural resources. Promote measures to minimize the adverse effects of new development on land, air, and water quality, and encourage the use of sustainable building practices.

In addition to the policies in this section, the land use, community design, transportation, and infrastructure/public facilities policies of this plan recognize the importance of the natural environment.

Environmental Policies

Land Quality

E1. Encourage actions that will help ensure the long-term sustainability of the tree canopy. As development continues, impacts to tree coverage should be monitored and measures supported to help mitigate loss of canopy, especially in the Mixed Use Activity Center. One strategy to help reverse the loss of tree canopy is to plant additional trees in parks, public and private open spaces, and in planting strips along public streets where practical. This strategy should also address replacement of trees that are lost or damaged through disease, development, or other causes.

E2. Minimize impacts to existing tree canopy when developing, maintaining, or constructing streets, sidewalks, pedestrian/ bicycle paths, public facilities, and utilities. A strategy is needed to prevent practices that damage or destroy mature trees. Such a strategy should be developed in consultation with utility companies and the construction industry to increase its acceptance and enhance compliance efforts.

E3. Achieve a tree canopy goal of 55% in the Mixed Use Activity Center and 25% in the Wedge for the Prosperity Hucks area. City Council adopted a 50% Tree Canopy Goal by 2050 in 2011, and set different goals based on the *Centers, Corridors and Wedges Growth Framework*. Sosme strategies for achieving the tree canopy goals include increasing the number of street trees and tree plantings in parking lots, and providing open space in new developments.

E4. Minimize ecological impacts on the Clarks Creek Nature Preserve. The preserve consists of 98 acres of open fields and mature hardwood forest cover, as previously noted in the Land Use section of this plan. A tributary of Clarks Creek runs through the property. It is an excellent place for wildlife and a valuable natural resource that must be preserved. In particular, a previously planned relocation of Hucks Road will not be built through the Nature Preserve property. Alternative routes to achieve a continuous street connection from Old Statesville Road to Prosperity Church Road will be investigated.

E5. Finalize ownership provisions for the property at the corner of Ridge and Beard Roads. This property is listed as a Natural Heritage Site by the NC Department of Natural Resources due to the presence of wetlands and rare natural plant and animal life. It is currently owned by NC Department of Transportation to provide I-485 right of way for construction and mitigation. Over time, there have been discussions of management and ownership transfer to the Catawba Lands Conservancy. These discussions need to be finalized so as to provide for long term preservation of this site in its natural state.

E6. Support mixed use and compact development that preserves land, reduces vehicular trips and protects natural resources. Mixed use and compact development reduces trip lengths and supports alternative travel options. This type of development encourages walking and biking as well as protects air quality, water quality, and other natural resources. The land use and design sections provide details about the appropriate location for mixed use development and provide guidance for appropriate design. The land use and design policies help insure that impacts of growth are mitigated.

Air Quality

E7. Encourage new pedestrian and bicycle connections to reduce vehicle miles travelled. Encourage pedestrian and bike connections especially between the Mixed Use Activity Center and the residential wedges by creating a neighborhood focused pedestrian/ bike network. The network can be built on existing local streets as well as on existing rights-of way that have not been built as streets (paper streets).

E8. Implement the land use, community design, and transportation policies to reduce vehicle emissions. Future development should strive to reduce vehicle trips, improve connectivity and provide travel choices/ route options. The reduction of vehicles miles traveled (VMT) and the implementation of policies recommended throughout the plan will help improve air quality.

Water Quality

E9. Encourage the use of low impact design to facilitate better water quality protection. Low impact design measures such as minimizing the clearing of natural areas and working with the existing natural topography to minimize grading can improve the storm water quality and reduce the amount of storm water run-off.

E10. Utilize innovative best management practices (BMP) for development projects. The use of innovative and eco-friendly storm water management practices should be integrated into the design of new developments to the greatest extent practicable. This may include rain gardens, green roofs, rain barrels, dedicated use of gray water, porous concrete parking areas, and other approved measures that may come into accepted use. The testing of proprietary storm water management measures for possible approval should be considered as well.

E11. Support environmental education as a means of reducing the amount of pollutants entering area streams and creeks. Encourage local community involvement in efforts to educate area residents about topics such as the proper use of lawn fertilizers and pesticides, disposal of leaves, grass clippings, and yard debris, storm drain marking, and Adopt-A-Stream programs. Vigorous enforcement of existing water quality regulations by the appropriate local and State agencies is also vitally important.

Bicycle and pedestrian facilities, as seen here, help to reduce vehicle miles traveled and improve air quality.

2

Prosperity Hucks Implementation Guide

2 Implementation Guide

Achieving the vision articulated in this plan will occur incrementally over time through the combined efforts of local government, private property owners, residents, developers and many others. This Implementation Guide is primarily a staff document that outlines specific steps that can be taken by various public and private bodies so that the desired future envisioned in this plan may be realized. These strategies are listed in the Implementation Strategies table that follows; the lead responsible agency and tentative time frame is also included. The strategies are numbered sequentially and correspond to the policies discussed in the Concept Plan. This allows staff to track progress of the plan's policies over time.

Some strategies are physical such as installation of sidewalks or the construction of specific street cross sections. Other recommended strategies are organizational. Some will even require changes to existing City policies, regulations and/or practices.

These strategies do not imply a public or private sector commitment. The Charlotte City Council will not be asked to adopt this Implementation Guide; however, many of the strategies in this section will require future action by elected officials and will be presented to them for approval on a case-by-case basis.

Finally, since conditions change over time, staff will update this Implementation Guide to reflect changes and progress.

Implementation Strategies

The number of each action corresponds to the number for the policy in the Concept Plan.

Policy Number	Action Item	Project Type	Lead Agency	Time Frame
Land Use				
L1-L12 L14-L16	Use land use and community design policies to guide and evaluate development proposals.	Zoning	Planning	As development occurs
L13	Work with Planning GIS staff to modify the Centers, Corridors and Wedges boundary layer reflecting expansion of the Prosperity Village Center as shown on Map 7.	Zoning	Planning	Within 1 month of Plan Adoption
L12 L18	Provide for maximum interconnectivity to the Clarks Creek Greenway through new development proposals.	Zoning	Planning/ Park & Rec.	As development occurs
L17	Minimize impact of new development on the Clarks Creek Nature Preserve through review of development proposals and establishment of a new Hucks Road alignment.	Park/ Open Space	Planning/ CDOT/ Park & Rec.	As development occurs
L19	Work with NC Department of Transportation to finalize management and ownership transfer of the Ridge Road Natural Heritage Site.	Park/ Open Space	CDOT/ Park & Rec.	Short (0-5 yr)
L20	Provide for ongoing school planning and construction as area development continues; consider school sites in close proximity to neighborhoods and within the Village Center.	Public Facilities	CMS	Long (>10 yr)
Community Design				
1A-7F	Use Community Design Policies to guide and evaluate development proposals.	Zoning	Planning	As development occurs

Policy Number	Action Item	Project Type	Lead Agency	Time Frame
Transportation & Streetscape				
T1	Work with developers to provide new sidewalks in accordance with street standards on thoroughfares; Construct sidewalks in some situations when development will not do so in a reasonable time frame.	Transp.	CDOT/ Planning	As development occurs
T2	Seek funding and encourage citizen initiated petitions for elimination of gaps in sidewalk system.	Transp.	CDOT / E&PM / Planning	As development occurs
T3	Seek funding and continuing support for construction of bicycle facilities on thoroughfares.	Transp.	CDOT / E&PM / Planning	As development occurs
T4	Expand transit service based on current and future service plans.	Transp.	CATS/ Planning	Medium (5-10 yr)
T5	Continue construction and upgrading of the thoroughfares in support of the Village Center: ° Prosperity Church Road (western route) ° Loganville Drive (central route ° Prosperity Ridge Road (eastern route) (north of Johnston-Oehler Road only) ° Ridge Road (between Loganville Drive and the new Prosperity Church Road alignment ° Johnston-Oehler Road (within the Village Center) ° I-485 frontage roads, north and south (within Village Center)	Transp.	CDOT / E&PM / Planning	Short (0-5 yr)
T6	Work with petitioners in rezonings to achieve a network of local streets with block spacing in the Village Center of 500 feet or less.	Transp.	CDOT / E&PM / Planning	As development occurs
T7	Work with developers to achieve cross-access and parallel connections within the village center.	Transp.	CDOT/ Planning	As development occurs
T8	Consider construction of a greenway overland connector along DeArmon Road from Clarks Creek Greenway to the Village Center.	Transp.	CDOT/ Park & Rec.	Medium (5-10 yr)

Policy Number	Action Item	Project Type	Lead Agency	Time Frame
T9	Seek funding and work to design and execute extensions & widenenings of key thoroughfares: ° Widen Eastfield Road (from 2 lanes to 4 lanes) from Independence Hill Road to the Cabarrus County line; ° Widen Mallard Creek Road (from 2 lanes to 4 lanes) from Prosperity Church Road to Breezewood Drive; ° Extend Ridge Road (4 lanes) from Prosperity Church Road to Eastfield Road; ° Extend Hucks Road (4 lanes) from Prosperity Church Road to Browne Road.	Transp.	CDOT / E&PM	Long (>10 yr)
T10	Develop and adopt a revised alignment for Hucks Road in the vicinity of Browne Road and Spring Park Drive that does not impact the Clarks Creek Nature Preserve, and construct the street segment.	Transp.	CDOT/ E&PM/ Park & Rec.	Long (>10 yr)
T11	Work with developers and seek funding for upgrades to farm to market roads to accommodate traffic and improve safety: ° Browne Road ° Johnston-Oehler Road (in the wedge ° DeArmon Road	Transp.	CDOT / E&PM	Long (>10 yr)
T12	Work with Park and Recreation and the development community on joint opportunities to secure funding to complete greenways in the plan area.	Transp.	Park & Rec./ CDOT	Medium (5-10 yr)
T13	Encourage bicycle and pedestrian connections on properties adjoining or connecting to the greenway system through the development approval process.	Transp.	CDOT/ Planning	as development occurs
T14	Continue to evaluate and consider funding for design and construction of a second bridge over I-485.	Transp.	CDOT / E&PM	Long (>10 yr)
A1-A14 B1-B2	Use the streetscape standards and street cross sections specified in the plan as the official “Streetscape Plan” for the area in evaluating site plan approvals.	Transp	CDOT/ NCDOT/ Planning	as development occurs

Policy Number	Action Item	Project Type	Lead Agency	Time Frame
Infrastructure & Public Facilities				
I1	Complete a network of interconnected open space through the park and greenway system.	Park	Park & Rec.	Medium (5-10 yr)
I2	Seek opportunities to create civic plazas and squares as elements of the Village Center through the development process and public projects.	Park	Planning/ Park & Rec./ CDOT	as development occurs
I3-I4	Maintain and upgrade as needed water and sewer as well as stormwater infrastructure in the area.	Utilities	CMU / E&PM	Ongoing
I5	Provide for ongoing school planning and construction as area development continues; consider school sites in close proximity to neighborhoods and within the Village Center.	Education	CMS/ Planning	Long (>10 yr)
I6	Continue interdepartmental collaboration to identify and coordinate joint use opportunities.	Planning/ Capital Facilities	Planning/ E&PM	As development occurs
Environment				
E1	Use the land development process to implement land use and environmental policies.	Zoning	Planning	As development occurs
E2-E3	Work to implement the City's Tree Canopy Goal by 2050, by working with local groups such as Tree Charlotte in planting over 2,000 trees in the public rights of ways and seek opportunities on private properties when possible.	Land Development/ Tree Ordinance	E&PM / Planning	As development occurs
E4	Establish and maintain Clarks Creek Nature Preserve; seek alternative route for Hucks Road connection.	Park	Park & Rec./ CDOT/ Planning	Medium (5-10 yr)
E5	Work with NC Department of Transportation to finalize management and ownership transfer of the Ridge Road Natural Heritage Site.	Environment	CDOT/ Park & Rec.	Short (0-5 yr)
E6-E11	Continue to apply the City's existing environmental ordinances such as the tree Ordinance (and subsequent text amendments) as well as Post Construction Controls Ordinance in preserving the city's tree canopy, and improving storm water runoff.	Land Development	E&PM / Planning	As development occurs

3

Prosperity Hucks

Appendix
(Existing Conditions)

3 Appendix (Existing Conditions)

A thorough review and understanding of existing conditions – physical, economic, and social – was needed to identify the opportunities and constraints facing the plan area, and to develop the plan vision, goals, and policies. The following discussion highlights the existing conditions, trends, and forecasts most significant to the plan area.

The Prosperity Hucks plan area encompasses approximately 6,200 acres located in the northeast portion of Charlotte. Most of the plan area is within the City limits, only a small portion at the western most edge still unincorporated. The final portion of the I-485 loop is under construction through the center of the area.

Identifying landmarks within the plan area include Mallard Creek High School and Community Park, The Tradition Golf Course, Hucks Road Community Park, Clark's Creek Nature Preserve, and Eastfield Village.

Per the City's *Centers, Corridors and Wedges Growth Framework*, the center of the plan area is identified as an Activity Center, referred to as Prosperity Church Road/I-485. An Activity Center is defined as a focal point of economic activity typically with a concentration of compact development. In this plan, the Activity Center is referred to as the Prosperity Village Center. Most of the plan area is mapped in the Wedge category. A Wedge is defined as low-density residential, with services that primarily support the neighborhoods. A more detailed discussion of the *Centers, Corridors and Wedge Growth Framework* (2010) can be found in the Policy Framework section of the Concept Plan.

Much of the wedge neighborhood area has been built out with single family neighborhoods. By contrast, the activity center has considerable undeveloped land, largely because the I-485 interchange has yet to be completed.

Demographic Profile

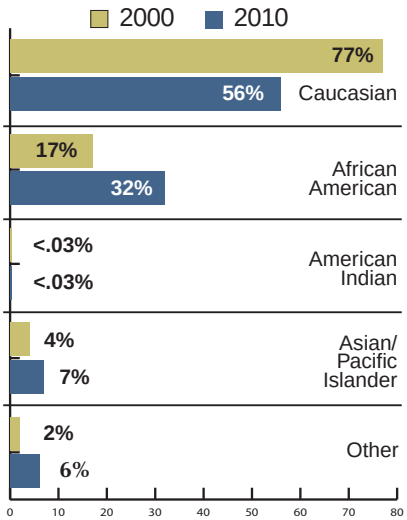
Population

According to US Census Bureau, the population in the plan area almost doubled in the last decade. 12,429 people lived in the plan area in 2000, which increased to 24,469 in 2010.

- 31% were between the ages of 0 and 19
- 31% were between the ages of 20 and 39
- 29% were between the ages of 40 and 61
- 9% were age 62 and older

Source: US Census Bureau

Population Characteristics



People of Hispanic origin are not listed as a separate category, since they may be of any race. Their percentages were: 3% in 2000 and 7% in 2010.

Source: 2010 US Census Data

Income and Housing Values

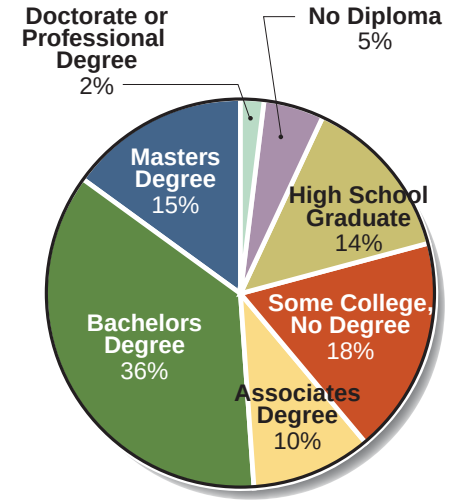
The median household income in the plan area was $76,742, according to 2006-2010 American Community Survey estimates. This is well above the median household income of $52,446 for City of Charlotte. The median home value was $190,136; more than the median home value for the City which was $173,300. (*Source: 2006-2010 American Community Survey)*

Households

Based on 2010 Census data, there were 9,129 households in the plan area with an average household size of 2.68 persons per household. The majority of the homes were owner occupied (82 percent).

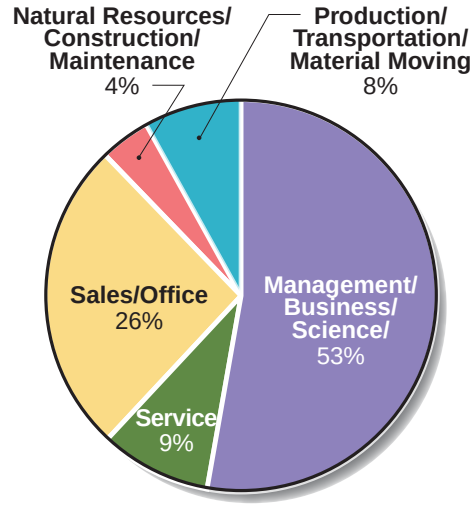
Household Characteristics					
Housing Units		Households		Household Population	
9,635		**9,129**		**24,469**	
Owner Household			Renter Household		
7,500 (82%)			**1,629** (18%)		
One Person Household		Married Couple Household		Average Household Size	
2,033 (22%)		**5,156** (56%)		**2.68**	
Median Household Value			Median Household Income		
Plan Area	**$190,136**		Plan Area	**$76,742**	
Charlotte	**$173,300**		Charlotte	**$52,446**	
Source: 2010 U.S. Census Data, 2006-2010 American Community Survey (ACS)					

Educational Level



Source: 2006-2010 American Community Survey (ACS)

Employment Industry



Source: 2006-2010 American Community Survey (ACS)

Education

Education levels are reflected in the type of jobs held by the residents.

- 53% have a bachelors or higher degree education,
- 28% have an associate degree or at least some college education.

Employment

The majority of the working population (age 25+) in this area has some college education.

- 53% of jobs are in the management professional category,
- 26% of jobs are in sales and office category.

Policy Framework

The following key documents provide guidance and direction for this plan:

Centers, Corridors and Wedges Growth Framework

The *Centers, Corridors and Wedges Growth Framework* establishes a vision for future growth and development. It does this by identifying three geographic land use categories for Charlotte's sphere of influence, and outlining the desired characteristics of each of these geographies:

- **Activity Centers** are generally appropriate for new growth, with the type and intensity of development corresponding to the Center type.
- **Growth Corridors** are often priority locations for new growth, especially in identified Transit Station Areas.
- **Wedges** will remain predominantly low density residential with limited higher density housing and neighborhood serving commercial uses.

Much of Charlotte's future moderate to higher intensity development is expected to occur within five major Growth Corridors and in designated Activity Centers. This will help maximize existing infrastructure and services.

Map 1 in the Concept Plan section of this document shows the general layout of Centers, Corridors and Wedges. The plan area is at the northeast corner of Charlotte's jurisdiction along the route of I-485 currently under construction. The center of the plan area is designated as an Activity Center. The bulk of the plan area is shown in a Wedge. Part of this plan process includes refinement of the Centers, Corridors and Wedges boundaries.

General Development Policies

The *General Development Policies* are adopted policies on various topics relevant to development and redevelopment in Charlotte-Mecklenburg. In particular, they address residential location and design, retail-oriented mixed/multi-use centers and transit supportive development. Additionally, the *General Development Policies* provide guidance to minimize negative environmental impacts of land development and to more closely link land use and development decisions to the availability of infrastructure to support it. This plan builds upon the *General Development Policies'* guidance in these areas: Residential Location and Design, Retail-Oriented Mixed/Multi-Use Centers, Environmental and Infrastructure.

Northeast District Plan

The *Northeast District Plan* (1996), is one of six geographic district plans covering Charlotte's planning jurisdiction. It addresses a wide range of physical development issues and provides parcel-specific land use policies within the district. This plan will update the *Northeast District Plan* for the plan area.

The plan and principal area thoroughfare are namesake of the historic Prosperity Presbyterian Church.

Some existing retail development within the Activity Center displays a high level of finish quality.

Prosperity Church Road Villages Plan

The *Prosperity Church Road Villages Plan* (1999), is a land use and urban design plan prepared for the Prosperity Church Road/I-485 interchange area, generally corresponding to the Activity Center in this plan. This plan will build upon concepts from the Villages plan, while updating the policies and boundaries.

Northeast Area Plan

The *Northeast Area Plan* (2000); is a plan for neighborhoods generally southeast of Mallard Creek Road and Beard Road. While mostly separate from this plan area, a portion does extend along Ridge Road and Johnston-Oehler Road into the Prosperity Hucks area. As such, this plan will update policies for the area of overlap.

Transportation Action Plan

The *Transportation Action Plan* (2006, updated 2011) defines short and long-term policies for accommodating motor vehicles, transit riders, bicyclists and pedestrians together with an implementation "blueprint" for improvements. The Transportation Action Plan's comprehensive "toolbox" of transportation programs will help implement the recommendations made in this plan.

2030 Transit Corridor System Plan

The *2030 Transit Corridor System Plan* (2006) is a long-range multi-modal transportation plan that identifies five transportation corridors, a series of Center City improvements, and enhanced bus service and facility improvements throughout the region.

Urban Street Design Guidelines

The *Urban Street Design Guidelines* (2007) offer a comprehensive approach to designing new and modified streets within the City. They are also a key component of the Transportation Action Plan, and were used in developing this plan to assist with street classifications and cross-sections that will guide the design and redesign of streets. The *Urban Street Design Guidelines* also address integrating land use and transportation to create synergy between the streets and the land uses adjacent to them.

Greenway Master Plan Update

The *Greenway Master Plan Update* (2008) identifies an expanded greenway network and greenway trail system throughout Mecklenburg County. As land is acquired and set aside over time, the greenway system should also improve water quality by reclaiming natural floodplains, protect wildlife habitats and open space, and provide recreational and educational opportunities for residents. The development and extension of park and greenway elements running through the plan area are important elements of the plan.

Land Use and Zoning

Existing Land Use

There are a total of about 6,200 acres within the plan area. Of that, 806 acres are within street right-of-way. Single family residential uses comprise the largest use, with 33% of the total. Open Space/ Recreation and Vacant land constitute substantial elements of the plan area. Large lot residential, generally thought to have a high potential for redevelopment, also is a sizeable element. Otherwise, there is no other dominant use group. The Existing Land Use is shown on Map A1, and in the following table.

Existing Land Use

Land Use	Acres	% of Total
Single Family - Detached	2017	33%
Multi-Family	216	3%
Office	7	0%
Retail	53	1%
Civic/Institutional	296	5%
Vertical Mixed Use	3	0%
Agriculture	282	5%
Large Lot Residential	563	9%
Utility	31	1%
Open Space/Recreation	1072	17%
Vacant	854	14%
Right-Of-Way	806	13%
Total	6200	100%

Source: Charlotte-Mecklenburg Planning Department database, February 2013

Agriculture

Large Lot Residential

Single Family - Detached

Multi-Family

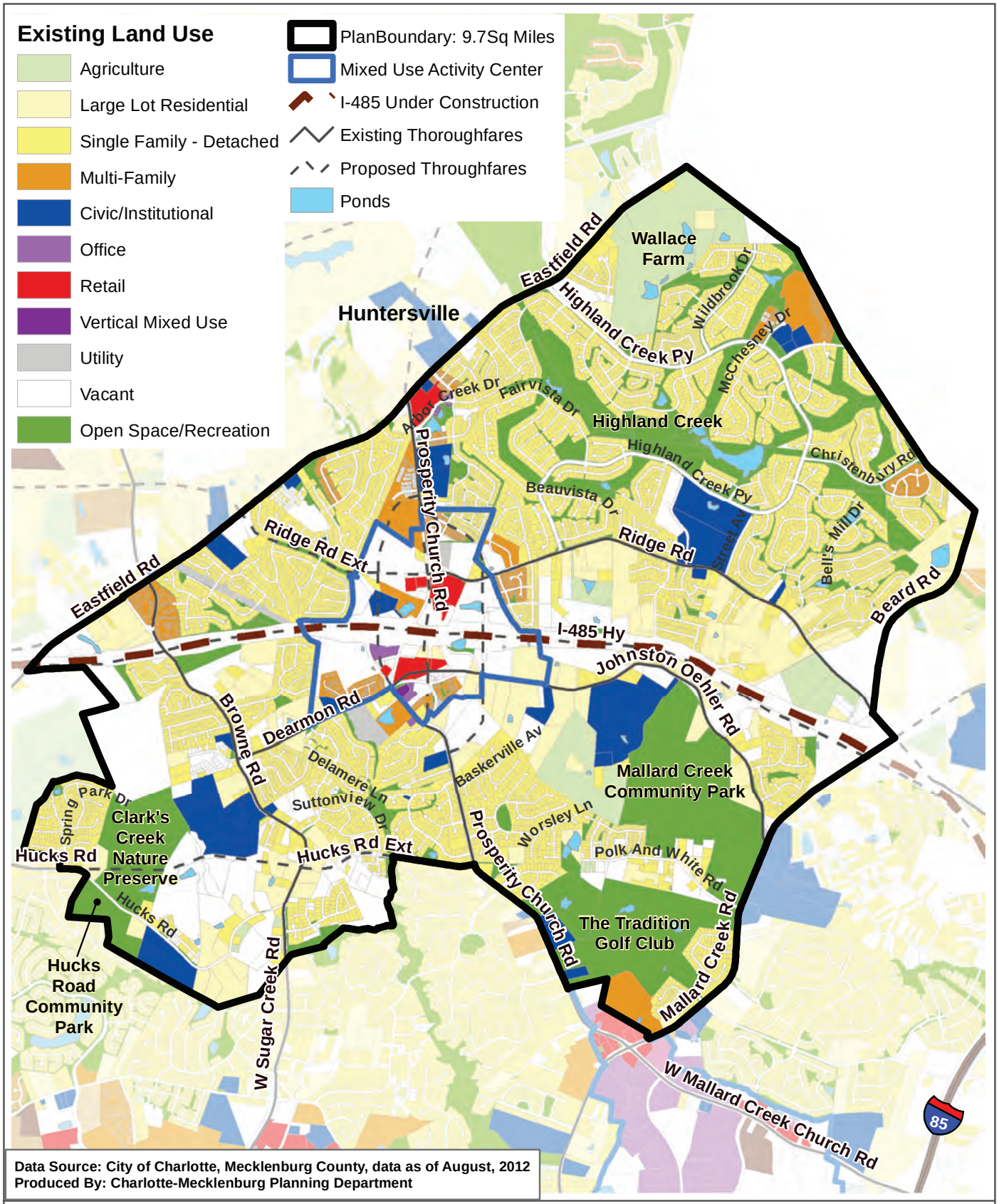
Civic/Institutional

Office

Retail

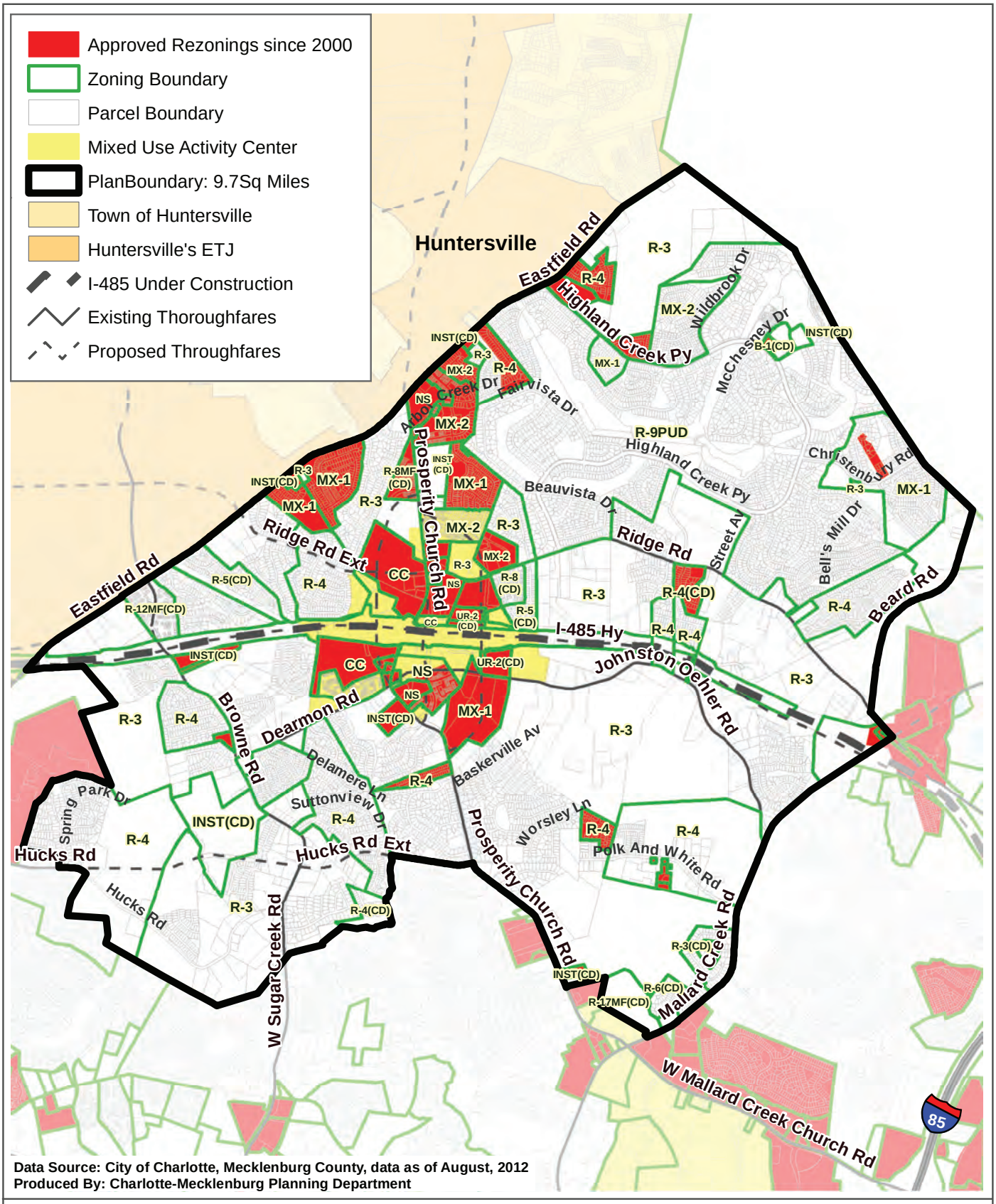
Vertical Mixed Use

Open Space/Recreation



Existing Land Use

Prosperity Hucks Area Plan



Existing Zoning

Prosperity Hucks Area Plan

Existing Zoning

As shown in the table below and in Map A2, most of the plan area is zoned Residential, with single family zoning being the bulk of that. Most of the public and private open space and the schools within the plan area are included in the single family zoning districts. The mixed use residential category includes single family and some slightly higher density development such as townhomes, built as part of planned developments. Multi-family zoning is a very small part of the plan area.

The various business, office, and commercial zoning districts are a small component of the overall plan area but focused within the Mixed Use Activity Center.

Map A2 shows properties that have been rezoned in the period since 2000 in red. This includes a large portion of the Prosperity Village Center (Mixed Use Activity Center). Almost all of the rezonings have been approved with conditional plans, generally providing for street connectivity and pedestrian friendly building placements. While a few of the rezoned properties have begun construction, most have not moved forward, as previously noted in the Existing Land Use statistics. This reflects economic difficulties since 2008, as well as owners' intentions to await stronger market conditions as I-485 comes online.

Existing Zoning

Zoning Category	Acres	% of Total
Residential	5,640	94%
Single Family	*3,911*	*65%*
Multi-Family	*111*	*2%*
Urban Residential	*22*	*0%*
Mixed Use Residential	*1,596*	*27%*
Institutional	128	2%
Business	110	2%
Commercial Center	99	2%
Office	<1	0%
Total	5978	100%

Source: Charlotte-Mecklenburg Planning Department database, February 2013

Single family neighborhoods along Highland Creek Parkway, built as a planned development, exhibit a range of forms.

Townhouses along the edge of the planned Activity Center are consistent with the future vision.

Retail centers within the planned Activity Center have some attractive design features.

Building Permits

Recent building permit activity for the plan area is shown in the tables below and on Map A3, Building Permit Activity. Permits for single family detached housing units peaked in 2000 where as building permits for attached housing units saw the highest numbers in 2005. There has been a substantial decline in residential permitting activity since 2008. As seen in the Non-residential Building permits table, these building types generally have followed a pattern similar to attached housing.

Residential Building Permits

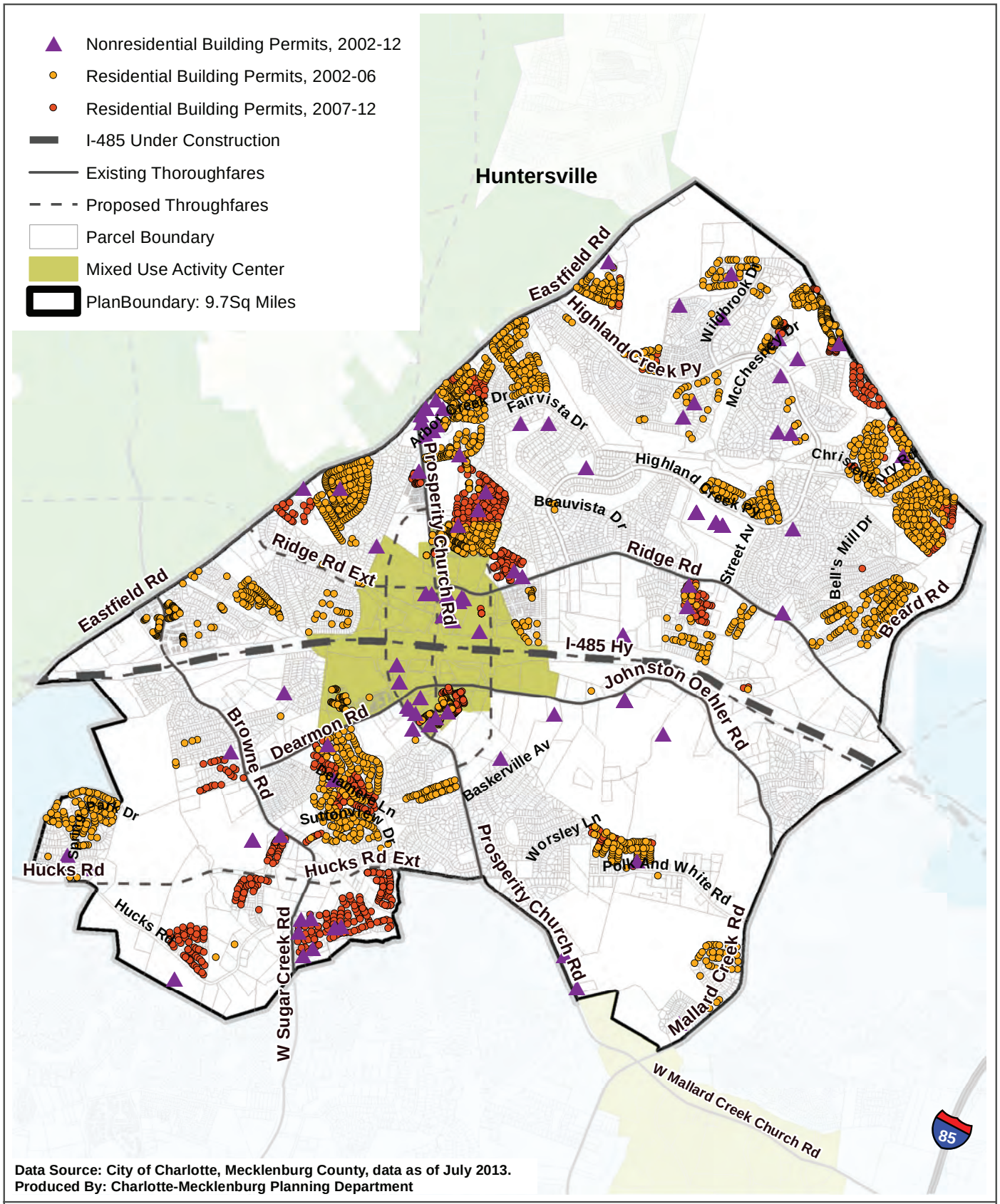
Year Issued	Single Family Detached	All Attached Units	Total Building Permits
2000	808	146	954
2001	643	147	790
2002	453	146	599
2003	423	115	538
2004	325	154	479
2005	238	188	426
2006	371	167	538
2007	271	81	352
2008	98	53	151
2009	86	12	98
2010	79	56	135
2011	44	17	61
Total	**3,839**	**1,282**	**5,121**

Source: Mecklenburg County Building Permit Data

Non-Residential Building Permits (Square Feet)

Year Issued	Recreational Buildings	Religious Buildings	Medical Facilities	Banks/ Offices	Educational Buildings	Retail Shops/ Restaurants	Other Non-Residential	Total Heated Sq Ft
2000						35,689		**35,689**
2001			38,008		11,680			**49,688**
2002						13,824		**13,824**
2003				13,382		107,083		**120,465**
2004	1,236	3,390		8,226	11,258	20,432		**44,542**
2005	2,691	18,000		119,355	402,326	20,436		**562,808**
2006	2,995		98,922	513	25,197	15,945	5,517	**149,089**
2007		2,596		10,464	85,289	4,025	1,663	**104,037**
2008					174,772			**174,772**
2009				466	103	3,592	1,221	**5,382**
2010					1,536		650	**2,186**
2011		60,590				9,584		**70,174**
TOTAL	**6,922**	**84,576**	**136,930**	**152,406**	**712,161**	**230,610**	**9,051**	**1,332,656**

Source: Mecklenburg County Building Permit Data



Data Source: City of Charlotte, Mecklenburg County, data as of July 2013.
Produced By: Charlotte-Mecklenburg Planning Department

Building Permit Activity

Prosperity Hucks Area Plan

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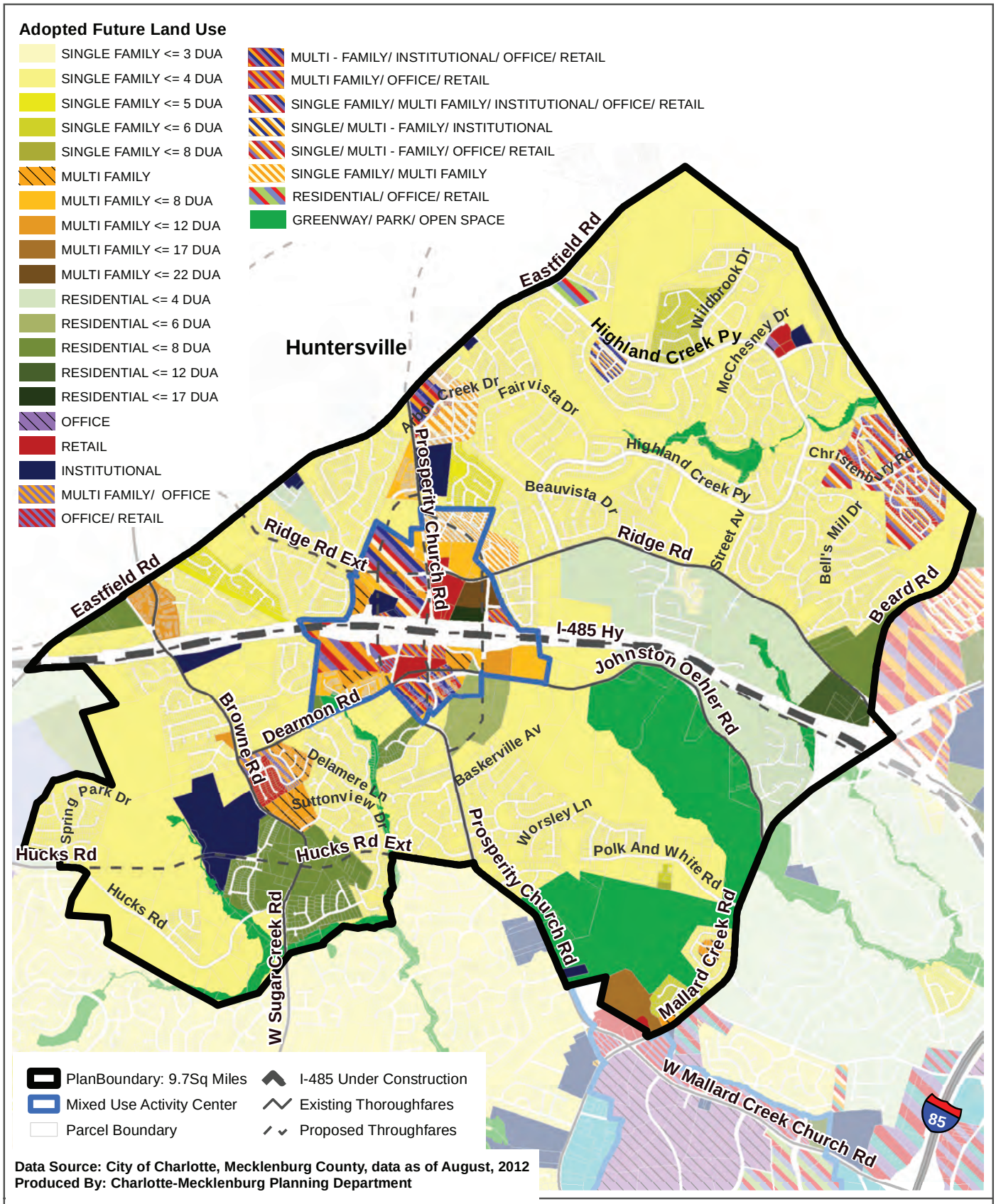
Adopted Future Land Use
SINGLE FAMILY <= 3 DUA
SINGLE FAMILY <= 4 DUA
SINGLE FAMILY <= 5 DUA
SINGLE FAMILY <= 6 DUA
SINGLE FAMILY <= 8 DUA
MULTI FAMILY
MULTI FAMILY <= 8 DUA
MULTI FAMILY <= 12 DUA
MULTI FAMILY <= 17 DUA
MULTI FAMILY <= 22 DUA
RESIDENTIAL <= 4 DUA
RESIDENTIAL <= 6 DUA
RESIDENTIAL <= 8 DUA
RESIDENTIAL <= 12 DUA
RESIDENTIAL <= 17 DUA
OFFICE
RETAIL
INSTITUTIONAL
MULTI FAMILY/ OFFICE
OFFICE/ RETAIL
MULTI - FAMILY/ INSTITUTIONAL/ OFFICE/ RETAIL
MULTI FAMILY/ OFFICE/ RETAIL
SINGLE FAMILY/ MULTI FAMILY/ INSTITUTIONAL/ OFFICE/ RETAIL
SINGLE/ MULTI - FAMILY/ INSTITUTIONAL
SINGLE/ MULTI - FAMILY/ OFFICE/ RETAIL
SINGLE FAMILY/ MULTI FAMILY
RESIDENTIAL/ OFFICE/ RETAIL
GREENWAY/ PARK/ OPEN SPACE
Huntersville
Eastfield Rd
Wildbrook Dr
Highland Creek Py
McChesney Dr
Creek Dr
Fairvista Dr
Prosperity Church Rd
Highland Creek Py
Christenbury Rd
Beauvista Dr
Ridge Rd Ext
Ridge Rd
Street Av
Bell's Mill Dr
Eastfield Rd
Beard Rd
I-485 Hy
Johnston Oehler Rd
Browne Rd
Dearmon Rd
Delamere Ln
Baskerville Av
Spring Park Dr
Suttonview Dr
Worsley Ln
Hucks Rd
Hucks Rd Ext
Prosperity Church Rd
Polk And White Rd
Hucks Rd
W Sugar Creek Rd
Mallard Creek Rd
W Mallard Creek Church Rd
85
PlanBoundary: 9.7Sq Miles
Mixed Use Activity Center
Parcel Boundary
I-485 Under Construction
Existing Thoroughfares
Proposed Throughfares
Data Source: City of Charlotte, Mecklenburg County, data as of August, 2012
Produced By: Charlotte-Mecklenburg Planning Department
Adopted Future Land Use
Prosperity Hucks Area Plan
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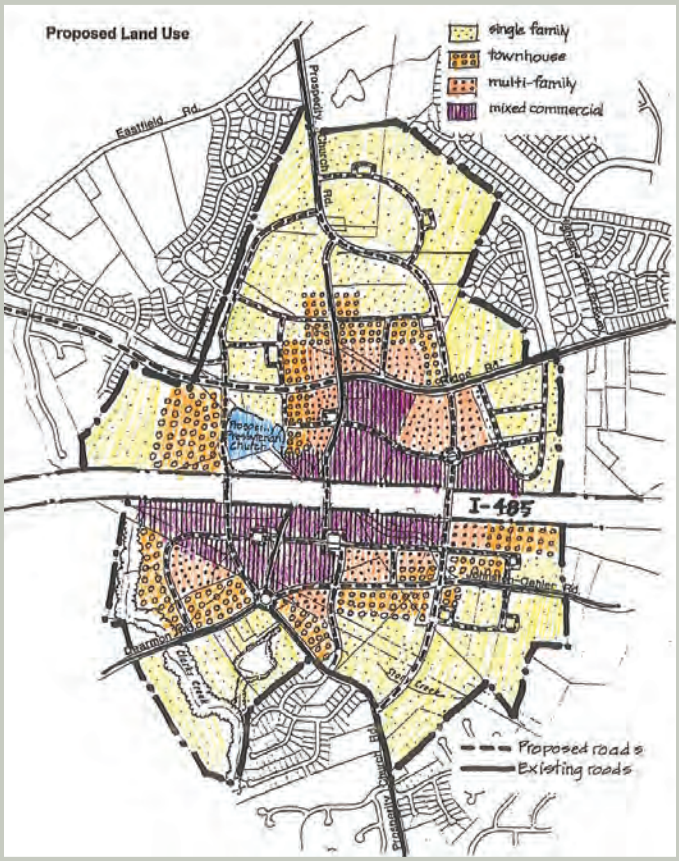
1

Adopted Future Land Use

Adopted future land use for most of the plan Area is designated by the *Northeast District Plan*, adopted in 1996. The *Prosperity Church Road Villages Plan*, adopted in 1999, covers the I-485 interchange area, generally corresponding to the Activity Center or Village Center in this plan. A small portion of the plan area was included in the Northeast Area Plan, adopted in 2000. Adopted land use from these plans has been modified over time by rezonings approved since the plans' were adopted. See map A4.

In general, property in the vicinity of the Prosperity Village Center is shown as mixed use, retail, multi-family, and other higher density uses. The surrounding Wedge areas are mostly lower density residential uses with a scattering of open space, institutional, and other uses supportive of neighborhoods.



The Proposed Land Use map from the 1999 Villages Plan called for a hierarchy of land uses, with the highest density of mixed use at the center.

The Wallace Farm is an existing agricultural use, expected to be redeveloped at some point in the future.

Vacant wooded land within the Activity Center sits across Ridge Road from retail built up to the street edge.

Multi-story mixed use building at the street edge of Prosperity Church Road is a model for future area development.

Community Design

The plan area consists of the Prosperity Village Activity Center and the surrounding residential neighborhoods.

Prosperity Village Center

The 419 acre activity center, Prosperity Village, is in the approximate geographic center of the plan area. It encompasses the area surrounding the new I-485 interchange area and its accompanying street network, and is roughly equal to the plan area of the 1999 Prosperity Church Road Villages Plan. Prosperity Church Road is currently the only north-south street linking the two sides of the interstate, although this will change as the new road system is developed.

The southern part of the village center includes a mix of medium density residential uses, primarily townhomes, as well as office and retail uses. The largest retail site is the 9-acre Bi-Lo center, a suburban-style supermarket with three auxiliary retail buildings and a broad expanse of surface parking between the buildings and the street.

The northern half of the center includes similar uses to the southern half, with a concentration of retail uses at the Prosperity Church-Ridge Road intersection. There is also a retail center at Prosperity Church and Eastfield Roads, with outparcel buildings that front the street with parking behind, a pattern of development preferred over large parking fields between the street and the buildings. In addition to the many townhomes, live/work, and multi-family units in the area, there is a mobile home community providing affordable single family housing, plus a large church campus.

Spread throughout the center are several large tracts of undeveloped land or land devoted to agricultural use, although much of this land will likely be developed for more intense uses in the future.

New multi-family residential development along Ridge Road in the northern portion of the village center is situated between existing townhomes and a retail center.

Existing supermarket centers, with parking fields out front, do not represent expectations for future projects.

Wedge Neighborhoods

Outside of the Prosperity Village activity center, the plan area consists primarily of residential subdivisions, agricultural lands, and open space.

The largest residential development is Highland Creek, which occupies more than two square miles of the northeast portion of the plan area, not including the portion that is in neighboring Cabarrus County.

Development of Highland Creek as a planned community began in the early 1990's, and undeveloped sections are still being built today. Typical of residential subdivisions of the era, it is composed of distinct neighborhoods accessed from a central parkway, each with its own name and identity.

The road network is characterized by winding residential streets emanating from the central parkway, punctuated with numerous cul-de-sacs. The predominant housing type in the subdivision is single family, two stories in height, sided with clapboard, brick, and/or stone, built in a traditional or Colonial architectural style.

The Highland Creek Golf Club meanders through the subdivision, providing open space and recreation, as does a walking trail network and several smaller parks, swimming pools, and amenity areas.

Most of the other residential subdivisions in the wedge area, while not as expansive, share Highland Creek's characteristics in terms of age, neighborhood design, and character.

There are several large lot single family homes in the wedge area, some dating to the 1950's and earlier. Some of these homes are associated with small agricultural uses like "family farms". The largest agricultural use in the wedge area is Wallace Farm, a commercial producer of compost and mulch. Occupying about two acres in the northeast corner of the plan area, its original farmhouse dates to 1921.

Single family homes in the Highland Creek neighborhood are often clustered around cul-de-sacs. The adjacent golf course provides open space and recreation.

Large lot single family homes like this are scattered throughout the wedge area. They are sometimes part of a family farm.

Market Analysis

Noell Consulting Group (NCG) conducted a market analysis of the Prosperity Hucks Area. The market analysis was used in the plan process as one of many sources of information and ideas. In particular, it was used as a reality test to confirm the types and locations of land uses included in the plan. The opinions and data following in this section are extracted from the consultant's market analysis.

The plan area has an abundance of stable neighborhoods in a relatively quiet suburban setting. It has park space, schools, and solid access to neighborhood retail services. Regional access is due for substantial improvement with the expected opening of the I-485 extension.

The Prosperity Hucks area is not a significant employment area today, with the greatest concentrations of employment being in local-serving industries, including restaurants (food services), health care, and retail trade. The majority of these jobs are low to moderate-paying, with higher -paying professional services and finance & insurance jobs being located closer to the University Research Park.

Relative to the Northeast District, and particularly to the county overall, the area is lacking in higher paying finance & insurance and professional services jobs, which are largely located around Center City and in areas south.

Overall, households in the Prosperity Hucks area are more affluent than those found in the Charlotte jurisdiction. Of particular note is the lack of low-income households in the area and the high amount of middle- to upper-middle income households (those earning between $75,000 and $150,000), which equates to home prices of around $200,000 to $400,000.

Retail

Prosperity Hucks largely serves as a neighborhood-serving retail core anchored by grocery, drug stores, and local-serving retail and office users. While it is not anticipated that big box retailers will be attracted to the Prosperity Hucks area, it is worth noting the significant distance that exists between this area and other big box cores, most of which are five or more miles away. Bryton, just westward along I-77 in Huntersville, has the potential to capture this market, but the study area geographically is well-positioned to catch these retailers' attention.

Retail Opportunities: Several short- and long-term retail opportunities exist in the plan area:

- Pull existing retail centers together via streetscaping, key design elements and infilling of neighborhood retail to create greater sense of a core;
- Infill restaurants and other food opportunities and add residential components to core;
- Recognize potential for big box retail and address through the planning process.

Multi-story buildings provide for a mix of uses that pull this retail center together and create a sense of a core.

Site design elements such as this fountain add significantly to the ambiance of this center.

Office

The Prosperity Hucks Area is located between two office cores: the newly emerging I-77 North core and the more mature University core. Over the past five years the I-77 North core has outperformed the University area and has gained market share relative to Mecklenburg County. This core is driven by the growing affluence of North Mecklenburg and quick access to Downtown. The University area's multi-tenant market, meanwhile, has lost market share over the last five years, as the area generally lacks executive housing and a sense of location needed to attract office tenants. The exception to this are large-scale build-to-suit projects in University Research Park, which do not show up in these numbers.

On a regional level the Prosperity Hucks area has not offered the key factors needed to attract larger-scale office development:

- The area is not proximate to a significant base of executive housing, most of which can be found south of Center City with a secondary core around Lake Norman;
- The area has also lacked access to the region's freeway network, something that will change in the next few years.

In the coming years Bryton and the I-77 North Corridor will likely account for a large share of "northside" multi-tenant office tenant growth while University Research Park will account for the larger, back-office corporate users.

On a local level the Prosperity Hucks plan area lacks the demand generators and regional access found at nearby freeways. The local/neighborhood-serving orientation of the existing retail and the low-density environment indicate a more local-serving office play may be most appropriate. These factors, combined with the lack of nearby local-serving office cores, indicate a moderately-strong opportunity for neighborhood-type office uses.

Office Opportunities: Significant depth exists in the area for local-serving office tenants, many of which are located in retail centers today or are in nearby areas such as the University City core or along I-77. Assuming a better than fair share capture of demand, we believe the Prosperity Hucks area can support around 60,000 square feet of local-serving office and 25,000 square feet of demand from retail-using services.

- Create a greater sense of lifestyle in the area by furthering a mixed use environment and enhancing walkability, providing a relatively unique environment in Northeast Mecklenburg.
- I-485, while not enough to create a regional location, furthers the potential to attract local-serving office users.
- Focus on smaller, local-serving office users under 5,000 SF in size. This includes a mix of medical users, and smaller professional firms such as accountants, lawyers, architects, real estate agents-those that serve area residents.

The Prosperity Hucks office market is focused on locally serving office and medical facilities such as this.

Rental Housing

The improved access to the Prosperity Hucks area will further residential opportunities in the plan area; opportunities that could extend to a wider range of housing opportunities beyond conventional single-family and townhouse product. This access will complement already solid neighborhood retail, access to area parks and greenways, and solid schools. Still missing from the area is a lack of a walkable retail or mixed use core, something that offers strong appeal to younger singles and couples in particular.

Northeast Mecklenburg, which includes the Prosperity Hucks area, has a history of being slightly overbuilt, with vacancies averaging close to 8% since 1995. This said, the submarket has seen vacancy rates drop significantly over the last couple of years and is now approaching a 5% vacancy rate, considered healthy for Class A rental apartments.

The Harris/Northeast Mecklenburg submarket has been among the most active in the Charlotte region over the past 17 years, capturing nearly 25% of all Mecklenburg County absorption. This equates to an average annual absorption of more than 500 units annually during the entire period. Due to a relatively consistently high vacancy rate and steady construction, rent growth in the Harris/Northeast Mecklenburg submarket has averaged around 1.2% since 1995, about half the rate seen in Mecklenburg County overall.

Rental Residential Opportunities: With the extension of I-485 through the Prosperity Hucks area, and the increased regional access it will provide, we believe demand potential for new rental product in the area will increase significantly, particularly in the next 8 years. Over time, competition will likely shift to areas such as Bryton and along the planned Blue Line Extension to UNC Charlotte, tempering long-term demand. Still the presence of significant neighborhood retail, the existing low-density neighborhood environment, and the access provided by I-485 will be attractive to many renters in the market.

For Sale Housing

Like the Charlotte region overall, Northeast Mecklenburg has seen a sharp drop-off in sales volumes (down 82%) and new home prices (down 20% from peak). Over the next few years sales volumes will increase in Northeast Mecklenburg, albeit at a level below that seen in the mid 2000's, with townhouses potentially accounting for a greater share of product mix.

Home prices in the Prosperity Hucks Area are generally relatively affordable and are consistent with those seen in Mecklenburg County overall. Townhouse product serves as a price-alternative to single-family homes in the area, with some buyers choosing townhouse product for lifestyle purposes. North of Eastfield Road, Skybrook and Olmsted have been able to achieve significantly higher home prices, driven in part by their lower development intensities and golf & nature orientations.

This new multi-family building will serve the increasing demand for new rental product in the plan area.

The Shad's Landing retirement community is a specialized element of the area's multi-family market.

While the Prosperity Hucks area has seen a gradual loss in market share for new detached and attached home sales over the past few years, the extension of I-485 through the area will result in an increased capture in the coming 5 to 10 years given its improved accessibility to the region's freeway network and regional employment cores. Over time, as the area builds out, captures of new for-sale residential, particularly single-family detached product, will decrease.

For Sale Residential Opportunities: The Prosperity Hucks area is well-positioned to regain market share as I-485 increases regional access to area residents. To this, value creation and broadening housing appeal will be important to the long-term sustainability of the area.

- Infill attached for-sale and rental residential adjacent to existing retail core to enhance walkable environment. This could include adding product targeting more mature singles and couples.
- Identify opportunities for street-oriented rental apartments, attracted to the area by the enhanced access provided by I-485.
- Continue infill of single-family homes, focusing on connectivity and value creation to enhance the lifestyle proposition of the area.

Market Demand Summary

Market Demand by Land Use 2011-2030

Category	Quantity	Acres
Retail	444,329 s.f.	41.7
Office	97,547 s.f.	9.0
Rental Residential	1,188 units	46.0
For Sale Attached Residential	612 units	40.8
For Sale Detached Residential	2,322 units	513.5
Total	541,876 s.f.; 4,122 units	651.0

Source: Noell Consulting Group projections, December 2012

Attached single family in and adjacent to the Village Center will continue to have strong appeal.

The single family home market will continue to be a focus within the Wedge neighborhoods of the plan area.

Village Center Capacity

The market study forecasted the demand for additional development in the plan area by 2030. This analysis compares the Village Center's land use capacity at buildout to that demand.

Most existing land uses within the plan area are expected to remain. Properties are classified as "Vacant & Underutilized" if the site is vacant, or if it consists of a house on three acres or more.

Because the plan calls for Wedge neighborhoods to remain largely low density, all projected future land uses except for single family detached residential were attributed to the Village Center. New Institutional uses were not tracked because there are no market projections for comparison.

The plan calls for a revised future land use, including areas with a mix or option of uses. Land in mixed use areas was allocated among the basic market uses for both existing and future projects.

The chart below shows calculations of building area (or dwelling unit count) for each use type.

- First is the existing land use. This represents a baseline, with 249 acres available for future development within the Village Center.
- Next is the Market demand for each use type (above what already exists), as previously discussed. Because nearly all future detached residential is expected to be in the Wedge area, it is omitted from this analysis.
- The third set of columns shows development that is already approved but not built. A number of small lot detached homes are included in these approvals. All of this will account for 177 acres of the available Village Center land.
- The final columns show additional market demand after subtracting the approved but unbuilt projects. Note that planned office uses may exceed demand, but retail demand makes up for that. The acreage expectation is based on conservative project yields. The 90.4 acres of estimated demand is more than the 72.9 acres of vacant and underutilized land within the Village Center unaccounted for.

This analysis indicates that there is sufficient market demand for available land within the Village Center over the coming years to support its continuing development, and that it can develop without impacting nearby existing centers. Because much of the Village Center is recommended for a mix of uses, there is considerable flexibility in the allocation of land uses to accommodate changing demand patterns. Density in mixed use projects may exceed these conservative estimates, but institutional and open space uses will also find their way into the Village Center.

Village Center Development Potential Compared to Market Demand

Category	Existing Land Use		Market Demand	Development Approved but unbuilt		Additional Demand Capacity	
	Quantity	Acres	Quantity	Quantity	Acres	Quantity	Acres
Retail	267,214 s.f.	53.0	444,329 s.f.	200,000 s.f.	30.0	244,329 s.f.	24.4
Office	74,637 s.f.	7.3	97,547 s.f.	173,300 s.f.	22.0	(75,753)	(7.6)
Institutional, Open Space, Other Non-residential	180,536 s.f.	86.5					
Multi-family Residential	361 units	16.4	1,188 units	626 units	33.0	562 units	25.5
Attached Residential	632 units	116.0	612 units	228 units	30.0	384 units	48.0
Detached Residential	331 units	74.0		288 units	62.0		
Vacant & Underutilized		249.9					
Total	522,387 s.f.; 1,324 units	603.1	541,876 s.f.; 1,800 units	373,300 s.f.; 1,142 units	177.0	168,576 s.f.; 946 units	90.4

Source: Charlotte-Meckkenburg Planning Department data, August 2013; Noell Consulting Group projections, December 2012

Public Safety

The Charlotte-Mecklenburg Police Department (CMPD) was asked to evaluate the impact that future growth in the Village Center may have on crime and public safety. They looked for an older, more built-up area with comparable demographic and locational characteristics, but with substantial commercial and multi-family residential components already in place. The South Charlotte area in the vicinity of Pineville-Matthews Road extending roughly from Pineville to the Arboretum fit the bill with its proximity to I-485 and golf course orientation of some neighborhoods.

The chart below shows a comparison of Police Department crime statistics for the period October 1, 2012 to September 30, 2013, aggregated into a few broad categories. Shown are figures for Prosperity Hucks, for the South Charlotte comparison area, and for the CMPD jurisdiction as a whole. The figures per 10,000 population allow for easier comparison. Also shown are census population and dwelling unit counts for each area as a reference.

As can be seen here, the crime numbers per 10,000 residents are quite similar within the two areas, while the numbers for the CMPD city-county full jurisdiction overall are far higher. The prior year's statistics were very similar, with the crime rate in the Prosperity Hucks area slightly exceeding the comparable area in a few more of the categories. This would indicate that the area's crime rate should not rise significantly due to expected increases in commercial and multi-family residential, but remain relatively steady given the overall demographics of the area.

Crime data comparison, Prosperity Hucks and other areas Oct 2012-Sep 2013

Category	Prosperity Hucks plan area		South Charlotte comparison area		CMPD city-county full jurisdiction	
	Quantity	per 10k pop.	Quantity	per 10k pop.	Quantity	per 10k pop.
Larceny	240	**98.1**	161	85.4	21,640	270.0
Residential Burglary	40	16.3	36	**19.1**	5,344	66.7
Aggravated Assault	14	**5.7**	9	5.3	2,085	26.0
Auto Theft	12	4.9	10	**5.3**	1,839	22.9
Robbery	11	**4.5**	3	1.6	1,824	22.8
Commercial Burglary	6	2.5	12	**6.4**	1,181	14.7
Rape & Attempted Rape	0	0.0	3	**1.6**	223	2.8
Arson	3	**1.2**	1	0.4	190	2.4
Homicide	0	0.0	0	0.0	52	0.6
TOTAL CRIME INCIDENTS	326	133.2	235	124.7	34,378	429.0
Population	24,469		18,849		801,392	
Single family dwellings	4,993		4,279			
Multi-family dwellings	1,857		4,723			

Source: Charlotte-Meckkenburg Police Department and Charlotte-Mecklenburg Planning Department data, October 2013

Transportation

The Prosperity Hucks area is a dynamic region of Charlotte. Over the past 25 years, it has experienced numerous changes including rapid urbanization and increasing demands on the transportation system. Additionally, the construction of I-485 and the Prosperity Village street network will have lasting impacts to travel conditions for pedestrians, cyclists, transit, and motorists.

This report provides a detailed analysis of several different aspects of the transportation system, each of which reflect the rapid growth in the area. It also describes the relationship with regional transportation plans, describes conditions for pedestrians, cyclists, and motorists, and explains the ongoing construction projects associated with I-485.

Specific plans and policies guide the identification and implementation of projects. Thoroughfares are defined by the Charlotte Regional Transportation Planning Organization's (CRTPO) *Thoroughfare Plan*. Within Charlotte, the *Transportation Action Plan* and the *Urban Street Design Guidelines* use the *Thoroughfare Plan* as the basis for project programming, development, and design. While some thoroughfares in the area are being built or improved as part of, or in conjunction with, the construction of I-485, many more remain as unfunded. Unfunded projects include extensions (e.g., Hucks Road Extension, Ridge Road Extension), widenings (e.g., Ridge Road), and farm-to-market improvements (e.g., Browne Road, DeArmon Road). Map A5 shows the Adopted Future Transportation Network based on these policy documents.

The Street Network

The number of route choices available to pedestrians, bicyclists, and motorists describes the adequacy of an area's street network. A dense, well-connected network offers greater route choice and more direct routes to destinations than does a less connected network. In addition, a highly-connected network provides greater overall system capacity than a less-connected network.

Connectivity is quantified by two independent metrics: Connectivity Index and Route Directness Index (RDI). The Connectivity Index quantifies how well a roadway network connects destinations and is calculated by dividing the number of roadway links (street segments) by the number of roadway nodes (intersections, dead-ends, and cul-de-sacs). A Connectivity Index of 1.45 or more is desirable for transit station areas and in-town neighborhoods, while an index of 1.35 is recommended for all other areas, including the Prosperity Hucks plan area.

RDI is based on the ratio between the straight-line distance ("as the crow flies") between two points and the network (travel) distance between those same two points, and is usually expressed as a percentage. For example, if the straight-line distance between Point A and Point B is 500 feet, but someone has to travel along 1000 feet of road to get there, the RDI is 500/1000 or 50%. "Good" RDI is considered 61-100 and "poor" RDI is 0-39.

Key statistics of the Prosperity Hucks plan area include the following, and are compared to 3 other areas of Charlotte:

Connectivity Measures

	Prosperity Hucks	Dil-worth	Cots-wold	Arbo-retum
Size of Area (sq. mi.)	9.7	1.9	1.3	6.2
Miles of streets	81	44	23	75
Lane-miles of streets	213	104	53	100
Lane-miles of street per sq. mi.	22	55	41	16
Connectivity index	**1.11**	**1.40**	**1.20**	**1.05**
Route Direct-ness Index[1]	**48.4**	**70.3**	**62.8**	**53.5**

Source: Charlotte Department of Transportation, 2012 data.

[1]Median value

The lane-miles of street per sq. mi. statistic shows how dense or compact a street network is. A lane-mile is one mile of a single roadway lane, and, generally speaking, the more lane-miles of streets there are in a street network, the greater the overall traffic carrying capacity. More-dense street networks provide more lanes in a given area, thus being able to handle much more development compared to less-dense street networks.

Certainly when compared to older, more urban areas of Charlotte such as Dilworth or Cotswold, the Prosperity Hucks area is lacking in connectivity. However, it is lacking in connectivity even when compared to other typical 1990's-era suburban developments, such as the Arboretum on Providence Road in south Charlotte. Travel in the plan area is therefore very indirect, leading to higher rates of vehicle-miles of travel (VMT) and congestion.

Due to the largely-developed suburban character of the Prosperity Hucks area, residents have yet to experience the benefit of having a highly connected street network, excellent pedestrian facilities, and a balanced mixture of land uses that support a live-work-play-shop lifestyle. As this area continues to develop, this lack of connectivity and limited neighborhood-serving land uses will result in serious congestion issues unless there is change in the pattern of development. Currently, the Prosperity Hucks area receives low marks relating to land use accessibility relative to the city average, as shown in the table following.

Land Use Accessibility

	Plan Area		City
	Pop	%	%
Total Population	24,469	100%	100%
Within 1/4 mile of			
Shopping	5,765	24%	43%
Schools	4,739	19%	24%
Parks	6,593	27%	38%
Local transit route	1,525	6%	50%

Source: Charlotte Department of Transportation, 2012, based on 2010 U.S. Census Block data.

An important goal in the *Prosperity Hucks Area Plan* is to increase land use accessibility by identifying opportunities to connect existing neighborhoods to changing land uses within the area. In addition, any new or improved transportation facilities such as sidewalks, bicycle facilities, streets or transit service should be designed and implemented in a balanced fashion that fosters interaction between land uses for all transportation modes.

The Thoroughfare Plan

The Charlotte Regional Transportation Planning Organization Thoroughfare Plan is the adopted major roadway plan for Mecklenburg and other area counties and is used to assure that the most appropriate street system is developed to meet existing and future travel needs. Streets are classified and designed according to their intended functions so that land use and traffic conflicts are minimized. The street classifications applicable to the Prosperity Hucks Area Plan are as follows:

Major Thoroughfares: Browne Road, Eastfield Road, Hucks Road, Mallard Creek Road, Ridge Road, and most of Prosperity Church Road are major thoroughfares serving the area. As major thoroughfares, these streets are designed or will be designed to accommodate regional travel and larger volumes of traffic at moderate to high speeds. At full buildout, these streets typically have 4 travel lanes, bike lanes, a continuous median or two-way left-turn lane, and posted speed limits of 35 to 45 MPH. They provide access to major commercial, employment, and residential land uses. Additionally, Prosperity Church Road is proposed to be extended north into Huntersville to connect to NC 73, and it is also a segment of the future Eastern Circumferential. The Eastern Circumferential is a proposed major thoroughfare that will connect Prosperity Church Road with Sardis Road North in south Charlotte; it will provide a circumferential travel corridor located halfway between Harris Boulevard and I-485.

Existing conditions of Hucks Road (major thoroughfare)

Minor Thoroughfares: DeArmon Road, Johnston-Oehler Road, Loganville Drive, Prosperity Ridge Road, and parts of Prosperity Church Road are minor thoroughfares. They provide for sub-regional travel and also split up a major thoroughfare into several smaller parallel thoroughfares. Minor thoroughfares are designed to carry moderate traffic volumes at moderate speeds and provide access to residential, commercial, and institutional land uses within a region. At full buildout, these streets generally have 2 travel lanes and bike lanes, and may or may not have a median, left-turn lane, or two-way left-turn lane. Posted speed limits are typically 30 or 35 MPH, although they can be posted at 45 if still located outside City limits where they are still maintained by NCDOT.

Collectors & Locals: Beard Road, Christenbury Road, and Highland Creek Parkway are major collectors. Cardinal Point Road, Clarke Creek Parkway, Creek Breeze Road, Foggy Meadow Road, Hampton Place Drive, Old Timber Road, Polk and White Road, and Suttonview Drive are minor collectors. Collectors are designed to carry traffic between the thoroughfares and local streets at moderate volumes and speeds and providing access to adjacent land uses. Major collectors are intended to carry up to 10,000 vehicles per day in a neighborhood context; minor collectors are intended to carry up 4000 vehicles per day in a neighborhood context. Traffic volumes, route continuity (i.e., number of turns a route must make) and the type of intersection a street has when it connects to a thoroughfare (e.g., traffic signal, two-way stop, right-in/right-out, etc.) all help to determine whether a collector street is classified as major or minor. The minor collectors are somewhat subjective and have never been adopted by City Council as an official list.

The remaining roadways in the plan area are local streets that carry low traffic volumes, have slow operating speeds and provide access to individual properties. Much of the local street network in this area is very disconnected, typical of the cul-de-sac development patterns of the 1980's and 1990's when this area was developed. This is consistent with the previously-mentioned low connectivity index and marginal RDI scores for the plan area.

Motorist Levels of Service

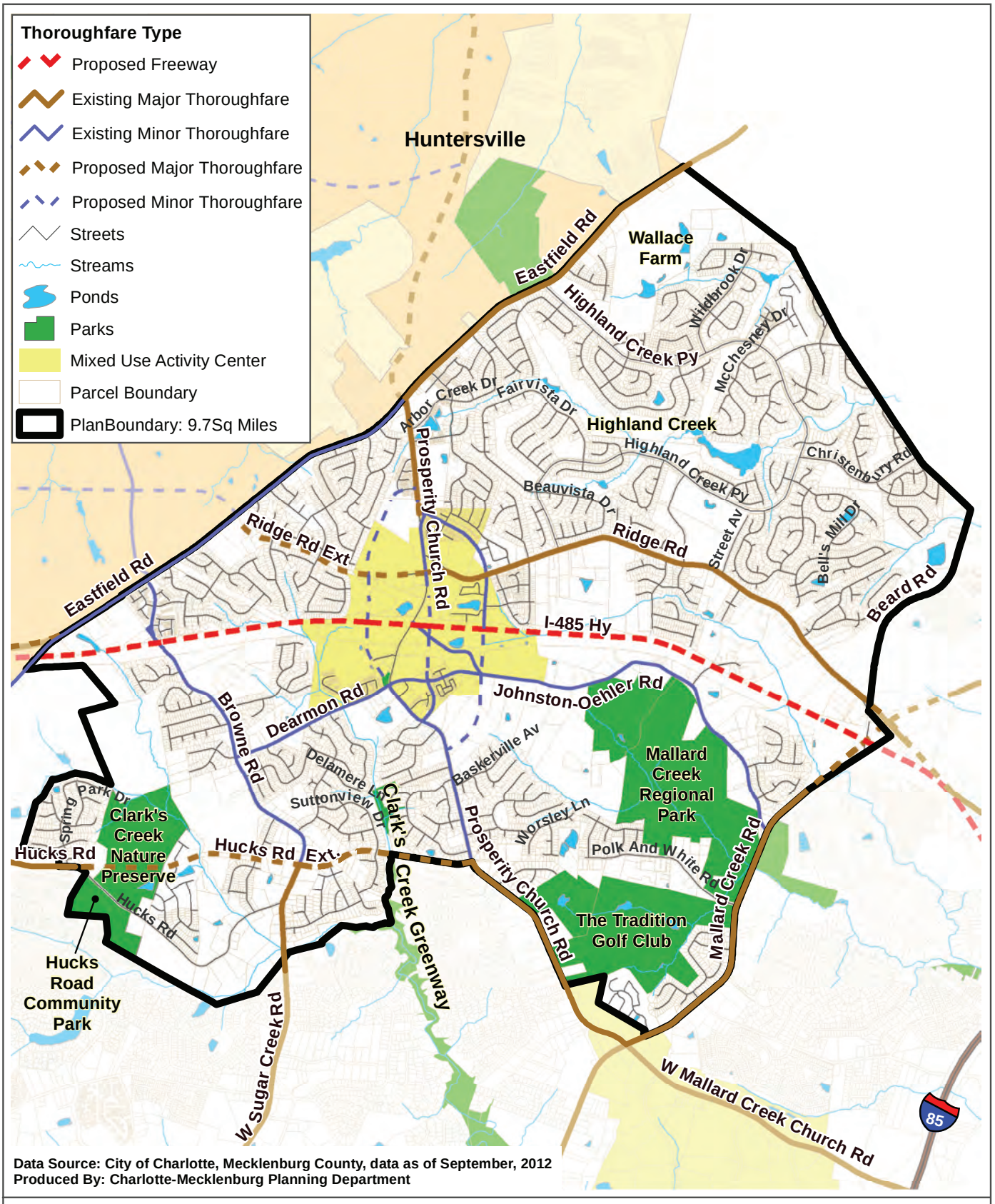
Level of Service (LOS) measures the quality of service provided by a transportation facility to its users. The City of Charlotte evaluates level of service for pedestrians, bicyclists and motorists and uses the results to help balance their competing needs when planning and designing streets. Levels of service range from A through F (A being best), with desirable levels of service based on the street typologies of the *Urban Street Design Guidelines*.

Motorist Level of Service ratings for area streets, along with select area Traffic Counts, are shown on Map A6.

Pedestrian and bicycle level of service is rated according to the level of comfort and safety offered by the design features at signalized intersections, while motor vehicle level of service is based on motorist delays. Motor vehicle quality of service is also measured by the Volume to Capacity ratio (V/C), which describes an intersection's ability to process traffic. Values greater than .95 suggest an intersection is near its capacity during this time period and that motorists may experience substantial congestion.

Motor Vehicle Network: Traffic congestion at major intersections like Prosperity Church Road/ Eastfield Road or Prosperity Church Road/ Ridge Road is a daily occurrence. However, when I-485 opens in late 2014 or early 2015, traffic patterns are expected to change significantly. It would not make for an appropriate comparison to cite traffic

Johnston-Oehler Road leading to a new low-density residential development (minor thoroughfare)


Thoroughfare Type
Proposed Freeway
Existing Major Thoroughfare
Existing Minor Thoroughfare
Proposed Major Thoroughfare
Proposed Minor Thoroughfare
Streets
Streams
Ponds
Parks
Mixed Use Activity Center
Parcel Boundary
PlanBoundary: 9.7Sq Miles
Huntersville
Eastfield Rd
Wallace Farm
Wildbrook Dr
Highland Creek Py
McChesney Dr
Arbor Creek Dr
Fairvista Dr
Highland Creek
Highland Creek Py
Christenbury Rd
Prosperity Church Rd
Beauvista Dr
Ridge Rd Ext
Ridge Rd
Street Av
Bell's Mill Dr
Beard Rd
Eastfield Rd
I-485 Hy
Johnston-Oehler Rd
Dearmon Rd
Browne Rd
Basketville Av
Delamere Ln
Suttonview Dr
Clark's Creek Greenway
Mallard Creek Regional Park
Worsley Ln
Polk And White Rd
Mallard Creek Rd
Spring Park Dr
Clark's Creek Nature Preserve
Hucks Rd
Hucks Rd Ext
Hucks Rd
Prosperity Church Rd
The Tradition Golf Club
Hucks Road Community Park
W Sugar Creek Rd
W Mallard Creek Church Rd
85
Data Source: City of Charlotte, Mecklenburg County, data as of September, 2012
Produced By: Charlotte-Mecklenburg Planning Department
Adopted Future Transportation Network
Prosperity Hucks Area Plan
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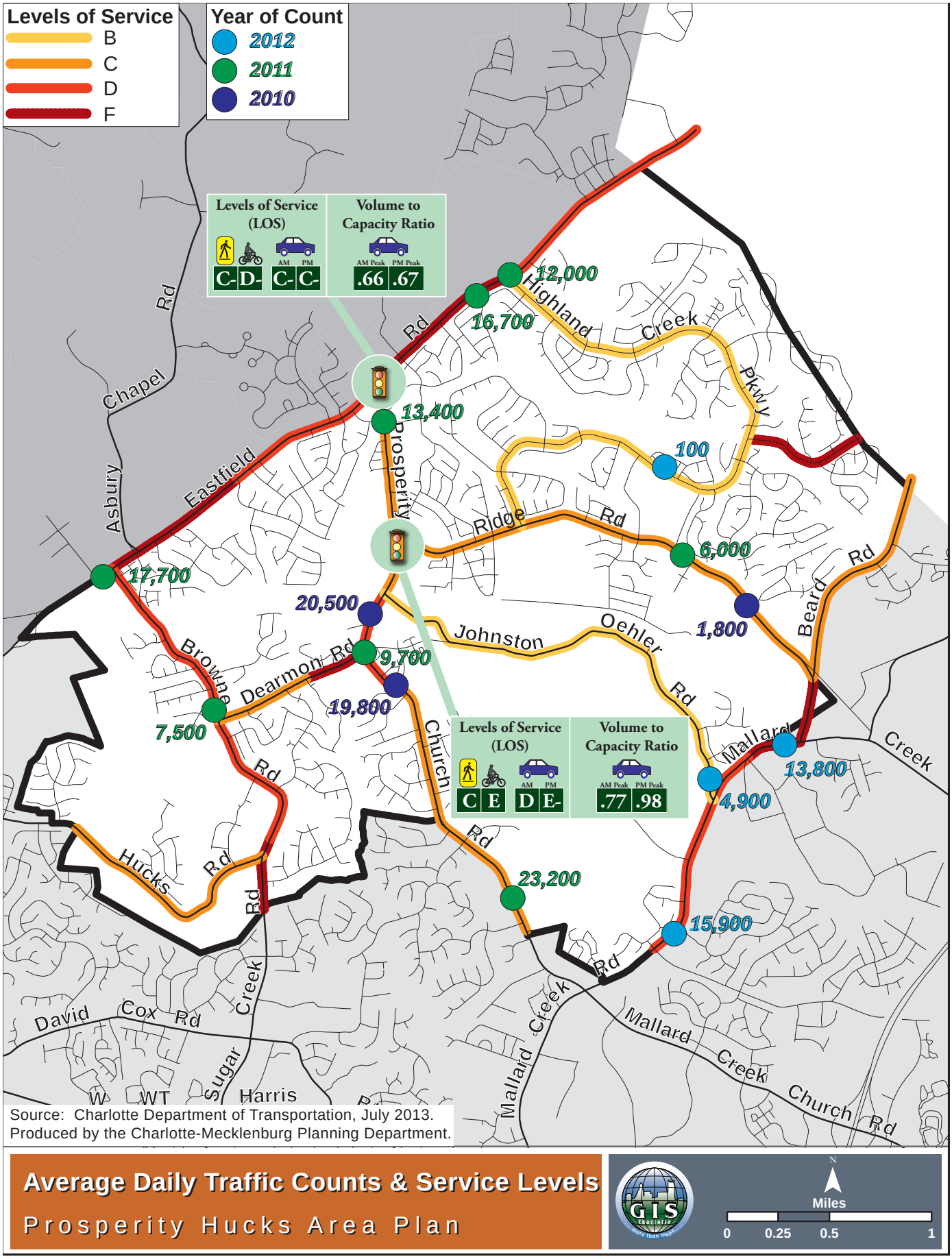
Levels of Service
B
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Year of Count
2012
2011
2010
Levels of Service (LOS)
AM Peak
PM Peak
C-
D-
C-
C-
Volume to Capacity Ratio
AM Peak
PM Peak
.66
.67
12,000
16,700
13,400
100
6,000
1,800
17,700
20,500
9,700
19,800
7,500
Levels of Service (LOS)
AM Peak
PM Peak
C
E
D
E-
Volume to Capacity Ratio
AM Peak
PM Peak
.77
.98
13,800
4,900
23,200
15,900
Highland Creek Pkwy
Ridge Rd
Prosperity Church Rd
Eastfield Rd
Asbury Chapel Rd
Johnston Oehler Rd
Beard Rd
Browne Dearmon Rd
Hucks Rd
Mallard Creek Church Rd
David Cox Rd
Sugar Creek
W WT Harris
Mallard Creek
Source: Charlotte Department of Transportation, July 2013.
Produced by the Charlotte-Mecklenburg Planning Department.
Average Daily Traffic Counts & Service Levels
Prosperity Hucks Area Plan
GIS Charlotte
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1

congestion levels today when the street networks and traffic patterns around the I-485 interchanges of Prosperity Church Road and Mallard Creek Road will change dramatically in the next couple of years. More information on these changes can be found in Part 1, The Concept Plan, Transportation Section.

Traffic Analysis

Following the announcement in 2009 of the advancement of the I-485 construction, City staff began an analysis of the Prosperity Church Interchange. In recent years, various segments of the network were constructed through the development process. The analysis determined which additional segments would be needed for the interchange to operate efficiently and with minimal levels of congestion upon opening. The City initiated projects to construct these segments and fill in the gaps. Numerous projects will be under construction in 2014 to help complete the roadway network around the interchange area as opening day approaches. In 2015, construction of additional roadway segments not critical to opening day will occur.

In addition, City staff analyzed operation of the interchange area for future years. This involved computer modeling to determine what traffic volumes should be expected on each street as the area continues to develop. The results of that analysis indicate that all of the roads in the area should operate at acceptable Levels of Service (LOS) and with reasonable levels of congestion up to the design year of 2035.

The pedestrian and wear path along the side of this road demonstrate the importance of a good sidewalk network.

Pedestrian & Bicycle Facilities

Pedestrian System

Of the 81 miles of streets within the Prosperity Hucks Area, 38% of the total mileage has no sidewalk, 22% has limited amounts of sidewalk (intermittent sidewalks and/or sidewalks on only 1 side of the street), and 40% has generally continuous sidewalk on both sides of the street. The pedestrian system is shown on Map A7. The map clearly shows that most of the subdivision streets have sidewalk on at least one side of the street. On the other hand, unless there has been adjacent development, the thoroughfares typically have no sidewalk; what little sidewalk there is on the thoroughfares is typically intermittent and discontinuous.

Additionally, there are seven signalized intersections in the Area. All seven of these intersections have unacceptable pedestrian levels-of-service (C+ or lower); the “best” intersection is Ridge Road/ Prosperity Church Road in the Village Center, which is has an LOS of C+.

Bicycle System

There are currently few designated roadway facilities for bicyclists in the Prosperity Hucks area. In the long-term, various farm-to-market, widening, and new-construction projects will build these bicycle facilities along an entire corridor. However, funding for these comprehensive improvements is generally not available, so any bicycle improvements would likely be built on a parcel-by-parcel basis as property develops.

Map A7 shows the limited dedicated bike lane provision within the plan area.

Of the seven signalized intersections within the area, all have an unacceptable LOS for cyclists (C+ or lower). The “best” intersections each have a bicycle LOS of D-; they are Prosperity Church Road/Eastfield Road and Prosperity Church Road/ DeArmon Road/Johnston-Oehler Road. Prosperity Church/DeArmon/Johnston-Oehler intersection is located in the Village Center. Generally speaking, none of the seven signalized intersections have continuous bike lanes, although there may a bike lane on an individual leg.

Complete Streets

Outside of the City's and NCDOT's projects in and around I-485/Prosperity Village to build streets, the best opportunity for implementing complete streets that accommodate all modes of travel – cars, transit, biking, and walking – will be through the land development process. Comprehensive complete-streets improvements to corridors have been identified as significant needs in the area, but the funding necessary to implement them is not available. The land-development process is expected to implement these complete streets on a parcel-by-parcel basis as land develops. Fortunately, the policy basis for creating complete streets exists both at the City level (the TAP, the USDG) and at the NCDOT level (their 2009 complete streets policy).

Until 2012, the City conducted regular biannual annexation of surrounding urbanized development in a planned, methodical manner. This annexation allowed the City to assume maintenance of roads and streets from NCDOT, making it easier to implement complete streets. However, in 2012, the state annexation laws were made much more restrictive, making it unlikely that Charlotte will be able to continue to annex new development. It is therefore critical that NCDOT follow through with implementation of their complete-streets policy so that the visions of this plan in particular, and of Charlotte street-design policies in general, can still be achieved.

Transit System

Bus Service: The Charlotte Area Transit System (CATS) currently provides the following fixed-route bus service in the Prosperity Hucks plan area:

- Route 22: Graham Street operates between Uptown and the University Research Park, with limited service to Prosperity Village.

This route is depicted on Map A7.

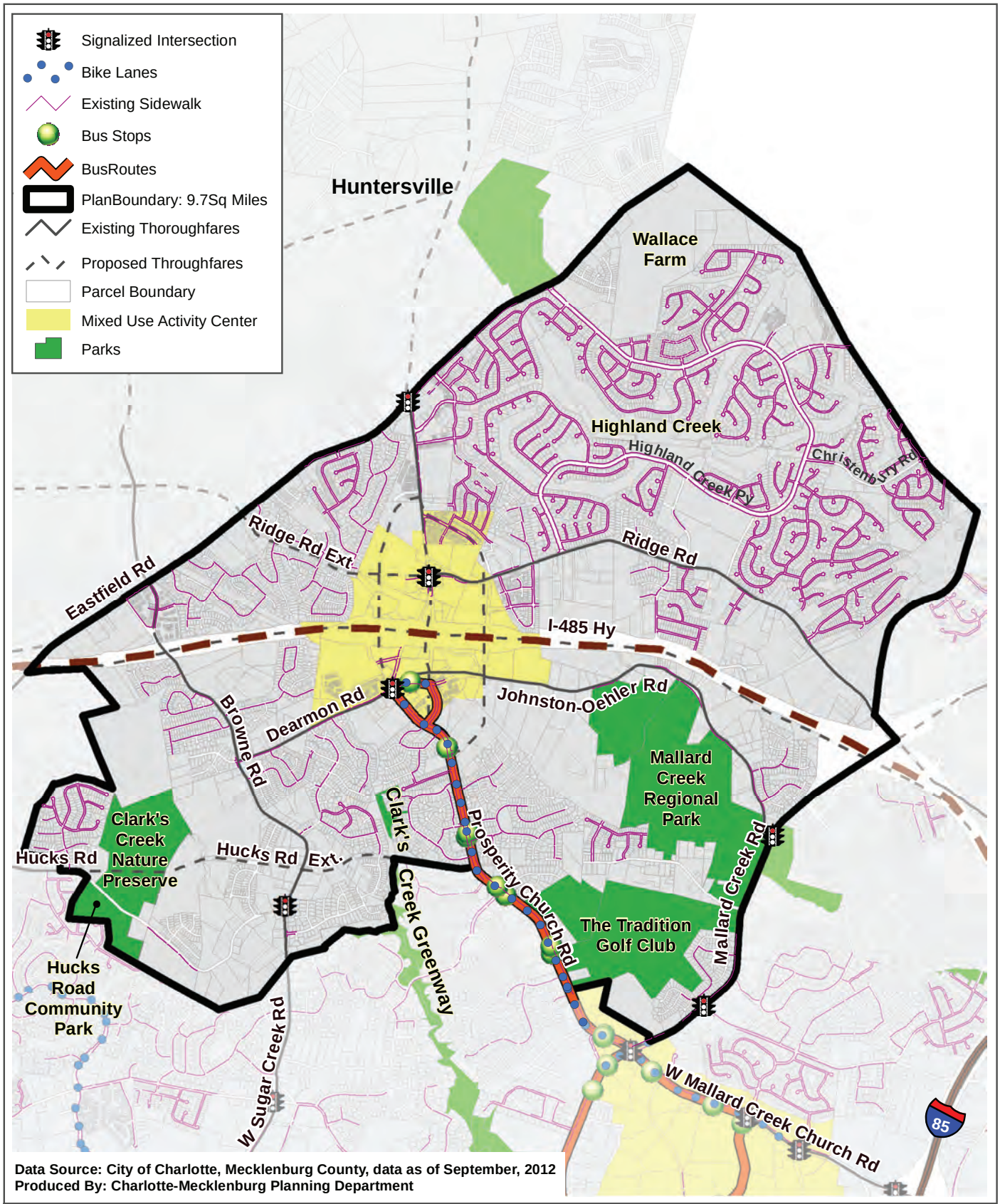
Additional Program Guidance

NCDOT Complete Streets Guidelines: Many of the roads within the Prosperity Hucks plan area are maintained by the North Carolina Department of Transportation, notably all streets outside the city limits of Charlotte. Improvements made to streets under NCDOT's jurisdiction will require coordination with that agency to ensure that the goals and policies established under the NCDOT Complete Streets Guidelines are met.

Farm-to Farm-to-Market Roads: Many of the roads in the wedge area are "farm-to-market" roads. Historically, these roads served rural development and agricultural land uses. Over time new growth and development created additional demands on these roads, often causing them to be congested and poorly serve pedestrians and bicyclists, if at all. The City's Transportation Action Plan recommends additional funding to upgrade farm-to-market roads within Charlotte's city limits.

Typical improvements include the addition of specific features to build a 'complete street' to better serve multiple users: drivers, pedestrians, cyclists, and when appropriate, transit. Examples include curb and gutter, sidewalks, bicycle lanes, additional lane width, and turning lanes to improve traffic flow. The identified improvements will typically be created through the land development process, although short segments of streets should be constructed as part of adjacent City capital projects when appropriate.

Bus service to the plan area at present is served by a single bus route.


Signalized Intersection
Bike Lanes
Existing Sidewalk
Bus Stops
BusRoutes
PlanBoundary: 9.7Sq Miles
Existing Thoroughfares
Proposed Throughfares
Parcel Boundary
Mixed Use Activity Center
Parks
Huntersville
Wallace Farm
Highland Creek
Highland Creek Py
Christenbury Rd
Ridge Rd Ext
Ridge Rd
Eastfield Rd
I-485 Hy
Johnston-Oehler Rd
Dearmon Rd
Browne Rd
Mallard Creek Regional Park
Clark's Creek Nature Preserve
Hucks Rd
Hucks Rd Ext
Clark's Creek Greenway
Prosperity Church Rd
Mallard Creek Rd
The Tradition Golf Club
Hucks Road Community Park
W Sugar Creek Rd
W Mallard Creek Church Rd
85
Data Source: City of Charlotte, Mecklenburg County, data as of September, 2012
Produced By: Charlotte-Mecklenburg Planning Department
Existing Pedestrian, Bike &Transit Facilities
Prosperity Hucks Area Plan
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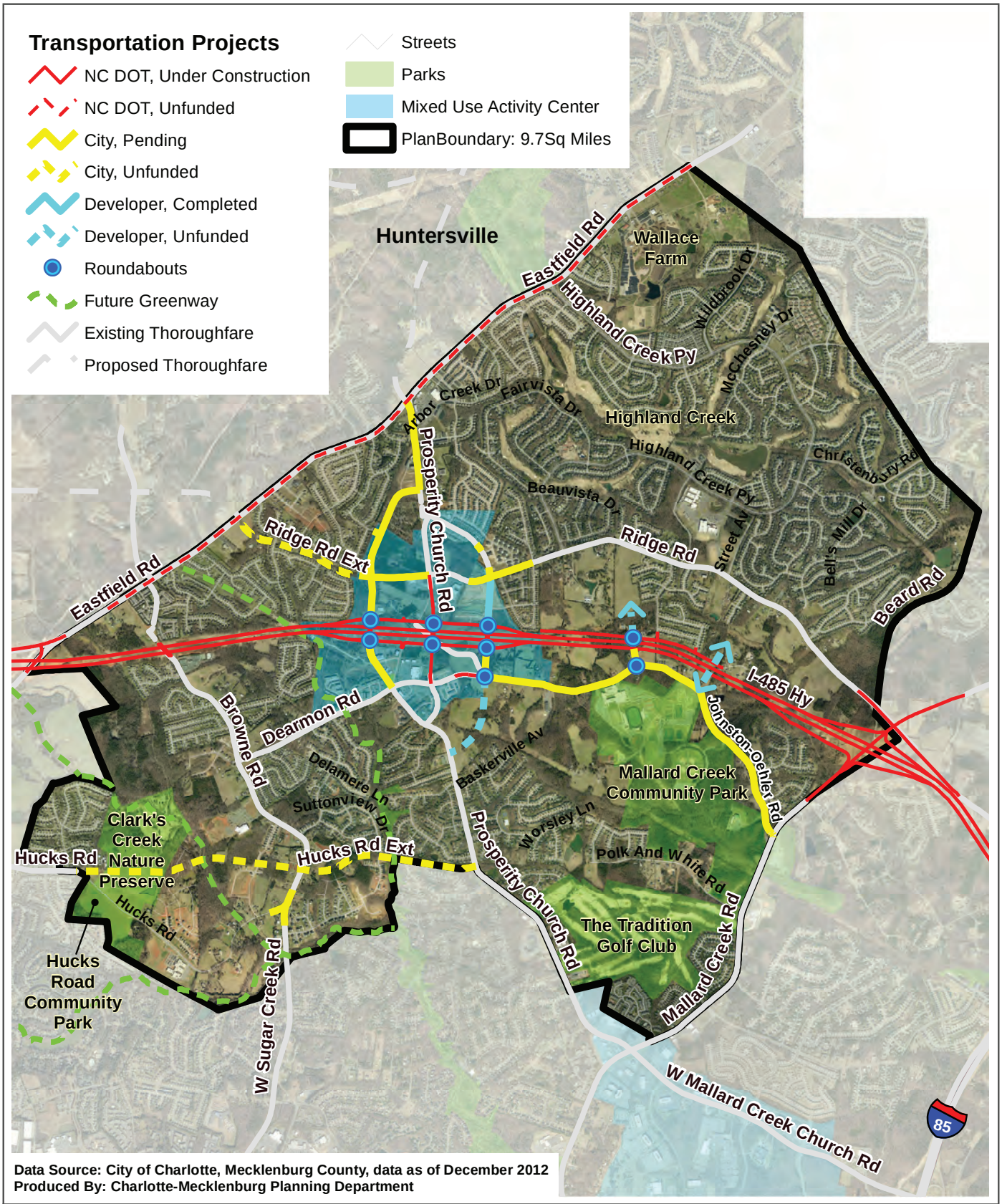

Data Source: City of Charlotte, Mecklenburg County, data as of December 2012
Produced By: Charlotte-Mecklenburg Planning Department

Transportation Projects

Prosperity Hucks Area Plan

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Funding & Implementation: The City and the State are completing a considerable number of street and highway improvements in this plan area, as outlined in the Existing Conditions section and Map A8 of the Appendix. However, the transportation needs in the plan far exceed the funds available to implement projects.

As noted in the Existing Conditions section, there are no timetables established or funding identified to implement the identified capital projects. Many of the identified needs will be implemented incrementally via the land development process. In some cases,, as parcels are developed, the City's development ordinances will require widening streets and the installation of curb, gutter and sidewalks. In other cases streets may require construction as a capital project.

Area Transportation Projects

The completion of Interstate 485 in 2015 will change travel patterns within the Prosperity Hucks area forever. The project creates two new interchanges at Prosperity Village and Mallard Creek Road. While the area will benefit immediately from improved regional accessibility, more localized travel within the area faces increased congestion unless additional improvements are made to thoroughfare network. The tables below compile the variety of State, City, and developer-built transportation projects planned in the area.

City/NCDOT Projects Underway or Funded

Project Name	General Limits	Status & Scope	Timetable	Approx. Cost
I-485[1]	NC 115 east to I-85	Under Construction New 8-lane freeway	Completion in 2014	$140,000,000
Edinmeadow Drive Bridge	Johnston-Oehler Road to Jimmy Oehler Road, near Mallard Creek High School	Under Construction New bridge over I-485	Completion in 2014	$2,000,000
Prosperity Church Road Northwest Arc[2] and Ridge Road Extension	I-485 clockwise to Prosperity Church Road/Loganville Drive, and also extend Ridge Road west from its current stub to connect to the NW Arc	Pending New 2-lane street	Completion in 2014	$11,000,000
Prosperity Church Road Southwest Arc	Johnston-Oehler Rd./ DeArmon Rd. intersection clockwise to I-485	Pending New 2-lane street	Completion in 2014	$2,000,000
Prosperity Ridge Road Northeast Arc	Ridge Road north to the existing stub of Prosperity Ridge Road; additional widening on Ridge Road east of this intersection	Pending New 2-lane street	Completion in 2014	$3,000,000
Johnston-Oehler Road Farm-to- Market[3]	Future Prosperity Ridge Road east to Mallard Creek Road	Pending Farm-to-market upgrade	Completion in 2015	$13,000,000

Source: Charlotte Department of Transportation, 2013

[1]Includes interchanges at Mallard Creek Road and Prosperity Village, plus modifications to many other streets.
[2]Includes partial widening of Prosperity Church Road from Crossway Community Church north to Eastfield Road to a 4-lane facility. Local street connections will also be provided.
[3]Includes construction of one segment of Prosperity Ridge Road.

Recent Developer-Implemented Project			
Project Name	**General Limits**	**General Project Scope**	**Timetable**
Prosperity Ridge Road Central Arc	Ridge Road south to I-485	New 2-lane street	Completed 2013

Source: Charlotte Department of Transportation, 2013

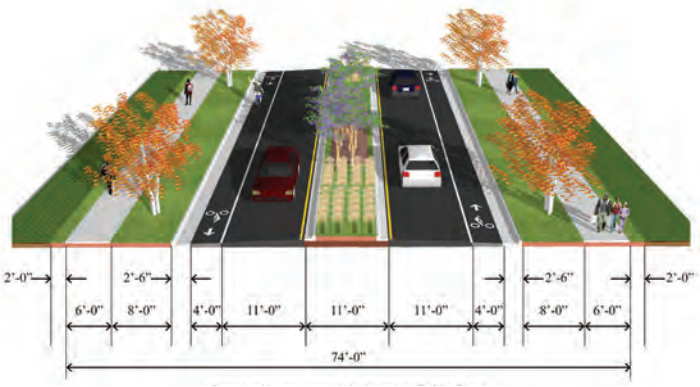
Unfunded but Identified Projects			
Project Name	**General Limits**	**General Project Scope**	**Timetable & 2035 LRTP Cost (2010 $)**
Ridge Road Extension[1]	Prosperity Church Road NW Arc west to Eastfield Road	New 4-lane street	None
Ridge Road Widening	Loganville Drive east to Mallard Creek Road	Widen to 4 lanes	None No cost estimate available.
Prosperity Church Road Widening	Loganville Drive north to Eastfield Road	Supplement the improvements made by NW Arc	None $4,800,000
Mallard Creek Road Widening	Prosperity Church Road to I-485	Widen to 4 lanes	None $6,900,000
Eastfield Road Widening	Independence Hill Road east to Cabarrus County Line	Widen to 4 lanes	None $6,900,000
New Hucks Road, eastern segment	Prosperity Church Road west to Browne Road	New 4-lane street	None $7,000,000
New Hucks Road, western segment	Browne Road west to NC 115	TBD	No timetable for construction, and new alignment must be chosen. No cost estimate available.
Prosperity Ridge Road Southeast Arc	Johnston-Oehler Road clockwise to Prosperity Church Road	New 2-lane street	When property develops $5,000,000
Prosperity Ridge Road/Loganville Drive intersection realignment	Current intersection of Prosperity Ridge Road/Loganville Drive north of I-485	Intersection reconfiguration to make Prosperity Ridge Road the through movement	None, although it should be implemented concurrently with construction of the Southeast Arc. $2,000,000

Source: Charlotte Department of Transportation, 2013

[1]The thoroughfare plan calls for Ridge Road to continue into Huntersville and connect with Hambright Road.

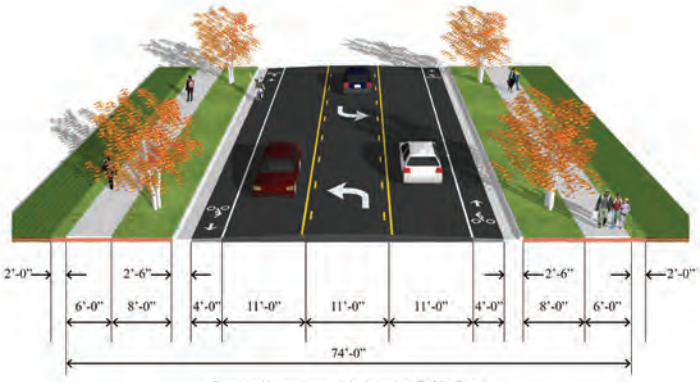
Farm to Market Road Projects

The City has over 200 miles of narrow farm-to-market roads that serve as the primary routes for developing areas of the City. These roads were the roads that farmers used to take their goods to market, back when Mecklenburg County was still very much a rural county. Development has occurred on these roads over the decades but upgrades to them have been few and far between: many are still two-lane roads with minimal, if any, sidewalks, turn lanes, traffic signals, etc. They were not designed to accommodate suburban and urban land uses or densities that now border them and use them. As development has occurred, these roadways have become overburdened by traffic, resulting in significant congestion, and their rural character no longer matches the context of the adjacent land uses.



Proposed Improvements to Johnston-Oehler Road Typical Section for "Avenue" Classification (2-Lane Section with Island)

The *Transportation Action Plan* recommended additional funding to make improvements to farm-to-market roads located within the Charlotte city limits. Farm-to-market projects convert these rural roads into urban/suburban streets. Examples of improvements include new curb and gutter, new sidewalks, additional lane width, and new turn lanes to improve traffic flow. Farm-to-market roads within the plan area include Browne Road, DeArmon Road, and Johnston-Oehler Road. The adjoining diagrams show an example of what a farm-to-market upgrade accomplishes, taken from the Johnston-Oehler Road farm-to-market project.



Proposed Improvements to Johnston-Oehler Road Typical Section for "Avenue" Classification (3-Lane Section)

Unfunded but Proposed Farm-to-Market Projects

Project Name	General Limits	General Project Scope	Timetable
Browne Road Farm-to-Market	Hucks Road north to I-485	Farm-to-market upgrade	None $11,600,000
DeArmon Road Farm-to-Market	Browne Road east to Prosperity Church Road	TBD	None $5,900,000

Source: Charlotte Department of Transportation, 2013

Other segments of Browne and Sugar Creek Roads outside the plan area are also identified for farm-to-market projects as well.

Infrastructure and Public Facilities

Public facilities, as shown on Map A9, are provided by both the City of Charlotte and Mecklenburg County. Some City services, such as Fire, serve those areas within the Charlotte City limits. However, City service providers plan for eventual service to all areas within Charlotte's Extraterritorial Jurisdiction (ETJ), if and when they might be incorporated into the City.

Parks and Greenways

The Prosperity Hucks Area has several existing and proposed park, greenway and nature preserve facilities for public recreation and preservation of natural resources.

- **Mallard Creek Community Park** is located in the southeast portion of the area. Located off Mallard Creek Road and Johnson Oehler Road, it contains ball fields, picnic shelters, walking trails and playgrounds on 313 acres.
- **The Tradition Golf Club** offers an 18-hole golf course, practice range and clubhouse on 195 acres. Located off Prosperity Church Road and Mallard Creek Road, the golf course opened to the public in 1996.
- **The Hucks Road Community Park** is a 32-acre recreational open space adjacent to Hucks Road Elementary School, operated in partnership with Charlotte Mecklenburg Schools.
- **Clarks Creek Nature Preserve** is across Hucks Road from the community park. This 98-acre nature preserve consists of over 70 acres of open fields and 28 acres of mostly mature hardwood forest cover, including one of the largest Swamp Chestnut Oaks in Mecklenburg County, an uncommon tree for our region. A tributary of Clarks Creek runs through the property with an associated small pond and wetlands. This tributary is the subject of a NC Ecosystem Enhancement Program stream/wetland/buffer restoration project and will be protected via perpetual conservation easement. The preserve is an excellent place for wildlife with a diverse variety of habitats and is known to have breeding and foraging bird species of County conservation concern including American Kestrel, Grasshopper Sparrow, Field Sparrow, Loggerhead Shrike and Eastern Meadowlark. Funds to provide access to the public are being raised by the local community in collaboration with Mecklenburg County Park and Recreation. Every effort needs to be made to minimize the ecological impacts on this valuable natural resource.
- **The proposed Eastfield Regional Par**k located off Eastfield Road across from Highland Creek Parkway, just out of the plan area in Huntersville. It is a 115 acre undeveloped parcel for future park and recreation facilities.

The Tradition Golf Club provides open space and a public recreational opportunity.

The Mallard Creek Community Park and Recreation Center is a major area amenity.

- **Greenway Master Plan:** The 2008 Mecklenburg County Park and Recreation Master Plan indicates that Clarks Creek Greenway, the proposed Clarks Creek Tributary Greenway, and the Carolina Thread Trail will traverse across the area to link pedestrians and cyclists to Mallard Creek Greenway to the southeast and to the future "Mooresville to Charlotte Trail" paralleling Highway 115 and Norfolk Southern rail to the west. The proposed Red Line commuter rail would operate on this rail line as well. These public commuter facilities would provide connectivity for active transportation corridors within the study area including connectivity to UNCC and Cabarrus County, Mooresville, Uptown Charlotte and the western region of the county.

Public parks and greenways should be maintained in good condition and made available for use by the community to the greatest extent possible. Future development within the Prosperity Hucks Area should be carefully planned to not impede the future park and recreation facilities slated for this area of Charlotte/Mecklenburg County. The integrity of environmentally sensitive areas must be protected for future generations.

Schools

There are numerous schools in the Prosperity Hucks area serving elementary, middle and high school age students. Public schools include:

- **Highland Creek Elementar**y located at 7242 Highland Creek Parkway;
- **Croft Community Elementary** located at 4911 Hucks Road;
- **Ridge Road Middle School** located at 7260 Highland Creek Parkway;
- **Mallard Creek High School**, located at 3825 Johnston-Oehler Road.

All of these schools are currently overcrowded and the CMS Facilities Master Plan identifies an increasing need for all school levels in this area. There are two proposed schools in the plan area: an elementary on Johnston-Oehler Road, and a middle on Hucks Road.

There are also two Montessori Schools:

- **Countryside Prosperity Campus**, located at 4755 Prosperity Church Road;
- **Countryside Johnston-Oehler Campus**, located at 9026 Mallard Creek Road.

Mallard Creek High School, on Johnston Oehler Road, serves the plan area and beyond.

Countryside Montessori School operates on two campuses within the plan area.

Fire

- Fire Station 31, in the plan area located at 3820 Ridge Road, opened in 1997. It houses Engine 31 and Ladder 31.
- The Prosperity Hucks area is also served by Station 28 located at 8031 Old Statesville Road. It opened in 1989, and houses Engine 28.
- Station 36 is just south oft the plan area at 2325 West Mallard Creek Church Road, and serves a portion of the area. It opened in 2004, and houses Engine Company 36.

Police

- The eastern portion of the plan area is served by the University City Division, located on University Executive Park Drive.
- The western portion of the plan area is served by the North Division, located on Harris Oaks Boulevard.

Libraries

The area is in the near the University City Regional Branch located at 301 East W.T. Harris Boulevard and the North County Regional Branch located at 16500 Holly Crest Lane in Huntersville.

Library staff projects the need for an additional branch library in the general vicinity of the plan area. A location within the Prosperity Village Center would be viewed as an excellent opportunity.

Post Offices

The area is near the W.T. Harris Post Office located at 3515 David Cox Road. The area is also served by the Huntersville Post Office located at 400, Gilead Road in Huntersville.

Water and Sewer

The Charlotte- Mecklenburg Utility Department has public water and sewer in place, and available for the entire plan area.

- Water service to the area is provided by the Lee S. Dukes water treatment plant in Huntersville, NC.
- Waste water is conveyed and treated by the Mallard Creek waste water treatment plant and the Rocky River waste water treatment plant owned by Cabarrus County.

There are no large scale capital improvement projects planned for the area.

Fire Station 31 on Ridge Road is in the plan area, and serves a portion of the area.

The University City Regional Branch Library is about four miles southeast of the plan area.

Data Source: City of Charlotte, Mecklenburg County, data as of October, 2012
Produced By: Charlotte-Mecklenburg Planning Department

Existing Public Facilities

Prosperity Hucks Area Plan

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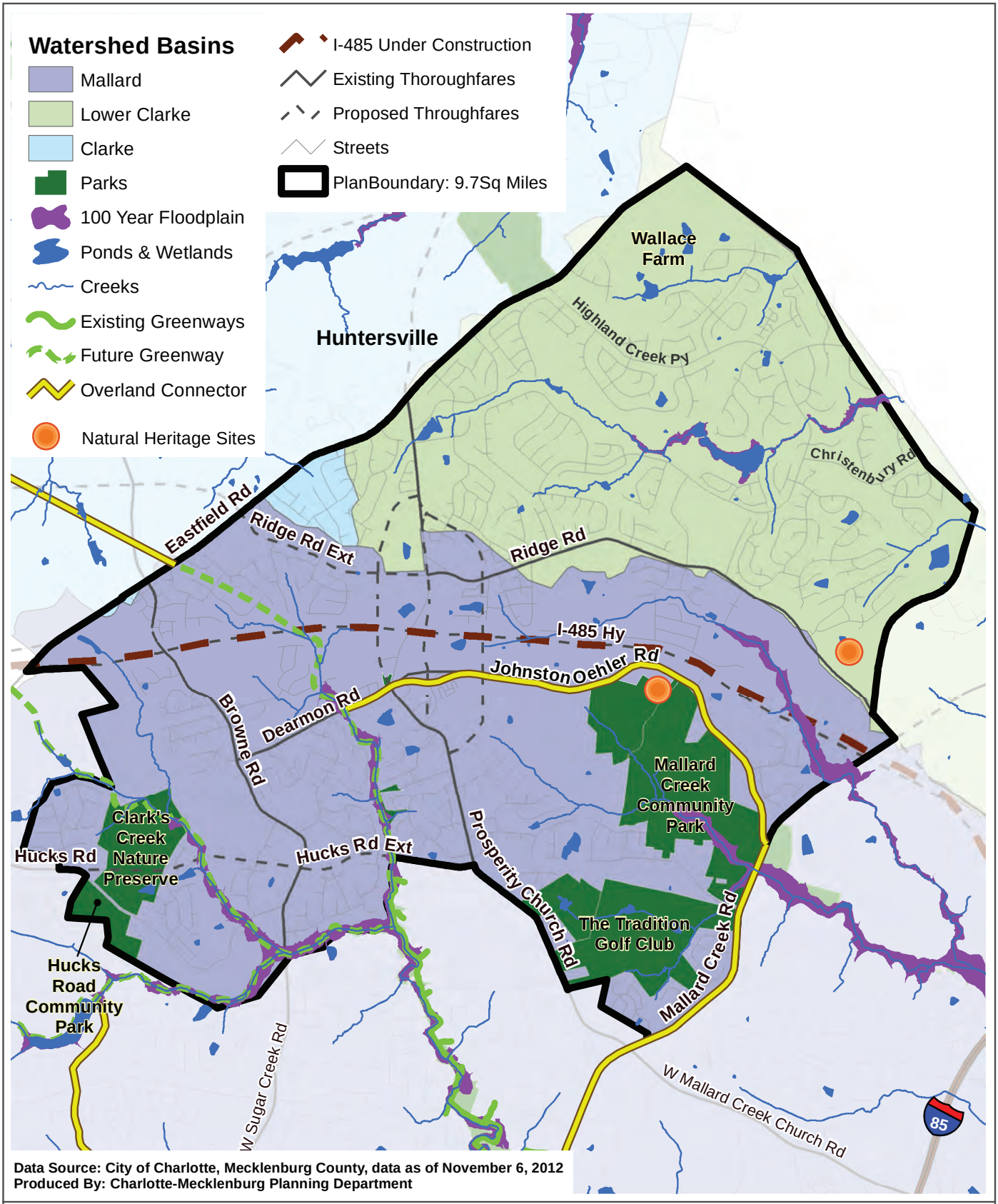
Watershed Basins
Mallard
Lower Clarke
Clarke
Parks
100 Year Floodplain
Ponds & Wetlands
Creeks
Existing Greenways
Future Greenway
Overland Connector
Natural Heritage Sites
I-485 Under Construction
Existing Thoroughfares
Proposed Throughfares
Streets
PlanBoundary: 9.7Sq Miles
Wallace Farm
Huntersville
Highland Creek Pky
Christenbury Rd
Eastfield Rd
Ridge Rd Ext
Ridge Rd
I-485 Hy
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Hucks Rd Ext
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Data Source: City of Charlotte, Mecklenburg County, data as of November 6, 2012
Produced By: Charlotte-Mecklenburg Planning Department
Environmental Features
Prosperity Hucks Area Plan
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Natural Environment

Topography

Ridge Road runs generally east to west through the plan area. Appropriately named, it runs along the ridge separating the Mallard Watershed to the north from the Lower Clarke Watershed to the south. A number of creeks run through the area marking low points. Floodplains and wetlands follow the creeks and smaller tributaries. Dedicated SWIM Buffers and planned greenways also follow the stream network. While streams have moderate slopes, the plan area otherwise have gently rolling terrain. See Map A10: Environmental Features.

Natural Heritage Sites

The North Carolina Department of Natural Resources compiles a listing of Natural Heritage Sites based on natural features such as wetlands and rare natural plant and animal life. It has identified two locations in the plan area.

- **The corner of Ridge and Beard Roads** is currently owned by the NC Department of Transportation (NCDOT) to provide mitigation for I-485 construction impacts. Over time, there have been discussions of management and ownership transfer to the Catawba Lands Conservancy.
- **Property on Johnston-Oehler Road** including private property and small portions of Mallard Creek Community Park and Mallard Creek High School also is identified as a natural heritage site.

Land Cover

About 2,460 acres or 40% of the plan area is covered with trees, out of the total 6,200 total acres of the plan area. See Map A11. There are another 2,446 acres or 39% considered open space: parcels that have grass cover or scattered trees on 50 to 75% of the total parcel area. Around 19% of the plan area is considered impervious surface: buildings, structures, and any other hard surface that prevents the soil from absorbing water, including streets and parking lots.

The area's 40% tree coverage compares to 46% for the City of Charlotte and 50% for Mecklenburg County overall. This reflects the relatively recent buildout of much of the area with single family homes, with relatively recent tree plantings in yards and along street edges. It also reflects the extensive public and private open space not occupied by trees, such as athletic fields and golf courses.

Tree coverage data within the Wedge and within the Activity Center at present are indistinguishable. The general expectation is that an Activity Center will have lower tree coverage due to the density of development. Density concentration has its own virtue in reducing sprawl and vehicular travel.

The Eastfield Village development includes an attractive lake with trees around the perimeter.

The I-485 right of way, currently under construction, will have an impact on overall area tree canopy.

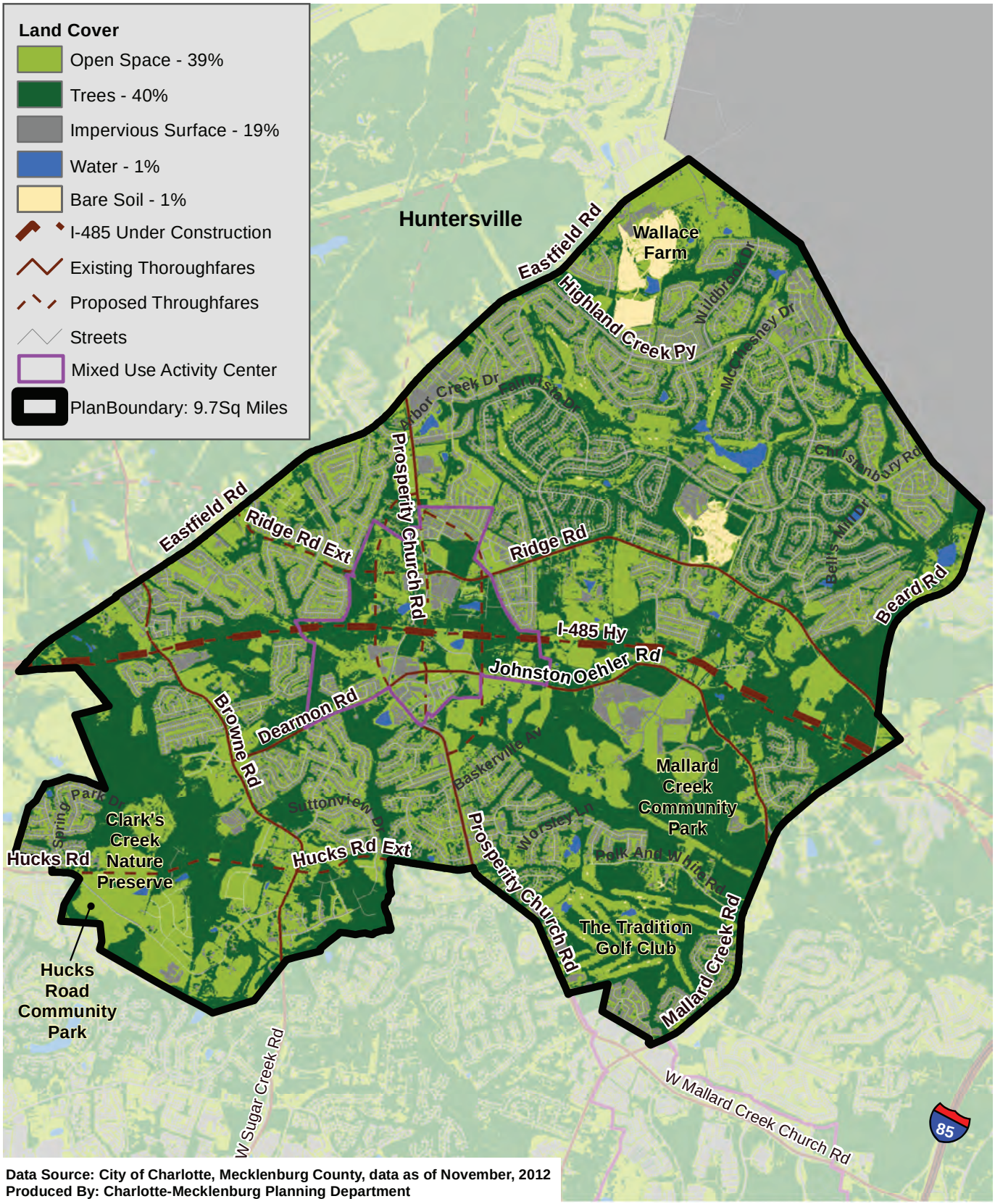
In the case of the Prosperity Activity Center, it is still largely unbuilt. It is likely that the tree canopy will decrease within the Activity Center as it is built out with intense commercial and residential uses and more impervious surface. The challenge is to mitigate the effects of new growth with appropriate tree-friendly development approaches.

All data is based on 2008 mapping, which is the most recent comprehensive tree canopy survey data available. While the recession has reduced the extent of development since 2008, it is likely that continuing development activity has reduced tree canopy over the intervening period. Likewise, construction of I-485 also is impacting the tree canopy. Freeway right of way through the plan area is about 242 acres, or 4% of the total area. This will replace some areas of trees and open space with impervious cover of the travel lanes, and with open space in medians and edges.

Citywide, Centers constitute 13% of the land area; the City's tree canopy goal for built out Centers is 25-35% tree coverage. Wedge areas constitute 67% of the City's land area; the tree canopy goal within wedges is 55-60% coverage.

The Highland Creek Golf Course is private open space classified as grass cover, with trees on its perimeter.

Vacant tree-covered property on Ridge Road within the Activity Center is likely to develop at considerable density.



Data Source: City of Charlotte, Mecklenburg County, data as of November, 2012
Produced By: Charlotte-Mecklenburg Planning Department

Land Cover

Prosperity Hucks Area Plan

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