

# NEWELL AREA PLAN

## CONCEPT PLAN AND IMPLEMENTATION GUIDELINES



*1950 Newell Train Depot ... Rocky River & Old Concord Roads*

CONCEPT PLAN ADOPTED AUGUST 26, 2002  
BY THE CHARLOTTE CITY COUNCIL



**CHARLOTTE**

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PLANNING COMMISSION

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# TABLE OF CONTENTS

## I. CONCEPT PLAN

<b>Section 1: Background</b> .....	<b>1</b>
Development and Adoption Process.....	4
Study Area History.....	4
Plan Area Demographics.....	5
Existing Community Resources.....	5
Issues & Opportunities .....	9
Vision .....	9
Goal .....	9
Objectives .....	10
Plan Format.....	10
<b>Section 2: Land Use</b> .....	<b>11</b>
Existing Conditions .....	11
Land Use Objectives .....	18
Land Use Recommendations .....	19
<b>Section 3: Design</b> .....	<b>26</b>
Existing Conditions .....	26
Objectives & Recommendations.....	27
General Design Guidelines.....	28
Streetscapes .....	28
Newell Village Center .....	30
Single-Family Residential .....	33
Multi-Family Residential.....	36
Non-Residential Development .....	38
<b>Section 4: Transportation</b> .....	<b>40</b>
Existing Conditions .....	40
Planned Improvements.....	43
Transportation Objectives.....	44
Transportation Recommendations.....	45
<b>Section 5: Environment</b> .....	<b>48</b>
Existing Conditions .....	48
Environmental Objectives & Recommendations .....	49
<b>Conclusion</b> .....	<b>51</b>

<b>Plan Maps</b>	
Map #1: Newell Study Area .....	3
Map #2: Existing Community Resources .....	8
Map #3: Existing Land Use.....	13
Map #4: Existing Zoning .....	16
Map #5: Proposed Land Use .....	23
Map #6: Transportation Recommendations .....	47
<b>Plan Tables</b>	
Table #1: Census Population and Housing .....	5
Table #2: Existing Land Use.....	11
Table #3: Existing Zoning .....	14
Table #4: Single Family Distribution .....	17
Table #5: Future Land Use Comparison .....	18
Table #6: Summary of Land Use Changes .....	24
Table #7: Current Mid-block Traffic Counts .....	40
<b>Appendix</b> .....	<b>52</b>
Newell Structures: pre-1950 .....	52
Explanation of Zoning Classifications .....	53
<b>II. IMPLEMENTATION GUIDELINES</b>	
<b>Implementation Guidelines</b> .....	<b>54</b>

## SECTION 1: BACKGROUND

### **OVERVIEW**

The Charlotte City Council first adopted a land use plan for Newell in 1986. That plan covered roughly 900 acres along Rocky River Road between Old Concord and McLean Roads to the east and west and W.T. Harris and Grier Road to the north and south. The 1986 *Newell Special Project Plan* focused primarily on protecting the character of existing single-family residential neighborhoods.

The Newell area was subsequently examined in greater detail as part of the 1996 update process for the *Northeast District Plan*. The district plan reinforced many of the land use recommendations from the original Newell plan with more parcel-specific guidelines. It also provided for the location of a neighborhood commercial center of up to 100,000 square feet in the southwest corner of the Rocky River Road and Harris Boulevard intersection.

The *Newell Problem Solving Initiative*, produced during the summer of 2000, addressed two pressing transportation issues for the Newell study area. These included the consolidation of the study area's railroad crossings and the identification of a preferred alternative for the realignment of Rocky River Road at North Tryon Street as part of the City Boulevard roadway project.

In 2002, the Planning Commission initiated a new planning focus for Newell in response to the community's request for an updated area plan as well as growth and development pressures accelerating in this part of Mecklenburg County in the past decade.

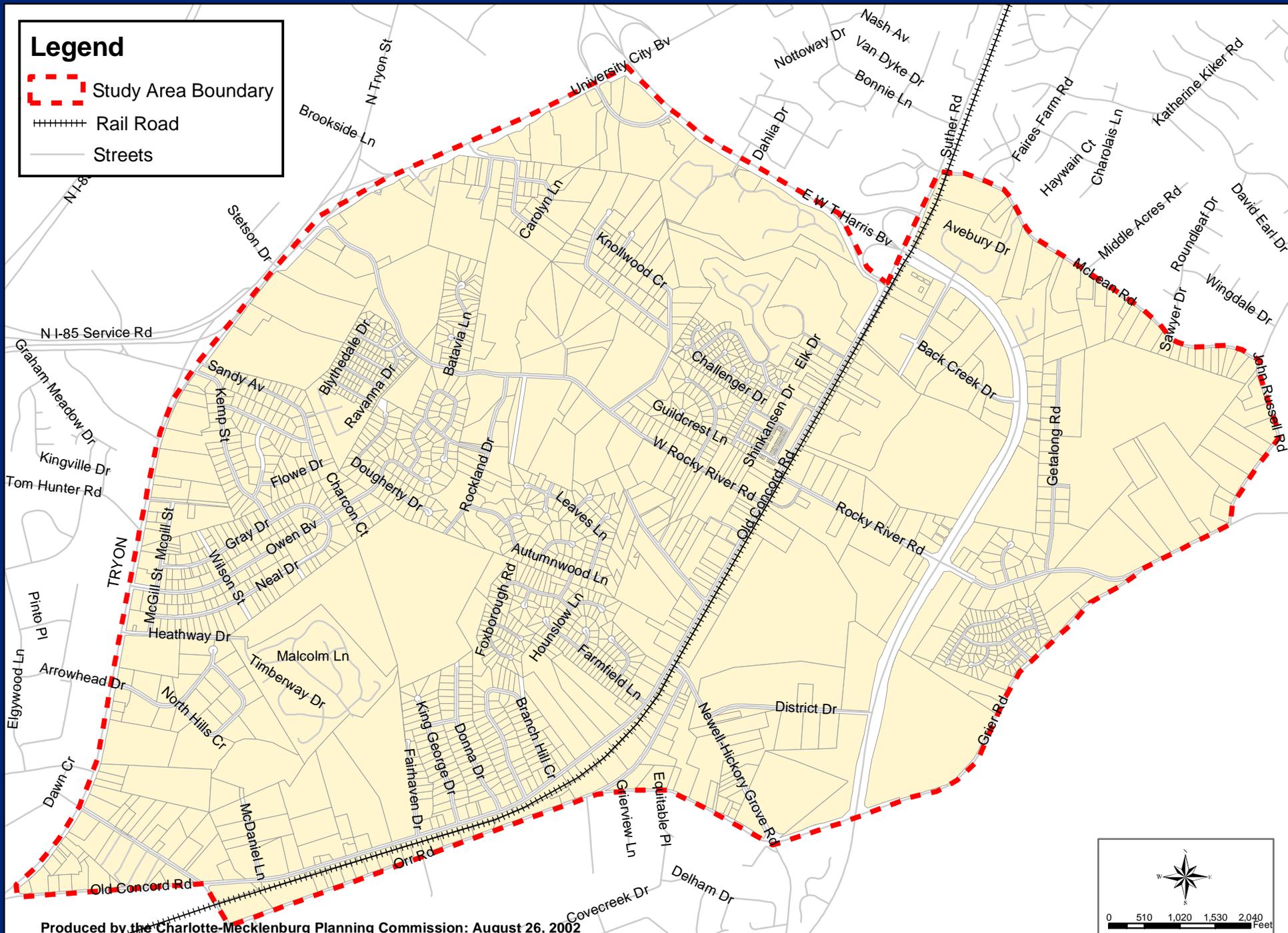
The 2002 *Newell Area Plan* expands the study area boundaries from the original 1986 plan to encompass roughly 3,052 acres bounded by North Tryon Street to the west, University City Boulevard and McLean Road to the north, John Russell and Rocky River Roads to the east, and Grier Road and Orr Road to the south (see Map 1).

The 2002 *Newell Area Plan* makes specific recommendations on future land use, urban and streetscape design, transportation improvements, and protecting and preserving the natural environment. Recommendations provided in this plan amends the 1996 *Northeast District Plan*.

# MAP 1: NEWELL STUDY AREA

## Legend

-  Study Area Boundary
-  Rail Road
-  Streets



## **DEVELOPMENT AND ADOPTION PROCESS**

The planning process for the 2002 *Newell Area Plan* centered on a series of two community and ten study group meetings conducted from February to May of 2002. During these meetings, representatives from the Newell community worked with staff to create a vision for the study area, identify community issues and opportunities, and develop recommendations for implementing their community vision. Staff also conducted two design charrettes with study group members in order to identify design issues and prepare appropriate design guidelines for neighborhood pedestrian and bicycle connectivity and a proposed Newell village center along Old Concord at Rocky River Road.

The 2002 *Newell Area Plan* was prepared in conjunction with faculty and students from the University of North Carolina at Charlotte Department of Geography and Earth Sciences. Students from the spring 2002 semester *Small Town Planning* class assisted staff with land use verification and meeting and design charrette facilitation.

A final community presentation of this document was held in May 2002. The Concept Plan was subsequently reviewed by the Planning Committee of the Charlotte-Mecklenburg Planning Commission and forwarded to the Charlotte City Council for final review and adoption on August 26, 2002.

The Newell Area Plan will also be presented as information to the Mecklenburg County Board of County Commissioners.

## **STUDY AREA HISTORY**

Like much of Reconstruction-era Mecklenburg, the Newell area was once a disperse collection of cotton, corn, and tobacco farms scattered along Old Concord Road, the original 19<sup>th</sup> century farm-to-market road connecting Charlotte and Concord. In the 1880's, the area's eventual namesakes, William Burns Newell and "Squire" John A. Newell, along with their brother-in-law, N. W. Wallace, began buying up tracts of this farmland between Back Creek and Old Concord Road and along the former North Carolina Railroad. In 1892, W.B. Newell and N.W. Wallace capitalized on the accessibility of their farmland to both Old Concord Road and the railroad by constructing a successful country store near the intersection of Old Concord Road and present-day Rocky River Roads. The Newell family soon became prominent farmers, merchants, and local politicians, and their small crossroads commercial center flourished as the heart of northeast Mecklenburg County's farming community well into the early twentieth century.

Today, Newell is a community poised on the brink of transition. While its southern boundary is dominated by aging industrial and commercial uses along the North Tryon and Old Concord Road corridors, Newell's northern and eastern edges are experiencing rapid office and residential growth typical for its University City location. Caught between the two is a large pocket of low-density, older suburban single-family residential development. This area, which includes the site of the historic Newell "village center", is a key area of concern for Newell as it seeks to build on its rural crossroads community roots.

## **PLAN AREA DEMOGRAPHICS**

Unfortunately, complete 1990 census data for the Newell area, which includes income distribution, education levels, and housing and population numbers, is aggregated to a tract level that covers a much larger geographic area than the study area limits. 2000 census figures other than population and housing have not been released as of the publication date of this plan.

Table 1 provides a demographic snapshot of the Newell plan area based on available block-level population and housing information from both the 1990 and 2000 census.

**Table 1: Census Population & Housing  
Newell Study Area**

	<b>1990</b>	<b>%</b>	<b>2000</b>	<b>%</b>	<b>% Increase</b>
<b>Population</b>					
White	3,407	83.5%	3,520	63.8%	3.3%
Black	503	12.3%	1,284	23.3%	64.4%
American Indian, Eskimo, or Aleut	19	0.5%	24	0.4%	26.3%
Asian	141	3.5%	213	3.9%	51.1%
Pacific Islander			15	0.3%	68.8%
Hispanic Origin	47	1.2%	544	9.9%	1057.4%
<b>Totals</b>	<b>4,080</b>		<b>5,520</b>		<b>35.3%</b>
<b>Housing Data</b>					
<b>Total Housing Units</b>	<b>1,800</b>		<b>2,558</b>		<b>42.1%</b>
Vacant Units	260	14.40%	257	10.00%	(1.2%)
Occupied Units	1,540	85.6%	2,301	90.0%	49.4%
Owner Occupied Units	1,065	69.2%	1,290	56.1%	21.1%
Renter Occupied Units	475	30.8%	1,011	43.9%	112.8%
One-Person Households	270	15.0%	717	28.0%	165.6%

## **EXISTING COMMUNITY RESOURCES**

The following section (see Map #2) identifies both existing and funded public facilities that currently serve the study area. Several of the listed facilities do not appear on the map because they are outside of the immediate study area boundaries.

### **Schools**

Newell is home to Newell Elementary School, which lies along Old Concord Road just west of W.T. Harris Boulevard in the heart of historic Newell. The new Northridge Middle and Grier Road Elementary Schools are directly adjacent to the study area. Newell also sits between The University of North Carolina at Charlotte and the Northeast satellite campus of Central Piedmont Community College. There are two independent and several church-sponsored day care facilities located in the study area.

**Fire**

Fire Station 34, which lies just outside the study area, is currently under construction on Grier Road directly adjacent to Reedy Creek Park. There is also a volunteer fire station located off of Old Concord Road adjacent to Newell Elementary School.

**Police**

The majority of the study area is located within the Charlie 3 Police Service District. Charlie 1 covers a small portion of the Newell area north of Old Concord Road between Harris Boulevard and Rocky River Road.

**Libraries**

A Mecklenburg County branch library is located just outside the study area on W.T. Harris Boulevard behind University Hospital.

**Postal Facilities**

The Newell Branch Post Office is located in a small commercial strip center at the corner of Old Concord and Rocky River Roads. There is also a large postal distribution center off of North Tryon on the northwestern border of the study area.

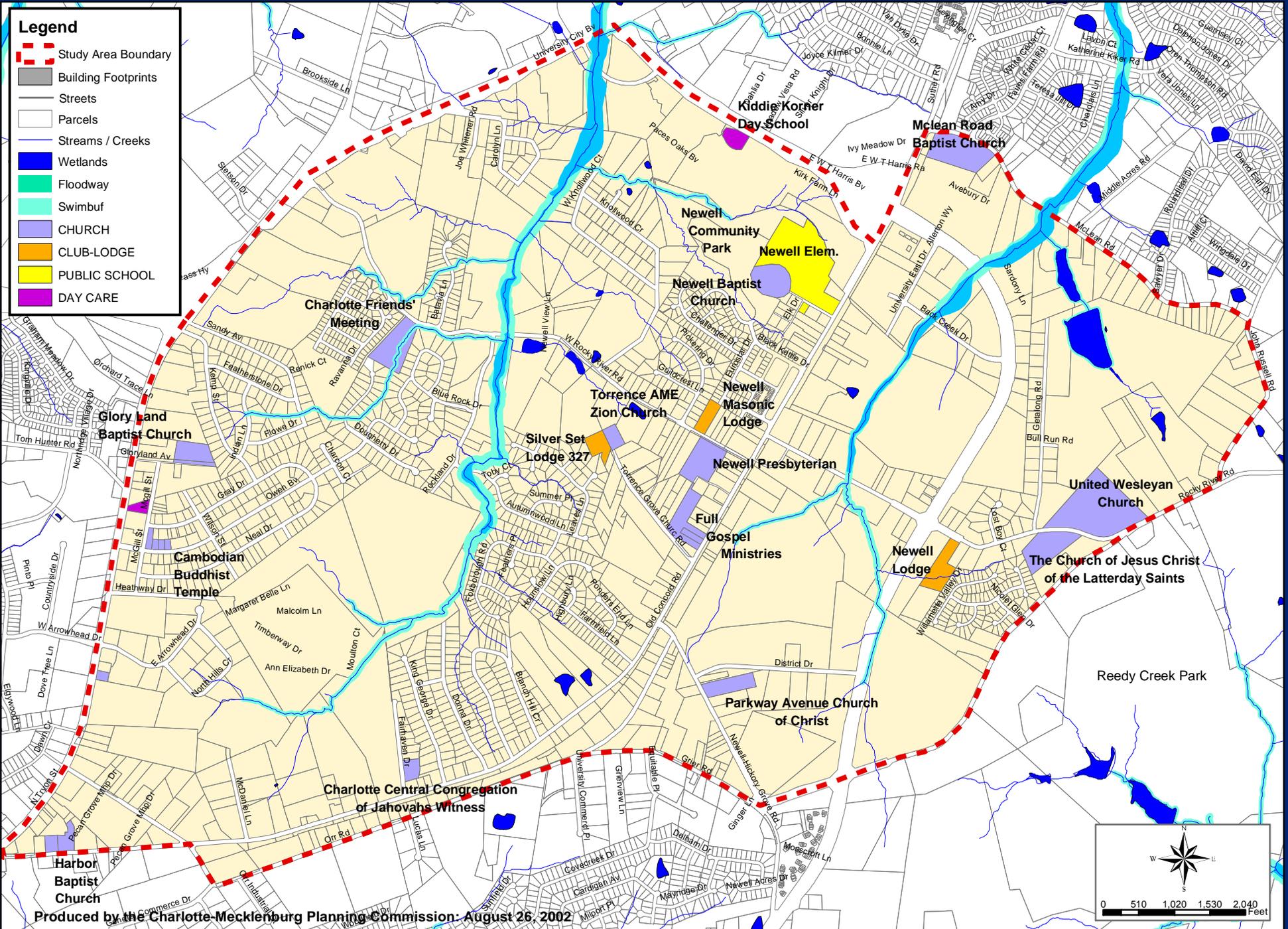
**Parks**

Newell Park is located off of Old Concord Road immediately behind the elementary school. Although Newell is classified as a neighborhood park, it is used primarily by the Newell Athletic Association for youth sports programs. Reedy Creek Park and Nature Preserve sits just outside the study area at the intersection of Grier and Rocky River Roads. The proposed Toby Creek and Back Creek greenways extend through the study area. Neither greenway is currently developed with multipurpose trails. The Park and Recreation Department does, however, own some vacant floodplain property along Toby Creek. In addition to their importance as future pedestrian greenways, these corridors are also Surface Water Improvement & Management riparian buffer areas that provide wildlife habitat and surface water filtration.

**Religious Institutions**

The Newell study area is home to twelve churches representing a variety of faiths and denominations.

# MAP 2: NEWELL COMMUNITY RESOURCES



## **ISSUES AND OPPORTUNITIES**

As a part of the planning process, study group participants compiled a list of both tangible and intangible community assets that distinguish Newell from the surrounding area. These include:

- **Newell’s unique historic and natural character:** The study area’s mature hardwood trees, ponds, creeks, and wildlife are complemented by its rural farming heritage. It is vital that both the natural and historic built environment be preserved and managed for the benefit of future generations.
- **The availability of safe and affordable residential housing close to the University and University Research Park area:** Newell is a “hidden treasure” for families seeking an established and affordable neighborhood convenient to both Center City Charlotte and the major shopping and employment areas in the greater University City area.
- **A tremendous amount of vacant land:** Large tracts of undeveloped land in the study area afford opportunities for both strategic infill development and open space and habitat preservation.
- **A diverse, committed, and involved community citizenry:** Newell neighbors feel a strong sense of personal connection and attachment to one another.

The *Newell Area Plan* seeks to build on these existing assets by making specific recommendations in the following areas:

- **Land Use:** New development should be pedestrian friendly, comparable in scale to existing neighborhoods, and sensitive to the unique environmental and historic character of the study area.
- **Design:** New development should be of the highest quality and blend into the form and scale of the existing built environment.
- **Transportation:** Streets, sidewalks, bicycle lanes, and greenway trails need to be developed or retrofitted to provide better vehicular and bicycle/pedestrian connectivity through the study area.
- **Environment:** The natural and built environment of Newell needs to be integrated so that areas of significant natural habitat, open space, or agrarian use can be set aside and managed for the benefit of the community.

## **VISION**

*Newell should be a healthy, diverse, and sustainable community located in a unique area of stately trees, healthy creeks, and historic character that sits on the edge of the University City area and at the gateway to the University of North Carolina at Charlotte.*

## **GOAL**

In order to fulfill this vision, the Newell community should grow as a living model of practical and sustainable development that strengthens, preserves, and enhances the quality and livability of the area by protecting and building on its unique cultural, historic, and environmental assets.

## **OBJECTIVES**

The recommendations contained in this plan seek to support the study group vision and goal for Newell and are based on the following key objectives:

- Encourage Newell's residents and neighbors to work together and recognize a shared history and common destiny.
- Protect Newell's environment, honor its agricultural heritage, preserve its historic resources, and adapt, whenever possible, historic buildings for creative public or private uses.
- Create a bicycle and pedestrian-friendly community with safe and practical walking and bicycle access to neighborhood services, schools, parks, places of worship, and the UNCC and CPCC campuses.
- Provide well-designed roadways that serve the needs and fit the character of the community while managing traffic congestion.
- Minimize the impact that planned high-speed rail improvements along the Norfolk-Southern railroad may have on the community.
- Provide accessible, sensible, and effective public transit to the area.
- Create a new Newell Village Center with small retail and mixed-use projects that support desirable and sustainable economic development and add value to the residential areas while complementing the low density, rural feel of the community.
- Improve the corridor appearance of Newell's gateway thoroughfares, including Old Concord Road, Tryon Street, University City Boulevard, and W.T. Harris Boulevard.
- Promote the ready availability of recreational and cultural resources, including parks, trails, activities and events, within easy walking distance of residential areas.

## **PLAN FORMAT**

The 2002 *Newell Area Plan* is arranged by section around the following four topics:

- Land use
- Design
- Transportation,
- Natural Environment

For each section, a brief description of existing conditions will be followed by specific goals and recommendations.

## SECTION 2: LAND USE

### **EXISTING CONDITIONS**

Tables 2 and 3 and Maps 3 and 4 provide a summary of the existing land use and zoning for the Newell area. A description of individual zoning classifications can also be found in the appendix of this plan.

The “rural” feel of the 3,052-acre Newell study area is due predominantly to its low-intensity residential character and unusually high percentage (over thirty percent) of vacant land. Low-density single-family development accounts for thirty percent of the existing land use, and close to sixty percent of the property in the study area is zoned for single-family residential housing. This single-family use includes a small amount of mixed-residential with a limited number of attached townhome units. True multi-family use, however, accounts for less than three percent of the existing land use in the study area and five percent of the existing zoning. It is clustered along W.T. Harris Boulevard at the northern edge of the plan area.

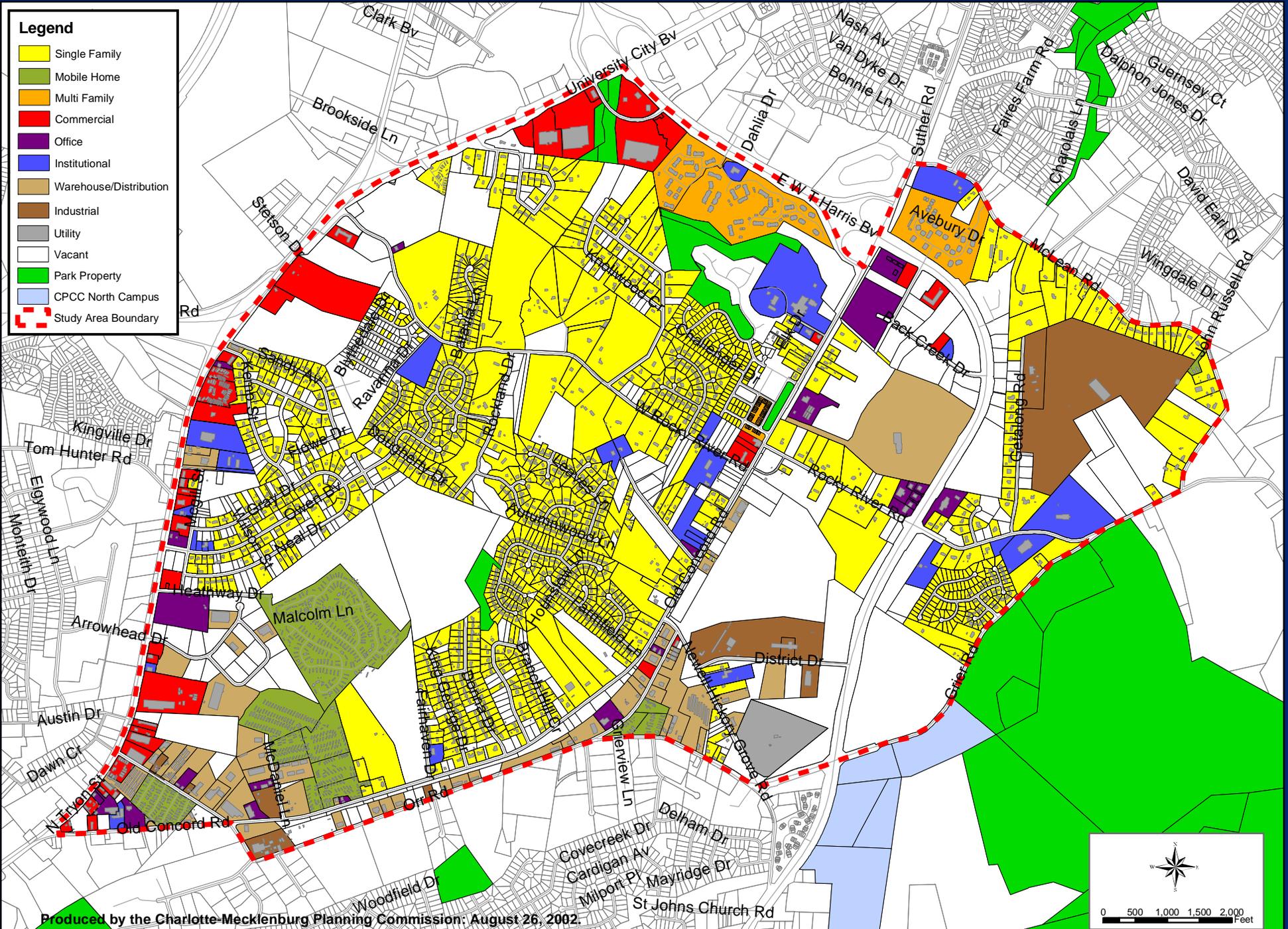
Seventeen percent of the study area is zoned industrial. Existing industrial uses are concentrated along Orr and Old Concord Roads in the southwestern corner of the study area, make up the next significant land use category. Roughly ten percent of the available land is being used for light industrial, warehousing, or manufacturing uses.

Existing commercial development accounts for four percent of the study area. There is currently just less than 640,000 square feet of constructed commercial space within the study area. This commercial, however, is somewhat disproportionately concentrated in a large regional retail center at the edge of the study area around the intersection of University City and W.T. Harris Boulevards. Eleven percent of the study area is zoned for commercial development, which indicates that there is a significant amount of available but unused commercial square footage.

**Table 2: Existing Land Use**

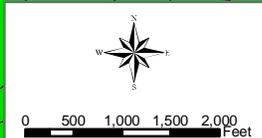
Land Use	Acreage	% of Total
<b>County Park Property</b>	35.4	1.2%
<b>Single-Family Residential</b>	939.3	30.8%
<b>Manufactured Housing</b>	121.9	4.0%
<b>Multi-Family Residential</b>	85.4	2.8%
<b>Institutional</b>	108.9	3.6%
<b>Commercial</b>	124.9	4.1%
<b>Office</b>	56.6	1.9%
<b>Industrial</b>	307.2	10.1%
<b>Utility</b>	21.3	0.7%
<b>Vacant</b>	950.1	31.1%
<b>Right-of-Way</b>	301	9.9%
<b>Totals</b>	<b>3,052</b>	<b>100%</b>

# MAP 3: NEWELL EXISTING LAND USE



- Legend**
- Single Family
  - Mobile Home
  - Multi Family
  - Commercial
  - Office
  - Institutional
  - Warehouse/Distribution
  - Industrial
  - Utility
  - Vacant
  - Park Property
  - CPCC North Campus
  - Study Area Boundary

Produced by the Charlotte-Mecklenburg Planning Commission: August 26, 2002.



**Table 3: Existing Zoning**

<b>Zoning Classification</b>	<b>Acreage</b>	<b>Percent of Total Area</b>
<b>Commercial</b>		
B-1	14.9	
B-1CD	12.2	
B-2	48	
B-2 CD	116.8	
B-D	13.1	
B-D CD	8	
B-P CD	75.2	
CC	49	
<b>Total</b>	<b>337.2</b>	<b>11%</b>
<b>Industrial</b>		
I-1	216.7	
I-2	208.1	
I-2CD	85	
<b>Total</b>	<b>509.8</b>	<b>16.7%</b>
<b>Institutional</b>		
Institutional	<b>15.1</b>	<b>0.5%</b>
<b>Office</b>		
O-1	30.8	
O-1 CD	56.6	
O-15	7.5	
<b>Total</b>	<b>94.9</b>	<b>3.1%</b>
<b>Mixed Residential</b>		
MX-1	<b>73</b>	<b>2.3%</b>
<b>Multi-Family</b>		
R-9 MF	57.7	
R-12 MF	13	
R-17 MF	26.4	
R-17 MF CD	45.8	
<b>Total</b>	<b>142.9</b>	<b>4.6%</b>
<b>Single-Family</b>		
R-3	1713	
R-4	53.3	
R-6 CD	41.6	
<b>Total</b>	<b>1807.9</b>	<b>59.5%</b>
<b>Manufactured Housing</b>		
R-MH	<b>71.2</b>	<b>2.3%</b>
<b>Totals</b>	<b>3,052</b>	<b>100%</b>



As noted earlier, single-family development represents the largest land use in the Newell study area. Table 4 summarizes the number and geographic distribution of single-family dwellings within the study area.

Most of the existing single-family development lies off of Rocky River Road West between North Tryon Street and Old Concord Road. Homes in this area were first constructed in the early to mid 1970's, and the lot densities for these older neighborhoods average 1.73 dwelling units-per-acre. Glen Laurel, a newer single-family subdivision off of Rocky River Road West completed in the late 1990's, is slightly denser with an average of 2.5 dwelling-units-per-acre. The two newest neighborhoods in the study area, Newell Crossing and Rocky River Village, are still under construction and average just over 4 single-family dwelling-units-per-acre. Newell Crossing is a mixed residential community that also includes 46 townhomes at an average of 14.5 dwelling-units-per-acre.

1,144 out of 1,306 approved single-family lots in the study area are improved. The average dwelling size is 1,955 square feet and the average assessed value is \$122,937. The median house size and value are very close to the mean, with the midpoint for size at 1,834 square feet and the midpoint for assessed value at \$117,370.

**Table 4: Approved Single-Family Development  
1950 -2002**

<b>Subdivision</b>	<b># of Lots</b>	<b>Acres</b>	<b>Density</b>
Autumn Glen and Farmfield	167	57.6	2.9
Autumnwood	215	222.3	1
Forrest Glen	42	18.1	2.3
Glen Laurel	112	45.6	2.5
Charcon Heights & Mecklenburg Acres	254	241.9	1
Knollwood	53	59.4	0.9
Newell Crossing*	140	48	2.9
Newell Place	50	24.02	2.1
Old Concord Road Area	158	82.3	1.9
Rocky River Village	115	21.8	5.2
Townhomes at Newell Crossing*	46	3.17	14.5
<b>Totals</b>	<b>1,352</b>	<b>824.19</b>	<b>3.38</b>
*part of a mixed-residential subdivision			

## LAND USE OBJECTIVES

The following are the general land use objectives for the Newell Study Area:

1. **Create a Pedestrian-Friendly Mixture of Adjacent Land Uses:** Establish a balanced land use pattern for Newell that includes a mixture of housing, shopping, employment, and civic uses such as schools and religious facilities. These uses should be connected through both the pedestrian and neighborhood street system.
2. **Protect Existing Residential Neighborhoods:** Protect and enhance the character of existing neighborhoods in Newell. New development built adjacent to existing neighborhoods should provide a seamless transition to the established neighborhood.
3. **Provide a Broad Range of Housing:** Encourage a range of housing types and densities that will meet the needs of different types of households.

The proposed future land uses that support these goals are illustrated on Map 5, and the recommended land use changes to the adopted Northeast District Plan are detailed in Table 5.

The chart below provides a brief summary of recommended land uses in the *Newell Area Plan* that differ from those in the adopted *Northeast District Plan*. The most significant changes are the substantial re-allocation of commercial to mixed-use, the re-allocation of single-family to mixed residential, and the addition of new recommended park and open space property. As a percent of the total study area acreage, mixed-use increases from 4.5% to 10.2% while commercial uses decrease from 8.9% to 2.4%. Similarly, single family declines from 45% to 34% of the study area while mixed residential increases from 9.2% to nearly 17%.

**Table 5: Future Land Use Comparison  
Northeast District Plan vs. Newell Area Plan**

Land Use	Adopted Land Use (in acres) 1996 <i>Northeast District Plan</i>	%	Future Land Use (in acres) <i>Newell Area Plan</i>	%
<b>Commercial</b>	271.3	8.9%	73.6	2.41%
<b>Industrial</b>	404.3	13.2%	369.8	12.12%
<b>Institutional</b>	34.0	1.1%	106.4	3.49%
<b>Open Space</b>	100.0	3.3%	196.4	6.44%
<b>Office</b>	292.1	9.6%	296.8	9.72%
<b>Mixed Use</b>	136.8	4.5%	310.7	10.18%
<b>Multi-Family</b>	158.9	5.2%	155	5.08%
<b>Mixed Residential</b>	281.6	9.2%	510.2	16.72%
<b>Single Family</b>	1,373.0	45.0%	1033.1	33.85%
<b>Totals</b>	<b>3,052.0</b>	<b>100.0%</b>	<b>3,052</b>	<b>100.00%</b>

## **LAND USE RECOMMENDATIONS**

The following land use recommendations represent a change from the future land use recommended in the 1996 *Northeast District Plan*. These new *Newell Area Plan* land use recommendations are located on map #5, which immediately follows this section (page 23). They are also summarized in Table 5 (found on page 18).

### **1. OFFICE PARK AT OLD CONCORD & ROCKY RIVER ROADS**

The two parcels in area #1 are part of a larger area bounded by Old Concord, Rocky River, and Newell-Hickory Grove Roads identified as office park in the 1996 *Northeast District Plan*. It is recommended that the approved conditional plan (petition 97-036(c) for these parcels be evaluated and rezoned to be consistent with the recommendations of the *Newell Area Plan* as part of the 3-year Conditional Rezoning Review currently underway.

### **2. MIXED-USE NEIGHBORHOOD COMMERCIAL CENTER AT ROCKY RIVER AND HARRIS**

The plan supports a neighborhood center in either the southwest or southeast quadrant of the Rocky River Road and Harris Boulevard intersection. This represents a change from the 1996 *Northeast District Plan*, which limited the commercial center to only the southwest quadrant of the same intersection. The neighborhood commercial center recommended by this plan would permit up to 100,000 square feet of neighborhood-oriented commercial space horizontally and/or vertically integrated with office.

The quadrant not developed as a neighborhood commercial center would be appropriate for office use only. However, the plan supports up to 10,000 square feet of well-integrated single-tenant retail - in addition to the by-right retail uses allowed in the general office-zoning district - for this area subject to the following conditions:

- The single-tenant retail building should be architecturally integrated with the rest of the development.
- The single-tenant retail building should be sited with an emphasis on maintaining pedestrian interconnectivity. Parking areas should be located so they do not impede pedestrian access between abutting buildings.
- Dumpster areas or auxiliary storage should not interfere with pedestrian circulation and should not be visible from Harris Boulevard or Rocky River Road.
- Parking should not be permitted between the building and Harris Boulevard and should be discouraged between the building and Rocky River Road.
- Drive-through windows should be discouraged. If allowed, careful consideration should be given to how parking, pedestrian desire lines, and drive-through traffic interact.

### **3. MIXED-USE AT FUTURE CITY BOULEVARD TRANSIT STATION AREA**

Area 3 falls within the half-mile station area for the potential City Boulevard Transit Station. The appropriate type of transit-supportive mixed-use for these parcels will need to be planned when and if a station is sited at this location. If a station is not selected for this site, the appropriate land use is mixed-use subject to the general conditions for mixed use found on page 25.

It is recommended that the approved conditional plan (petition 89-041(c) for the ten individual parcels in area #3 be evaluated as part of the 3-year Conditional Rezoning Review currently underway. These parcels should be rezoned to be consistent with the recommendations of the *Newell Area Plan* at that time.

#### 4. NORTH TRYON MIXED-USE

Area 4 is recommended for as mixture of office, commercial, and residential subject to the following conditions. Mixed-use is by definition intended to include at least two of the following uses: office, multi-family residential, and retail. These uses must be integrated within the same building.

- The square foot ratio of total retail to other uses for the entire site may not exceed 1:3.
- All buildings must be architecturally integrated with one another.
- All buildings must be sited with an emphasis on maintaining pedestrian interconnectivity. Parking areas should be located so they do not prohibit pedestrian access between abutting buildings.
- Single tenant retail is limited to 25,000 square feet (per building) on the ground floor and must be part of a mixed-use building.
- Office uses are limited to 3 stories with a combined floor-area-ratio not to exceed 1:5,000 for the entire site.
- Residential density may not exceed 12 units-per-acre based on the gross site acreage.

It is recommended that the approved conditional plan (petition 89-041(c) for the three individual parcels in area #4 be evaluated as part of the 3-year Conditional Rezoning Review currently underway. These parcels should be rezoned to be consistent with the recommendations of the *Newell Area Plan* at that time.

#### 5. NORTH TRYON OFFICE/COMMERCIAL MIXED-USE

Area #5 is recommended for a mixture of office and commercial uses. The *Newell Area Plan* recommends up to 25,000 square feet of single-tenant retail per building for area #5 provided it is on the ground floor of a mixed-use building. Multi-family is not included in this recommended mixture of uses. In addition to the appropriate general conditions for mixed-use development (see note 1 on page 25), the following specific conditions apply:

- The square foot ratio of total retail to other uses for the entire site may not exceed 1:2.
- Buildings should be used to frame the North Tryon corridor and therefore brought up to edge of the required setback
- Parking between the required setback from North Tryon and buildings should be discouraged.
- The use of structured parking is encouraged.

#### 6. OLD CONCORD ROAD AREA MIXED RESIDENTIAL UP TO 8 D.U.A.

A mixture of residential housing types up to an overall density of eight units-per-acre is recommended for Area #6. Specific design guidance for both single-family and multi-family housing is provided in the design section of this plan.

#### 7. TOBY CREEK GREENWAY/PARK

The undeveloped parcels in area #7 are recommended for acquisition by Mecklenburg County as part of Toby Creek Greenway and an expanded Newell Neighborhood Park. In the event that Mecklenburg County chooses not to acquire the parcels in area #7 for a park or greenway, the appropriate land use would be residential at the base residential density for the plan area of 4 dwelling units-per acre.

Area #7 encompasses a significant amount of both floodplain and headwater tributaries for Toby Creek. It is therefore also recommended that any park parcels acquired by Mecklenburg County

be evaluated for inclusion into the Mecklenburg County Nature Preserve system prior to being designated for active recreational use as either a greenway trail or neighborhood park.

#### 8. JOHN RUSSELL ROAD AREA MIXED RESIDENTIAL UP TO 4 D.U.A.

A mixture of residential housing types up to an overall density of four units-per-acre is recommended for Area #8. Specific design guidance for both single-family and multi-family housing is provided in the design section of this plan.

#### 9. NEWELL MIXED-USE VILLAGE CENTER

The mixed-used designation for area #9 is intended to encourage a blend of new mixed-use infill development and existing historic or architecturally significant structures internally renovated for additional uses other than single-family residential. Appendix Table 1 lists structures that should be considered for preservation. Site plan submittals that include one or more of these properties should provide an evaluation of the structure's eligibility for inclusion on the Mecklenburg County Historic Properties list.

In addition to the general mixed-use conditions (see note 1 on page 25), new infill development for area #9 should be architecturally consistent with the surrounding development. More specific infill architectural guidelines for this proposed village center are provided in the design guidelines.

Any allowed expansion of existing institutional uses in this area should be consistent with the general notes for mixed-use.

#### 10. SINGLE-FAMILY UP TO 4 D.U.A.

Single-family housing up to an overall density of four units-per-acre is recommended for Area #10. Specific design guidance for single-family housing is provided in the design section of this plan.

#### 11. SINGLE-FAMILY UP TO 4 D.U.A.

Single-family housing up to an overall density of four units-per-acre is recommended for Area #10. Specific design guidance for single-family housing is provided in the design section of this plan.

#### 12. INDUSTRIAL

The land use for area # 12 should be changed to industrial to reflect the current use and zoning for the site.

#### 13. INSTITUTIONAL

The land use for the ten separate locations that comprise area #13 should be changed to institutional to reflect their current use.

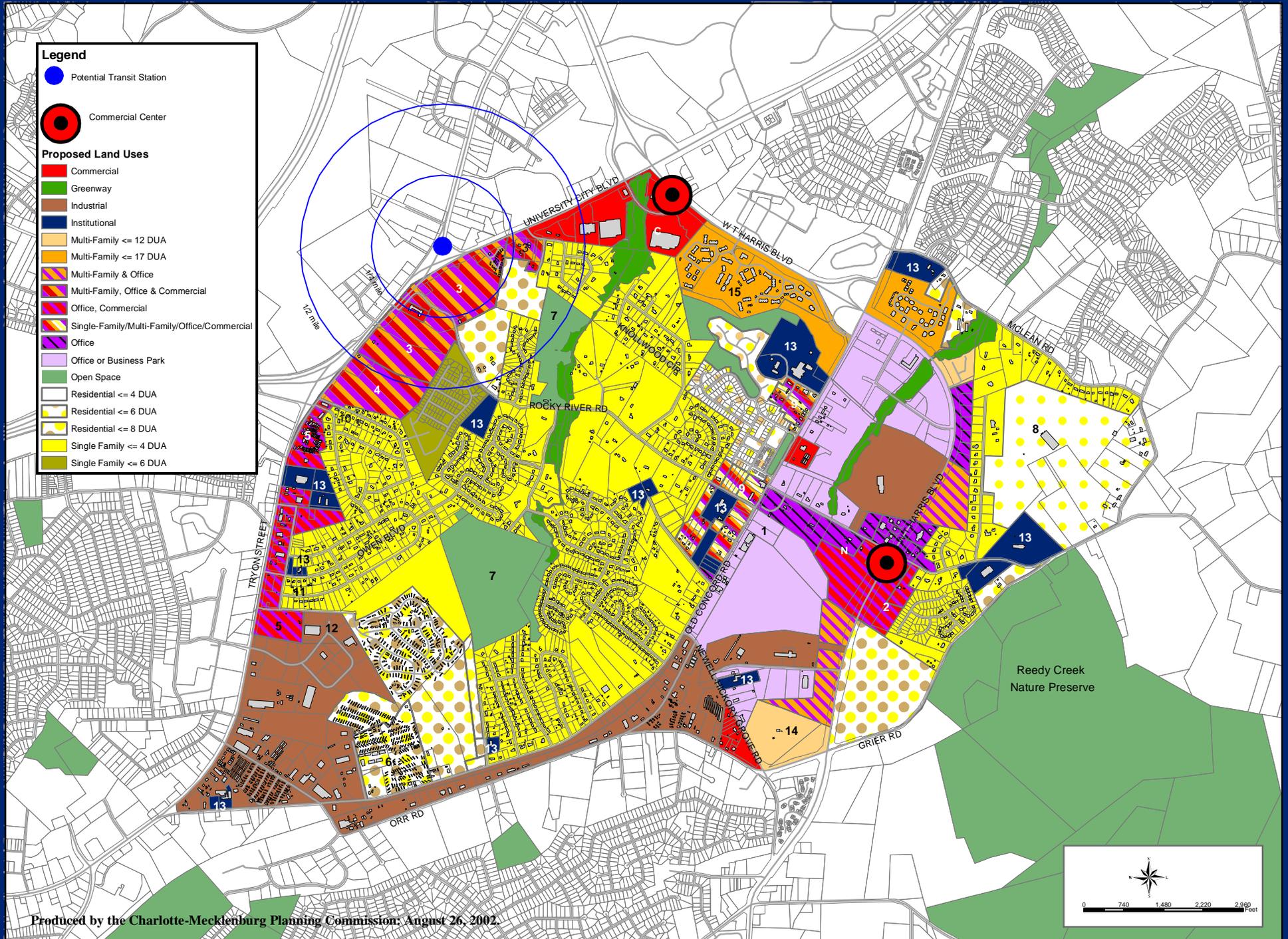
#### 14. MULTI-FAMILY UP TO 12 D.U.A.

Multi-family housing up to an overall density of twelve units-per-acres is recommended for Area #14. Specific design guidance for multi-family housing is provided in the design section of this plan.

#### 15. MULTI-FAMILY UP TO 17 D.U.A.

Multi-family housing up to an overall density of seventeen units-per-acres is recommended for Area #15. Specific design guidance for multi-family housing is provided in the design section of this plan.

# MAP 5: NEWELL ADOPTED FUTURE LAND USE



**Table 6: Summary of Land Use Changes**

#	NEWELL AREA PLAN: ADOPTED LAND USE	ADOPTED NE DISTRICT PLAN LAND USE	EXISTING ZONING	EXISTING LAND USE
1	Office Park	Industrial	I-1CD	Vacant
2	Mixed-Use Neighborhood Commercial Center Office & Commercial	Mixed-Residential up to 8 d.u.a.	O-1	Vacant
3	Mixed-Use: Transit Station Area Office, Commercial, Multi-family	Commercial, Mixed- Residential up to 8 d.u.a.	B-2CD R-3	Vacant, Office, Single Family
4	North Tryon Mixed-Use Office, Commercial, Multi-family	Commercial	B-2CD	Vacant, Commercial
5	North Tryon Office & Commercial Mixed-Use	Commercial	B-2	Vacant, Commercial, Industrial, Single Family,
6	Residential up to 8 d.u.a.	Industrial	I-2	Manufactured Housing
7	Toby Creek Greenway/Park	Single Family, Greenway	R-3	Vacant
8	Residential up to 4 d.u.a.	Single Family	R-3	Industrial, Single Family, Vacant
9	Mixed-Use Village Center Office, Commercial, Multi-Family	Single Family, Multi- family, Commercial, Office	R-3, O-1, R- 17MF, B-1	Vacant, Commercial, Single Family
10	Single Family up to 4 d.u.a.	Commercial	R-3	Single Family
11	Single Family up to 4 d.u.a.	Commercial	R-12MFCD <sub>A</sub>	Vacant
12	Industrial	Commercial	B-D	Industrial
13	Institutional	Industrial, Commercial, Single Family, Office	I-1, I-2, R-3	Institutional
14	Multi-family up to 12 d.u.a.	Multi-family	R-3, R-17MF	Utility
15	Multi-family up to 17 d.u.a.	Multi-family	R-9MFCD, R- 17MF	Multi-family

#### NOTE 1: DEFINITION AND GENERAL CONDITIONS: MIXED-USE DEVELOPMENT

Mixed-use is by definition intended to include at least two of the following uses: office, multi-family residential, and retail. These uses must be integrated within the same building.

- The square foot ratio of total retail to other uses for the entire site may not exceed 1:3.
- All buildings must be architecturally integrated with one another.
- All buildings must be sited with an emphasis on maintaining pedestrian interconnectivity. Parking areas should be located so they do not prohibit pedestrian access between abutting buildings.
- Single tenant retail is limited to 25,000 square feet (per building) on the ground floor and must be part of a mixed-use building.
- Office uses are limited to 3 stories with a combined floor-area-ratio not to exceed 1:5,000 for the entire site.
- Residential density may not exceed 12 units-per-acre based on the gross site acreage.

## SECTION 3: DESIGN

### **EXISTING CONDITIONS**

The built environment within the study area is comprised predominantly of single-family homes. Houses typically range from thirty years to less than a year in age; however, there are several early 20<sup>th</sup> century farmhouses along Old Concord and Rocky River Roads. Though only one of these homes is registered as a historic landmark (the WB Newell House), several other residential structures possess architectural details that can be used as a template for new residential development.

Architecturally, various types of farmhouses can still be found scattered across the rural landscape. A concentration of this housing type is in the Old Concord Road and Rocky River Road area. The most notable homes are consistent in their scale and details such as side facing gables roofs or hip roofs with roof shed or hip roofed shed porches. Larger homes are 1.5 to 2 stories and may have a porch that wraps around the home in an L-shaped fashion. Smaller, but no less significant, 1-story homes may have double gabled roofs while retaining some form of covered porch. Other housing types that were constructed in the early 1900's such as the bungalow and cottage style can also be found in Newell.



***Early 20<sup>th</sup> Century Farmhouse***



***W.B. Newell House***

Most of the residential subdivisions in the Newell study area have been constructed since the 1940's and were designed around automobile accommodations. Subdivisions contain numerous cul-de-sacs with no connectivity or street hierarchy and limited pedestrian or bicycle amenities.

Commercial uses along North Tryon are typified by both older (circa mid-1970's) and newer strip-type shopping centers with parking in front and service entry behind. There is also a regional "big box" commercial area at the corner of Harris Boulevard and North Tryon Street. Multi-family development is concentrated along Harris Boulevard. These existing apartment communities are designed so they turn their back on the Newell community. Several complexes are gated, and all are typified by large expanses of surface parking with no external pedestrian connectivity.

## **DESIGN OBJECTIVES & RECOMMENDATIONS:**

Newell residents are concerned with both the quantity and quality of development and its ensuing impact on the rural landscape and historic fabric of their community. Newell is a community that has retained a significant amount of rural housing types. Though only one of these homes is currently registered as a historic landmark, several other residential structures possess the architectural details that should be used as precedents for new development.

Study group participants have expressed their concerns with the lack of both good site and architectural design in new residential developments. New housing does not speak to this historic Newell vernacular architecture, and new residential developments are often not sensitive to the existing rural landscape. In particular, mature trees contribute functionally to the human environment as well as support wildlife that is indigenous to this area.

As part of the planning process, the Charlotte Mecklenburg Planning Commission therefore conducted two charrettes with Newell stakeholders and students from the University of North Carolina at Charlotte in order to better address connectivity and design issues. General design objectives for Newell include the following:

- 1. Create “Main Street” Retail:** Develop retail that creates a “main street” for the area by placing buildings along local streets with parking located behind buildings. Retail areas should be walkable, should have a village character, should include a green space component, and should be a focal point for the adjacent community. This is particularly important for the proposed Newell Village Center but is also applicable to the proposed neighborhood commercial center at Rocky River Road West and W.T. Harris Boulevard.
- 2. Create a Unique Streetscape:** Develop a streetscape that is unique to Newell. Consider items such as landscaped medians and intersections (particularly for gateway areas), public artwork, decorative street lighting, signage, street trees, green space along thoroughfares, and sidewalks.
- 3. Provide Pedestrian Oriented Development:** Design development to accommodate both pedestrians and bicyclists.
- 4. Protect Study Area Character and History:** Ensure new development reflects the history and character of Newell.
- 5. Provide Neighborhood-Oriented Open Space:** Incorporate open space into all new development. This open space should be an integral part of a development’s design scheme.
- 6. Protect the Environment:** Protect the natural terrain, natural drainage ways, and existing vegetation of all sites. Protect large existing trees by incorporating them into the design of new development.

The following specific connectivity objectives were identified during the first charrette and have been incorporated into both the design and transportation recommendations contained in this plan.

- Improve pedestrian circulation by providing a network of sidewalks throughout the Newell community.
- Design new roads and update existing roads to accommodate bicyclists.

- Connect pedestrian and bicycle paths with proposed greenway trails.
- Provide vehicular and/or pedestrian connections from new developments to existing neighborhoods.
- Ensure that destination places such as parks, schools, churches and historical landmarks are easily and safely accessible.

The second design charrette focused on the concept of a “village center” near Old Concord and Rocky River Roads. Newell has several properties that are either historic landmarks or are being considered for historic designation. Unfortunately, there is also increasing development pressure to replace these structures with new infill residential development. Since most of these structures are concentrated within a half-mile radius of the Rocky River Road and Old Concord Road intersection, this plan recommends a mixed-use village center for this area that affords the opportunity for both adaptive re-use of historic buildings and the development of appropriate and complementary mixed-use infill. In order to support the recommended land use, design objectives for the Newell Village Center include:

- Encouraging a mixture of uses that will cover a broad range of occupancy opportunities within the development;
- Re-using historic structures as functional components of the development;
- Integrating the open spaces and plazas with the retail areas;
- Designing a street network that promotes a pedestrian friendly environment;
- Providing pedestrian amenities such as wide sidewalks, indigenous street trees and landscaping, seating areas and pedestrian scale lighting;
- Designing a village center that is of the appropriate scale and vernacular for the Newell community.

Refer to Table 1 in the appendix for a listing of existing residential properties that should be considered for preservation in the proposed Newell Village Center area. These buildings are also shown on Map #6 in the Transportation Section of this plan.

## **GENERAL DESIGN GUIDELINES**

The following guidelines should be used in conjunction with the Adopted Future Land Use (refer to Map #5) to provide direction for future development. Compliance with the guidelines will occur primarily through the rezoning process. Planning staff will work with individual rezoning petitioners to insure consistency with the guidelines. For properties that do not require a rezoning, compliance with the guidelines, while strongly encouraged, is voluntary. The guidelines are organized into the following five categories: streetscapes, Newell Village Center, single-family residential development, multi-family residential development, and non-residential development.

### ***Streetscapes***

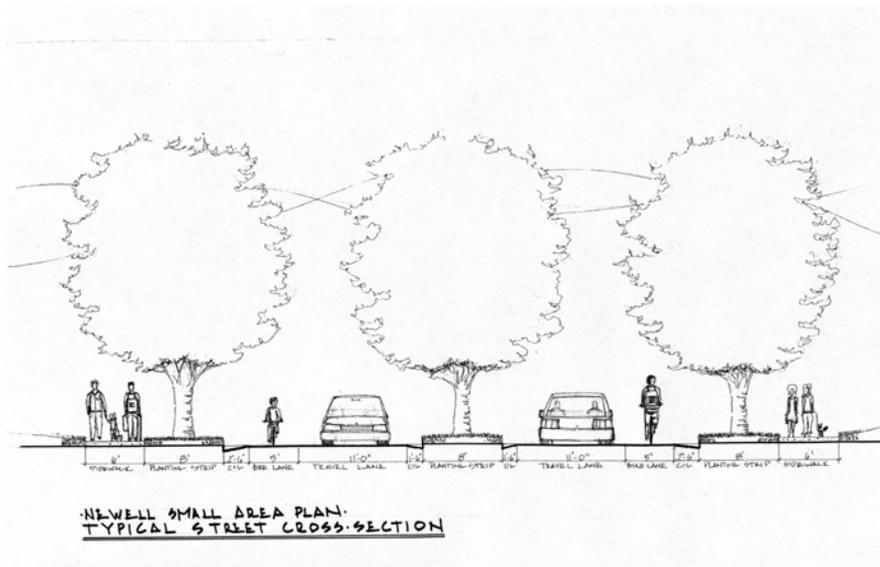
#### ***Old Concord Road, Rocky River Road, and North Tryon Street***

1. Provide sidewalks that are a minimum 5 feet in width and between 6 and 8 feet where there is a concentration of nearby commercial development or civic uses.
2. Provide a minimum 6' planting strip between the sidewalk and road. This will provide an adequate area for landscaping and separate pedestrian and vehicular traffic.
3. Plant large, indigenous maturing trees on both sides of the street in the planting strips and/or behind the sidewalk. Colorful small maturing trees and landscaping can be used to accent areas that cannot accommodate large maturing trees.

4. Provide dedicated bicycle lanes at least 4 feet, and preferably 5 feet, in width. Wide outside lanes are acceptable if there is not enough room for standard bicycle lanes.
5. Travel lanes should be 11 feet wide (16 feet with bicycle lanes) with curb, gutter and storm water drainage.
6. Provide pedestrian-scale street lighting.



***Typical Proposed Street Perspective***



***Typical Proposed Street Cross-Section***

## Newell Village Center

The commercial village center should complement adjacent residential and non-residential developments. Localized neighborhood services should be interconnected through a street and pedestrian network to provide easy access for the Newell community. In essence, the center should not wall itself off from its neighbors. The design guidelines seek to establish a high level of architectural design by respecting the rural landscape, recognizing the existence of surrounding architecture significant to the Newell community and paying close attention to the pedestrian realm through materials, scale and building/sidewalk relationships.



Old Post Office



Old Concord & Rocky River Roads

### Proposed Village Center: Conceptual Plan View



1. Block Size and Building Design
  - Discourage blocks in excess of 350 feet.
  - Design single commercial uses to occupy up to 60' of frontage.
  - Design buildings to a maximum height of 40' (including the roof structure) along Old Concord Road.
  - Design all structures elsewhere on the site to a maximum height 20'. One-story structures are also permissible.
2. Screening
  - Provide screening for both roof or ground mounted HVAC or mechanical fixtures.
  - Provide screening for trash dumpsters.
3. Materials
  - Encourage use of natural materials such as brick, stone and wood for all building facades.
  - Encourage clear glass windows and doors. Decorative window treatment such as stained glass is acceptable.
  - Design windows to be at least 2' above ground level.
  - Design the side and rear treatment of buildings to be consistent with the façade.
4. Signage
  - Encourage wall and ground-mounted signs and discourage permanent detached pole signs.
  - Encourage kiosks and message boards in public areas.
  - Design signs so they do not extend beyond the roofline.
  - Design signage so that the bottom of signs that project from the building face are at least 8' above the ground
  - Encourage signage on canopies and awnings or painted on glass front windows.
5. Landscaping
  - Provide large maturing trees in common open spaces and medians.
  - Provide small maturing trees in grates and planters along sidewalks without planting strips.
  - Ensure that the future spread of shrubbery does not encroach into sidewalk areas.
  - Encourage colorful accent landscaping whenever possible.
6. Pedestrian Amenities
  - Provide benches and other street furnishings that compliment the surrounding architecture.
  - Provide trash receptacles with decorative containers.
  - Provide pedestrian scale lighting in addition to other lighting sources (overhead street lights and building/sign lights) without 'over lighting' the area.
  - Connect building entrances to sidewalks.
  - Design doors so they do not swing into sidewalk areas. Recessed doorways up to 5' in depth are permissible.
  - Encourage sidewalks at least 8' wide. Wider sidewalks are preferred when intended for an outdoor seating area.



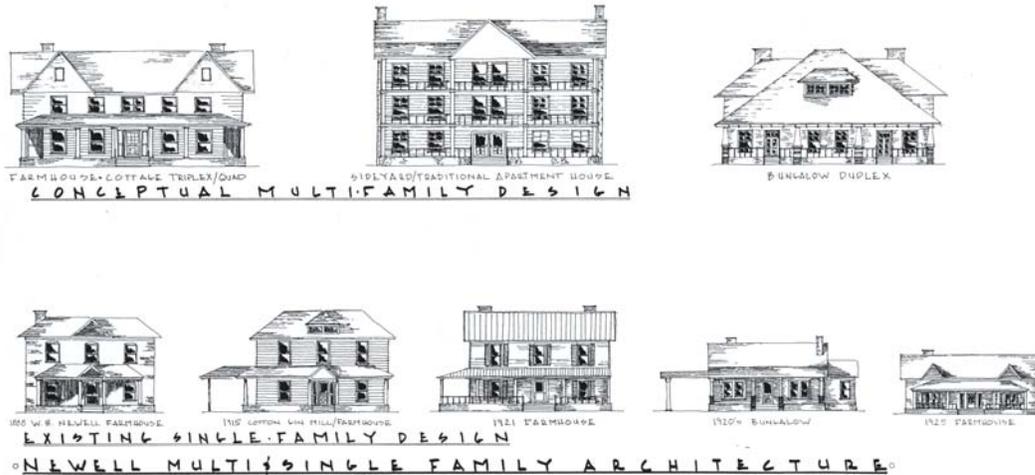
***Typical Perspective: Newell Village Center***

7. Parking

- Encourage parallel and/or angled parking to reduce the need for additional surface or structured parking facilities
- Screen surface parking lots with low walls or shrubs not to exceed 36" in height.
- Provide pedestrian connections within the parking lot to adjacent sidewalks and building entrances.
- Provide sufficient parking lot lighting that does not impose undue light pollution onto adjacent properties. Light fixtures should not exceed 15' in height.
- Screen parking structures or integrate them architecturally with the development.

## Single-Family Residential Development

### Typical Architectural Elevations ... Proposed and Existing



### Sidewalks and Pedestrian Enhancements

1. Provide planting strips and sidewalks on all streets as required by the subdivision ordinance and the residential tree ordinance.
2. Include streetscape features such as decorative lighting, landscaped medians, and neighborhood identification signs that give the development a unique identity.

### Site and Building Design

1. Design new homes adjacent to existing residential areas so that the scale, mass, and setbacks for the new development are comparable to existing development. The following graphics are general guidelines that address building massing and scale



New development that uses appropriately scaled building mass, height, fenestration, and entry size complements the surrounding buildings and respects the neighborhood fabric.

Appropriate Scale & Proportion

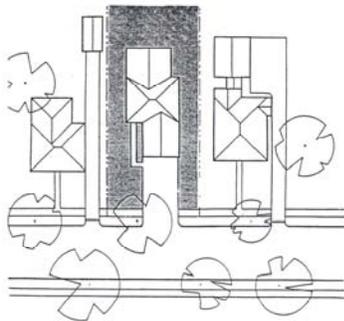


New construction can make use of architectural elements found on adjacent buildings, such as gables and porches, to create appropriate mass by breaking up long facades.

### Appropriate Mass

2. Orient houses to a street or public/common open space and provide pedestrian access to the street. Reverse frontage is acceptable only if the development is on a thoroughfare and appropriate screening and pedestrian access to the thoroughfare is provided. For development fronting a thoroughfare, the provision of a secondary access point is required.
3. Discourage parking pads and protruding garages.

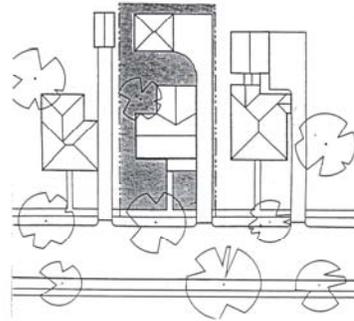
### Front-Loaded Garage Example



Garages located in front of residential or immediately adjacent to the street, overpower the pedestrian character of the street. The car becomes the dominate element of the streetscape.

Inappropriate Garage Locations

### Rear-Loaded Garage Example



Garages located at the rear of buildings maintain the residential and pedestrian character of the street. On-street parking is encouraged where permitted.

Appropriate Garage Locations

4. Discourage teardowns of historic or architecturally significant structures.
5. Encourage the addition of porches to new houses to allow more interaction with neighbors and to add visual interest to the house itself. The scale and type of home should dictate the appropriate porch size. At a minimum, it should be large enough to accommodate outdoor furniture.
6. Encourage a mixture of gabled, hipped and shed roofs to add variety to new development and reduce long rows of repetitious design. Flat roofs and roof pitches over a 10:12 ratio are not recommended unless they can be tastefully integrated with the style of the home. If porches are integrated into the design, the columns used to support the roof structure should blend with the massing of the house. Posts should not be too small for a large house or oversized for a smaller home.



Similar rooflines establish a pleasing pattern and rhythm for the streetscape, allowing new construction to blend with the established neighborhood.

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#### Appropriate Rooflines & Pitch

#### Parking

1. Provide bicycle parking in appropriate common/open space areas.

#### Mobility

1. Provide pedestrian and bicycle connections to parks, greenways, bikeways and trails.
2. Provide direct pedestrian and bicycle connections between all abutting or adjacent developments, including retail centers and transit stops.
3. Keep road widths and curb radii to minimum unless necessary to accommodate on-street parking.
4. Ensure that collector streets align with existing collector streets at thoroughfare intersections to promote safer crossings for pedestrians, cyclists and automobiles.
5. Encourage shared alleys.
6. Design the street system to calm traffic.
7. Encourage shorter block lengths (i.e., less than 1000 feet).

#### Natural Environment

1. Dedicate land designated as greenway on the adopted Mecklenburg County *Park and Recreation Greenway Master Plan*. Provide pedestrian connections with a minimum width of 20 feet for land adjacent to a designated greenway.
2. Reserve at least 15% of new single-family residential development as common open space. At least half of the 15% should be usable and accessible. (Parking areas and streets are not classified as open space.)
3. Dedicate open spaces greater than 10 acres to the Mecklenburg County Park and Recreation Department for use as a public park. Individual homeowners associations should maintain smaller open spaces, but in some cases it may be desirable to make these areas publicly accessible.
4. Encourage the incorporation of functional, unique and/or natural elements into the required open space. These features include existing natural elements such as areas with steep slopes, significant forested areas, landmark trees, existing vegetation along creeks, and wetlands.
5. Address preservation of steep slopes along perennial streams or adjacent to significant natural landscape features in all site plan submittals.

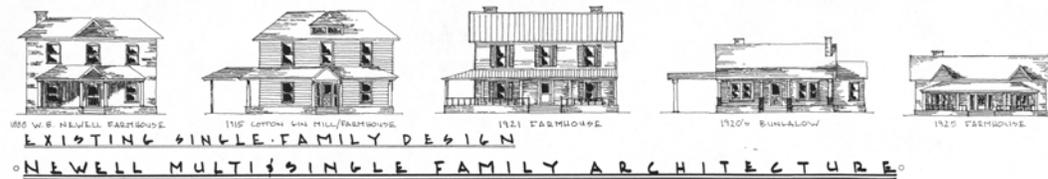
## ***Multi-Family Residential Development***

### Sidewalks and Pedestrian Enhancements

1. Provide a minimum 5-foot wide sidewalk. If the development is within walking distance of an employment or commercial area, wider sidewalks should be provided.
2. Provide pedestrian scale lighting and street furniture along walkways or sidewalks in common open space.

### Site and Building Designs

1. Blend the building scale and setback with existing development. New multi-family residential development should be held to the same high standards as single-family development. Design details that draw attention to roof pitches, porches and use of materials can work harmoniously with geometric variations in the building's composition. The maximum building height should be 3 stories with roof pitches that complement those of adjacent development. The use of natural materials such as brick, stone, wood is recommended, and porches, if included, should be large enough to accommodate seating and other outdoor furniture.
2. Orient buildings to the street or public/common open space and provide pedestrian access to the street. To help give multi-family residences proper site orientations special attention must be given to vehicular parking. On street and shared parking can help reduce the amount of space needed for large expanses of surface area dedicated for parking. The result will be an enhanced site plan that orients buildings closer to sidewalks and creates a more interesting streetscape.
3. Avoid blank walls along pedestrian circulation areas.
4. Discourage teardown of historic or architecturally significant structures.
5. Ensure that front doors are clearly visible from the street. Sidewalks should connect the front door directly to a public sidewalk or open space.
6. Design building facades to front local and collector streets.
7. Design housing located along minor and major thoroughfares to front on thoroughfares with access from rear alleys. No driveway connections to the thoroughfare should be permitted. Housing on properties that abut thoroughfares may also be oriented away from the thoroughfare. In those cases, the housing should be oriented to local or collector streets that are perpendicular to the thoroughfare, or should front on internal neighborhood streets. A 20' natural or planted buffer should be provided where housing fronts on internal neighborhood streets and backs up to the thoroughfare.



**Typical Newell Architectural Elevations ... Proposed and Existing**

**Parking**

1. Encourage on street parking to reduce the size of surface parking lots.
2. Ensure that surface parking is not located between buildings and the required setback on public streets. In order to reduce the visual impact of parking areas, encourage the creation of smaller expanses of parking lots that include landscape plantings.
3. Provide bicycle parking in common areas.

**Mobility**

1. Connect new development to existing stub streets that extend to the development site and provide stub streets to adjacent properties that are undeveloped.
2. Provide pedestrian and bicycle connections to parks, greenways, bikeways, and trails.
3. Install sidewalks, street trees, and pedestrian scale lighting along all thoroughfares as development occurs.
4. Discourage provision of closed street systems by providing direct vehicular, pedestrian and bicycle connections between all abutting or adjacent developments, including retail centers and transit stops.
5. Keep road widths and curb radii to a minimum unless necessary to accommodate on street parking.
6. Ensure that collector streets align with existing collector streets at thoroughfare intersections to promote safer crossings for pedestrians, cyclists and automobiles.

7. Design multi-family development around an internal street system with at least one primary street that functions as the vehicular and pedestrian spine of the development. This internal system should also:
  - Include parallel parking, street trees between the curb and buildings along the street.
  - Provide driveways or secondary streets to function as the main connection between parking lots and the primary street(s).
  - Provide sidewalks on secondary streets, even if they are private streets.

#### Natural Environment

2. Dedicate land designated as greenway on the adopted Mecklenburg County *Park and Recreation Greenway Master Plan*. Provide pedestrian connections with a minimum width of 20 feet for land adjacent to a designated greenway.
3. For open spaces greater than 10 acres, dedication to Mecklenburg County Park and Recreation Department for use as a public park is encouraged. Individual homeowners associations should maintain smaller open spaces, but in some cases it may be desirable to make these areas publicly accessible.
4. At least 15% of the required 25% open space set-aside should be usable and accessible. The protection of open space will not result in a reduction in the allowable number of units or overall density of a site. Open spaces should include a continuous bicycle/pedestrian network that is connected to open spaces on adjacent sites. Open spaces may remain as undisturbed natural areas or may be developed as active recreational areas. They could also contain facilities such as sitting areas, gazebos, play fields, and tot lots.
5. Encourage incorporation of functional, unique and/or natural elements into the open space. These features include existing natural elements such as areas with steep slopes, significant forested areas, landmark trees, existing vegetation along creeks, and wetlands.
6. Address preservation of steep slopes along perennial streams or adjacent to significant natural landscape features in all site plan submittals.
7. Preserve at least 10% of the site as a tree save area consistent with the intent of the residential tree ordinance for single-family development.
8. Protect individual landmark trees that are outstanding because of size, form, or species and will add character to the development.

#### ***Non-Residential Development***

##### Sidewalks and Pedestrian Enhancements

1. Provide a minimum 6-foot wide sidewalk.
2. Provide pedestrian/bikeway connections between non-residential development and any adjacent development. When adjacent property is undeveloped, provide connections to the edge of the non-residential development in anticipation of future development on the abutting land.

##### Site and Building Designs

1. Design front doors of buildings to be recessed into the building façade and clearly visible from the street. Connect building entrances directly to a sidewalk along an internal street or to open space.
2. Design the first floors of all buildings to encourage and complement pedestrian activity. The first floor of buildings fronting on sidewalks should include transparent windows and doors. Minimize the use of blank walls.
3. Design buildings to be low-scale (generally three stories or less).

4. Incorporate existing historic structures into new developments.
5. Encourage the use of ground mounted or monument signs. These types of signs should not exceed 6' in height.
6. Provide a buffer and screening adjacent to residentially developed or zoned land according to the standards of the applicable Zoning Ordinance. However, in some cases it may be possible and desirable to design a small-scale retail component as an integral part of a larger residential development.

#### Parking

1. Limit driveway access to non-residential sites. When possible, align driveways with other developments on the opposite side of the street. Encourage opportunities for sharing driveways and parking with adjacent non-residential properties.
2. Place surface parking behind buildings whenever possible. When surface parking is located in front of buildings, screen it from view from public streets by other buildings and by landscaping.
3. In order to reduce the visual impact of parking areas, create smaller expanses of parking lots that include landscape plantings.

#### Streetscape

1. Design both public streets and the internal street network with streetscape features that give the development a unique identity and which clearly define the circulation network. Examples of possible streetscape features include decorative lighting, benches, landscaped medians, and special street tree plantings.
2. Provide planting strips, street trees, and sidewalks on all public streets. For thoroughfares, planting strips should be a minimum of 8' wide and sidewalks should be a minimum of 6' wide. Install large maturing trees when overhead power lines are not present. Install pedestrian scale lighting along all thoroughfares.

#### Natural Environment

1. Maintain a minimum of 10% of each non-residential development (exclusive of streets and parking areas) as common open space.
2. Dedicate land designated as greenway on the adopted Mecklenburg County *Park and Recreation Greenway Master Plan*. Provide pedestrian connections with a minimum width of 20 feet for land adjacent to a designated greenway.
3. Incorporate unique environmental such as areas with steep slopes, significant forested areas, landmark trees, existing vegetation along creeks, and wetlands into a site's open space.
4. Ensure that all non-residential development complies with the City of Charlotte Tree Ordinance.
5. In addition to meeting the requirements of the Tree Ordinance, preserve at least 15% of the existing landmark trees on a site.

## SECTION 4: TRANSPORTATION

### EXISTING CONDITIONS

#### **Thoroughfare Network**

The existing thoroughfare network for the study area, as designated on the Mecklenburg Union Thoroughfare Plan, consists of the following:

- **North Tryon:** a four lane undivided major thoroughfare that forms the western edge of the study area.
- **University City Boulevard:** a four-lane, median-divided, major thoroughfare that intersects North Tryon at the “weave” and forms the northern edge of the study area.
- **WT Harris Boulevard:** a four-lane, median divided Class II limited access arterial that forms a portion of the northern edge of the study area. This is a state-maintained freeway where access is generally limited to public street crossings. Driveways from individual properties are typically not permitted. Harris Boulevard is a major east-west spine road that connects the southeast, northeast, and north transit corridors.
- **Grier Road:** a two-lane, major thoroughfare that forms the southern boundary of the study area.
- **Old Concord Road:** a two-lane, minor thoroughfare that bisects the study area east to west.
- **City Boulevard:** a planned major thoroughfare that will connect University City Boulevard and North Tryon Street to I-85. As part of this project the section of North Tryon and University City at the “weave” will be converted to a four lane, median-divided limited access thoroughfare with a grade separated interchange at the new City Boulevard.

The most recent traffic volumes for these thoroughfares are listed below.

**Table 7: Newell Study Area 2001 Midblock Traffic Counts**  
**Source: Charlotte Department of Transportation**

<b>Location</b>	<b>Daily Volume</b>
Grier Road east of Harris Boulevard	7,700
Grier Road west of Harris Boulevard	8,600
Harris Boulevard east of University City Boulevard	54,900
Harris Boulevard west of University City Boulevard	36,700
Harris Boulevard north of Rocky River Road	56,700
Old Concord Road north of Bonnie Lane	15,600
Old Concord Road south of King George Road	9,200
Old Concord Road south of Rocky River Road	13,100
Tryon Street north of Old Concord Road	36,000
Tryon Street south of Old Concord Road	50,400
Tryon Street south of Rocky River Road	37,300
University City Boulevard north of Carolyn Lane	40,600
University City Boulevard south of University Loop	48,600

#### **Collector Street Network**

- **Rocky River:** a two lane, major collector that bisects the study along its north-south axis.
- **Orr Road:** a two-lane, major collector along the southwestern edge of the study area.
- **Orr Road Extension:** a proposed two lane, major collector that will extend Orr Road to Harris Boulevard. The final alignment and construction for this collector will be determined in conjunction with adjacent development.

- **McLean Road:** a two-lane, major collector along the northeastern edge of the study area.
- **John Russell Road:** a two-lane, major collector along the eastern edge of the study area.
- **Farmfield Road, Autumnwood Lane, Rockland Drive, Owen Boulevard:** a minor collector system running from Old Concord Road out to North Tryon. Rockland Drive also intersects Rocky River Road.
- **Faires Farm Road Extension:** A planned minor collector that will provide direct access to Harris Boulevard from McLean Road. The final alignment and construction for this collector will be determined in conjunction with adjacent development.

**Sidewalks**

The only sidewalks existing in Newell are found in the neighborhood off of Shinkansen Drive, (Newell Crossing Subdivision), on both sides of the streets.

The following streets are currently planned for sidewalks on one side of the street. They are on the official Sidewalk Program list and are currently unfounded.

*Thoroughfare:*

Grier Road	Rocky River Road to Newell-Hickory Grove Road
Old Concord Road	Newell-Hickory Grove Road to Harris Boulevard
Old Concord Road	North Tryon Street to Newell-Hickory Grove Road

*Non-Thoroughfare:*

Owen Boulevard	North Tryon Street to Creekstone Place
Creekstone Place	Owen Boulevard to Blue Rock Circle
Blue Rock Circle	Blue Rock Circle to Rockland Drive
Rockland Drive	Entire Length
Autumnwood Lane	Rockland Drive to Buttermore Place
Farmfield Lane	Autumnwood Lane to Old Concord Road
Donna Drive	Entire Length
Knollwood Circle	Rocky River Road to Knollwood Court
Branch Hill Circle	Entire Length
Rocky River Road	Old Concord Road to Grier Road
Pickering Court	Entire Length

The City of Charlotte’s Sidewalk Program will ultimately add sidewalks on one side of all thoroughfares throughout the City. In addition, both the Mecklenburg County and City of Charlotte Subdivision Ordinances require sidewalks on both sides of all streets for all new development.

Sidewalk construction may also occur in conjunction with future road widening or development projects. In particular, as streets are connected through neighborhoods sidewalks will move higher on the priority list of projects. With so many sidewalk projects competing for funding, it is the City’s policy to not build sidewalks on dead-end streets or cul-de-sacs.

## **Bicycle Facilities**

There are currently no facilities specifically designed to accommodate bicyclists in the study area.

The *Charlotte-Mecklenburg Bicycle Transportation Plan*, adopted by the Charlotte City Council in 1999, encourages bicycling as a means of transportation in Charlotte-Mecklenburg. The intent of the plan is to provide bicycle-friendly streets that will accommodate both advanced and basic cyclists for both short and long distance trips. The plan makes the following recommendations for bikeway improvements in the study area:

- **Rocky River Road:** Medium priority for bike lanes as part of future road widening.
- **Old Concord Road – North Tryon Street to Grier Road:** Medium priority for wide outside lanes as part of future road widening.
- **Old Concord Road – Grier to Harris:** High priority for a bike lane as part of future road widening.
- **University City Boulevard:** Medium priority on wide outside lanes as part of future road widening. The plan also recommends adding a parallel bike path along University City in front of the UNCC campus.

In addition, greenways are planned along Back Creek from Fairhaven Drive connecting to the University of North Carolina at Charlotte campus under University City Boulevard and along Toby Creek from Rocky River Road to McLean Road. It is recommended that connections from the at-grade streets crossing these trails be planned down to the below-grade trails with bicycle/wheelchair ramps in each direction.

## **Transit**

Local Route 29 runs through the study area along Harris Boulevard to University City Boulevard. The closest stops are at Plaza Road and UNCC and are both located outside of the study area.

Charlotte's Five Year Transportation Plan (1997-2002) emphasizes the expansion of transit services as a means to lessen traffic congestion and provide alternatives to automobile travel. The plan also identifies transit hubs. As part of this plan, the Metropolitan Transit Commission (MTC), which oversees the development of Charlotte's transit system, contracted the development of a countywide transit (bus) services plan. The Countywide Transit Services Plan does not call for new service to the Newell area in the next five years.

## **Rapid Transit**

Charlotte-Mecklenburg is currently involved in four rapid transit corridor studies (collectively referred to as Major Investment Studies or MIS). The MIS process began in May of 2000 and involves a comprehensive review of potential rapid transit alternatives (i.e. what mode the transit will be and what route it will take) and extensive public involvement. Further land use planning around station areas will begin once a decision on final alignment and mode for all four corridors is made in late fall of 2002.

Newell is located in the Northeast Transit Corridor. This corridor extends approximately 14 miles northeast from Center City Charlotte to the Cabarrus County line near Concord Mills Mall.

There are four potential alternatives that are being evaluated in the Northeast Corridor; a Bus Rapid Transit (BRT) alternative, two light rail (LRT) alternatives and a combination of LRT and

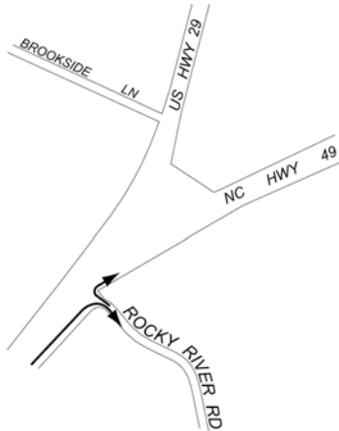
BRT. The following are the three alternatives still under consideration that, if one were chosen, may impact Newell:

- Alternative NE-4 consists of LRT only and would begin in the Center City along the North Carolina Railroad alignment, following the east side of the Charlotte Intermodal Yard, adjacent to the Norfolk Southern (NS) main line to North Charlotte. The line would cross over the NS main line near Sugar Creek Road and continue north along the North Tryon Street median, ending at either UNCC or a park-and-ride lot near I-485.
- Alternative NE-5 consists of LRT operating on a dedicated right-of-way along North Tryon Street from the Center City to I-485. The line would operate in mixed traffic from the Center City to the weave area (I-85/US 29/NC 49), then use the median along North Tryon to I-485.
- Alternative NE-6 consists of LRT operating in mixed traffic on North Tryon Street from Center City Charlotte to the weave area, plus BRT service. The LRT portion of the alignment would use narrow-width rail cars that operate in the street. The BRT portion would begin in the Center City on Trade Street to North Graham Street and I-85 and then would use the future University City Boulevard extension at North Graham Street and Sugar Creek Road. The alignment continues to Neal Road where the BRT service splits. One leg follows the proposed University City Boulevard extension to US 29 and on to Salome Church Road, through the Kings Grant area to Concord Mills mall. The other leg follows a new busway through the University Research Park across WT Harris Boulevard, continuing to I-85 on a new structure northeast of the WT Harris/I-85 interchange and through Kings Grant to Concord Mills mall.

## **PLANNED TRANSPORTATION IMPROVEMENTS**

- **City Boulevard:** a planned major thoroughfare that will connect University City Boulevard and North Tryon Street to I-85. As part of this project the section of North Tryon and University City at the “weave” will be converted to a four lane, median-divided limited access thoroughfare with a grade separated interchange at the new City Boulevard. In addition, University City Boulevard from US-29 to US-49 is scheduled for widening to six lanes by 2020.
- **Rocky River Road:** as part of the NCDOT scheduled improvements to the railroad crossings at Old Concord Road, Rocky River Road is scheduled to be closed east of Old Concord for safety reasons
- **Old Concord Road:** continues to carry more traffic than a 2-lane road is designed to handle. It has been recommended for widening to accommodate bike lanes on both sides and sidewalks on the East side. As regional traffic volumes grow, Old Concord Road may need to be widened to four lanes in the future.
- **Rocky River Road West Closure at Rail Crossing** Newell-Hickory Grove, which has experienced a significant decline in traffic volume since the construction of W.T. Harris Boulevard in 1992, would remain an at-grade crossing. This alternative relies on access being provided to W.T. Harris Boulevard east of the railroad tracks. This access should be provided as development occurs in that area.

- **Rocky River Road West Realignment** The proposed realignment of Rocky River Road, south of the U.S. 29/N.C. 49 split ('the weave') is part of the University City Boulevard construction project that will connect Graham Street with N.C. 49.



The intersection will be constructed to allow right turns only and prohibit left turns and/or through movement. While this alternative limits access to Rocky River Road, it has less potential for congestion on N.C. 49 and U.S. 29 than a full access signal.

## **TRANSPORTATION OBJECTIVES**

W.T. Harris Boulevard and the Norfolk-Southern railroad effectively bisect the study area and pose a significant challenge for bicycle and pedestrian as well as local traffic connectivity. Concern over this limited connectivity was the major transportation concern identified by the study group, and therefore improving overall neighborhood connectivity is the fundamental transportation objective of the *Newell Area Plan*.



**Rocky River & WT Harris:**  
**Signalized 4-lane, median-divided intersection with no pedestrian accommodations. Local traffic exiting Newell typically backs up at the light for two to three cycles during peak hours.**



**Grier & WT Harris:**  
**4-lane, median divided intersection of two major thoroughfares with virtually no pedestrian accommodations. Both Grier and Harris serve tremendous volumes of through traffic at the expense of neighborhood connectivity.**



*Old Concord at Rocky River Road in the vicinity of the Old Post Office, Newell Crossing subdivision, and Newell Elementary School: 4-lane, median divided intersection of two major thoroughfares with virtually no pedestrian accommodations. Both Grier and Harris serve tremendous volumes of through traffic at the expense of neighborhood connectivity.*

## **TRANSPORTATION RECOMMENDATIONS**

The following are recommendations for improving connectivity in Newell. Each of these recommendations is located on Map #6, which

- 1. Create a functional pedestrian and bicycle system for Newell.** Develop an interconnected pedestrian and bicycle system that links existing neighborhoods and commercial areas. Map #6 highlights the key street segments within the study area that need to be retrofitted with sidewalks and/or bicycle lanes in order to provide the backbone for this system. The development of trails along both Toby and Back Creek greenways will also provide a key spine of this alternative transportation network.
- 2. Provide new neighborhood streets that connect existing neighborhoods to one another and the proposed Newell Village Center.** The success of the proposed Newell Village Center will largely depend on the creation of a new grid street system that provides pedestrian and vehicular connectivity to and through the area. Additional street segments provided as infill development occurs should limit block lengths in this area to a maximum of 350 feet. Map #6 identifies the key segments that will be necessary to create a grid framework for the Newell Village Center. Map #6 also highlights additional strategic new street segments that should be provided in conjunction with new development in order to provide better overall connectivity throughout the study area.
- 3. Improve key intersections for safe pedestrian access.** Major intersections throughout the study area currently present a severe challenge for safe pedestrian access. These intersections need to be improved for pedestrian access before an alternative transportation network can be effective.
- 4. Provide a left-turn lane and signal at the entrance to Newell Elementary School from Old Concord Road.** Traffic stacking at the entrance to Newell Elementary during student pick-up hours creates a significant traffic congestion problem along Old Concord.
- 5. Provide a safe pedestrian crossing as part of the planned closure of Rocky River Road at the Norfolk-Southern Railroad.** A grade-separated pedestrian crossing needs to be provided to link existing and future development to the proposed Newell Village Center.



## SECTION 5: ENVIRONMENT

### EXISTING CONDITIONS

#### Streams



*Toby Creek*



*Rocky River Road Corridor*

The headwaters of both Back Creek and Toby Creek, which are part of the Yadkin drainage basin, originate in and drain through the study area. Toby Creek empties into Mallard Creek just east of the University of North Carolina at Charlotte campus, and Back Creek continues past the study area and into Cabarrus County before joining the Rocky River east of Harrisburg. Both of these creeks are rated as healthy, and Toby Creek in particular exhibits a pool/drop morphology somewhat unique for the piedmont area. The following existing regulatory measures apply to floodplains along these creeks and their headwater drainage areas.

- Mecklenburg County adopted Surface Water Improvement and Management (SWIM) buffers as a means of protecting surface water quality. SWIM buffers are required in both the subdivision and zoning ordinance for new development along creeks that drain more than 100 acres. The size of the buffer is tied to the specific drainage threshold and ranges from a minimum of 20 feet to a maximum of 100 feet plus one-half of the 100-year floodplain. Both the minimum and maximum are for both sides of the creek measured from the existing top-of-bank elevation. Residential properties less than one acre and nonresidential properties less than 7 acres that are part of a recorded subdivision are exempt from the SWIM buffer requirements.
- Mecklenburg County requires a Floodland Development Permit for any construction in or filling of the regulated 100-year floodplain exempt from the SWIM buffer requirements. The Floodland Development Permit is primarily a flood protection measure, but it does have some environmental benefit by setting additional floodplain management guidelines. It applies to watercourses draining more than 640 acres and is enforced by Mecklenburg County through the building permit process.
- The Flood Protection Elevation determination is an additional floodplain regulation administered by the City of Charlotte for lots in its extraterritorial jurisdiction that lie along watercourses draining less than 640 acres. Under this requirement, lots must either be sited around the 100-year flood elevation or the lots filled to a freeboard of one foot above the 100-year flood. The Flood Protection Elevation certification is recorded on the

subdivision plat. It, too, is primarily a flood protection rather than an environmental management measure.

- The United States Army Corps of Engineers (USACOE) Jurisdictional Wetland Determination & Delineation is required by Federal law and is administered by both the City and County during the rezoning, subdivision application, and building permit review processes. Any disturbance of more than one-half acre of wetland or one hundred and fifty feet of stream requires a separate permit administered by the North Carolina Department of Health and Natural Resources and the USACOE.

### **Trees**

The Newell study area is blessed with an abundant tree canopy that includes several areas of outstanding specimen trees along Old Concord and Rocky River Roads. The Residential Tree Ordinance is a new subdivision ordinance adopted by the City of Charlotte that requires saving an area of tree canopy equal to 10% of the total property area for single-family subdivision sites. Additional density bonus may be awarded for additional tree save area above 10% provided that this area is reserved as common open space. Additional credit may also be received for protecting specimen and heritage trees.

### **Agricultural Land**

Considering Newell's farming heritage, perhaps it is not surprising to find pockets of agricultural use scattered throughout the study area. The largest single active agricultural use is the Baucom's Nursery site off of Rocky River and John Russell Roads in the northeastern edge of the study area. There is also a sizeable horse farm off of Old Concord Road, and several of the large rural lots along Rocky River Road contain pasture areas as well. The large vacant tracts in the headwater area of Toby Creek are enrolled in the North Carolina Farmland Program.

There is currently state assistance available to property owners interested in pursuing preservation of rural property. North Carolina enacted the Farmland Preservation Statue, G.S. 106-744 in 1986. This legislation allows the state to set up a revolving fund for receiving monies and administering a statewide farmland preservation program. The North Carolina Farmland Preservation Trust Fund was first funded in 1998. The NC Department of Agriculture and Consumer Services (NCDCA), which is the administering agency for the Farmland Preservation Trust Fund, has since contracted with The Conservation Trust for North Carolina (CTNC) to accept farmland easement applications and to administer state-appropriated funds.

### **ENVIRONMENTAL OBJECTIVES & RECOMMENDATIONS**

The natural environment is an integral component of a livable community that is sometimes overlooked in the traditional planning process. Although many of the basic environmental recommendations for open space preservation, tree protection, and riparian buffering are addressed either through existing ordinance or in general design recommendations, the *Newell Area Plan* should also include a separate environmental component. The intent of the following recommendations is twofold. The principal purpose is to support the plan's land use and design recommendations concerning natural habitat and resource protection. However, these environmental recommendations can also be seen as a first step towards more fully integrating protection and stewardship of the natural environment into future decisions about the built environment.

Specific recommendations for open space preservation and conservation in the Newell study area include:

1. **Improving pedestrian access to the existing Newell Neighborhood Park from adjacent neighborhoods and the proposed Newell Village Center.**
2. **Combining Phase I of Toby Creek Greenway as a joint school, greenway, and neighborhood park improvement project.** Recreational trails along riparian “greenway” corridors are a vital component of effective park systems and play an important role in linking neighborhoods, parks, offices, schools and shopping areas. They can also provide convenient and safe opportunities for passive recreation while simultaneously preserving natural areas for the benefit of native wildlife and vegetation.
3. **Acquiring vacant floodplain along Toby Creek on both sides of Rocky River Road (see area 7 on Map #5) as a greenway corridor.** Subsequent development of trails in this area should be considered during design/development of Toby Creek Greenway Phase I. Any park parcels acquired by Mecklenburg County should be evaluated for inclusion into the Mecklenburg County Nature Preserve system prior to being designated for active recreational use.
4. **Acquiring the large vacant tract at the headwaters of Toby Creek as a new community park (see area 7 on Map #5).** Newell Neighborhood Park is the only public park facility within the study area and currently does not function as a neighborhood park for the Newell community. It is not accessible and does not provide the amenities that the neighborhood wants in a community park facility.
5. **Designating vacant property adjacent to the tract the parcel described in recommendation #4 (above) as a watershed conservation area.** Although this parcel is not shown as park on Map #5, is recommended that the Park and Recreation Department evaluate the suitability of the adjacent vacant parcel south of the Charcon Heights subdivision as a conservation area. In the event that Mecklenburg County elects not to pursue acquisition, it is recommended that a conservation easement be negotiated for the property.
6. **Ensuring that a minimum 450-foot wooded buffer is maintained between the above tract and the Charcon Heights neighborhood in the event the property is not acquired as either a park or conservation area.**
7. **Encouraging interested community members to explore designating portions of the Newell landscape as a local historic district.** Although historic districts are most often thought of in relationship to the historic built environment, preservationist are increasingly becoming aware of the impact that landscape preservation can have for maintaining an area’s historic context. In the case of Newell, consideration should be given to the open areas within the proposed Newell Village Center as well as the landscapes along both the Old Concord and Rocky River Road corridors.
8. **Encouraging interested community members to work with local land trusts to establish conservation programs in Newell that protect riparian areas, “backyard” habitat, or agricultural land.** Non-profit land conservation groups actively working in the Yadkin-Pee Dee drainage basin include the North Carolina Chapter of the Trust for Public Land, the Catawba Land Conservancy, and the Land Trust for Central North Carolina.
9. **Acquiring the existing wooded buffer between Old Concord Road and the railroad from Orr Road to Newell-Hickory Grove Road as part of future streetscape improvements along Old Concord Road.**

## **CONCLUSION**

Newell is a community struggling to maintain its rural roots even as it turns to face the pressures of new growth and development. The principal issues addressed by the plan include:

- Encouraging new development to be pedestrian friendly, comparable in scale to existing neighborhoods, and sensitive to Newell's unique environmental and historic character;
- Encouraging new development to be of the highest quality and blend into the form and scale of the existing built environment;
- Developing or retrofitting streets, sidewalks, bicycle lanes, and greenway trails to provide better vehicular and bicycle/pedestrian connectivity;
- Integrating the natural and built environment of Newell so that areas of significant natural habitat, open space, or agrarian use can be set aside and managed for the benefit of the community.

The Newell Area Plan seeks to provide a framework for this future growth and development in the context of the Newell community's vision for their collective sense of place. Guided by the recommendations in this plan, future growth will result in a livable and sustainable community by building on Newell's unique cultural, historic, and environmental assets.

The Implementation section of this plan (which follows the appendix) provides more detailed information on strategies to be implemented to achieve the plan vision.

**APPENDIX****Inventory of Structures in Newell Constructed Prior to 1950**

<b>Parcel ID</b>	<b>Lot Acreage</b>	<b>House Number</b>	<b>Street</b>	<b>Heated Area</b>	<b>Year Built</b>
04903207	1.400	6539	Old Concord Road	2,403	1929
04919113	0.733	8007	Old Concord Road	1,218	1925
04919130	0.000	8001	Old Concord Road	2,361	1921
04919112	1.450	7929	Old Concord Road	1,901	1931
04915108	2.000	7729	Old Concord Road	2,312	1921
04915107	0.000	7717	Old Concord Road	1,312	1929
04915106	1.276	7709	Old Concord Road	2,901	1948
04915102	2.250	7625	Old Concord Road	1,736	1926
04912106	0.000	7525	Old Concord Road	1,813	1926
04912226	5.670	7309	Old Concord Road	1,636	1941
04912105	1.500	7511	Old Concord Road	1,661	1931
04912104	1.484	7447	Old Concord Road	2,123	1936
10501108	2.645	8116	Old Concord Road	400	1925
04909408	0.000	7129	Old Concord Road	2,414	1930
04906328	0.000	6841	Old Concord Road	2,694	1931
10502113	2.290	8598	Old Concord Road	2,119	1935
10502136	0.496	8524	Old Concord Road	1,497	1921
10502115	0.509	8516	Old Concord Road	1,526	1972
10502116	1.528	8508	Old Concord Road	1,660	1925
10502117	0.769	8500	Old Concord Road	1,633	1926
10502133	2.120	8410	Old Concord Road	2,679	1900
04927105	0.000	8509	Old Concord Road	1,262	1921
04927120	1.070	8501	Old Concord Road	2,740	1921
04927104	0.000	8431	Old Concord Road	1,645	1921
04927103	1.000	8425	Old Concord Road	2,295	1921
04927102	1.000	8417	Old Concord Road	2,077	1921
04927101	2.000	8409	Old Concord Road	1,947	1936
04921123	1.151	8125	Old Concord Road	14,788	1900
04921123	1.151	8125	Old Concord Road	14,788	1900
04919121	0.000	1412	Rocky River Road West	3,226	1915
10501213	0.459	1704	Rocky River Road East	2,264	1936
04922112	19.720	1015	Rocky River Road West	2,045	1941
04921106	0.000	1225	Rocky River Road West	1,041	1940
04921107	1.130	1301	Rocky River Road West	1,594	1941
04915116	2.345	1204	Torrence Grove Church Road	2,781	1920

## Explanation of Zoning Classifications

R-3	Single-family residential at 3 units-per-acre
R-4	Single-family residential at 4 units-per-acre
R-6	Single-family residential at 6 units-per-acre
R-MH	Residential manufactured housing
R-9MF	Converted to multi-family residential at 17 units-per-aces
R-12MF	Attached residential at 12 units-per-aces
R-17MF	Attached residential at 17 units-per-acre
MX-1	Planned community allowing a full range of housing types at a maximum density of 6 units-per-acre. 50% of the units must be detached, and the development must be at least 10 acres in size
B-1	Neighborhood retail and professional services
B-2	Regional retail, wholesale, or professional services
B-D	Distributive business, including mini-storage warehouse facilities
BP	A planned business park containing a mixture of employment including office, retail, distribution, warehouse, manufacturing, and related service uses
CC	Retail commercial center larger than 70,000 square feet
O-1	General office up to 300,000 square feet. Retail establishments are permitted in an O-1 district provided they occupy no more than 10% of the gross floor area of the site and no more than 25% (or 50% for restaurant use) of the ground floor area of a single building. Only restaurant uses are allowed a direct public entrance.
O-15	Same as O-1
I-1	Light manufacturing and wholesale distribution
I-2	Specialized industrial operations for manufacturing, processing, and wholesale distribution
INST	Cultural, educational, medical, governmental, athletic, or religious institutions
CD	Conditional District: a zoning classification that indicates additional conditions have been placed on the rezoning over and above what is required by the requested underlying zoning district

# NEWELL AREA PLAN IMPLEMENTATION GUIDELINES

SEPTEMBER 3, 2002



**CHARLOTTE.**  
CHARLOTTE-MECKLENBURG  
PLANNING COMMISSION

## **INTRODUCTION**

This section outlines practical steps needed to implement the recommendations from the adopted *Newell Area Plan*. Elected officials do not adopt these implementation guidelines. They are intended as more of a general roadmap for successfully achieving recommendations contained in the adopted plan.

Some of the actions identified in this section may require future City Council and/or County Commission approval. These items will be brought before the appropriate body on a case-by-case basis.

## **PLAN STRATEGIES**

The Concept Plan portion of the *Newell Area Plan* focuses on the following issue areas:

- Land Use
- Design
- Transportation
- Environment

The Concept Plan identifies specific goals and recommendations for each of these issues. The following are key strategies Planning Commission staff should pursue in order to follow through with plan recommendations for each of these respective issue areas.

### **Land Use**

- Use the rezoning process to ensure that all proposed development in the study area is consistent with the land use recommendations in the plan.
- Evaluate zoning petitions 90-38, 89-41(c), 97-36(c), and 98-36(c) as part of the three-year conditional plan review process. These parcels should be rezoned to be consistent with the recommendations of this plan.
- Incorporate this plan into a station area plan for the proposed University City station area once a final rapid transit alignment and station area locations for the Northeast corridor are adopted.

### **Design**

- Use the rezoning and subdivision processes to ensure that all proposed development is consistent with the design guidelines proposed in the plan.
- Assist the Newell Association in pursuing historic district designation for the Newell Village Center as identified in the plan.
- Facilitate discussions between the Newell Association and the Historic Landmarks Commission regarding the acquisition, preservation, and reuse of the Neal house along Rocky River Road as part of the proposed Newell Village Center.
- Consider including a North Tryon streetscape plan as part of any future transit station planning in this vicinity. The North Tryon corridor has a major impact on the Newell study

area, and the study group concluded that the plan's land use and design recommendations, which only address one side of North Tryon, need to be supplemented by more focused corridor planning in the future.

### **Transportation**

- Work with CDOT and NCDOT to ensure that the Priority Bikeways improvements identified in this plan and recommended in the *Bicycle Transportation Plan* are part of new roadway construction or roadway widening projects.
- Work through the rezoning, site plan review, community planning, and joint use processes to ensure that new development is connected to other areas of both existing and future development.
- Use the traffic study provided in the appendix of the *Newell Area Plan* along with land use recommendations in the evaluation of future rezoning petitions within the study area.
- Use the traffic study provided in the appendix of the *Newell Area Plan* to evaluate any future recommendation by NCDOT to consider road improvement projects within the study area.
- Work with CATS to expand regular transit service to the study area and establish links to the rapid transit corridors.

### **Environment**

- Facilitate discussions between the Newell Association and the Mecklenburg County Park and Recreation Department exploring ways to accelerate the development of Toby Creek Greenway. Land for the expansion should be acquired through the development process and through negotiations with property owners. The adopted *Newell Area Plan* should be presented as information to the Mecklenburg County Park and Recreation Commission and the Mecklenburg County Board of County Commissioners as part of this process.
- Encourage donations of parkland to the Mecklenburg County Park and Recreation Department as part of the rezoning process. Mecklenburg County Parks and Recreation should work with developers of large scale projects to determine the feasibility of providing usable open space in the form of neighborhood parks, passive recreation space, etc., as part of their development.
- Use the rezoning process to encourage the creation of a network of interconnected open space system within and between new subdivisions. Mecklenburg County Park and Recreation should coordinate with subdivision developers to assess the possibility of providing neighborhood parks to fulfill the open space portion of their development. The park could become part of Park and Recreation's inventory and be maintained by the department, or else be maintained through a maintenance agreement with the homeowners association.



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**CHARLOTTE-MECKLENBURG  
PLANNING COMMISSION**

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