

Charlotte-Mecklenburg
Planning Department

North lake area plan

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DRAFT



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Available Under Separate Cover:

- Existing Conditions Report
- Transportation Analysis
- Northlake Area Plan Market Analysis

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North
lake



Volume I:
Concept Plan

1. Introduction

Background & Planning Area Overview

The Northlake Area Plan study area is located north of Uptown Charlotte, adjacent to the Town of Huntersville. The study area encompasses approximately 4,300 acres and is generally bounded by Mt. Holly-Huntersville Road and Alexanderana Road to the north, Old Statesville Road to the east, Beatties Ford Road to the west, and Lakeview Road and W. T. Harris Boulevard to the south. (See Map 2)

The area is bisected by two interstates, I-77 and the future I-485. It also contains a portion of the proposed North Corridor commuter rail line. The rail alignment parallels Old Statesville Road and incorporates the Eastfield transit station area, which is proposed to be located east of Arthur Davis Road and north of Hucks Road.

Plan Purpose & Format

The purpose of the Northlake Area Plan is to update the adopted land use policy for the study area, (the Northeast and Northwest District Plans, as updated by the Westside Strategic Plan and by approved rezoning petitions), and to provide a vision for future growth and development. This plan will serve as a guide for making land use and zoning decisions. Additionally, the Northlake Area Plan updates the boundaries for the corridor, center and wedge geographies included within the study area. And finally, because the proposed Eastfield transit station is located along the North Corridor and lies within the study area, the Eastfield Station Area Plan was developed as a part of this process and will be officially adopted as a component of the Northlake Area Plan.

The Northlake Area Plan is divided into the Concept Plan and the Implementation Guide. The Concept Plan outlines the policy framework and recommendations, while the Implementation Guide targets specific strategies that will assist staff in implementing the Concept Plan. City Council will only be asked to adopt the Concept Plan.



Braemar Apartments



Pecan Ridge



James River Facility at Metromont Industrial Park



Participants discuss transportation issues.



Advisory group members worked closely with staff.

Plan Development

The planning process for the Northlake Area Plan officially began with a public kickoff meeting in November, 2006 and followed with a 3-day public workshop in January, 2007 and a 4-day public design charrette in February, 2007. During these meetings, community members worked with staff to establish a vision for the study area, identify common issues and opportunities, and develop recommendations for the plan.

Additionally, an advisory group comprised of approximately 25 community members worked with an interdepartmental team of City and County staff from November 2006 through May 2007 to refine the work developed at the public workshops and charrettes.

The interdepartmental staff team, led by Planning Department staff worked in conjunction with two community planning and urban design firms, as well as a real estate and market advisory services firm. These consultants were retained to assist with the plan's development and to conduct a market assessment.

The plan recommendations will be presented to the community at a public meeting on September 2007. The Planning Committee of the Charlotte-Mecklenburg Planning Commission will then review and make a recommendation on the Concept Plan and forwarded it to the Charlotte City Council's Economic Development and Planning Committee and, ultimately to full City Council for final review and adoption. Both the Planning Committee and City Council reviews will include additional public comment sessions.

2. Policy Framework

Adopted and proposed land use and transportation plans and policies with implications for the Northlake area have been taken into consideration in developing this plan and are described below:

Centers, Corridors, & Wedges Growth Framework

The Centers, Corridors, and Wedges Growth Framework was originally introduced in the early 1990's and reaffirmed in 1997 as part of the 2015 Plan as a tool to guide future growth.

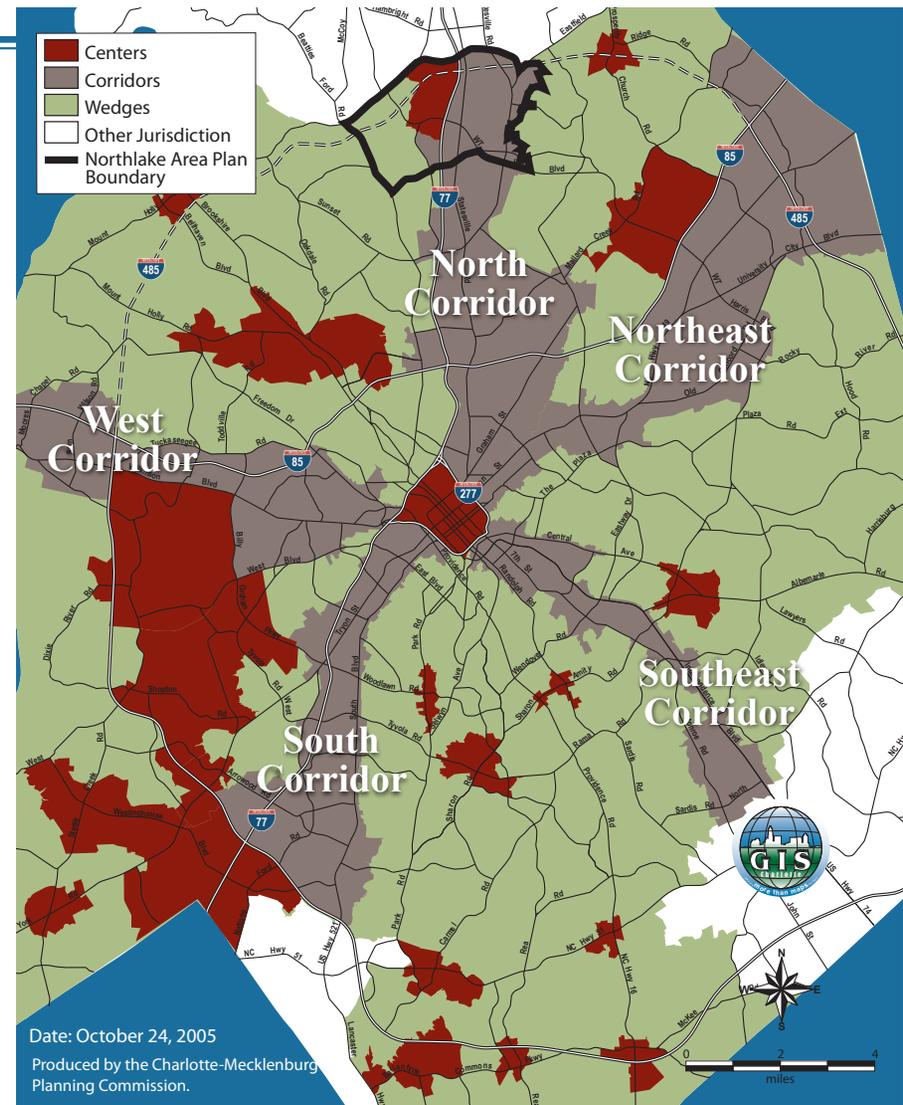
The Centers, Corridors and Wedges Framework is designed to concentrate higher intensity development and redevelopment within five major growth corridors and in identified activity centers. Lower to medium density residential development is targeted for the areas between corridors, referred to as wedges.

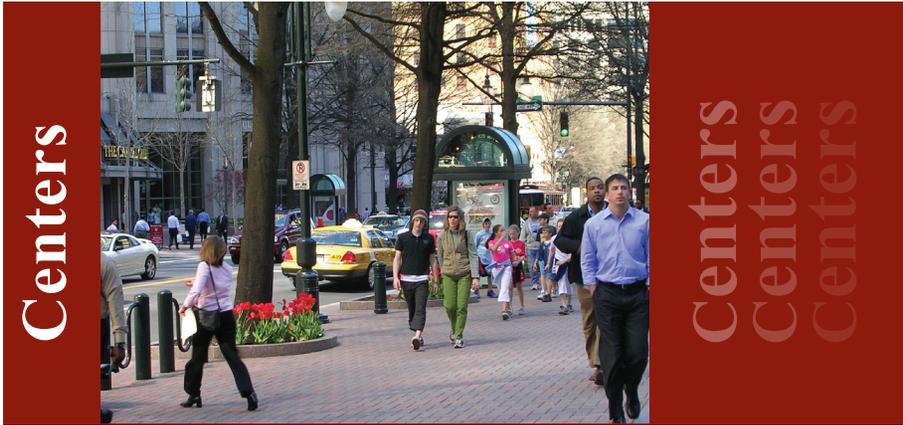
The Centers, Corridors, and Wedges Growth Framework is currently being updated and is expected to be adopted in 2008. It will serve to enhance relationships between land use and transportation, further define centers, corridors and wedges; and, review targets to measure the success of the framework over time.

This growth framework is important as the Northlake study area encompasses a center, part of a corridor, and part of two wedges. The framework therefore provides direction for intensification and mixing of uses within the centers and corridor while creating opportunities for lower intensity residential and supporting services in the wedge areas, consistent with plans for future infrastructure improvements.

Map 1 illustrates how centers, corridors, and wedges relate to the Northlake study area.

Map 1: Centers, Corridors, and Wedges





Activity centers are focal points of economic activity typically planned for moderate to high densities concentrations of compact development. They are generally appropriate locations for significant new growth along with enhancements to the supporting infrastructure, particularly the transportation network.



Growth corridors are defined as five linear growth areas, generally extending from Center City to the edge of Charlotte's jurisdiction. In general, corridors are appropriate locations for significant new growth, particularly in transit station areas, along with enhancements to the supporting infrastructure, particularly the transportation network.



Wedges comprise the greatest land area within Charlotte's jurisdiction and are the large areas between corridors, excluding identified centers. They are predominantly residential neighborhood serving uses.

General Development Policies

Phase I of the General Development Policies (GDP) update was adopted in 2003 to provide general guidance for the appropriate location, intensity and form of future development and redevelopment throughout the community. Phase II of the GDP update is currently underway.

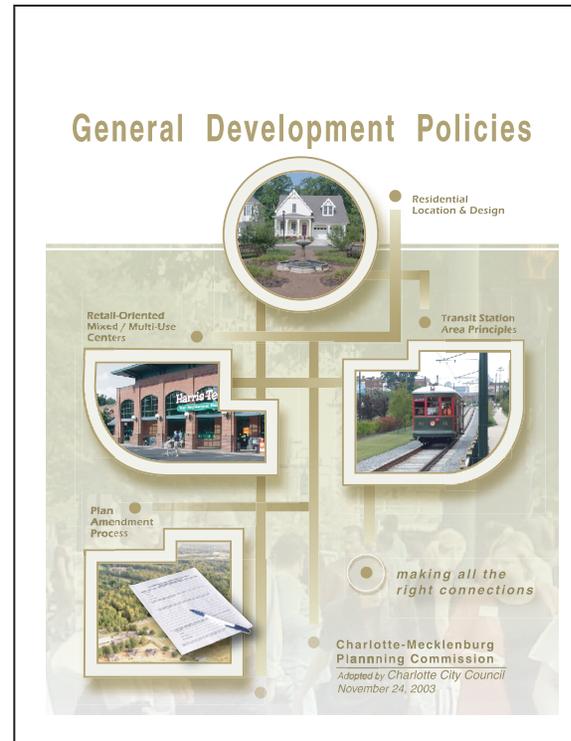
Phase I of the GDP was used as a guide in the development of the specific recommendations in the Northlake Area Plan, including the Eastfield Transit Station Area. Because this area plan provides more refined land use and design recommendations than the GDP, it should be used in place of the Phase I GDP policies for the Northlake Area.

While Phase II of the GDP has not yet been adopted, this area plan has sought to incorporate the key concepts developed to date in the Environmental chapter. In particular, this area plan considers natural features in making recommendations for appropriate future land uses; provides adequate locations for higher intensity growth where it can best be supported (i.e., within centers and corridors); and, makes recommendations to help ensure that new development is more sensitive to the environment than much of our past development.

Adopted Land Use Plans

The Northwest and the Northeast District Plans adopted in 1990 and 1996 respectively and updated through subsequent rezonings, area plans, and plan amendments are the official policy guides for growth and development in the Northlake area.

By adopting the Northlake Area Plan, City Council will officially update the Northwest and Northeast District Plans for the study area, including the Eastfield Transit Station Area. It should be noted that the District Plan map is updated to reflect changes to the adopted land use through rezonings, area plans and plan amendments; however, the area plan maps are not updated and remain a “snapshot in time”.



2030 Long Range Transportation Plan

The Mecklenburg Union Metropolitan Planning Organization's (MUMPO) 2030 Long Range Transportation Plan (LRTP) defines policies, programs, and projects to be implemented during the next twenty years to provide mobility choices to residents and visitors in

Mecklenburg and western Union County (MUMPO's planning area) Several LRTP projects have been identified within the Northlake planning area and were considered when developing the area plan.

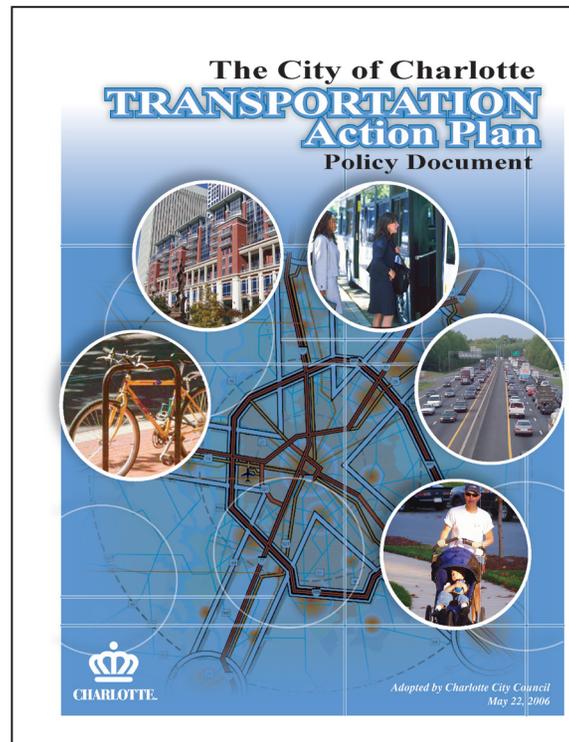
Transportation Action Plan

The Transportation Action Plan (TAP) (2006) defines short and long-term policies together with an implementation "blueprint" for improvements for accommodating motor vehicles, transit riders, bicyclists and pedestrians. The policies outlined in the TAP work in tandem with those outlined in the Centers, Corridors and Wedges Growth Framework. The TAP was used as the basis for developing transportation goals and recommendations for this plan. The TAP's comprehensive "toolbox" of transportation programs will help to implement this plan. Programs such as multi-

modal intersection improvements, Street Connectivity Program, Bicycle Program, Sidewalk Program and the Bicycle/Pedestrian Connectivity Program will help to implement the plan vision

Urban Street Design Guidelines

The Urban Street Design Guidelines (USDG), currently being developed, outline a comprehensive approach to designing new and modified streets within the City. The USDG are also a key component of the Transportation Action Plan (TAP, 2006). They were used in developing this plan to assist with determining street classifications and cross-sections that will guide the design and redesign of City streets. The USDG also address integrating land use and transportation to create synergy between the streets and the land uses adjacent to them.



2030 Corridor System Plan

In November 2006, the Metropolitan Transit Commission (MTC) approved the 2030 Transit Corridor System Plan. The North Corridor, which traverses through the Northlake area, was approved as one of the corridors scheduled to advance into design and construction.

The Advisory Group worked with staff to develop a vision statement for the Northlake area. The vision statement describes the kind of place Northlake should become in the future. When developing the vision statement, participants considered the issues and opportunities identified by the public.

VISION STATEMENT

Northlake is a unique “edge city” location that shall be a livable, diverse, and sustainable community. It will seek to accommodate the needs of those in all stages of life while balancing pressure for new development with preservation of the historical, rural, and natural aspects of the community. This vision will be achieved through:

- A land use pattern that offers a balanced mixture of uses with high quality urban design
- Development of multi-modal transportation choices
- Planned and enhanced public services
- Integration of quality cultural amenities and economic and housing opportunities
- Preservation of the historic aspects of the community
- Environmental preservation
- Development of multiple open space and recreational opportunities



OPPORTUNITIES & ISSUES

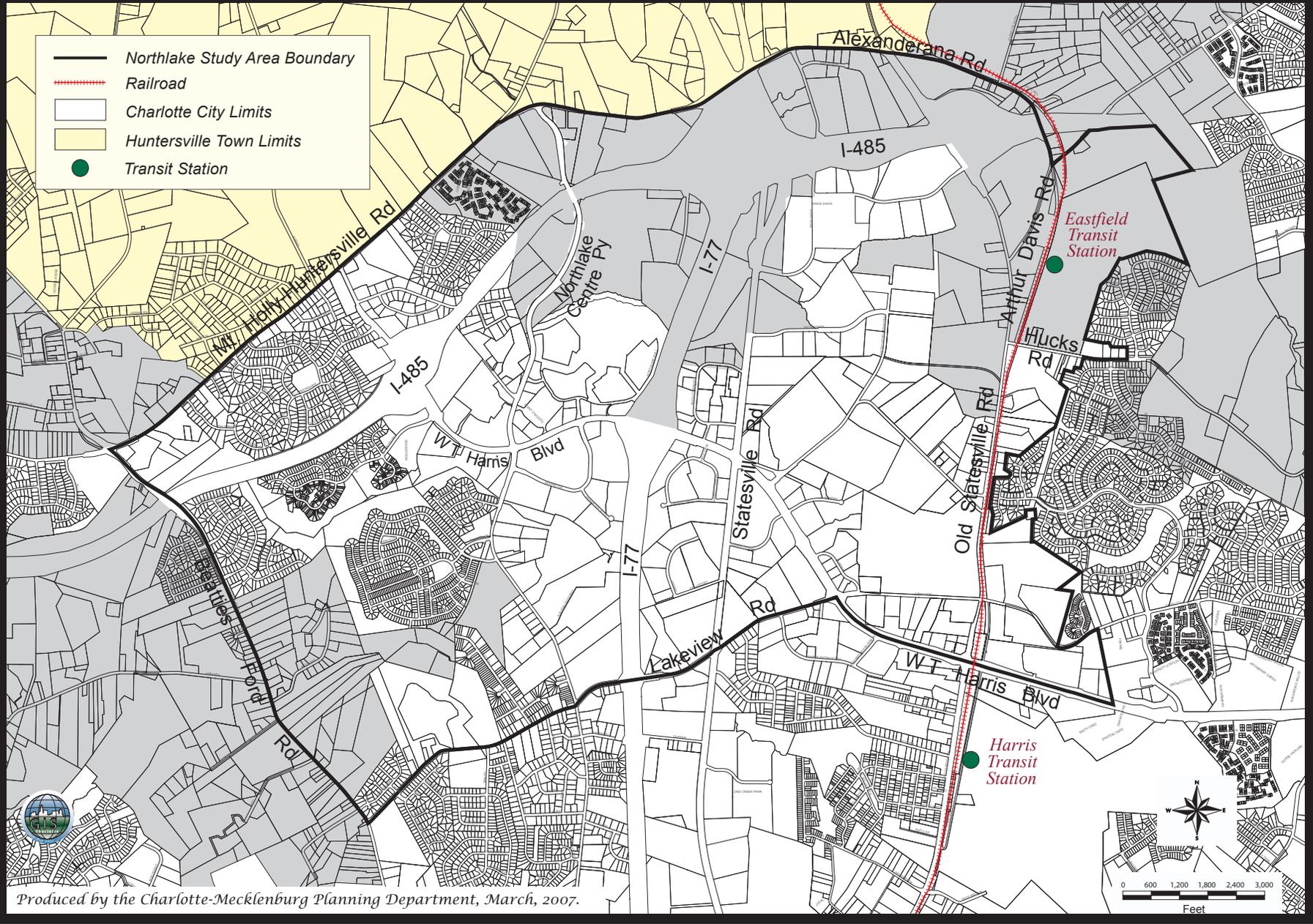
Opportunities

- Location/access/convenience to I-77, I-85, Charlotte, and Huntersville
- Mixture of land uses
- Future access to I-485
- Open spaces, greenways, trees, public parks
- Enhanced transportation alternatives
- Environmental protection
- Relatively quiet and safe
- Rural feeling
- Farmland

Issues

- Land Use - Need for:
 - » Encouraging a balanced mixture of residential, commercial, office and neighborhood serving land uses
 - » A variation of land use densities
 - » Preservation of farmland and open space
- Transportation - Need for:
 - » Sound barriers and traffic management
 - » Street improvements
 - » Enhancements in traffic operations
 - » Transportation choices including improvement to transit service
- Design - Need for:
 - » Better integration of design with development
 - » A better sense of community/gathering spaces
- Parks and recreation - Need for:
 - » Greenways/greenspace
 - » Recreation facilities
- Community Safety and Services - Need for:
 - » More public facilities and better service
- Environment - Need for:
 - » Balanced growth and greenspace
 - » Groundwater protection/management of stormwater run-off

- Northlake Study Area Boundary
- ⋯ Railroad
- Charlotte City Limits
- Huntersville Town Limits
- Transit Station



Produced by the Charlotte-Mecklenburg Planning Department, March, 2007.

3. Growth Trends



Overview

The Northlake area has experienced a significant amount of growth in recent years and that growth is expected to continue. Understanding this growth was an essential part of developing plan recommendations to meet the needs of the growing population. Additionally, our interdepartmental team and stakeholders worked closely with a market analysis firm to check the feasibility of the land use recommendations.

Land use recommendations provide for housing, jobs and services to meet the need of the growing population. Other recommendations for transportation, public facilities and the environment, address the demand for infrastructure to accommodate the growth and the impacts on the environment.



More residential is expected in the area.



Northlake has a competitive market for office.



Northlake Mall is a focal point the area.



Industrial uses have a significant base in the area.



There is a demand for a mixture of uses in the area.

Residential Trends

Population and Households

The Northlake study area has grown significantly since 2000, and is expected to experience substantially more growth through 2030. The following summarizes the key information displayed in Figures 1-3:

- Approximately 5,000 people lived in the study area in 2005, nearly 28% more than in 2000;
- The study area included 455 households in 2005, more than a 31% increase since 2000;
- Forecasts indicate the study area could expect an increase of approximately 8,100 households and 21,400 persons by 2030.

Figure 1: Population Trends

Location	2000	2005	Change	Percent Change
Northlake Study Area	3,983	5,085	+1,102	27.7%
Mecklenburg County	695,454	813,852	+118,398	17.0%

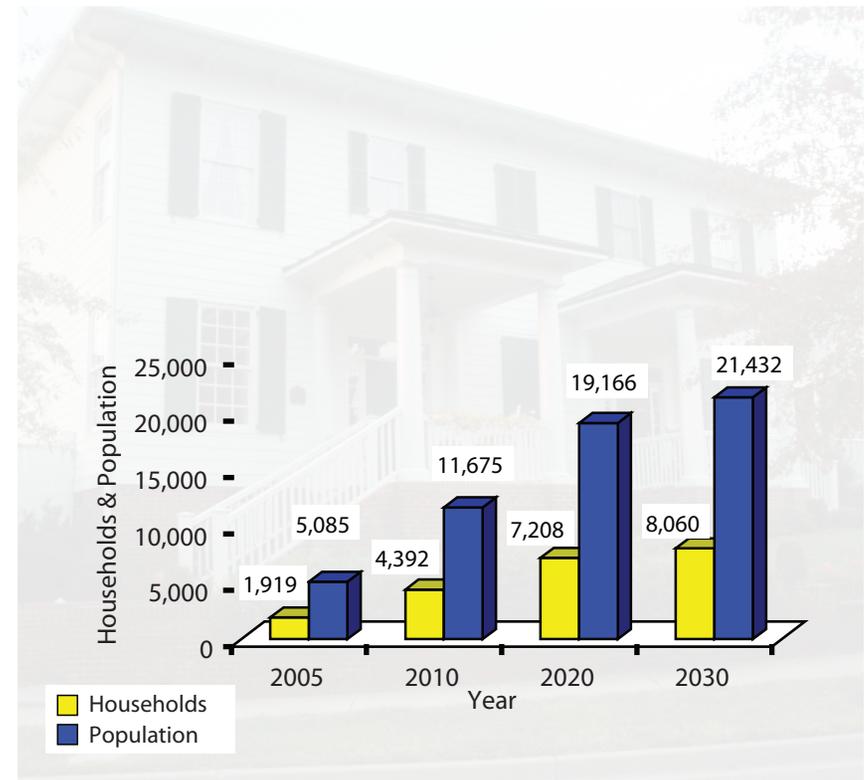
Source: Warren & Associates, 2007

Figure 2: Household Trends

Location	2000	2005	Change	Percent Change
Northlake Study Area	1,464	1,919	+455	31.1%
Mecklenburg County	273,416	325,716	+52,300	19.1%

Source: Warren & Associates, 2007

Figure 3: Northlake 2030 Household & Population Forecasts



Source: Warren & Associates, 2007

Income

- The median household income for the study area was \$68,863 in 2005 and could reach \$131,250 by 2030;
- The share of households in the study area that earned greater than \$100,000 per year increased from 10.4% in 2000 to 23.6% in 2005;
- The predominant household income range remains \$50,000 - \$75,000.

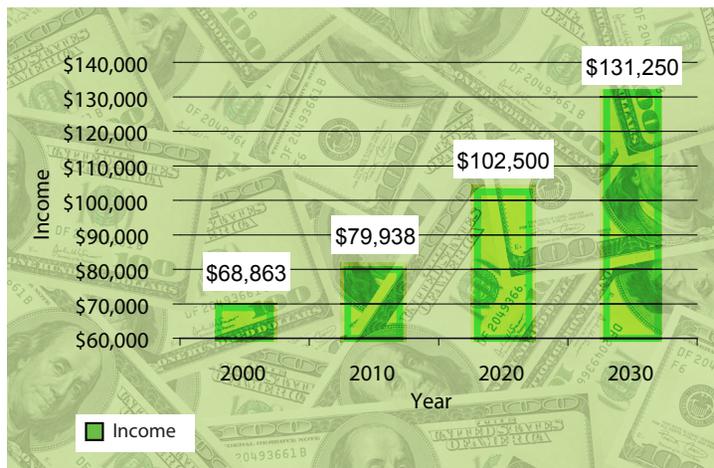
Figure 4: Median Household Income Trends

Median Household Income 2000 - 2005				
Location	2000	2005	Change	Percent Change
Northlake Study Area	\$60,818	\$68,863	+\$8,045	13.2%
Mecklenburg County	\$50,638	\$58,263	+\$7,625	15.1%

Source: Warren & Associates, 2007

2030 Median Household Income Forecast

Figure 5: Northlake Area 2030 Median Household Income Forecasts



Source: Warren & Associates, 2007

Residential Activity

- Between 2004 and 2006, the study area averaged 261 residential closings per year; 80% were detached single-family homes;
- Apartment vacancy rates for the North and Northeast-2 submarkets improved between 2004 and 2006;
- Between 2001 and 2006, 3,284 residential units have been proposed or approved for development, 65% of which were apartments.
- These trends illustrate that the Northlake area has potential to continue providing a variety of housing choices.

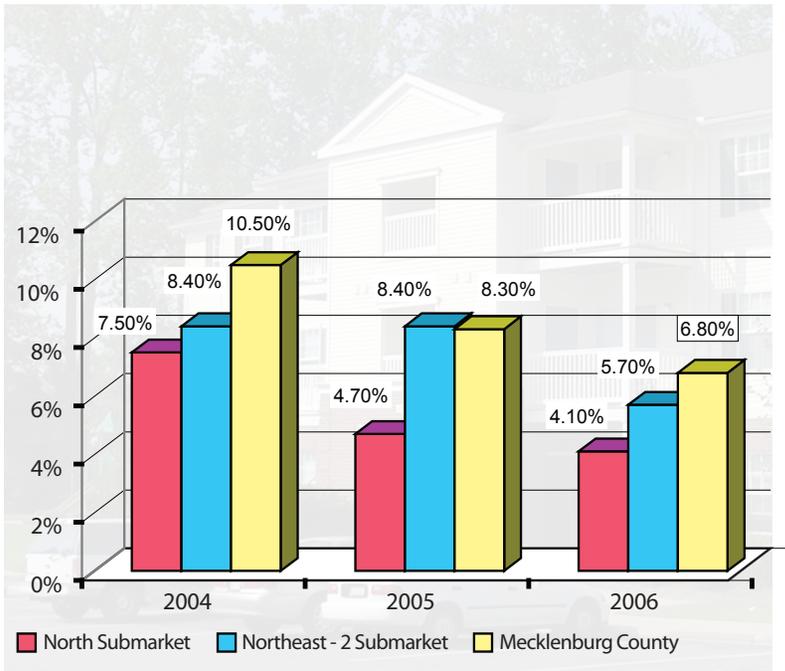
Figure 6: Northlake Area Residential Real Estate Trends

Residential Closings, 2004 - 2006			
Year	Single Family	Condo / Town-house	Total
2004	160	67	227
2005	220	64	284
2006	237	35	272
Total	617	166	783
Annual Average	206	55	261

Source: Land Matters, Littlejohn Group, and Warren & Associates, 2007

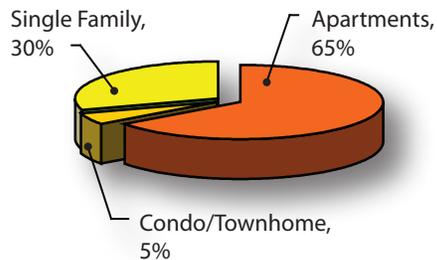
Note: 2006 based on data extrapolated from nine months actual and includes new and resale units.

Figure 7: Northlake Area Apartment Vacancy Rates



Source: Warren & Associates, 2007

Figure 8: Northlake Area Proposed Residential (2001-2006)



Source: Land Matters, Real Data, and Littlejohn Group Note: Based on by-right development and approved rezoning petitions from 2001-2006

Non-residential Trends

- Retail Activity
 - Six retail developments totaling over 1.6 million square feet currently serve the Northlake study area;
 - As of December, 2006, over one million additional square feet of retail in ten projects was approved for the Northlake study area and its immediate vicinity.
 - Additional retail opportunities should include a mixture of uses in strategic locations to balance the retail demand.

Figure 9: Northlake Study Area Proposed Retail Development (2004-2006)

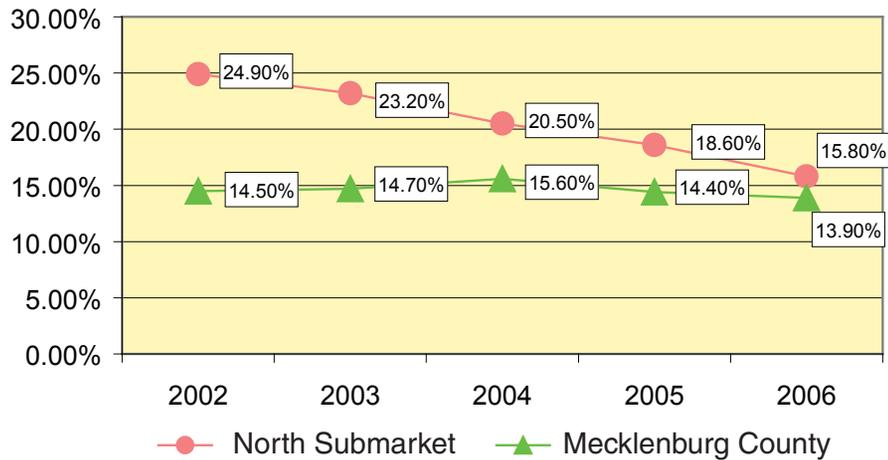
Project	Gross Leasable Area	Estimated Completion
Northlake Village	60,000	2007
Northcrest	325,000	2008
Perimeter Woods	320,000	2008
Shoppes at Davis Lake	69,500	2008
Shoppes at Harris Corners	38,000	2008
Pecan Ridge	22,000	2008
Holly Crossing	38,400	2009
Long Creek Village	77,556	2009
Treyburn	55,000	2009
Eastfield Station	35,000	2015
Total	1,040,456	

Source: Warren & Associates, 2007

Office Activity

- The Northlake study area falls within the North office submarket;
- The North submarket office vacancy rate has been declining at a much faster rate than Mecklenburg County's rate;
- The North submarket is now one of Charlotte's most competitive suburban submarkets.
- Office uses will continue to grow within the Northlake area.

Figure 10: Multi-tenant Office Vacancy Rate, 2002-2006

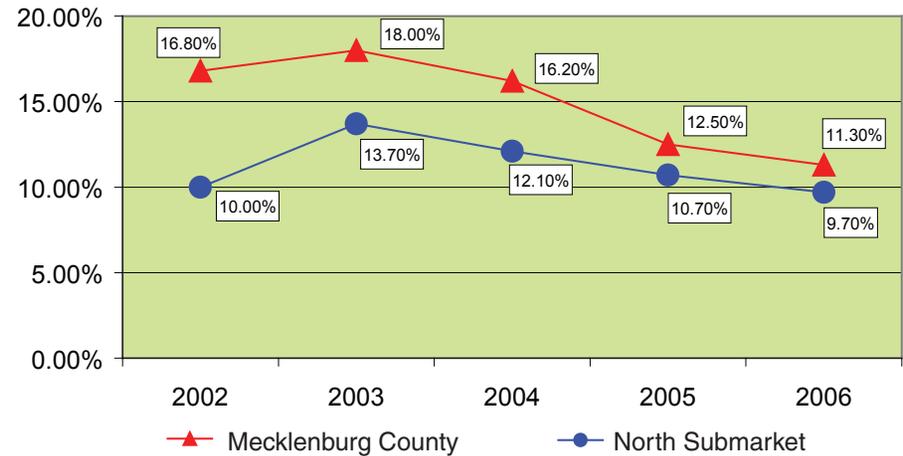


Source: Warren & Associates, 2007

Office/Industrial Activity

- The Northlake study area falls within the North industrial submarket.
- The North submarket warehouse vacancy rate has been lower than Mecklenburg County since 2002 and has improved below the 10% equilibrium to support new development and/or rent increases.
- As the availability of industrial space declines throughout the City, Northlake is expected to continue to meet the demand for industrial space.

Figure 11: Multi-tenant Warehouse Vacancy Rate, 2002-2006



Source: Warren & Associates, 2007

Eastfield Transit Station Area Market Highlights

Although the growth trend information provided in the preceding sections relates to the overall Northlake Study Area, including the Eastfield Transit Station Area, more detailed market information was prepared for Eastfield as part of the North Corridor transit planning process. Highlights of the Charlotte North Corridor TOD Station Analysis (January 30, 2006) are provided below for the Eastfield Station Area (as defined by a ½ mile radius of the station platform):

- Eastfield is considered among the strongest of the stations proposed in the North Corridor.
- There is a strong opportunity for fully integrated TOD with residential, office and supporting retail uses once I-485 is completed. However, this opportunity is somewhat dependent on the ability to create a strong sense of place that extends beyond the rail station. This could be enhanced by providing civic uses, plazas and open spaces, and/or by limiting opportunities for more intense residential and commercial development away from the station area.
- Given the strong future access and visibility of the station area, office (either local or more regional-serving), flex office, regional and neighborhood-serving retail, and rental and for-sale housing all represent significant development opportunities. However, as land prices continue to rise, opportunities for flex office space are likely to diminish.
- Key to realizing the development opportunities will be enhancing the transportation network, particularly east-west surface street connectivity which is made difficult by the two interstates nearby.



Higher density residential with plazas and open space are appropriate near transit stations.



Walkability is important in transit station areas.

4. Land Use



Overview

This plan establishes the future land use vision for the Northlake study area and recommends appropriate land uses to achieve the vision. In developing the recommendations for the Northlake area, the Centers, Corridors, and Wedges Growth Framework served as guidance to enhance the relationship between land use and transportation and how they work together to accommodate the expected growth in the area.

This growth framework is especially relevant as the Northlake study area encompasses a center, part of a corridor, and part of two wedges. The framework therefore provides direction for intensification and mixing of uses within the centers and corridor while creating opportunities for lower intensity residential and supporting services in the wedge areas, consistent with plans for future infrastructure improvements. As a result, recommendations for the study area are divided into three distinct geographies—Center, Corridor, Wedge—for describing the proposed future land use while the goals listed on the next page apply to the entire area. Certain locations of the study area have been targeted for more specific land use guidance. These sub-areas are numbered on Map 3 and are referenced in more detail in Figure 12. The numbered recommendations in Figure 12 more information about land use type, intensity and additional details specific to an area.

Another major component to achieve the desired land use vision for Northlake is developing a safe and accessible transportation system that connects pedestrians, bicyclists, transit users and motorists to the existing and proposed land uses within the area. Providing transportation choices and a balanced mixture of land uses is an integral part of this plan; therefore, the recommendations for land use and transportation may overlap. Specific recommendations for the pedestrian, bicycle and transit (bus) facilities are described in detail in the Transportation Chapter.

The graphic features the Northlake logo at the top left, set against a dark background with bokeh light effects. Below the logo, the words "VISION STATEMENT" are written in a large, white, sans-serif font. The main body of the graphic is a light yellow box containing text and a bulleted list.

Northlake is a unique “edge city” location that shall be a livable, diverse, and sustainable community. It will seek to accommodate the needs of those in all stages of life while balancing pressure for new development with preservation of the historical, rural, and natural aspects of the community. This vision will be achieved through:

- A land use pattern that offers a balanced mixture of uses with high quality urban design
- Development of multi-modal transportation choices
- Planned and enhanced public services
- Integration of quality cultural amenities and economic and housing opportunities
- Preservation of the historic aspects of the community
- Environmental preservation
- Development of multiple open space and recreational opportunities

The integration of high quality urban design must also be a key component of future development. Specific urban design criteria are set forth for the study area in the Community Design chapter. Other vital components to achieve the vision of Northlake, such as the study area’s future public facilities and services as well as the environment, are addressed in their respective chapters.

Land Use Goals

Preserve and Enhance the Quality of Life. The Northlake's quality of life is one of its most important assets. The plan addresses this goal in several ways by providing: 1) land use recommendations that accommodate growth while preserving the character of existing development; 2) providing living and shopping choices to serve the diverse the needs of residents; 3) open spaces, greenways, and bikeways; and 4) a plan for the development of new street networks to help alleviate traffic congestion as the area continues to grow.

Preserve the Character of the Community's Existing Residential Neighborhoods. Throughout the process, residents emphasized their love of their community and their desire to preserve the character of their developed neighborhoods. The plan provides land use recommendations that, if implemented, will preserve existing neighborhoods by providing recommending uses that are compatible with residential areas.

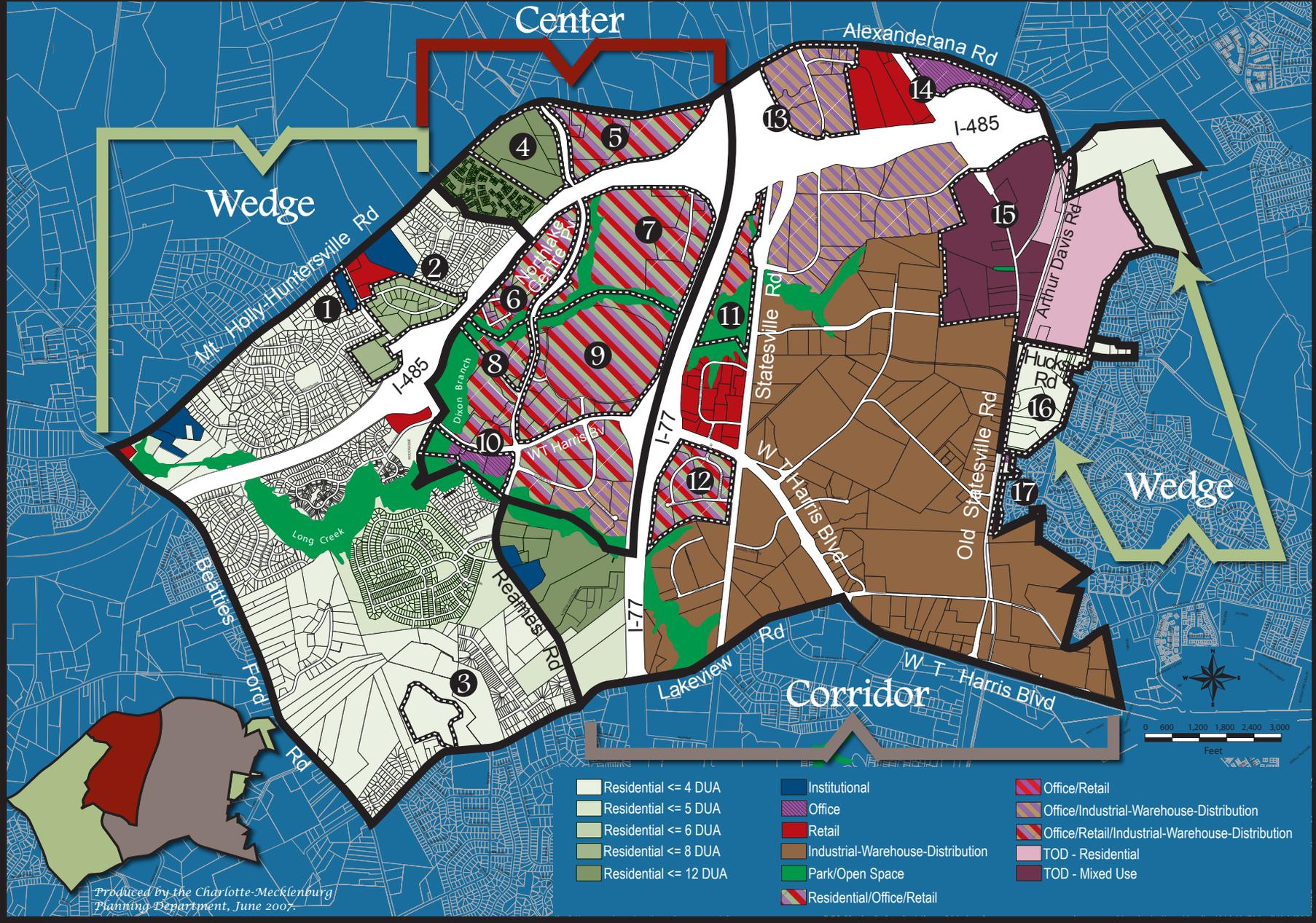
Maintain Rural Character While Planning for Growth. Although the Northlake Area is one of the fastest growing communities in the county, residents would still like to see as much of its rural character preserved as possible. The plan provides guidance in this chapter and the Community Design chapter to provide open space and to preserve large mature trees in new development.

Encourage Mixed-Use Centers with More Services. Many residents expressed the desire to have more neighborhood serving land uses (e.g. small scale restaurants and retailers) and to transform some areas into more walkable, community-scaled mixed-use destinations. Neighborhood serving land uses have both a land use and transportation benefit by offering the services residents need in close proximity and by reducing auto-dependent trips and distances. Therefore, the Land Use and Transportation Chapters provide recommendations to offer a mixture of uses with the appropriate street design.

Improve Housing Choices. Recommendations within the plan provide for higher density residential in appropriate locations, particularly around the mall area. By providing locations for condominiums, townhouses, and apartments, the area will develop a more diverse housing stock.

Firm Up Industrial Area. Northlake has a considerable amount of industrial development within the study boundaries, notably east of I-77. The plan recognizes existing industrial uses and provides recommendations to protect existing neighborhoods from industrial encroachment and from other noxious uses.

Improve Parks and Greenways Network. The Dixon Branch and Long Creek greenways are an important environmental and recreational asset to the Northlake community. The plan recommends that the greenways connect to future developments, new parks and open space locations throughout the plan area.



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Wedge area is recommended to remain lower density residential.



Recommendations align existing institutional uses in area.

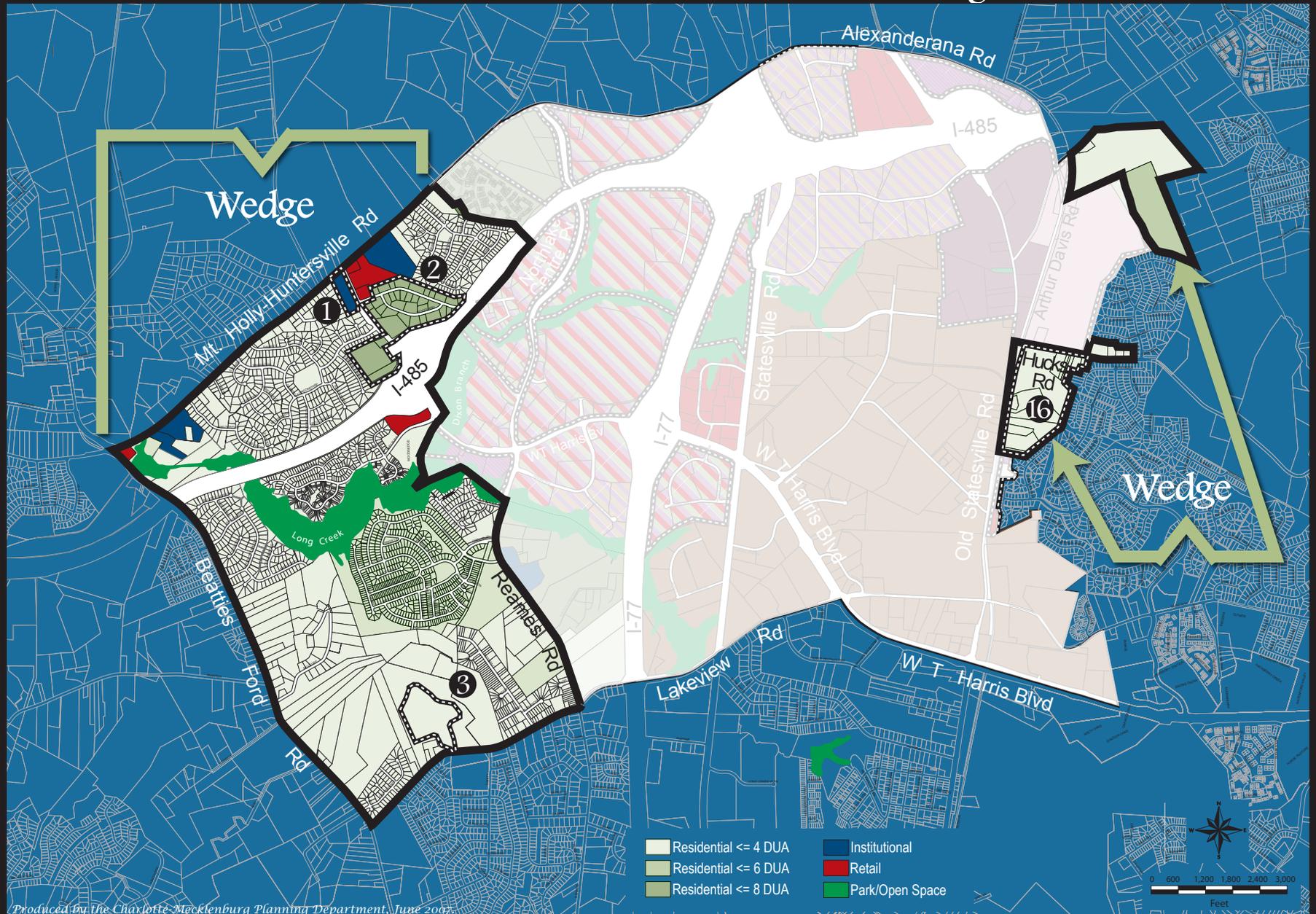
Wedge Area

Highlights of Key Recommendations*:

Majority of the western half of the study area and a small portion of the eastern side of the study area are within a wedge, as shown on Map 3. These areas are currently developed with and zoned for residential land uses. These areas are recommended to remain predominantly lower density residential, consistent with the guidance provided in the Centers, Corridor and Wedges framework.

- Change the single family and multi-family land use categories used in the Northwest and Northeast District Plans to residential with an assigned density. This change will help to implement the community vision by accommodating a variety of housing types at a density appropriate for a specified location.
- Develop residential up to 4 dwelling units to the acre (dua) in western wedge area. Locations for slightly higher density (5 to 8 dua) are also provided, as are neighborhood serving retail and institutional uses. Opportunities for neighborhood serving land uses exist around the Northlake Mall. Proposed institutional uses are scattered throughout this location.
- Provide consistency in the eastern wedge area, by developing residential up to 4 dwelling units to the acres south of Hucks Road, abutting the existing lower-density single family residential
- Maximize opportunities for park and open space uses along the future Long Creek Greenway as an open space amenity for the western portion of the study area.
- Add sidewalks and bicycle lanes to provide more transportation choices for residents. Detailed projects are listed in the Transportation Chapter of the plan.

* See Figure 12 and Map 4 for more detailed information on land use recommendations.



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Figure 13:

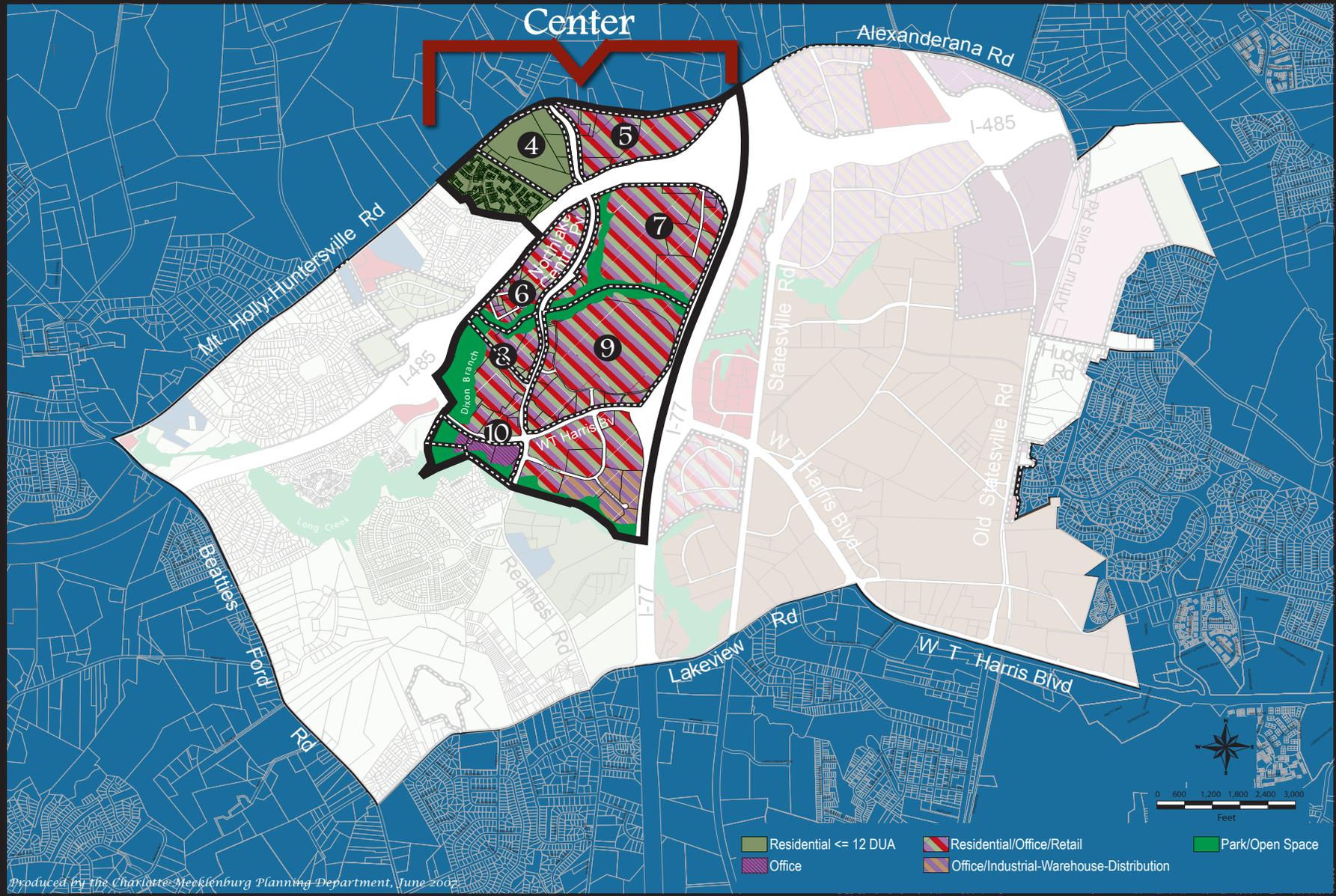


Conceptual development scenario for Lakeview Road landfill.
Courtesy of Urban Collage, Inc.
For conceptual purposes only.

Figure 14:



Conceptual development scenario for W. W. T. Harris Blvd. and Mt. Holly-Huntersville Road area.
Courtesy of Urban Collage, Inc.
For conceptual purposes only.





Over time the center area will become a more active place for residents.



Northlake Mall

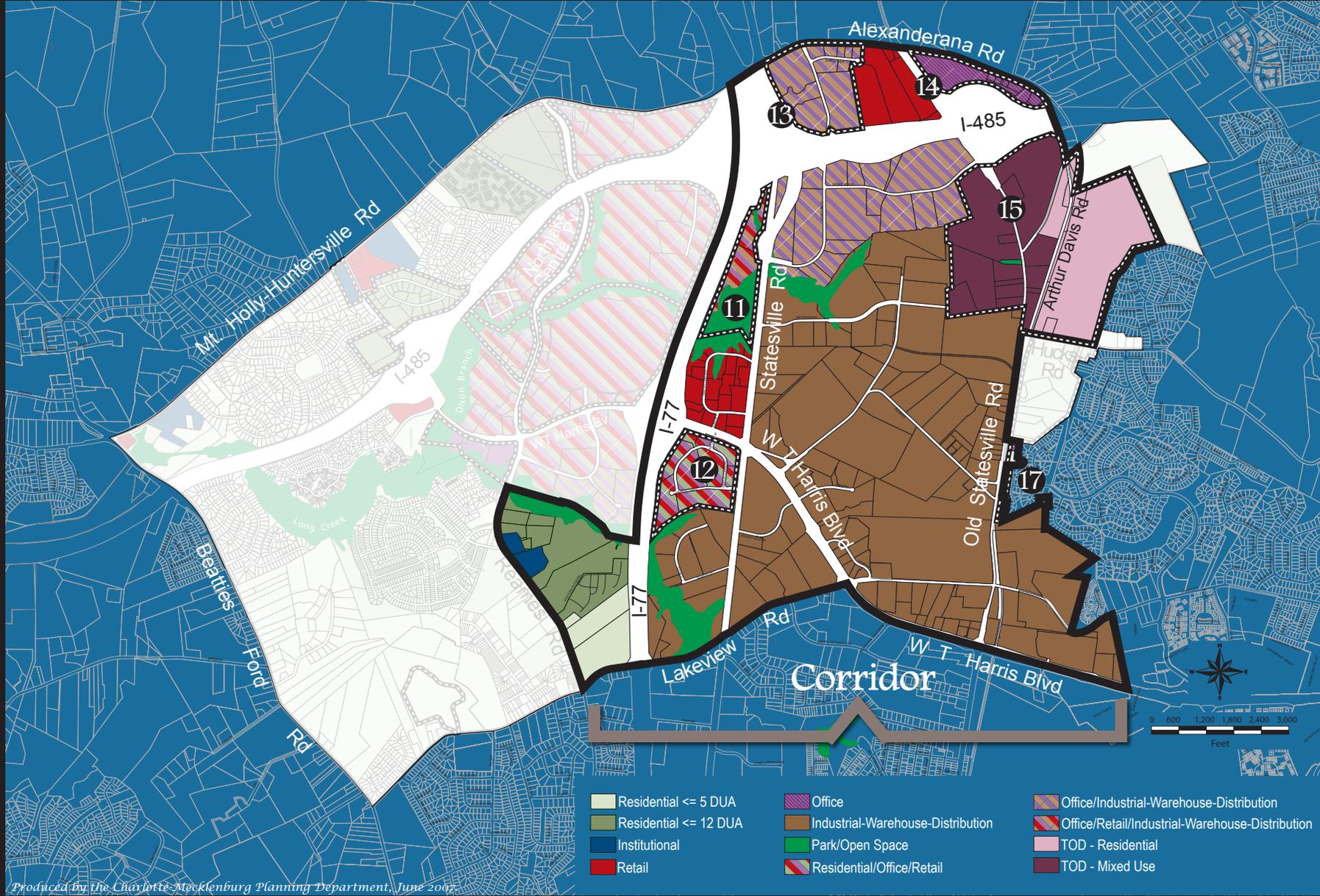
Center Area

Highlights of Key Recommendations*:

The Centers, Corridors, and Wedges growth framework defines the central portion of the study area as an activity center. Over time, it is envisioned to be a pedestrian-oriented area with a compact mixture of moderate to higher density residential, office, and /or retail land uses. As the market matures, redevelopment opportunities are envisioned for the area surrounding the mall to accommodate a mixed use “village” fronting Northlake Center Parkway and W. T. Harris Boulevard. This is not expected to occur in the near future until the market matures and decked parking is feasible.

- Provide a mixture of moderate to higher density residential, office, and/or retail uses in the area north of the mall, adjacent to I-77 and south of I-485. The Dixon Branch and Long Creek Greenways are recommended to serve as the organizing framework and key open space amenities (see Community Design chapter). An internal network of streets and pedestrian facilities is recommended, particularly with pedestrian connections to the proposed greenway and to the mall site. External connectivity will also be critical to achieve this land use vision. Over time, higher densities may be appropriate with the recommended vehicular connection over I-77 (see Transportation Proposed Street Network map).
- Develop a corresponding transportation network to support a more walkable area. Through coordination of land use and transportation recommendations, more pedestrian and bicycle facilities will help create a less auto-oriented development in the center area.
- Encourage civic and/or cultural facilities in this area.

*See Figure 12 and Map 5 for detailed information on land use recommendations.



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Industrial use in Metromont Industrial Park



Historic Croft Community, School House Sign

Corridor Area

Highlights of Key Recommendations*:

Most of the area located east of I-77 is within the north growth corridor as defined by the Centers, Corridors and Wedges growth framework. Today, much of this area is developed with predominantly industrial uses with a limited amount of office; however, in the future, the “corridor” is expected to include a greater mixture of land uses, particularly around the proposed Eastfield Station Area.

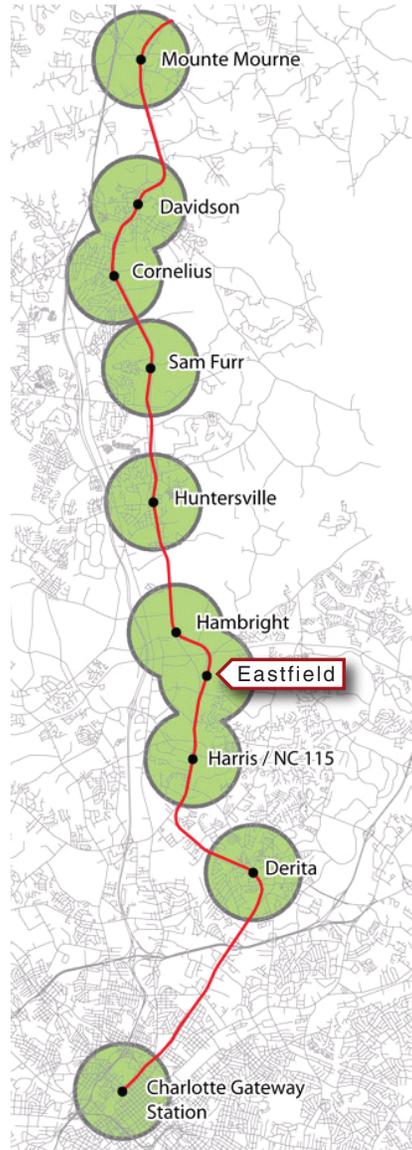
- Preserve existing industrial-warehouse-distribution uses east of I-77 which are the prevalent existing uses in this area. Strategic locations have also been targeted for a mixture of office and industrial-warehouse-distribution uses north of the industrial-warehouse-distribution zone. Retail land uses are expected to be concentrated along Statesville Road (US 21) with specific locations targeted for mixed-use opportunities integrating retail. Park and open space uses are also recommended surrounding Long Creek and Dixon Branch greenways.
- Provide transit oriented residential, mixed-use, and employment uses at the proposed Eastfield Transit Station, which is also within the study area. (Specific recommendations for the station area are included in this plan)
- Maintain existing structures and preserve the character of the historic Croft community. The area near the intersection of Reames Road and Old Statesville Road (NC 115) encompasses the historic Croft community. The Croft Schoolhouse, S.W. Davis House and outbuildings, and C.S. Davis General Store have both local and national historic landmark designations with associated regulations attached. Also, restrictive covenants are attached which prevent these structures from being demolished.

*See Figure 12 and Map 6 for detailed information on land use recommendations.

5. Eastfield Transit Station Area

Overview

The proposed Eastfield Transit Station is the northernmost station within the City of Charlotte along the planned North Corridor Commuter Rail Line. The rail line is proposed to operate along 25 miles of the existing Norfolk Southern rail line from Center City Charlotte to Mount Mourne in southern Iredell County and include ten stations. The proposed Eastfield Station Area covers an area within approximately a ½ mile



radius of the station platform and is located just south of I-485, straddling both sides of Old Statesville Road. Most of the land within the station area is currently vacant or developed with low-density housing and the existing zoning is predominantly residential.

Eastfield Station Area Highlights of Key Recommendations

Promote a mixture of residential, office and supporting retail uses enhanced with civic and open space uses consistent with the Transit Station Area Principles, (See page 34). In general, as shown on Map 7, the area to the west of the transit station should develop with transit-oriented mixed uses, including a significant park-and-ride facility and the area to the east of the transit station should develop with transit-oriented residential uses.

Station Area Vision

To become a northern “gateway” into Charlotte from both the North Commuter Rail line and the nearby I-485 interchange.

The Station area will offer:

- a mix of vibrant land uses in a compact, pedestrian-oriented setting that connect to and complement development in the Northlake Center area and the adjacent transit station;
- a unique sense of place that builds on the rich history and environmental features of the area, particularly the potential to tie together pieces of a larger network of bicycle and pedestrian facilities; and
- a significant park-and-ride facility that is integrated into the station fabric.

- Establish an interconnected grid of streets with short, walkable blocks. See Transit Station Area Principles to address transportation needs while complementing the land uses that it will adjoin and connect.
- Create a new pedestrian-oriented main street adjacent to the transit station that extends east and west of the rail line, and provides an overland greenway connection. (See Figure 15)
- Develop the proposed Vance Davis/Metromont Connector as a parallel to Old Statesville Road. (See Figure 16)
- Connect the planned extensions of the Dixon Branch/Long Creek Greenway and the Mallard Creek/Clarks Creek Greenway through the station area using a combination of greenway and overland greenway connections and integrate the historic Alexandriana homestead site into a central open space that connects to the station and extends along the existing creek. (See Figure 17)

Map 7
Eastfield Station Area Future Land Use

center

corridor

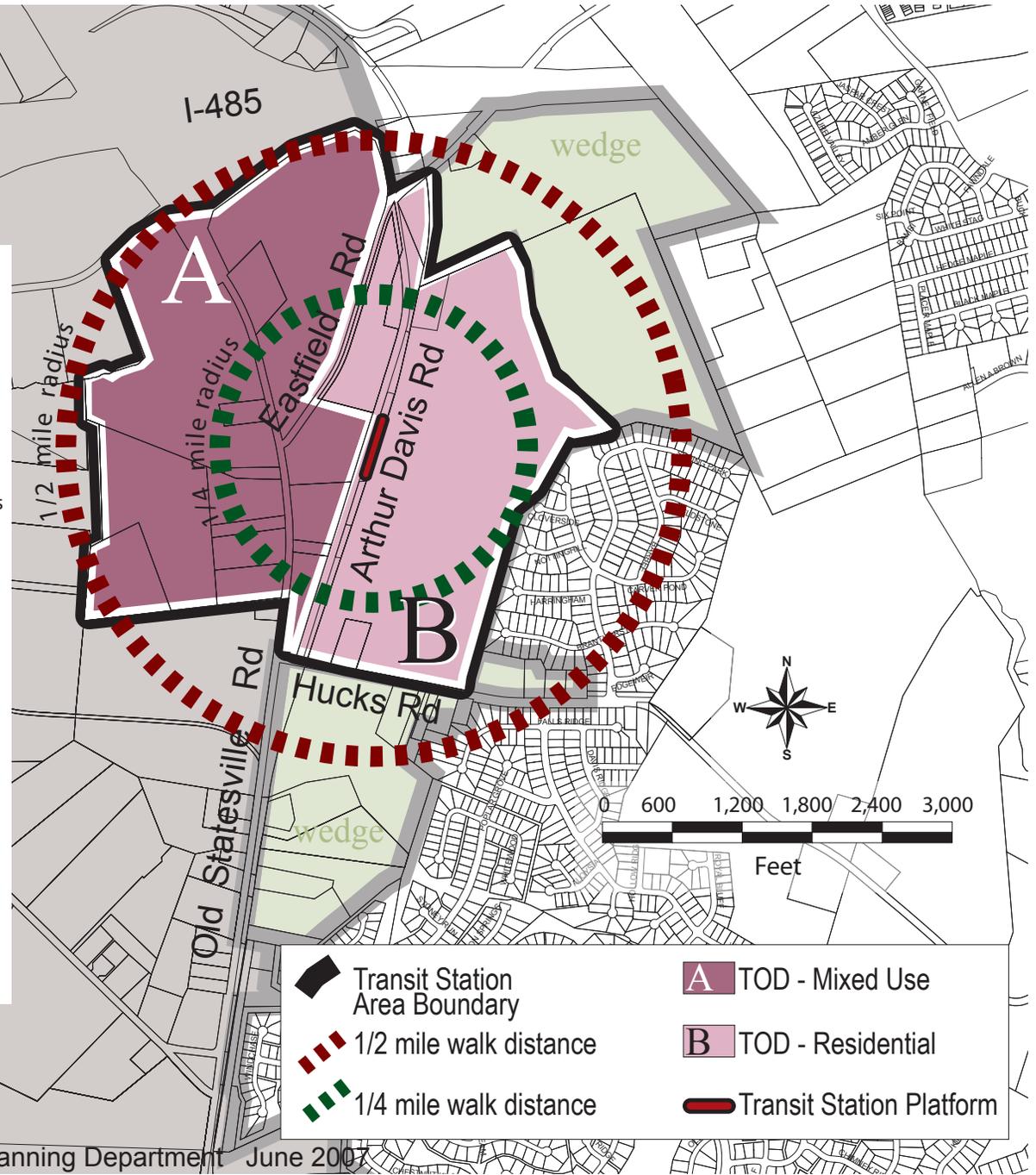
wedge

The intent of the Transit Oriented Development (TOD) land use designation is to encourage compact, higher intensity development that enhances the potential for transit and pedestrian activity.

- TOD-M refers to a mixture of transit oriented development and could include a blend of higher density residential, employment/office, civic, entertainment and institutional uses, as well as a limited amount of retail uses designed to encourage walking, bicycling and transit use. With the exception of retail, these uses would also be appropriate as a single use within the TOD-M classification.

- TOD-R refers to transit oriented residential development and could include higher density residential communities that also accommodate a limited amount of retail, institutional, civic, restaurant, service and office uses designed to encourage walking, bicycling and transit use.

Note that Eastfield Road forms part of the boundary between the two recommended land use classifications, TOD-R and TOD-M. When Eastfield is realigned/relocated, the new alignment will serve as this boundary. Additionally, the southern boundary of the station area as shown follows parcel lines. When Hucks Road is extended to Metromont Parkway, the road will serve as the southern boundary of the station area.



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Eastfield Station Area Land Use Recommendations

A Promote a mixture of transit oriented uses (residential, office and retail) in Area A, which is generally located to the west of the proposed station.

The following more specific recommendations for Area A are graphically depicted on Figure 15:

- 1** Encourage the highest intensity of residential uses with ground floor retail and/or office development along the proposed main street, from the station area west to Old Statesville Road.
- 2** Provide a structured park-and-ride facility (e.g., parking deck), adjacent to the station to accommodate transit users. Over time and as demand increases, additional transit oriented uses, particularly ground floor retail uses, should be incorporated into the street level of the parking deck. This could occur as part of a joint use development opportunity. In both the short and long term, opportunities to share parking with surrounding uses (e.g. church and future residential, office and retail) should be explored, especially to minimize the amount of land dedicated to parking within the immediate station area.
- 3** Encourage more of an employment component in the transit-oriented mix of land uses further from the core of the station area, particularly adjacent to the surrounding industrial area and in proximity to I-485.
- 4** Provide more moderate intensities (up to .50 floor area ratios) in the area bounded by Vance Davis Drive, Old Statesville Road and the creek, at the northern edge of the station area where the transit orientation will not likely be as strong.

B Promote a mixture of transit oriented residential uses in Area B, which is generally located immediately to the north of the station as well as to the east.

The following more specific recommendations for Area B are graphically depicted on Figure 15:

- 5** Allow for expansion of Independence Hill Baptist Church, located immediately to the north of the station, and/or residentially-oriented development, which could include such church-related uses as a day care and assisted living facility.
- 6** Recognize the development plans already approved for much of the area to the east of the station which include a mix of single and multi-family residential and neighborhood-serving retail uses. In the event that these plans are not fully implemented, a higher intensity of transit oriented residential uses and neighborhood serving retail should be encouraged.

Except as noted above, development intensities in both Area A and Area B should follow the guidance provided in the Transit Station Area Principles with ideal minimum densities as follows:

- Residential: 20 net dwelling units per acre (dua) within ¼ mile walking distance of the station and 15 dua within the station area, but outside the ¼ mile walk distance.
- Non Residential: 0.75 floor area ratio (FAR) within ¼ mile walk distance of the station and 0.50 FAR within the station area, but outside of the ¼ mile walk distance (with the exception of the area at the northern edge of Area A described above, where the maximum intensity should be 0.50).

Figure 15
Conceptual Development Scenario

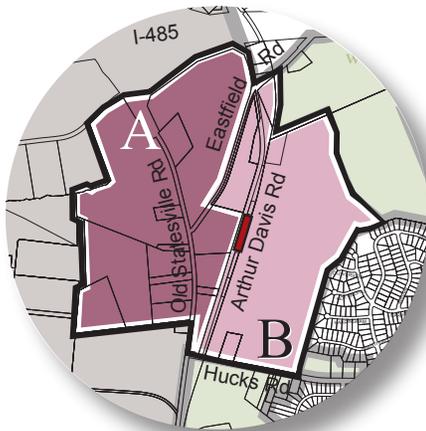
Figure 15 is a concept of how this area could develop. Additionally, it serves to illustrate the land use recommendations explained in #1-6 on the facing page.

Figure 15

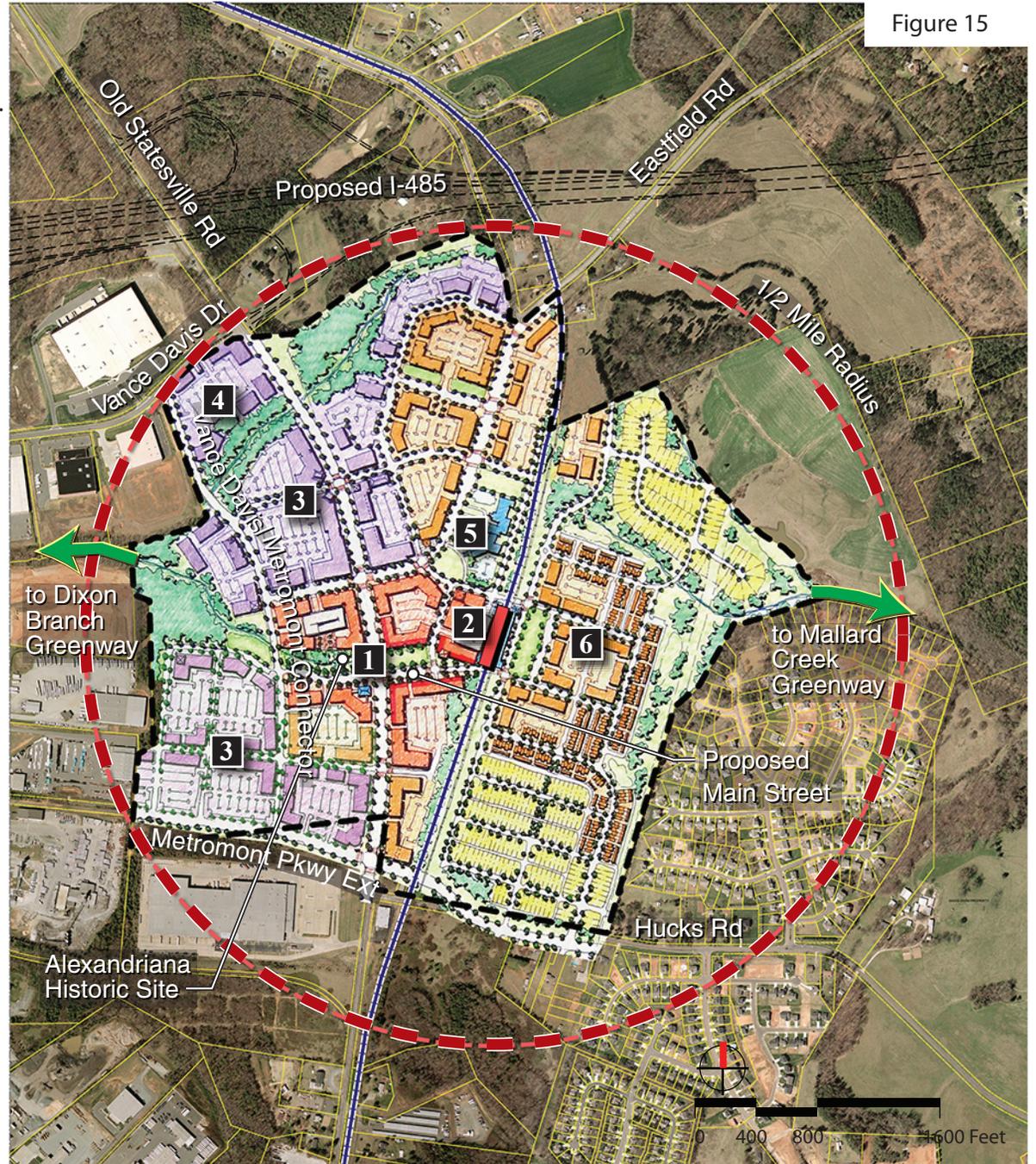
Legend for Conceptual Development

- | | | | |
|-----------------------------------------------------------------------------------|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------|
|  | Proposed Transit Station Location |  | Ground Floor Retail |
|  | Employment |  | Open Space / Park / Greenway |
|  | Residential |  | Proposed Relocated Statesville Road Farmhouse |
|  | Mixed Use | | |

Recommended Future Land Use



- | | |
|-------------------------------------------------------------------------------------|-------------------|
|  | TOD - Mixed Use |
|  | TOD - Residential |



Eastfield Station Area Transportation Recommendations

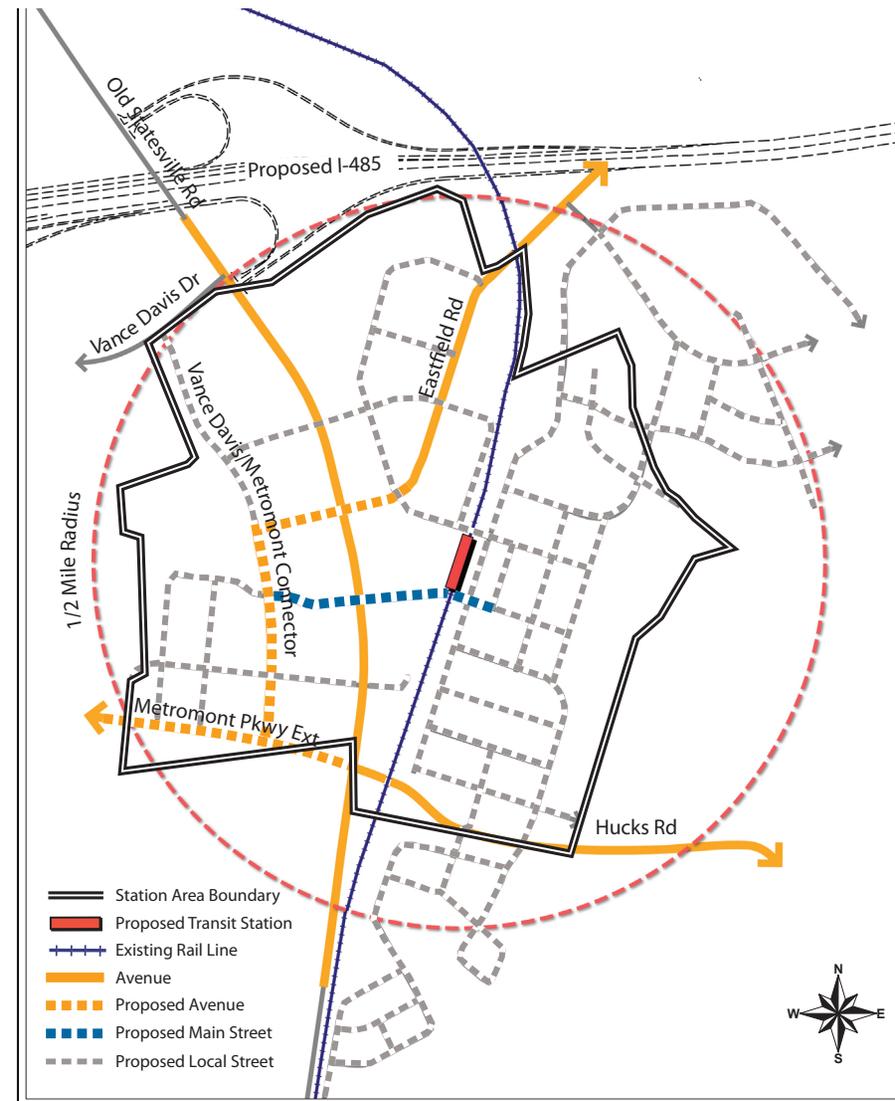
Develop an internal, interconnected network of streets to support the envisioned future land uses. The street network should have short, walkable blocks to establish a consistent pattern of streets, access and development parcels. The preferred block length is 400 feet, with the maximum length of 600 feet.

The following more specific recommendations are illustrated on Figure 16, Proposed Street Network:

- 1** Create a new main street running east and west of the rail line. This street is intended as a primarily pedestrian-oriented street that could serve as the address for mixed use development, including ground floor retail and other active uses, with direct access to the transit station. Additionally, this street would connect the Alexandria historic homestead site to the transit station and include an overland greenway connection between the extensions of the Dixon Branch/Long Creek Greenway and the Mallard Creek/Clarks Creek Greenway.
- 2** Extend Hucks Road/Metromont Parkway to link to the proposed connection outside the study area. Eventually, Hucks Road/Metromont Parkway is envisioned to connect to the west across I-77 to the Northlake Center area and to the east to residential communities and a future school and park.
- 3** Provide for the proposed Vance Davis/Metromont Connector to serve as an important parallel to Old Statesville Road, supporting development on the west side of the station area and connecting it to I-485.
- 4** Realign the Eastfield/NC115 intersection approximately 500 feet to the north (with corresponding alignment shift of about 800 feet of Eastfield Road) to improve sight distance and safety at that intersection.
- 5** Provide two at-grade vehicular rail crossings, one

- 5** at each end of the transit station.
- 6** Design streets consistent with the typical street cross-sections provided in the Transportation Section of this document.

Figure 16: Proposed Street Network



Eastfield Station Area

Urban Design/Parks & Open Space Recommendations

The foundations of the urban design recommendations are the Transit Station Area Principles (See page 34). The Community Design guidance provided in the principles will help to transform the Eastfield station area into a center of pedestrian activity that will become a northern gateway into Charlotte and will provide a focus and identity for the surrounding area.

In addition to the guidance provided in the principles, it will be important to design and locate system components (utility cabinets, switching mechanisms, signal controls and the like) to make them as unobtrusive as possible. Where possible, they should be integrated into other facilities to minimize impacts and maximize architectural opportunities.

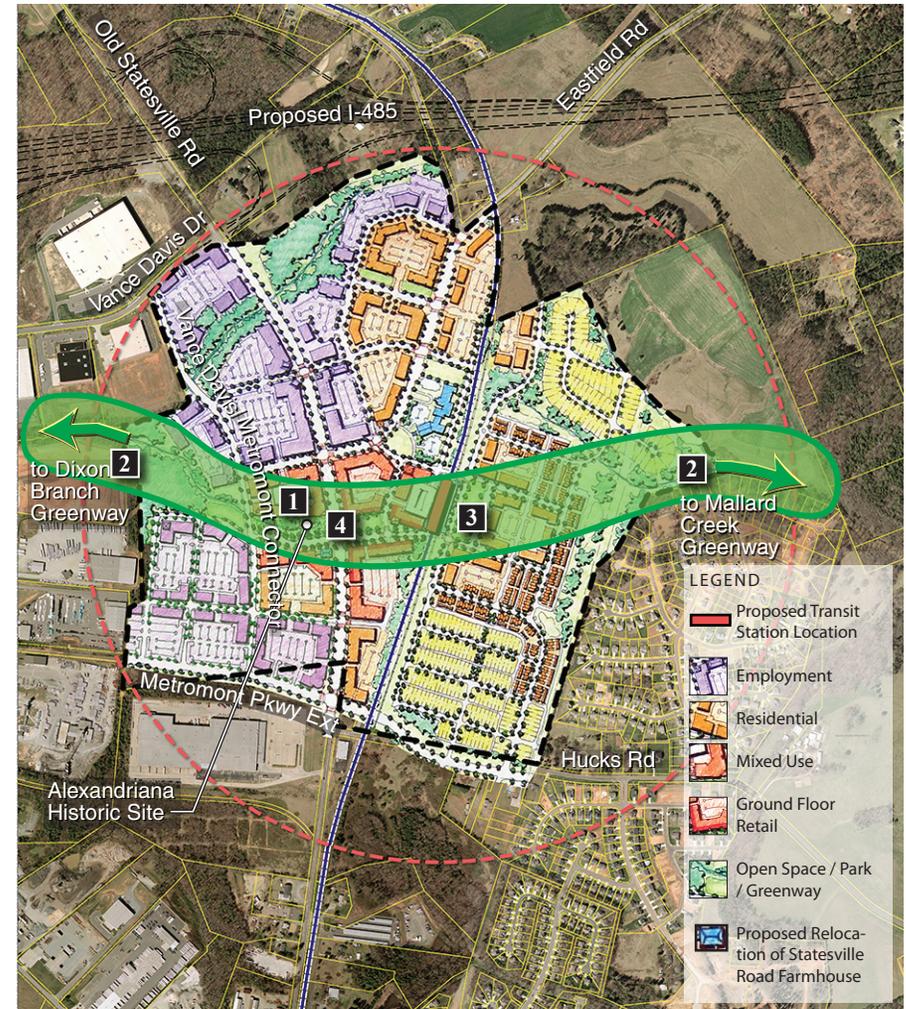
Also important for the Eastfield station will be providing aesthetic treatments and/or incorporating public art opportunities, when possible, particularly in highly visible locations or where pedestrian activity is expected or desired.

The following more spatially specific recommendations are depicted on Figure 17:

1. Incorporate the historic Alexandriana site and park as part of a central open space system that relates to the adjoining main street, connects to the station and extends along the existing creek.
2. Pursue connections to the planned extensions of the Dixon Branch/Long Creek Greenway and the Mallard Creek/Clarks Creek Greenway through the station area and linking the Alexandriana home site, the transit station, the proposed main street and the public green east of the rail line. These connections could include both greenway and overland connections.
3. Use the public green proposed as part of the private development to the east of the station platform as a focal point and unifying feature for future development.

4. Preserve or adaptively re-use the Old Statesville Road farmhouse either at its current location (9825 Old Statesville Road) or an alternative location within the general vicinity. Although lacking any official landmark status, this dwelling was originally built in the 1880's and contains many of its original features.

Figure 17: Urban Design & Open Space Concepts



Transit Station Area Principles



Land Use

- Encourage high density uses (15 - 20 du/d or 0.5 - 0.75 FAR) closest to the transit station and transition to lower densities adjacent to existing single family neighborhoods.
- Encourage a mixture of residential, office, service-oriented retail and civic uses, either through mixed or multi-use development.
- Disallow automobile-dependent uses, such as automobile sales lots, car washes and drive-thru windows.
- Consider special traffic generators - such as cultural, educational, entertainment or recreational uses - to locate in station areas.
- Preserve existing stable neighborhoods.
- Encourage a mixture of housing types, including workforce/affordable housing.

This figure summarizes the policies of the *Transit Station Area Principles* (2001). The original wording for the policies can be found in the first chapter of the *General Development Policies*.



Community Design

- Orient buildings to front on public streets or open spaces.
- Minimize setbacks and locate parking to the rear.
- Provide windows and doors at street level and minimize walking distance to entrances.
- Screen unsightly elements, such as dumpsters, loading docks, service entrances and outdoor storage from the transitway.
- Include active uses on the ground floor of parking structures.
- Include elements such as street trees, pedestrian scale lighting and benches in streetscape design to encourage pedestrian activity.
- Place utilities under ground, wherever possible.
- Establish public open spaces that act as development catalysts and serve as focal points around transit stations.
- Design open spaces to be centers of activity that include items such as benches, fountains, and public art.



Mobility

- Create a multi-modal environment that emphasizes pedestrians, bicyclists and vehicles.
- Provide an extensive pedestrian system throughout the station area to minimize walking distances, connect to neighborhoods, accommodate large groups of people, and eliminate sidewalk gaps.
- Design the pedestrian system to be accessible, safe and attractive, by using planting strips, street trees, onstreet parking and bicycle lanes.
- Develop an interconnected street network with maximum block lengths of 400'; provide mid-block crossings if blocks are larger.
- Establish parking maximums, rather than minimums.
- Minimize surface parking and encourage shared parking facilities.

Overview

The design recommendations help to ensure that new development complements the existing or desired character of the Northlake Area. Design does not dictate land use or zoning, rather it strengthens how various uses fit together in context with each other within their environment. It considers the built environment with the natural environment and how we move through those spaces as pedestrians or by other means of transportation.

Community Design Goals

During the planning process, over 200 residents participated in the Northlake Compass, a visual preference survey consisting of a series of images/photos highlighting design elements for residential and non-residential uses. For residential uses, the top scoring images included a variety of housing types of historical or traditional styles with sidewalks, greenspace, and low-volume streets that could potentially accommodate bicycles. The non-residential elements preferred were low to mid-rise buildings with a mixture of residential, office and retail with sidewalk cafés, wide pedestrian pathways and on-street parking. The results of the Compass survey were used to develop the following design goals:

- Create streetscapes that promote pedestrian activity and strengthen the Northlake Area's unique character.
- Utilize architectural styles that reflect and enhance the rural character of the Northlake Area.
- Develop neighborhood centers and other non-residential development at appropriate locations to complement the scale and character of the surrounding environment, promote connectivity and balance density with quality open spaces.
- Offer a variety of housing types that balance density with quality open space, promote connectivity and reflect the vision of the Northlake Area.
- Preserve and create open spaces that are integrated and functional components of development for recreation, gathering spaces, natural resource preservation and connectivity.

Figure 18

Northlake

Residential design recommendations



	Single Family detached only
	Single Family attached and Multi-Family
	Single Family detached & Single Family attached and Multi-Family
	Guideline shown on map

The recommendations that appear in italic text below are based on those adopted as part of the General Development Policies (GDP) in 2003.

Additional recommendations specific to the Northlake Area Plan are shown in bold text.

Character

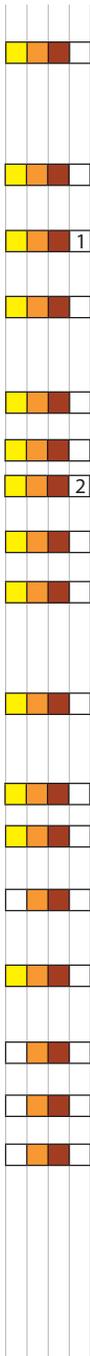
- Preserve historic or architecturally significant structures.
- Provide pedestrian amenities such as pedestrian scale lighting and street furniture to enhance the pedestrian environment.
- Avoid blank walls of more than 20' along pedestrian circulation areas.
- Provide a variety of housing types (floor plans, exterior treatments and materials, massing, and roof forms).

Building Orientation and Setbacks

- Orient buildings to the street or public/common open space and provide pedestrian access to the street. If the development is on a thoroughfare, reverse frontage is acceptable if appropriate screening and pedestrian access to the thoroughfare is provided. For development fronting a thoroughfare, provision of a secondary access point is encouraged.
- Design residential garages to reduce visual impact from the street.
- Orient buildings toward Dixon Branch and Long Creek greenways and other natural areas when feasible.
- Provide setbacks to reduce visual impact from the street - 50' along Mt. Holly-Huntersville Rd, I-485, I-77, Alexanderana Rd, and 20' along Northlake Center Parkway.

Building Massing / Scale / Articulation

- Blend the scale and set-back with existing development.
- Vary the horizontal and vertical plane of elevations.
- Incorporate human scale details such as covered porches, balconies, overhangs, doors, protruding bays, facade offsets, dormers and windows to visually define streetscape.
- Distinguish ground level design from upper stories.
- Porches should be a minimum 6' deep and at least half the width of the facade, excluding garages.



Natural Environment

Provide a meaningful amount of useable and accessible open space. In single-family development, this should be common open space and at least half of this should be useable and accessible. (Parking areas and streets are not classified as open space.)

Incorporate functional, unique, natural and/or historical elements into the open space.

1 Preserve steep slopes along perennial streams or adjacent to significant natural landscape features in site plan submittals.

Preserve at least 10% of the multi-family or single-family attached site as "tree save area," consistent with the intent of the residential tree ordinance for single-family development.

Design open space to create a network of green spaces.

Use low maintenance native vegetation as much as possible.

2 Design with the existing natural terrain.

Preserve prominent stands of existing trees, wherever possible.

Create a gradual transition between the open space and the built environment where development adjoins natural areas or other open spaces.

Incorporate existing trees into public open spaces.

Parking & Driveways

Provide on-street parking to reduce the size of surface parking lots.

Provide bicycle parking in appropriate common areas (e.g., playground, swimming pool).

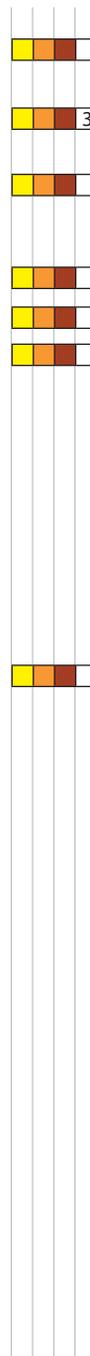
Locate parking in rear or side of building and screen from public streets.

Use shared access driveways and minimize number of driveways along public streets where possible.

Provide pedestrian pathways throughout the parking area.

Use landscaping to break parking lots into smaller pockets.

Locate service areas and dumpsters away from pedestrian areas.



Connectivity & Accessibility

Provide direct pedestrian and bicycle connections between all abutting or adjacent developments including retail centers and transit stops.

Provide pedestrian and bicycle connections to parks, greenways, bikeways and trails, including the planned Dixon Branch and Long Creek Greenways.

Ensure that collector streets align with existing collector streets at thoroughfare intersections, to promote safe crossings for pedestrians, cyclists and automobiles.

Design streets considering pedestrian safety and comfort to calm traffic.

Encourage shared alleys and other forms of access.

Design developments around an internal street system with at least one primary street that functions as the vehicular and pedestrian spine of the development;

- Include parallel parking, street trees and sidewalks on the primary street(s). (Parking should not be located 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 streets (s).
- Provide sidewalks on secondary streets, even if they are private streets.

Provide more than one vehicular entry point for large developments.



Example of garage access via private driveways or alleyways.

Figure 19

Northlake

Non-residential design recommendations



	Retail-oriented mixed/multi-use centers
	Retail
	Office
	Mixed use
	Industrial

The recommendations that appear in italic below are based on those adopted as part of the General Development Policies (GDP) in 2003 for Retail-Oriented Mixed / Multi-Use Centers.

Additional recommendations specific to the Northlake Area Plan are shown in bold.

Character

- Design access locations to and from the surrounding neighborhood so that their appearance is residential in character or compatible with residential.
- Discourage tearing down historic or architecturally significant structures.

Building Orientation / Massing / Scale / Articulation

- 1** Orient buildings to the street if they are located on a pedestrian-oriented type street and provide pedestrian access to the street at regular intervals.
- Arrange the buildings on the site in an orderly block configuration that enables future expansion and redevelopment (no super blocks).
- 2** Create buildings with transparent openings, ornamentation and architectural character. Create entrances that have pedestrian interest.
- Break down the mass of the building horizontally and vertically to provide for human scale and visual interest.
- Locate dumpsters and service areas away from surrounding residential uses and pedestrian areas.
- Orient buildings toward Dixon Branch and Long Creek greenways and other natural features.
- Distinguish ground level design from upper stories.
- Provide setbacks to reduce visual impact from the street - 50' along Mt. Holly-Huntersville Rd, I-485, I-77, Alexanderana Rd, and 20' along Northlake Center Parkway.

Parking

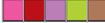
- Design parking lots on a street/block pattern, allowing breaks in larger lots to enable greater vehicular and pedestrian movement. Be sure to provide a pedestrian circulation area in the design of parking lots (for example, include planted medians containing pedestrian pathways).
- Keep the amount of parking as close to the minimum as possible, as needed to encourage pedestrian mobility.
- Consider structured parking rather than surface parking to conserve land, minimize impacts on the environment, and accommodate pedestrian circulation.

-  Consider the use of pervious pavement systems for uses that require peak season parking. This is strongly recommended adjacent to environmentally sensitive areas or where a parking structure is not feasible.
-  Include active uses in parking decks fronting pedestrian circulation areas and residential development.
-  Provide bicycle parking and storage in appropriate locations.
-  Provide on street parking along public and private streets when appropriate.

Connectivity and Accessibility

-  Establish a central vehicular access from the more auto-oriented street and provide secondary access options from the minor streets.
-  Encourage shared driveways and alleys within the development.
-  Minimize the length of internal street blocks and create an organized street pattern.
-  Design the internal streets considering pedestrian safety and comfort.
-  Provide an integrated and organized sidewalk system to accommodate ample room for people to circulate, have outdoor dining, and to congregate. Be sure to provide ample space for furnishings such as lighting, receptacles, furniture artwork and trees.
-  Connect the site to surrounding land uses with pedestrian and vehicular circulation, landforms, and landscaping. In particular, provide bicycle and pedestrian connections to any nearby parks, greenways, bikeways and trails.
-  Provide a clear "way-finding" signage system for both automobiles and pedestrians.
-  Provide safe, secure and comfortable waiting facilities if transit access is on-site or adjacent to the site.

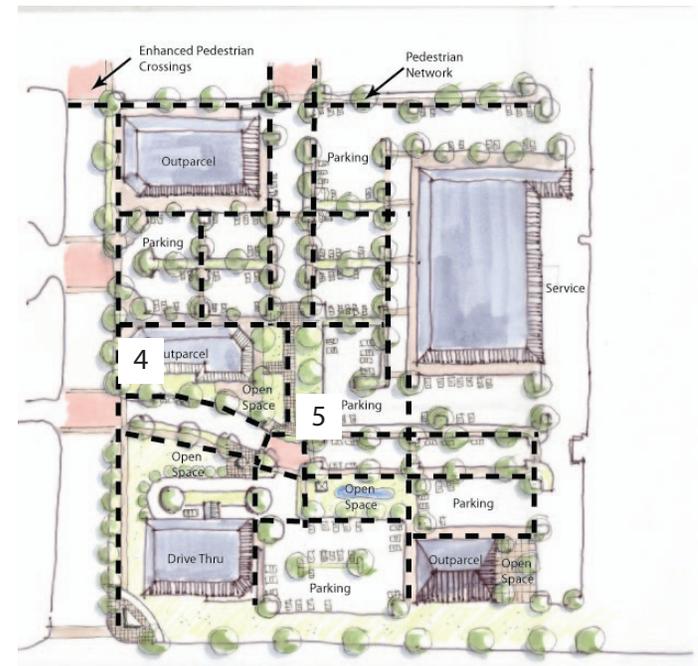
Natural Environment

-  **3** Preserve steep slopes along perennial streams, or adjacent to significant natural landscape features.
-  Reserve a meaningful amount of the site for use as common open space. The space needs to be useable and accessible. Integrate the tree canopy, when practical, into the open space.
-  Use a bridge rather than a culvert at existing creeks, where possible. Piping creeks should be avoided and channelization should be minimized.
-  Retain existing landscaping where possible. Mass clearing is not typically preferable. Existing tree canopy should be preserved where practical.
-  Integrate landscaping with seating along facades when possible and, when practical, work to integrate the existing tree canopy into the site design.

Freestanding Single Tenant Buildings (Out-Parcels)

The number of interconnected freestanding single tenant buildings are not limited, but must meet the following guidelines:

-  **4** Design buildings so they relate to the overall scale, height and configuration of the center.
-  **5** If drive-through windows and services are included in interconnected freestanding buildings, they must not compromise pedestrian circulation.
-  Design to encourage and facilitate pedestrian mobility. Pedestrians should be able to walk comfortably between buildings within the center. The connections should be directly accessible without creating conflicts with automobiles by providing safe pedestrian pathways and crossings.
-  Design the site so that dumpsters, service areas or auxiliary storage do not interfere with, and are not visible from, the pedestrian circulation area and do not negatively impact surrounding residential areas.
-  The site layout should be clustered in a village arrangement around shared amenities.



This illustration shows outparcels that are interconnected with shared driveways and parking areas. The pedestrian network is clearly defined and not interrupted by drive through windows.

7. Transportation

Overview

Everyone is reliant on the street network in one form or another as they engage in daily activities. Depending on the design of the network, the quality of those connections can have an impact on travel choices, route options, emergency access, land use mixture, pedestrian and bicycle activity and overall connectivity. Improving connectivity and creating well-connected network of streets is critical to the success of the Northlake study area. The following goals and recommendations provide guidance for improving the transportation system in the Northlake Area.

Transportation Goals:

- Provide a connected, safe and walkable transportation system that offers transportation choices
- Improve connectivity within the Northlake Area to relieve traffic congestion and minimize travel time.



More sidewalks are recommended for the Northlake area.



CATS currently maintains convenient and frequent bus transit service to the Northlake area.



Despite high volumes of traffic, Northlake experiences little congestion.

Pedestrian Facilities

Of the 54 miles of streets in the Northlake Area, 10.3% have sidewalks on both sides, 31% have sidewalk on one side and 58.7% have no sidewalk at all. Additionally, there are several crossings of Harris Boulevard that are not acceptable for pedestrians. The City's current policies and the recommendations in this plan will improve pedestrian facilities in the Northlake Area.



The City of Charlotte Sidewalk Retrofit Policy provides a process for residents to formally request construction of sidewalk on a City street. City Staff identifies and ranks sidewalk based on traffic volumes, surrounding land uses, funding and other factors. Residents in the Northlake Area have made several requests for sidewalks through the City's Sidewalk Program; however, it will probably be at least a few years before additional sidewalks are programmed for design. As development occurs in the area, the following recommendations should be considered to improve the pedestrian facilities in the Northlake Area.

Pedestrian Facilities Recommendations:

- Add sidewalks to Vance Road, From Mount Holly-Huntersville Road to I-77
- Add sidewalks to Mount Holly-Huntersville Road, Walden Ridge Road to Beatties Ford Road

Bicycle Facilities

The Northlake study area is currently characterized by a series of narrow two-lane roads and disconnected subdivisions. While considered to be an unfriendly bicycle community today, the potential exists for the area to become more bicycle friendly over time. The mixture of existing commercial and residential land uses in this area reinforces the need for bicycle connectivity. I-77, in particular, serves as a barrier to bicycle connectivity. It is critical that crossings over I-77 be designed and constructed to facilitate bicycle use, such as the overpasses serving Alexandria Road, Lakeview Road and Harris Boulevard. The Transportation Action Plan and the MUMPO long range plan specify that bicycle facilities be included as part of future road improvement projects. Unfortunately, many of these roadways are identified for improvements many years into the future.



In addition to the bike facilities included in the Long Range Transportation Plan (LRTP, See Existing Conditions Report) or as part of new street design, the following bike facilities are also recommended for the Northlake Study Area:

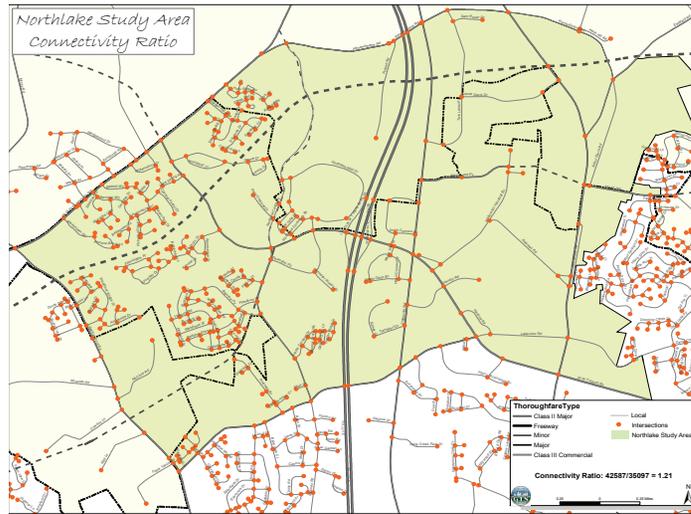
Bicycle Facilities Recommendations:

- Add 4' shoulders and signed route to Lakeview Road, Beatties Ford Road to Old Statesville Road
- Add bicycles lanes to Reames Road, Lakeview Road to Fred D. Alexander Road
- Add bicycles lanes to Harris Boulevard, Statesville Road to west side of I-77

Street Network and Connectivity

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

Currently the Northlake area lacks connectivity which contributes to the traffic congestion drivers are experiencing today. Improving connectivity will help to ensure that the area can support future growth and development. The (LRTP) proposes a number of roadway improvements that will improve connectivity with the Northlake Area; however, planned improvements will not take place for the next 15 to 20 years.



Map 8

Miles of streets: 54.4

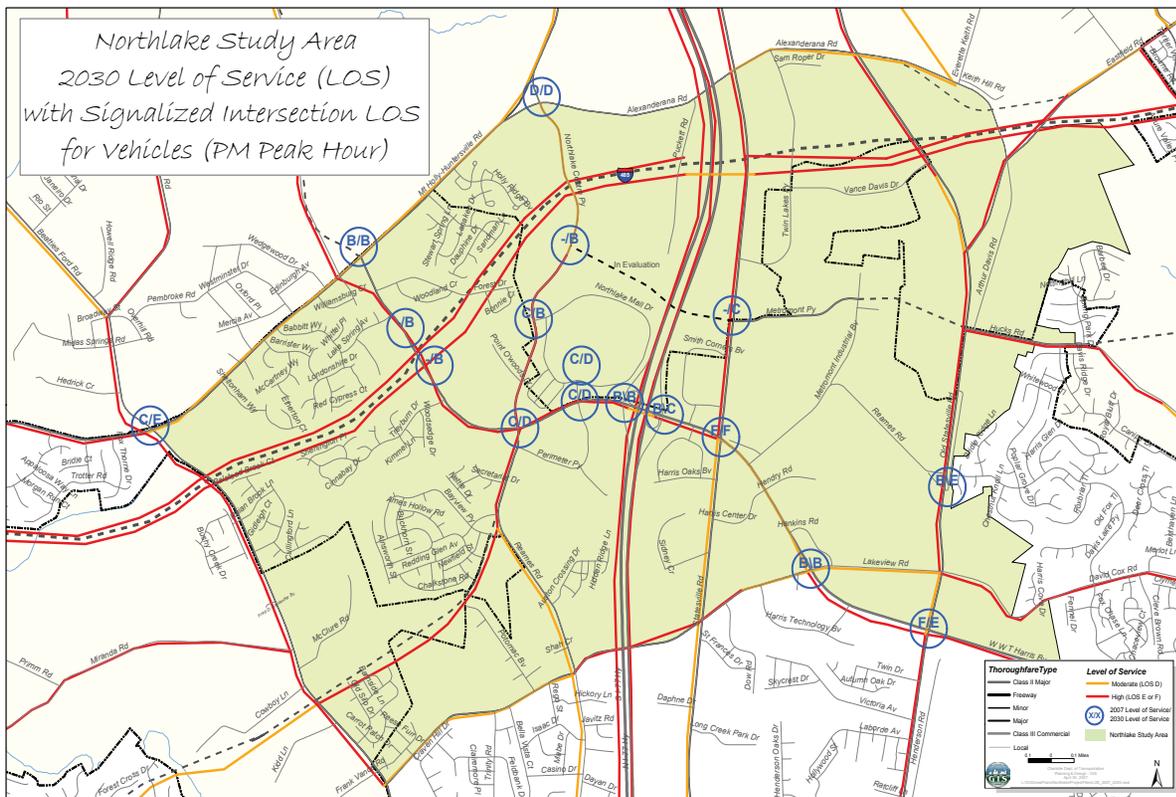
Lane miles of streets: 123

Connectivity Index: 1.21

Connectivity Index Goal: 1.35 Generally

Connectivity Index Goal: 1.45 Within the Eastfield Transit Station Area

Segments added by the proposed Area Plan: 262



Map 9

General roadway conditions for specific signalized intersections with the proposed improvements by 2030 are illustrated in the map below. Signalized intersections that will experience the greatest time delay (see 2030 Level of Service Map) based on level of service (LOS) over the next 20 years are as follows:

1. W. T . Harris Boulevard/ Statesville Road (US 21)
2. W. T . Harris Boulevard/Old Statesville Road (NC 115)
3. Old Statesville Road/Reames Road
4. Mt. Holly-Huntersville Road/ Beattie Ford Road

Roadway Improvement Recommendations:

To maintain reasonable levels of traffic circulation, following are recommended for the Northlake area:

- Long Range Transportation Plan and Transportation Action Plan projects should be implemented in a timely manner, either consistent with those plans or possibly accelerated depending on the pace of growth in this area. (See Appendix for LRTP Projects).
- Complete an annual transportation adequacy analysis to ensure that adequate level of service is being maintained.
- Develop the proposed street network map as identified in Map # to relieve the adjacent thoroughfare network and remove unnecessary trips from the overburdened arterial network.
- Provide multiple vehicular entry points to residential developments to shorten trip distances, improve connectivity and disperse traffic.
- Provide connectivity by including direct vehicular, pedestrian, and bicycle connections between abutting or adjacent developments and neighborhood-serving land uses.

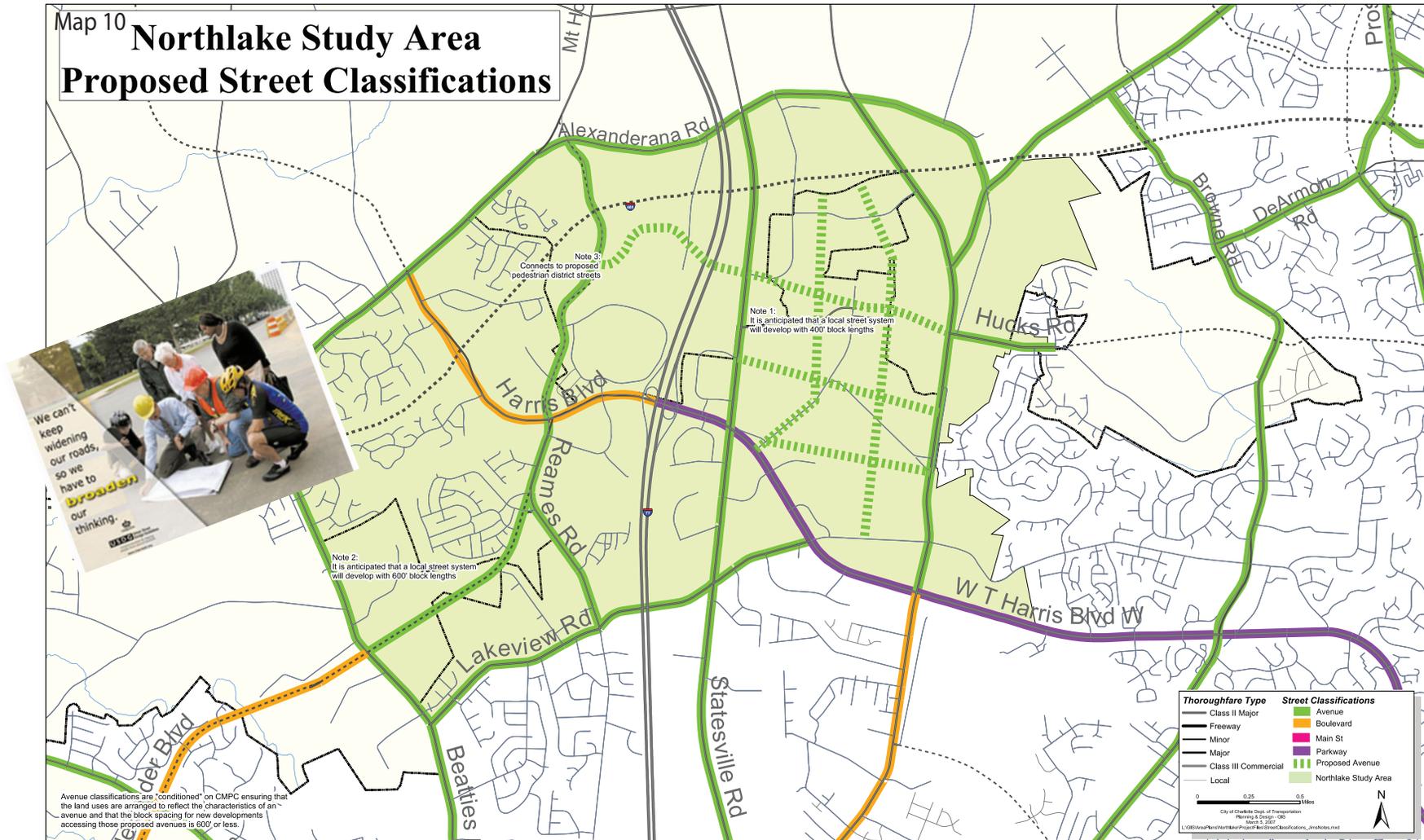
The following roadway improvements are recommended to supplement the Long Range Transportation Plan in a timely manner. Many of these projects could be funded through the Transportation Action Plan if adequate funding is provided.

Facility Name	Description
Hucks Road Extension (requires Thoroughfare Plan Amendment)	New 4-lane divided facility with bridge across I-77, with sidewalks and bike lanes.
W.T. Harris Blvd at Statesville Rd	Intersection Improvements
W.T. Harris Blvd at Reames Rd	Intersection Improvements
W.T. Harris Blvd at Old Statesville Rd	Intersection Improvements
Old Statesville Rd at Reames Rd	Intersection Improvements
Mount Holly-Huntersville Rd at Beat-ties Ford Rd	Intersection Improvements

Proposed Street Classifications

Any new streets and street extensions planned for the Northlake area should be designed according to the Urban Street Design Guidelines (currently in the review and adoption process). The Guidelines are intended to ensure that the needs of pedestrians, cyclists and motorists, as well as the affects on adjacent land uses are complimentary when planning and designing streets. Providing easy access via foot, bicycle, transit and/or motor vehicles is essential for the successful implementation of the urban land

use and transportation vision for the Northlake Area. Such access must be provided throughout the area, not just in the Northlake Mall Area, or in the Eastfield Transit Station, but throughout the the entire study area. As proposed, the transportation network shown on Map# (proposed street classification map) will provide improved connectivity throughout the study area. The following table shows proposed street classifications for streets within the entire study area, including the Eastfield Transit Station area.



Street Cross Sections

Creating attractive and functional streetscapes that connect the transportation system to the surrounding land uses will also be vitally important. The following are recommendations for future street cross-sections and streetscape development standards to help define the function and visual appeal of the Northlake Area proposed streets network. While the street cross-sections define the future character of streets from curb to curb. The streetscape development standards specifically define the character and width of the area behind the curbs, between buildings and the existing or future curb line, including accommodations for sidewalks and landscaping. The specifications in the cross-sections are based on typical conditions and may vary upon further study and in unique circumstances.

When this area plan is approved, the streetscape development standards specified herein will become the official streetscape plan for the Northlake Plan Study Area. Therefore, all new development on sites with urban zoning districts, such as MUDD, TOD, TS, PED, NS must be designed in accordance with these standards.

Figure 20: Description of Street Types*

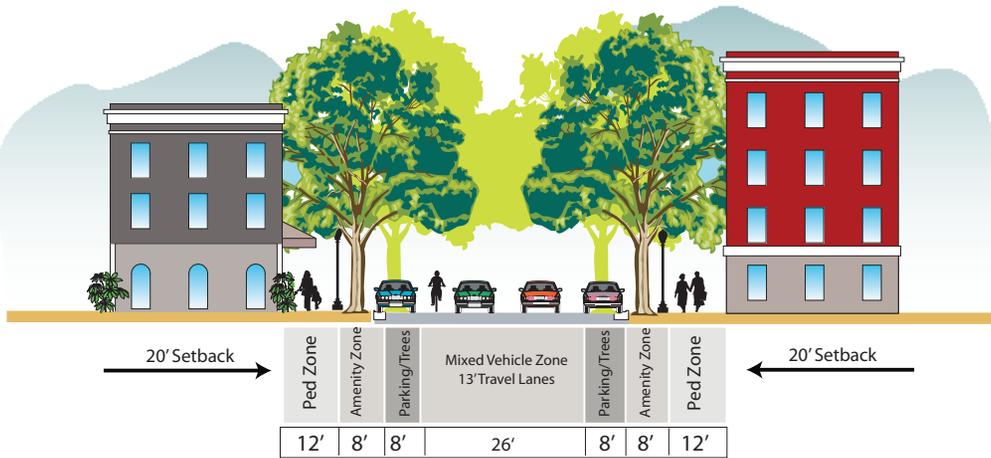
Street Type	Description / Function	Northlake Area Proposed Street Classification
 <p>Main Streets</p>	<p>“Destination” streets that provide access to and function as centers of civic, social and commercial activity. Development along main streets is dense and focused toward the pedestrian realm.</p>	<p>Proposed Main Street for Eastfield Transit Station</p>
 <p>Avenues</p>	<p>The most common (non-local) street providing access from neighborhoods to commercial areas. Designed to provide a balance of service for all modes of transportation, including accessibility for transit, pedestrians and bicyclists in addition to carrying significant automobile traffic.</p>	<ul style="list-style-type: none"> • Beatties Ford Road • Mt Holly-Huntersville/Alexanderana Road • Statesville Road • Reames Road/Northlake Centre Parkway • Lakeview Road ** • Eastfield Road ** • Hucks Road • Old Statesville Road • Metromont Parkway Extension • Portions of the proposed Vance Davis/Metromont Connector
 <p>Parkways</p>	<p>The most auto-oriented of the street types primarily designed to move motor vehicles efficiently from one part of the larger metropolitan area to another and to provide access to major destinations.</p>	<p>W.T. Harris Boulevard (west of I-77)</p>
 <p>Local Streets</p>	<p>Provide access to residential, industrial, commercial or mixed-used districts. The majority of Charlotte’s streets are classified as local streets and are typically build through the land development process.</p>	<p>All remaining roadways</p>

Source: Charlotte Department of Transportation, 2007

* A complete description of all street types are provided in the Urban Street Design Guidelines

** 2-lane divided avenue cross-section applies. All other avenues have 4-lane cross sections

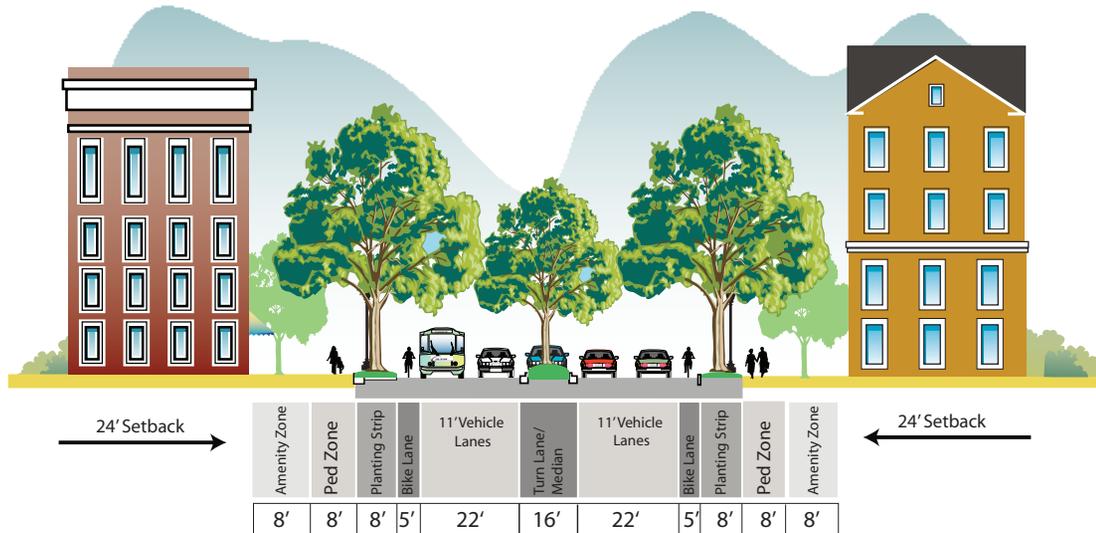
Main Streets



Main Street Proposed Details

- Width: 42' from back of curb to back of curb. Right of way is 82'.
- Cross Section: One travel lane in each direction with on street parking. 20' setback from right of way (ROW).

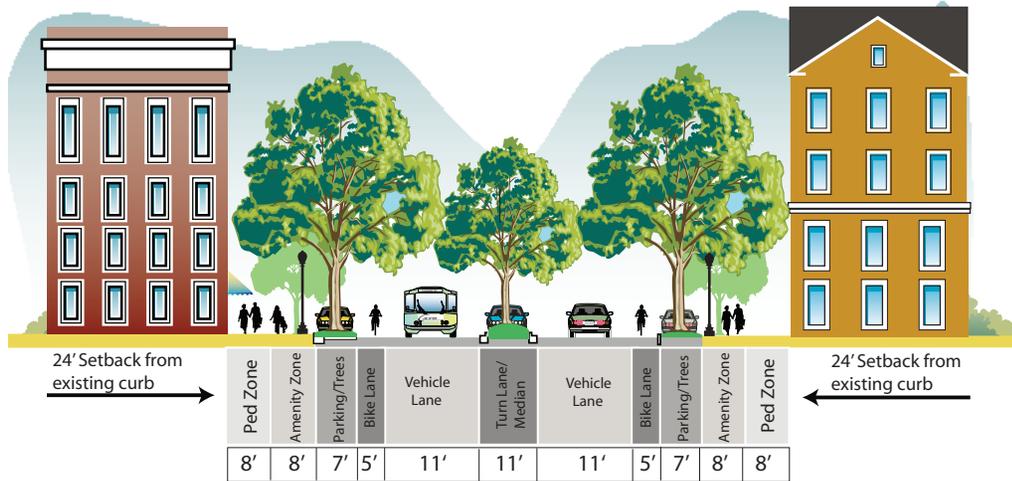
Avenue ~ Type A: Four Lane Divided



Avenue - Type A: Four Lane Divided Proposed Streetscape Details

- Width: 86' from back of curb to back of curb. Right of way is 118'.
- Cross Section: Two travel lanes in each direction with a median/turn lane.

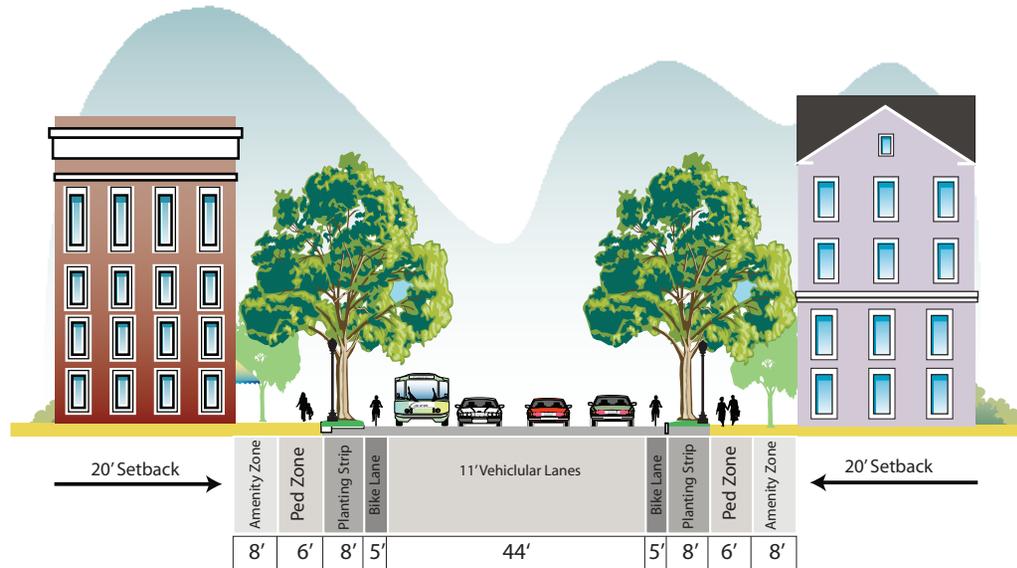
Avenue ~ Type B: Two Lane Divided



Proposed Streetscape Details

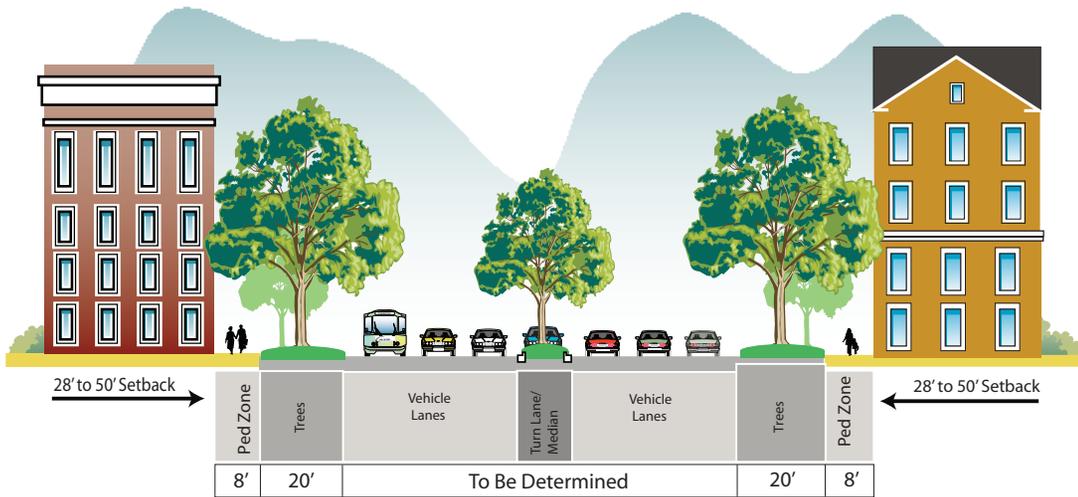
- Width: 57' from back of curb to back of curb. Right-of-Way is 89'.
- Cross Section: One travel lane in each direction with a median/turn lane.

Avenue ~ Type C: Four Lane Undivided



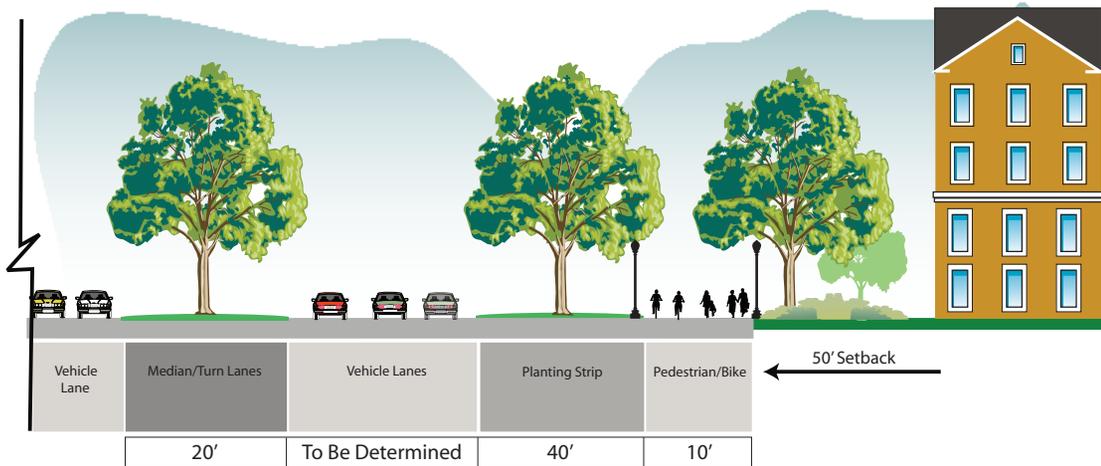
Proposed Streetscape Details

- Width: Varies. 70' from back of curb to back of curb. Right-of-Way is 98'.
- Cross Section: Two travel lanes in each direction with bike lanes.



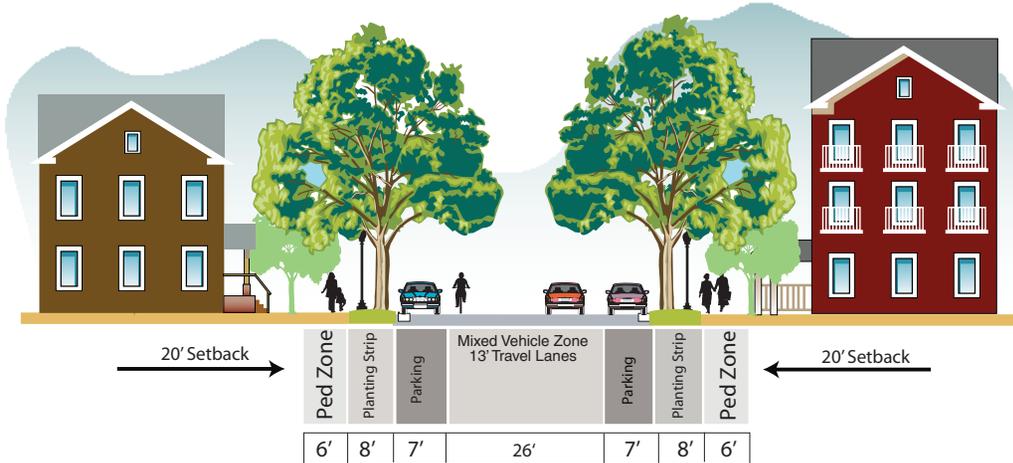
Proposed Streetscape Details

- Width: Varies with the number of travel lanes.
- Cross Section: Typically two lanes or more with a wide median and planting strip. Building setbacks are at least 28'.



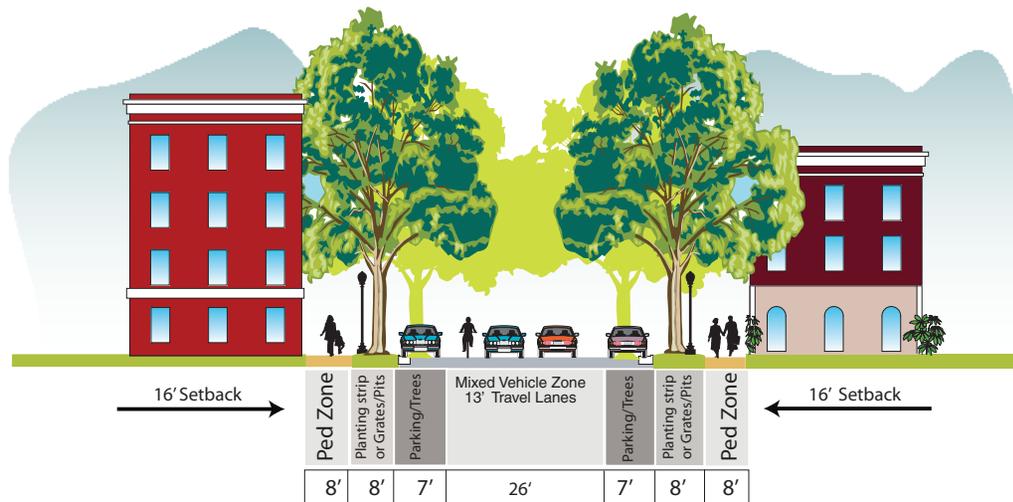
Proposed Streetscape Details

- Width: Varies
- Cross Section: Typically three or more lanes with a wide median and planting strip. Sidewalks and bike lanes should be located out of the right of way. Building setbacks are at least 50'.



Proposed Streetscape Details

- Width: 40' from back of curb to back of curb. Right-of-Way is 68'.
- Cross Section: One travel lane in each direction with on street parking, 8' planting strip and 6' sidewalks on both sides. 20' setback from right-of-way (ROW).



Proposed Streetscape Details

- Width: 40' from back of curb to back of curb. Right of way is 72'.
- Cross Section: One travel lane in each direction with on street parking. 16' setback from right of way (ROW). Trees should be planted in grates or islands with pedestrian oriented land uses (office, retail).

Transit Services

Public transit services in Northlake enhance the overall quality of life by providing transportation alternatives and connections between transportation modes. CATS plans to continue to provide transit service to the Northlake community and will functionally integrate the existing bus service with the implementation of commuter rail.

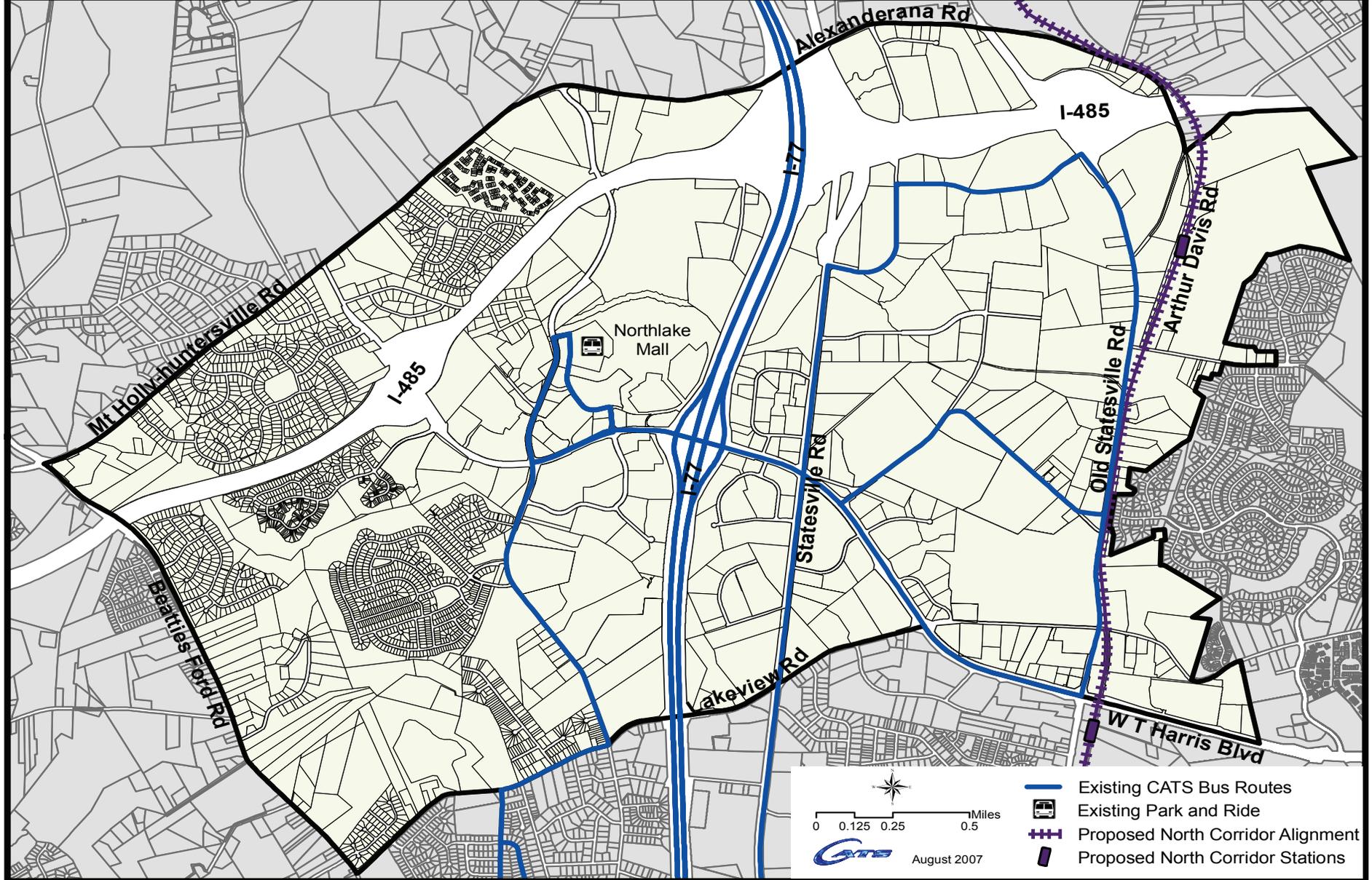
The Metropolitan Transit Commission (MTC), on November 15, 2006, approved the 2030 Transit Corridor System Plan and prioritized the North and the Northeast Corridors scheduled next for advancement into design and construction.

The proposed North Corridor Commuter rail line (LYNX Purple Line) will utilize the existing Norfolk Southern O-Line to connect the proposed Charlotte Gateway Station in Center City to the towns in Northern Mecklenburg up to Mount Mourne in Iredell County. Ten stations and a one-mile track realignment in Huntersville will be part of the North Corridor.

Revisions to the existing fixed-route bus service in the Northlake Area Plan boundaries will coordinate transit service between the bus and rapid transit modes. Bus routes will continue to serve the community, and where practicable will connect the Northlake community with the rapid transit stations.

Transit Service Recommendations:

- Maintain bus coverage in the Northlake Area
- Involve Northlake Area residents in the public involvement process of the CATS' Countywide Transit Services Plan and Rapid Transit
- Create future transit service opportunities by incorporating transit stop infrastructure along the major and minor thoroughfares as development occurs
- Evaluate the suitability for CATS investments in community transit center facilities and park and Ride Facilities within the Northlake Community.
- Improve bus access to future rapid transit stations for



8. Public Facilities



and sewer improvements resulting from development planned for these areas will likely be accommodated through the existing Street Main Extension and Donated Projects programs.

Overview

Elements of the Northlake Area Plan's vision statement include planned and enhanced public services. For purposes of this plan, public facilities and services are defined as including public water and sewer, storm water, police, fire, parks and recreation, and schools. Transportation, including public transit, is included in a separate chapter. Other public facilities and services, such as libraries, medic, social services, etc. are not addressed in this plan.

Current public facilities and services within the plan boundaries include water and sewer service stormwater and Charlotte-Mecklenburg Police North Division office. Planned facilities include schools, parks and recreational facilities, and a fire station to serve the existing and projected population.

Water and Sewer

Charlotte-Mecklenburg Utilities (CMU) provides public water to the majority of the study area except for large undeveloped parcels and areas. This area is located within the center area and is recommended for a substantial amount of development over the next 10 to 20 years. This development is to include a mixture of park/open space, residential up to 17 dwelling units per acre (dua), approximately 1,000,000 square feet of office, and approximately 365,000 square feet of retail land uses.

CMU also provides sewer service to the majority of the Northlake area. Dixon Branch is a stem off of Long Creek that splits into two smaller branches north of Northlake Mall. The Eastfield Station Planning Area is mostly undeveloped and sewer mains in the area are few. The two existing sewer mains extend from Metromont Parkway to I-485 and Twin Lakes Parkway to Old Statesville Road.

Large scale improvements to water and sewer mains are not anticipated for Northlake, including the Eastfield Transit Station area. Small scale water

Storm Water

The Northlake Area has limited storm water calls on file with Engineering and Property Management indicating that storm water generally is not a problem at this time. This could change as the area develops and more impervious cover replaces undeveloped areas, creating additional water runoff. It is important to manage and improve water quality as the area develops.

Park and Recreation

As the area's population continues to increase, so will the demand for passive and active recreational land uses in this portion of the County. Mecklenburg County Park and Recreation Department has plans to extend the greenway system along Dixon Branch and Long Creek; however, no greenways have been developed to date.

Police and Fire

The study area is located in the North Division (Charlie 1) of the Charlotte Mecklenburg Police Department (CMPD). The division office is located within the Harris Corners development and there are no plans to add an additional office to the study area in the immediate future.

While there is no fire station in the study area, Charlotte Fire Department has plans to locate a station within the study area boundaries. The location or timeframe for this operation has not been determined.



Greenways are an asset to the community



Public facilities can be key components mixed use centers



New school designs should be sustainable architecturally and environmentally.

Schools

No public schools exist within the study area. However, based on current population projections, Charlotte Mecklenburg Schools (CMS) anticipates the need to build three elementary schools, two middle schools and one high school to serve the study area between 2008 and 2019. The table below provides a summary of planned schools and their locations.

Figure 21
Charlotte-Mecklenburg School Projects

Type	Location	Timeframe
Elementary	Hucks Road	2008 - 2009
Elementary	Miranda Road	2015 - 2016
Elementary	Mt Holly-Huntersville and Harris Boulevard	2017 - 2018
Middle	Hucks Road	2017 - 2018
Middle	Sunset Road	2018 - 2019
High	Stumptown	2016 - 2017

Public Facilities Goals:

Please see the Environment section for storm water goals and recommendations.

1. Provide public water and sewer service to the Northlake area consistent with the Centers, Corridors and Wedges growth framework to support future growth and development.
2. Provide additional park/recreation facilities and improve access to existing and planned recreational amenities in the area.
3. Develop school facilities to meet area needs.
4. Provide necessary police and fire facilities to maintain and improve service levels

Public Facilities Recommendations:

and the quality of life for existing and future residents.

Recommendations in this plan provide guidance for future Capital Facilities Planning for future growth and development for the Northlake area.

Consideration should especially be given to the center and transit station areas.

Water and Sewer

- Ensure that water and sewer capacity is available to support anticipated growth, particularly in the center and transit station areas where higher intensity development is recommended.
- Utilize the rezoning process to provide input on the impact of planned development on current and planned water and sewer infrastructure.

Parks and Recreation

- Develop Hucks Road District Park in coordination with planned elementary and middle schools as a joint use.
- Acquire land to develop a neighborhood park when funding becomes available.
- Implement the Mecklenburg County Greenway Master Plan: 1999-2009 and long range master plan currently being developed:
 - Develop Long Creek Greenway (I-77 to Beatties Ford Road).
 - Expand Dixon Branch Greenway to provide pedestrian connection to Northlake Mall (greenway to include sidewalks, bike lanes, and pedestrian crosswalks).

- Link the Dixon Branch and Long Creek greenways to the Mallard and Clarks Creek greenway system to provide regional trail connectivity.
- Provide greenway connections to surrounding land uses as development occurs.
- Provide pedestrian and bicycle access to recreational amenities as development occurs.

Schools

- Consider the Centers, Corridors and Wedges Growth Framework as well as the land use guidance and growth projections from this plan when evaluating the need for future school sites in the Northlake area.
- Utilize the rezoning process to provide input on potential land donations, joint use opportunities, and how projected population increases might impact the need for additional school facilities.
- Coordinate school site selection and construction with plans for other infrastructure – i.e. transportation, including sidewalks so children can walk to school.)
- Encourage CMS, the City, and area residents to work with developers to reserve land for schools.
- Consider locating schools adjacent to parks, libraries, and other public facilities and support the joint use of these facilities.
- Design new schools to be architecturally and environmentally sustainable (see site and architectural design guidelines).

- Design new schools in transit station area in an urban form mixed with complimentary uses.

General

- Encourage the development of public service facilities such as police substations and fire stations, as needed to serve the growing population.
- Promote joint use of facilities to reduce cost and make the most efficient use of resources.

9. Environment

Overview

The Northlake Area, like the rest of Mecklenburg County, generally has a healthy environment which contributes to it being a desirable place to live, work and play. Part of the vision for the Northlake Area is to preserve the historical, rural, and natural aspects of the community. With 1,660 acres of vacant land in the study area (total 4,373 acres) Northlake has an excellent opportunity to realize this vision. The challenge for Northlake will be to balance the need to accommodate additional growth with sensitivity to the natural environment. Highlights of these challenges are provided below in terms of the preserving Northlake's land, air and water resources.

- **Land Quality:** As Mecklenburg County becomes more developed, its land resources are threatened. With land consumption, often comes loss of environmental features, which are critical to ecosystem function and quality of life. As a result of rapid growth, Mecklenburg County and the greater Charlotte region are tasked with employing strategies to use land most efficiently and to protect identified environmentally sensitive areas.
- **Air Quality:** Since the 1980s, Charlotte has consistently exceeded the ozone standard set by the Environmental Protection Agency (EPA). Mobile sources, primarily cars, are the main culprit for the City's air quality problems. Reducing trip distances and the time people spend in their vehicles or vehicles miles of travel (VMT), is the key component to improving air quality.
- **Water Quality:** The Northlake area lies within the Long Creek/Paw Creek Watershed, one of the County's many impaired watersheds due to turbidity and sediments from land development and urban runoff. The runoff surges across paved areas into storm drains and ditches, picking up pollutants and sediment along the way that end up in our streams and creeks. If these conditions persist, the ecosystem of the entire Long Creek watershed may be affected. Therefore, protection of the floodplain along Long Creek and Dixon Branch Creek will help to reduce storm water run-off and erosion. However, additional efforts inside and outside of Northlake's boundary will be required to substantially improve water quality in the area.



Good streamline buffering



Traffic congestion impacts air quality



Buffering creeks preserves water quality



Impervious surfaces increase storm water run-off



St. Mark's Episcopal Church is one of the area's historic properties



Tree canopy helps to filter air pollution

- **Historic Resources:** The Northlake Area has several historic properties and sites along the eastern and western portions of the study area. During the planning process, many residents expressed their concerns about the preservation and continued use of the historical properties within the area. The land use recommendations within this plan support preservation of existing uses and encourage appropriate adaptive reuses of existing historical properties structures.

Environment Goals:

To address the challenges future development will pose to protecting land, air and water resources, the following environmental goals have been developed for the Northlake Area.

- **Preserve Northlake's Environmentally Significant Features**

One of the unique characteristics of the Northlake Area is that two major creeks traverse the majority of the study area. The Dixon Branch and Long Creeks provide an excellent opportunity to persevere and enhance the areas around the creeks for recreational opportunities and to provide undisturbed buffers for natural features.

- **Promote environmentally sensitive development practices**

As the Northlake Area continues to grow, it is important that future development occur in a manner that minimizes environmental impacts. The recommendations for this section provide guidance to achieve this goal.

- **Preserve Northlake's Historic Landscape**

Several historical properties are located in the western and eastern edges of the Northlake Area. Preservation of the existing historical structures or appropriate adaptive reuse will help to ensure that Northlake's historic landscape is not lost as development occurs.

Existing Environmental Policy Context

The demand to accommodate expected growth while preserving environmental quality is a challenge shared throughout the City of Charlotte. With population projections of an additional 350,000 by the year 2030, the City has established a policy framework, as discussed in the introduction of this document, to provide guidance on issues related to the rapid growth and maintaining our quality of life. Additionally, the City has adopted numerous regulations and ordinances that address environmental issues.

Below is a brief overview of how implementation the City's overall growth framework, along with some key policies and ordinances that are currently under development, will address environmental concerns in the Northlake Area:

- Centers, Corridors and Wedges Growth Framework (1994) provides a framework for organizing growth so that it



can be supported with infrastructure and services. The framework will help to encourage more compact, less sprawling development; facilitate walking, bicycling and transit use, and provide opportunities to preserve open space.

- Environmental chapter of the General Development Policies (Environmental GDPs), currently under development, provides direction to help minimize negative environmental impacts of land use and land development. The draft policies include guidance to help preserve environmentally significant features as well as to promote environmentally sensitive development practices. Once adopted, the Environmental GDPs will apply to the Northlake Area. However, if the Environmental GDPs and the Northlake Area Plan are in conflict, the more rigorous guidance will take precedence within the Northlake Area Plan boundary.
- Post Construction Ordinance (PCCO), currently under development, is intended to reduce the risk of flooding and improve the quality of stormwater run-off. The draft ordinance includes provisions for preserving undisturbed stream buffers and open space.
- Urban Street Design Guidelines (USDG), currently under development, are intended to create streets that provide capacity and mobility for motorists, while also being safer and more comfortable for pedestrians, cyclists, and neighborhood residents. From an environmental perspective, the USDG address air quality issues by helping to reduce the growth in vehicle miles traveled and traffic congestion. In particular, the USDG provide guidance for making it easier and safer to walk, bicycle and use transit rather than rely on the automobile for all trips; for increasing connectivity which can translate into shorter trips and more route choices (less congestion); and for ensuring the street is designed to serve the land uses. (This still needs some work, but you get the idea)

Environment Recommendations:

In addition to implementing the City's growth framework, existing policies and regulations, draft ordinances and policies, land use and transportation recommendations, the following recommendations will help to ensure the protection of Northlake's natural environment. Implement the land use recommendations in this plan, in particular those

1. Preserve the floodplain along Long Creek and Dixon Branch and use floodplains to connect park and recreation opportunities and resources with environmentally sensitive areas.
2. Support the Mecklenburg County Greenway Master Plan: 1999-2009's recommendations as related to the Northlake area.
3. Encourage new development to minimize clearing, grading, and soil compaction to lessen impacts to environmentally sensitive areas with a goal of decreasing erosion and sedimentation.
4. Identify environmentally sensitive areas in site plans and development proposals and address how they be protected or mitigated.
5. Target environmentally sensitive areas when acquiring land for public protection.
6. Ensure that public projects are designed and constructed to minimize environmental impacts.
7. Incorporate environmentally sensitive areas into open space and provide undisturbed buffers for natural features where feasible.
8. Enforce the Surface Water Improvement Management System (SWIM) program buffers, greenway dedication, and storm water management.
9. Maintain Northlake's existing tree canopy and provide for reforestation where feasible.
10. Minimize the amount of impervious lot coverage with new development and redevelopment throughout the study area.
11. Use native plants and/or non-evasive plant species for landscaping and erosion control measures.
12. Improve the quality of storm-water run-off.
13. Preserve natural drainage patterns and utilize them instead of piped systems.
14. Work with the Charlotte-Mecklenburg Historic Landmark's Commission and other area organizations to further document the history of the Northlake area.



North
lake

Volume 2:
Implementation
Guide

Overview

This Implementation Plan outlines the strategies to help implement the land use, transportation, design, and other development-oriented recommendations contained in the adopted Concept Plan. These implementation strategies will not be approved by elected officials as part of the Concept Plan adoption. These strategies that require City Council Approval will be brought forward on a case by case basis after the Concept Plan has been adopted and the public has had an opportunity to give input. Staff will update this implementation guide periodically.

Public Sector Responsibilities

With input from the community, the public sector will provide the policy framework for land development and will be responsible for making a number of infrastructure improvements. In addition, the Charlotte-Mecklenburg Planning Department in consultation with other City and County departments is responsible for initiating and guiding the corrective rezoning process and monitoring and reviewing rezonings proposed for the Northlake area to ensure that future development meets the required standards and reflects the intent of the adopted policy.

Private Sector Responsibilities

The private sector will be responsible for developing and redeveloping properties within the Northlake study area consistent with the vision, policies, and recommendations included in the Concept Plan. Ensuring that the required infrastructure is provided will be part of these development responsibilities.

Eastfield Transit Station Implementation

Coordination of Infrastructure and Land Development: A major concern expressed as part of the Eastfield Transit Station Area planning process was the potential for private developments to occur more quickly than the ability of public entities to develop the infrastructure necessary to support and complement the private development. Implementation strategies identified to address these concerns are listed in Table x.

Joint Development Guidelines (2003): The Transit Station Area Joint Development Principles and Policy Guidelines (2003) should be used as a framework to encourage and promote transit supportive development at the Eastfield transit station. In particular, joint development opportunities at the park-and-ride facility should be thoroughly explored.

The Guidelines discuss the need to create a mechanism to offer surface parking facilities to the private sector for mixed/multi-use developments within which structured park and ride facilities are an integral part. Such joint ventures are important as part of the creation of a compact transit supportive development that provides transportation choices without over-committing land and resources to automobile parking. Toward this end, the following phasing is suggested:

- **Phase 1** The initial proposal for station development includes a surface parking lot of sufficient size to accommodate estimated initial park and ride requirements, for a reasonable degree of expansion, and to allow for potential Phase 2 joint development opportunities. The lot should be oriented toward Old Statesville and Eastfield Roads with two at-grade railroad crossings to the east.
- **Phase 2** A joint opportunity development could include a mixed-use development and public plaza fronting on Old Statesville Road providing a public address for the station and initial transit-supportive commercial development.
- **Phase 3** A full build-out on the park and ride

parcel would include mixed-use development wrapping a park and ride structured facility shared with adjoining development and funded as part of a joint development agreement with CATS.

The major church presence adjacent to the identified park and ride property presents an opportunity to develop both a short-term (surface parking) and long-term (structured parking) parking partnership between CATS and the Independence Hill Baptist Church that can save both entities a substantial amount of capital and operational expense by sharing the parking burden. Similarly, ventures such as theatres and comparable enterprises that do not share commuters' parking time needs can benefit from comparable arrangements, as can two or more complementary developments (e.g. daytime office use and evening-oriented restaurants) likely to be established around the station.

Corrective Rezonings

The Planning Commission will initiative corrective rezonings to implement the land use vision and recommendations adopted as part of the Concept Plan. This rezoning process will occur after the adoption of the Concept Plan. The majority of the proposed corrective rezonings are recommended to encourage transit-oriented development in the Eastfield Transit Station Area. The proposed rezonings and relevant information for each are included in Figure 22 and 23. Map 12 identifies the specific parcels to be considered for rezoning.

Figure 22: Area 15
Recommended Corrective Rezoning

#	PID*	Location	Recommended Zoning Change**	Existing Land Use	Previously Adopted Land Use	Non-Conformacies
(Corridor) Transit Oriented Development** (Area 15)						
15a	part of 025-051-03	29.69 acres located on the west side of Old Statesville between Eastfield Rd & I-485	BP to TS/TOD	Vacant	Business Park	No
15b	019-331-06	4.5 acres located on the east side of Old Statesville south of I-485	R-4 to TS/TOD	Single Family	Business Park	No
15c	019-331-05	44.7 acres bounded by I-485, Eastfield and Old Statesville Rds.	R-4 to TS/TOD	Vacant	Business Park	No
15d	025-051-02	1.8 acres located on the west side of Old Statesville Rd between Eastfield Rd and I-485	BP to TS/TOD	Single Family	Business Park	No
15e	027-182-04	7.86 acres bounded by Eastfield Rd and Arthur Davis Rd at Old Statesville Rd	I-1 to TS/TOD	Agriculture	Business Park	No
15f	025-051-01	0.9 acres located on the west side of Old Statesville Rd south of its intersection with Eastfield Rd	BP to TS/TOD	Single Family	Business Park	No
15g	025-271-09	20.83 acres located off Old Statesville Rd north of Metromont Blvd	R-4 to TS/TOD	Vacant	Business Park	No
15h	025-271-08	5.11 acres located on the west side of Old Statesville Rd south of Eastfield Rd	R-4 to TS/TOD	Single Family	Business Park	No
15i	027-182-05	0.25 acres located on the east side of Old Statesville Rd south of Eastfield Rd	I-1 to TS/TOD	Agriculture	Business Park / Industrial	No
15j	025-031-12	Approximately 8.55 acres located at the end of Metromont Blvd	I-1 / I-2 to TS/TOD	Vacant	Business Park	No
15k	025-271-07	1.44 acres located off the west side of Old Statesville south of Eastfield Rd	R-4 to TS/TOD	Vacant	Business Park	No
15l	025-271-06	3.98 acres located on the west side of Old Statesville Rd between Eastfield and Hucks rds	R-4 to TS/TOD	Single Family	Business park	No
* Parcel Identification Number (PID)						
** The Transit Supportive (TS) Overlay and Transit Oriented Development (TOD) zoning categories are under review and the recommended zoning category will be determined upon completion of this review. Corrective rezonings are unlikely to be pursued until the TS and TOD review is completed.						

continued on next page

Figure 22: Area 15
Recommended Corrective Rezoning
(Continued)

#	PID*	Location	Recommended Zoning Change**	Existing Land Use	Previously Adopted Land Use	Non-Conformacies
(Corridor) Transit Oriented Development** (Area 15)						
15m	027-182-06	32,670 sq. ft. parcel located between Old Statesville and Eastfield Roads north of Hucks Rd	I-1 to TS/TOD	Warehouse Distribution	Industrial	Yes
15n	025-271-05	3.7 acres located on the west side of Old Statesville Rd between Eastfield and Hucks Rds	R-4 to TS/TOD	Single Family	Business Park / Industrial	No
15o	027-182-07	5.77 acres located between Old Statesville and Arthur Davis rds north of Hucks Rd	I-1 to TS/TOD	Vacant	Industrial	No
15p	027-621-04	1.4 acres located on the east side of Arthur Davis Rd at Eastfield Rd	R-3 to TS/TOD	Single Family	Single Family	No
15q	027-181-22	1.66 acres located on the east side of Arthur Davis Rd south to its intersection with Eastfield Rd	R-3 to TS/TOD	Single Family	Institutional	No
15r	027-182-01	1.3 acres located on the west side of Arthur Davis Rd south of its intersection with Eastfield Rd	R-17MF to TS/TOD	Agriculture	Institutional	No
15s	027-181-03	5.01 acres located on the east side of Arthur Davis Rd south of its intersection with Eastfield Rd	R-3 to TS/TOD	Agriculture	Single Family	No
15t	027-182-03	8.8 acres located between Old Statesville Rd and Arthur Davis rds	R-17MF to TS/TOD	Institutional	Institutional	No
<p>* Parcel Identification Number (PID)</p> <p>** The Transit Supportive (TS) Overlay and Transit Oriented Development (TOD) zoning categories are under review and the recommended zoning category will be determined upon completion of this review. Corrective rezonings are unlikely to be pursued until the TS and TOD review is completed.</p>						

Figure 23: Area 16
Recommended Corrective Rezonings
Residential up to 4 dwelling units per acre (dua)

#	PID*	Recommended Zoning Changes **	Existing Land Use	Previously Ad- opted Future Land Use	Non-Conformancies
(Wedge) Residential up to 4 DUA** (Area 16)					
16a	027-191-10	I-2(CD) to R-4	Vacant	Industrial	No
16b	027-191-13	I-1 to R-4	Single Family	Industrial	Yes
16c	027-191-12	I-1 to R-4	Vacant	Industrial	No
16d	027-191-23	I-1 to R-4	Warehouse/Distribution	Industrial	Yes
16e	027-191-14	I-1 to R-4	Industrial	Industrial	Yes
16f	027-191-15	I-1 to R-4	Vacant	Industrial	No
16g	027-191-16	I-1 to R-4	Retail	Industrial	Yes
16h	027-191-22	I-1 to R-4	Office	Industrial	Yes
* Parcel Identification Number (PID)					
** Four (4) dwelling units per acre (dua), six (6) may be considered through the conditional rezoning process					

Northlake Area Plan - Recommended Corrective Rezoning

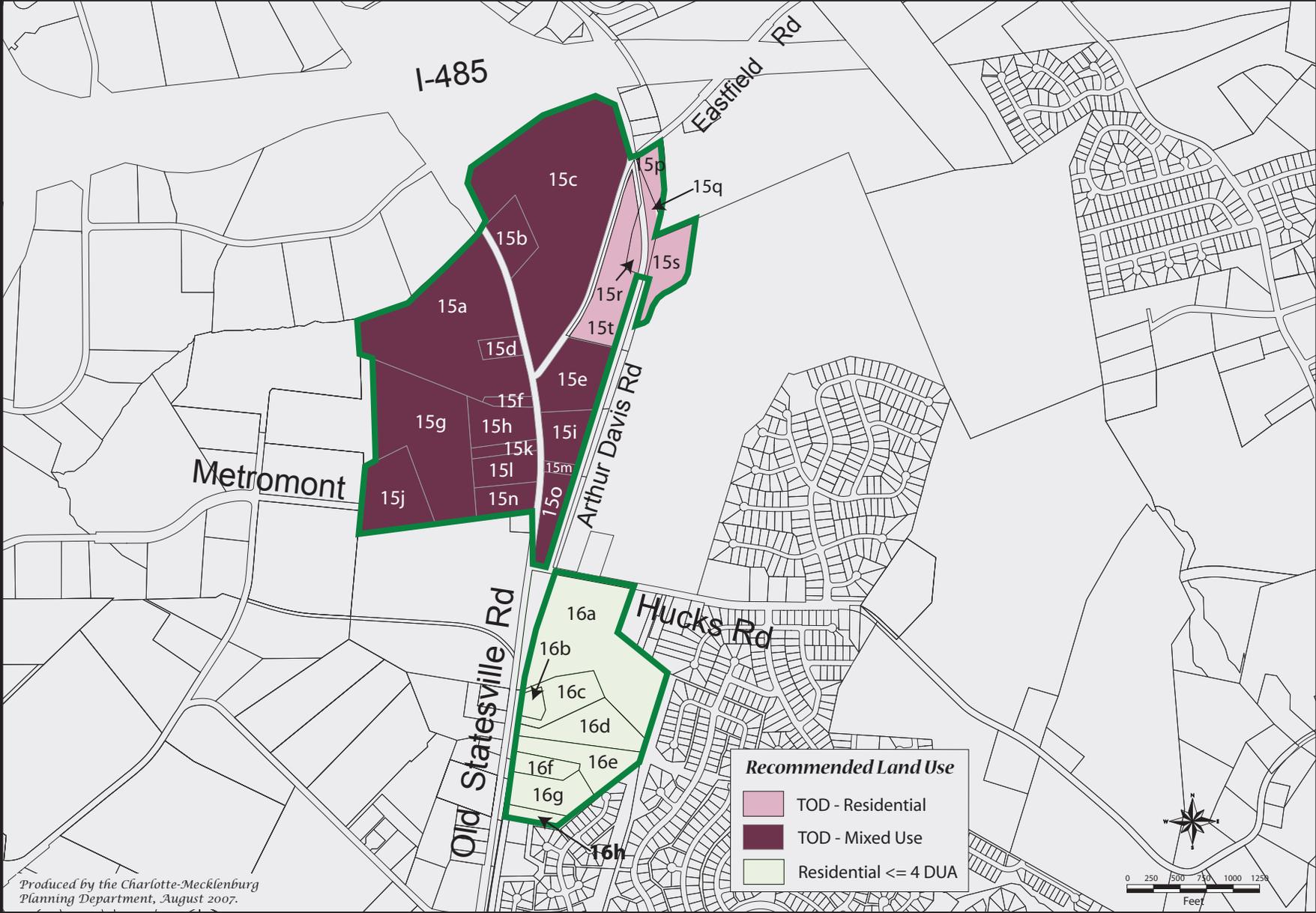


Figure 24: Proposed Implementation Strategies

Category	Proposed Strategy	Responsibility for Implementation	Implementation Priority
LAND USE			
	1. See corrective rezoning table and map.	Planning	Short Term (0-5 years)
	2. Use land use recommendations to guide and evaluate development proposals (including requests for rezonings)	Planning	Ongoing
TRANSPORTATION			
	Pedestrian Facilities		
	3. Add sidewalks on Vance Road to Mt. Holly-Huntersville Road to I-77	CDOT, Planning	Short Term (0-5 years)
	4. Add Sidewalk on Mt. Holly-Huntersville Road from Walden Ridge Road to Beatties Ford Road	CDOT, Planning	Short Term (0-5 years)
	Bicycle Facilities		
	5. Add 4' shoulders, signed route on Lakeview Road from Beatties Ford Road to Old Statesville Road	CDOT, Planning	Short Term (0-5 years)
	6. Add bicycle lanes on Reames Road from Lakeview to Fred D. Alexander Blvd.	CDOT, Planning	Short Term (0-5 years)
	7. Add Bicycle lanes on Harris Blvd. from Statesville Road to West of I-77	CDOT, Planning	Short Term (0-5 years)
	Streets and Intersections		
	8. Ensure that new development provides for the interconnected network of streets envisioned in the plan.	CDOT, Planning	Ongoing as development occurs
	9. Complete the following road improvements currently identified in the City's Capital Needs and/or the 2030 Long Range Transportation Plan: <ul style="list-style-type: none"> • Hucks Road: NC115 to US21 • Hucks Road: Sugar Creek to NC115 • Hucks Road US21 to Prosperity Church Road • Old Statesville Road (NC115): Harris Blvd. to Davidson • I-485: NC16 to NC115* (including NC115 interchange) • I-485: NC115 to I-85* • *funded and committed 	CDOT, Planning	See Capital Needs and/or the 2030 Long Range Transportation Plan

Category	Proposed Strategy	Responsibility for Implementation	Implementation Priority
	<p>10. Provide intersection improvements at the following intersections</p> <ul style="list-style-type: none"> • Harris Blvd. at Statesville Road • Harris Blvd. at Reames Road • Harris Blvd. at Old Statesville Road • Old Statesville Road at Reames Road • Mt. Holly-Huntersville Road at Beatties Ford Road 	CDOT, NCDOT, Planning	Short-Medium Term (1-10 years)
	11. Create a new Main Street running east/west between Arthur Davis and the proposed Vance Davis/Metromont Connector.	CDOT, Planning	As development occurs
	12. Extend Hucks Road/Metromont Parkway to link the station area to the Northlake Center area, west across I-77, and east to connect to the proposed school and park.	CDOT, Planning	Long Term (10+ years)
	13. Construct the proposed Vance Davis/Metormont Connector.	CDOT, Planning	Medium Term (5-10 years)
	14. Realign Eastfield Road at NC115 to improve sight distance and safety at the intersection.	CDOT, Planning	Short Term (0-5 years)
	15. Conduct a study to assess the pedestrian crossings of Harris Blvd. Staff will need to work with NCDOT to receive the necessary approvals for pedestrian related improvements which could include reducing the crossing distance, installation of sidewalks, pedestrian refuge islands, pedestrian signals and increasing pedestrian crossing time.	CDOT, Planning	Short Term (0-5 years)
	16. Implement the street cross-sections provided in the Transportation Section of this document.	Planning, CDOT	Ongoing through development and capital projects
	17. Update the collector/thoroughfare plan map to reflect the street network recommendations.	CDOT, Planning	Short Term (0-5 years)
	18. Explore possible mechanisms for local government/s participation in developing segments of the local road network that will not be constructed through the development process.	CDOT, Planning	Short Term (0-5 years)
	Transit		
	19. Complete the detailed design plans for and construction of the North Transit Corridor, including the roadway and streetscape improvements in the Eastfield Station Area.	CATS, CDOT, Planning, Others	Short Term (0-5 years)
	20. Evaluate existing bus routes serving the Eastfield Station Area and the Northlake Study Area to identify possible new connections to the station.	CATS	Short Term (0-5 years), in coordination with opening of commuter rail

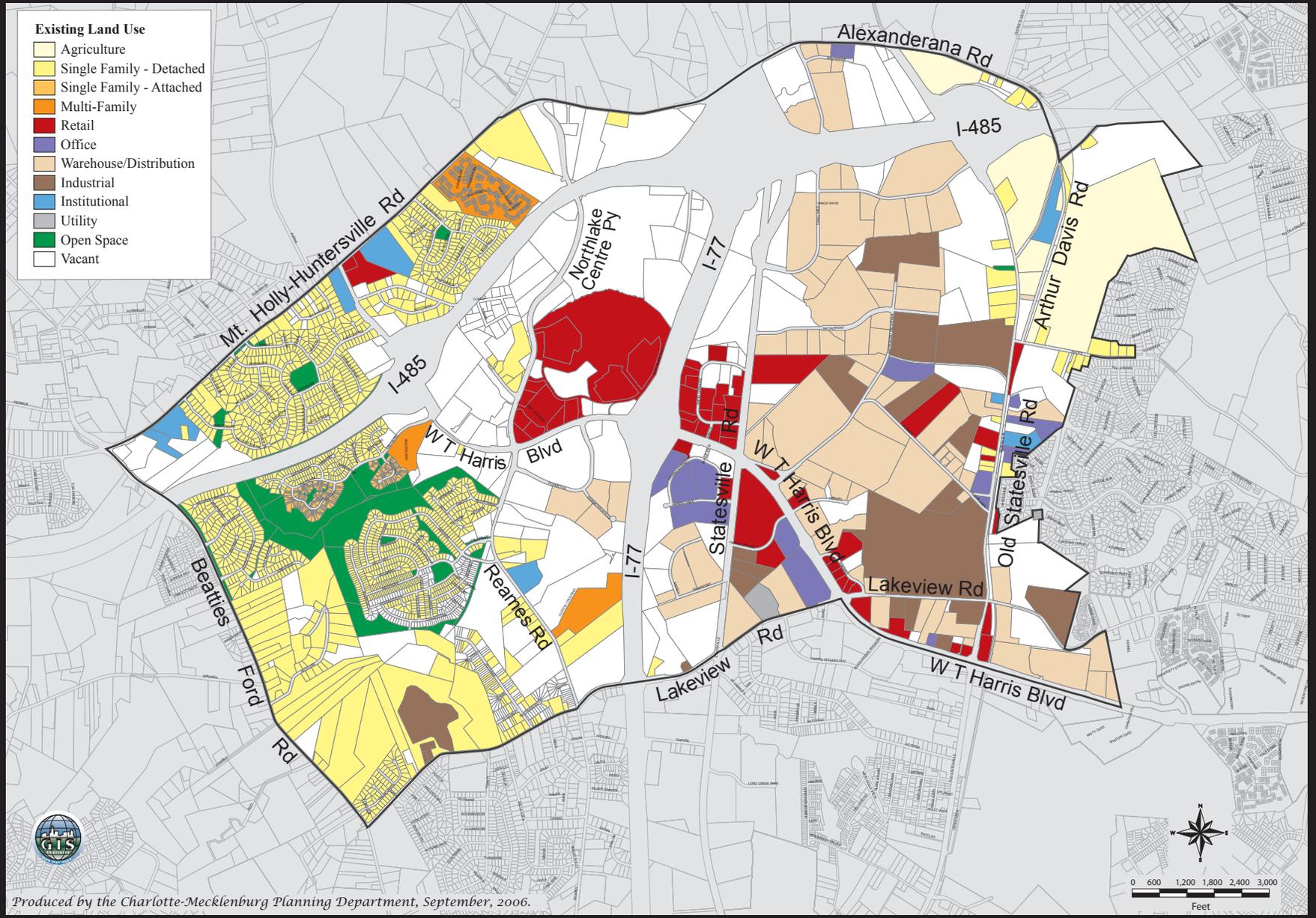
Category	Proposed Strategy	Responsibility for Implementation	Implementation Priority
	21. Provide two at-grade vehicular rail crossings, one at each end of the transit station.	CATS	Short Term (0-5 years), in coordination with opening of commuter rail
	22. Develop a parking deck to serve the Eastfield Station. (See above text for details.)		Medium-Long Term (5-10+ years)
PUBLIC FACILITIES / INFRASTRUCTURE			
	Infrastructure		
	23. Develop an infrastructure implementation program for the Eastfield Station Area that includes the necessary public infrastructure components critical to successful development of the area, sequencing of development of the improvements, likely funding sources, and potential public-private partnerships. This will serve as a guide for strategic public investments in the station area that can serve as a catalyst for transit supportive development.	CATS, Engineering, CDOT, Planning, Economic Development, Others as needed	Short Term (0-5 years)
	24. Consider phasing/timing of private development to coordinate with the provision of critical infrastructure improvements.	Planning	Ongoing
	25. Integrate an infrastructure capital investment program (CIP) into applicable (City, County, State) capital funding budgets to identify sources of funding for implementation.	CATS, CDOT, Engineering, Planning, Budget, Others as needed	Short Term (0-5 years)
	26. Ensure that an evaluation of site drainage is included as part of the development review process. In particular, determine if the channel system is sized for the increased flows and relocations that the development would bring; if there would be downstream impacts; and if mitigation and/or channel system enhancements are needed.	Engineering, Planning	Ongoing, as development occurs
	27. Support the development and joint use of parcels along Hucks Road near proposed schools sites.	CMS, Planning, Parks and Recreation, Others	As development occurs
	Parks / Open Space		
	28. Connect the planned extensions of the Dixon Branch/Long Creek Greenway and the Mallard Creek/Clarks Creek Greenway through the transit station area to connect to the district park.	Parks & Recreation, Planning	Ongoing

Category	Proposed Strategy	Responsibility for Implementation	Implementation Priority
ENVIRONMENT			
	29. Ensure that the policy guidance provided in this plan, as well as in the Environmental Chapter of the General Development Policies (once adopted) is followed when considering rezoning petitions and other development proposals.	Planning	Ongoing
	30. Conduct a baseline analysis to allow future evaluation of development impacts on the tree canopy.	Planning	Short Term (0-5 years)
URBAN DESIGN			
	31. Ensure that the policy guidance provided in this plan, as well as in the Transit Station Area Principles Chapter of the General Development Policies is followed when considering rezoning petitions and other development proposals.	Planning	Ongoing

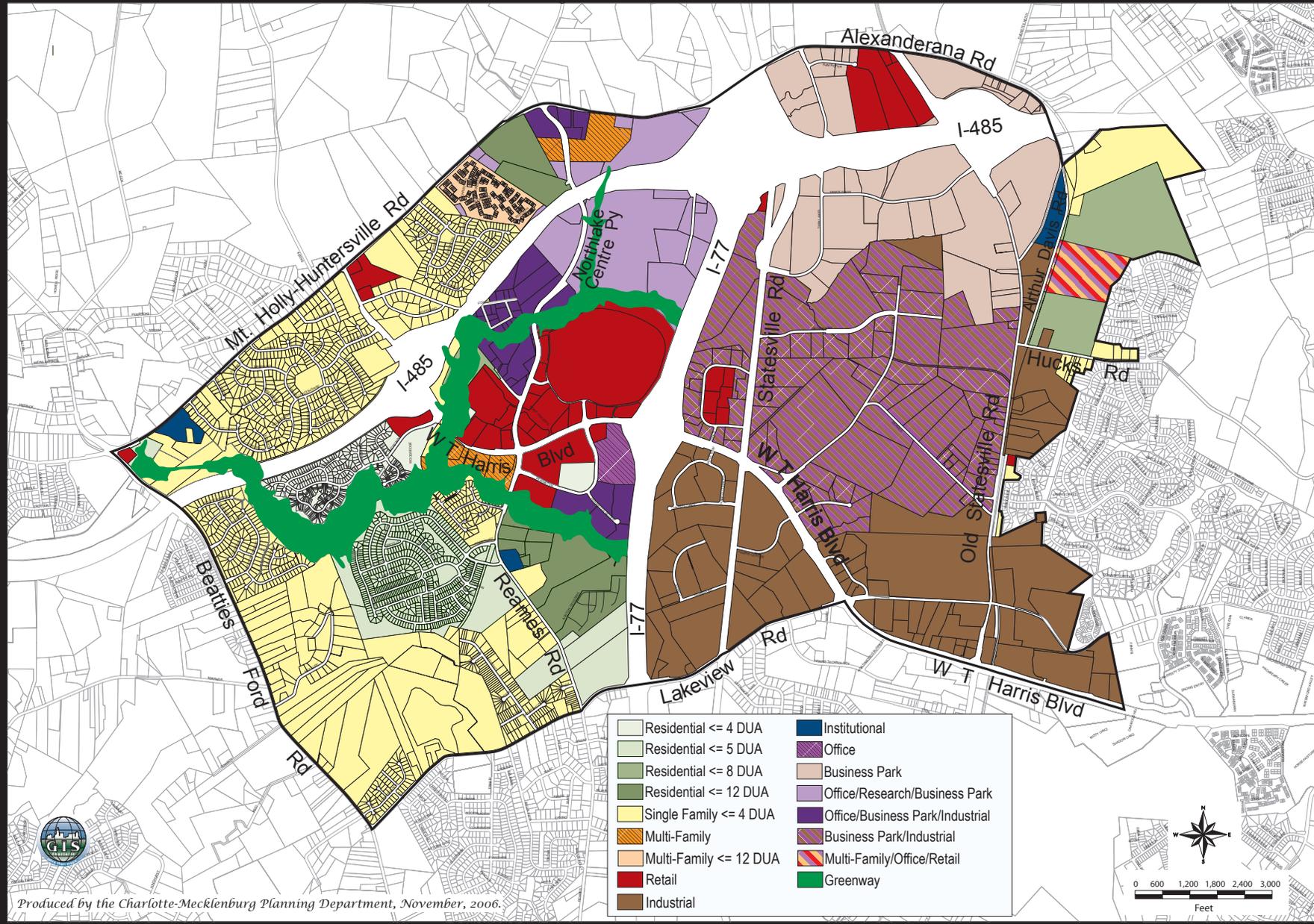


Volume III:
Appendix

Northlake Area Plan - Existing Land Use



Northlake Area Plan - Adopted Future Land Use

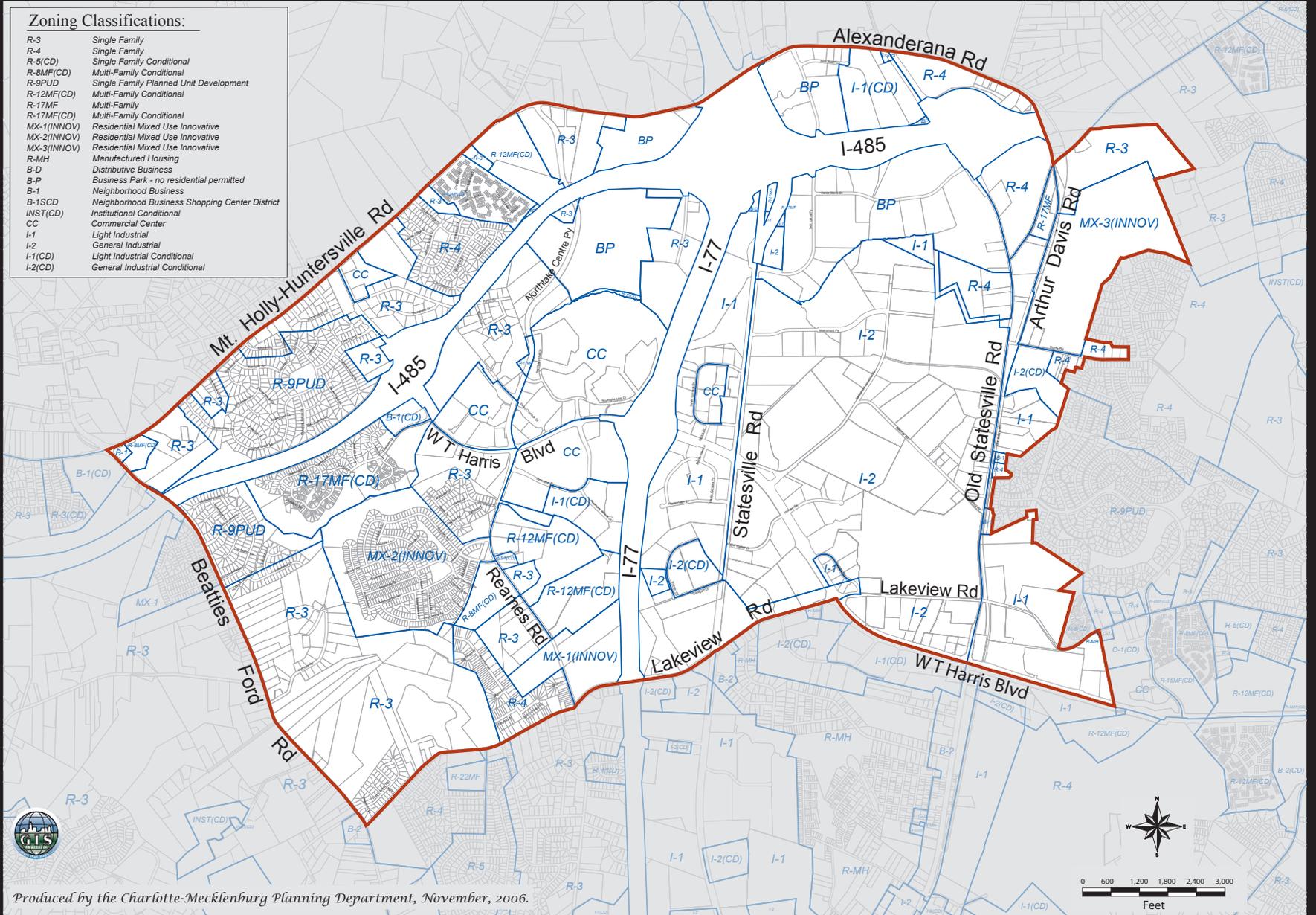


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Northlake Area Plan - Existing Zoning

Zoning Classifications:

R-3	Single Family
R-4	Single Family
R-5(CD)	Single Family Conditional
R-8MF(CD)	Multi-Family Conditional
R-9PUD	Single Family Planned Unit Development
R-12MF(CD)	Multi-Family Conditional
R-17MF	Multi-Family
R-17MF(CD)	Multi-Family Conditional
MX-1(INNOV)	Residential Mixed Use Innovative
MX-2(INNOV)	Residential Mixed Use Innovative
MX-3(INNOV)	Residential Mixed Use Innovative
R-MH	Manufactured Housing
B-D	Distributive Business
B-P	Business Park - no residential permitted
B-1	Neighborhood Business
B-1SCD	Neighborhood Business Shopping Center District
INST(CD)	Institutional Conditional
CC	Commercial Center
I-1	Light Industrial
I-2	General Industrial
I-1(CD)	Light Industrial Conditional
I-2(CD)	General Industrial Conditional



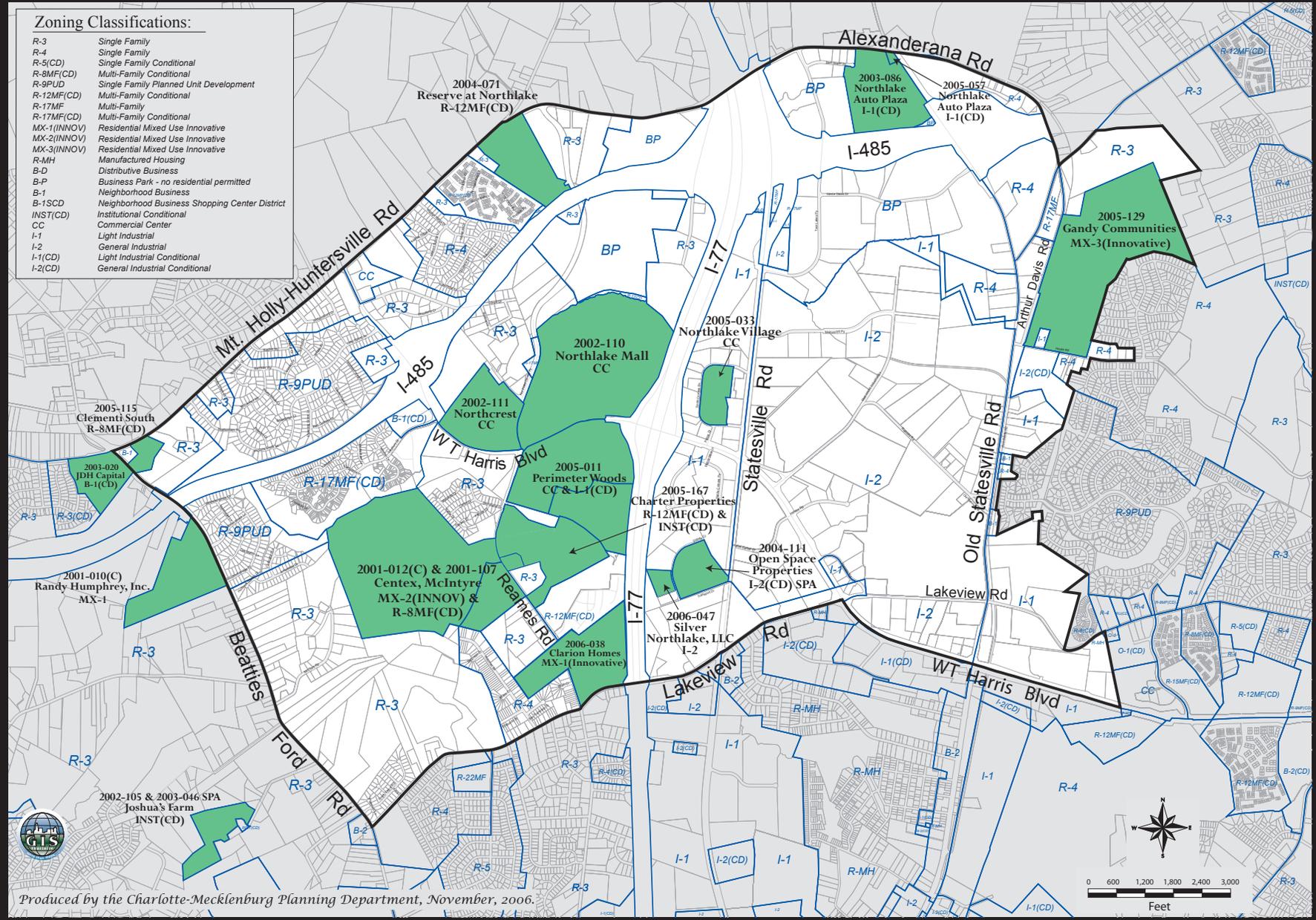
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Northlake Area Plan - Rezoning History Since 2000

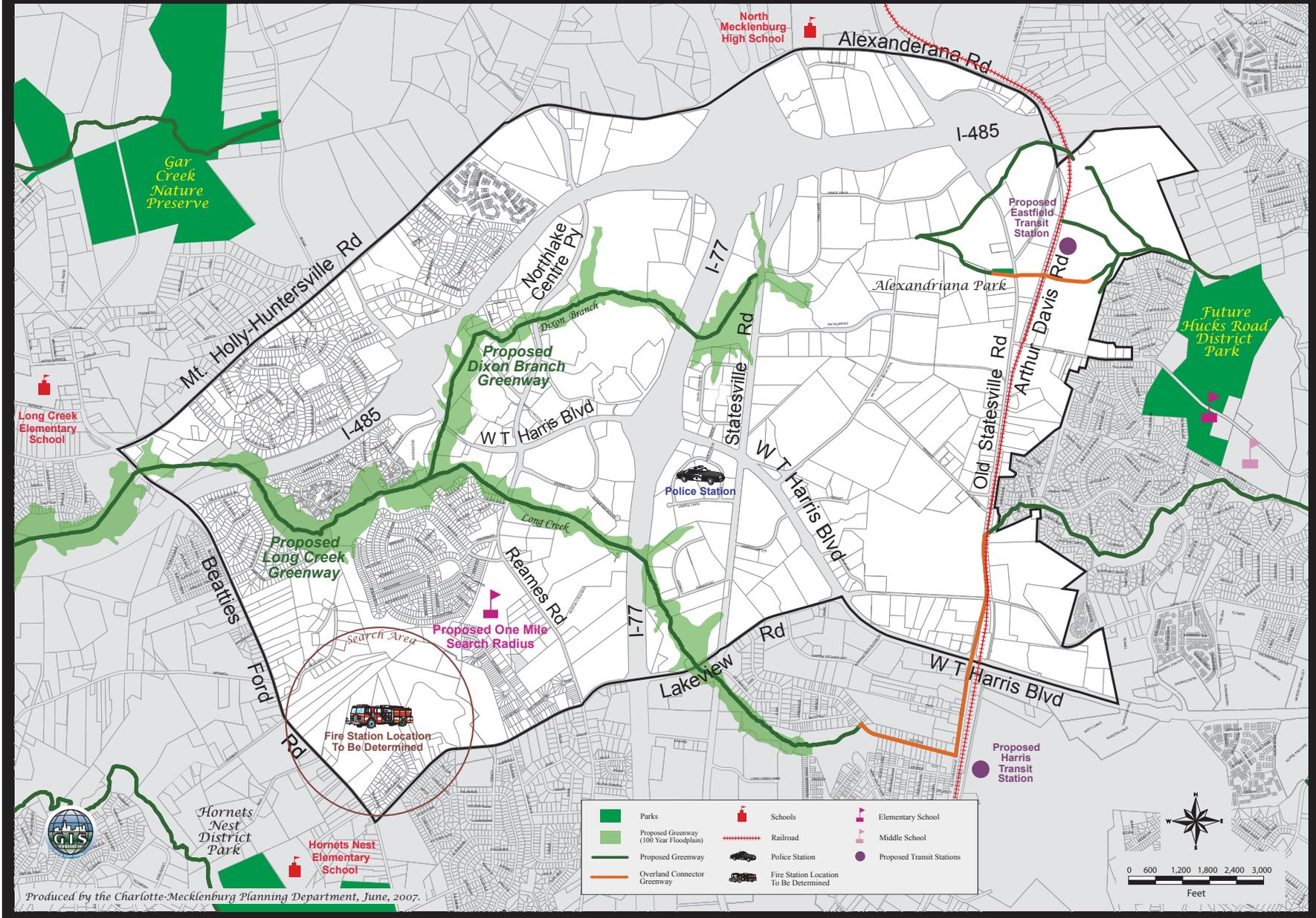
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MX-2(INNOV)	Residential Mixed Use Innovative
MX-3(INNOV)	Residential Mixed Use Innovative
R-MH	Manufactured Housing
B-D	Distributive Business
B-P	Business Park - no residential permitted
B-1	Neighborhood Business
B-1SCD	Neighborhood Business Shopping Center District
INST(CD)	Institutional Conditional
CC	Commercial Center
I-1	Light Industrial
I-2	General Industrial
I-1(CD)	Light Industrial Conditional
I-2(CD)	General Industrial Conditional



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Northlake Area Plan - Public Facilities



Northlake Area Plan - Environmental Conditions

