



# Prosperity Hucks area plan

Adopted by City Council

July 27, 2015



Charlotte Mecklenburg Planning Department



# Acknowledgements

The Charlotte Mecklenburg Planning Department acknowledges the feedback and participation from the public and would like to thank those who provided valuable input in developing the *Prosperity Hucks Area Plan*. Building upon the work of prior planning efforts and public input from concurrent transportation projects, this plan was the result of a series of public meetings and workshops conducted over the course of 2012 to 2015. It also involved cooperation with other City, County and State Agencies and Consultants:

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



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



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



# Contents

<b>1</b>	<b>Concept Plan</b>	<b>1</b>
	<b><i>Plan Context</i></b>	<b><i>2</i></b>
	Purpose of the Plan	2
	Building upon a Unique Vision	2
	The Time is Now	2
	Vision	4
	Function of the Plan	4
	Plan Boundaries	5
	Document Organization	5
	Community Engagement	6
	Glossary of Frequently Used Terms	7
	<b><i>Plan Concept</i></b>	<b><i>9</i></b>
	Activity Center	9
	Wedge	9
	Intro to Plan Recommendations	10
	<b><i>Activity Center</i></b>	<b><i>11</i></b>
	Prosperity Activity Center	11
	Policy Area Delineation	15
	North Core	18
	North Edge	28
	South Core	32
	South Edge	38

<b><i>Wedge</i></b>	<b><i>45</i></b>
Wedge Neighborhoods	45
<b><i>Community Design</i></b>	<b><i>49</i></b>
Prosperity Activity Center	49
Wedge Neighborhoods	49
Drive-throughs and Gasoline Pumps	57
<b><i>Transportation &amp; Streetscape</i></b>	<b><i>60</i></b>
Prosperity Activity Center	62
Wedge Neighborhoods	65
Street Cross Sections	66
<b><i>Infrastructure and Public Facilities</i></b>	<b><i>73</i></b>
<b><i>Environment</i></b>	<b><i>74</i></b>

<b><i>Maps</i></b>	<b><i>Graphics and Tables</i></b>
<b>Map 1</b> Centers, Corridors and Wedges	4
<b>Map 2</b> Plan Area Boundary	5
<b>Map 3</b> Concept Map	8
<b>Map 4</b> Activity Center Policy Areas	15
<b>Map 5</b> Activity Center Land Use	16
<b>Map 6</b> Activity Center Transportation	17
<b>Map 7</b> Wedge Land Use	44
<b>Map 8</b> Activity Center Street Network	63
<b>Map 9</b> Wedge Street Network	64
<b>Map 10</b> Street Cross-Sections	69
Transportation & Access	12
Defining the Activity Center Boundary	12
Focus on a Walkable Center	13
Two Core Areas	13
Open Space Network	14
Community Design Policies	50-56
Street Cross Sections	70-72
Typical Design Speeds for Streets	72



## 2 Implementation Guide

### *Implementation Strategies 79*

77

## 3 Appendix

83

### *Existing Conditions 84*

Demographic Profile	84
Policy Framework	86
Key Opportunities and Challenges	88
Land Use and Zoning	90
Community Design	98
Market Analysis	100
Public Safety	105
Transportation	106
Infrastructure and Public Facilities	118
Natural Environment	123

### *Maps*

### *Graphics and Tables*

<b>Map A1</b>	Existing Land Use	91	Population Characteristics	84
<b>Map A2</b>	Existing Zoning	92	Household Characteristics	85
<b>Map A3</b>	Building Permit Activity	95	Educational Level	85
<b>Map A4</b>	Adopted Future Land Use	96	Employment Industry	85
<b>Map A5</b>	Adopted Future Transportation Network	109	Existing Land Use	90
<b>Map A6</b>	Average Daily Traffic Counts and Service Levels	110	Existing Zoning	93
<b>Map A7</b>	Existing Pedestrian, Bike & Transit Facilities	113	Residential Building Permits	94
<b>Map A8</b>	Transportation Projects	114	Non-Residential Building Permits	94
<b>Map A9</b>	Existing Public Facilities	121	Market Demand Summary	103
<b>Map A10</b>	Environmental Features	122	Development Potential Compared to Demand	104
<b>Map A11</b>	Land Cover	125	Crime Data Comparison	105
			Connectivity Measures	106
			Land Use Accessibility	107
			City/NCDOT Projects	115
			Recent Developer-Implemented Projects	116
			Unfunded but Identified Projects	116
			Farm-to-Market Projects	117



1

# Prosperity Hucks

Concept  
Plan





# 1 Concept Plan

## Plan Context

### Purpose of the Plan

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

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

### Building on a Unique Vision

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

### The Time is Now

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

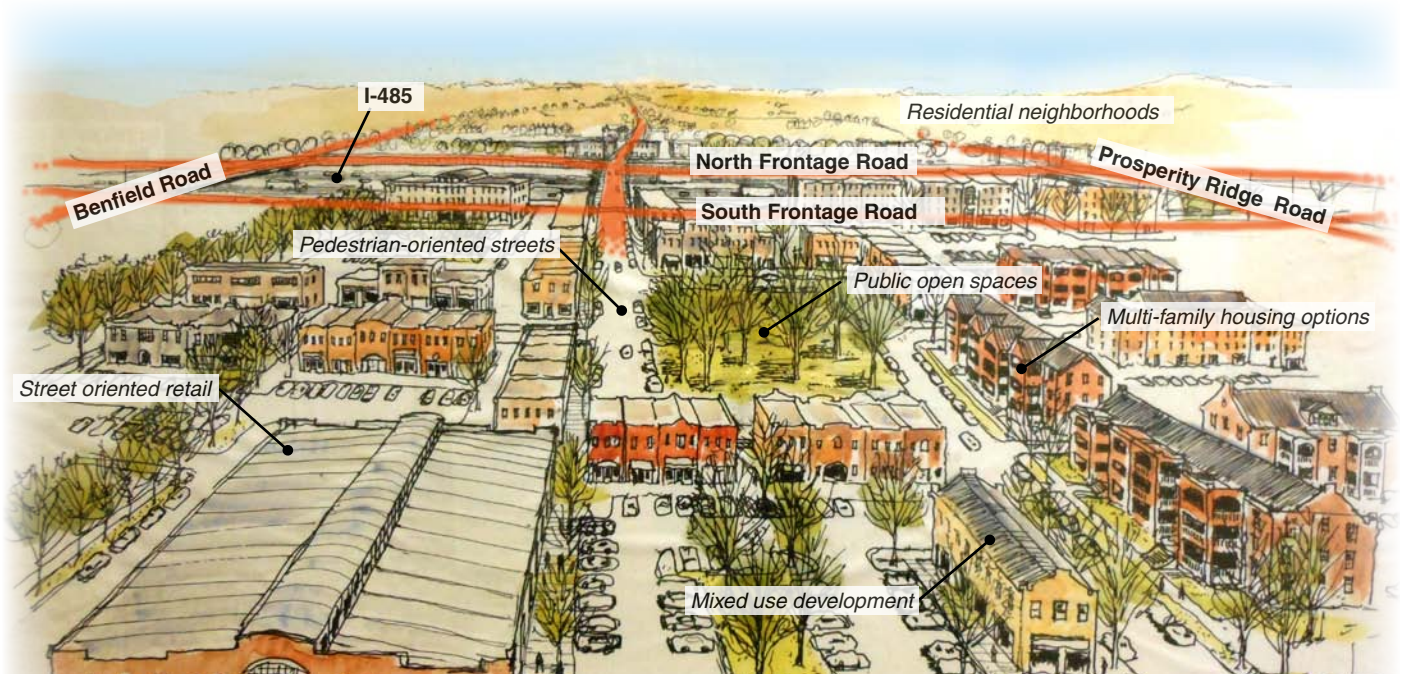




Active street-level uses and pedestrian-scaled streetscapes create a vibrant walkable environment.



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



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



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



A range of housing options within the Activity Center provide walkable lifestyle choices.



## Vision

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

The vision incorporates the following elements:

- **Activity Center** will be a community serving Mixed Use place complementing and enhancing the surrounding neighborhoods; with a rich variety of retail, office, entertainment and residential uses in a well-designed and appropriately scaled form.

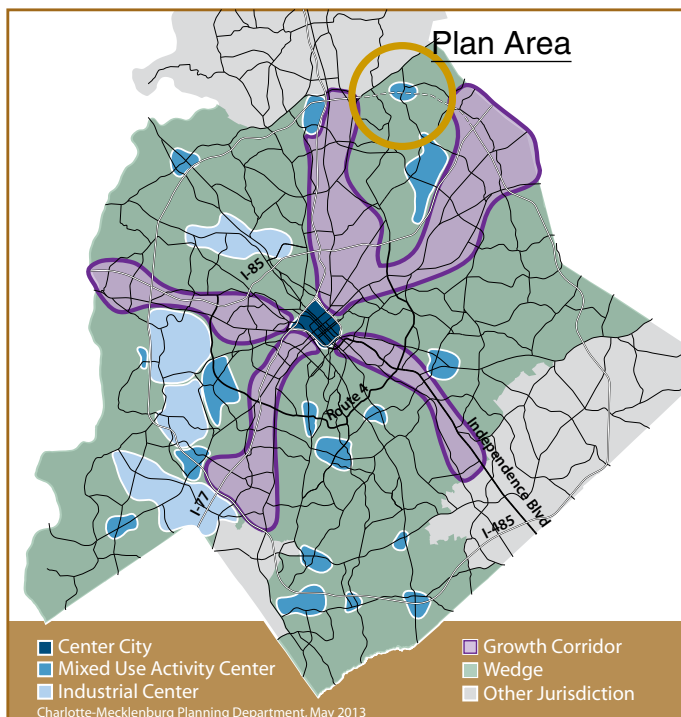
- **Neighborhoods** are the backbone to the stability of the area. Continuing development in and around the neighborhoods will take into account its impact on the quality of life of area residents and protect the tree canopy.
- **Transportation** infrastructure will be developed to connect neighborhoods, Activity Center and other destinations within and beyond the plan area; it should safely accommodate pedestrians, bicyclists, transit users, and motorists.
- **Open Space** will be well integrated into the community, preserving elements of the natural landscape, becoming part of a meaningful, connected open space network of greenways, parks, and bike paths.

## Function of the Plan

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

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

The City's *Centers, Corridors and Wedges Growth Framework*, as shown on Map 1, establishes an overall vision for future growth and development. It does this by identifying three geographic land use categories for Charlotte's sphere of influence, and outlining the desired characteristics of each of these geographies. The Prosperity Hucks area incorporates Activity Center and Wedge components.



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



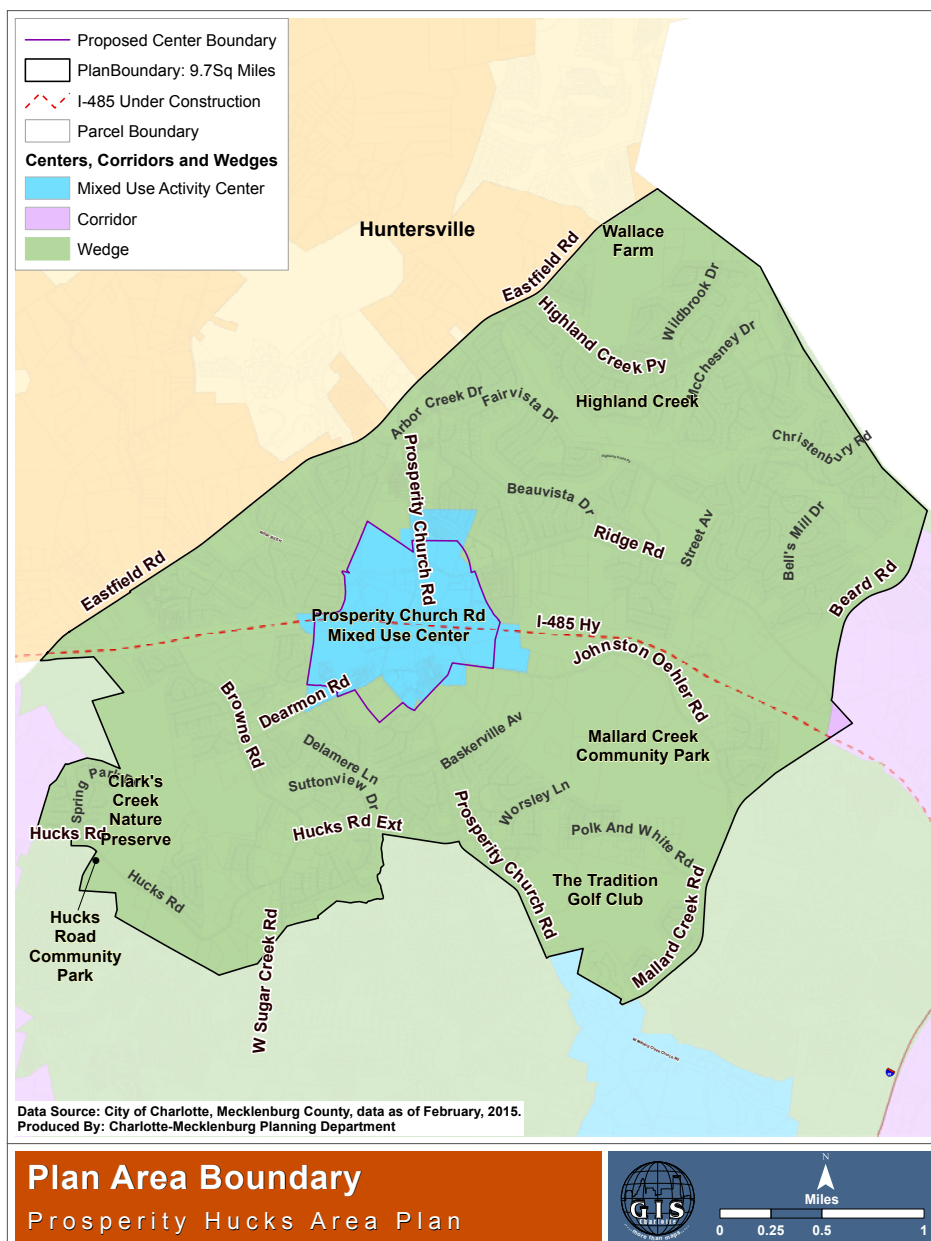
## Plan Boundaries

The plan area encompasses about 6,200 acres. It is bounded generally on the northwest by Eastfield Road and the Town of Huntersville; on the northeast by the Cabarrus County line, on the southeast by Beard Road and Mallard Creek Road, on the south by various streets, property lines, and greenway elements south of Hucks Road, and to the west by various property lines of large tracts west of Browne Road. The official boundaries of the plan area are as shown on Map 2.

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

## Document Organization

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



Map 2: This plan proposes a minor change to the Mixed Use Activity Center boundary.



## Community Engagement

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

Development of the plan occurred over a multi-year period and included the following key public involvement opportunities:

### 2012: Kickoff

- A *Prosperity Hucks Area Plan* website was established in 2012 to keep the public informed of plan progress and as a public repository of draft plan materials and maps, meeting notices, agendas, and presentations.
- The public was invited to provide input via a preliminary online survey, with continuing opportunities to fill out paper surveys at the meeting. A total of 179 responses were recorded.
- A public kickoff meeting was held on November 15, 2012 with about 150 people attending.

### 2012-14: Plan Development

- Two public workshop meetings were held on December 6, 2012 (56 attending) and January 10, 2013 (42 attending). At these sessions, concepts related to Land Use, Community Design, Transportation, Parks/Greenways, and Public Facilities were reviewed. Surveys were collected at each workshop to aid in policy preparation and revision.
- Another public meeting was held on August 8, 2013 to present draft recommendations.
- The plan document was made available on the web in December 2013. A public open house was held January 14, 2014 to solicit further input.
- The Planning Committee of the Charlotte-Mecklenburg Planning Commission heard citizen comments on January 21, 2014 recommended plan approval on February 18.
- Public Comment to City Council scheduled for February 24, 2014 was postponed when new concerns emerged about recommended land uses in the Mixed Use Activity Center.

### 2014: Community Dialog

- A community dialog process focused on the Activity Center began in March 2014 at a meeting organized by residents with specific concerns about plan recommendations.
- Staff organized a series of public meetings and activities throughout the Spring and Summer of 2014 intended to understand the points of view of area residents and to identify specific plan refinements. The process concluded with the Community Workshop in September 2014. The workshop included small group work sessions, an open house, and a public Summary Presentation.

### 2015: Next Steps

- This Refined Draft of the Area Plan will be presented to the community for review at a public meeting in April 2015. It will then be taken through the adoption process, with additional public input opportunities in front of the Planning Commission and City Council.
- The Planning Committee of the Charlotte-Mecklenburg Planning Commission and City Council's Transportation and Planning Committee will review the plan, consider public comments, and make their recommendations to the Charlotte City Council concerning plan adoption.
- Further revisions based on public input will be tracked and incorporated in the final adopted document.
- The City Council will make the final decision concerning adoption of the plan.



*Community members gathered around tables to work on concepts for the Activity Center in September 2014.*



## Glossary of Frequently Used Terms

These definitions are intended to provide clarification for some terms that frequently are used throughout this document, and to provide context to the Prosperity Hucks Area Plan.

**Apartment** - A room or set of rooms designed as a residence, and generally located in a building containing other residences. The term may be used to refer to such dwellings whether or not they are owner-occupied.

**Condominium** - The ownership of single units within a structure with common areas and facilities.

**Institutional** - Institutional uses are considered to include cultural, educational, medical, governmental, religious, athletic, and other similar types of uses that are generally open to the public. Large scale churches and day cares (as defined by the zoning ordinance) should typically be located on thoroughfares and provide a physical transition to existing neighborhoods by way of building height and landscaping. Institutional uses such as jails, prisons, and landfills are not typically appropriate within this plan area.

**Dwelling Units Per Acre (DUA)** - Indicates the minimum or maximum number of dwelling units permitted on each acre of land. These refer to both single-family and multi-family units.

**Greenway** - A vegetated natural buffer that improves water quality, reduce the impacts of flooding, and provide wildlife habitat. Greenways may be used to provide recreation, transportation, fitness, and economic benefits.

**Live-work Unit** - A unit within a building which incorporates both the residence and the place of business of the proprietor, generally with the residence on upper floors over the business.

**Mixed Use** - One or more multi-story buildings that contain more than one type of land use, such as office, institutional, residential, retail/service uses, vertically integrated.

**Multi-Use** - any horizontally integrated development which includes at least two of the following uses: office, institutional, residential, retail/service uses in separate but abutting buildings, and located on one tract of land, or on multiple adjacent sites. Multi-use developments must be pedestrian oriented, compact, and architecturally integrated, and the uses must be well connected to each other.

**Multi-Family Residential** - Building or buildings containing more than one dwelling unit placed one on top of another or side by side and sharing common walls or common floors and ceilings.

**Multi-unit Residential Building** - A structure containing multi-family residential dwelling units; may be apartments, townhomes, or other dwelling type.

**Multi-use Path** – A bi-directional, hard-surfaced path physically separated from motor vehicle traffic intended for use by pedestrians and bicyclists.

**Open Space** - An area of land or water, which is open and unobstructed including areas maintained in a natural or undisturbed character, areas improved for active or passive recreation, and areas with plazas, courtyards and fountains for common enjoyment. Open space does not include areas covered with buildings, structures, streets, or off-street parking areas.

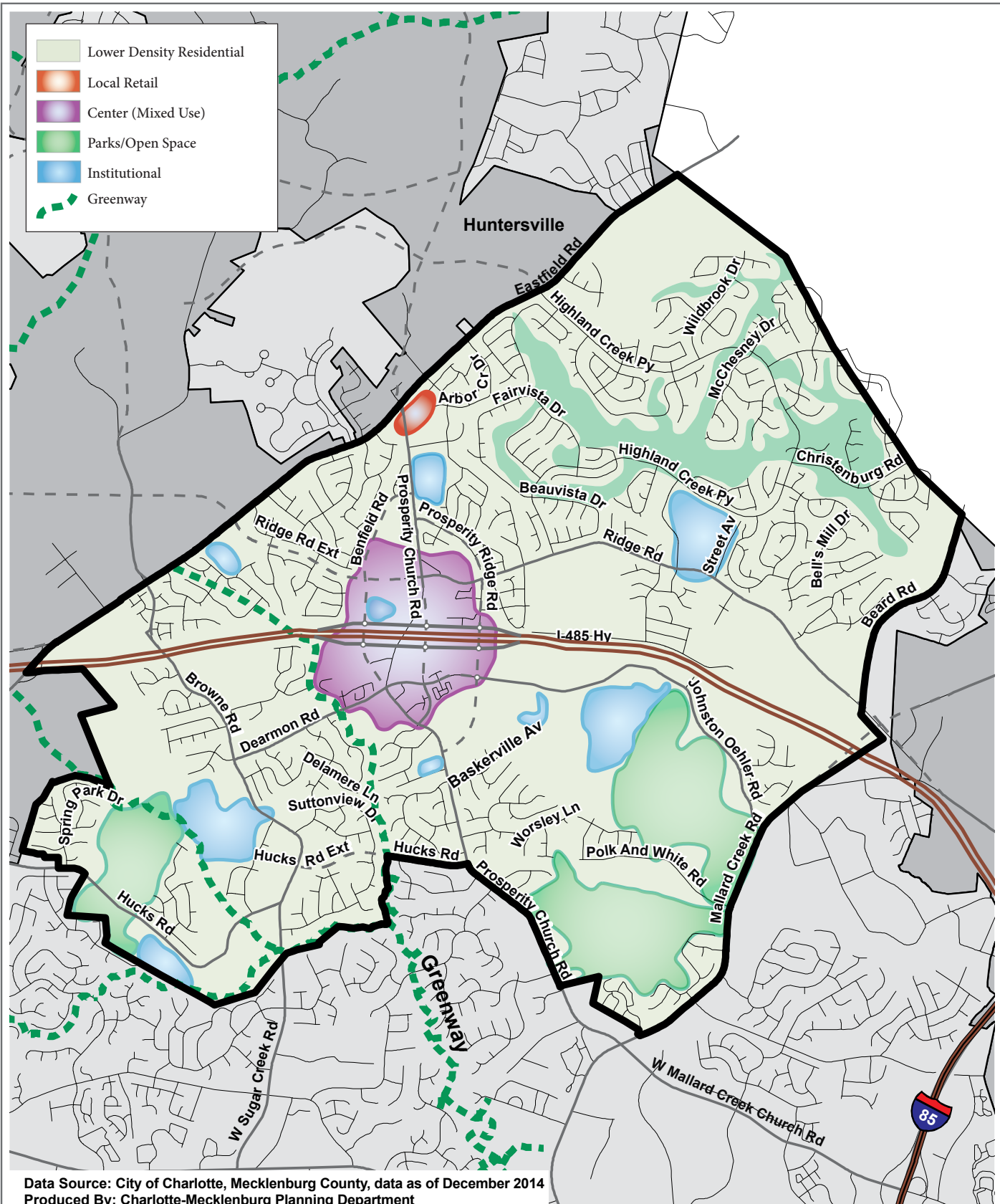
**Retail Anchor** - A retail store used to attract customers to smaller retailers. Retail anchors are often department stores, grocery stores, or other larger specialty retailers, and are generally part of a retail chain.

**Secondary Uses** - A second land use type on a single property of much lesser prominence than the primary use and integrated into the overall site plan, such as small retail shops incorporated into a residential development.

**Small shops** - Retail stores, restaurants, offices, and service shop spaces typically attached to other similar shops, and typically less than 5,000 square feet each.

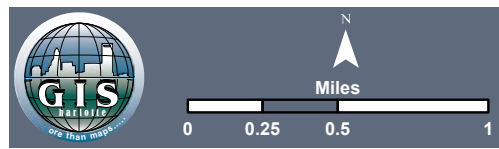
**Townhome** - A type of residential development with two or more dwelling units placed side-by side sharing common walls, but each with an individual exterior entrance.





# Concept

## Prosperity Hucks Area Plan





# Plan Concept

The Activity Center is poised to be a vibrant, walkable place that provides a gathering space and sense of place for the larger community. While the Activity Center is a primary focus of the area plan, the Wedge area is equally important. Lower density residential neighborhoods with strategically located small scale non-residential uses will characterize the Wedge area.

The Concept Map (Map 3) illustrates the recommended development pattern for the plan area. The Concept Map identifies the principal nodes of activity on the map:

## Activity Center

- The Activity Center is in the vicinity surrounding Prosperity Church Road and I-485. It will act as a gathering place for all of the surrounding neighborhoods.
- The Activity Center should provide a mixture of uses to include retail, office, institutional, and residential uses, ideally in mixed use buildings, to be developed in a dense, pedestrian friendly form with a fine-grained layer of connected local streets.
- Existing and future institutional uses are expected to remain an important element throughout the Activity Center.
- The mixed use development pattern is supported by a dense street network and a small block development form, which is intended to accommodate pedestrians, vehicles, and cyclists for maximum accessibility in a safe manner.
- One element of accessibility is the greenway system and connection to parks and open space.

## Wedge

- Beyond the Activity Center, the plan calls for a lower density in the existing and future wedge neighborhoods. These neighborhoods are supported by a network of public and private open space, including an expanded greenway system to provide further recreation and transportation options. The wedge also is supported by institutional uses, and a network of interconnected streets.



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



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



## Introduction to Plan Recommendations

The following sections on the Activity Center and the Wedge set forth policies for the two areas. Each will recommend appropriate land uses to realize the plan vision. Related policies dealing with community design, mobility, and open space are incorporated into the Activity Center section as well. In addition, separate sections for transportation, infrastructure, and environment follow, building upon and complementing the policies discussed in the Activity Center and Wedge sections.

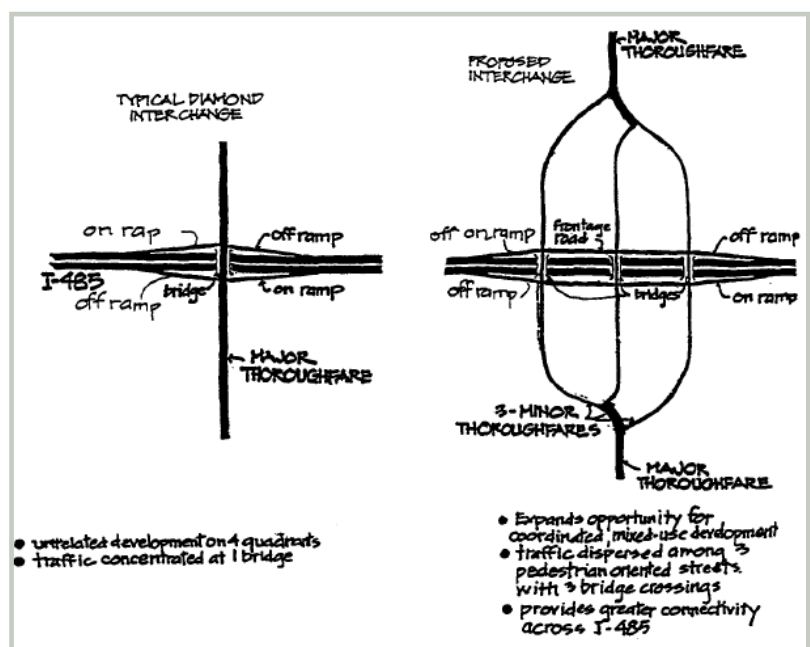
The plan area incorporates the Prosperity Church Road/I-485 Mixed Use Activity Center as defined by the City's *Centers, Corridors and Wedges Growth Framework*, as was shown on Map 1. Slight revisions to the boundary between the Activity Center and the Wedge are recommended as shown on Map 2. These changes are appropriate due to their interchange accessibility, thoroughfare orientation and accessibility, and existing and proposed land use patterns and densities.

The land use policies are shown on Map 5 for the Activity Center, and Map 6 for the Wedge. Each policy is numbered, and the specific location noted on the maps. The policies also are cross referenced by number in the Implementation Guide.

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



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



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



# Activity Center

## Prosperity Activity Center

The Land Use Goal for this area is:

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

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

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

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

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

The following series of illustrations are adapted from illustrations presented at community workshop meetings. They show how the recommended form of the Activity Center has been influenced by various factors, including the freeway interchange configuration, the street network, available land and walking patterns, and the potential for connected open space.



*Mixed use buildings at Birkdale Village are set at the back of the wide sidewalks, allowing for arcades, stoops, retail displays, and amenities.*





### Transportation and Access

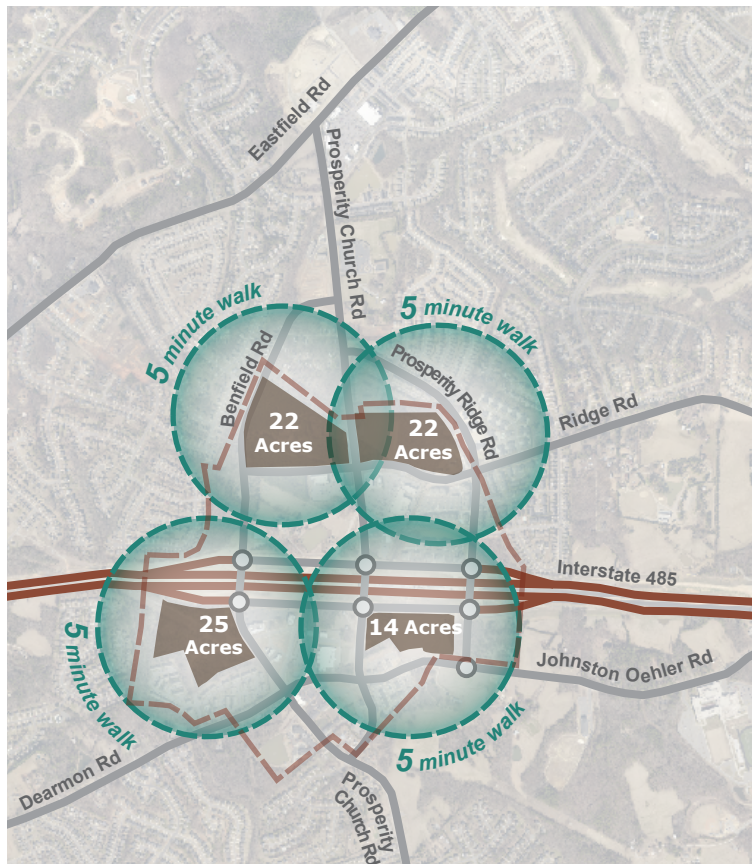
The final leg of I-485, Charlotte's Outer Beltway, is under construction through the center of the Prosperity Activity Center, scheduled to open in early 2015. The principal elements of the new street network also are under construction by the State and the City, and will be critical to making the interchange function. This map shows the street network with elements due to be completed when the interchange opens or shortly thereafter.



### Defining the Activity Center Boundary

The Activity Center defined here is smaller than the area of the earlier *Prosperity Church Road Villages Plan*. It incorporates property appropriate for walkable mixed use purposes, with retail, commercial, multi-family, or institutional potential, as well as some townhome areas. Properties at the edge of the Activity Center developed as, or best suited for, single family or residential at a townhome density are generally placed within the Wedge Neighborhood area. Even so, the closest neighborhoods are still quite walkable and well connected into the Activity Center.

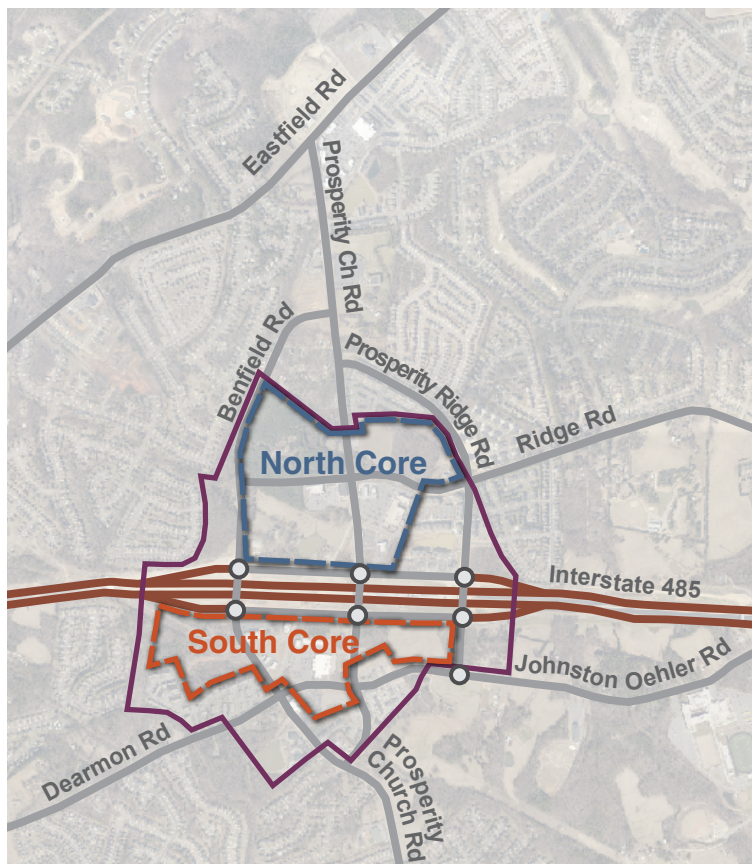




### Focus on Walkable Center

Within the center would be a mix of uses, to be developed in a form appropriate for a walkable town center, and designed to support the desired vibrant retail environment. The Town Center includes a wider area than just a single parcel or development. It is expected that individual developments would tie together along their street frontage to create the larger activity center.

This map shows four large undeveloped tracts within the proposed Activity Center which could be a catalyst for other parcels to form the larger town center. The five-minute walks from these centers intersect in such a way that supports the larger activity center vision.



### Two Core Areas

Community discussions indicated that most people regard the areas north and south of the freeway as closely linked but separately accessed places. As such the plan recognizes two Core Areas. Each core area has two of the large developable areas, as well as areas suitable for new or continuing uses. This map shows the concept. While both Core Areas might include a full range of walkable uses, the North Core would be expected to emphasize retail. The South Core, while also emphasizing retail, would have a strong employment component as well, reflecting office uses already in place.





### Open Space Network

A major concern for neighborhood residents has been establishment of an open space network linking Activity Center elements to each other, to the Clarks Creek Greenway, and to surrounding neighborhoods. This map shows some elements of a possible network. It incorporates existing open space elements, open space elements shown on approved site development plans, and possible open space elements located in sensitive locations within the Activity Center and discussed in the Land Use policies herein.

This map does not illustrate all the open space that could result through private development. Instead, the intent is for this map to inform the provision of such open space to create an overall network.

Provision of connected open space will be an expectation of any and all development proposed within the Activity Center. These elements will combine with the sidewalks and bike routes expected on public and private streets, and additional required open space in new development. In combination with the planned greenway, the recreational facilities, at Mallard Creek Park, the nature preserve, the Tradition Golf Course, and the proposed Eastfield Regional Park, the area is intended to be well served by open space.

## Policy Area Delineation

For purposes of describing appropriate type and design of future development and redevelopment within the Activity Center, the Center is divided into a series of Policy Areas.

- North of I-485 are seven policy areas, numbered C1 through C7. Four are within the North Core area, and three are on the periphery, with policies related to appropriate transition to the Wedge.
- South of I-485 are eight policy areas, numbered C8 through C15. Three are within the South Core area, and the remaining five are on the periphery, with policies related to appropriate transition to the Wedge.

Policies for each of the fifteen Policy Areas address the following:

- Land Use
- Community Design
- Mobility
- Open Space

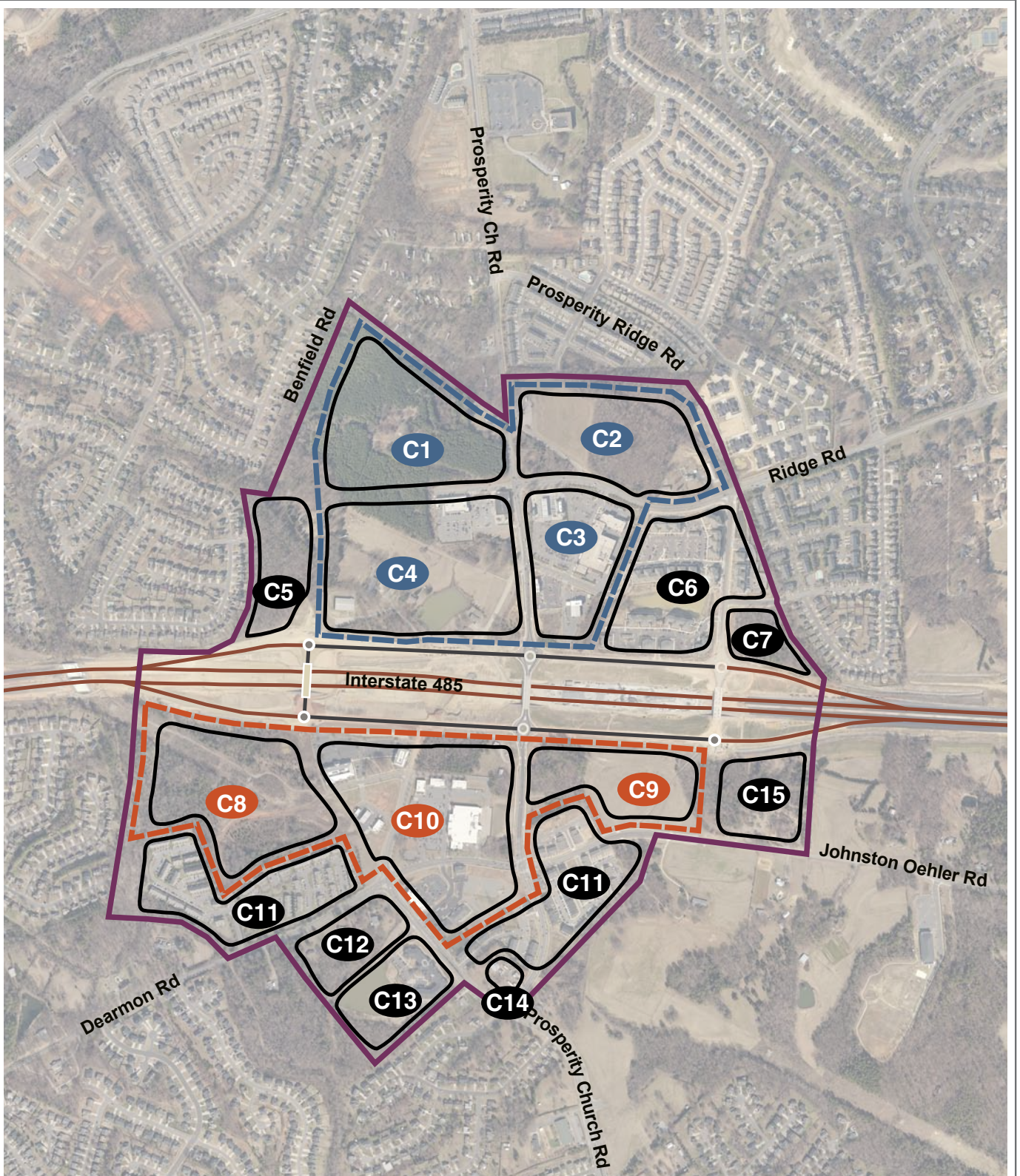
General policies that apply to development throughout the Activity Center and supplement the more specific policies for each of the 15 areas are provided in subsequent sections:

- Community Design, including a section on Land Uses with Drive-through facilities and/or gasoline pumps
- Transportation & Streetscape
- Infrastructure & Public Facilities
- Environment

Map 4 following shows the property included within each Policy Area.

Map 5 shows a generalized view of the recommended land use for the Activity Center, with a reference to the appropriate Policy Area. Map 6 shows the recommended major street network needed to support the land uses.

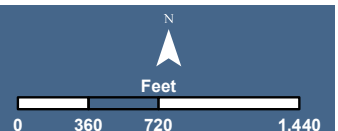




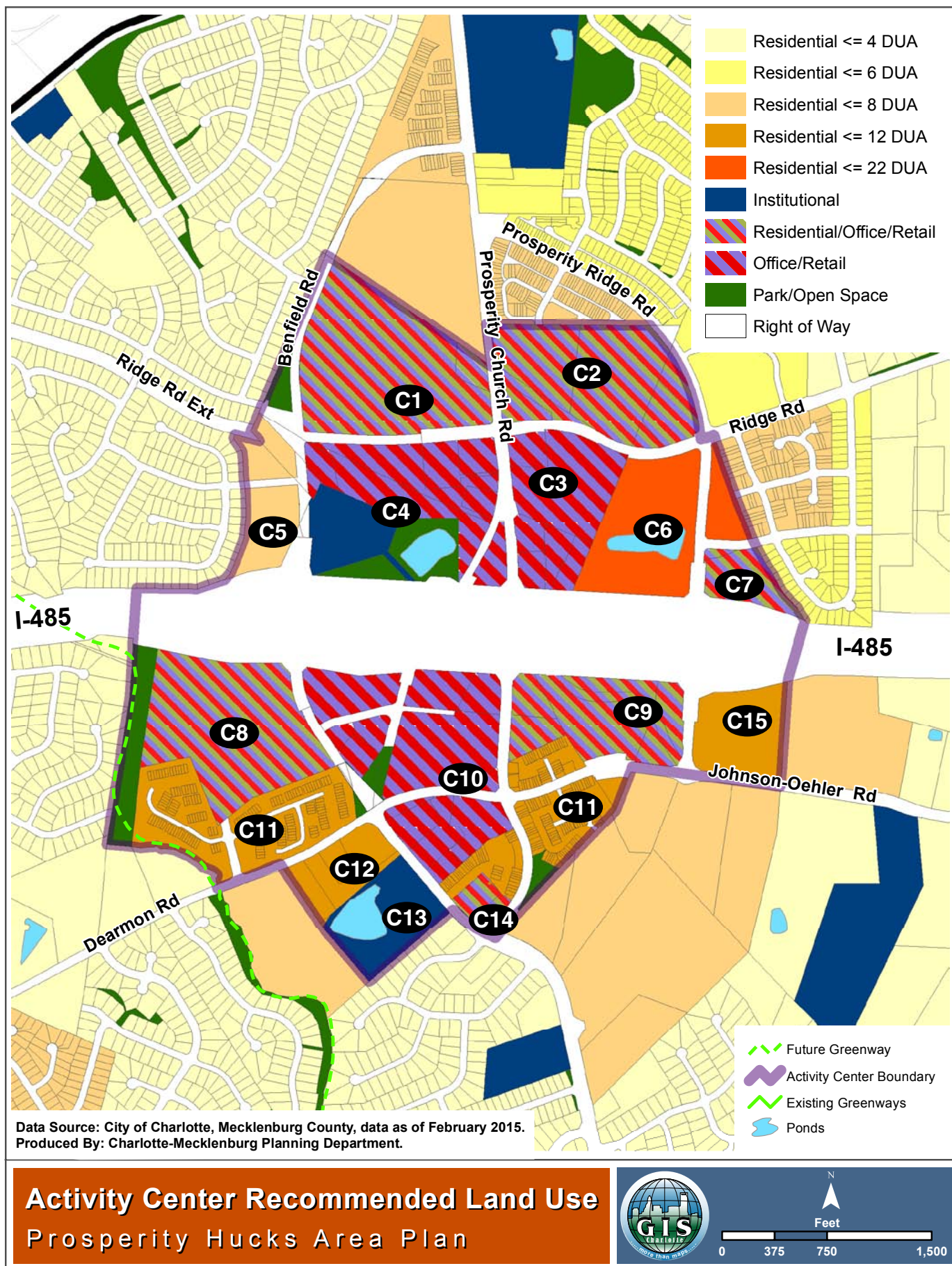
Data Source: Mecklenburg County aerials dated April 2014  
 Produced By: Charlotte-Mecklenburg Planning Department

## Activity Center Policy Areas

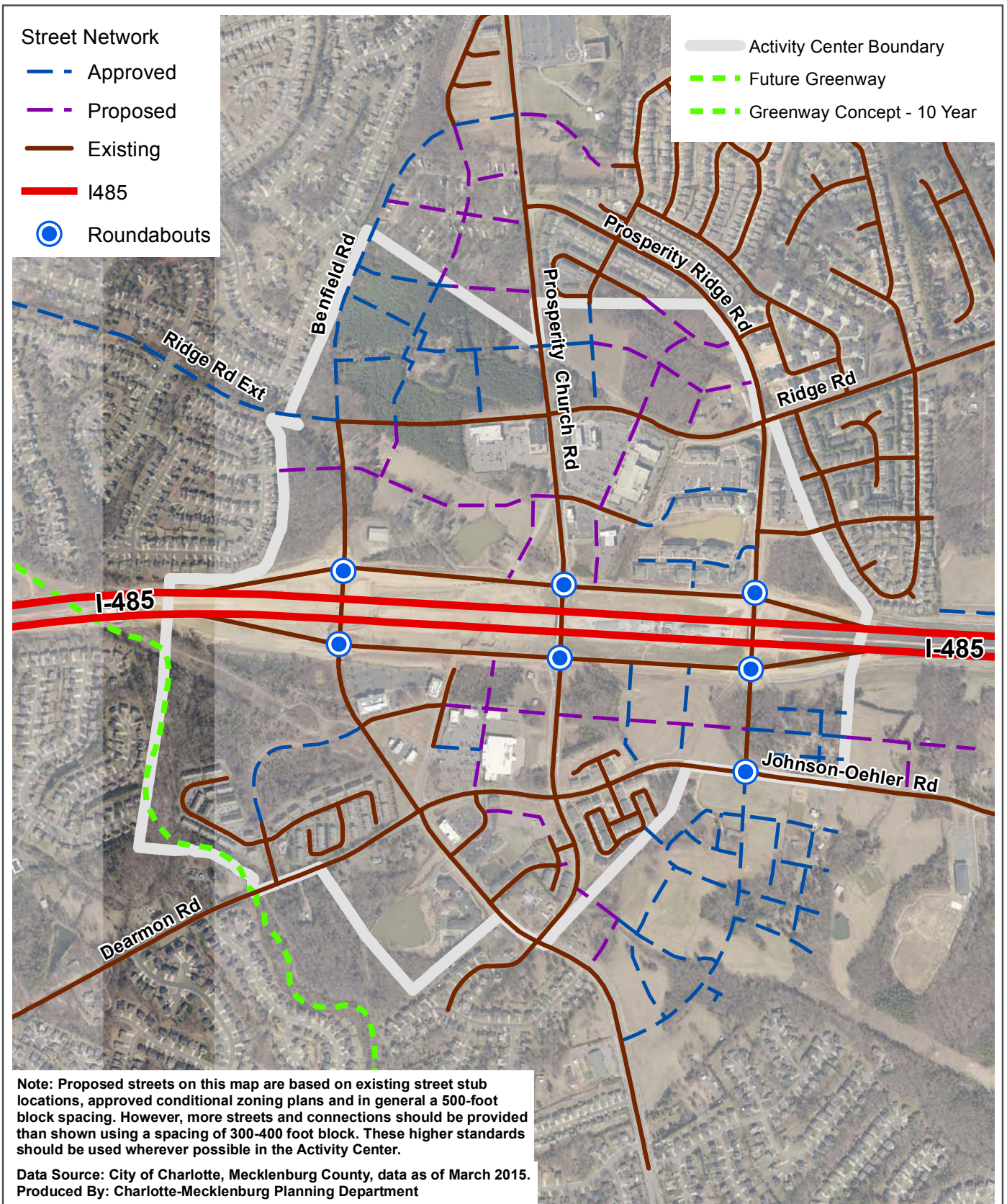
### Prosperity Hucks Area Plan





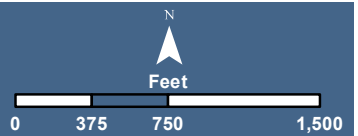






## Activity Center Street Network

### Prosperity Hucks Area Plan





# Activity Center North Core

## Policy Areas:

C1, C2, C3, and C4

### Policy Area C1:

North of Ridge Road & West of  
Prosperity Church Road

## Context:

Large undeveloped site.

## Intent:

Highly integrated and walkable places with a mix of uses and a focus on retail, restaurants, residential uses, and community gathering space.

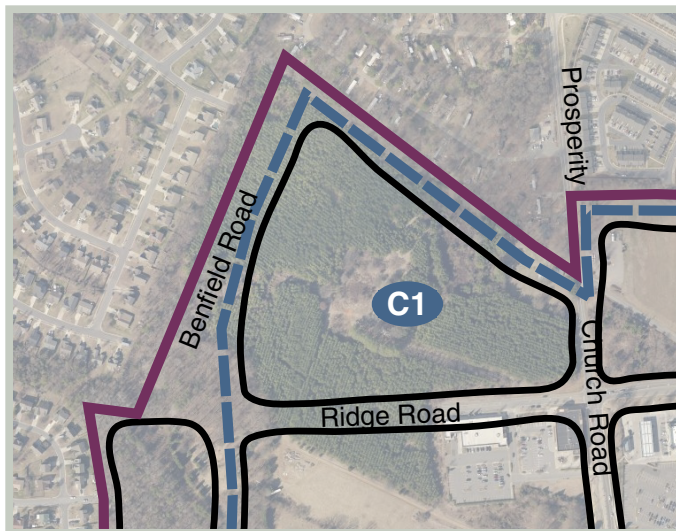
## Land Use

1. **Future land use should be a mix of uses** – retail/service, office, institutional, and residential. Larger development parcels (larger than about 5 acres) must include at least two of these uses, such that a single use does not dominate the area. The mix of uses may be vertical or horizontal, but must be designed and connected to create a unified walkable place.
2. **Moderate density residential uses (up to 22 du/a) are only appropriate as part of a development with a vertical or horizontal mixture of uses** incorporating non-residential elements.
3. **Retail development may include an anchor use** of up to about 50,000 square feet on the ground floor. The anchor use should be complemented by small shop space (retail, office, restaurants). The intent is to provide for vital street-oriented activity within the area.
4. **Additional land uses with drive-through facilities and/or gasoline pumps** are not appropriate at this location. The area is already well served by several drive-through facilities in place or approved.

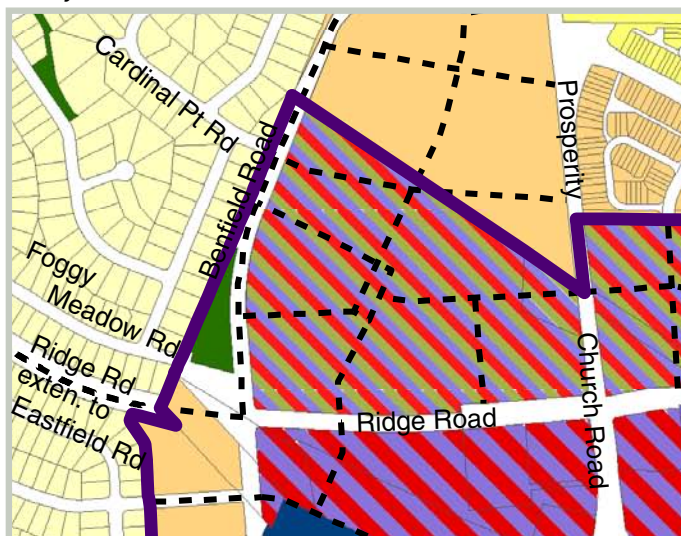
## Community Design

*refer also to General Policies starting on Page 49*

5. **Development should be compact**, pedestrian-oriented, and well-connected internally, and to surrounding development.
6. **New buildings should be oriented toward streets**, with the majority of parking located to the side or rear of buildings. Shared parking and/or structured parking is encouraged.



Policy Area Location



Policy Area Recommended Future Land Use



View of Birkdale Village, showing a mix of land use, including retail/service, office, institutional, and residential.



7. **The ground floor of buildings should be designed to activate streets and open space** through a combination of design techniques that may include: Non-residential ground floor uses with clear glass windows and prominent entrances with operable doors allowing access from the sidewalk; Building corners that feature prominent entrances and distinctive architectural design; and/or Multi-family residential development with direct connections to the sidewalk for ground floor units where feasible. Multi-story buildings are encouraged.
8. **Development is encouraged to include a variety of housing options** such as detached single-family homes, attached single-family homes, townhomes, live/work buildings, and multi-unit residential buildings. The visual mass of buildings should be broken up through a combination of design techniques, including but not limited to: variation of architectural styles, building heights, and/or roof pitches to reduce apparent building size; and variation of building mass, scale, and type (such as townhomes and carriage houses mixed with standard apartment buildings).
9. **Residential uses should be oriented to the street.** The front door of single-family detached, attached and townhouse units should have direct connections to the sidewalk where feasible. To provide a sense of privacy for first floor residents, buildings should have an appropriately designed front yard setback from the sidewalk. This typically would be 8', resulting in a setback from the curb of 22' to 24'. Alternative approaches that provide a sense of privacy also may be appropriate, such as increasing the setback, installing additional landscaping, and/or raising the first floor (providing vertical separation).
10. **Landscaping, architectural features,** materials and other techniques should be used to tie development together to establish a sense of place.
11. **Parks and open spaces should be oriented toward building entries** and strategically located near pedestrian walkways to create desirable gathering destinations. Consolidation of required open space is encouraged.

## Mobility

*refer also to Transportation Policies starting on Page 60*

12. **Complete construction of Prosperity Church Road, Benfield Road, and Ridge Road,** to include planting strips or amenity zones, sidewalks, on-street parking, and bike lanes.
13. **Build a network of local streets** as development occurs. Block spacing should be 500 feet or less.
14. **Extend Cardinal Point Road** from Benfield Road to Prosperity Church Road as a Local Street.
15. **Extend Ridge Road from Prosperity Church Road to Eastfield Road** as a two-lane Avenue with sidewalks, bike lanes, and planting strips.



*New buildings should be oriented toward streets, with the majority of parking located to side or rear of buildings.*



*The ground floor of buildings should be designed to activate streets and open space by including clear glass windows and operable doors along the street front.*



*Residential buildings should be a minimum of 24' from the back of curb, including a front yard area of at least 8'.*



16. **Provide additional mid-block landscaped pedestrian islands** along Ridge Road to facilitate crossing opportunities where appropriate.
17. **Build a pedestrian path from Foggy Meadow Road** to the intersection of Benfield and Ridge Road.

## Open Space

*refer also to General Policies starting on Page 73*

18. **Incorporate open space** such as plazas, gazebos, courtyards, fountains, and play areas, into new development. Design these spaces to maximize common or shared access and to encourage outdoor dining, socializing and larger community gatherings.
19. **When feasible, connect open space** to existing and planned greenways and other open space amenities to establish an area-wide network. (See map on page 14.)



*Open space is used for community gatherings. (Photo from a collection of inspiration shots provided by area residents.)*

**Retail Anchor**  
Store faces onto a street-like connection helping to establish street grid.

**Open Space**  
Plaza/Green space as focal point with varied active uses surrounding.

**Retail Shops**  
Street-oriented shops and restaurants with parking behind or to the side.



*Sketch showing a vision of how this policy area might be developed with a mix uses including retail, open space, and varying type of residential dwellings all interconnected by a common streetscape.*

## Townhomes

Provide reduced mass at edge of the Activity Center as step-down to neighborhoods.

## Apartments

Built to the sidewalk; entrances to the street; Varied building sizes and styles to break mass.

## Street Edges

Tree-lined streets with buildings at the sidewalk form a uniform connection between different uses.



*The ground floor of buildings should be designed to activate streets and open space. (Photo from residents' inspiration collection.)*



## Policy Area C2: North of Ridge Road & East of Prosperity Church Road

### Context:

Largely undeveloped site.

### Intent:

Highly integrated and walkable places with a mix of uses and a focus on retail, restaurants, and community gathering space.

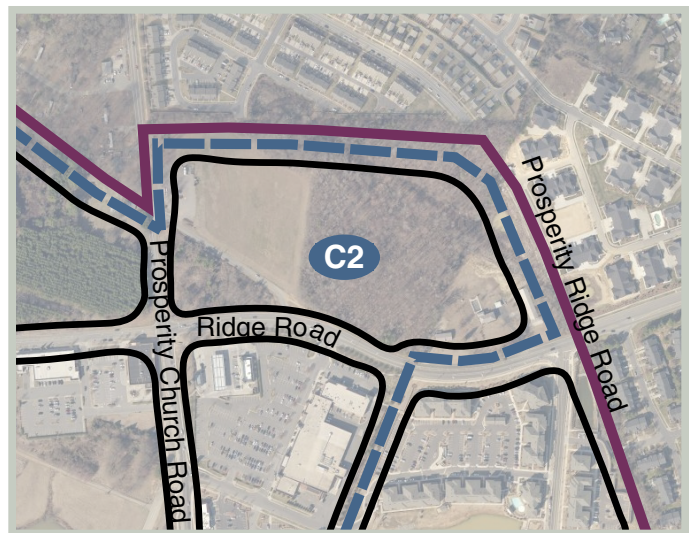
### Land Use

1. **Future land use should be a mix of uses** – retail/ service, office, institutional, and residential. Larger development parcels (larger than about 5 acres) must include at least two of these uses, such that a single use does not dominate the area. The mix of uses may be vertical or horizontal, but must be designed and connected to create a unified walkable place.
2. **Moderate density residential uses (up to 12 du/a)** similar to existing townhouse and small lot residential in adjoining areas, are appropriate as a part of the mix of uses. Multi-unit residential buildings such as apartments are not appropriate unless vertically integrated with other uses.
3. **Retail development may include an anchor use** of up to about 50,000 square feet on the ground floor. The anchor use should be complemented by small shop space (retail, office, restaurants). The intent is to provide for vital street-oriented activity within the area.
4. **Additional land uses with drive-through facilities and/or gasoline pumps** are not appropriate at this location beyond approvals already in place. The area has several drive-through facilities approved.

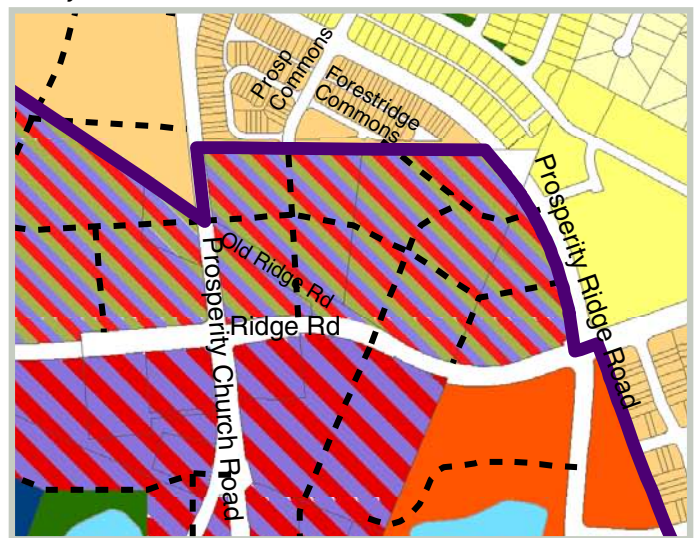
### Community Design

*refer also to General Policies starting on Page 49*

5. **Development should be compact**, pedestrian-oriented, and well-connected internally, and to surrounding development.
6. **New buildings should be oriented toward streets**, with the majority of parking located to the side or rear of buildings. Shared parking and/or structured parking is encouraged.



*Policy Area Location*



*Policy Area Recommended Future Land Use*



*Moderate density residential uses similar to existing townhouses in adjoining areas, are appropriate as a part of the mix of uses.*



7. **The ground floor of buildings should be designed to activate streets and open space** through a combination of design techniques that may include: Non-residential ground floor uses with clear glass windows and prominent entrances with operable doors allowing access from the sidewalk; Building corners that feature prominent entrances and distinctive architectural design; and/or Multi-family residential development with direct connections to the sidewalk for ground floor units where feasible. Multi-story buildings are encouraged.
8. **Development is encouraged to include a variety of housing options** such as: detached single-family homes, attached single-family homes, townhomes, and live/work buildings. Multi-unit residences are only appropriate in vertically mixed use buildings. The visual mass of buildings should be broken up through a combination of design techniques, including but not limited to: variation of architectural styles, building heights, and/or roof pitches to reduce apparent building size; and variation of building mass, scale, and type.
9. **Residential uses should be oriented to the street.** The front door of single-family detached, attached and townhouse units should have direct connections to the sidewalk where feasible. To provide a sense of privacy for first floor residents, buildings should have an appropriately designed front yard setback from the sidewalk. This typically would be 8', resulting in a setback from the curb of 22' to 24'. Alternative approaches that provide a sense of privacy also may be appropriate, such as increasing the setback, installing additional landscaping, and/or raising the first floor (providing vertical separation).
10. **Landscaping, architectural features,** materials and other techniques should be used to tie development together to establish a sense of place.



Windows and doors at ground level help to activate the street.

11. **Parks and open spaces should be oriented toward building entries** and strategically located near pedestrian walkways to create desirable gathering destinations. Consolidation of required open space is encouraged.

### Mobility

*refer also to Transportation Policies starting on Page 60*

12. **Complete improvements to Prosperity Church Road, Prosperity Ridge Road, and Ridge Road,** to include planting strips or amenity zones, sidewalks, on-street parking, and bike lanes.
13. **Build a network of local streets as development occurs.** Block spacing should be 500 feet or less.
14. **Make street network connections to Prosperity Commons Drive and Forestridge Commons Drive** as development occurs to complete a direct and continuous street pattern.
15. **Provide for the abandonment and removal of Old Ridge Road** as development occurs, with a new replacement street network in a generally rectilinear form.
16. **Provide additional mid-block landscaped pedestrian islands** along Ridge Road to facilitate crossing opportunities where appropriate.

### Open Space

*refer also to General Policies starting on Page 73*

17. **Incorporate open space** such as plazas, gazebos, courtyards, fountains, and play areas, into new development. Design these spaces to maximize common or shared access and to encourage outdoor dining, socializing and larger community gatherings.
18. **When feasible, connect open space** to existing and planned greenways and other open space amenities to establish an area-wide network. (See map on page 14.)



New buildings oriented toward streets, with parking located to side or rear help tie the Activity Center together..





### Townhomes

Extends and completes existing form.

### Retail/Office Uses

Built up to the street edge, with parking to the side or rear.

### Retail Shops

Built up to the street edge to hold the corner, with any automobile uses away from the public right of way.

### Townhomes

Extension of existing residential form for seamless connection.

### Open Space

Use of natural topography and stormwater feature for use as an amenity.

### Retail Anchor

Sited along street edges so as to help frame a walkable street network, with parking to the side.

*Sketch showing how the area might be developed, incorporating stormwater areas into usable open space, completing existing residential area with similar homes, and with new retail in a street oriented walkable form.*

### Parking

Located behind buildings, off main pedestrian spines.

### Retail/Office Uses

Built up to the street edge, with parking to the side or rear.



### Open Space

Use of natural topography and stormwater feature for use as an amenity.

*An aerial perspective view of the above Community Design concept.*



## Policy Area C3: South of Ridge Road & East of Prosperity Church Road

### Context:

Existing shopping center.

### Intent:

Infill and transition to more connected and street-oriented retail and employment uses.

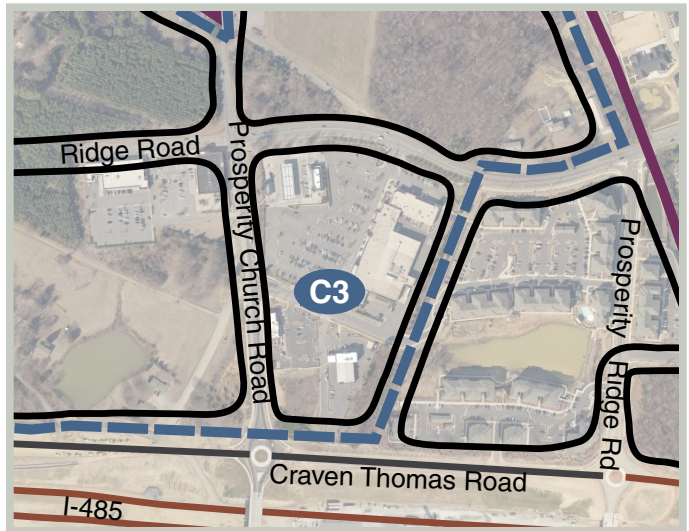
## Land Use

1. **Future land use should be a mix of uses** – retail/ service, office, and institutional; (residential uses are only appropriate if vertically integrated with other uses). Larger development parcels (larger than about 5 acres) must include at least two of these uses, such that a single use does not dominate the area. The mix of uses may be vertical or horizontal, but must be designed and connected to create a unified walkable place.
2. **Retail development may include an anchor use** of up to about 50,000 square feet on the ground floor. The anchor use should be complemented by small shop space (retail, office, restaurants). The intent is to provide for vital street-oriented activity within the area.
3. **Land uses with drive-through facilities and/or gasoline pumps** should be limited, but may be appropriate along Craven Thomas Road if in conformance with the Design Guidance for such uses in the Community Design section of this document.

## Community Design

*refer also to General Policies starting on Page 49*

4. **Development should be compact**, pedestrian-oriented, and well-connected internally, and to surrounding development.
5. **New buildings should be oriented toward streets**, with the majority of parking located to the side or rear of buildings. Shared parking and/or structured parking is encouraged.
6. **The ground floor of buildings should be designed to activate streets and open space** through a combination of design techniques that may include: Non-residential ground floor uses with clear glass windows and prominent entrances with operable doors allowing access from the sidewalk; and/or Building corners that feature prominent entrances and distinctive architectural design. Multi-story buildings are encouraged.



*Policy Area Location*



*Policy Area Recommended Future Land Use*



*Landscaping, architectural features, materials and other techniques should be used to tie development together to establish a sense of place, as seen on this Rea Road site. (Photo from residents' inspiration collection.)*



7. **Landscaping, architectural features,** materials and other techniques should be used to tie development together to establish a sense of place.
8. **Parks and open spaces should be oriented toward building entries** and strategically located near pedestrian walkways to create desirable gathering destinations. Consolidation of required open space is encouraged.

### Mobility

*refer also to Transportation Policies starting on Page 60*

9. **Complete improvements to Prosperity Church Road and Ridge Road,** to include planting strips or amenity zones, sidewalks, on-street parking, and bike lanes.
10. **Establish a street connection between Ridge Road and Highland Shoppes Drive, and on south to Craven Thomas Road** as redevelopment occurs; upgrade Highland Shoppes Dr. to public street standards.

### Open Space

*refer also to General Policies starting on Page 73*

11. **Incorporate open space** such as plazas, gazebos, courtyards, fountains, and play areas, into new development. Design these spaces to maximize common or shared access and to encourage outdoor dining, socializing and other small gatherings.
12. **When feasible, connect open space** to existing and planned greenways and other open space amenities to establish an area-wide network. (See map on page 14.)



*Include small site design features in development, as shown in this photo from the residents' inspiration collection.*



*Street oriented building in Plaza Midwood, showing street activating elements on a large retail building beyond where windows and doors are provided.*

### New Street Connection

north to south could be incorporated through site in event of redevelopment.

### Highland Shoppes Drive

is an important east-west connection.



*Sketch showing how future development might allow for extension of existing streets through the existing shopping center site.*



## Policy Area C4: South of Ridge Road & West of Prosperity Church Road

### Context:

Largely undeveloped site with pond and existing church.

### Intent:

Connected and street-oriented retail, employment, and civic uses centered on the existing pond as a significant open space.

### Land Use

1. **Future land use should be a mix of uses** – retail/service, office, and institutional; (residential uses are only appropriate if vertically integrated with other uses). Larger development parcels (larger than about 5 acres) must include at least two of these uses, such that a single use does not dominate the area. The mix of uses may be vertical or horizontal, but must be designed and connected to create a unified walkable place.
2. **Retail development should include a variety of small shop space** for uses such as retailers, offices, and restaurants. No single retail tenant space should exceed 20,000 square feet on the ground floor.
3. **The existing pond should remain and be incorporated into a significant open space.** There could be small retail uses along a realigned McKay Road and the extension of Highland Shoppes Drive.
4. **The existing church facility is expected to remain.** In the event of redevelopment, appropriate uses would be the same as the remainder of this policy area.
5. **Surplus NCDOT right of way should be used as open space** in conjunction with land around the pond. This property is located along the I-485 frontage road and was left over from the construction of I-485.
6. **Additional land uses with drive-through facilities and/or gasoline pumps** are not appropriate at this location. The area in combination with area C1 is already well served by several drive-through facilities in place or approved.

### Community Design

*refer also to General Policies starting on Page 49*

7. **Development should be compact,** pedestrian-oriented, and well-connected internally, and to surrounding development.



*Policy Area Location*



*Policy Area Recommended Future Land Use*



*The existing pond should remain as a significant open space, with possible small retail uses on the perimeter. (Photo from residents' inspiration collection.)*



8. **New buildings should be oriented toward streets**, with the majority of parking located to the side or rear of buildings. Shared parking and/or structured parking is encouraged.
9. **The ground floor of buildings should be designed to activate streets and open space** through a combination of design techniques that may include: Non-residential ground floor uses with clear glass windows and prominent entrances with operable doors allowing access from the sidewalk; and/or Building corners that feature prominent entrances and distinctive architectural design. Multi-story buildings are encouraged.
10. **Landscaping, architectural features**, materials and other techniques should be used to tie development together to establish a sense of place.
11. **Development should recognize the existing pond as a key open space element**. Any additional required open space should build upon this unique amenity, and ground floor uses should orient to it or to the adjacent street.
12. **Parks and open spaces should be oriented toward building entries** and strategically located near pedestrian walkways to create desirable gathering destinations. Consolidation of required open space is encouraged.
14. **Build a network of local streets** as development occurs. Block spacing should be 500 feet or less.
15. **Extend Highland Shoppes Drive** through the site to connect to Benfield Road as a local public street, and make a street network connection north to Ridge Road.
16. **Provide for the relocation of McKay Road** to intersect with the Highland Shoppes Drive extension and to align with the Aldi/Rite Aid Driveway. Consider an enhanced extension north to Ridge Road in the event of redevelopment.

### Open Space

*refer also to General Policies starting on Page 73*

17. **Incorporate open space** such as plazas, gazebos, courtyards, fountains, and play areas, into new development. Design these spaces to maximize common or shared access and to encourage outdoor dining socializing and larger community gatherings.
18. **The existing pond should remain** and be incorporated into a significant open space. This could include passive open space, walking trails, and community amphitheater, as well as potential small scale, well integrated retail/ commercial/ restaurant uses that take advantage of water orientation.
19. **Surplus NCDOT right of way should be used as open space** in conjunction with land around the pond.
20. **When feasible, connect open space** to existing and planned greenways and other open space amenities to establish an area-wide network.

### Mobility

*refer also to Transportation Policies starting on Page 60*

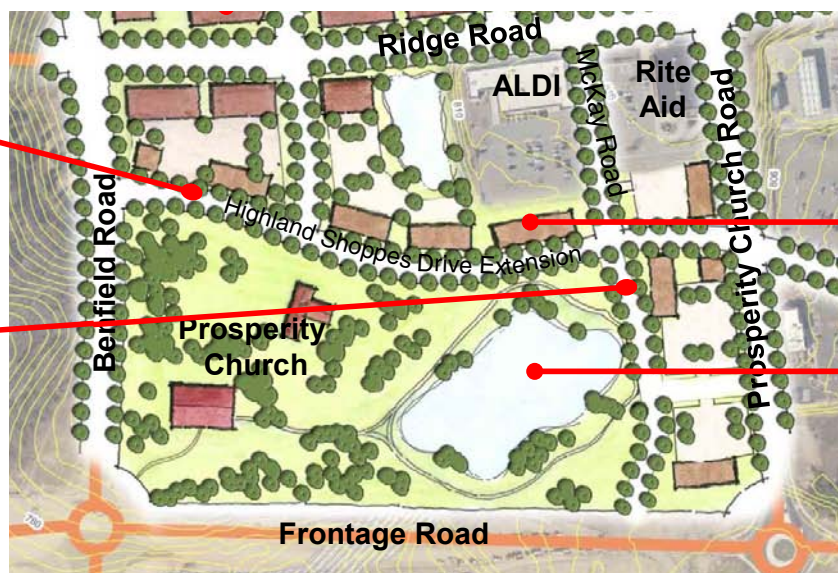
13. **Complete improvements to Prosperity Church Road, Benfield Road, and Craven Thomas Road** (the I-485 service road), to include planting strips or amenity zones, sidewalks, on-street parking, and bike lanes.

#### New Street Connection

east-west connecting Highland Shoppes Drive to Benfield Road supports Activity Center mobility.

#### Relocation of McKay Road

provides north-south movement and improve intersection and site access functionality.



#### Retail and Office

Uses that orient to the pond and to the new street connections knits the Activity Center together.

#### Open Space

Use of existing pond as an amenity serves the community as a central gathering location.

*Sketch showing the extension of Highland Shoppes Drive through the policy area to Benfield Road, and the relocation of McKay Road. The pond is shown as a significant open space in this illustrative development scenario.*



## Activity Center North Edge

### Policy Areas:

C5, C6, and C7

### Policy Area C5:

West of Benfield Road, between I-485 and the future Ridge Road Extension

### Context:

Small vacant property at the interchange, immediately adjacent to a single family neighborhood.

### Intent:

Residential development up to attached townhome style buildings (with secondary office and retail uses).

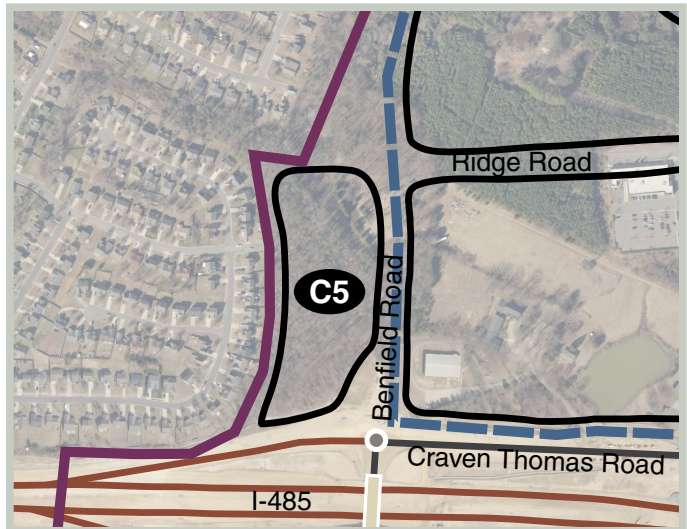
### Land Use

1. **Future land use should be residential** at an intensity no greater than 8 dwelling units per acre (such as an attached townhome style building).
2. **Residential development could have a secondary retail and/or office component** fronting Benfield Road if designed and integrated with the residential uses to create a unified walkable place. The mix of uses may be vertically or horizontally integrated.
3. **Additional land uses with drive-through facilities and/or gasoline pumps** are not appropriate at this location because of its close proximity to single family residential and its limited vehicular points of access.

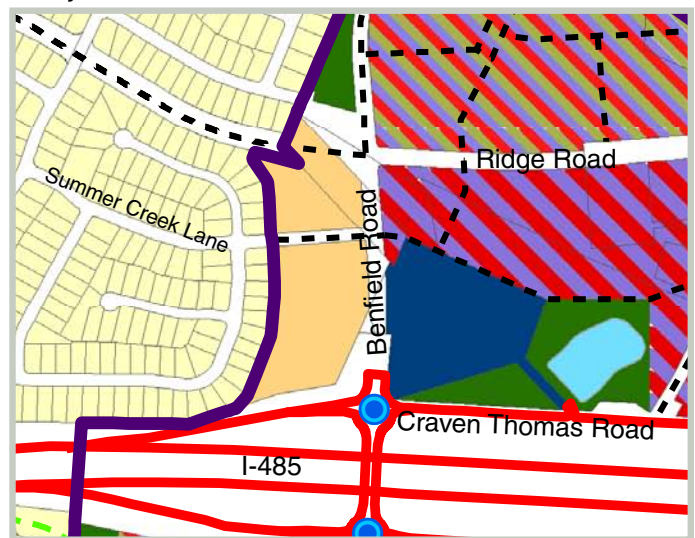
### Community Design

*refer also to General Policies starting on Page 49*

4. **Development should be compact**, pedestrian-oriented, and well-connected internally, and to surrounding development.
5. **New buildings should be oriented toward streets**, with the majority of parking located to side or rear of buildings.
6. **Residential uses should be oriented to the street.** The front door of single-family detached, attached and townhouse units should have direct connections to the sidewalk where feasible. To provide a sense of privacy for first floor residents, buildings should have an appropriately designed front yard setback from the sidewalk. This typically would be 8', resulting in a setback from the curb of 22' to 24'. Alternative approaches that provide a sense of privacy also may be appropriate, such as increasing the setback, installing additional landscaping, and/or raising the first floor (providing vertical separation).



Policy Area Location



Policy Area Recommended Future Land Use



7. **The intensity of residential development should transition in height and scale** to adjacent single family areas. Building placement also should be sensitive to these areas.
8. **The ground floor of buildings should be designed to activate streets and open space** through a combination of design techniques that may include: Non-residential ground floor uses with clear glass windows and prominent entrances with operable doors allowing access from the sidewalk; Building corners that feature prominent entrances and distinctive architectural design; and/or Residential development with direct connections to the sidewalk for ground floor units where feasible.
9. **Landscaping, architectural features**, materials and other techniques should be used to tie development together to establish a sense of place.

### **Mobility**

*refer also to Transportation Policies starting on Page 60*

10. **Complete construction of Benfield Road and Ridge Road**, to include planting strips or amenity zones, sidewalks, on-street parking, and bike lanes.
11. **Build a network of local streets** as development occurs. Block spacing should be 500 feet or less.
12. **Build extension of Summer Creek Lane** to Benfield Road.
13. **Extend Ridge Road** from Prosperity Church Road to Eastfield Road as a two-lane Avenue with sidewalks, bike lanes, and planting strips.

### **Open Space**

*refer also to General Policies starting on Page 73*

14. **Incorporate open space** such plazas, gazebos, courtyards, fountains, and play areas, into new development. Design these spaces to maximize common or shared access and to encourage outdoor dining, socializing and other small gatherings.
15. **When feasible, connect open space** to existing and planned greenways and other open space amenities to establish an area-wide network. (See map on page 14.)



## Policy Area C6: Ridge Road at Prosperity Ridge, north of I-485; site of The Ridge Apartments

### Context:

Existing apartment development.

### Intent:

Residential development up to multi-unit residential buildings.

### Land Use

1. **Future land use should be residential** at an intensity no greater than 22 dwelling units per acre (such as a 2-4 story apartment building).
2. **Residential development could have a secondary retail and/or office component** fronting Craven Thomas Road if designed and integrated with the residential uses to create a unified walkable place. The mix of uses may be vertically or horizontally integrated.
3. **Additional land uses with drive-through facilities and/or gasoline pumps** are not appropriate at this location because of its primary residential use.

### Community Design

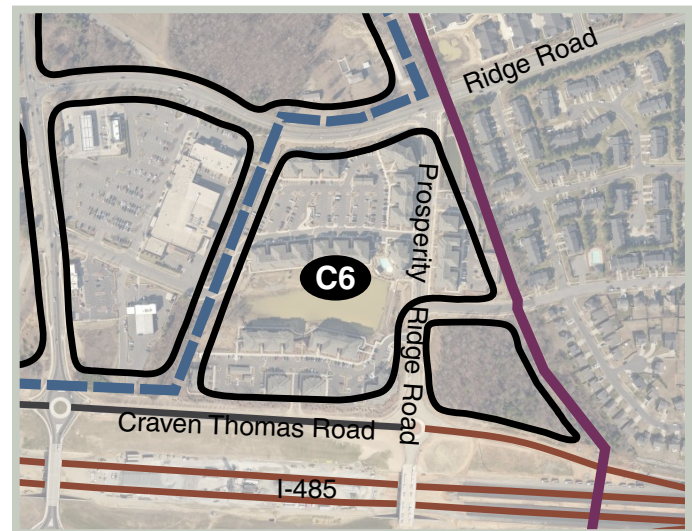
*refer also to General Policies starting on Page 49*

4. **Development should be compact**, pedestrian-oriented, and well-connected internally, and to surrounding development.
5. **New buildings should be oriented toward streets**, with the majority of parking located to the side or rear of buildings. Shared parking and/or structured parking is encouraged.
6. **Landscaping**, architectural features, materials and other techniques should be used to tie development together to establish a sense of place.
7. **Parks and open spaces should be oriented toward building entries** and strategically located near pedestrian walkways to create desirable gathering destinations. Consolidation of required open space is encouraged.

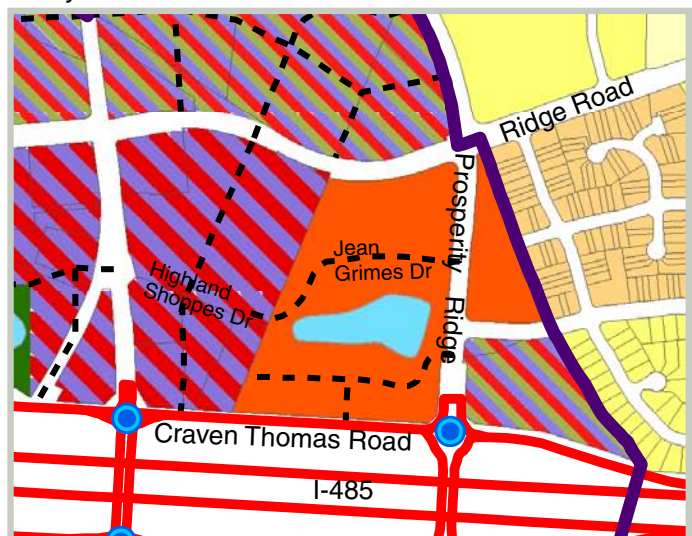
### Mobility

*refer also to Transportation Policies starting on Page 60*

8. **Complete construction of Ridge Road and Prosperity Ridge Road**, to include planting strips or amenity zones, sidewalks, on-street parking, and bike lanes.
9. **Upgrade connection of Jean Grimes Drive** to Highland Shoppes Drive to public street standards.



*Policy Area Location*



*Policy Area Recommended Future Land Use*

### Open Space

*refer also to General Policies starting on Page 73*

10. **Incorporate open space** such as plazas, gazebos, courtyards, fountains, and play areas, into new development. Design these spaces to maximize common or shared access and to encourage outdoor dining, socializing and other small gatherings.
11. **The existing pond should remain as a significant open space amenity.** This could include natural areas, walking trails, and recreational features that take advantage of water orientation.
12. **When feasible, connect open space** to existing and planned greenways and other open space amenities to establish an area-wide network. (See map on page 14.)



## Policy Area C7:

Mixed Use site east of Prosperity Ridge Road, north of I-485

### Context:

Small vacant property at the interchange off-ramp across from the existing apartments.

### Intent:

Connected and street-oriented retail and employment uses (with possible townhome residential use).

### Land Use

1. **Future land use should be one or more of these uses** – retail/service, office, institutional, and residential up to 12 dwelling units per acre.
2. **Moderate density residential uses** (up to 12 du/a) similar to existing townhouse and small lot residential in adjoining areas, are appropriate as a part of the mix of uses. Multi-unit residential buildings such as apartments are not appropriate unless vertically integrated with other uses.
3. **Additional land uses with drive-through facilities and/or gasoline pumps** are not appropriate at this location because of its close proximity to single family residential and its limited vehicular points of access.

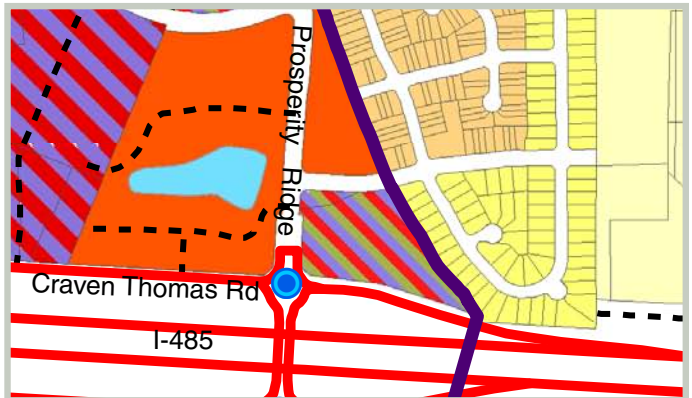
### Community Design

*refer also to General Policies starting on Page 49*

4. **Development should be compact**, pedestrian-oriented, and well-connected internally, and to surrounding development.
5. **Buildings should be oriented toward streets**, with the majority of parking located to the side or rear of buildings. Shared parking is encouraged.
6. **Residential uses should be oriented to the street.** The front door of single-family detached, attached and townhouse units should have direct connections to the sidewalk where feasible. To provide a sense of privacy for first floor residents, buildings should have an appropriately designed front yard setback from the sidewalk. This typically would be 8', resulting in a setback from the curb of 22' to 24'. Alternative approaches that provide a sense of privacy also may be appropriate, such as increasing the setback, installing additional landscaping, and/or raising the first floor (providing vertical separation).
7. **The ground floor of buildings should be designed to activate streets and open space** through a combination of design techniques that may include: Non-residential ground floor uses with clear glass windows and prominent entrances with operable doors allowing access from the sidewalk; Building corners that feature prominent entrances and distinctive architectural design; and/or Residential development with direct connections to the sidewalk for ground floor units where feasible.



Policy Area Location



Policy Area Recommended Future Land Use

8. **Landscaping**, architectural features, materials and other techniques should be used to tie development together to establish a sense of place.
9. **Parks and open spaces** should be oriented toward building entries and strategically located near pedestrian walkways to create desirable gathering destinations. Consolidation of required open space is encouraged.

### Mobility

*refer also to Transportation Policies starting on Page 60*

10. **Complete construction of Prosperity Ridge Road**, to include planting strips, sidewalks, on-street parking, and bike lanes.

### Open Space

*refer also to General Policies starting on Page 73*

11. **Incorporate open space** such as plazas, gazebos, courtyards, fountains, and play areas, into new development. Design these spaces to maximize common or shared access and to encourage outdoor dining, socializing and other small gatherings.
12. **A portion of this area is located within established water quality buffers.** Feasibility of development may depend on location in relation to these buffers.
13. **When feasible, connect open space** to existing and planned greenways and other open space amenities to establish an area-wide network. (See map on page 14.)



## Activity Center South Core

### Policy Areas:

C8, C9, and C10

### Policy Area C8:

West of Benfield Road just south of I-485

### Context:

Large undeveloped site with immediate access to and visibility from I-485.

### Intent:

Highly integrated and walkable places with a mix of uses and a focus on employment and supporting uses.

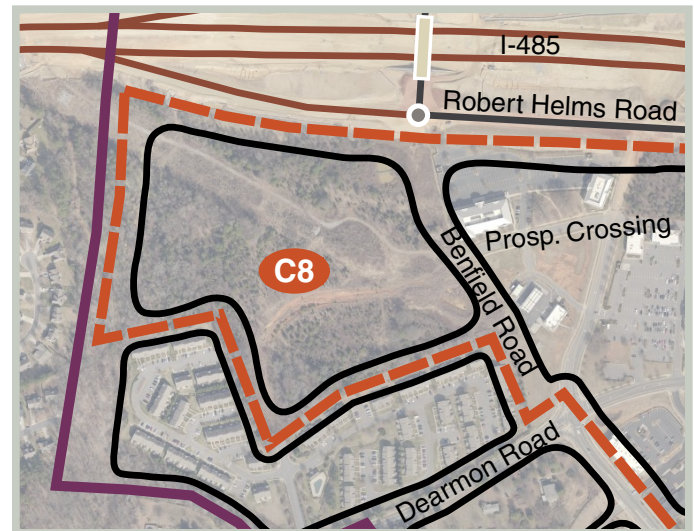
### Land Use

1. **Future land use should be a mix of uses** – retail/service, office, hotel, institutional, and residential. Larger development parcels (larger than about 5 acres) must include at least two of these uses, such that a single use does not dominate the area. The mix of uses may be vertical or horizontal, but must be designed and connected to create a unified walkable place.
2. **Moderate density residential uses (up to 22 du/a) are only appropriate as part of a development with a vertical or horizontal mixture of uses** incorporating non-residential elements.
3. **Retail development may include an anchor use** of up to about 50,000 square feet on the ground floor. The anchor use should be complemented by small shop space (retail, office, restaurants). The intent is to provide for vital street-oriented activity within the area.
4. **Land uses with drive-through facilities** should be limited, but may be appropriate near the I-485 off-ramp if designed according to the guidelines for such uses in the Community Design section of this document; they should not be located along Benfield Road or the extension of Prosperity Crossing Road. Land uses with gasoline pumps are not appropriate at this location due to the proximity to similar existing facilities.

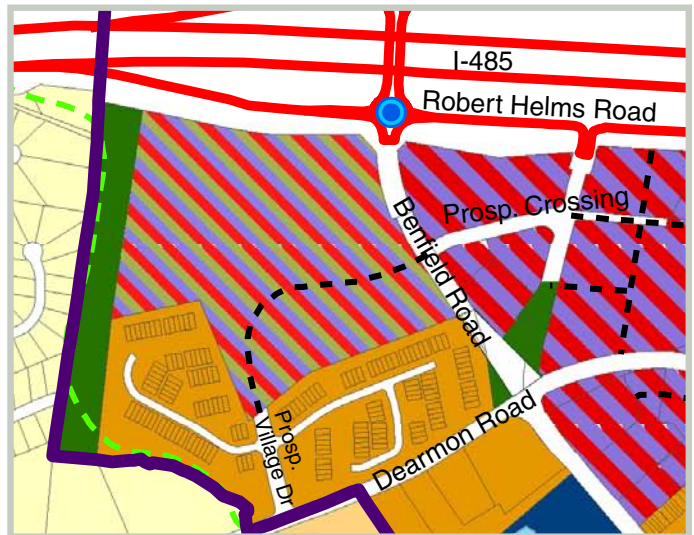
### Community Design

*refer also to General Policies starting on Page 49*

5. **Development should be compact**, pedestrian-oriented, and well-connected internally, and to surrounding development.
6. **New buildings should be oriented toward streets**, with the majority of parking located to the side or rear of buildings. Shared parking and/or structured parking is encouraged.



Policy Area Location



Policy Area Recommended Future Land Use



*Landscape features can be used to tie together elements on different developments in the larger area.*



7. **Development is encouraged to include a variety of housing options** such as: detached single-family homes, attached single-family homes, townhomes, live/work buildings, and multi-unit residential buildings. The visual mass of buildings should be broken up through a combination of design techniques, including but not limited to: variation of architectural styles, building heights, and/or roof pitches to reduce apparent building size; and variation of building mass, scale, and type (such as townhomes and carriage houses mixed with standard apartment buildings).
8. **Residential uses should be oriented to the street.** The front door of single-family detached, attached and townhouse units should have direct connections to the sidewalk where feasible. To provide a sense of privacy for first floor residents, buildings should have an appropriately designed front yard setback from the sidewalk. This typically would be 8', resulting in a setback from the curb of 22' to 24'. Alternative approaches that provide a sense of privacy also may be appropriate, such as increasing the setback, installing additional landscaping, and/or raising the first floor (providing vertical separation).
9. **The ground floor of buildings should be designed to activate streets and open space** through a combination of design techniques that may include: Non-residential ground floor uses with clear glass windows and prominent entrances with operable doors allowing access from the sidewalk; Building corners that feature prominent entrances and distinctive architectural design; and/or Multi-family residential development with direct connections to the sidewalk for ground floor units where feasible. Multi-story buildings are encouraged.
10. **Landscaping**, architectural features, materials and other techniques should be used to tie development together to establish a sense of place.

11. **Parks and open spaces should be oriented** toward building entries and strategically located near pedestrian walkways to create desirable gathering destinations. Consolidation of required open space is encouraged.

### Mobility

*refer also to Transportation Policies starting on Page 60*

12. **Complete improvements to Benfield Road**, to include planting strips or amenity zones, sidewalks, on-street parking, and bike lanes.
13. **Build a network of local streets** as development occurs. Block spacing should be 500 feet or less.
14. **Extend Prosperity Crossing Drive** through the area to connect to Prosperity Village Drive.

### Open Space

*refer also to General Policies starting on Page 73*

15. **Incorporate open space** such as plazas, gazebos, courtyards, fountains, and play areas, into new development. Design these spaces to maximize common or shared access and to encourage outdoor dining, socializing and larger community gatherings.
16. **Create a greenway connector** for pedestrian and bicycle transportation modes as a vital element, extending through the area from the Clarks Creek Greenway to the Activity Center.
17. **When feasible, connect open space** to existing and planned greenways and other open space amenities to establish an area-wide network. (See map on page 14.)



#### Office/Hotel

Prominent multi-story buildings along freeway edge as anchor for the Activity Center South Core.

#### Office/Retail

Retail uses along Benfield Road activates the street and tie to uses on adjoining properties.

#### New Street Connection

Connection from Prosperity Crossing Road to Prosperity Village Road from Benfield Road to DeArmon Road supports Activity Center mobility.

#### Residential

Residential uses at perimeter are compatible with existing townhomes.

*Sketch of an illustrative scenario showing the extension of Prosperity Crossing Road.*



## Policy Area C9: Between Prosperity Church Road and Pros- perity Ridge Road South of I-485

### Context:

Mostly undeveloped with frontage on Robert Helms Road (the I-485 service road).

### Intent:

Highly integrated and walkable places with a mix of uses and a focus on employment and supporting uses.

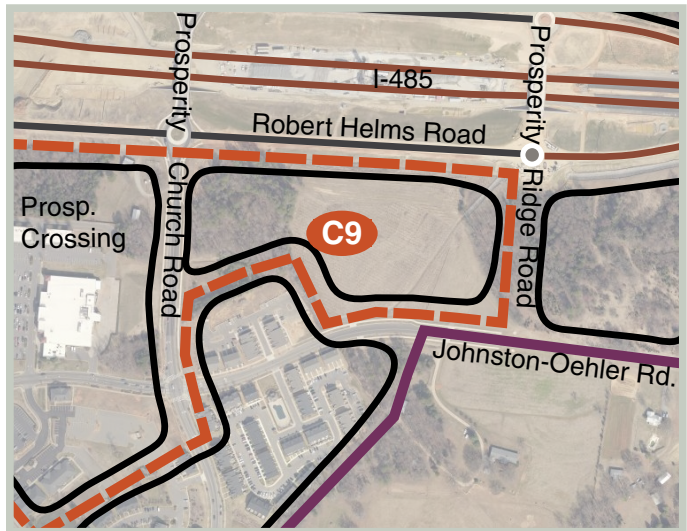
### Land Use

1. **Future land use should be a mix of uses** – retail/service, office, hotel, institutional, and residential. Larger development parcels (larger than about 5 acres) must include at least two of these uses, such that a single use does not dominate the area. The mix of uses may be vertical or horizontal, but must be designed and connected to create a unified walkable place.
2. **Moderate density residential uses** (up to 22 du/a) are only appropriate as part of a development with a vertical or horizontal mixture of uses incorporating non-residential elements.
3. **Retail development should include a variety of small shop space** for uses such as retailers, offices, and restaurants. No single retail tenant space should exceed 20,000 square feet on the ground floor.
4. **Land uses with drive-through facilities and/or gasoline pumps** should be limited, but may be appropriate along Robert Helms Road if in conformance with the Design Guidance for such uses in the Community Design section of this document.

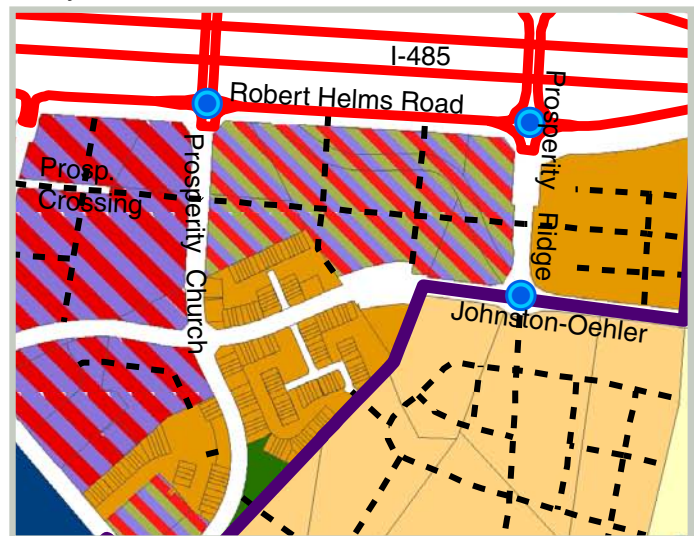
### Community Design

*refer also to General Policies starting on Page 49*

5. **Development should be compact**, pedestrian-oriented, and well-connected internally, and to surrounding development.
6. **New buildings should be oriented toward streets**, with the majority of parking located to the side or rear of buildings. Shared parking and/or structured parking is encouraged.
7. **Development is encouraged to include a variety of housing options** such as: detached single-family homes, attached single-family homes, townhomes, live/work buildings, and multi-unit residential buildings. The visual mass of buildings should be broken up through a combination of design techniques, including but not limited to: variation of architectural styles, building heights, and/or roof pitches to reduce appar-



*Policy Area Location*



*Policy Area Recommended Future Land Use*



*Clear glass windows and prominent entrances help to activate the street.*



ent building size; and variation of building mass, scale, and type (such as townhomes and carriage houses mixed with standard apartment buildings).

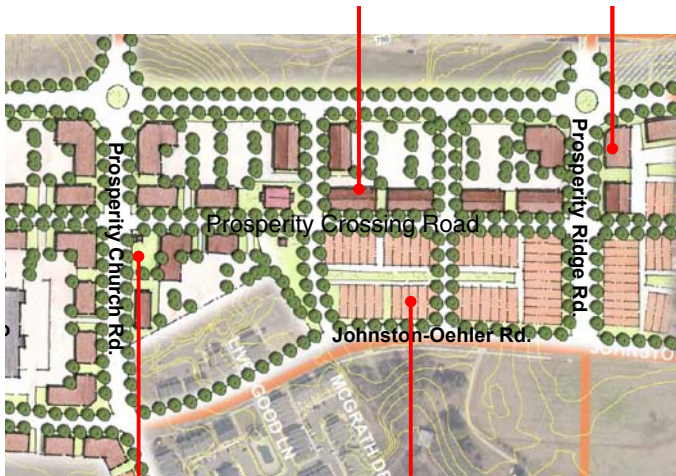
8. **Residential uses should be oriented to the street.** The front door of single-family detached, attached and townhouse units should have direct connections to the sidewalk where feasible. To provide a sense of privacy for first floor residents, buildings should have an appropriately designed front yard setback from the sidewalk. This typically would be 8', resulting in a setback from the curb of 22' to 24'. Alternative approaches that provide a sense of privacy also may be appropriate, such as increasing the setback, installing additional landscaping, and/or raising the first floor (providing vertical separation).
9. **The ground floor of buildings should be designed to activate streets and open space** through a combination of design techniques that may include: Non-residential ground floor uses with clear glass windows and prominent entrances with operable doors allowing access from the sidewalk; Building corners that feature prominent entrances and distinctive architectural design; and/or Multi-family residential development with direct connections to the sidewalk for ground floor units where feasible. Multi-story buildings are encouraged.

#### New Mixed Uses

fronting on extended Prosperity Crossing Road provides a pedestrian experience and street connectivity through the Core of the Activity Center.

#### Retail and Office

as an integrated element of residential uses in adjoining Area 15 ties the Activity Center together.



#### Open Space and Streetfront Retail

along Prosperity Church Road ties the area together.

#### Townhomes

provide a residential option near Activity Center action and tie to existing surroundings.

*Sketch showing an illustrative development scenario with the extension of Prosperity Crossing Road through the site.*

10. **Landscaping**, architectural features, materials and other techniques should be used to tie development together to establish a sense of place.
11. **Parks and open spaces should be oriented toward building entries** and strategically located near pedestrian walkways to create desirable gathering destinations. Consolidation of required open space is encouraged.

#### Mobility

*refer also to Transportation Policies starting on Page 60*

12. **Complete improvements to Prosperity Church Road, Prosperity Ridge Road, Robert Helms Road, and Johnston Oehler Road**, to include planting strips or amenity zones, sidewalks, on-street parking, and bike lanes.
13. **Build a network of local streets** as development occurs. Block spacing should be 500 feet or less, and include additional connections from Robert Helms Road to Johnston Oehler Road.
14. **Extend Prosperity Crossing Drive** through the area to connect from Prosperity Church Road to Prosperity Ridge Road.

#### Open Space

*refer also to General Policies starting on Page 73*

15. **Incorporate open space** such as plazas, gazebos, courtyards, fountains, and play areas, into new development. Design these spaces to maximize common or shared access and to encourage outdoor dining, socializing and larger community gatherings.
16. **When feasible, connect open space** to existing and planned greenways and other open space amenities to establish an area-wide network. (See map on page 14.)



*Future land use should be a mix of uses, as shown here at Phillips Place with office and residential uses over ground level retail.*



## Policy Area C10:

Between Benfield Road and Prosperity Church Road, South of I-485, from Robert Helms Road to south of Johnston-Oehler Road

### Context:

Existing shopping center, medical office buildings, mixed use office/retail, low density office condominiums, and undeveloped sites.

### Intent:

Connected and street-oriented retail and employment uses.

### Land Use

1. **Future land use should be a mix of uses** – retail/ service, office, hotel, and institutional; (residential uses are only appropriate if vertically integrated with other uses). Larger development parcels (larger than about 5 acres) must include at least two of these uses, such that a single use does not dominate the area. The mix of uses may be vertical or horizontal, but must be designed and connected to create a unified walkable place.
2. **Retail development may include an anchor use** of up to about 50,000 square feet on the ground floor. The anchor use should be complemented by small shop space (retail, office, restaurants). The intent is to provide for vital street-oriented activity within the area.
3. **Land uses with drive-through facilities and/ or gasoline pumps** should be limited, but may be appropriate along Robert Helms Road if in conformance with the Design Guidance for such uses in the Community Design section of this document.

### Community Design

*refer also to General Policies starting on Page 49*

4. **Development should be compact**, pedestrian-oriented, and well-connected internally, and to surrounding development.
5. **New buildings should be oriented toward streets**, with the majority of parking located to side or rear of buildings. Shared parking and/or structured parking is encouraged.
6. **The ground floor of buildings should be designed to activate streets and open space** through a combination of design techniques that may include: Non-residential ground floor uses with clear glass windows and prominent entrances with operable doors allowing access from the sidewalk; Building corners that feature prominent entrances and



Policy Area Location



Policy Area Recommended Future Land Use



*Clear glass windows and prominent entrances on non-residential ground floor uses help to activate streets and open space..*



distinctive architectural design; and/or Multi-family residential development with direct connections to the sidewalk for ground floor units where feasible. Multi-story buildings are encouraged.

7. **Landscaping**, architectural features, materials and other techniques should be used to tie development together to establish a sense of place.
8. **Parks and open spaces should be oriented toward building entries** and strategically located near pedestrian walkways to create desirable gathering destinations. Consolidation of required open space is encouraged.

## Mobility

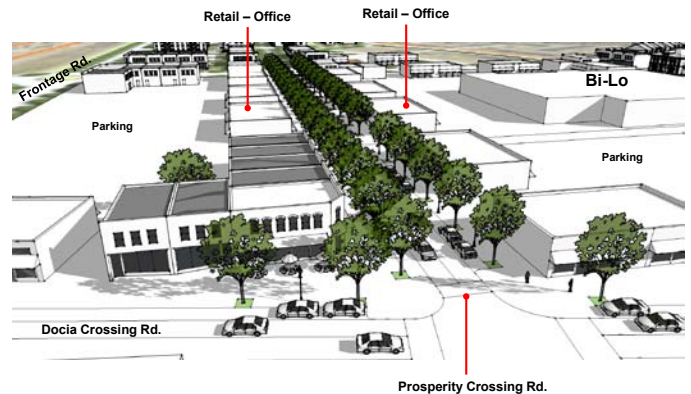
*refer also to Transportation Policies starting on Page 60*

9. **Complete improvements to Prosperity Church Road, Benfield Road, Johnston Oehler Road, and Docia Crossing Road**, to include planting strips or amenity zones, sidewalks, on-street parking, and bike lanes.
10. **Build a network of local streets** as development or redevelopment occurs. Block spacing should be 500 feet or less.
11. **Extend Prosperity Crossing Drive** through the site to connect to Prosperity Church Road.

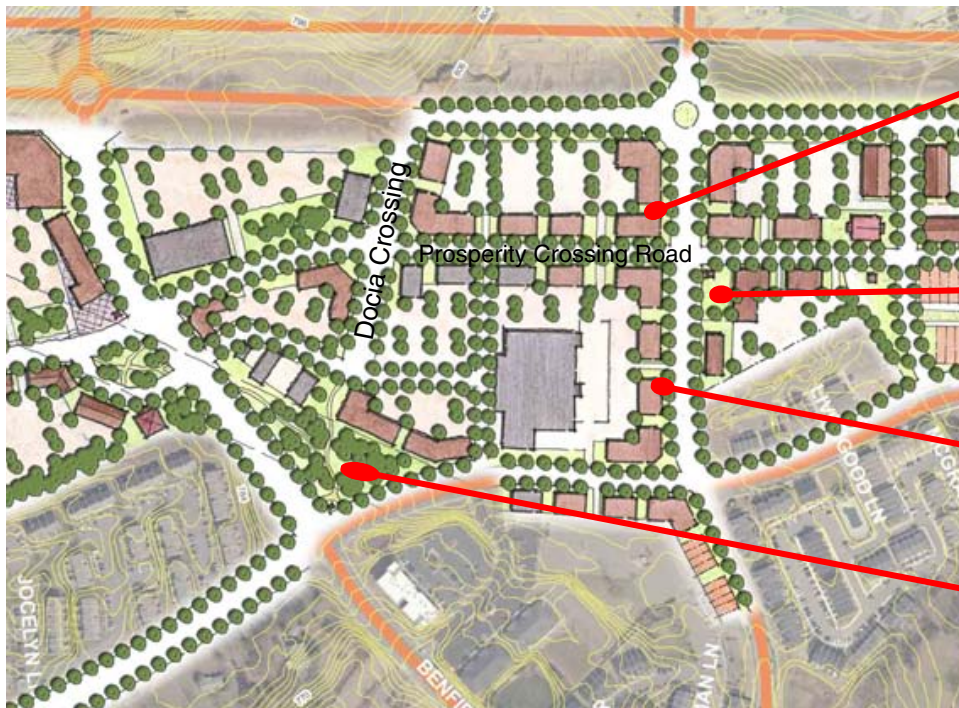
## Open Space

*refer also to General Policies starting on Page 73*

12. **Incorporate open space** such as plazas, gazebos, courtyards, fountains, and play areas, into new development. Design these spaces to maximize common or shared access and to encourage outdoor dining, socializing and other small gatherings.
13. **When feasible, connect open space** to existing and planned greenways and other open space amenities to establish an area-wide network. (See map on page 14.)



*An aerial perspective view showing how streetfront development could look along the extended Prosperity Crossing Road.*



### Streetfront Retail/Office

fronting on extended Prosperity Crossing Road provides a pedestrian experience and street connectivity through the Core of the Activity Center.

### Small Open Space

at strategic locations throughout the Activity Center improves the pedestrian experience.

### Retail/Office Uses

built on available land serves to screen the existing grocery store loading area.

### Open Space Element

added on former right of way of what is now Docia Crossing can become part of a network of connecting open space between parcels.

*Sketch showing the extension of Prosperity Crossing Road, and streetfront mixed use development facing onto it. Small open spaces add to the pedestrian experience.*



## Activity Center South Edge

### Policy Areas:

C11, C12, C13, C14, and C15

### Policy Area C11: Existing Townhome Developments, South Edge Area

### Context:

Several existing townhome developments.

### Intent:

Continued residential development of a density similar to or less than the existing townhome communities in the policy area.

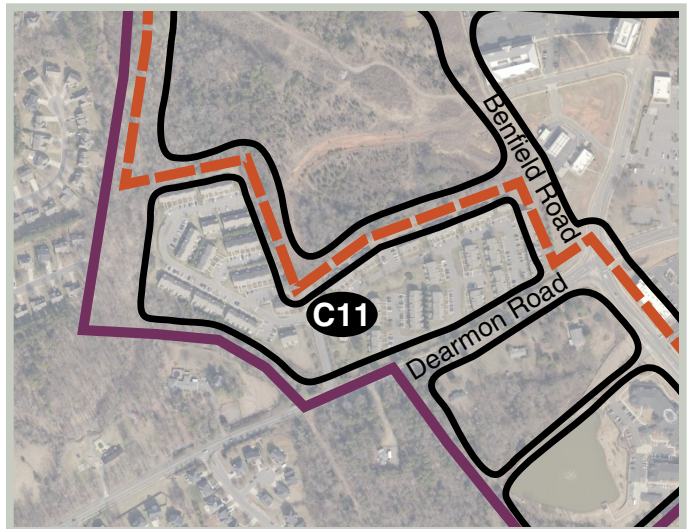
### Land Use

1. **Future land use should be residential at a density no greater than 12 dwelling units per acre** (such as an attached townhome style building). Multi-unit residential buildings such as apartments are not appropriate at these locations.

### Community Design

*refer also to General Policies starting on Page 49*

2. **Development should be compact**, pedestrian-oriented, and well-connected internally, and to surrounding development.
3. **Residential uses should be oriented to the street.** The front door of single-family detached, attached and townhouse units should have direct connections to the sidewalk where feasible. To provide a sense of privacy for first floor residents, buildings should have an appropriately designed front yard setback from the sidewalk. This typically would be 8', resulting in a setback from the curb of 22' to 24'. Alternative approaches that provide a sense of privacy also may be appropriate, such as increasing the setback, installing additional landscaping, and/or raising the first floor (providing vertical separation).
4. **The intensity of residential development should transition in height and scale to adjacent single family areas.** Building placement also should be sensitive to these areas.
5. **Landscaping**, architectural features, materials and other techniques should be used to tie development together to establish a sense of place.



Policy Area Location A

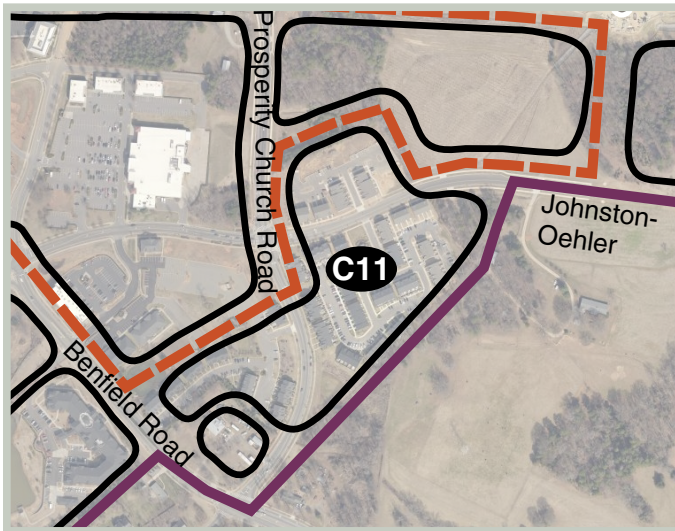


Policy Area Recommended Future Land Use A



Residential buildings face the street and include a front yard.





Policy Area Location B



Policy Area Recommended Future Land Use B

6. **Parks and open spaces should be oriented toward building entries** and strategically located near pedestrian walkways to create desirable gathering destinations. Consolidation of required open space is encouraged.

#### Mobility

*refer also to Transportation Policies starting on Page 60*

7. **Complete improvements to adjacent major thoroughfares**, to include planting strips or amenity zones, sidewalks, on-street parking, and bike lanes.
8. **Build a network of local streets** as development occurs. Block spacing should be 500 feet or less.

#### Open Space

*refer also to General Policies starting on Page 73*

9. **Incorporate open space** such as plazas, gazebos, courtyards, fountains, and play areas, into new development. Design these spaces to maximize common or shared access.
10. **When feasible, connect open space** to existing and planned greenways and other open space amenities to establish an area-wide network. (See map on page 14.)



## Policy Area C12: Corner of Benfield and DeArmon Roads

### Context:

Large lot single family residential use.

### Intent:

Residential development up to attached townhome style buildings (with secondary office and retail uses)

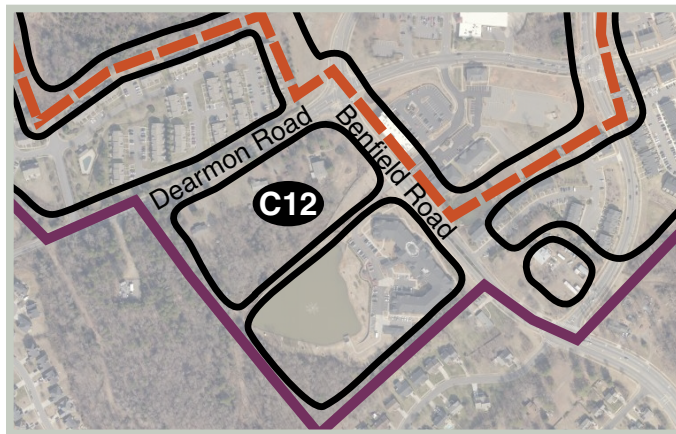
### Land Use

1. **Future land use should be residential at a density no greater than 12 dwelling units per acre** (such as an attached townhome style building). Multi-unit residential buildings such as apartments are not appropriate at these locations.
2. **Residential development could have a secondary retail and/or office component** fronting Benfield Road if designed and integrated with the residential uses to create a unified walkable place. The mix of uses may be vertically or horizontally integrated.
3. **Additional land uses with drive-through facilities and/or gasoline pumps** are not appropriate at this location. The intent is for this area to be primarily residential and walkable.

### Community Design

*refer also to General Policies starting on Page 49*

4. **Development should be compact**, pedestrian-oriented, and well-connected internally, and to surrounding development.
5. **Buildings should be oriented toward streets**, with the majority of parking located to side or rear of buildings. Shared parking is encouraged.
6. **Residential uses should be oriented to the street.** The front door of single-family detached, attached and townhouse units should have direct connections to the sidewalk where feasible. To provide a sense of privacy for first floor residents, buildings should have an appropriately designed front yard setback from the sidewalk. This typically would be 8', resulting in a setback from the curb of 22' to 24'. Alternative approaches that provide a sense of privacy also may be appropriate, such as increasing the setback, installing additional landscaping, and/or raising the first floor (providing vertical separation).
7. **The ground floor of buildings should be designed to activate streets and open space** through a combination of design techniques that may include: Non-residential ground floor uses with clear glass windows and prominent entrances with operable doors allowing access from the sidewalk; Building corners that feature prominent entrances and distinctive architectural design; and/or Multi-family residential development with direct connections to the sidewalk for ground floor units where feasible. Multi-story buildings are encouraged.



*Policy Area Location*



*Policy Area Recommended Future Land Use*

8. **Landscaping**, architectural features, materials and other techniques should be used to tie development together to establish a sense of place.
9. **Parks and open spaces should be oriented toward building entries** and strategically located near pedestrian walkways to create desirable gathering destinations. Consolidation of required open space is encouraged.

### Mobility

*refer also to Transportation Policies starting on Page 60*

10. **Complete improvements to Benfield Road and DeArmon Road**, to include planting strips or amenity zones, sidewalks, on-street parking, and bike lanes.
11. **Build a network of local streets** as development occurs. Block spacing should be 500 feet or less.

### Open Space

*refer also to General Policies starting on Page 73*

12. **Incorporate open space** such as plazas, gazebos, courtyards, fountains, and play areas, into new development. Design these spaces to maximize common or shared access and to encourage outdoor dining, socializing and other small gatherings.
13. **When feasible, connect open space** to existing and planned greenways and other open space amenities to establish an area-wide network. (See map on page 14.)



## Policy Area C13: Benfield Road south of Dearmon Road

### Context:

Existing senior dependent living community.

### Intent:

Continued institutional use as a senior living community to provide for a range of residential options within the Activity Center.

### Land Use

1. **Future land use should be institutional** to allow for continuation of the existing senior living facility.

### Community Design

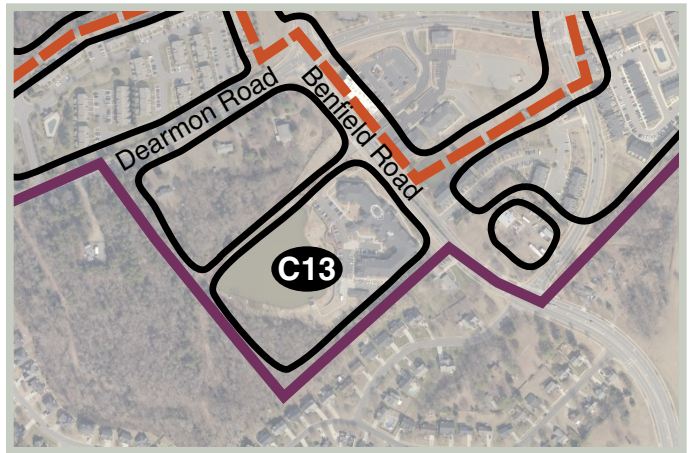
*refer also to General Policies starting on Page 49*

2. **Development should be compact**, pedestrian-oriented, and well-connected internally, and to surrounding development.
3. **New buildings should be oriented toward streets**, with the majority of parking located to side or rear of buildings. Shared parking and/or structured parking is encouraged.
4. **Residential uses should be oriented to the street.** The front door of single-family detached, attached and townhouse units should have direct connections to the sidewalk where feasible. To provide a sense of privacy for first floor residents, buildings should have an appropriately designed front yard setback from the sidewalk. This typically would be 8', resulting in a setback from the curb of 22' to 24'. Alternative approaches that provide a sense of privacy also may be appropriate, such as increasing the setback, installing additional landscaping, and/or raising the first floor (providing vertical separation).
5. **Landscaping**, architectural features, materials and other techniques should be used to tie development together to establish a sense of place.
6. **Parks and open spaces should be oriented toward building entries** and strategically located near pedestrian walkways to create desirable gathering destinations. Consolidation of required open space is encouraged

### Mobility

*refer also to Transportation Policies starting on Page 60*

7. **Complete improvements to Benfield Road**, to include planting strips or amenity zones, sidewalks, on-street parking, and bike lanes.



*Policy Area Location*



*Policy Area Recommended Future Land Use*

8. **Build a network of local streets** to serve any new development that may occur on the property. Block spacing should be 500 feet or less.

### Open Space

*refer also to General Policies starting on Page 73*

9. **Incorporate open space** such as plazas, gazebos, courtyards, fountains, and play areas, into new development. Design these spaces to maximize common or shared access and to encourage outdoor dining, socializing and other small gatherings.
10. **The existing pond should remain** as a significant open space element.
11. **Future development should provide a connection to Clarks Creek Greenway** as part of an area-wide network. (See map on page 14.)



## Policy Area C14: Corner of Prosperity Church and Benfield Roads

### Context:

Large lot single family residential.

### Intent:

Connected and street-oriented retail and employment uses (with possible townhome residential use) as a transition to Wedge residential areas.

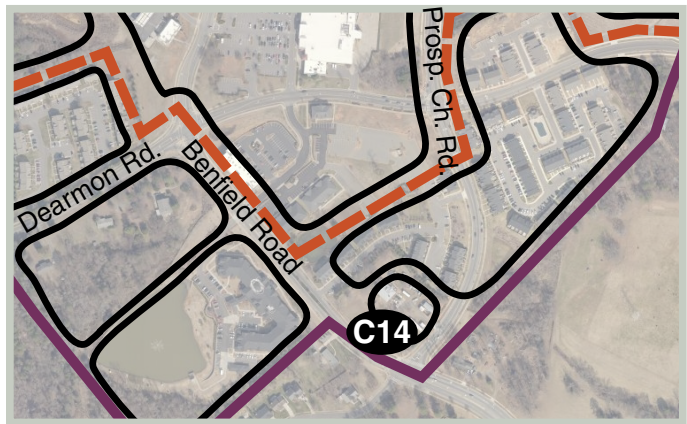
### Land Use

1. **Future land use should be retail/service, office, and/or institutional.** Residential at a density no greater than 12 dwelling units per acre (such as an attached townhome style building) also is appropriate. Multi-unit residential buildings such as apartments are not appropriate at this location.
2. **Retail uses should provide a mix of types** such as small shops and restaurants in support of the surrounding employment and residential uses.
3. **Land uses with drive-through facilities and/or gasoline pumps** are not appropriate at this location. The area abuts existing townhouse development and is across from wedge single family; as such the intent is to provide for a compatible walkable environment.

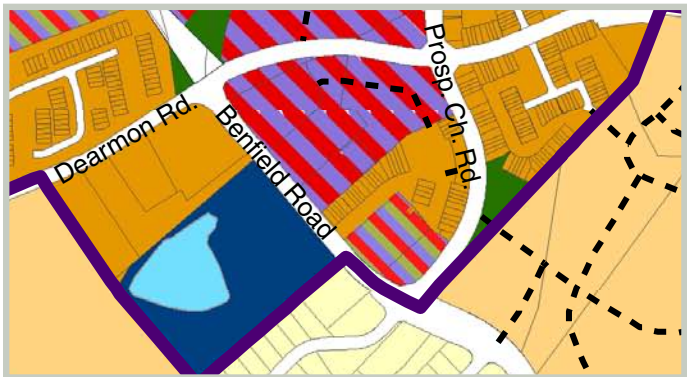
### Community Design

*refer also to General Policies starting on Page 49*

4. **Development should be compact,** pedestrian-oriented, and well-connected internally, and to surrounding development.
5. **Buildings should be oriented toward streets,** with the majority of parking located to side or rear of buildings.
6. **Residential uses should be oriented to the street.** The front door of single-family detached, attached and townhouse units should have direct connections to the sidewalk where feasible. To provide a sense of privacy for first floor residents, buildings should have an appropriately designed front yard setback from the sidewalk. This typically would be 8', resulting in a setback from the curb of 22' to 24'. Alternative approaches that provide a sense of privacy also may be appropriate, such as increasing the setback, installing additional landscaping, and/or raising the first floor (providing vertical separation).
7. **The ground floor of buildings should be designed to activate streets and open space** through a combination of design techniques that may include: Non-residential ground floor uses with clear glass windows and prominent entrances with operable doors allowing access from the sidewalk; Building corners that feature prominent entrances and distinctive architectural



*Policy Area Location*



*Policy Area Recommended Future Land Use*

design; and/or Multi-family residential development with direct connections to the sidewalk for ground floor units where feasible. Multi-story buildings are encouraged.

8. **Landscaping,** architectural features, materials and other techniques should be used to tie development together to establish a sense of place.
9. **Parks and open spaces should be oriented toward building entries** and strategically located near pedestrian walkways to create desirable gathering destinations. Consolidation of required open space is encouraged.

### Mobility

*refer also to Transportation Policies starting on Page 60*

10. **Complete improvements to Benfield Road and Prosperity Church Road,** to include planting strips or amenity zones, sidewalks, on-street parking, and bike lanes.

### Open Space

*refer also to General Policies starting on Page 73*

11. **Incorporate open space** such as plazas, gazebos, courtyards, fountains, and play areas, into new development. Design these spaces to maximize common or shared access and to encourage outdoor dining, socializing and other small gatherings.
12. **When feasible, connect open space** to existing and planned greenways and other open space amenities to establish an area-wide network. (See map on page 14.)



## Policy Area C15: Northeast corner of Prosperity Ridge and Johnston Oehler Roads

### Context:

Undeveloped site adjacent to interchange on-ramp.

### Intent:

Residential development up to attached townhome style buildings (with secondary office and retail uses)

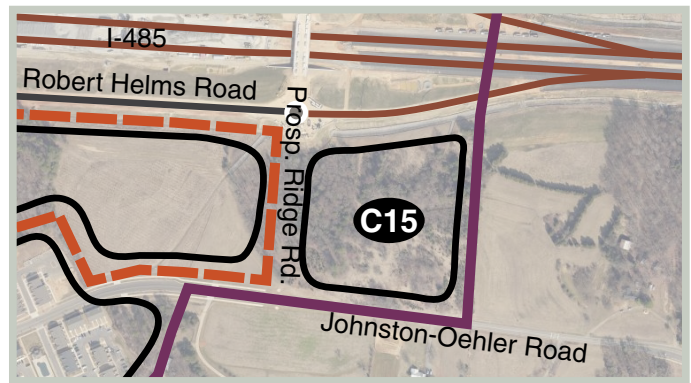
### Land Use

1. **Future land use should be residential at a density no greater than 12 dwelling units per acre** (such as an attached townhome style building). Multi-unit residential buildings such as apartments are not appropriate at these locations.
2. **Residential development could have a secondary retail and/or office component** fronting Prosperity Ridge Road if designed and integrated with the residential uses to create a unified walkable place. The mix of uses may be vertically or horizontally integrated.
3. **Land uses with drive-through facilities and/or gas-line pumps** are not appropriate at this location. The intent is for the area to be primarily walkable residential and provide a transition to adjoining residential areas.

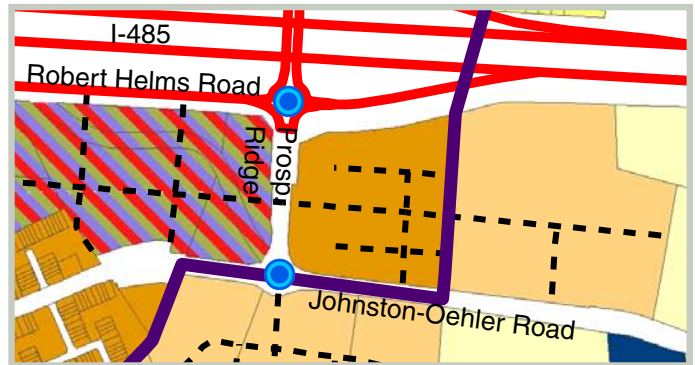
### Community Design

*refer also to General Policies starting on Page 49*

4. **Development should be compact**, pedestrian-oriented, and well-connected internally, and to surrounding development.
5. **Buildings should be oriented toward streets**, with the majority of parking located to side or rear of buildings. Shared parking is encouraged.
6. **Residential uses should be oriented to the street.** The front door of single-family detached, attached and townhouse units should have direct connections to the sidewalk where feasible. To provide a sense of privacy for first floor residents, buildings should have an appropriately designed front yard setback from the sidewalk. This typically would be 8', resulting in a setback from the curb of 22' to 24'. Alternative approaches that provide a sense of privacy also may be appropriate, such as increasing the setback, installing additional landscaping, and/or raising the first floor (providing vertical separation).
7. **The ground floor of buildings should be designed to activate streets and open space** through a combination of design techniques that may include: Non-residential ground floor uses with clear glass windows and prominent entrances with operable doors allowing access from the sidewalk; Building corners that feature prominent entrances and distinctive architectural design; and/or Multi-family residential development with



*Policy Area Location*



*Policy Area Recommended Future Land Use*

direct connections to the sidewalk for ground floor units where feasible. Multi-story buildings are encouraged.

8. **Landscaping**, architectural features, materials and other techniques should be used to tie development together to establish a sense of place.
9. **Parks and open spaces should be oriented toward building entries** and strategically located near pedestrian walkways to create desirable gathering destinations. Consolidation of required open space is encouraged.

### Mobility

*refer also to Transportation Policies starting on Page 60*

10. **Complete improvements to Prosperity Ridge Road and Johnston Oehler Road**, to include planting strips or amenity zones, sidewalks, on-street parking, and bike lanes.
11. **Build a network of local streets** as development occurs. Block spacing should be 500 feet or less.

### Open Space

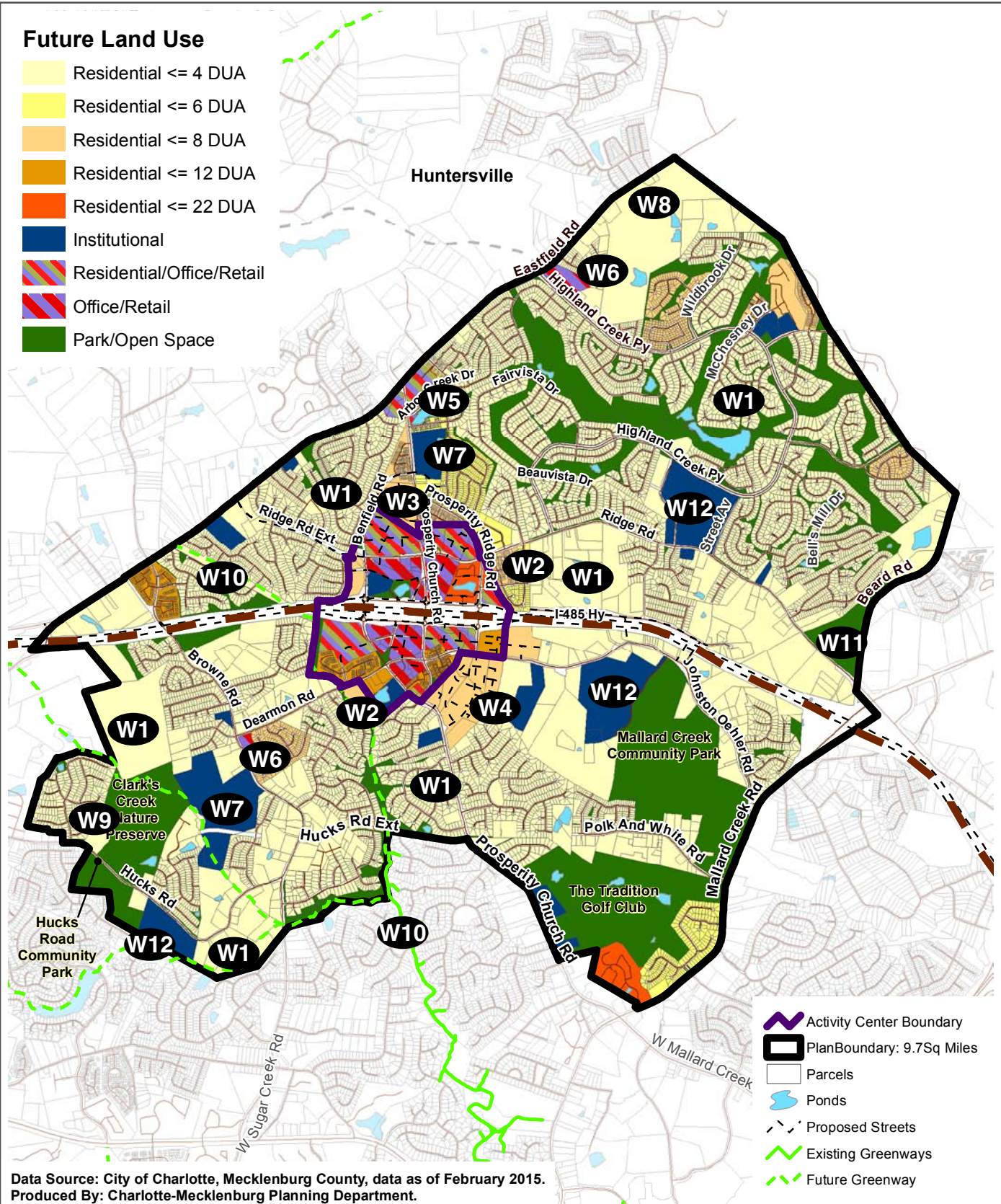
*refer also to General Policies starting on Page 73*

12. **Incorporate open space** such as plazas, gazebos, courtyards, fountains, and play areas, into new development. Design these spaces to maximize common or shared access and to encourage outdoor dining, socializing and other small gatherings.
13. **When feasible, connect open space** to existing and planned greenways and other open space amenities to establish an area-wide network. (See map on page 14.)



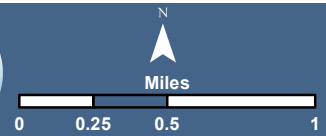
## Future Land Use

- Residential <= 4 DUA
- Residential <= 6 DUA
- Residential <= 8 DUA
- Residential <= 12 DUA
- Residential <= 22 DUA
- Institutional
- Residential/Office/Retail
- Office/Retail
- Park/Open Space



## Wedge Recommended Land Use

### Prosperity Hucks Area Plan





# Wedge

## Wedge Neighborhoods

The Land Use Goal for this area is:

- Maintain the distinctive character of the area's established and emerging neighborhoods, and foster further improvements to quality of life.

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

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

The intent of the land use policies for the Wedge neighborhoods is to preserve the character and integrity of neighborhoods in the Wedge, while improving connectivity and access to green spaces and neighborhood serving land uses. The policies are illustrated on Map 7.

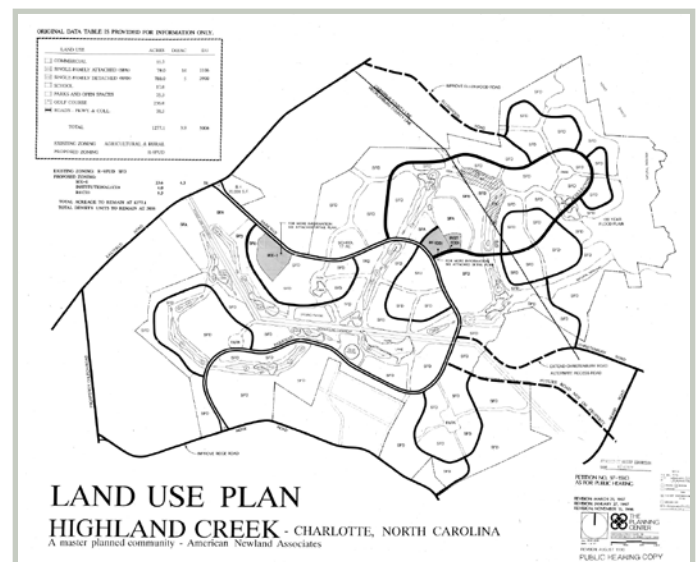
In addition to preserving neighborhood character, the Wedge land use policies will contribute to protection of the environment in areas where it is most vulnerable, mainly around creeks and streams.

## Wedge Neighborhoods Land Use Policies

**W1. Wedge Residential:** Low density residential development, up to four dwelling units per acre (dua), should remain the predominant land use in the Wedge neighborhood areas. In addition to single family homes, the current developments have some slightly higher density residential and neighborhood serving institutional uses at strategic locations.

Throughout the Prosperity Hucks Wedge there remain a few undeveloped areas, generally in the form of large lot residential or small farms. Most of these likely will be developed in the coming years. For these locations, just as for the existing developed area, residential development at up to 4 dua is appropriate.

Small clusters of slightly higher density residential are appropriate at strategic locations as elements of a larger development, such as a small grouping of duplexes or townhouses along the edge of an open space. Neighborhood serving institutional uses also may be appropriate if compatible with surrounding uses. Principal concerns in determining compatibility are massing, scale, and buffers in relation to existing properties. Ample site access and street connectivity not dependent on local residential streets also are a significant factor.



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



## **W2. Residential bordering the Activity Center:**

The blocks generally around the outside edge of the Activity Center are recommended for residential development up to 8 du/a. Townhouses, small lot single family, and other housing forms in this density range are appropriate in these blocks. They are intended to serve as a good transition from the denser mixed use to the surrounding lower density wedge neighborhoods beyond. The area to the northeast of the Activity Center is already largely built out, and is an appropriate model for further development in these areas. Critical to these areas is inclusion of interconnecting local streets. Building designs with rear loaded garages are also important to providing a quality streetscape.

The boundary line between the Activity Center and the Wedge reflects minor changes from that identified in previous planning initiatives.

## **W3. Forest Park Mobile Home Community:**

This community, along with its associated convenience store has been in place since the 1960's, providing one of the most affordable housing alternatives in the area. It is expected to remain for some time to come. In the future, if redeveloped, the site should be residential, at a density up to 8 du/a. Townhouses, small lot single family, and other housing forms in this density range are appropriate in these blocks, serving as a transition to the wedge

neighborhoods. Inclusion of interconnecting local streets is critical to this area; building designs with rear loaded garages are also important to providing a quality streetscape.

## **W4. Prosperity Ridge area south of Johnston-Oehler Road:**

This area is recommended for residential development up to 8 du/a. Townhouses, small lot single family, and other housing forms in this density range are appropriate in these blocks. Completion of Prosperity Ridge Road from Johnston Oehler Road southward to Prosperity Church Road is a critical element of development within this area. New development must include construction of the extension of Prosperity Ridge Road and for a local street network interconnecting to surrounding development. Building designs with rear loaded garages are also important to providing a quality streetscape.

## **W5. Eastfield Road at Prosperity Church Road:**

This intersection is surrounded by the Eastfield Village Center and a development in Huntersville called Huntersville Market, establishing a node of low-scale retail and mixed use. The remaining southwest quadrant of the intersection is appropriate for similar retail and mixed uses that are compatible with the adjoining single family neighborhood. Principal concerns in determining compatibility are massing, scale, and buffers in relation to existing properties.



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



*The wedge area has a number of large residential lots and small farms that may redevelop at some point.*



## **W6. Neighborhood and Convenience**

**Commercial:** Two small sites within the Wedge are shown as appropriate for small commercial uses. Both of these sites are zoned for commercial development and have previously approved site plans. The site at Eastfield Road and Highland Creek Parkway is zoned for up to 100,000 square feet of retail, office, institutional, and recreational uses. The site at DeArmon and Browne Roads is zoned for up to 20,000 square feet of retail, office, institutional, and recreational uses. Future development on the sites should reflect the intent of these approved square footages to complement the surrounding residential areas. Site design should incorporate pedestrian access from the street. Any development should be compatible with the adjoining neighborhoods. Principal concerns in determining compatibility are massing, scale, and buffers in relation to existing properties.

Residential use up to 8 du/a, including single family homes, townhomes, and other housing forms in this density range are appropriate in these locations.

**W7. Institutional areas:** Several large churches are located on prominent parcels within the wedge. These centers of activity serve the community well, and are appropriate uses at these locations. Additional institutional uses, including schools, libraries, religious facilities, assisted living homes, and the like, also would serve the community. In general, other such institutional uses would be appropriate throughout the plan area if compatible with adjoining uses. Principal concerns in determining compatibility are massing, scale, and buffers in relation to existing properties. Ample site access and street connectivity not dependent on local residential streets are also significant factors in determining compatibility.

## **W8. Eastfield Road & Cabarrus County Line:**

Wallace Farm is a sizeable tract of land on Eastfield Road right at the Cabarrus County line, in long-standing agricultural use.

In the future when this tract is redeveloped, it should be predominantly single family residential, consistent with existing surrounding neighborhoods. Small clusters of slightly higher density residential are appropriate at strategic locations as elements of a larger development, such as a small grouping of duplexes or townhouses along the edge of an open space. Because of the tract size, it could be well-suited to larger neighborhood serving institutional uses such as schools, churches, and cultural facilities as well.

**W9. Clarks Creek Nature Preserve:** This 98-acre nature preserve consists of open fields and mature hardwood forest cover. A tributary of Clarks Creek runs through the property. The preserve is an excellent place for wildlife. Every effort needs to be made to minimize the ecological impacts on this valuable natural resource. In particular, a previously planned relocation of Hucks Road will not be built through the Nature Preserve property. Alternative routes to achieve a continuous street connection from Old Statesville Road to Prosperity Church Road will be investigated.



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



**W10. Greenway Extension:** The Clarks Creek and Clarks Creek Tributary Greenways, and the Carolina Thread Trail, will traverse the plan area to link pedestrians and cyclists to Mallard Creek Greenway to the southeast and to the future “Mooreville to Charlotte Trail” to the west, well outside the plan area. Future development within the Prosperity Hucks Area should be carefully planned to serve and to be served by the future park and recreation facilities.

**W11. Ridge Road Natural Heritage Site:** Property at the corner of Ridge and Beard Roads is listed by the NC Department of Environment and Natural Resources (DENR) as a Natural Heritage Site due to the presence of wetlands and rare natural plant and animal life. Named the Ridge Road Hardpan Forest, it is currently owned by the NC Department of Transportation (NCDOT) to provide mitigation for I-485 construction projects. Over time, there have been discussions of management and ownership transfer to the Catawba Lands Conservancy. These discussions need to be finalized to provide for long term preservation of this site in its natural state.

**W12. School Development:** Public schools in the Prosperity Hucks area are overcrowded. The CMS Facilities Master Plan identifies an increasing need for all school levels. There are two proposed schools in the plan area: an elementary on Johnston-Oehler Road, and a middle on Hucks Road. In addition, continuing development will necessitate even more school construction. CMS needs to continue site evaluation and acquisition for further school facilities in close proximity to neighborhoods within the plan area.



# Community Design

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

The Community Design Goal for the plan area is:

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

## Prosperity Activity Center

The continued evolution of the Activity Center is a primary focus of the Community Design element of this plan. The Activity Center should be built around a network of small block pedestrian- and bicycle-friendly streets connected to a robust system of parks, open spaces, and greenways, and allow for parking once and walking to multiple destinations. The center should contain a variety of building types and uses.

The principal design policies for the Activity Center were previously described for each policy area in the preceding Activity Center section of this plan. For additional design guidance, refer to the design policies in the tables following.

Also following in this section are design guidelines for commercial land uses with drive-through facilities and/or gasoline pumps. The locations appropriate for such facilities are noted by Policy Area under “Land Use” in the Activity Center section of this plan.

## Wedge Neighborhoods

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

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

Design guidance for development in the Wedge is provided in the tables on the following pages.



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



## RESIDENTIAL DESIGN POLICIES <sup>1</sup>

### Building Architecture and Site Design

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

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



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



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



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



## RESIDENTIAL DESIGN POLICIES <sup>1</sup>

### Pedestrian and Vehicular Network

Policy Number	Single Family Detached	Single Family Attached and Multi-Family	<i>Providing a safe, accessible and comfortable network of streets, sidewalks and pathways for all modes of transportation is an important step in establishing a livable community. The policies below provide guidance for achieving mobility and connectivity for pedestrians, bicyclists, and automobile drivers. Refer also to the City's <b>Urban Street Design Guidelines (2007)</b> and the Transportation section of this plan.</i>
2A		<ul style="list-style-type: none"><li>•</li></ul>	Provide pedestrian amenities, such as street furniture and pedestrian scale lighting.
2B	<ul style="list-style-type: none"><li>•</li></ul>	<ul style="list-style-type: none"><li>•</li></ul>	Provide bicycle parking in appropriate common areas (for example, near playgrounds, parks, and swimming pools).
2C	<ul style="list-style-type: none"><li>•</li></ul>	<ul style="list-style-type: none"><li>•</li></ul>	Provide pedestrian/bicycle connections to parks, greenways, bikeways and trails.
2D	<ul style="list-style-type: none"><li>•</li></ul>	<ul style="list-style-type: none"><li>•</li></ul>	Design streets with pedestrian safety and comfort in mind.
2E	<ul style="list-style-type: none"><li>•</li></ul>	<ul style="list-style-type: none"><li>•</li></ul>	Encourage shared alleys and other forms of access.
2F	<ul style="list-style-type: none"><li>•</li></ul>	<ul style="list-style-type: none"><li>•</li></ul>	Design street system to calm traffic and enhance pedestrian and bicycle activity.
2G	<ul style="list-style-type: none"><li>•</li></ul>	<ul style="list-style-type: none"><li>•</li></ul>	Align collectors at thoroughfare intersections to promote safe crossings for pedestrians, cyclists, and automobile drivers.
2H		<ul style="list-style-type: none"><li>•</li></ul>	Provide on-street parking to reduce the size of surface parking lots.
2I	<ul style="list-style-type: none"><li>•</li></ul>	<ul style="list-style-type: none"><li>•</li></ul>	<b>Provide controlled vehicular entry points through the use of medians and fewer and more strategically located curb cuts.</b>
2J		<ul style="list-style-type: none"><li>•</li></ul>	Design an internal street system with spine road, including: <ul style="list-style-type: none"><li>• Parallel parking, street trees, and sidewalks.</li><li>• Driveways, secondary streets, and/or pedestrian paths to connect parking lots and primary street.</li><li>• Sidewalks on secondary streets.</li></ul>

<sup>1</sup> Refer to footnote, previous page.



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



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



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



## RESIDENTIAL DESIGN POLICIES <sup>1</sup>

### Natural Environment

Policy Number	Single Family Detached	Single Family Attached and Multi-Family	
			<p><i>These policies provide direction to accommodate growth and change while protecting the natural environment on which we depend, including the quality of our air, water and land.</i></p>
3A	•	•	Provide a meaningful amount of usable and accessible open space. In single family development, this should be common open space.
3B	•	•	Incorporate functional, unique, natural, and/or historical elements into the open space.
3C	•	•	Preserve steep slopes along streams or adjacent to significant natural landscape features.
3D	•	•	Preserve at least 10% of the site as a “tree save area” consistent with the City of Charlotte tree ordinance.
3F	•	•	<b>Design new development and redevelopment to minimize adverse impacts to the tree canopy.</b>
3G	•	•	<b>Encourage ‘green’ site design and building practices especially to reduce stormwater runoff and minimize adverse environmental impacts.</b>
3H	•	•	<b>Activity Center: Design open space in new development to integrate with a network of plazas, parks, green spaces, and trails.</b>
<p><sup>1</sup> Adopted by City Council, the General Development Policies (GDP) provide guidance for the location, intensity and form of future development and redevelopment throughout the community. Many of the residential and mixed/multi-use center policies for the plan area are based upon these adopted GDP policies. Plan policies that appear in standard font are based upon those previously adopted GDP policies. <b>Additional new plan-specific policies are shown in bold font.</b> Plan-specific policies augment the GDP design guidelines.</p>			



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



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



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



## NON-RESIDENTIAL DESIGN POLICIES <sup>1</sup>

### Building Architecture and Site Design

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

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



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



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



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



## NON-RESIDENTIAL DESIGN POLICIES <sup>1</sup>

### Pedestrian and Vehicular Networks

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



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



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



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



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

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



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



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



NON-RESIDENTIAL DESIGN POLICIES <sup>1</sup> Natural Environment					
Policy Number	Retail-Oriented Mixed/Multi-Use	Retail	Office	Mixed use	<i>Site development should respect the natural environment and historical context and landscape of the area.</i>
6A	•	•	•	•	Use a bridge rather than a culvert at existing creeks, where possible. Avoid piping creeks and minimize channelization.
6B	•	•	•	•	Preserve steep slopes along stream beds or adjacent to significant natural landscape features.
6C	•	•	•	•	Consider pervious pavement for overflow parking.
6D	•	•	•	•	Retain existing landscaping, including the tree canopy, where possible.
6E	•	•	•	•	Design new development and redevelopment to minimize adverse impacts to the tree canopy.
6F	•	•	•	•	<b>Encourage innovative building practices such as the use of alternative energy sources and green roofs.</b>
6G	•	•	•	•	<b>Minimize disruption of natural ecosystems.</b>
6H	•	•	•	•	<b>Incorporate conservation efforts to reduce waste and minimize consumption of natural and economic resources.</b>
<sup>1</sup> Adopted by City Council, the General Development Policies (GDP) provide guidance for the location, intensity and form of future development and redevelopment throughout the community. Many of the residential and mixed/multi-use center policies for the plan area are based upon these adopted GDP policies. Plan policies that appear in standard font are based upon those previously adopted GDP policies. <b>Additional new plan-specific policies are shown in bold font.</b> Plan-specific policies augment the GDP design guidelines.					

NON-RESIDENTIAL DESIGN POLICIES <sup>1</sup> Freestanding Interconnected Buildings					
Policy Number	Retail-Oriented Mixed/Multi-Use	Retail	Office	Mixed use	<i>Freestanding single tenant buildings can be classified as either independent or interconnected. Independent buildings function separate of the surrounding complex while interconnected buildings share parking and site amenities with other buildings in the same complex. Typically interconnected buildings are preferred. The design of any freestanding buildings should be sensitive to the surrounding neighborhood, both built and natural environments.</i>
7A	•	•	•	•	Design buildings so that they relate to the overall scale, height, and configuration of the center. If drive-through windows and services are included they must not compromise pedestrian circulation.
7B	•	•	•	•	Design to encourage (and facilitate) pedestrians to walk to the freestanding building from other buildings within the center. The connections should be directly accessible without creating conflicts with automobiles by providing safe pedestrian pathways and crossings.
7C	•	•	•	•	Design the site so that dumpsters, service areas, or auxiliary storage do not interfere with, and are not visible from, the pedestrian circulation area and do not negatively impact surrounding residential areas.
7D	•	•	•	•	Cluster site layout in a village arrangement around shared amenities.
7E	•	•	•	•	<b>Design buildings to address the primary street with minimized setback wherever possible.</b>
7F	•	•	•	•	<b>Encourage 'green' site design and building practices, especially to reduce storm water runoff and provide other environmental benefits.</b>



## Design Guidance for Land Uses with Drive-through facilities and/or gasoline pumps

### Use Characteristics

The Prosperity Hucks Activity Center is located at a highway interchange and is therefore likely to experience significant pressure for development of commercial land uses with drive-through facilities and/or gasoline pumps. While such uses can be desirable and convenient for providing needed goods and services, they present challenges to achieving the plan vision for this area to become a very walkable place with a unique identity. This interchange and supporting street network were designed specifically to facilitate walkability and to create a sense of place by enabling active uses along streets, setting up a network of smaller scale streets and providing for on-street parking in key locations. Typical characteristics of land uses with drive-through facilities and/or gasoline pumps that present challenges to creating this type of environment include:

- High traffic volumes and numerous vehicle movements at access points and within sites;
- Large areas devoted to parking, maneuvering, and stacking of automobiles that detract from a pedestrian friendly environment;
- Buildings occupying a relatively low percentage of the site area and making it difficult to establish a strong street edge;
- Impacts on the surrounding area, especially residential areas, resulting from noise, light, nighttime activity, litter and odor;
- Site designs that do not contribute to pedestrian or bicycle friendly streetscapes;
- Impacts on adjacent streets and site access, particularly due to the location and relationship between drive-through lanes, stacking spaces and site access points; and,
- Conflicts between pedestrians and automobiles at drive-through lanes, building entrances, driveways and parking areas.

### Appropriate Locations

Locations that may be appropriate for uses with drive-through facilities or gas pumps are noted in the Activity Center section of this Area Plan specific to each Policy Area, under Land Use. Several of these facilities already exist or have been approved within the Activity Center, and were taken into consideration in determining new/additional locations. In general, recommendations for appropriate locations were based upon the guidelines below.

Commercial uses with drive-through facilities and/or gasoline pumps should be located:

- within areas appropriate for non-residential development, typically shown as a mixture of uses on the land use map;
- in close proximity and with good access to I-485, such as along the I-485 frontage roads;
- away from existing or approved land uses with drive-through facilities and/or gasoline pumps to avoid the cumulative impacts of these uses;
- in only one quadrant of an intersection so that impacts on the pedestrian environment can be mitigated; and
- away from key place-making streets or locations.

In addition to being located appropriately, these uses should meet the design guidance provided below in Policies 8A and 8B.

### Design Strategies

Site planning and building design strategies can mitigate many of the impacts presented by uses with drive-throughs and/or gasoline pumps through careful placement of buildings and their component parts, the creation of well landscaped areas and attention to massing and scale. The following design guidelines are intended to help ensure designs that are sensitive to and enhance their surroundings, and create a safe and high quality public realm where walking, cycling, and transit use are encouraged.



*This pharmacy in the plan area was designed with the building up to the street edge, entrance at the corner, and parking and drive-through to the rear.*



## Community Design Policy 8A: Uses with Drive-Through Facilities

### **Relationship to the Street**

1. Locate the principal buildings at or near the street with customer entrance doors clearly visible from the street and directly accessible from the sidewalk.
2. Make the majority of the pedestrian level facade facing the street highly transparent with clear glass windows and doors that animate streets and maximize views in and out of the building.
3. Landscape the area in front of blank walls that face streets and use projections, recesses, arcades, awnings, color, and texture to reduce the visual size of any unglazed walls.
4. Locate service and loading areas to the rear or side yards, away from the primary streets, to reduce their visibility.
5. Reinforce the street edge along parking areas by constructing permanent, architectural low walls.

### **Vehicular Access and Parking**

6. Provide only the minimum number of parking spaces required by the Zoning Ordinance.
7. Use shared access and/or other measures to help minimize the number of driveways.
8. Locate drive-through lanes at rear or side yards and not between the building and the street. In certain locations, such as next to residential areas, increased setbacks or additional landscaping and screening may be needed.
9. When multiple drive-through lanes are provided, design any canopies over them so that they are integrated with the overall architectural design of the primary buildings.

### **Walkability/Pedestrian Comfort**

10. Provide continuous and unobstructed pedestrian connections from the street and sidewalks to the buildings.
11. Limit the number and width of driveways and other sidewalk crossings.
12. Enhance the visibility of pedestrian crosswalks with varied pavement treatments and/or raising walkways to curb level.



*This site has a building at the street edge, with drive-through circling on an internal side.*



*The pharmacy at Prosperity Church and Ridge Roads has its parking and drive through internal to the site.*



*This street edge has a permanent low architectural wall to reinforce the street edge in the absence of a building.*



## Community Design Policy 8B: Uses with Gasoline Pumps

### **Relationship to the Street**

1. Locate the principal buildings at or near the street with customer entrance doors clearly visible from the street and directly accessible from the sidewalk.
2. Make the majority of the pedestrian level facade facing the street highly transparent with clear glass windows and doors that animate streets and maximize views in and out of the building.
3. Landscape the area in front of blank walls that face streets and use projections, recesses, arcades, awnings, color and texture to reduce the visual size of any unglazed walls.
4. Locate service and loading areas to the rear or side yards, away from the primary streets, to reduce their visibility.
5. Reinforce the street edge along parking areas by constructing permanent, architectural low walls.

### **Vehicular Access and Parking**

6. Provide only the minimum number of parking spaces required by the Zoning Ordinance.
7. Use shared access and/or other measures to help minimize the number of driveways.
8. If included with primary use, car washed should be:
  - Located to the rear or to the back portion of the site to mitigate traffic impacts;
  - Designed to minimize noise and lighting impacts on adjacent residential or other sensitive uses; and,
  - Designed so that exits face away from abutting residential properties or be fully screened from neighboring residential views.

### **Walkability/Pedestrian Comfort**

9. Provide continuous and unobstructed pedestrian connections from the street and sidewalks to the buildings.
10. Limit the number and width of driveways and other sidewalk crossings.
11. Enhance the visibility of pedestrian crosswalks by using varied pavement treatments and/or raising walkways to curb level.



*This site at a Davidson traffic circle has a convenience store building with clear glass entrances at the street edge.*



*The site plan at Davidson has gasoline pumps and vehicular circulation to the rear of the building.*



*Placing the convenience store building along the street edge defines the street and screens the vehicular elements from pedestrian conflicts and views.*



# Transportation & Streetscape

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

The Transportation Goal for the plan area is:

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

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

## Prosperity Activity Center Street Network

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

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

- New Western Arc Road (Benfield Road)
- Central Route (Prosperity Church Road)
- Eastern Arc segment completions (Prosperity Ridge Road)
- Johnston-Oehler Road (partial new east to west alignment)

Street names have been a point of discussion in the community, with various names used over time. The names used herein reflect the most recent designations.

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

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



The transportation policies are organized into three subsections:

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

The policies are shown on Maps 8 and 9. Each policy is numbered, and the specific location noted on the maps. The policies also are cross referenced by number in the Implementation Guide.

### General Plan Area Transportation Policies

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

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

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

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

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

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

**T5. Seek opportunities to enhance transit service:** As the area's population grows and diversifies, demand for transit service is likely to increase and change. Flexibility and innovation will be needed to meet changing demands and service expectations. Future opportunities to enhance transit service could include such things as adding special services to various destinations, such as airport, schools, light rail, and job centers; and/or creating a hub or central location for use by a variety of transportation providers.



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



## Prosperity Activity Center

### Activity Center Transportation Policies

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

Mobility policies for specific locations within the Activity Center were previously described for each policy area in the preceding Activity Center section of this plan.

#### **T6. Continue to implement a network of thoroughfares to support active transportation in the Activity Center:**

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

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

#### **T7. Create new local streets in the Activity Center:**

Additional connections will provide a more robust system of local streets which, in turn, offer more route choices and shorter trips for all modes of transportation. Smaller blocks also support denser, pedestrian-friendly streetscapes through development within the Activity Center. New local streets will typically be created through the land development process, although some streets or short segments of streets may be constructed as part of City capital projects. Possible general alignments for local streets are identified on Map 8. To support the development, circulation, and walkability of the Activity Center, block spacing should be 500 feet or less.

#### **T8. Facilitate cross-access and parallel connections within the Activity Center:**

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

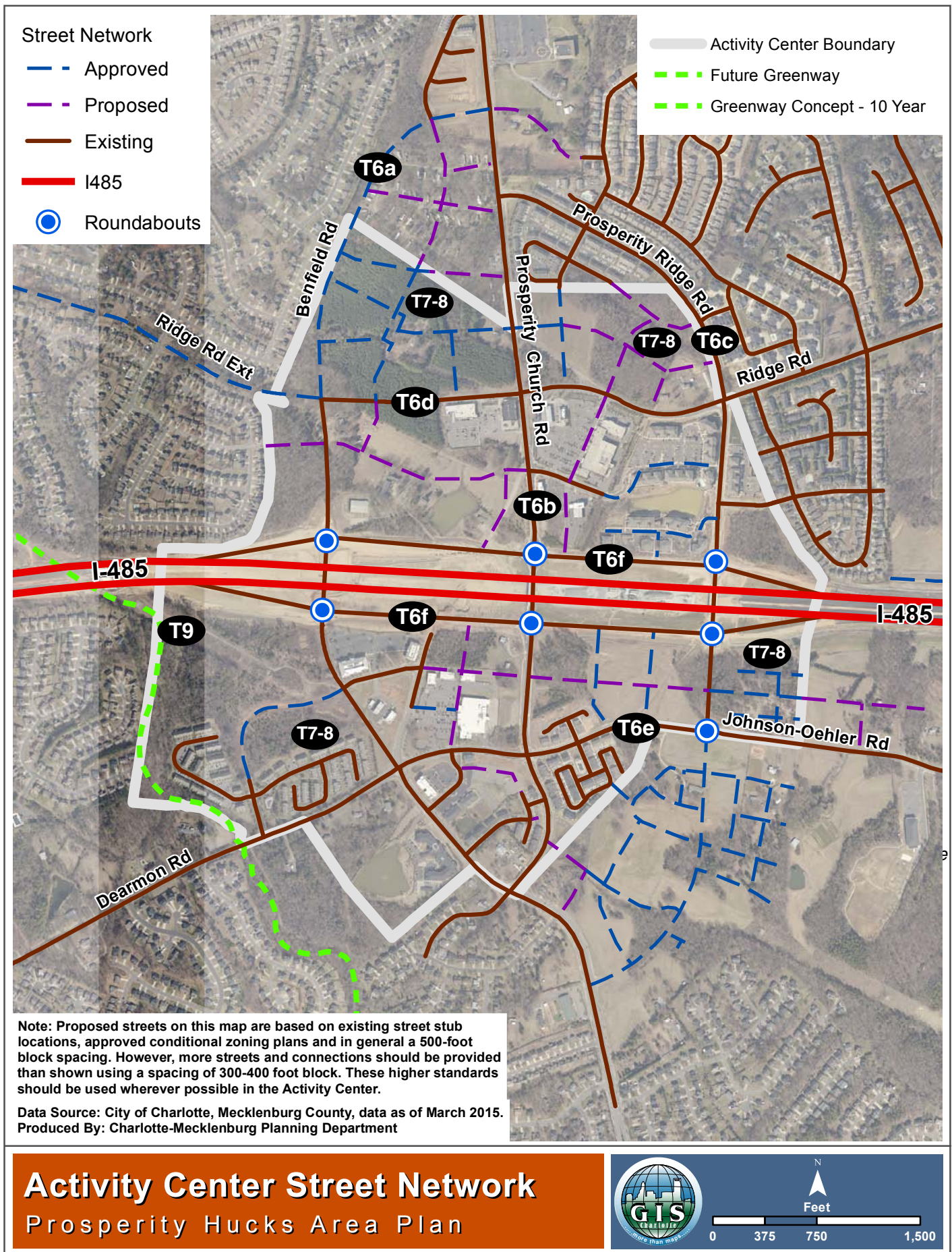
#### **T9. Create an overland connector on DeArmon Road to connect the Activity Center to Clark's Creek Greenway for active transportation modes:**

In order to better facilitate access for pedestrians and bicyclists between Clark's Creek Greenway and the Activity Center, a multi-use path should be considered along DeArmon Road between the greenway and the future Prosperity Church Road alignment.

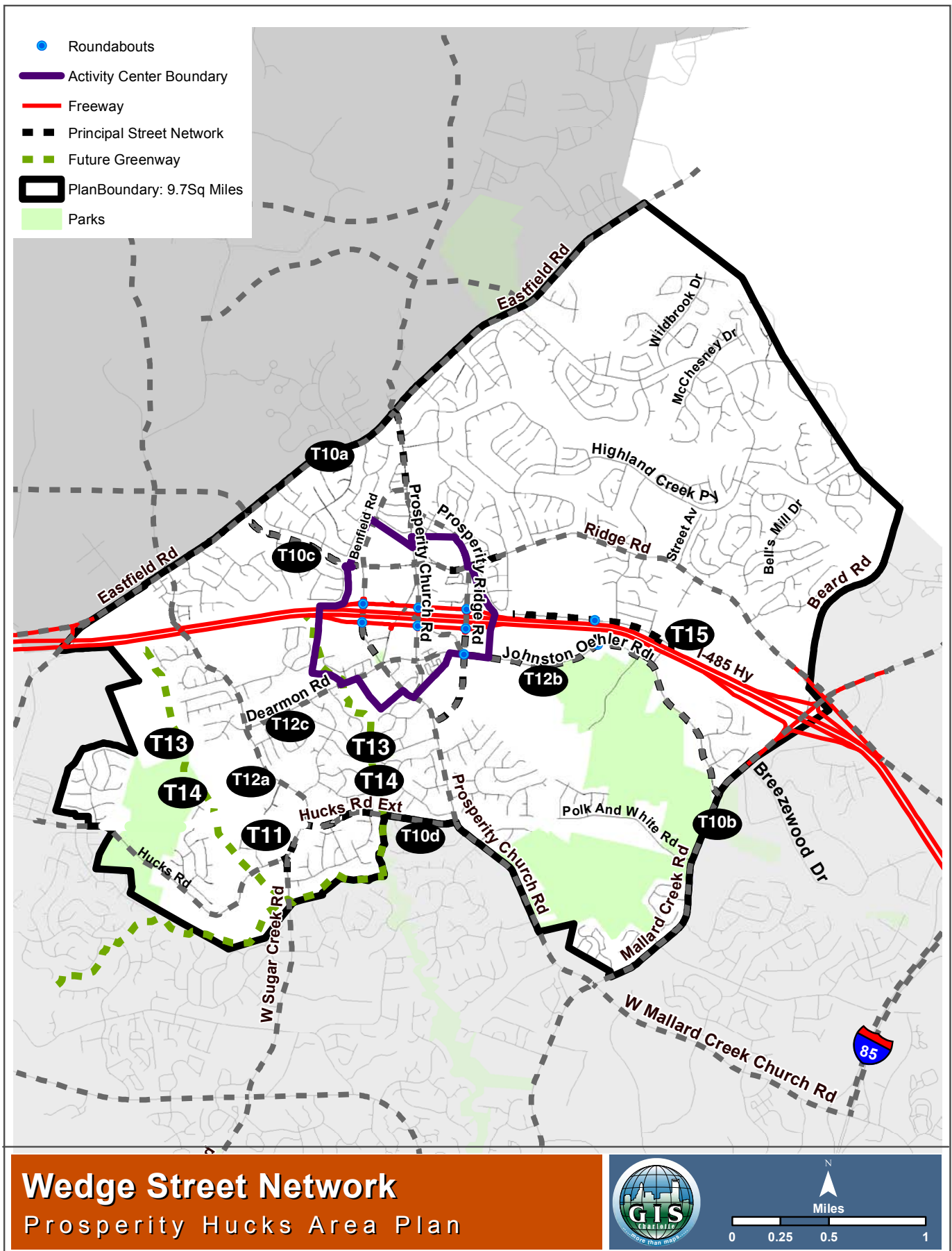


*Sidewalks built as a part of an individual development do not necessarily continue until the next parcel is developed.*











## Wedge Neighborhoods

### Wedge Neighborhood Transportation Policies

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

#### **T10. Extend and widen key thoroughfares:**

The following major thoroughfare projects are recommended to keep pace with area growth and complement accessibility to the Activity Center:

- a. Widen Eastfield Road (from 2 lanes to 4 lanes) from the western plan boundary to the Cabarrus County line;
- b. Widen Mallard Creek Road (from 2 lanes to 4 lanes) from Prosperity Church Road to Breezewood Drive;
- c. Extend Ridge Road (2 lanes) from Prosperity Church Road to Eastfield Road;
- d. Extend Hucks Road (2 lanes) from Prosperity Church Road to Browne Road.

**T11. Realign the Hucks Road Extension between Browne Road and Spring Park Drive to avoid the Clark's Creek Nature Preserve:** The currently adopted alignment in the CRTPO Thoroughfare Plan for the Hucks Road Extension between Browne Road and Spring Park Drive would impact the Clark's Creek Nature Preserve if constructed. The City will work with the Charlotte Regional Transportation Planning Organization and NCDOT to develop and adopt an alternative alignment that does not impact the nature preserve.

**T12. Upgrade Farm-to-Market Roads to accommodate traffic, improve safety and provide transportation choices:** Farm-to-market upgrades include:

- a. Browne Road
- b. Johnston-Oehler Road (in the wedge)
- c. DeArmon Road

**T13. Complete greenways in the Prosperity Hucks area:** Planning of the greenway trail system should be coordinated with the Mecklenburg County Park and Recreation Department and other partners. (See also the Park and Recreation policies contained in the Infrastructure and Public Facilities section of this area plan.)

**T14. Encourage bikeway and pedestrian connections to primary greenways and trails:** Greenways and trails serve both recreation and transportation functions. Tributaries and streams leading to Clark's Creek provide contiguous open spaces, create focal points for development and make key connections to the greenway system. These areas should be considered for dedication during the land development process. (See also the Park and Recreation policies contained in the Infrastructure and Public Facilities section of this area plan.)



*Existing conditions on Highland Creek Parkway (major thoroughfare)*



**T15. The City should consider constructing a second bridge over I-485 between Johnston-Oehler Road and Ridge Road:**

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

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



*Existing DeArmon Road has no sidewalks or bike lanes.*

## Street Cross Sections

The streetscape cross-sections and development standards on the following pages will help shape the character of the future street network. Future cross-sections have been determined for plan area streets except for streets where few changes to existing conditions are anticipated, primarily in residential neighborhoods. These cross-sections have been developed in accordance with the *Urban Street Design Guidelines* (USDG), adopted by City Council in 2007. Map 10 indicates where each of the cross-section types are located, referenced by number.

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

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

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

The street types recommended for the plan area correspond to the street types identified in the USDG. The map on the following page illustrates these street types by category within the plan area.



## Avenues

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



*Example of a Two-lane Avenue cross-section (Seneca Place)*

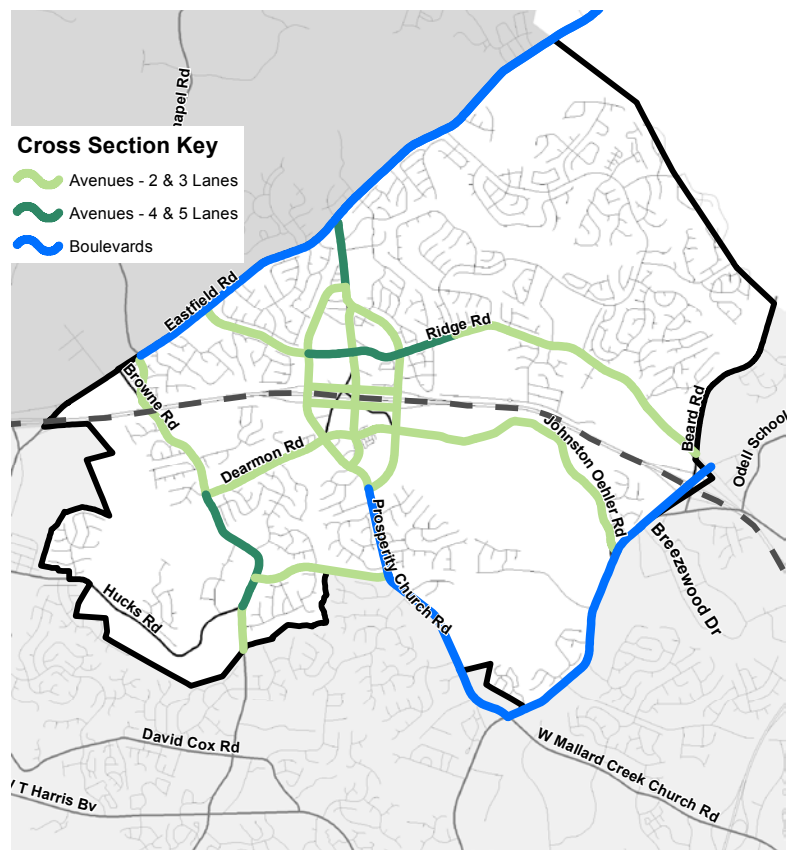
### Two- & Three-Lane Avenues

#### **Activity Center:**

- A1. Benfield Road; Prosperity Ridge Road
- A2. Prosperity Church Road (within Activity Center, Prosperity Church Road at north to Prosperity Ridge Road at south)
- A3. Craven Thomas Road (north); Robert Helms Road (south) (I-485 frontage roads, with 1-way operation)
- A4. DeArmon Road (East of Clark's Creek)
- A5. Johnston-Oehler Road (Benfield Road to Prosperity Ridge Road)

#### **Wedge Neighborhoods:**

- A6. Johnston-Oehler Road (Prosperity Ridge Road to Countryside Montessori School)
- A7. Ridge Road Extension (Eastfield Road to Prosperity Church Road)
- A8. Ridge Road (Highland Creek Parkway to Mallard Creek Road)
- A9. Browne Road (David Cox Road to Hucks Road); Browne Road (DeArmon Road to Eastfield Road); DeArmon Road (West of Clark's Creek)
- A10. Johnston-Oehler Road (Countryside Montessori School to Mallard Creek Road)
- A11. Hucks Road Extension (Browne Road to Prosperity Church Road)



*Street Types by Category*



## Four- & Five-Lane Avenues

### **Activity Center & Wedge:**

- A12. Ridge Road (Benfield Road to Prosperity Church Road)
- A13. Prosperity Church Road (Eastfield Road to Prosperity Ridge Road); Ridge Road (Prosperity Church Road to Highland Creek Parkway)

### **Wedge Neighborhoods:**

- A14. Browne Road (Hucks Road to DeArmon Road)

## Boulevards

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

### **Wedge Neighborhoods:**

- B1. Eastfield Road; Mallard Creek Road (Mallard Creek Church Road to I-485); Prosperity Church Road (Prosperity Ridge Road to Mallard Creek Road)
- B2. Mallard Creek Road (Breezewood Drive to Cabarrus County Line)



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



*Example of Four-lane Avenue cross section.*

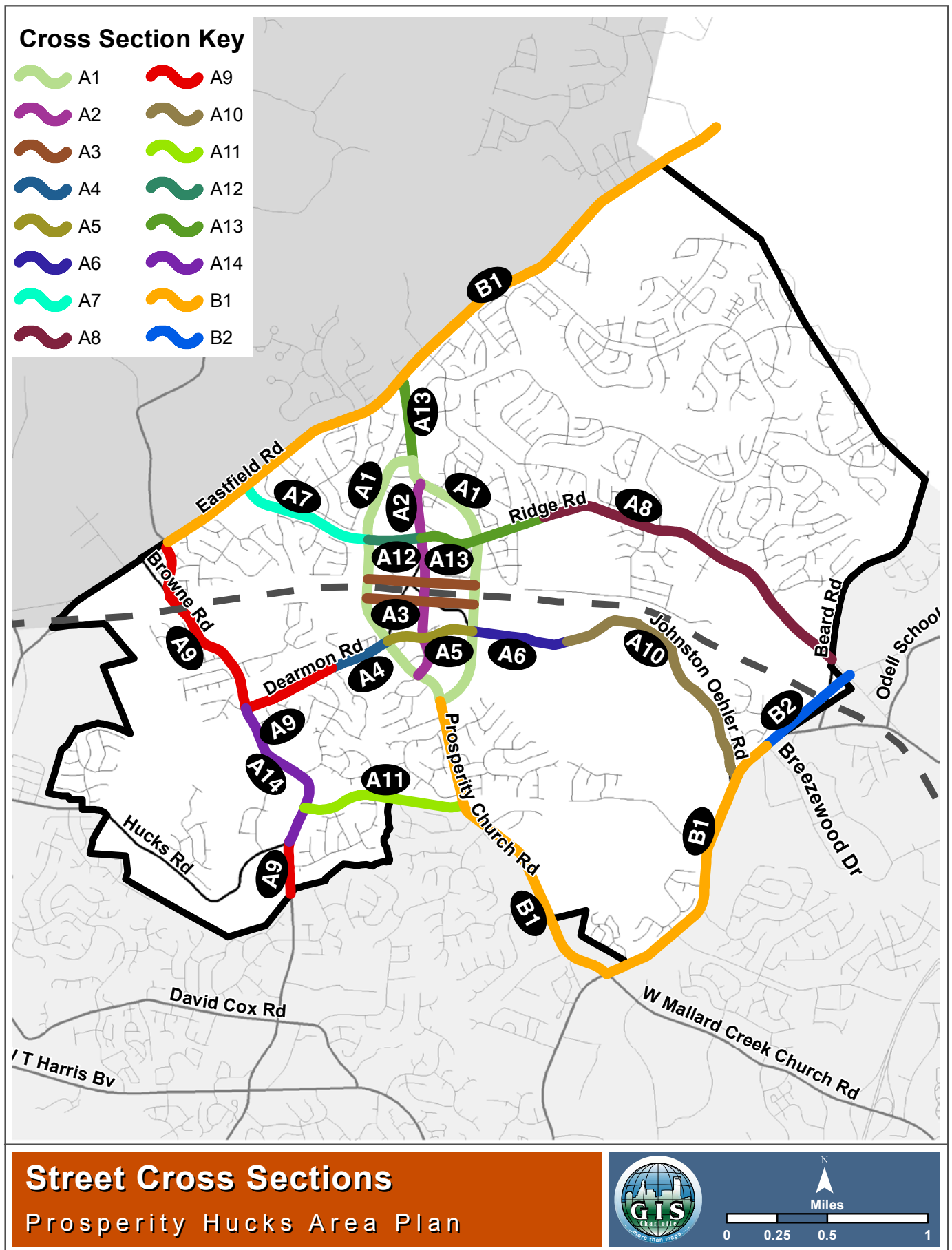
## Local Streets

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



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







## Avenues Two- & Three-Lane



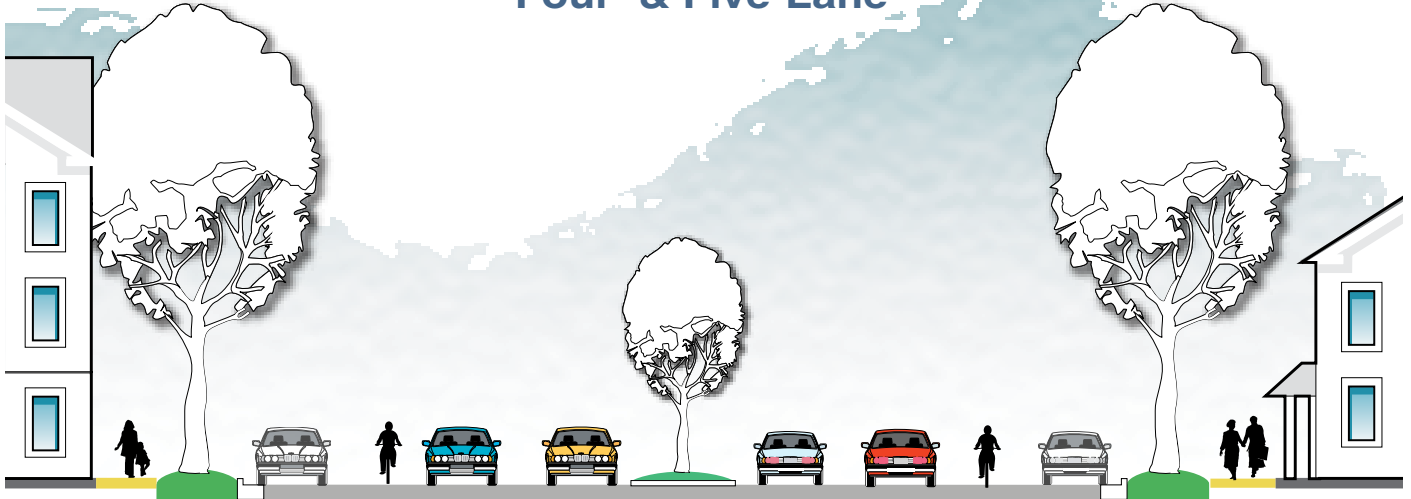
ACTIVITY CENTER	<b>A1 Benfield Road; Prosperity Ridge Road</b>	6'	8'	6'*	6'	11'	n/a	11'	4'	n/a	8'	6'
	* Parking only on inner side of Activity Center loop streets: East side of Benfield Road; West side of Prosperity Ridge Road											
	<b>A2 Prosperity Church Road</b> (within Activity Center, Prosperity Church Road at north to Prosperity Ridge Road at south)	6'	8'	7'	6'	10'	n/a	10'	6'	7'	8'	6'
	<b>A3 Craven Thomas Road (N); Robert Helms Road (S)</b> (I-485 frontage roads within Activity Center, with 1-way operation)	n/a	n/a	n/a	n/a	n/a	n/a	12'	6'	7'	8'	6'
	<b>A4 DeArmon Road (East of Clark's Creek)</b>	6'	8'	n/a	5'	11'	10'	11'	5'	n/a	8'	6'
	<b>A5 Johnston-Oehler Road (Benfield Road to Prosperity Ridge Road)</b>	6'	8'	7'	6'	11'	n/a	11'	6'	7'	8'	6'
Left-turn lanes allowed when needed												
For all cross sections in the Activity Center, an 'amenity zone' or hardscape treatment may be considered in lieu of a planting strip with appropriate land use contexts												
WEDGE NEIGHBORHOODS	<b>A6 Johnston-Oehler Road (Prosperity Ridge Road to Countryside Montessori School)</b>	6'	8'	n/a	4'	11'	n/a	11'	4'	n/a	8'	6'
	Left-turn lanes allowed when needed											
	<b>A7 Ridge Road Extension (Eastfield Road to Prosperity Church Road)</b>	10'*	8'	n/a	5'	11'	10'	11'	5'	n/a	8'	10'*
	* Multi-use path											
	<b>A8 Ridge Road (Highland Creek Parkway to Mallard Creek Road)</b>	10'*	8'	n/a	n/a	11'	10'	11'	n/a	n/a	8'	6'
	* Multi-use path to be located on the north side of Ridge Road											
	<b>A9 Browne Road (David Cox Road to Hucks Road) (DeArmon Road to Eastfield Road)</b>	6'	8'	n/a	5'	11'	11'	11'	5'	n/a	8'	6'
	<b>A9 DeArmon Road (West of Clark's Creek)</b>	6'	8'	n/a	5'	11'	11'	11'	5'	n/a	8'	6'
	<b>A10 Johnston-Oehler Road (Countryside Montessori School to Mallard Creek Road)</b>	6'	8'	n/a	4'	11'	11'	11'	4'	n/a	8'	6'
	Intermittent islands shall be installed in middle											
	<b>A11 Hucks Road Extension (Browne Road to Prosperity Church Road)</b>	10'*	8'	n/a	n/a	11'	0 - 20'	11'	n/a	n/a	8'	10'*
	*Multi use path											

Source: Charlotte Department of Transportation (CDOT), 2013

Prosperity Hucks area plan



## Avenues Four- & Five-Lane



Sidewalk	Planting Strip	Parking	Bike Lane	Travel Lane	Travel Lane	Median	Travel Lane	Travel Lane	Bike Lane	Parking	Planting Strip	Sidewalk
----------	----------------	---------	-----------	-------------	-------------	--------	-------------	-------------	-----------	---------	----------------	----------

### ACTIVITY CENTER AND WEDGE

#### A12 Ridge Road (Benfield Road to Prosperity Church Road)

6'	8'*	7'	6'	11'	11'	11'	11'	11'	6'	7'	8'*	6'
----	-----	----	----	-----	-----	-----	-----	-----	----	----	-----	----

Median or 5th lane allowed.

\* An 'amenity zone' or hardscape treatment may be considered with appropriate land use contexts  
Back-in angled parking to be used as an interim condition within paved area until the additional travel lanes are needed

#### A13 Prosperity Church Road (Eastfield Road to Prosperity Ridge Road north end) Ridge Road (Prosperity Church Road to Highland Creek Parkway)

6'	8'*	n/a	5'	11'	11'	11'	11'	11'	5'	n/a	8'*	6'
----	-----	-----	----	-----	-----	-----	-----	-----	----	-----	-----	----

Median or 5th lane allowed.

Parallel parking allowed if adjacent land use is appropriate. If parking is provided, adjust bike lane to 6'.

\* An 'amenity zone' or hardscape treatment may be considered with appropriate land use contexts

### WEDGE NEIGHBORHOODS

#### A14 Browne Road (Hucks Road to DeArmon Road)

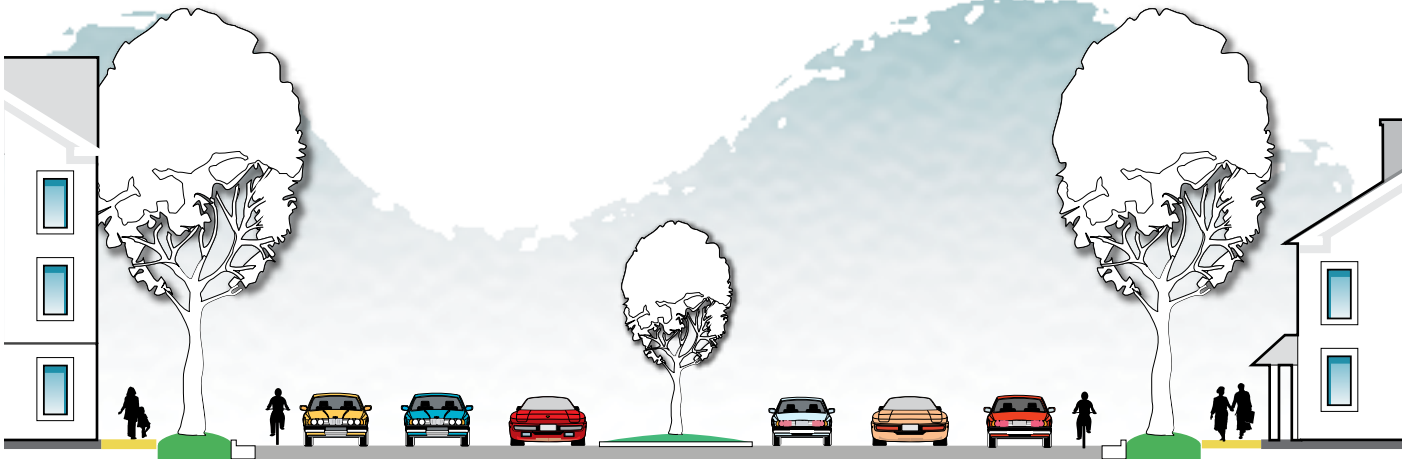
6'	8'	n/a	5'	11'	11'	n/a*	11'	11'	5'	n/a	8'	6'
----	----	-----	----	-----	-----	------	-----	-----	----	-----	----	----

\*11' left-turn lane at collector/thoroughfare intersections

Source: Charlotte Department of Transportation (CDOT), 2013



## Boulevards



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

### ACTIVITY CENTER

There are no Boulevards located within the Activity Center

### WEDGE NEIGHBORHOODS

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

Source: Charlotte Department of Transportation (CDOT), 2013

### Typical Speeds for Streets

*Urban Street Design Guidelines (2007)*

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

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



# Infrastructure & Public Facilities

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

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

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

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

## Infrastructure and Public Facilities Policies

### Parks & Greenways

- 11. Support continued extension of parks, greenways, and open spaces** as valuable assets to the community. They should be leveraged to achieve the vision of a multimodal community interconnected to major focal points in the area, especially connecting the Wedge Neighborhoods to the Activity Center.
- 12. Seek public/private opportunities to create civic plazas and squares** as elements throughout the Activity Center at intersections and within major development elements. These will serve as meeting and gathering places for the community.

### Water and Sewer

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



*School construction is challenged to keep up with area growth, as evidenced by the trailers at Highland Creek School.*



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



## Stormwater

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

## Schools

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

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

## Public Facilities

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

# Environment

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

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



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



The Environmental goal for the plan area is:

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

In addition to the policies in this section, the land use, community design, transportation, and infrastructure/public facilities policies of this plan recognize the importance of the natural environment. Policies in these sections also support environmental sustainability by encouraging compact mixed use, pedestrian oriented development. Transportation policies focus on mobility for pedestrians, cyclists, and transit users as well as automobile drivers. And community design policies address the need for green site design and building practices.

## Environmental Policies

### Land Quality

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

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

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

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

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



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

#### Air Quality

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

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

#### Water Quality

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

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

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



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



# 2

## Prosperity Hucks Implementation Guide





# 2 Implementation Guide

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

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

One implementation approach for the Prosperity Hucks area involves funding for capital projects through the City's Comprehensive Neighborhood Improvement (CNIP) Program. The Prosperity Hucks area is one of five project areas identified for funding through taxpayer funded bonds.

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

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



## Implementation Strategies

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

Policy Number	Action Item	Project Type	Lead Agency	Time Frame
<b>Land Use</b>				
C1-C15 W1-W12	Use land use and community design policies to guide and evaluate development proposals. Maintain active public input throughout the development process.	Zoning	Planning	As development occurs
C1-C15 W10	Provide for maximum interconnectivity to the Clarks Creek Greenway through new development proposals.	Zoning	Planning/ Park & Rec.	As development occurs
W2	Work with Planning GIS staff to modify the Centers, Corridors and Wedges boundary layer reflecting expansion of the Prosperity Activity Center as shown on Map 7.	Zoning	Planning	Within 1 month of Plan Adoption
W9	Minimize impact of new development on the Clarks Creek Nature Preserve through review of development proposals and establishment of a new Hucks Road alignment.	Park/ Open Space	Planning/ CDOT/ Park & Rec.	As development occurs
W11	Work with NC Department of Transportation to finalize management and ownership transfer of the Ridge Road Natural Heritage Site.	Park/ Open Space	CDOT/ Park & Rec.	Short (0-5 yr)
W12	Provide for ongoing school planning and construction as area development continues; consider school sites in close proximity to neighborhoods and within the Activity Center.	Public Facilities	CMS	Long (>10 yr)
<b>Community Design</b>				
CD 1A-7F CD 8A-8B	Use Community Design Policies to guide and evaluate development proposals, including policies for land uses with drive-through facilities and/or gasoline pumps.	Zoning	Planning	As development occurs
<b>Transportation &amp; Streetscape</b>				
T1	Work with developers to provide new sidewalks in accordance with street standards on thoroughfares; Construct sidewalks in some situations when development will not do so in a reasonable time frame.	Transp.	CDOT/ Planning	As development occurs
T2	Seek funding and encourage citizen initiated petitions for elimination of gaps in sidewalk system.	Transp.	CDOT / E&PM / Planning	As development occurs



Policy Number	Action Item	Project Type	Lead Agency	Time Frame
T3	Seek funding and continuing support for construction of bicycle facilities on thoroughfares.	Transp.	CDOT / E&PM / Planning	As development occurs
T4-T5	Expand transit service based on current and future service plans.	Transp.	CATS/ Planning	Medium (5-10 yr)
T6	Continue construction and upgrading of the thoroughfares in support of the Activity Center: <ul style="list-style-type: none"> <li>◦ Benfield Road (western route)</li> <li>◦ Prosperity Church Road (central route)</li> <li>◦ Prosperity Ridge Road (eastern route) (north of Johnston-Oehler Road only)</li> <li>◦ Ridge Road (between Benfield Road and Prosperity Church Road)</li> <li>◦ Johnston-Oehler Road (within the Activity Center)</li> <li>◦ I-485 frontage roads, north and south (within Activity Center)</li> </ul>	Transp.	CDOT / E&PM / Planning	Short (0-5 yr)
T7	Work with petitioners in rezonings to achieve a network of local streets with block spacing in the Activity Center of 500 feet or less.	Transp.	CDOT / E&PM / Planning	As development occurs
T8	Work with developers to achieve cross-access and parallel connections within the Activity Center.	Transp.	CDOT/ Planning	As development occurs
T9	Consider construction of a greenway overland connector along DeArmon Road from Clarks Creek Greenway to the Activity Center.	Transp.	CDOT/ Park & Rec.	Medium (5-10 yr)
T10	Seek funding and work to design and execute extensions & widenings of key thoroughfares: <ul style="list-style-type: none"> <li>◦ Widen Eastfield Road (from 2 lanes to 4 lanes) from Independence Hill Road to the Cabarrus County line;</li> <li>◦ Widen Mallard Creek Road (from 2 lanes to 4 lanes) from Prosperity Church Road to Breezewood Drive;</li> <li>◦ Extend Ridge Road (4 lanes) from Prosperity Church Road to Eastfield Road;</li> <li>◦ Extend Hucks Road (4 lanes) from Prosperity Church Road to Browne Road.</li> </ul>	Transp.	CDOT / E&PM	Long (>10 yr)
T11	Develop and adopt a revised alignment for Hucks Road in the vicinity of Browne Road and Spring Park Drive that does not impact the Clarks Creek Nature Preserve, and construct the street segment.	Transp.	CDOT/ E&PM/ Park & Rec./ CRTPO	Long (>10 yr)



Policy Number	Action Item	Project Type	Lead Agency	Time Frame
T12	Work with developers and seek funding for upgrades to farm to market roads to accommodate traffic and improve safety: <ul style="list-style-type: none"> <li>◦ Browne Road</li> <li>◦ Johnston-Oehler Road (in the wedge)</li> <li>◦ DeArmon Road</li> </ul>	Transp.	CDOT / E&PM	Long (>10 yr)
T13	Work with Park and Recreation and the development community on joint opportunities to secure funding to complete greenways in the plan area.	Transp.	Park & Rec./ CDOT	Medium (5-10 yr)
T14	Encourage bicycle and pedestrian connections on properties adjoining or connecting to the greenway system through the development approval process.	Transp.	CDOT/ Planning	as development occurs
T15	Continue to evaluate and consider funding for design and construction of a second bridge over I-485.	Transp.	CDOT / E&PM	Long (>10 yr)
A1-A14 B1-B2	Use the streetscape standards and street cross sections specified in the plan as the official "Streetscape Plan" for the area in evaluating site plan approvals.	Transp	CDOT/ NCDOT/ Planning	as development occurs
<b>Infrastructure &amp; Public Facilities</b>				
I1	Create a network of interconnected open space through the park and greenway system. Use Open Space Network map on page 14 for tracking, and update as appropriate.	Park	Park & Rec.	Medium (5-10 yr) and ongoing
I2	Seek opportunities to create civic plazas and squares as elements of the Activity Center through the development process and public projects.	Park	Planning/ Park & Rec./ CDOT	as development occurs
I3-I4	Maintain and upgrade as needed water and sewer as well as stormwater infrastructure in the area. Continue discussions with Charlotte Water on area needs.	Utilities	Charlotte Water/ E&PM	Ongoing
I5	Provide for ongoing school planning and construction as area development continues; consider school sites in close proximity to neighborhoods and within the Activity Center.	Education	CMS/ Planning	Long (>10 yr)
I6	Continue interdepartmental collaboration to identify and coordinate joint use opportunities.	Planning/ Capital Facilities	Planning/ E&PM	As development occurs



Policy Number	Action Item	Project Type	Lead Agency	Time Frame
<b>Environment</b>				
E1	Use the land development process to implement land use and environmental policies.	Zoning	Planning	As development occurs
E2-E3	Work to achieve the City's Tree Canopy Goal by 2050, by working with local groups such as Tree Charlotte in planting over 2,000 trees in the public rights of ways and seek opportunities on private properties when possible.	Land Development/ Tree Ordinance	E&PM / Planning	As development occurs
E4	Establish and maintain Clarks Creek Nature Preserve; seek alternative route for Hucks Road connection.	Park	Park & Rec./ CDOT/ Planning	Medium (5-10 yr)
E5	Work with NC Department of Transportation to finalize management and ownership transfer of the Ridge Road Natural Heritage Site.	Environment	CDOT/ Park & Rec.	Short (0-5 yr)
E6	Continue to support mixed use and compact development that preserves land, reduces vehicular trips, and protects natural resources through land use and community design policies as development proposals are reviewed.	Land Development	Planning/ CDOT	As development occurs
E7-E8	Continue to apply the City's existing environmental ordinances such as the tree Ordinance (and subsequent text amendments) as well as Post Construction Controls Ordinance.	Land Development	E&PM / Planning/ CDOT	As development occurs
E9-E10	Coordinate with Storm Water Management and Engineering and Property Management during site plan review to ensure runoff and erosion issues are addressed.	Land Dev./ Storm Water	E&PM/ Planning/ Storm Water Mgmt.	As development occurs
E11	Work with citizen groups, agencies, and City departments in support of programs to publicize and enforce environmental awareness	Environment	E&PM / Planning	Ongoing



# 3

## Prosperity Hucks

### Appendix (Existing Conditions)





# 3

## Appendix (Existing Conditions)

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

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

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

Per the City's *Centers, Corridors and Wedges Growth Framework*, the center of the plan area is identified as an Activity Center, referred to as Prosperity Church Road/I-485. An Activity Center is defined as a focal point of economic activity typically with a concentration of compact development. Most of the plan area is in the Wedge category. A Wedge is defined as primarily low-density residential, with services that primarily support the neighborhoods.

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

## Demographic Profile

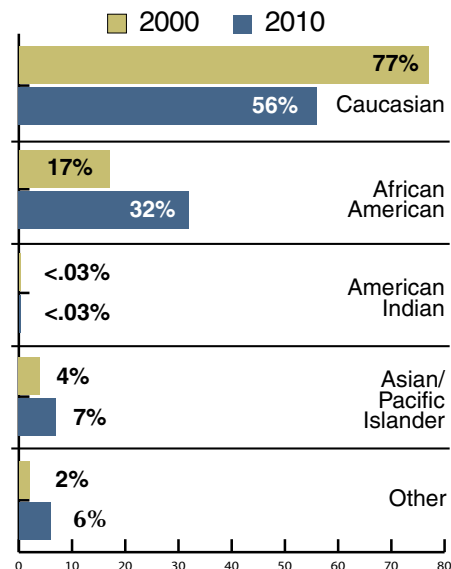
### Population

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

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

Source: US Census Bureau

### Population Characteristics



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

Source: 2010 US Census Data



## Income and Housing Values

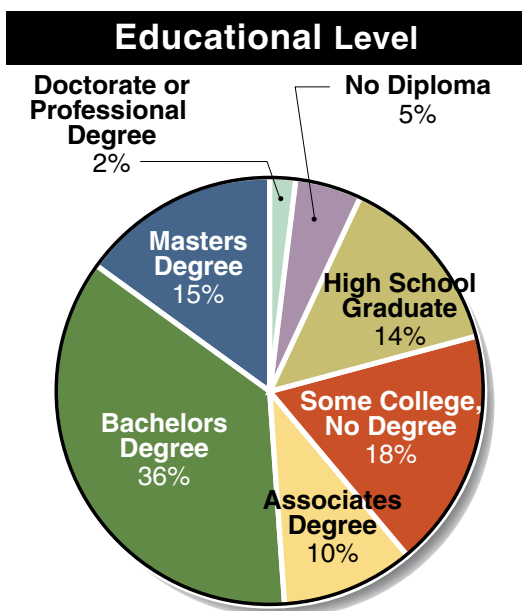
The median household income in the plan area was \$76,742, according to 2006-2010 American Community Survey estimates. This is well above the median household income of \$52,446 for City of Charlotte. The median home value was \$190,136; more than the median home value for the City which was \$173,300.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

### Households

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

Household Characteristics			
Housing Units		Households	Household Population
9,635		9,129	24,469
Owner Household		Renter Household	
7,500 (82%)		1,629 (18%)	
One Person Household		Married Couple Household	Average Household Size
2,033 (22%)		5,156 (56%)	2.68
Median Household Value		Median Household Income	
Plan Area	\$190,136	Plan Area	\$76,742
Charlotte	\$173,300	Charlotte	\$52,446

Source: 2010 U.S. Census Data, 2006-2010 American Community Survey (ACS)

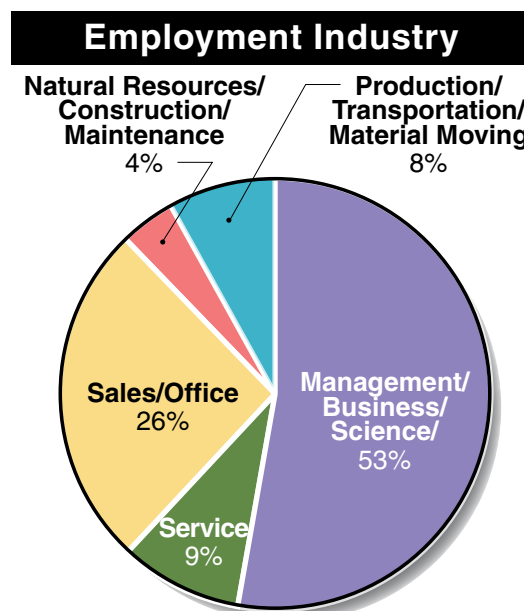


Source: 2006-2010 American Community Survey (ACS)

### Education

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

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



Source: 2006-2010 American Community Survey (ACS)

### Employment

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

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



# Policy Framework

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

## Centers, Corridors and Wedges Growth Framework

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

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

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

Map 1 in the Concept Plan section of this document shows the general layout of *Centers, Corridors and Wedges*. The plan area is at the northeast corner



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

of Charlotte's jurisdiction along the route of I-485 currently under construction. The center of the plan area is designated as an Activity Center. The bulk of the plan area is shown in a Wedge. Part of this plan process includes refinement of the *Centers, Corridors and Wedges* boundaries.

## General Development Policies

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

## Northeast District Plan

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



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



### *Prosperity Church Road Villages Plan*

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

### *Northeast Area Plan*

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

### *Transportation Action Plan*

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

### *2030 Transit Corridor System Plan*

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

### *Urban Street Design Guidelines*

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

### *Greenway Master Plan Update*

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



# Key Opportunities and Challenges

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

## Opportunities

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

- **Activity Center land availability:** There is a critical mass of vacant property at the proposed Activity Center, much of which is zoned or programmed for appropriate pedestrian oriented development.

## Challenges

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



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







# Land Use and Zoning

## Existing Land Use

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


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

Source: Charlotte-Mecklenburg Planning Department database, February 2013




 Agriculture




 Large Lot Residential




 Single Family - Detached



 Multi-Family



 Civic/Institutional




 Office




 Retail

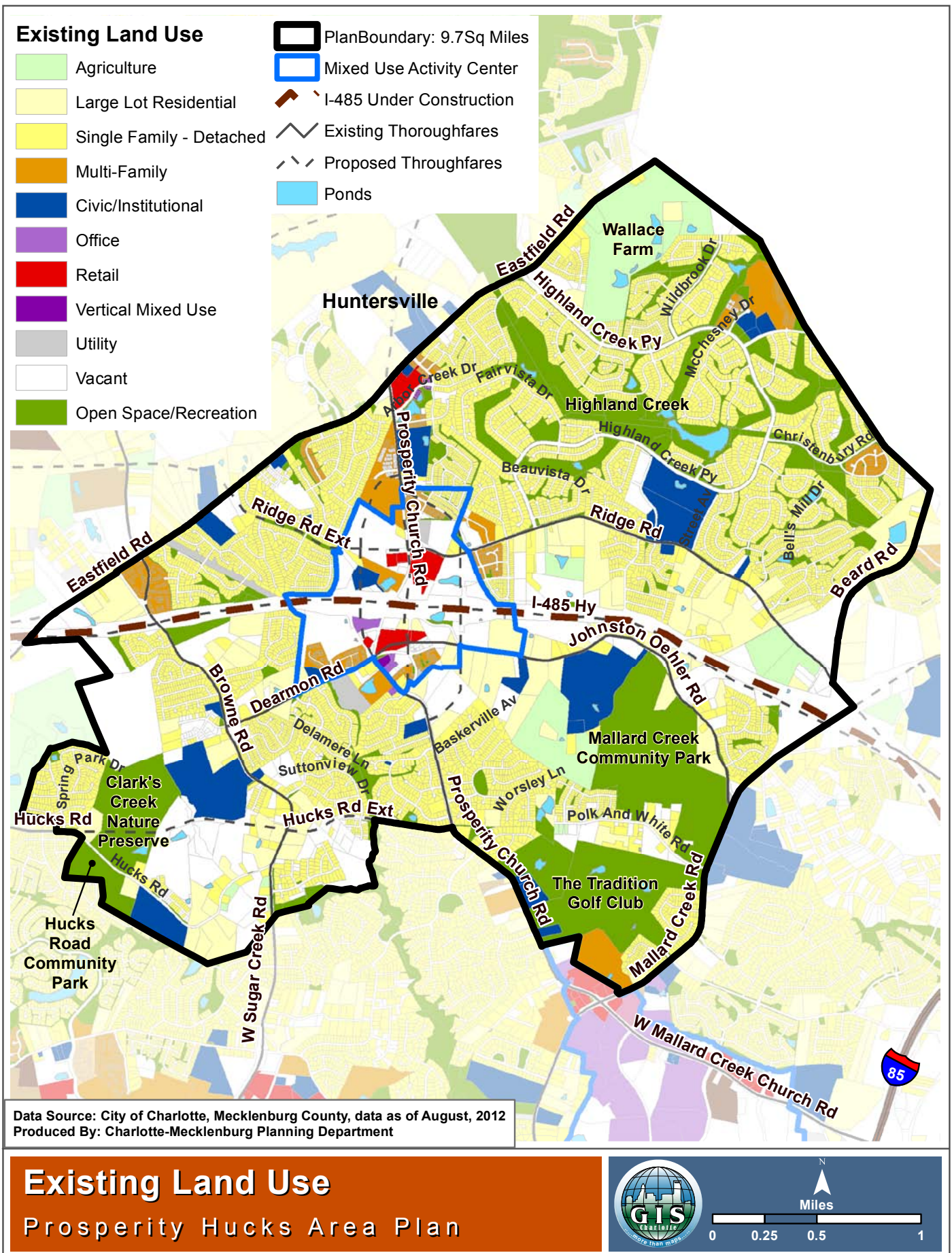


 Vertical Mixed Use

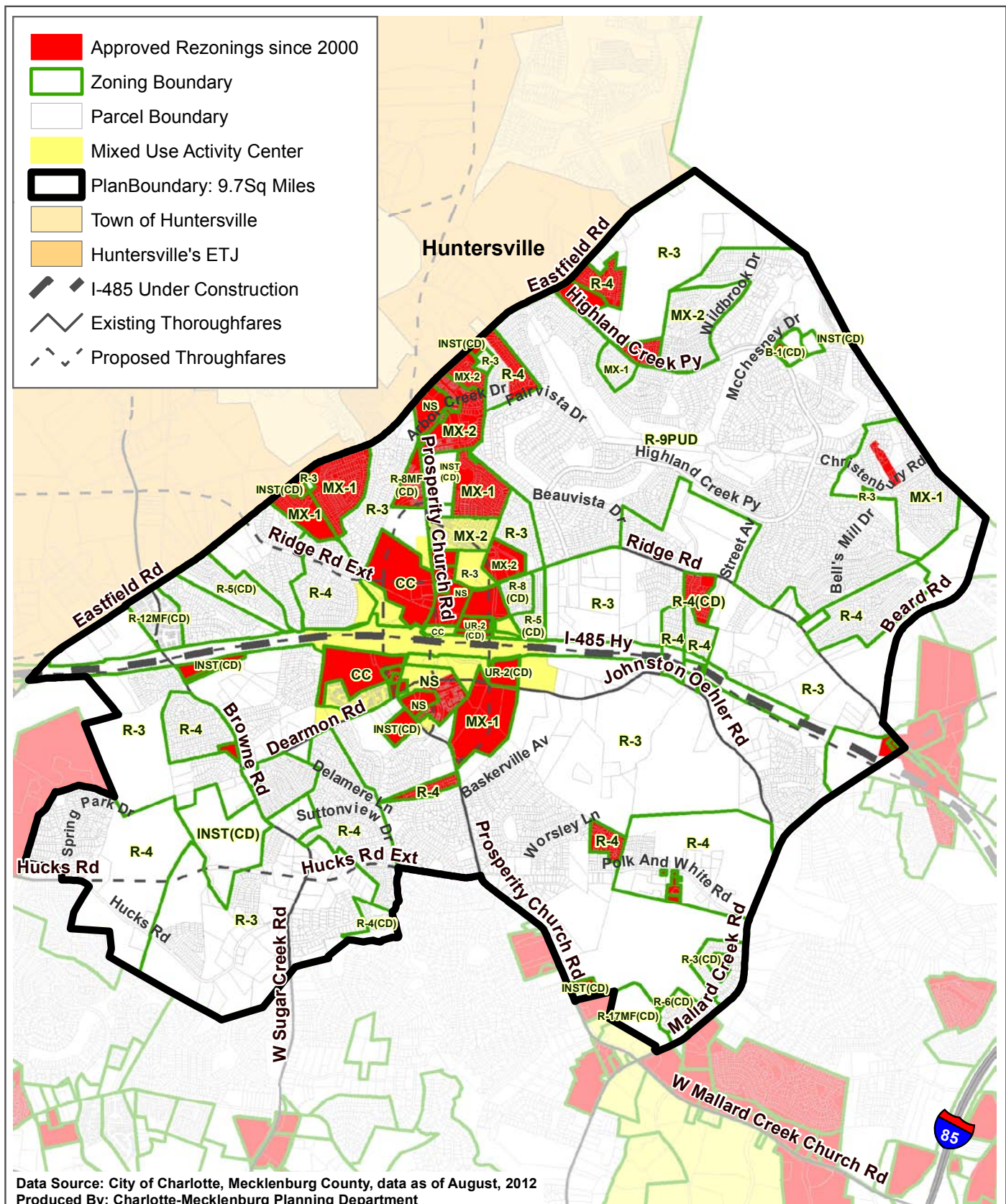


 Open Space/Recreation



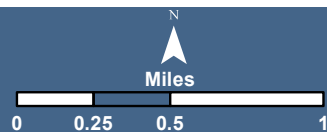






# Existing Zoning

## Prosperity Hucks Area Plan





## Existing Zoning

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

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

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



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



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

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

Source: Charlotte-Mecklenburg Planning Department database, February 2013



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



## Building Permits

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

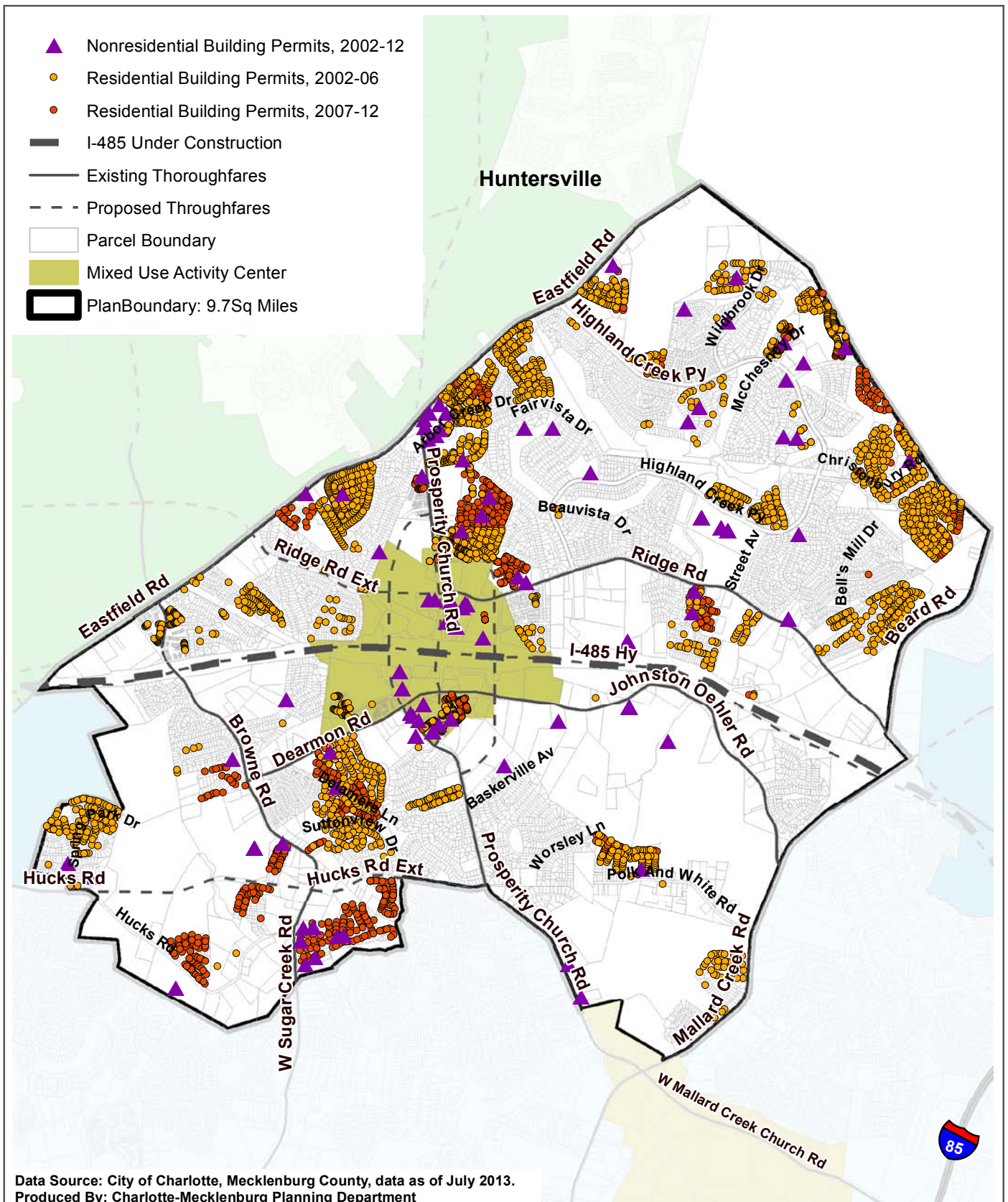
Residential Building Permits			
Year Issued	Single Family Detached	All Attached Units	Total Building Permits
2000	808	146	954
2001	643	147	790
2002	453	146	599
2003	423	115	538
2004	325	154	479
2005	238	188	426
2006	371	167	538
2007	271	81	352
2008	98	53	151
2009	86	12	98
2010	79	56	135
2011	44	17	61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

Source: Mecklenburg County Building Permit Data

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

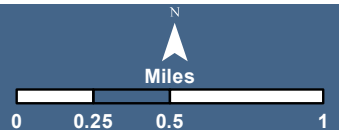
Source: Mecklenburg County Building Permit Data





## Building Permit Activity

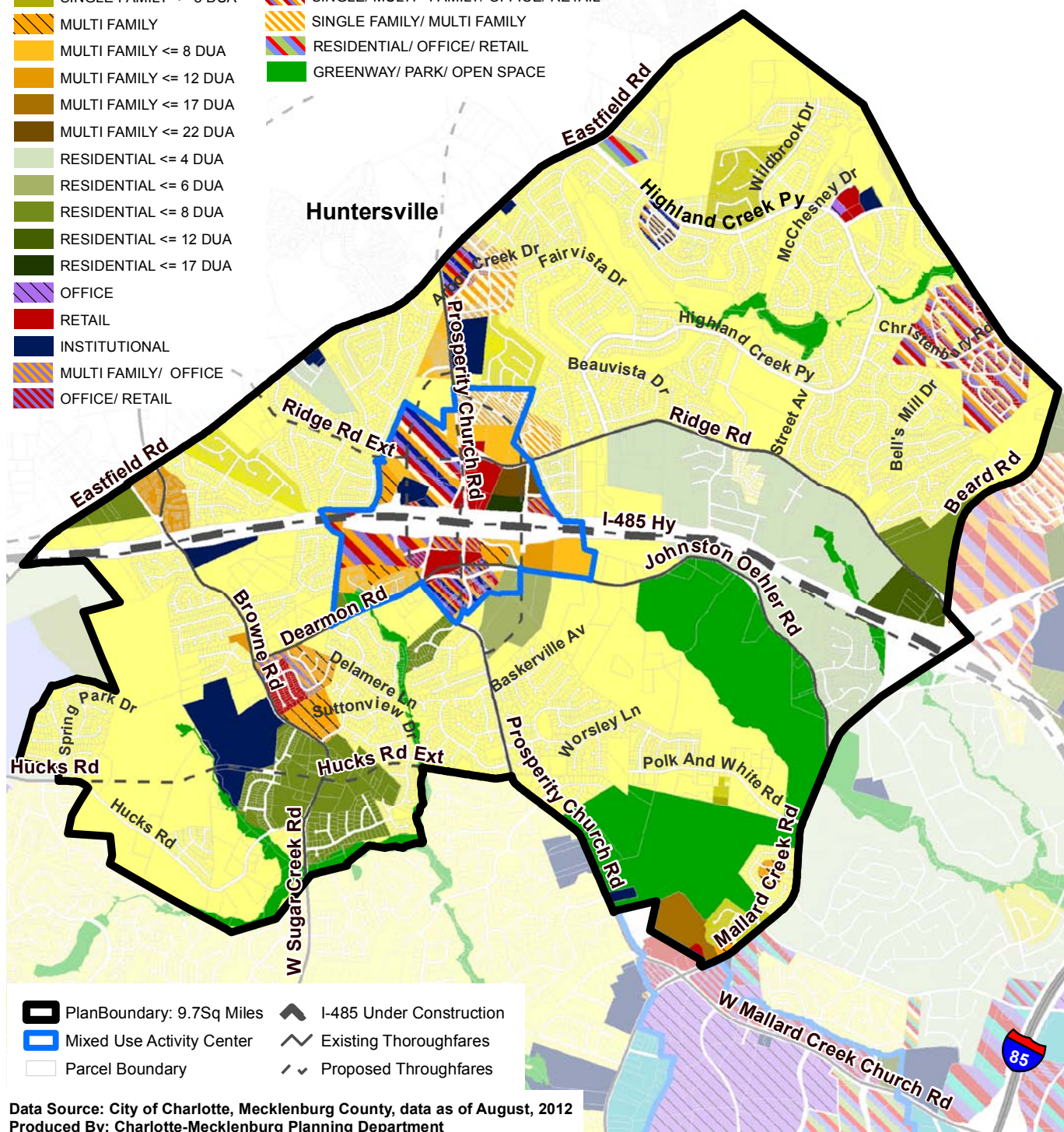
### Prosperity Hucks Area Plan



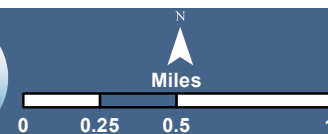


## Adopted Future Land Use

- |                        |  |
|------------------------|--|
| SINGLE FAMILY <= 3 DUA | MULTI - FAMILY/ INSTITUTIONAL/ OFFICE/ RETAIL              |
| SINGLE FAMILY <= 4 DUA | MULTI FAMILY/ OFFICE/ RETAIL                               |
| SINGLE FAMILY <= 5 DUA | SINGLE FAMILY/ MULTI FAMILY/ INSTITUTIONAL/ OFFICE/ RETAIL |
| SINGLE FAMILY <= 6 DUA | SINGLE/ MULTI - FAMILY/ INSTITUTIONAL                      |
| SINGLE FAMILY <= 8 DUA | SINGLE/ MULTI - FAMILY/ OFFICE/ RETAIL                     |
| MULTI FAMILY           | SINGLE FAMILY/ MULTI FAMILY                                |
| MULTI FAMILY <= 8 DUA  | RESIDENTIAL/ OFFICE/ RETAIL                                |
| MULTI FAMILY <= 12 DUA | GREENWAY/ PARK/ OPEN SPACE                                 |
| MULTI FAMILY <= 17 DUA |  |
| MULTI FAMILY <= 22 DUA |  |
| RESIDENTIAL <= 4 DUA   |  |
| RESIDENTIAL <= 6 DUA   |  |
| RESIDENTIAL <= 8 DUA   |  |
| RESIDENTIAL <= 12 DUA  |  |
| RESIDENTIAL <= 17 DUA  |  |
| OFFICE                 |  |
| RETAIL                 |  |
| INSTITUTIONAL          |  |
| MULTI FAMILY/ OFFICE   |  |
| OFFICE/ RETAIL         |  |



## Adopted Future Land Use Prosperity Hucks Area Plan





## Adopted Future Land Use

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

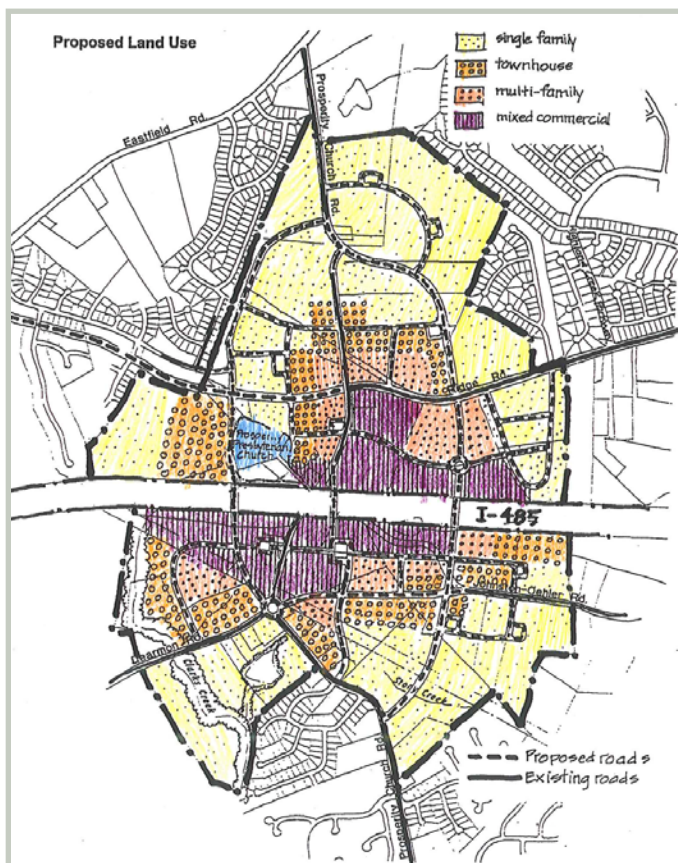
In general, property in the vicinity of the Prosperity Activity Center is shown as mixed use, retail, multi-family, and other higher density uses. The surrounding Wedge areas are mostly lower density residential uses with a scattering of open space, institutional, and other uses supportive of neighborhoods.



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



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



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



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



# Community Design

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

## Prosperity Activity Center and Environs

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

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

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

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



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



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



## Wedge Neighborhoods

Outside of the Prosperity Activity Center, the plan area consists primarily of residential subdivisions, agricultural lands, and open space.

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

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

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

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



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

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

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



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



# Market Analysis

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

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

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

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

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

## Retail

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

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

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



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



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



## Office

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

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

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

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

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

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

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



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



## Rental Housing

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

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

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



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

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

## For Sale Housing

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

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



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



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

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

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

## Market Demand Summary

Market Demand by Land Use 2011-2030		
Category	Quantity	Acres
Retail	444,329 s.f.	41.7
Office	97,547 s.f.	9.0
Rental Residential	1,188 units	46.0
For Sale Attached Residential	612 units	40.8
For Sale Detached Residential	2,322 units	513.5
Total	541,876 s.f.; 4,122 units	651.0

Source: Noell Consulting Group projections, December 2012



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



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



## Activity Center Capacity

The market study forecasted the demand for additional development in the plan area by 2030. This analysis compares the land use capacity within an Area of Analysis: the Activity Center extended to include areas immediately surrounding it (generally medium density or townhouse residential) at buildout to that demand.

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

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

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

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

- First is the existing land use. This represents a baseline, with 249 acres available for future development within the Area of Analysis.
- Next is the Market demand for each use type (above what already exists), as previously discussed. Because nearly all future

detached residential is expected to be in the Wedge area, it is omitted from this analysis.

- The third set of columns shows development that is approved but not built as of 2013. Rezoning approvals in 2014 are not included in these numbers, but replace similar prior approvals for the same building area. A number of small lot detached homes are included in these approvals. All of this will account for 177 acres of the available land in the Area of Analysis.
- The final columns show additional market demand after subtracting the approved but unbuilt projects as of 2013. Note that planned office uses may exceed demand, but retail demand makes up for that. The acreage expectation is based on conservative project yields. The 90.4 acres of estimated demand is more than the 72.9 acres of vacant and underutilized land within the Activity Center unaccounted for.

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

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

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



## Public Safety

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

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

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

Crime data comparison, Prosperity Hucks and other areas Oct 2012-Sep 2013						
Category	Prosperity Hucks plan area		South Charlotte comparison area		CMPD city-county full jurisdiction	
	Quantity	per 10k pop.	Quantity	per 10k pop.	Quantity	per 10k pop.
Larceny	240	98.1	161	85.4	21,640	270.0
Residential Burglary	40	16.3	36	19.1	5,344	66.7
Aggravated Assault	14	5.7	9	5.3	2,085	26.0
Auto Theft	12	4.9	10	5.3	1,839	22.9
Robbery	11	4.5	3	1.6	1,824	22.8
Commercial Burglary	6	2.5	12	6.4	1,181	14.7
Rape & Attempted Rape	0	0.0	3	1.6	223	2.8
Arson	3	1.2	1	0.4	190	2.4
Homicide	0	0.0	0	0.0	52	0.6
TOTAL CRIME INCIDENTS	326	133.2	235	124.7	34,378	429.0
Population	24,469		18,849		801,392	
Single family dwellings	4,993		4,279			
Multi-family dwellings	1,857		4,723			

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



# Transportation

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

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

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

## The Street Network

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

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

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

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

Connectivity Measures				
	Prosperity Hucks	Dilworth	Cottswold	Arboretum
Size of Area (sq. mi.)	9.7	1.9	1.3	6.2
Miles of streets	81	44	23	75
Lane-miles of streets	213	104	53	100
Lane-miles of street per sq. mi.	22	55	41	16
<b>Connectivity index</b>	<b>1.11</b>	<b>1.40</b>	<b>1.20</b>	<b>1.05</b>
<b>Route Directness Index<sup>1</sup></b>	<b>48.4</b>	<b>70.3</b>	<b>62.8</b>	<b>53.5</b>

Source: Charlotte Department of Transportation, 2012 data.

<sup>1</sup>Median value

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



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

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

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

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

An important goal in the *Prosperity Hucks Area Plan* is to increase land use accessibility by identifying opportunities to connect existing neighborhoods to changing land uses within the area.

## The Thoroughfare Plan

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

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



*Existing conditions of Hucks Road (major thoroughfare)*



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

**Collectors & Locals:** Beard Road, Christenbury Road, and Highland Creek Parkway are major collectors. Cardinal Point Road, Clarke Creek Parkway, Creek Breeze Road, Foggy Meadow Road, Hampton Place Drive, Old Timber Road, Polk and White Road, and Suttonview Drive are minor collectors. Collectors are designed to carry traffic between the thoroughfares and local streets at moderate volumes and speeds and providing access to adjacent land uses. Major collectors are intended to carry up to 10,000 vehicles per day in a neighborhood context; minor collectors are intended to carry up 4000 vehicles per day in a neighborhood context. Traffic volumes, route continuity (i.e., number of turns a route must make) and the type of intersection a street has when it connects to a thoroughfare (e.g., traffic signal, two-way stop, right-in/right-out, etc.) all help to determine whether a collector street is classified as major or minor. The minor collectors have not been adopted by City Council as an official list.

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

## Motorist Levels of Service

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

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

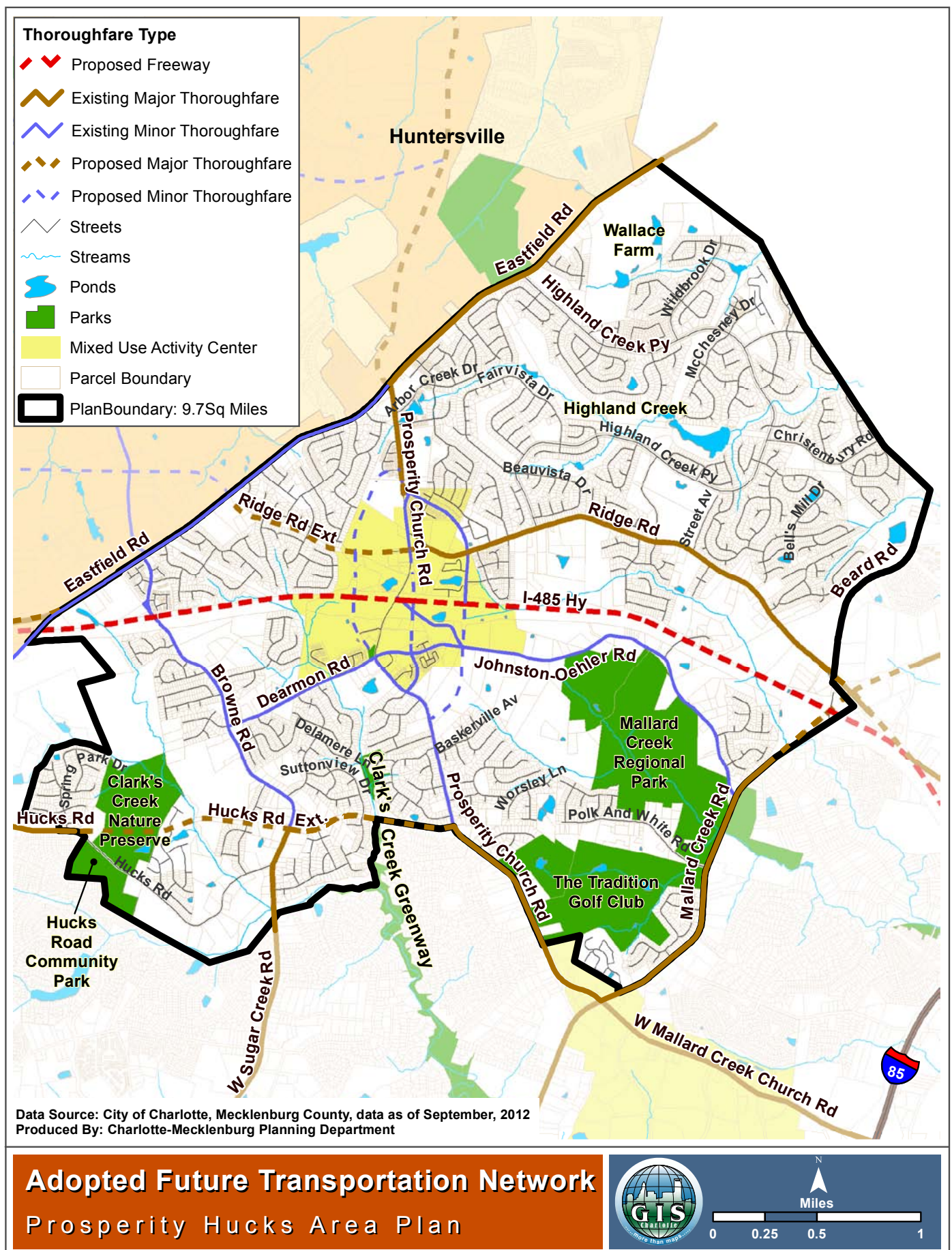
Pedestrian and bicycle level of service is rated according to the level of comfort and safety offered by the design features at signalized intersections, while motor vehicle level of service is based on motorist delays. Motor vehicle quality of service is also measured by the Volume to Capacity ratio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

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

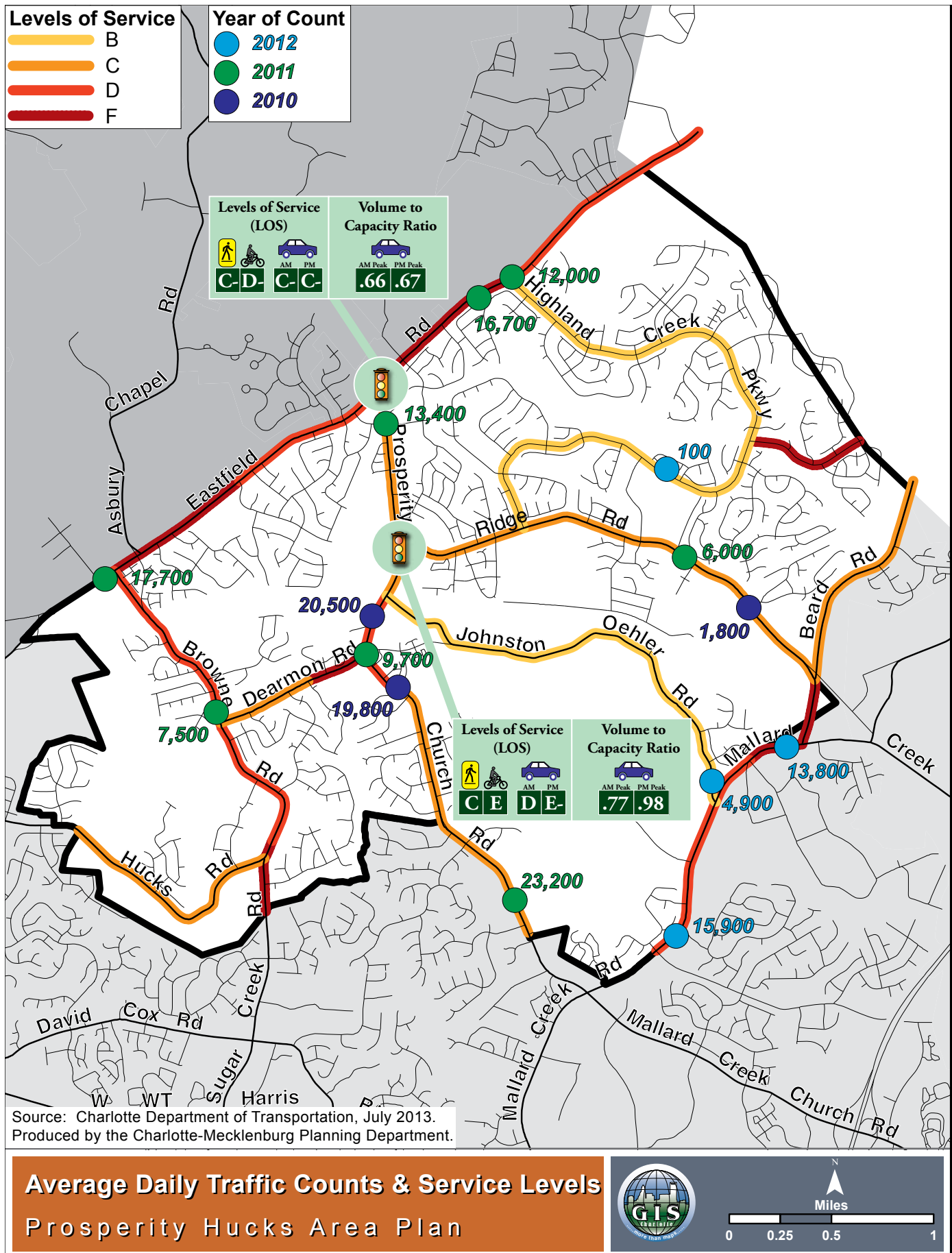


*Johnston-Oehler Road leading to a new low-density residential development (minor thoroughfare)*











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

### Traffic Analysis

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

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



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

## Pedestrian & Bicycle Facilities

### Pedestrian System

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

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

### Bicycle System

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

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

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



## Complete Streets

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

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

## Transit System

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

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

This route is depicted on Map A7.

## Additional Program Guidance

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

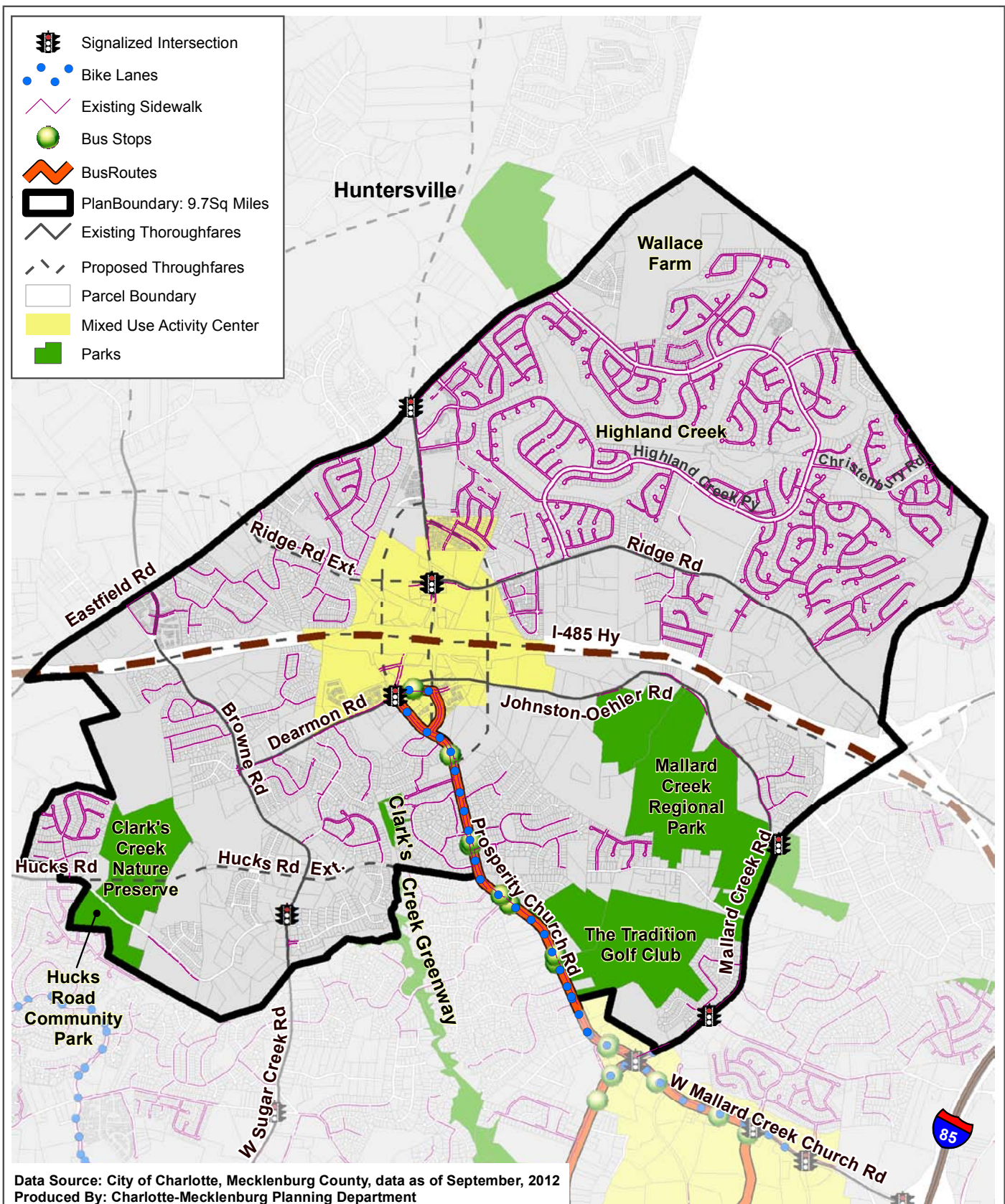
**Farm-to-Market Roads:** Many of the roads in the wedge area are "farm-to-market" roads. Historically, these roads served rural development and agricultural land uses. Over time new growth and development created additional demands on these roads, often causing them to be congested and poorly serve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

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



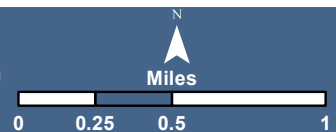
*Bus service to the plan area at present is served by a single bus route.*



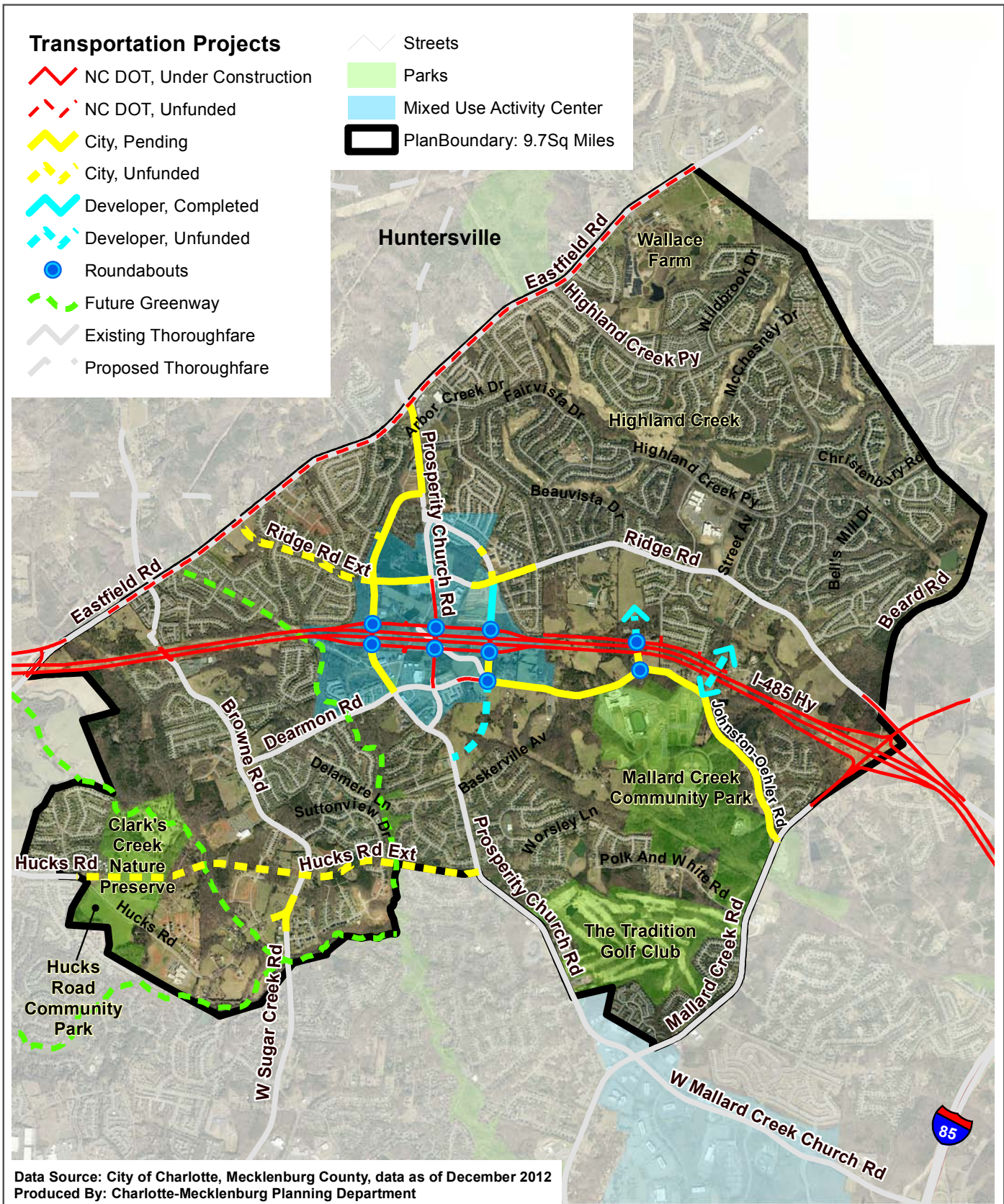


## Existing Pedestrian, Bike & Transit Facilities

### Prosperity Hucks Area Plan







## Transportation Projects

### Prosperity Hucks Area Plan



N

Miles

0 0.25 0.5 1



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

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

## Area Transportation Projects

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

City/NCDOT Projects Underway or Funded, 2013				
Project Name	General Limits	Status & Scope	Timetable	Approx. Cost
I-485 <sup>1</sup>	NC 115 east to I-85	Under Construction New 8-lane freeway	Completion in 2014	\$140,000,000
Edinmeadow Drive Bridge	Johnston-Oehler Road to Jimmy Oehler Road, near Mallard Creek High School	Under Construction New bridge over I-485	Completion in 2014	\$2,000,000
Benfield Road Northwest Arc <sup>2</sup> and Ridge Road Extension	I-485 clockwise to Prosperity Church Road, and also extend Ridge Road west from its current stub to connect to the NW Arc	New 2-lane street	Completion in 2014	\$11,000,000
Benfield Road Southwest Arc	Johnston-Oehler Rd./ DeArmon Rd. intersection clockwise to I-485	New 2-lane street	Completion in 2014	\$2,000,000
Prosperity Ridge Road Northeast Arc	Ridge Road north to the existing stub of Prosperity Ridge Road; additional widening on Ridge Road east of this intersection	Pending New 2-lane street	Completion in 2014	\$3,000,000
Johnston-Oehler Road Farm-to- Market <sup>3</sup>	Future Prosperity Ridge Road east to Mallard Creek Road	Pending Farm-to-market upgrade	Completion in 2015	\$13,000,000

Source: Charlotte Department of Transportation, 2013

<sup>1</sup>Includes interchanges at Mallard Creek Road and Prosperity Activity Center, plus modifications to many other streets.

<sup>2</sup>Includes partial widening of Prosperity Church Road from Crossway Community Church north to Eastfield Road to a 4-lane facility. Local street connections will also be provided.

<sup>3</sup>Includes construction of one segment of Prosperity Ridge Road.



### Recent Developer-Implemented Project, 2013

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

Source: Charlotte Department of Transportation, 2013

### Unfunded but Identified Projects, 2013

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

Source: Charlotte Department of Transportation, 2013

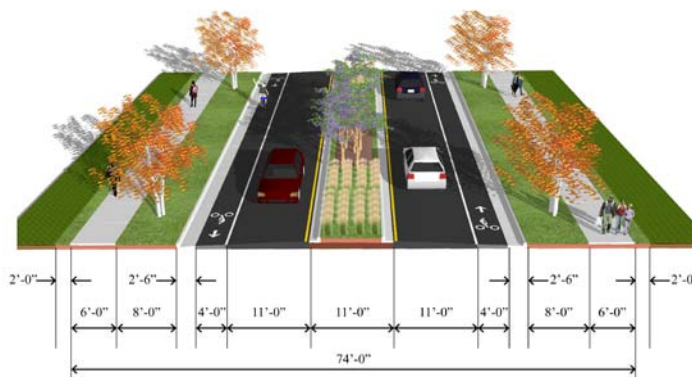
<sup>1</sup>The thoroughfare plan calls for Ridge Road to continue into Huntersville and connect with Hambright Road.



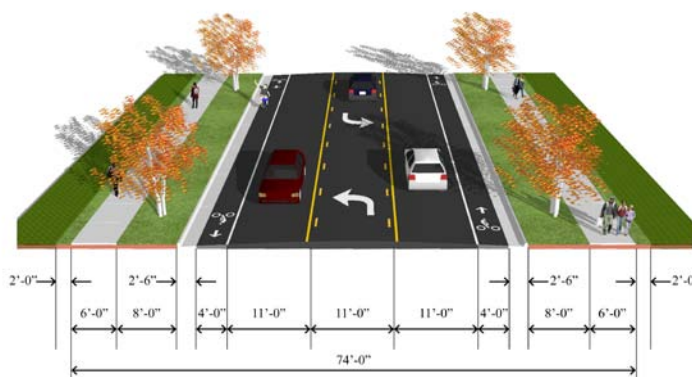
## Farm to Market Road Projects

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

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



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



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

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

Source: Charlotte Department of Transportation, 2013

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



## Infrastructure and Public Facilities

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

## Parks and Greenways

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

- **Mallard Creek Community Park** is located in the southeast portion of the area. Located off Mallard Creek Road and Johnson-Oehler Road, it contains ball fields, picnic shelters, walking trails and playgrounds on 313 acres.
- **The Tradition Golf Club** offers an 18-hole golf course, practice range and clubhouse on 195 acres. Located off Prosperity Church Road and Mallard Creek Road, the golf course opened to the public in 1996.
- **The Hucks Road Community Park** is a 32-acre recreational open space adjacent to Hucks Road Elementary School, operated in partnership with Charlotte Mecklenburg Schools.

- **Clarks Creek Nature Preserve** is across Hucks Road from the community park. This 98-acre nature preserve consists of over 70 acres of open fields and 28 acres of mostly mature hardwood forest cover, including one of the largest Swamp Chestnut Oaks in Mecklenburg County, an uncommon tree for our region. A tributary of Clarks Creek runs through the property with an associated small pond and wetlands. This tributary is the subject of a NC Ecosystem Enhancement Program stream/wetland/buffer restoration project and will be protected via perpetual conservation easement. The preserve is an excellent place for wildlife with a diverse variety of habitats and is known to have breeding and foraging bird species of County conservation concern including American Kestrel, Grasshopper Sparrow, Field Sparrow, Loggerhead Shrike and Eastern Meadowlark. Funds to provide access to the public are being raised by the local community in collaboration with Mecklenburg County Park and Recreation. Every effort needs to be made to minimize the ecological impacts on this valuable natural resource.



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



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



- **The proposed Eastfield Regional Park** located off Eastfield Road across from Highland Creek Parkway, just out of the plan area in Huntersville. It is a 115 acre undeveloped parcel for future park and recreation facilities.
- **Greenway Master Plan:** The 2008 Mecklenburg County Park and Recreation Master Plan indicates that Clarks Creek Greenway, the proposed Clarks Creek Tributary Greenway, and the Carolina Thread Trail will traverse across the area to link pedestrians and cyclists to Mallard Creek Greenway to the southeast and to the future “ Mooresville to Charlotte Trail” paralleling Highway 115 and Norfolk Southern rail to the west. The proposed Red Line commuter rail would operate on this rail line as well. These public commuter facilities would provide connectivity for active transportation corridors within the study area including connectivity to UNCC and Cabarrus County, Mooresville, Uptown Charlotte and the western region of the county.

## Schools

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

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

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

There are also two Montessori Schools:

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



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



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



## Fire

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

## Police

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

## Libraries

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

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

## Post Offices

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

## Water and Sewer

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

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

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

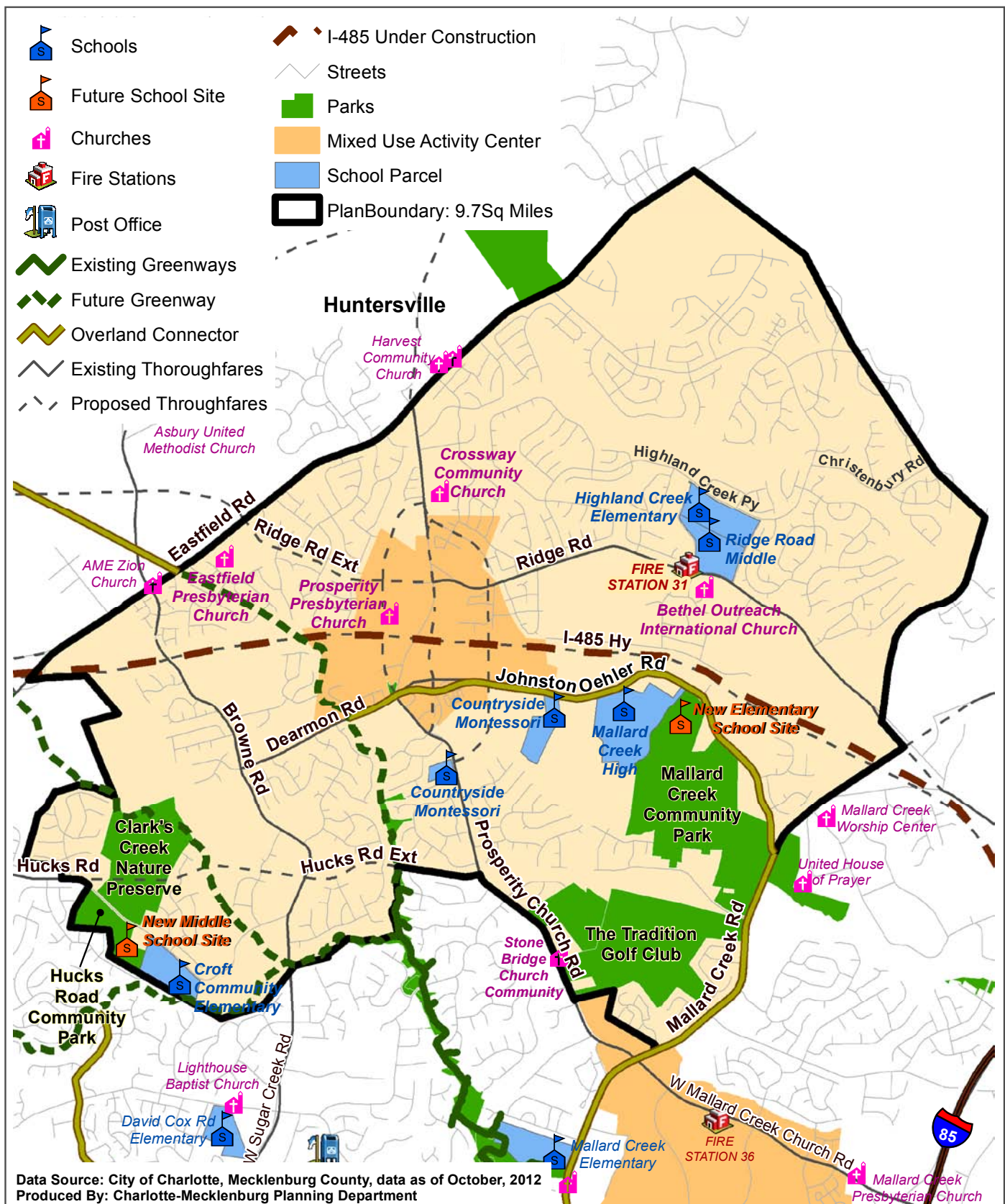


*Fire Station 31 on Ridge Road is in the plan area, and serves a portion of the area.*



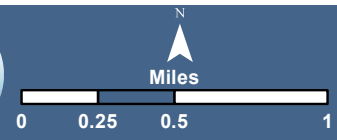
*The University City Regional Branch Library is about four miles southeast of the plan area.*



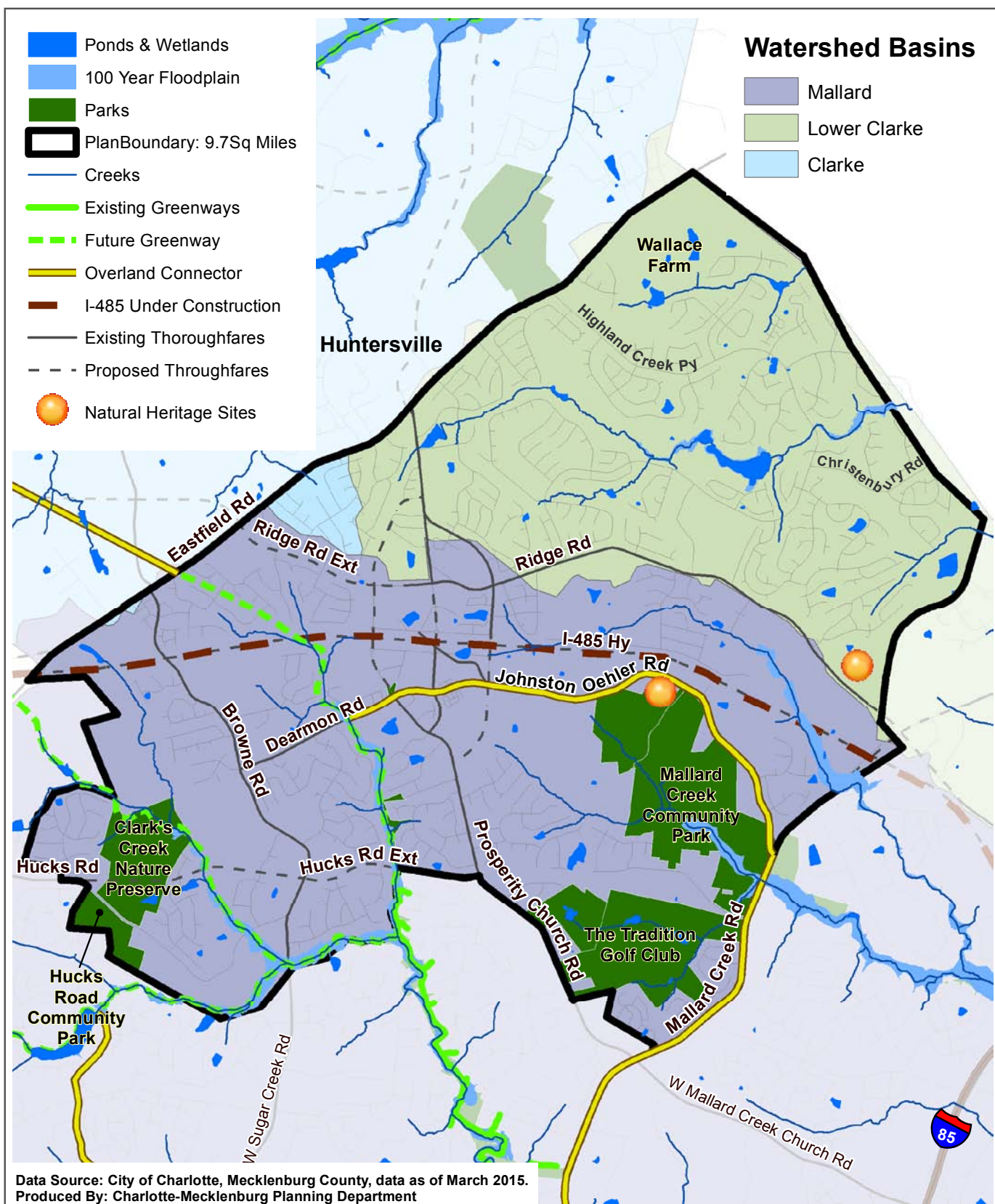


# Existing Public Facilities

## Prosperity Hucks Area Plan

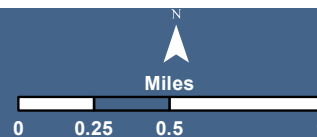






## Environmental Features

### Prosperity Hucks Area Plan





# Natural Environment

## Topography

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

## Natural Heritage Sites

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

- **The corner of Ridge and Beard Roads** is currently owned by the NC Department of Transportation (NCDOT) to provide mitigation for I-485 construction impacts. Over time, there have been discussions of management and ownership transfer to the Catawba Lands Conservancy.

- **Property on Johnston-Oehler Road** including private property and small portions of Mallard Creek Community Park and Mallard Creek High School also is identified as a natural heritage site.

## Land Cover

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

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

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



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



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



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

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

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



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



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



