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The purpose of the Eastfield Road Small Area Plan (ERSAP) is to provide policy guidance for future land use, transportation and infrastructure investment decisions by the Town, developers and property owners within the ERSAP Study Area over the next 10-15 years. The ERSAP is based upon and consistent with the overall vision and recommendations contained in the Town of Huntersville 2030 Community Plan and was prepared primarily in response to current and anticipated development within and adjacent to the Study Area, along with the planned completion of the northeast section of I-485 in the spring of 2015.

The ERSAP Study Area encompasses 1,897 acres, including 1,336 acres in the Town’s Extra-territorial jurisdiction and 561 acres in the Town’s corporate limits. The Study Area is generally bound by Everette Keith Road to the west, Eastfield Road to the south, the Mecklenburg County/Cabarrus County line to the east and the planned Verhoeff Drive extension and Asbury Chapel Road to the north.

The Study Area is characterized by a low density residential/undeveloped land use pattern, with limited institutional and other non-residential uses. The predominant land use type is single family residential, comprising approximately 70% of the Study Area. An additional 15% of the Study Area is undeveloped land. The largest non-residential land use types are institutional uses (i.e. churches and civic facilities).

The historical development pattern within the ERSAP Study Area has been greatly influenced by existing natural features, primarily streams and steep slope. Areas with the least number of environmental constraints (i.e. along Eastfield Road) have seen higher levels of development, while those with the greatest number of constraints (i.e. along the northern border of the Study Area) have produced a corresponding lower level of development. In the absence of any changes to these natural features, future development within the ERSAP Study Area will continue to follow the pattern of land development to date.

The total population located within the Study Area is approximately 1,100 (situated in just over 400 homes) and is mostly concentrated in subdivisions developed since the 1990’s.

The public input portion of the planning process was extensive. In October 2012, stakeholder meetings were held with approximately 100 property owners, business owners, utility providers, developers and municipal officials. In addition, the Town held public input sessions on November 15, 2012 and January 17, 2013, with a combined attendance of approximately 150. Valuable information was obtained through input and feedback received in these meetings, serving as the basis for much of the plan’s content and recommendations.

Image 1: Aerial of Eastfield Road & Prosperity Church Road.
Map 1: ERSAP Study Area is bounded by Everette Keith Road, Eastfield Road, Mecklenburg/Cabarrus County line, Verhoeff Drive extension, Asbury Chapel Road.
Plan Recommendations

The ERSAP includes recommendations related to land use and transportation (motorized and non-motorized). Generally, these recommendations call for a continuation of the existing low density land use pattern, with more intense development occurring at the intersection of Everette Keith Road and Eastfield Road and at the intersection of Prosperity Church Road and Eastfield Road.

Land use recommendations are organized in four Planning Zones (see image to the right):

| Zone 1 | East of Everette Keith Road and south of future Hambright Road alignment, higher intensity mixed-use (office, light industry and multi-family), with support commercial south of future Hambright Road alignment; adjacent to Dogwood Estates, continuation of existing residential densities; north of future Hambright Road alignment, maintain existing Transitional Residential development. |
| Zone 2 | East of Asbury Chapel Road, maintain existing low-density residential development pattern; maintain approved and existing development pattern within Olmsted and McGinnis Village neighborhoods. |
| Zone 3 | Maintain approved development pattern within Huntersville Market, with consideration for higher densities on adjacent property; east of Olmsted and west of future County park, along with north and south of future Verhoeff Drive, maintain Rural zoning designation. |
| Zone 4 | Support development of proposed County park; maintain approved development pattern in Skybrook neighborhood; east and west of Skybrook, maintain existing Rural zoning, with consideration for higher residential densities consistent with Skybrook densities. |

As part of the planning process for the ERSAP, thoroughfare alignments were defined for Everette Keith Road, Hambright Road and Verhoeff Drive. The locations of these alignments are shown on Map 1 (page 2).

Road recommendations for the Study Area transportation network (see image above) are as follows:

<table>
<thead>
<tr>
<th>Table 2: ERSAP Transportation Network Recommendations</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Eastfield Road</strong></td>
</tr>
<tr>
<td><strong>Hambright Road</strong></td>
</tr>
<tr>
<td><strong>Everette Keith Road</strong></td>
</tr>
<tr>
<td><strong>Asbury Chapel Road</strong></td>
</tr>
<tr>
<td><strong>Prosperity Church Road</strong></td>
</tr>
<tr>
<td><strong>Rocky Ford Club Road</strong></td>
</tr>
<tr>
<td><strong>Verhoeuff Drive</strong></td>
</tr>
</tbody>
</table>

Plan Implementation

Implementation of the land use and transportation recommendations presented in this plan will occur over time in conjunction with both private development and public infrastructure investment. An Implementation Schedule (see Table 7, p. 42), including action items associated with each recommendation and the staff responsible for their implementation, will provide strategic guidance in achieving the plan’s recommendations. This schedule is maintained by the Planning Department staff and will be updated on a regular basis.
A. Regional Context

Situated along the Town’s southeast border with Charlotte, the Eastfield Road Small Area Plan (ERSAP) Study Area is centrally located within the greater Charlotte Metropolitan region, just 12 miles from the city center. See Map 2: ERSAP Regional Context (right). The Study Area is located near three (3) major interstate routes: I-77 (1 mile west); I-485 (crosses Southwest corner of Study Area); and I-85 (3.8 miles east). The City of Charlotte is located immediately south of the Study Area, with Cabarrus County located to the east. The Town of Huntersville has planning and zoning jurisdiction over the entire Study Area, with the Mecklenburg-Union Metropolitan Planning Organization (MUMPO) providing transportation planning oversight.

B. Study Area Boundaries

The Eastfield Road Small Area Plan (ERSAP) Study Area encompasses 1,897 acres, of which 1,336 acres are located in the Town’s extra-territorial jurisdiction (ETJ) and 561 acres in the Town’s corporate limits. The Study Area is generally bound by Everette Keith Road to the west, Eastfield Road to the south, the Mecklenburg/Cabarrus County line to the east and the planned Verhoeff Drive extension and Asbury Chapel Road to the north. See Map 1: ERSAP Study Area (page 2) for the study area boundaries.
C. Need for Plan

The Eastfield Road Small Area Plan (ERSAP) is being prepared in response to a number of factors, as noted below:

- **Recommended by Town of Huntersville 2030 Community Plan**
  This plan identified several potential locations for “Small Area Plans”, including the area along Eastfield Road from NC 115 to Asbury Chapel Road, and the area encompassing the intersection of Prosperity Church Road and Eastfield Road. At the direction of the Planning Board, the Study Area was subsequently expanded to include the entire Eastfield Road corridor;

- **Current and anticipated future growth within and adjacent to the Study Area**
  Since 2000, the ERSAP Study Area has seen a steady increase in both residential and non-residential development. This trend is expected to continue into the future as a result of a resurgence in the greater Charlotte metropolitan region economy. The Bryton development (located immediate west of the Study Area) with over 2 million square feet of approved commercial development and approximately 2,000 units of housing will significantly impact development within the Study Area.

- **Completion of I-485**
  Completion of the last section of the I-485 loop (expected in Spring 2015) will serve to enhance access to the Study Area, bringing with it increased development opportunity and interest;

- **Coordination with City of Charlotte Prosperity-Hucks Area Plan**
  The Town of Huntersville is coordinating its planning efforts with those of the City of Charlotte, which is also preparing a long range plan for the area to the south of the ERSAP Study Area (See Map 2: ERSAP Regional Context, page 4);

- **Future commuter rail service**
  The planned North Corridor rail line is likely to attract additional investment and development within the Study Area.

Map 3: Town of Huntersville 2030 Community Plan identified potential areas for “Small Area Plans.”

D. Plan Purpose

The purpose of the ERSAP is to provide policy guidance for future land use and transportation system development, as well as transportation and infrastructure investment decisions by the Town, developers and property owners within the plan Study Area.

Specifically, this plan will:

1. **Guide staff and elected officials** in responding to development proposals, rezoning requests and infrastructure investments decisions.

2. **Provide guidance to land owners and developers** in making land development and transportation system investment decisions.

3. **Assist in the preparation of applications for state and federal grants** in support of public and private investment within the Study Area.

4. **Establish short and long-term steps** the Town needs to take to achieve long-range goals land use and transportation system.
A. Policy Framework

Land use development and transportation system investment decisions within the Study Area are guided by several public policy documents, as detailed below.

• Land Use

In June 2011, the Huntersville Board of Commissioners adopted the Town of Huntersville 2030 Community Plan. This plan provides a vision for the future growth and development of the Town of Huntersville through the year 2030. The Vision Statement for this plan calls for higher intensity growth and development to be focused within 2 miles of the I-77/NC 115 corridor and in mixed-use village centers located at important crossroads. As shown on Map 4: 2030 Community Plan Future Land Use (left), the Study Area is predominately located within the lower intensity Area 3, which also includes a mixed-use center at the Eastfield Road/Prosperity Church Road intersection, with a small portion in the higher intensity Area 2.

• Transportation

Transportation system development in Huntersville is guided by the Town of Huntersville Board of Commissioners through a strategic plan which prioritizes transportation investments for both motorized and non-motorized capital improvements and maintenance projects. This plan is reviewed on an annual basis by Town staff and the Town Board and serves to guide both long and short-range transportation planning initiatives. Transportation planning occurs under the oversight of the Charlotte Regional Transportation Planning Organization (CRTPO). See Map 12: Study Area Transportation Network (page 21) for the location of thoroughfares within the Study Area.
B. Regulatory Controls

In addition to policy guidance provided by the 2030 Community Plan, and CRTPO, land use and transportation system development within the Study Area is regulated by the Town’s Zoning Ordinance and Subdivision Regulations, as well as additional guidelines found within applicable regulations, such as the Town of Huntersville Engineering and Procedures Manual and U.S. Army Corps of Engineers Wetland Manual.

C. Previous Planning Efforts

• Land Use

As previously noted, the Town of Huntersville 2030 Community Plan recommended the preparation of small area plans for portions of the ERSAP Study Area. The ERSAP represents the first exclusive long range land use and transportation planning study undertaken by the Town of Huntersville for the Study Area.

While no specific plan has previously been prepared for the Study Area, the 2030 Community Plan does include a “Future Land Use” map. See Map 4: 2030 Community Plan Future Land Use (page 6), which calls for a combination of higher and lower intensity development within the study area, and identifies an “Activity Area” at the intersection of Prosperity Church Road and Eastfield Road. The 2030 Plan further calls for higher intensity development in “mixed-use village centers at important crossroads”. Finally, the 2030 Community Plan notes that: “The future land use pattern for the Town will continue with further refinements through the use of “Small Area Plans (SAPs).” The principles and policies found within the 2030 Community Plan will guide and inform the recommendations contained within this plan.

• Transportation

Charlotte Regional Transportation Planning Organization (CRTPO):

Since 1981, long-range transportation planning within the Study Area has occurred under the direction of the Charlotte Mecklenburg-Union Metropolitan Planning Organization (MUMPO) and its successor, the Charlotte Regional Transportation Planning Organization (CRTPO), in cooperation with the State of North Carolina Department of Transportation. CRTPO’s efforts have including the siting, designation and funding of thoroughfare alignments within CRTPO’s planning area, which includes all of Mecklenburg County, and portions of Union, Iredell and Lincoln counties. The primary guiding document for the CRTPO is the Metropolitan Transportation Plan (MTP), formerly known as the Long Range Transportation Plan (LRTP). Transportation projects included in the MTP are taken from the Mecklenburg-Union Thoroughfare Plan, which shows all designated thoroughfares (including those in the ERSAP Study Area) within CRTPO’s planning jurisdiction. The Thoroughfare Plan will be replaced by the Comprehensive Transportation Plan (CTP), which is expected to be adopted in 2014. The CTP will include all modes of travel, including roads, pedestrian and bicyclist accommodations, as well as transit (bus and rail).

Complete Streets

In July of 2009, the NCDOT Board of Transportation adopted a Complete Streets Policy, which addresses and provides guidance for the planning, design, development and operation of all modes of transportation in North Carolina, which are funded by the state.
According to this policy:

“Complete Streets is North Carolina's approach to independent, multimodal transportation networks that safely accommodates access and travel for all users.” “This policy sets forth the protocol for the development of transportation networks that encourage non-vehicular travel without compromising the safety, efficiency, or function of the facility. The purpose of this policy is to guide existing decision making and design processes to ensure that all users are routinely considered during the planning, design, construction, funding and operation of North Carolina’s transportation network.”
(Source: North Carolina Complete Streets Planning & Design Guidelines, pg. 4)

According to the NC Department of Transportation, “It is the Department’s commitment to collaborate with cities, towns, and communities to ensure pedestrian, bicycle, and transit options are included as an integral part of their total transportation vision. As a partner in the development and realization of their visions, the Department desires to assist localities, through the facilitation of long-range planning, to optimize connectivity, network interdependence, context sensitive options, and multimodal alternatives.”
(Source: North Carolina Complete Streets Planning & Design Guidelines, pg. 5)

“This policy requires that NCDOT’s planners and designers will consider and incorporate multimodal alternatives in the design and improvement of all appropriate transportation projects within a growth area of a town or city unless exceptional circumstances exist. Routine maintenance projects may be excluded from this requirement if an appropriate source of funding is not available.”
(Source: North Carolina Complete Streets Planning & Design Guidelines, pg. 4)

Finally, notwithstanding the exceptions stated… all transportation facilities within a growth area of a town or city funded by or through NCDOT, and planned, designed, or constructed on state maintained facilities, must adhere to this policy”.
(Source: North Carolina Complete Streets Planning & Design Guidelines, pg. 5)

A working group was formed by NCDOT to oversee the preparation of detailed rules and guidelines to guide existing and future NCDOT design and decision making processes consistent with the Complete Streets Policy. These rules and guidelines are contained in a document titled “North Carolina Department of Transportation Complete Streets Planning and Design Guidelines” and is available on the NCDOT website.

Thoroughfares are currently shown on the “MUMPO Thoroughfare Plan” as updated. This plan will be replaced by the “Comprehensive Transportation Plan (CTP)”, which shows all modes of travel, including roads, bike and pedestrian accommodations, as well as transit (bus and rail). The CTP is scheduled for adoption in 2014.

- Non-Motorized Transportation

Mecklenburg County adopted a Greenway Master Plan in 1980, with updates completed in 1999 and 2008. The Town of Huntersville adopted a Greenway and Bikeway Master Plan in 2007. In addition to this plan, bicycle accommodations are identified in the 2004 Mecklenburg County Bicycle Plan. A section of the Carolina Thread Trail (a regional greenway trail network connecting North and South Carolina), as identified in the Carolina Thread Trail Plan (adopted in 2010), is also located in the ERSAP Study Area. See Map 13: Greenways & Bikeways (page 24) for the location of greenways & bikeways within the study area.

- City of Charlotte

Concurrent with the development of this Plan, the City of Charlotte prepared the Prosperity Hucks Area Plan. According to the City of Charlotte, this plan will “provide a framework for future growth and development, and guidance for elected officials when making land use, zoning, road alignment and capital investment decisions.” During the course of preparing the ERSAP, Town of Huntersville Planning Department staff has worked cooperatively with the City of Charlotte staff in exchanging information and coordinating efforts wherever possible. See Map 2: Regional Context (page 4) for the Prosperity Hucks Area Plan study boundaries. For further information regarding this plan, contact the City of Charlotte Planning Department.
A. Planning Process

The need for a small area plan for the Eastfield Road Study Area was identified in the *Town of Huntersville 2030 Community Plan*. The plan was prepared by the Huntersville Planning Department with assistance from other Town Department staff, with oversight provided by the Town of Huntersville Planning Board.

In conjunction with preparation of the ERSAP, thoroughfare alignment studies were undertaken for Hambright Road, Everette Keith Road and Verhoeff Drive. Final alignments have been identified for Hambright Road, Everette Keith Road and Verhoeff Drive from Asbury Chapel Road to Prosperity Church Road, with a conceptual alignment identified for the future extension of Verhoeff Drive to Eastfield Road. See Map 1: *ERSAP Study Area* (page 2) for thoroughfare alignment locations.

**Figure 1**: Eastfield Road Small Area Plan - Planning Process

**Eastfield Road Small Area Plan - Planning Process Timeline**

- **Data Collection & Analysis**
  - September - January 2013
- **Public Input**
  - October - January 2013
- **Plan Drafts**
  - February - June 2013
- **Final Plan Adoption**
  - January 2014
B. Public Input

An important component of the planning process for the ERSAP was the extensive public involvement before and during preparation of the plan by Study Area residents and other interested stakeholders. In order to maximize public input, a series of interviews were conducted with the following groups:

- Property owners
- Developers
- Huntersville Town staff
- City of Charlotte staff
- City of Concord staff
- Cabarrus County staff
- North Carolina Department of Transportation
- Mecklenburg County Department of Parks and Recreation staff
- Mecklenburg Union Metropolitan Planning Organization (MUMPO)
- Lake Norman Regional Economic Development Corporation
- Utility providers

Public meetings for the ERSAP were held on November 15, 2012 and January 17, 2013. Both meetings were held at the Asbury United Methodist Church. At the November 15th meeting, the public was provided with an overview of the planning process for the ERSAP, including a presentation of thoroughfare alignment options for Hambright Road, Everette Keith Road and Verhoeuff Drive. Afterward, the public was given the opportunity to offer input on the plan and thoroughfare alignments. Approximately 100 people attended this meeting.

At the second public meeting held on January 17th, the public was provided with revisions to the thoroughfare alignments and asked to offer input on their recommendations for future land use within the study area. A table of land use types with accompanying images was distributed to those in attendance (see Table 3: Land Use Table, page 10), with participants asked to place dots corresponding to these land use types within the Study Area. For a summary of input received from this “Dot Exercise” see Map 5: DOT Exercise (upper right).

The input received at this meeting serves as the basis for the land use recommendations contained in this plan. Approximately 50 people attended this meeting.
C. How To Use This Plan

The ERSAP presents a long-range land use and transportation vision for the plan Study Area. As previously noted, the purpose of this plan is to provide policy guidance for future land use and transportation system development, as well as transportation and infrastructure investment decisions by the Town, developers and property owners within the plan Study Area. As future development occurs, staff will use the plan as a tool for assessing development proposals within the Study Area, along with requests for re-zoning. This plan does not “pre-zone” or “rezone” any property, but will provide the basis upon which to review any applications for re-zoning in the Study Area. Any rezoning of property will require the approval of the Town Board of Commissioners, and should generally be consistent with the recommended future land use for the Study Area (Map 14: Future Land Use, page 25), subject to any appropriate modifications that will advance the general policies of this plan and are consistent with the Town of Huntersville 2030 Community Plan.

In summary, as noted in the Town of Huntersville 2030 Community Plan: “SAPs serve a valuable role in guiding land development and transportation system planning. SAPs should therefore provide the basis for public decision-making related to either current, or future development proposals, as well as transportation system development”. (pg. 17 – Town of Huntersville 2030 Community Plan).

D. Plan Updates

To maintain its relevance and validity, the ERSAP should be reviewed on a regular basis and updated as necessary. Consistent with the Huntersville 2030 Community Plan, the ERSAP should be reviewed no later than within seven years of its adoption, and amended or updated as deemed appropriate and necessary by the Town Board of Commissioners.
A. Natural Features

The ERSAP Study Area is characterized by a relatively low intensity development pattern and several large areas of contiguous undeveloped acreage. This development pattern is primarily due to the constraints imposed by the Study Area’s natural features, including a number of streams, ponds, wetlands, steep slopes and uneven topography. Map 6: Natural Features (lower right), depicts these natural features.

The constraints imposed by the Study Area’s topography and natural features on future development are highlighted by Map 7: Topographic Analysis (page 13). As this map indicates, the portions of the Study Area that have the least topographic constraints (and where most development has occurred) are located in the southwest quadrant, and along Eastfield Road.
B. Land Use

The predominant land use type within the Study Area is residential (69%) followed by undeveloped (15%), park (6%) and institutional (3%). Together these land use categories comprise 93% of the total land in the Study Area. The balance of land uses (agricultural, landfill, commercial, right-of-way and utility) make up the remaining 7% of land area within the Study Area. The location of existing land uses are shown on Map 8: Existing Land Use (page 15), with the acreage totals shown in Table 4: Existing Land Use Acreage, below. For the purposes of this study, Residential land use is broken up into two categories—homes located on less than 5 acres and those on properties greater than 5 acres. A breakdown of existing land use acreage within the Study Area is shown in Table 4: Existing Land Use Acreage, below.

Table 4: Existing Land Use Acreage

<table>
<thead>
<tr>
<th>LAND USE TYPE</th>
<th>ACRES</th>
<th>% OF STUDY AREA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential (&lt;5 acres)</td>
<td>861</td>
<td>45</td>
</tr>
<tr>
<td>Residential (&gt;5 acres)</td>
<td>439</td>
<td>24</td>
</tr>
<tr>
<td>Undeveloped</td>
<td>287</td>
<td>15</td>
</tr>
<tr>
<td>Park</td>
<td>115</td>
<td>6</td>
</tr>
<tr>
<td>Institutional</td>
<td>51</td>
<td>2.7</td>
</tr>
<tr>
<td>Agricultural</td>
<td>43</td>
<td>2.3</td>
</tr>
<tr>
<td>Landfill</td>
<td>36</td>
<td>1.8</td>
</tr>
<tr>
<td>Commercial</td>
<td>27</td>
<td>1.4</td>
</tr>
<tr>
<td>Right-of-way</td>
<td>27</td>
<td>1.4</td>
</tr>
<tr>
<td>Utility</td>
<td>12</td>
<td>0.6</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,897</td>
<td>100%</td>
</tr>
</tbody>
</table>

Source: Town of Huntersville GIS

In contrast to the ERSAP Study Area, development intensities along Eastfield Road within Charlotte’s planning jurisdiction are higher for both residential and non-residential land use types, due to the presence of higher intensity zoning, utilities and the absence of topographic constraints (see Map 10: page title, page 19). In summary, the ERSAP Study Area is characterized by a predominantly low density non-residential/undeveloped land use pattern, complemented by limited institutional uses and other non-residential uses.

• Residential

There are four named subdivisions located within the ERSAP Study Area: Skybrook, Olmsted, McGinnis Village and Dogwood Estates. See Map 8: Existing Land Use (page 15) for the location of these subdivisions. Table 5: Residential Lot Size, below, summarizes the number of lots and density (lots/acre) for each of these subdivisions:

Table 5: Residential Lot Size (Number of lots built as of March 2013)

<table>
<thead>
<tr>
<th>SUBDIVISION</th>
<th>ACRES</th>
<th>TOTAL (BUILT)</th>
<th>LOTS/ACRE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Skybrook*</td>
<td>565.5</td>
<td>744</td>
<td>1.32</td>
</tr>
<tr>
<td>Olmsted</td>
<td>440</td>
<td>440 (70)</td>
<td>1</td>
</tr>
<tr>
<td>McGinnis Village</td>
<td>30</td>
<td>91 (91)</td>
<td>2.95</td>
</tr>
<tr>
<td>Dogwood Estates</td>
<td>35</td>
<td>30 (25)</td>
<td>0.85</td>
</tr>
</tbody>
</table>

Source: Town of Huntersville Planning Department

* For the portion of Skybrook located within Study Area, there are 1.86 Lots/Acre

In addition to these named subdivisions, there are a number of homes located outside subdivisions which are typically situated on lots greater than 1 acre in size. These homes range from smaller ranch-style construction built in the 1960’s, 1970’s to larger homes built since 1990.
Map 8: Existing Land Use - The ERSAP Study Area is characterized by a low density residential/undeveloped land use pattern, complemented by limited institutional & other non-residential uses.
• Undeveloped Land & Park Property

287 acres, or 15% of the Study Area acreage is currently undeveloped. Undeveloped land refers to property which does not contain any permanent structures. This undeveloped acreage is situated throughout the Study Area, with the largest contiguous portion located between the Olmsted subdivision and Mecklenburg County park property.

Mecklenburg County owns a 115 acre parcel along Eastfield Road, which is designated as the future location of a regional park. This park will feature both active and passive recreational facilities, along with nature trails and an enclosed structure that is suitable for meetings and indoor programmed activities. Mecklenburg County has indicated that development of this park is projected for the 2016-18 time frame.

• Non-Residential

Institutional uses make up the majority of acreage devoted to non-residential land use in the Study Area. These institutional uses include 4 churches and Huntersville Fire Station #3. The balance of land area devoted to non-residential uses is almost equally divided among utility substations, street rights-of-way, commercial and land fill uses. Commercial land use consists of development approval for 145,000 square feet of retail and 40,000 square feet of office on a 28 acre site. Currently, none of this approved development has been built, but construction is expected to begin on this site in 2013. The area that is designated as landfill, covers approximately 36 acres. This landfill is licensed through 2016 as a land clearing and inert debris (LCID) approved facility. Materials allowed for disposal include primarily non-organic construction debris. Right-of-way (road) and utility account for the remaining land use acreage in the Study Area.

• Historic Property

There are no formally designated local, state or national historic sites within the ERSAP Study Area. However, approximately ½ mile north of the intersection of Asbury Chapel Road and Eastfield Road is located an historical cemetery approximately 350 yards to the east of the centerline of Asbury Chapel Road (see Map 8). This cemetery, known as the “Bethesda Methodist Church Cemetery”, is situated on land originally owned by Andrew Moore, who organized one of the first, if not the first, Methodist churches between the Yadkin and Catawba rivers on this site. Given its significance, the cemetery is potentially eligible for historic designation.

The cemetery is located on a plot of land measuring approximately 90’x100’and is surrounded by a rock wall with an opening on the northern side. The earliest marked grave site is that of Andrew
Moore (1773-1845), with the last dated 1896. There are a total of ten (10) marked and numerous unmarked graves within the cemetery. There are no historical remnants to indicate the exact location of a church, or meeting house, adjacent to the cemetery, although it is thought to have been situated either to the north or northwest of the cemetery. In 1903, Trustees of the Methodist Episcopal (M.E.) Church transferred the property - known then as the Old Bethesda Church Lot (M.E. Church) - upon which the cemetery was located to a private party, with ownership of the cemetery retained by the M.E. Church Trustees and its successors.

Sources:
1. Register of Deeds, Mecklenburg County, North Carolina
2. Biographical Sketches of the Early Settlers of the Hopewell Section, written by J. B. Alexander (published 1897)
3. A History of Methodism in Ferrelltown, Mecklenburg County, NC, by Gary L. Ferrell

C. Zoning

The ERSAP Study Area includes the Rural (R), Transitional Residential (TR), Highway Commercial-Conditional District (HC-CD) and Neighborhood Residential (NR) Zoning Districts see (Map 9: Current Zoning, page 18).

A description of each zoning district within the ERSAP Study Area is found below.

Rural (R) – The Rural District is provided to encourage the development of neighborhoods and rural compounds that set aside natural vistas and landscape features for permanent conservation. In addition to detached single-family homes, uses permitted by right in the R District include bed and breakfast inns, boarding and rooming houses for up to two roomers and family care homes. Uses permitted with conditions include cemeteries, religious institutions, duplexes (up to 10% of dwelling units in development), schools, government buildings, neighborhood and outdoor recreation, parks, plant nurseries, riding academies and/or commercial stables. In the R District, residential lots shall average 1 acre in size.

Transitional (TR) - The Transitional District serves as a bridge between rural zones and more urbanized development. As with the Rural District, the TR District is provided to encourage the development of neighborhoods and rural compounds that set aside natural vistas and landscape features for permanent conservation.

Uses permitted by right are the same as for the R District. Uses permitted with conditions are the same as those for the R District, except that duplexes may comprise 20% of the total number of dwelling units in a development. In the TR District, residential lots shall average .75 acres in size.

Highway Commercial-Conditional District (HC-CD) – The Highway Commercial District is established to provide primarily for auto-dependent uses in areas not amendable to easy pedestrian access and a comfortable pedestrian environment. The boundaries of the area zoned HC-CD within the Study Area are the same as the area encompassing the boundaries of the Huntersville Village commercial development approved by the Huntersville Town Board in March 2009. Permitted uses in this HC-CD District are subject the conditions of this approval.
Map 9: Current Zoning - 97% of the ERSAP Study Area is zoned for a primarily low density residential development pattern.

Neighborhood Residential (NR-CD) – The Neighborhood Residential District provides for residential infill development surrounding the traditional town center and its logical extensions. The boundaries of the area zoned NR-CD are located within the Skybrook subdivision, as modified by the Town Board in May, 2006. This modification allowed for a higher density (1.86 units/acre) than the overall 1.32 units/acre for the entire Skybrook development. Permitted uses in this NR-CD District are subject the conditions of this approval. 

Table 6: Existing Zoning Coverage, right, shows the total number of acres for each of the zoning districts located within the Study Area.

<table>
<thead>
<tr>
<th>ZONES</th>
<th>ACRES</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transitional Residential (TR)</td>
<td>929</td>
<td>49%</td>
</tr>
<tr>
<td>Rural Residential (R)</td>
<td>921</td>
<td>48%</td>
</tr>
<tr>
<td>Highway Commercial (HC)</td>
<td>28</td>
<td>2%</td>
</tr>
<tr>
<td>Neighborhood Residential (NR)</td>
<td>19</td>
<td>1%</td>
</tr>
<tr>
<td><strong>TOTALS</strong></td>
<td><strong>1,897</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

Source: Town of Huntersville GIS

In summary, with 97% of the 1,897 acre Study Area zoned either Transitional Residential or Rural Residential, it is clear that the current zoning designations within the ERSAP Study Area are intended to produce a low density residential development pattern within the Study Area.
D. Utilities

The Study area is located within the service area of Charlotte-Mecklenburg Utilities (CMUD) which offers both water and wastewater service. Currently, CMUD serves all of the residential subdivisions within the Study Area (Skybrook, Olmsted, McGinnis Village and Dogwood Estates), as well as non-residential uses located along the Eastfield Road corridor. CMUD has indicated a willingness and capability for serving the entire study area, as warranted. Electric service is offered by Electricities for the area west of Asbury Chapel Road, while Duke Power services the area east of Asbury Chapel Road. Natural gas service is also available within the Study Area, through Piedmont Natural Gas. See Map 10: Utility Right of Ways, right, for the location of utility rights-of-way within the Study area.

With one exception, all of the utility easements within the Study Area contain electrical transmission lines owned by Duke Power. A liquefied petroleum line easement crosses the Study Area in a northeast to southwest direction. This 50’ wide easement, owned by Plantation Pipe Line, carries a 26 inch and a 14 inch pipeline. The easement also carries a 10 inch fiber optic cable.

E. Transportation

- **Regional Transportation Network**

The ERSAP Study Area is located within the greater Charlotte metropolitan region. The regional transportation network is shown on Map 11: Regional Context, right. This regional network includes I-77 (1 miles west of the Study Area); I-85 (3.8 miles east of the Study Area) and I-485 (located within the Study Area). In addition to these interstate routes, the Study Area is approximately 1/2 mile east of NC 115 and approximately 1 mile east of US 21. Finally, the Norfolk & Southern “O” rail line crosses the southwest corner of the Study Area.

- **Study Area Transportation Network**

The transportation network within the ERSAP Study Area includes the following roads:

- Eastfield Road
- Hambright Road (Un-built thoroughfare)
- Everette Keith Road
- Asbury Chapel Road
- Prosperity Church Road (Un-built thoroughfare)
- Rocky Ford Club Road
- Verhoeff Drive (Un-built thoroughfare)

In addition to these major roads, streets located within the Skybrook, Olmsted, McGinnis Village & Dogwood Estates subdivisions serve the residents living in these neighborhoods. Map 11: Regional Context, upper right, shows the study area transportation network along with future potential connections to adjoining parcels or roads.

In addition to the regional transportation network, while Everette Keith Road, Asbury Chapel Road and Verhoeff Drive are designated as minor two-lane thoroughfares under the MUMPO Thoroughfare Plan and it’s successor, the Charlotte Regional Transportation Planning Organization (CRTPO) Comprehensive Transportation Plan (CTP). Rocky Ford Club Road is not currently designated as a thoroughfare.

**Eastfield Road** – Eastfield Road is a State-owned and NCDOT maintained two-lane thoroughfare (with a four-lane section at Prosperity Church Road and turn lanes to accommodate existing development at several locations) that serves as the southern boundary line for the Study Area and offers primary east-west access within the Study Area. Measuring approximately four miles in length, Eastfield Road begins at NC 115 (just outside the Study Area) and terminates at the Mecklenburg/Cabarrus County line. Due to its location entirely within the jurisdictional boundaries for the City of Charlotte, all planning and capital infrastructure decisions for Eastfield Road are subject to the City of Charlotte’s approval.
Map 12: Study Area Transportation System - Eastfield Road serves as the primary transportation route within the Study Area and also functions as a major regional connection for travel between Cabarrus County and Charlotte.
Eastfield Road serves as a major regional connection for travel between Cabarrus County and Charlotte. In its current two lane configuration, Eastfield Road’s function and level of service is severely constrained during morning and evening peak hours. 2010 NCDOT Annual Average Daily Traffic (AADT) counts show approximately 20,000 vehicles/day on Eastfield Road at Alexanderana Road, with morning and evening peak hour congestion resulting in major traffic congestion and backups.

Both the MUMPO Thoroughfare Plan and CRTPO CTP designate Eastfield Road as a future four-lane, median divided boulevard, with pedestrian and bicycle accommodations. Eastfield Road is currently not included in the fiscally constrained list of projects in the CRTPO 2040 Metropolitan Transportation Plan (MTP).

**Hambright Road** (un-built thoroughfare) - The portion of Hambright Road located east of Everette Keith Road has been designated as a future thoroughfare alignment since the mid 1970’s. The current location of this thoroughfare was finalized as part of the planning process for the ERSAP (see *Map 14: Future Land Use*, page 25).

Upon completion, this portion of Hambright Road will connect to the existing four-lane median divided boulevard portion of Hambright Road to the west. To the east, Hambright Road will intersect with Eastfield Road at the planned extension of Ridge Road in Charlotte. As with the existing Hambright Road to the west, this future extension of Hambright is anticipated to be a State owned and NCDOT maintained road.

Both the MUMPO Thoroughfare Plan and CRTPO CTP designate Hambright Road as a four-lane, median divided boulevard, with pedestrian and bicycle accommodations. Hambright Road is currently not included in the fiscally constrained list of projects in the CRTPO 2040 Metropolitan Transportation Plan (MTP).

**Everette Keith Road** – Everette Keith Road is a State-owned and NCDOT maintained two-lane road approximately one mile in length. The northern terminus of Everette Keith Road is just past the existing landfill. The southern terminus of Everette Keith Road at Alexanderana Road (now Eastfield Road) was severed in 2011 to accommodate relocation of the Norfolk & Southern rail line as part of the Bryton development project. This southern access point to Eastfield Road was re-routed to Bryton Corporate Center Drive. Everette Keith Road currently intersects with and has access to the existing section of Hambright Road. A new alignment for Everette Keith Road is proposed to extend from the intersection of Independence Hill Road and Eastfield Road (signalized) in the south to Verhoeuff Drive in the north. This alignment was finalized (see *Map 14: Future Land Use*, page 25) as part of the planning process for the ERSAP. Given the likelihood that Everette Keith Road will be built in conjunction with future development, it’s final location is subject to modification in order to accommodate such development. See Future Transportation recommendations on page 39 for further discussion.

Everette Keith Road was added to the CRTPO Thoroughfare Plan on April 16, 2014 and will be included in the CRTPO CTP when adopted and is therefore now eligible for state or federal transportation funding.

Everette Keith Road is currently a low volume road serving limited residential traffic for homes along the road and truck traffic to the landfill. 2010 AADT counts show less than 500 vehicles per day on Everette Keith Road.

**Asbury Chapel Road** – Asbury Chapel Road is a State-owned and NCDOT maintained two-lane road. The portion of Asbury Chapel located within the Study Area measures approximately one mile. Asbury Chapel Road terminates to the south at Eastfield Road at a signalized intersection with Browne Mill Road. Asbury Chapel continues approximately two miles north beyond the Study Area, where it intersects with Huntersville-Concord Road.

Asbury Chapel Road provides an important north/south connection within the Study Area, representing the only such current connection east of NC 115. 2010 NCDOT AADT figures for Asbury Chapel at Eastfield Road are 2,000 vehicles.
The MUMPO Thoroughfare Plan and CRTPO CTP both designate Asbury Chapel Road as a future two-lane minor thoroughfare, with pedestrian and bicycle accommodations. Asbury Chapel Road is currently not included in the fiscally constrained list of projects in the CRTPO CTP 2040 Metropolitan Transportation Plan (MTP).

**Prosperity Church Road** (un-built thoroughfare) – Prosperity Church Road is a designated future thoroughfare that will extend from Eastfield Road in the south to Davidson-Concord Road in the north. A portion of Prosperity Church Road is proposed to be constructed as part of the Huntersville Market development, located at the intersection of Eastfield Road and Prosperity Church Road. Upon completion, Prosperity Church Road is proposed to be a State owned and NCDOT maintained road. The MUMPO Thoroughfare Plan and CRTPO CTP designate Prosperity Church Road as a four-lane, median divided boulevard, with pedestrian and bicycle accommodations. Prosperity Church Road is currently not included in the fiscally constrained list of projects in the CRTPO CTP 2040 Metropolitan Transportation Plan (MTP).

**Rocky Ford Club Road** – Rocky Ford Club Road is a State-owned and NCDOT maintained two-lane road which extends from Eastfield Road north approximately ½ mile, and will ultimately connect to the future Prosperity Church Road thoroughfare. Historically, the road provided access to Rocky Ford Club – a hunting club. 2010 AADT counts are less than 100 vehicles/day, with traffic primarily generated by several single family residences along the road. Improvements to Rocky Ford Club Road are proposed in conjunction with the planned Huntersville Market development, which will likely generate an increase in traffic along this road. Rocky Ford Club Road is not identified on the current MUMPO Thoroughfare Plan nor on the CRTPO CTP as a thoroughfare, and therefore is not eligible for state or federal transportation funding.

**Verhoeff Drive** (un-built thoroughfare) - The portion of Verhoeff Drive located within the Study Area has been designated as a future thoroughfare alignment since the early 1990’s. The current location of this thoroughfare was finalized as part of the planning process for the ERSAP (see Map 14: Future Land Use, page 25). When completed, Verhoeff Drive will connect Asbury Chapel Road to the west, with Prosperity Church Road in the east. A possible extension of Verhoeff Drive to Eastfield Road is addressed in the “Transportation Recommendations” section of this plan (see page 39).

The MUMPO Thoroughfare Plan and CRTPO CTP designate Verhoeff Drive as a two-lane, minor thoroughfare, with pedestrian and bicycle accommodations. The extension of Verhoeff Drive is currently not included in the fiscally constrained list of projects in the MUMPO 2035 Long-Range Transportation Plan (LRTP). The future extension of Verhoeff Drive is anticipated to be a State owned and NCDOT maintained road.

- **Non-Motorized Transportation**

The Town of Huntersville Zoning Ordinance and Subdivision Regulations require pedestrian and bicycle accommodations as part of all new development proposals. In addition, NCDOT is currently finalizing regulations to implement a “Complete Streets Policy” adopted by the State Board of Transportation in 2010. This policy requires the State of North Carolina to plan for and accommodate non-motorized as well as motorized transportation needs for all State roads.

**Sidewalks** – The current sidewalk network within the Study Area is primarily limited to streets located within residential neighborhoods, and existing non-residential uses. The absence of an integrated network of sidewalks within the Study Area limits movement between residential neighborhoods, as well as other non-residential uses. Improved pedestrian mobility will occur as sidewalks are built either in conjunction with approved or future development. Existing sidewalks are shown on Map 12: Study Area Transportation Network, page 21.
Greenways - The Mecklenburg County Greenway Master Plan, adopted in 1999 (updated in 2008) and the Town of Huntersville Greenway and Bikeway Master Plan, adopted in 2007, both call for greenway trails within the Study Area. Public funding to construct these greenways is not currently available and it is therefore likely that if they are to be built in the near term (prior to 2020), it will be in conjunction with the development of adjoining property. In addition to the County and Town Greenway Master Plans, a section of the Carolina Thread Trail is proposed to be built within the Study Area. The Carolina Thread Trail is a bi-state effort to connect South Carolina and North Carolina with a regional trail network. The portion of the Thread Trail to be located in the Study Area would cross Eastfield Road in a northwest direction and connect to Hambright Road. No timetable or funding has been identified for construction of the Thread Trail. See Map 13: Greenways & Bikeways, page 24, for existing and planned greenway trails within the ERSAP Study Area.

Bikeways – The Mecklenburg County Bicycle Plan designates Bicycle accommodations within the Study Area. Currently bicycle accommodations within the Study Area, are limited to on-street access in existing subdivisions and for a short distance fronting on Eastfield Road at the intersection of Prosperity Church Road. As bicycle accommodations will, however, be part of future thoroughfares that are built in the Study Area (i.e. Prosperity Church Road, Hambright Road, Everette Keith Road and Verhoeff Drive), as well as improvements to existing thoroughfares (i.e. Asbury Chapel Road and Eastfield Road). See Map 13: Greenways & Bikeways, page 24, for planned bicycle accommodations within the Study Area.
A. Future Land Use

Anticipated future growth within and adjacent to the Study Area (along with proposed transportation system improvements) will result in changes to the existing land use pattern. Based on public input received and analysis by Planning Department staff, the following future land uses are recommended for the ERSAP Study Area (see Map 14: Future Land Use, page 25). It should be noted that these recommendations do not rezone any property within the Study Area for the uses recommended, but rather provide a framework for land use changes that will occur in the future. In addition, future land use recommendations are not intended to be “parcel-specific”, unless otherwise noted. Future land use boundaries are subject to modification, consistent with individual planning zone recommendations and overall plan policies.

Existing zoning regulations and standards (including permitted uses) will continue to apply to all property within the Study Area until such time as a zoning change has been approved by the Town Board.

Map 14: Future Land Use
B. Planning Zones

The Study Area has been divided into four Planning Zones as shown on Map 15: Planning Zones. An overview of existing land use and recommendations for each of the Planning Zones is detailed below.
• Planning Zone 1

This zone is located between Everette Keith Road and Asbury Chapel Road (see Map 16: Planning Zone 1, page 28). Currently, this zone is characterized by low-density single family residential and farming uses, along with large tracts of undeveloped land.

The current Transitional Residential (TR) Zoning District designation for this Planning Zone would allow for low density (approximately 1 unit/acre or less) residential and non-residential (civic type) uses. The Huntersville Zoning Ordinance should be consulted for a complete list of allowed uses.

**Recommended future land uses for this Planning Zone include:**

**A**
East of Everette Keith Road and south of the proposed Hambright Road alignment, office, light industry & multifamily (apartments, townhomes and other attached for sale units), with limited commercial/retail to support the primary office & light industrial uses, are recommended. Multi-family uses would be an appropriate transition between the existing Dogwood Estates neighborhood & the more intensive proposed office/industrial uses to the west.

**B**
South of Hambright Road, continuation of the residential densities within the Dogwood Estates neighborhood (approximately 1 unit/acre) and east to Asbury Chapel Road are recommended. At such time as Hambright Road is extended, it may be appropriate to consider changes to existing zoning.

**C**
North of Hambright Road, it is recommended that the current TR zoning designation be maintained, until such time as Hambright Road is extended to Eastfield Road. At that time, it may be appropriate to consider changes to existing zoning.
Map 16: Planning Zone 1
• Planning Zone 2

Located between Asbury Chapel Road & the eastern boundary of the Huntersville Market development, this Planning Zone (see Map 17: Planning Zone 2, page 30) is currently a mix of low & medium density residential uses, horse farms & undeveloped land. The largest remaining area of developable land within this Planning Zone is located west of Olmsted & is bisected by the planned Hambright Road thoroughfare. This zone also includes Huntersville Market, which is approved for 145,000 s.f. of commercial space & 40,000 s.f. of office.

The current Transitional Residential (TR) Zoning District designation for this Planning Zone would allow for a variety of residential and non-residential uses. The Huntersville Zoning Ordinance should be consulted for a complete list of allowed uses. While this Planning Zone area has significant land area available for future development (west of Olmsted), access, lack of utilities and natural feature (i.e. stream) constraints will limit its attractiveness over the next 5-10 years. Improvements to either Asbury Chapel Road, Eastfield Road and/or the extension of Hambright Road will enhance development potential in this zone.

Recommended future land uses for this Planning Zone include:

A

For the area east of Asbury Chapel Road & south of the Hambright Road alignment, it’s recommended that the current TR zoning designation be maintained. At the time Hambright Road is extended, it may be appropriate to consider changes to existing zoning.

B

For the area east of Asbury Chapel Road & north of Hambright Road, it’s recommended that the current TR zoning designation be maintained. At the time Hambright Road is extended, it may be appropriate to consider changes to existing zoning.

C

Maintain approved & existing development pattern within the Olmsted & McGinnis Village Neighborhoods.

D

For remaining parcels, retain existing R and TR zoning.
• Planning Zone 3

This Planning Zone is located between Huntersville Market and land to the east owned by Mecklenburg County for a future regional park (see Map 18: Planning Zone 3, page 32). Currently, land use in this zone is predominantly low density single family residential and includes several churches and the Eastfield Road Fire Station #3. A significant portion of this zone is currently undeveloped. The Prosperity Church Road thoroughfare (un-built) crosses this zone in a southwest to northeast direction.

The zoning district designation for the remainder of this planning zone is Rural Residential (R), which would allow for a variety of residential (approximately 1 unit/2 acre) and non-residential (churches, schools, bed and breakfast) uses. The Huntersville Zoning Ordinance should be consulted for a complete list of allowed uses.

Recommended future land uses for this Planning Zone include:

A
Maintain approved development pattern within Huntersville Market. Adjacent to Huntersville Market, higher intensity uses, transitioning from commercial development to low density residential, may be appropriate for consideration.

B
East of Olmsted and west of the County park property, it is recommended that the current Rural zoning designation be maintained, until such time as Prosperity Church Road is extended. At that time, it may be appropriate to consider changes to existing zoning.

C
North and South of the proposed Verhoeff Drive thoroughfare, it is recommended that the current Rural zoning designation be maintained, until such time as Verhoeff Drive or Prosperity Church Road are extended. At that time, it may be appropriate to consider changes to existing zoning.
Map 18: Planning Zone 3
• Planning Zone 4

This Planning Zone includes the proposed Mecklenburg County Park and land east to the County line (see Map 19: Planning Zone 4, page 34), and is characterized by low density (less than 1 unit/acre) single family residential development between the County park property and Skybrook and just under 2 units/acre in the portion of Skybrook located in the Study Area.

The current Rural Residential (R) Zoning District designation for this Planning Zone would allow for a variety of residential (approximately 2 unit/acre) and non-residential (churches, schools, bed and breakfast) uses. The Huntersville Zoning Ordinance should be consulted for a complete list of allowed uses.

Recommended future land uses for this Planning Zone include:

A. Support development of proposed Mecklenburg County regional park.

Between the County park property and existing Skybrook neighborhood, it is recommended that the existing Rural zoning designation be maintained. However, densities consistent with the adjoining Skybrook development, with appropriate transitions between existing and new development, may be appropriate for consideration. Use of this area as an extension of the proposed County park property for additional active or passive recreational use, would also be appropriate.

B. Maintain approved and existing development pattern in Skybrook neighborhood.

C. East of Skybrook to the County line, it is recommended that the existing Rural zoning designation be maintained. However, residential densities consistent with those of the adjoining Skybrook development, with appropriate transitions between proposed and existing development, may be appropriate for consideration.
The Town of Huntersville supports a “Complete Streets Policy” which calls for the accommodation of all modes of transportation, including pedestrians, bicyclists, and transit. Development of a comprehensive transportation network (featuring both motorized and non-motorized modes) within the ERSAP Study Area is essential in order to meet the future transportation demands for both residential and non-residential development. See Map 20: ERSAP Transportation Network, page 36. This transportation network will require the construction of new roads, enhancement of existing roads and connectivity both in and outside the Study Area. While a portion of these improvements will likely be paid for by new development, significant public infrastructure investments will also be required in order to serve the transportation needs of existing and new development. In the absence of new funding sources for transportation system development, it may be necessary to investigate alternative funding options, such as “public-private partnerships” or other funding mechanisms to deliver the transportation improvements needed within the Study Area over the next 15-20 years. As part of the ERSAP planning process, final alignments were adopted by the CRTPO in April 2014 for Hambright Road (Everette Keith Road to Eastfield Road), Everette Keith Road (from Eastfield Road to Verhoeff Drive), and Verhoeff Drive (from Asbury Chapel Road to Prosperity Church Road), as recommended by the Huntersville Town Board at their January 6, 2014 meeting.

The following recommendations address the roads within the ERSAP Study Area.

A. Eastfield Road

As previously noted, Eastfield Road is a state maintained two-lane road that serves as the primary east-west thoroughfare connection within the ERSAP Study Area, as well as for regional travel between Cabarrus County and Charlotte. In its current two-lane configuration, Eastfield Road’s function and level of service is severely constrained during morning and evening peak hours. While the planned opening of I-485 in the spring of 2015 may help alleviate some of this congestion (particularly west of the Eastfield Road/Prosperity Church Road intersection), traffic is projected to continue to increase in conjunction with anticipated growth and development. Given the absence of any identified funding to widen Eastfield Road to its ultimate four-lane cross-section, it is imperative that traffic impacts generated by future development be appropriately mitigated, as required by the Town’s Traffic Impact Analysis Ordinance (TIAO).

Recommendations:

- Coordinate with the City of Charlotte and NCDOT on all development projects along Eastfield Road which will generate the need for road improvements.

- Employ the use of access management tools, including limiting the number of curb cuts along Eastfield Road by requiring co-location of driveways or the use of cross-access easements for adjoining properties.

- Request that NCDOT review signal timing and synchronization to optimize traffic flow at both peak and off-peak hours.

The proposed future four lane cross-section for Eastfield Road is shown in Figure 3.

B. Hambright Road

Hambright Road is designated by the Comprehensive Transportation Plan (CTP) as a future four-lane median divided thoroughfare to be built on new alignment, that will connect existing Hambright Road (at Everette Keith Road) to Eastfield Road.
Map 20: ERSAP Study Area Transportation Network
Figure 3: Proposed four lane cross-section for Eastfield Road, Hambright Road, and Prosperity Church Road. Recommended cross-section is for illustrative purposes only. Actual lane widths, landscaping, pedestrian and bicycle accommodations will be determined on a case-by-case basis. In particular, sidewalk widths are intended to be represent “minimum” standards and will be determined based on actual land uses.

No public funding is currently designated for the extension of Hambright Road and therefore improvements are unlikely to occur except in conjunction with private development.

Recommendations:

• Protect right-of-way for approved thoroughfare alignment, as part of subdivision/rezoning process.

• For future subdivision development adjoining proposed thoroughfare alignment, require reservation/dedication/construction of thoroughfare as required to serve proposed development.

The proposed future cross-section for Hambright Road is shown in Figure 3.

C. Everette Keith Road

Everette Keith Road is an existing state maintained two-lane road which is proposed to be realigned and extended from Eastfield Road (at its intersection with Independence Hill Road) to Verhoeff Drive (see Map 15: Planning Zones, page 26). While the CTP designates Everette Keith Road as a minor thoroughfare, public
funding for improvements to this road (i.e. extension and realignment) are not currently programmed and therefore, improvements are only likely to be made as a result of private funding in conjunction with future development. The proposed new alignment for Everette Keith Road is intended to provide an additional north/south access route east of NC 115. However, the ultimate location of this road may be modified to accommodate and maximize development potential in the area that it will serve.

**Recommendations:**

- Protect right-of-way for approved thoroughfare alignment, through the subdivision/rezoning process.
- For future subdivision development adjoining proposed thoroughfare alignment, require reservation/dedication/construction of thoroughfare as required to serve proposed development.

The proposed future two-lane cross-section for Everette Keith Road is shown in Figure 4.

**D. Asbury Chapel Road**

Asbury Chapel Road is an existing state maintained two-lane road which provides important north/south access to and from the Study Area. A thoroughfare alignment study completed in 2006 called for the realignment of Asbury Chapel road just north of the Study Area up to Huntersville-Concord Road. Improvements to Asbury Chapel Road (i.e. pedestrian & bicycle accommodations) are not currently programmed and therefore not likely to occur unless funded through private development.

**Recommendations:**

The proposed future two-lane cross-section for Asbury Chapel Road is shown in Figure 4.

**E. Prosperity Church Road**

Prosperity Church Road is designated by the MUMPO CTP as a future four-lane median divided thoroughfare to be built on new alignment. As previously noted, a short length of the road (less than ½ mile) will be constructed as part of the planned Huntersville Market commercial development project. The CTP calls for a four-lane median divided boulevard section for this road. Neither the current (2035) or future (2040) LRTPs designate public funding for this project and therefore any further extension of this road over the next 15-20 years is unlikely to occur except in conjunction with private development.

**Recommendations:**

The proposed future four-lane cross-section for Prosperity Church Road is shown in Figure 3.

**F. Rocky Ford Club Road**

Rocky Ford Club Road is a state-maintained two-lane road, serving very low volume traffic. It is not currently included in the 2035 LRTP and therefore public funding for improvements to the road are not likely to occur over the next 15-20 years, except in conjunction with private development.

**Recommendations:**

The proposed future two-lane cross-section for Rocky Ford Club Road is shown in Figure 4.
**G. Verhoeff Drive**

Verhoeff Drive is designated by the CTP as a future four-lane median divided thoroughfare to be built on new alignment, that will extend Verhoeff Drive from its current terminus in the Commerce Station Business Park (located off NC 115) to Prosperity Church Road. The 2035 CRTPO LRTP does not designate public funding for this project, and therefore any further extension of this road over the next 15-20 years is unlikely to occur except in conjunction with private development.

**Recommendations:**

- Protect right-of-way for approved thoroughfare alignment, as part of subdivision/rezoning process.

- For future development adjoining proposed thoroughfare alignment, require reservation/dedication/construction of thoroughfare as required to serve proposed development.

- Undertake further study to determine feasibility of extending Verhoeff Drive from Prosperity Church Road to Eastfield Road. Final location and adoption of this extension is subject to approval by Mecklenburg County as part of final plans for development of the proposed regional park. The proposed future two-lane cross-section for Verhoeff Drive is shown in **Figure 4**.

**Non-Motorized Transportation**

**Sidewalks**

Within the ERSAP Study Area, sidewalks are primarily located on streets within recently built residential subdivisions, or fronting non-residential development on Eastfield Road. Town zoning and subdivision regulations require the installation of sidewalks on both sides of the street for all non-residential development and residential development, with the exception of rural roads, lanes, alleys and the undeveloped edge of neighborhood parkways. Development regulations also include an allowance for sidewalks on only one side in the Rural zoning district. This plan recommends the continued placement of sidewalks as required by the Town’s Zoning and Subdivision regulations for all new residential and non-residential development within the Study Area, and consistent with the State of North Carolina’s “Complete Streets Policy”.

**Greenways**

The Mecklenburg County Greenway Master Plan (updated in 2008), the Town of Huntersville Greenway and Bikeway Master Plan (adopted in 2007), and Carolina Thread Trail Plan, all call for greenway trails within the study area. While currently there are no greenway trails located within the Study Area, this plan recommends the construction of planned greenways as either public funding is made available, or in conjunction with private development, as required by the Town’s Zoning and Subdivision regulations.

**Bike Lanes/Paths**

Bicycle accommodations are required by both the Mecklenburg County Bicycle Plan, as well the Town of Huntersville Greenway and Bikeway Master Plan. In addition, currently, there are several short lengths of bike lanes along Eastfield Road near Prosperity Church Road. This plan recommends the installation of bike lanes/paths in all locations, as required by the Town’s Zoning and Subdivision regulations and consistent with the State of North Carolina’s “Complete Streets Policy”.

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Image 32: *ERSAP Verhoeff Drive*
Figure 4: Proposed two lane cross-section for Everette Keith Road, Asbury Chapel Road, Rocky Ford Club Road, and Verhoeff Drive. NOTE: Recommended cross-section is for illustrative purposes only. Actual lane widths, landscaping, pedestrian and bicycle accommodations will be determined on a case-by-case basis. In particular, sidewalk widths are intended to be represent “minimum” standards and will be determined based on actual land uses.
IMPLEMENTATION SCHEDULE

Implementation of the recommendations contained in the Eastfield Road Small Area Plan will be a cooperative effort involving the Town, property owners, developers and other stakeholders. The following Implementation Schedule is intended to guide this effort and includes recommendations and associated action items, including the department responsible for achieving them. As previously noted, implementation of the land use and transportation recommendations presented in this plan will occur over time in conjunction with both private development and public infrastructure investment. The Planning Department will maintain and update this schedule on a regular basis in response to changing conditions and priorities.
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<tr>
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<tbody>
<tr>
<td>27-28</td>
<td>1A</td>
<td>Consider mixed-use (office, light industry, commercial, multi-family) development pattern east of Everette Keith Road and south of proposed Hambright Road thoroughfare alignment, with multi-family use adjacent to Dogwood Estates neighborhood.</td>
<td>Support mixed-use development (along with associated requests for rezoning) consistent with Plan recommendations.</td>
<td>Planning</td>
</tr>
<tr>
<td>27-28</td>
<td>1B</td>
<td>Maintain existing residential densities found in Dogwood Estates (approximately 1 unit/acre) and east to Asbury Chapel Road.</td>
<td>Maintain existing residential densities found in Dogwood Estates (approximately 1 unit/acre) and east to Asbury Chapel Road.</td>
<td>Planning</td>
</tr>
<tr>
<td>27-28</td>
<td>1C</td>
<td>Maintain existing Transitional Residential (TR) zoning north of proposed Hambright Road thoroughfare alignment, until such time as thoroughfare is extended to Eastfield Road.</td>
<td>Maintain existing TR zoning north of proposed Hambright Road thoroughfare alignment.</td>
<td>Planning</td>
</tr>
<tr>
<td>29-30</td>
<td>2A</td>
<td>Maintain existing Transitional Residential (TR) zoning east of Asbury Chapel Road and south of proposed Hambright Road thoroughfare alignment, until such time as thoroughfare is extended to Eastfield Road.</td>
<td>Maintain existing TR zoning east of Asbury Chapel Road and south of proposed Hambright Road thoroughfare alignment.</td>
<td>Planning</td>
</tr>
<tr>
<td>29-30</td>
<td>2B</td>
<td>Maintain existing Transitional Residential (TR) zoning east of Asbury Chapel Road and north of proposed Hambright Road thoroughfare alignment, until such time as thoroughfare is extended to Eastfield Road.</td>
<td>Maintain existing TR zoning east of Asbury Chapel Road and north of proposed Hambright Road thoroughfare alignment.</td>
<td>Planning</td>
</tr>
<tr>
<td>29-30</td>
<td>2C</td>
<td>Maintain existing and approved development pattern within Olmsted and McGinnis Village neighborhoods.</td>
<td>Maintain existing and approved development pattern within Olmsted and McGinnis Village neighborhoods.</td>
<td>Planning</td>
</tr>
<tr>
<td>29-30</td>
<td>2D</td>
<td>Maintain existing zoning Rural (R) and Transitional Residential (TR) zoning north of proposed Hambright Road thoroughfare alignment.</td>
<td>Maintain existing R and TR zoning north of proposed Hambright Road thoroughfare alignment.</td>
<td>Planning</td>
</tr>
<tr>
<td>Plan Page</td>
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<tr>
<td>31-32</td>
<td>3A</td>
<td>Maintain approved development pattern within Huntersville Market commercial center. Consider higher intensity uses adjacent to Huntersville Market, with appropriate transitions to adjoining lower intensity residential uses.</td>
<td>Maintain approved development pattern within Huntersville Market and support higher intensity uses (along with associated requests for rezoning) adjoining Huntersville Market, with appropriate transitions to adjoining lower intensity residential uses.</td>
<td>Planning</td>
</tr>
<tr>
<td>31-32</td>
<td>3B</td>
<td>Maintain existing Transitional Residential (TR) zoning south of proposed Verhoeff Drive thoroughfare alignment, until either Prosperity Church Road or Verhoeff Drive are extended.</td>
<td>Maintain existing TR zoning south of proposed Verhoeff Drive thoroughfare alignment.</td>
<td>Planning</td>
</tr>
<tr>
<td>31-32</td>
<td>3C</td>
<td>Maintain existing Transitional Residential (TR) zoning north of proposed Verhoeff Drive thoroughfare alignment, until either Prosperity Church Road or Verhoeff Drive are extended.</td>
<td>Maintain existing TR zoning north of proposed Verhoeff Drive thoroughfare alignment.</td>
<td>Planning</td>
</tr>
<tr>
<td>33-34</td>
<td>4A</td>
<td>Support development of proposed regional county park</td>
<td>Work cooperatively with Mecklenburg County Parks and Recreation and Town of Huntersville Parks and Recreation to implement park master plan.</td>
<td>Planning/Huntersville Parks &amp; Recreation</td>
</tr>
</tbody>
</table>
| 33-34     | 4B   | Maintain existing Rural zoning; support residential densities consistent with adjacent Skybrook development, with appropriate transitions between proposed and existing development. Support possible acquisition of additional land between proposed county park and Skybrook development for park property. | • Maintain existing Rural zoning east of proposed county park and Skybrook development.  
• Consider higher density residential development (along with associated requests for rezoning), consistent with densities of adjoining Skybrook residential development.  
• Work with Mecklenburg County Parks & Recreation to facilitate possible acquisition of additional land for proposed County park. | Planning/Huntersville Parks & Recreation |
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<tr>
<td>33-34</td>
<td>4C</td>
<td>Maintain existing development pattern in Skybrook neighborhood.</td>
<td>Maintain development pattern in Skybrook neighborhood.</td>
<td>Planning</td>
</tr>
</tbody>
</table>
| 33-34     | 4D   | Maintain existing Rural zoning; support residential densities consistent with adjacent Skybrook development, with appropriate transitions between proposed and existing development. | • Maintain existing Rural zoning east of Skybrook development.  
• Consider higher density residential development (along with associated requests for rezoning), consistent with densities of adjoining Skybrook residential development. | Planning |
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<tr>
<td></td>
<td></td>
<td><strong>Eastfield Road</strong></td>
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<tr>
<td>35</td>
<td>1,2,3,4</td>
<td>Support including Eastfield Road widening and associated improvements in the Charlotte Regional Transportation Planning Organization (CRTPO) 2040 Long Range Transportation Improvement Plan (LRTP).</td>
<td>Work with the City of Charlotte, to include the Eastfield Road widening within the CRTPO 2040 LRTP.</td>
<td>Transportation/Engineering/Planning</td>
</tr>
<tr>
<td>35</td>
<td>1,2,3,4</td>
<td>Coordinate with the City of Charlotte and NCDOT on all development projects along Eastfield Road which will generate the need for road improvements and/or traffic studies.</td>
<td>Notify and include Charlotte DOT (CDOT) and NCDOT staff in all discussions regarding development proposals and required transportation improvements.</td>
<td>Transportation/Engineering/Planning</td>
</tr>
<tr>
<td>35</td>
<td>1,2,3,4</td>
<td>Employ the use of access management tools, including limiting the number of curb cuts along Eastfield Road, by requiring co-location of driveways or the use of cross-access easements for adjoining properties.</td>
<td>Work with CDOT and NCDOT on implementing access management tools for both existing and proposed development which optimizes traffic safety and flow.</td>
<td>Transportation/Engineering/Planning</td>
</tr>
<tr>
<td>35</td>
<td>1,2,3,4</td>
<td>Request that NCDOT/CDOT review signal timing and synchronization to optimize traffic flow at both peak and off-peak hours.</td>
<td>Coordinate with NCDOT/CDOT on signal timing and synchronization to optimize traffic flow at both peak and off-peak hours.</td>
<td>Transportation/Engineering/Planning</td>
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<td></td>
<td><strong>Hambright Road</strong></td>
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<tr>
<td>35</td>
<td>1,2</td>
<td>Maintain adopted thoroughfare alignment.</td>
<td>Protect right-of-way for approved thoroughfare alignment, as part of the subdivision and rezoning approval process.</td>
<td>Transportation/Planning</td>
</tr>
<tr>
<td>35</td>
<td>1,2</td>
<td>Maintain zoning and subdivision requirements for the reservation and/or dedication of right-of-way for the construction of thoroughfare required to serve proposed new development.</td>
<td>For future development adjoining proposed thoroughfare alignment, require the reservation and/or dedication, of right-of-way, along with construction of thoroughfare as necessary to serve new development.</td>
<td>Planning/Transportation/Engineering</td>
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<td><strong>Everette Keith Road</strong></td>
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<tr>
<td>37</td>
<td>1</td>
<td>Maintain adopted thoroughfare alignment.</td>
<td>Protect right-of-way for approved thoroughfare alignment, as part of the subdivision and rezoning approval process.</td>
<td>Transportation/Planning/Engineering</td>
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<td>37</td>
<td>1</td>
<td>Maintain zoning and subdivision requirements for the reservation and/or dedication of right-of-way for the construction of thoroughfare required to serve proposed new development.</td>
<td>For future development adjoining proposed thoroughfare alignment, require the reservation and/or dedication, of right-of-way, along with construction of thoroughfare as necessary to serve new development.</td>
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<td><strong>Asbury Chapel Road</strong></td>
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<tr>
<td>38</td>
<td>2</td>
<td>Maintain adopted thoroughfare alignment.</td>
<td>Protect right-of-way for approved thoroughfare alignment, as part of the subdivision and rezoning approval process.</td>
<td>Transportation/Planning/Engineering</td>
</tr>
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<td>38</td>
<td>2</td>
<td>Maintain zoning and subdivision requirements for the reservation and/or dedication of right-of-way for the construction of thoroughfare required to serve proposed new development.</td>
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<td><strong>Prosperity Church Road</strong></td>
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<td>38</td>
<td>3</td>
<td>Maintain adopted thoroughfare alignment.</td>
<td>Protect right-of-way for approved thoroughfare alignment, as part of the subdivision and rezoning approval process.</td>
<td>Transportation/Planning/Engineering</td>
</tr>
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<td>38</td>
<td>3</td>
<td>Maintain zoning and subdivision requirements for the reservation and/or dedication of right-of-way for the construction of thoroughfare required to serve proposed new development.</td>
<td>For future development adjoining proposed thoroughfare alignment, require the reservation and/or dedication, of right-of-way, along with construction of thoroughfare as necessary to serve new development.</td>
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<td><strong>Rocky Ford Club Road</strong></td>
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<tr>
<td>38</td>
<td>3</td>
<td>Coordinate with CDOT and NCDOT on future improvements and/or connections, including intersection with Eastfield Road.</td>
<td>Work with City of Charlotte and NCDOT on any future improvements and/or connections to Rocky Ford Club Road and/or intersection of Rocky Ford Club Road and Eastfield Road.</td>
<td>Planning/Transportation/Engineering</td>
</tr>
<tr>
<td>38</td>
<td>3</td>
<td>Maintain connectivity to existing commercial center (Huntersville Market).</td>
<td>Utilize and require connections to and from Rocky Ford Club Road to serve future and/or existing development.</td>
<td>Planning/Transportation/Engineering</td>
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<td><strong>Verhoeff Drive</strong></td>
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<tr>
<td>38</td>
<td>2,3,4</td>
<td>Maintain adopted thoroughfare alignment.</td>
<td>Protect right-of-way for approved thoroughfare alignment, as part of the subdivision and rezoning approval process.</td>
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<td>2,3,4</td>
<td>Maintain zoning and subdivision requirements for the reservation and/or dedication of right-of-way for the construction of thoroughfare required to serve proposed new development.</td>
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<td><strong>Sidewalks</strong></td>
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<td>39</td>
<td>1,2,3,4</td>
<td>Consistent with Zoning Ordinance and Subdivision Ordinance, maintain requirement for sidewalk accommodations to serve existing and proposed development within Study Area.</td>
<td>Require sidewalk installation for proposed development as required by Zoning Ordinance and Subdivision Ordinance.</td>
<td>Planning/Transportation/Engineering</td>
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<tr>
<td><strong>Greenways</strong></td>
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<tr>
<td>39</td>
<td>1,2,3,4</td>
<td>Support construction of greenways designated on Mecklenburg County Greenway Master Plan, Town of Huntersville Greenway and Bikeway Master Plan, Carolina Thread Trail and Mooresville to Charlotte Trail.</td>
<td>Work with Mecklenburg County Parks &amp; Recreation Greenway division, Town of Huntersville Greenway and Bikeway Commission, Carolina Thread Trail to promote greenway construction within the Town of Huntersville.</td>
<td>Planning/Transportation/Parks and Recreation/Engineering</td>
</tr>
<tr>
<td>39</td>
<td>1,2,3,4</td>
<td>Support location of greenway trails within existing and future utility rights-of-way.</td>
<td>Work in cooperation with utility providers and Mecklenburg County Parks &amp; Recreation Greenways division to allow greenways along existing and proposed right of way easements within Study Area.</td>
<td>Planning/Transportation/Parks and Recreation/Engineering</td>
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<tr>
<td><strong>Bike Lanes/Paths</strong></td>
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<tr>
<td>39</td>
<td>1,2,3,4</td>
<td>Consistent with Zoning Ordinance and Subdivision Ordinance and Comprehensive Transportation Plan (CTP), along with NCDOT Complete Streets Policy, maintain requirement for bicycle accommodations to serve existing and proposed development within Study Area.</td>
<td>Require installation of bicycle accommodations for proposed development as required by Zoning Ordinance and Subdivision Ordinance.</td>
<td>Planning/Transportation/Parks and Recreation/Engineering</td>
</tr>
</tbody>
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