



# Eastfield Road Small Area Plan

Town of Huntersville, NC





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# Acknowledgements

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## Note:

A special thanks to the residents of the Eastfield Road Small Area Plan Study Area who participated in the planning process and provided their input.

## Photo Credits:

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Huntersville Planning Department

## Plan Prepared By:

Huntersville Planning Department

# Executive Summary

## Executive Summary

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.

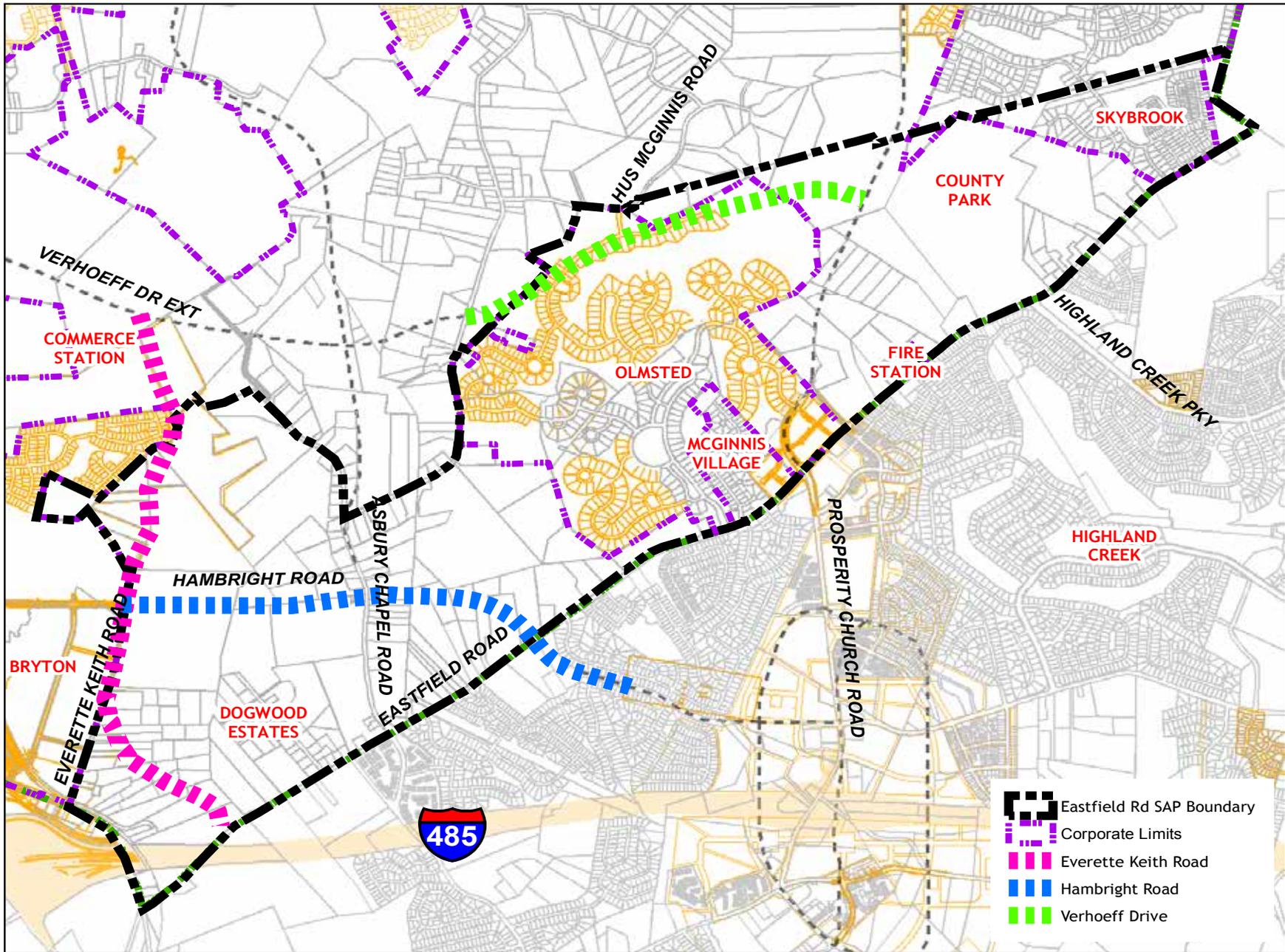
The Study Area is characterized by a low density residential/undeveloped land use pattern, with limited institutional and other non-residential uses. The predominant land use type is single family residential, comprising approximately 70% of the Study Area. An additional 15% of the Study Area is undeveloped 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 100. 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.



Eastfield Road Small Area Plan  
Study Area

**Map 1:** ERSAP Study Area is bounded by Everette Keith Road, Eastfield Road, Mecklenburg/Cabarrus County line, Verhoeff Drive extension, Asbury Chapel Road and Trails End Lane.

# 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 below):**

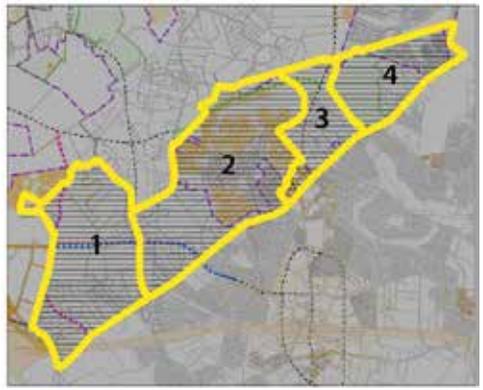


Image 2: ERSAP Planning Zones



Image 3: ERSAP Transportation Network

Table 1: ERSAP Planning Zones

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

**Road recommendations for the Study Area transportation network (see map below) are as follows:**

Table 2: ERSAP Transportation Network

<b>Eastfield Rd</b>	4 lane, median divided boulevard on current alignment
<b>Hambricht Rd</b>	4 lane, median divided boulevard on new alignment
<b>Everette Keith Rd</b>	2 lane thoroughfare on existing and new alignment
<b>Asbury Chapel Rd</b>	2 lane thoroughfare on existing and new alignment
<b>Prosperity Church Rd</b>	4 lane, median divided boulevard on new alignment
<b>Rocky Ford Club Rd</b>	2 lane road
<b>Verhoeff Dr</b>	2 lane thoroughfare on new alignment (west of future Prosperity Church Rd alignment); west of Prosperity Church Rd alignment, connection to Eastfield Rd at Highland Creek Parkway to be finalized

## 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", identifying action items, responsible staff and time frames for completion, serves as a companion to this plan and 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.

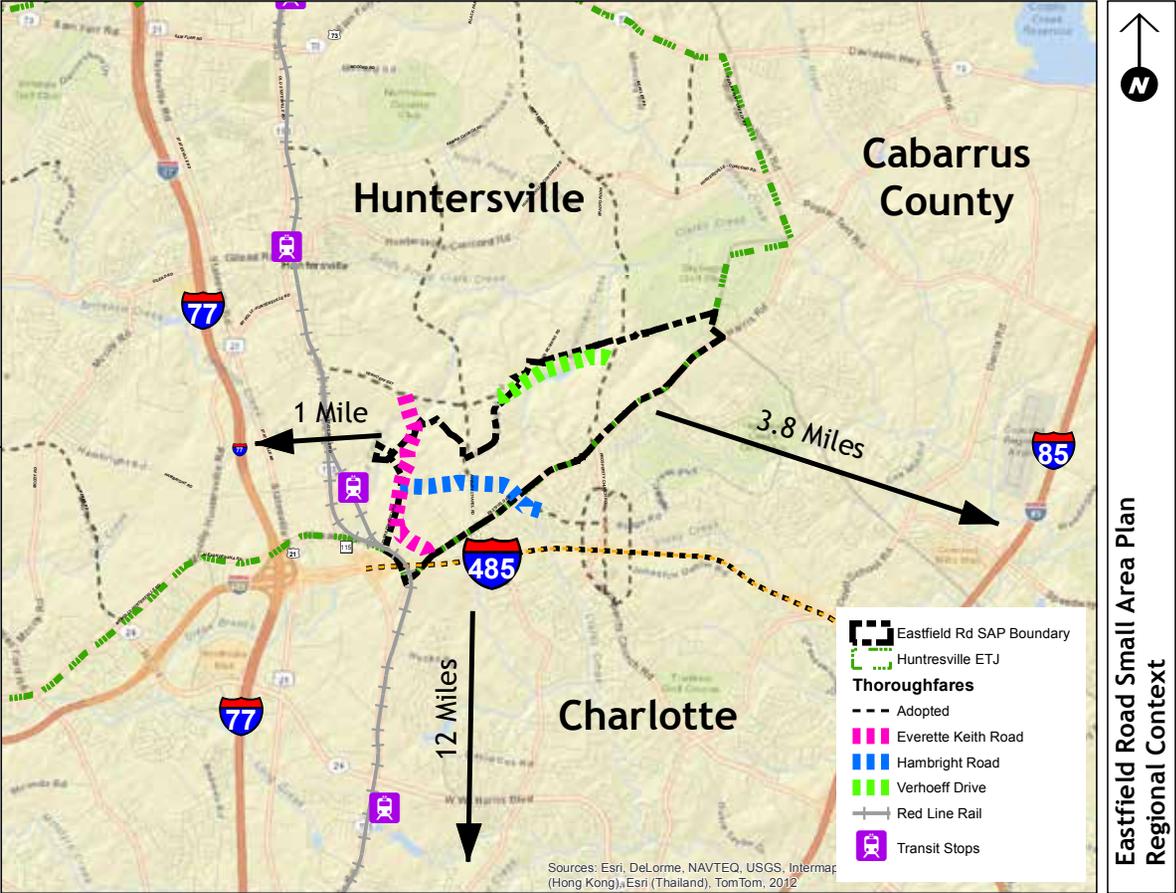
# Introduction & Background

## 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** on following page). 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.

## 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** for the study area boundaries.



Map 2: ERSAP Regional Context

# 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 Brtyon 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**

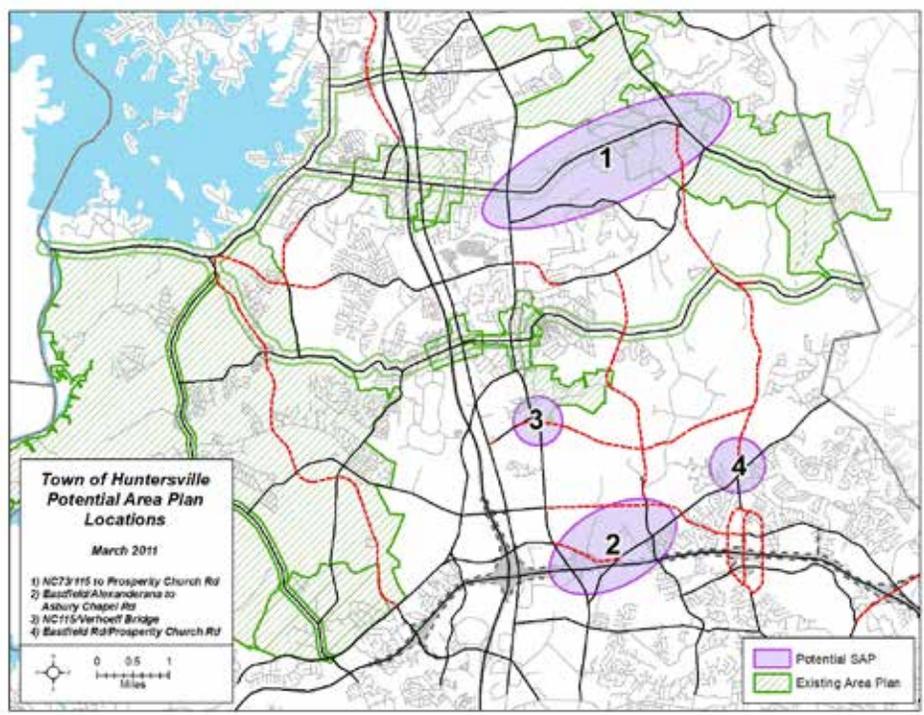
The Town of Huntersville is coordinating its planning efforts with those of the City of Charlotte, which is also preparing a long range plan for the area to the south of the ERSAP Study Area (See **Map 2**);

**• Future commuter rail service**

The planned North Corridor rail line is likely to attract additional investment and development within the Study Area.

## 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.*

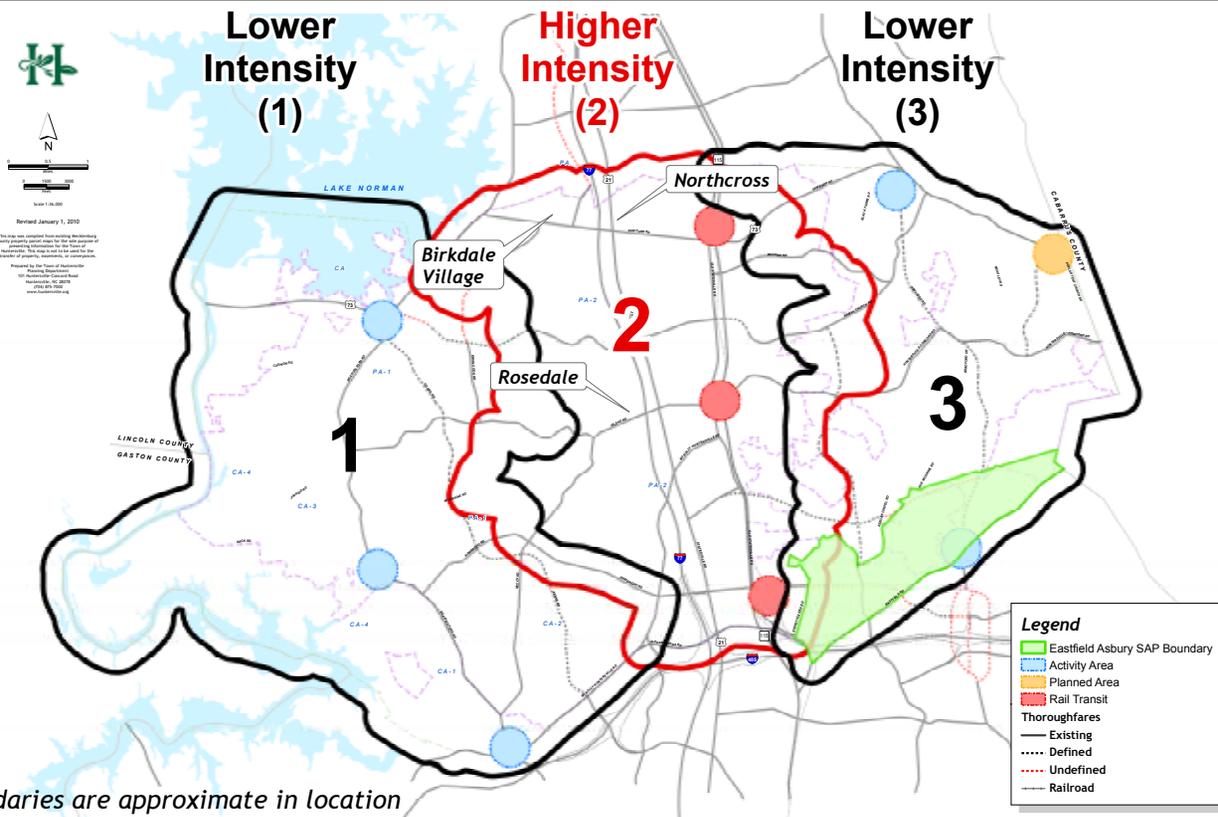


**Map 3:** Town of Huntersville 2030 Community Plan identified potential areas for “Small Area Plans.”

**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.

# Planning Context



Boundaries are approximate in location

**Map 4:** Town of Huntersville 2030 Community Plan Vision Statement calls for higher intensity growth & development to be focused within 2 miles of the I-77/NC 115 corridor & mixed-use village centers located at important crossroads.

## 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**, 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** for the location of thoroughfares within the Study Area.

## 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.

## 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. As such, 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**) 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 included the siting, designation and funding of thoroughfare alignments within CRTPO’s planning area, which include all of Mecklenburg County, and portions of Union, Iredell and Lincoln counties. The primary guiding document for 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 early 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



Image 4: Town of Huntersville 2030 Community Plan

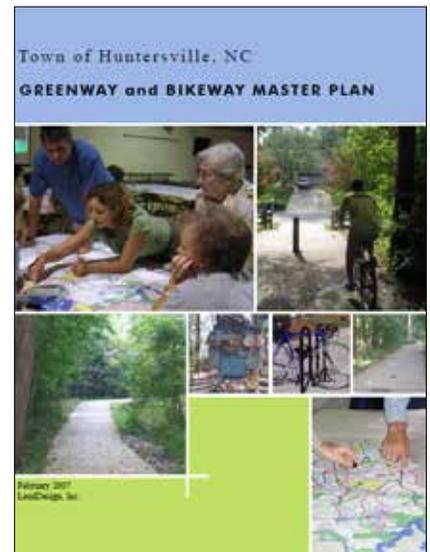


Image 5: Town of Huntersville 2007 Greenway & Bikeway Master Plan

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, multi-modal 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.”

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.”

“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.”

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”.

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 early 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](#) for Greenways & Bikeways.

## 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](#) for the *Prosperity Hucks Area Plan* study boundaries. For further information regarding this plan, contact the City of Charlotte

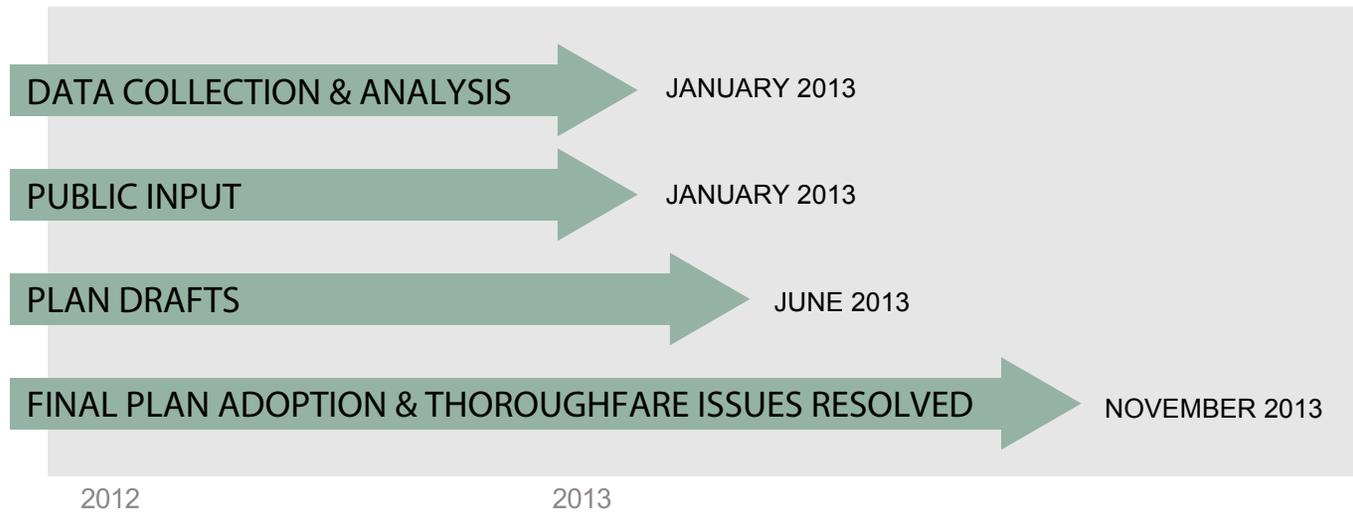
# Planning & Public Input Process

## 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](#) for thoroughfare alignment locations.

## Eastfield Road Small Area Plan - Planning Process



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

## Public Input

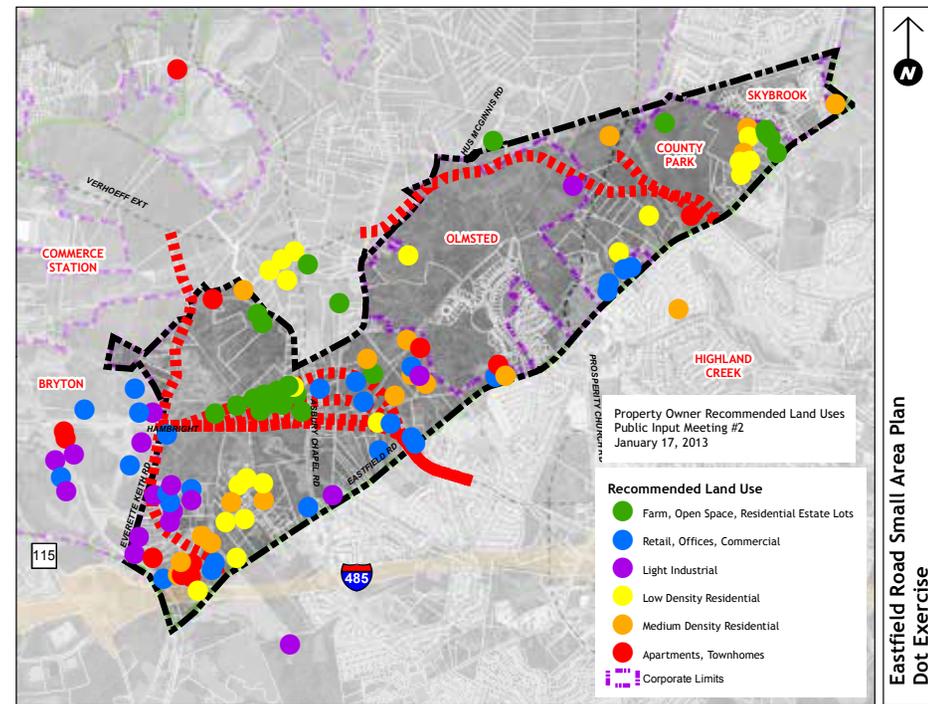
An important component of the planning process for the ERSAP was the extensive public involvement before and during preparation of the plan by Study Area residents and other interested stakeholders. In order to maximize public input, a series of interviews were conducted with the following groups:

- 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 Verhoeff 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**), 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**.

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.



DESCRIPTION	PHOTO EXAMPLE
Farm, Open Space, Residential Estate Lots (Lot size 5 acres or more)	Farm Open Space Residential Estate Lots
Retail, Offices, Commercial	Retail Offices Commercial
Light Industrial	Light Industrial
Low Density Residential - Single-Family (1 house per 5 acres up to 1 house per 1 acre)	Low Density Residential
Medium Density Residential - Single-Family (More than 1 house per acre up to 5 houses per acre)	1.6 units 4.5 units
Apartments, Townhomes	Apartments Townhomes

Lower, **Table 3: Land Use Table used in Dot Exercise**

Upper, **Map 5: Results of Dot Exercise documented in map above**

## 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 rezoning 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), 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*).

## 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.



Image 7: Approximately 50 residents attended the January 17th Public Meeting.



Image 6: Approximately 100 residents attended the November 15th Public Meeting.

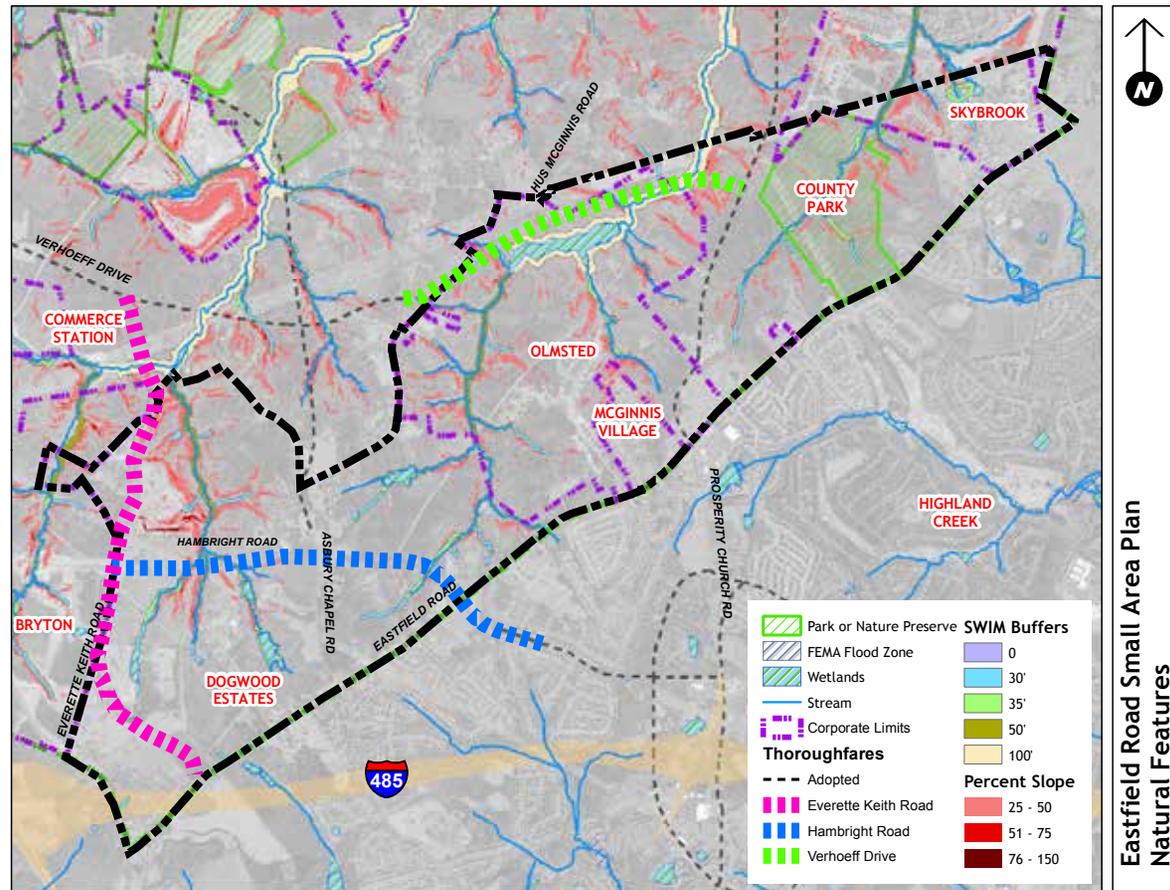
## Natural Features

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, 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. 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.

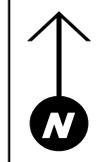
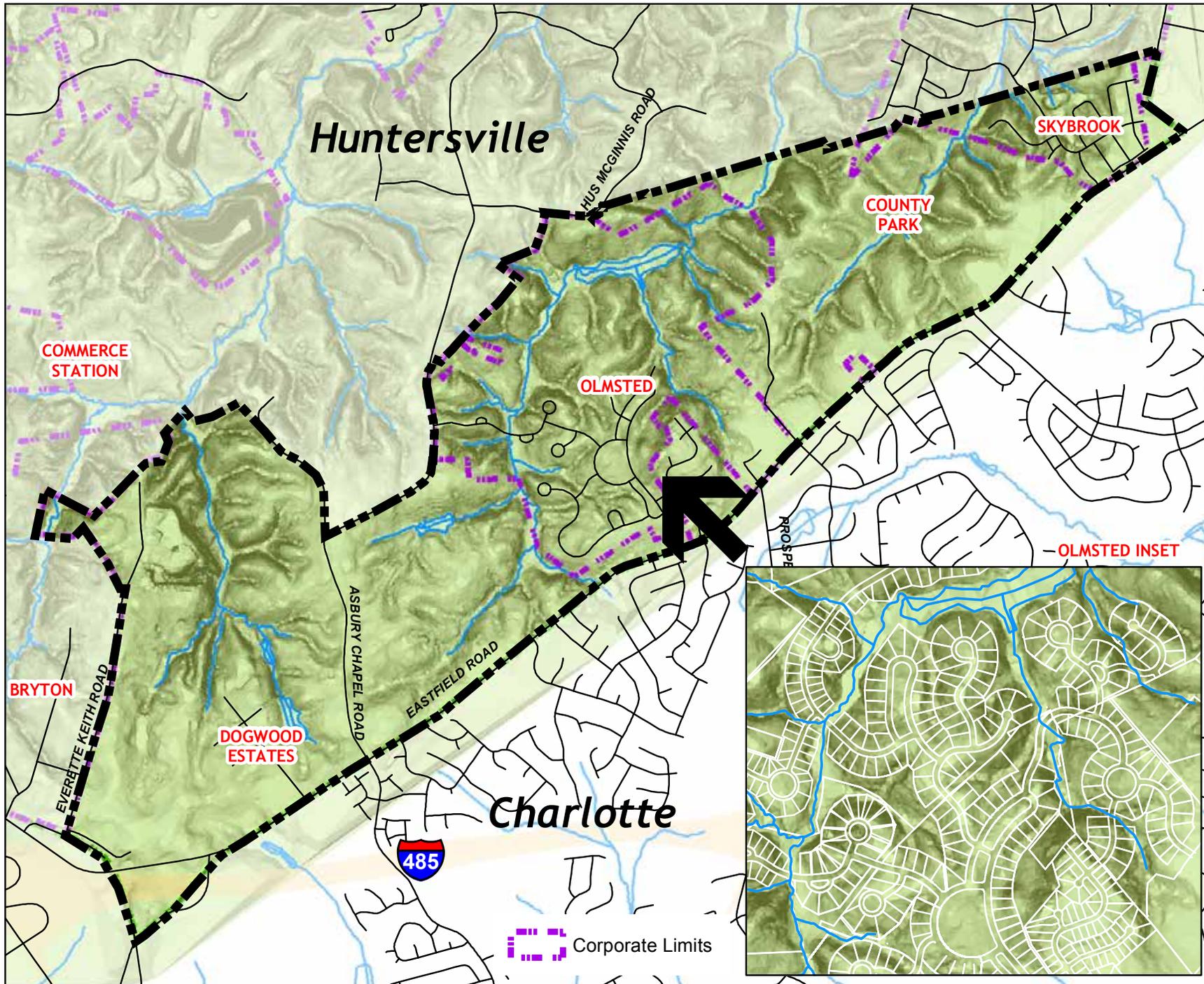


**Image 8 :** ERSAP Study Area low intensity development pattern.



**Map 6 :** ERSAP Natural Features

# Existing Conditions



**Eastfield Road Small Area Plan  
Topographic Analysis**

Map 7 : Topographic Analysis

## 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**, with the acreage totals shown in **Table 4** 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** below.

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

**Table 4: Existing Land Use Acreage**

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**). 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** for the location of these subdivisions. **Table 5** summarizes the

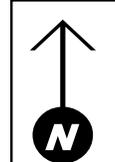
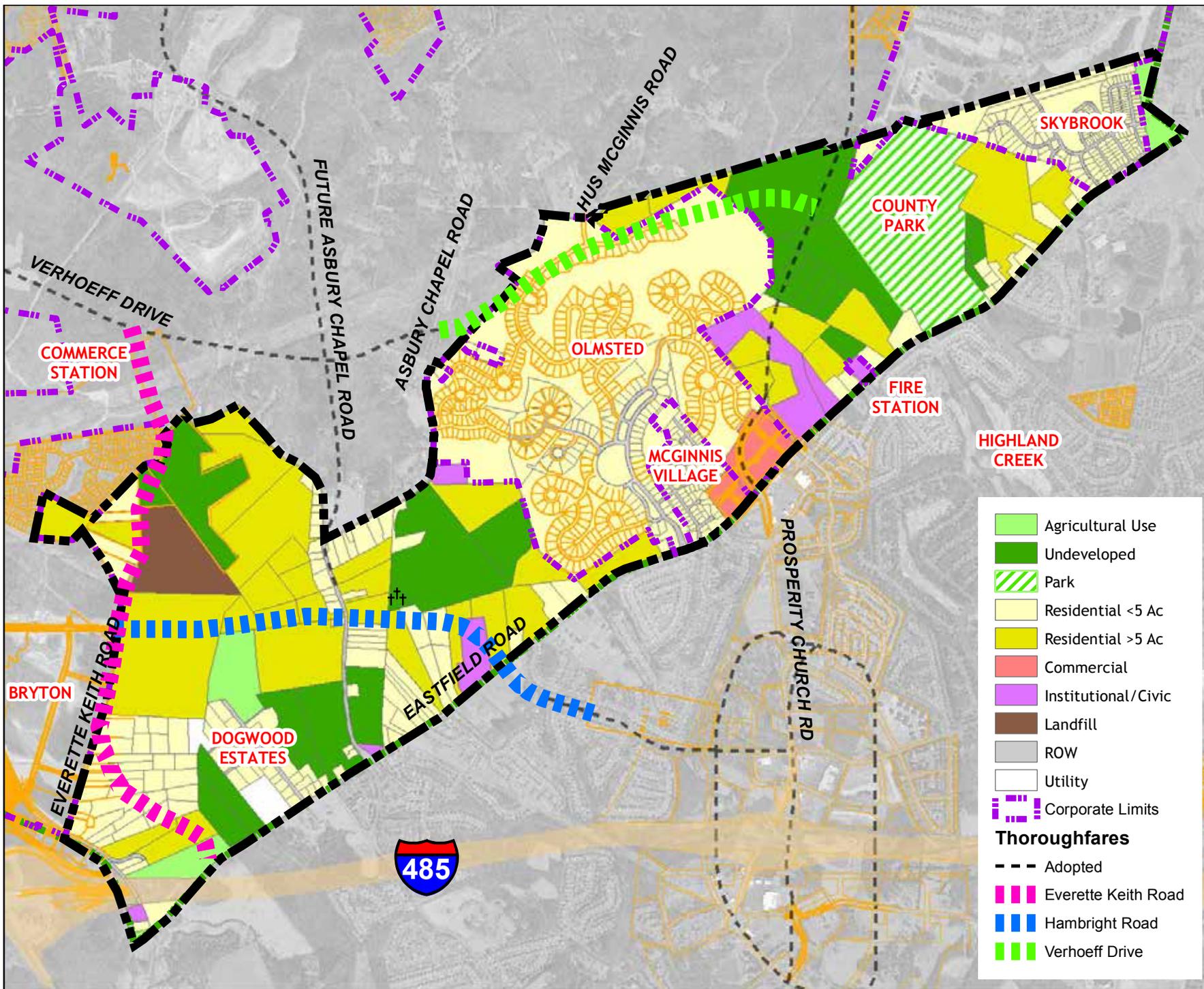
SUBDIVISION	ACRES	TOTAL(BUILT)	LOTS/ACRE
Skybrook*	565.5	744	1.32
Olmsted	440	440 (70)	1
McGinnis Village	30	91 (91)	2.95
Dogwood Estates	35	30 (25)	0.85

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

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.



**Eastfield Road Small Area Plan  
Existing Land Use**

	Agricultural Use
	Undeveloped
	Park
	Residential <5 Ac
	Residential >5 Ac
	Commercial
	Institutional/Civic
	Landfill
	ROW
	Utility
	Corporate Limits
<b>Thoroughfares</b>	
	Adopted
	Everette Keith Road
	Hambricht Road
	Verhoeff Drive

**Map 8:** The ERSAP Study Area is characterized by a low density residential/undeveloped land use pattern, complemented by limited institutional & other non-residential uses.



Image 9. ERSAP Study Area - By The Numbers

### 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 gravesite 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,



Image 10: Historic Property -Cemetery Headstone  
Photo Source: June White



**Image 11: Historic Property - Cemetery Rock Wall**

*Photo Source: June White*

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

**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)**.

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

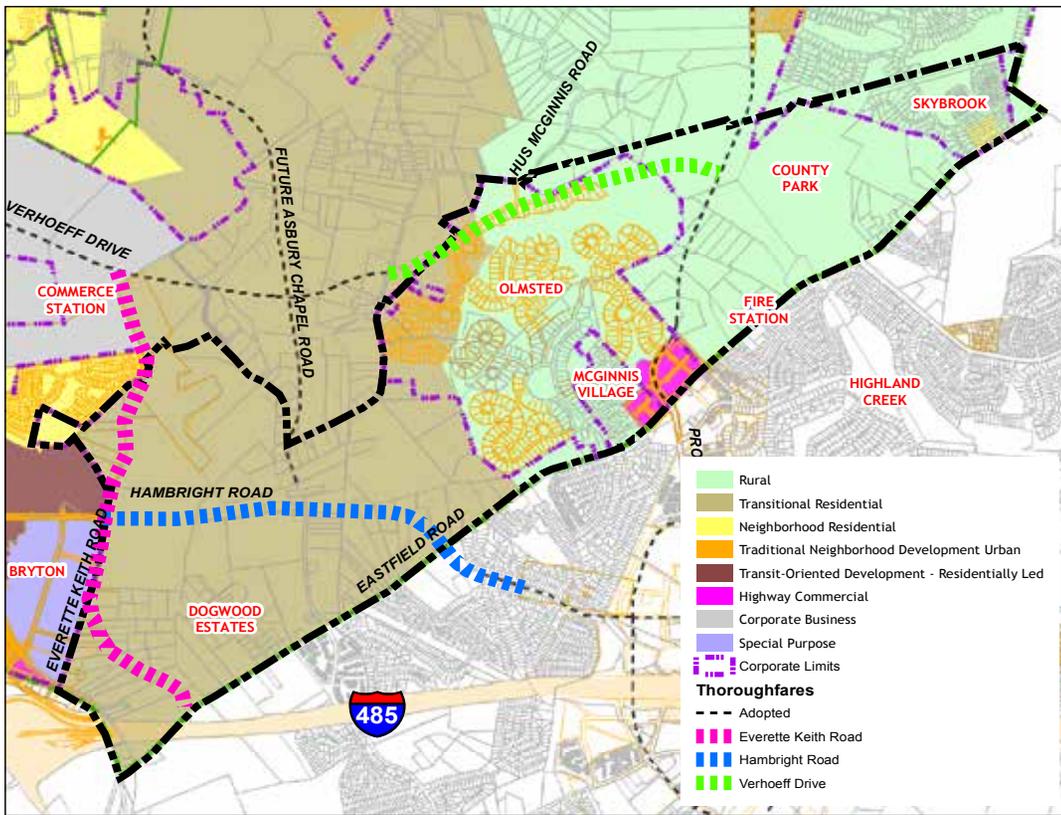
**Rural (R)** – The Rural District is provided to encourage the development of neighborhoods and rural compounds that set aside natural vistas and landscape features for permanent conservation. In addition to detached single-family homes, uses permitted by right in the R District include bed and breakfast 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.

**Neighborhood Residential (NR-CD)** – The Neighborhood Residential District provides for residential infill development surrounding the traditional town center and its logical extensions. The boundaries



Eastfield Road Small Area Plan  
Current Zoning



Image 13: Rural Zoning District

**Map 9: 97% of the ERSAP Study Area is zoned for a primarily low intensity residential development pattern.**

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 to the conditions of this approval. **Table 6** shows the total number of acres for each of the zoning districts located within the Study Area.

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.

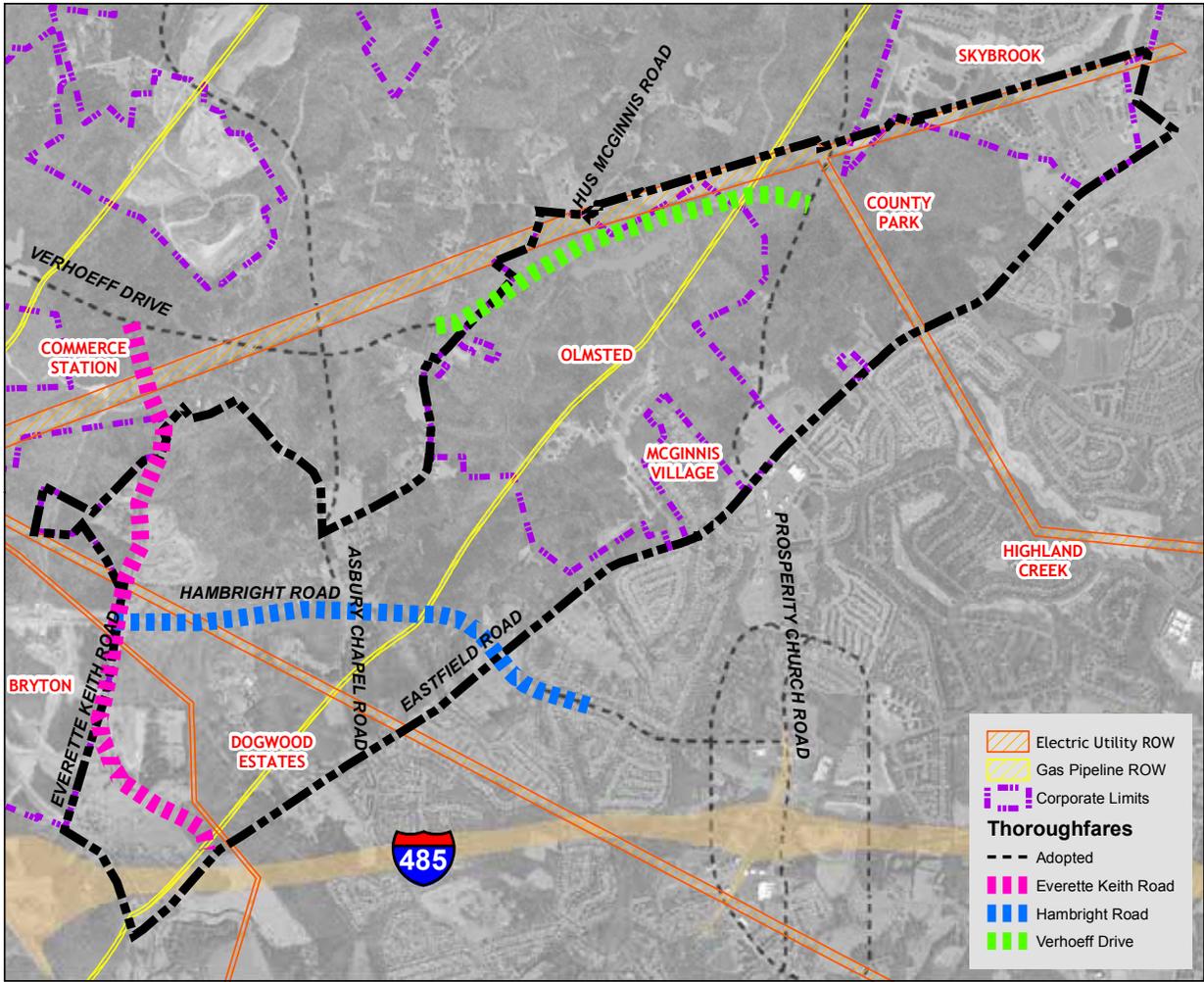
ZONES	ACRES	%
Transitional Residential (TR)	929	49%
Rural Residential (R)	921	48%
Highway Commercial (HC)	28	2%
Neighborhood Residential (NR)	19	1%
<b>TOTALS</b>	<b>1,897</b>	<b>100%</b>

**Table 6: Existing Zoning Coverage**  
Source: Town of Huntersville GIS

# 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** 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.



**Map 10:** Electric and gas utility lines within Study Area.

↑  
N

Eastfield Road Small Area Plan  
Utility Rights of Way

## 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**. This regional network includes I-77 (1 mile 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.

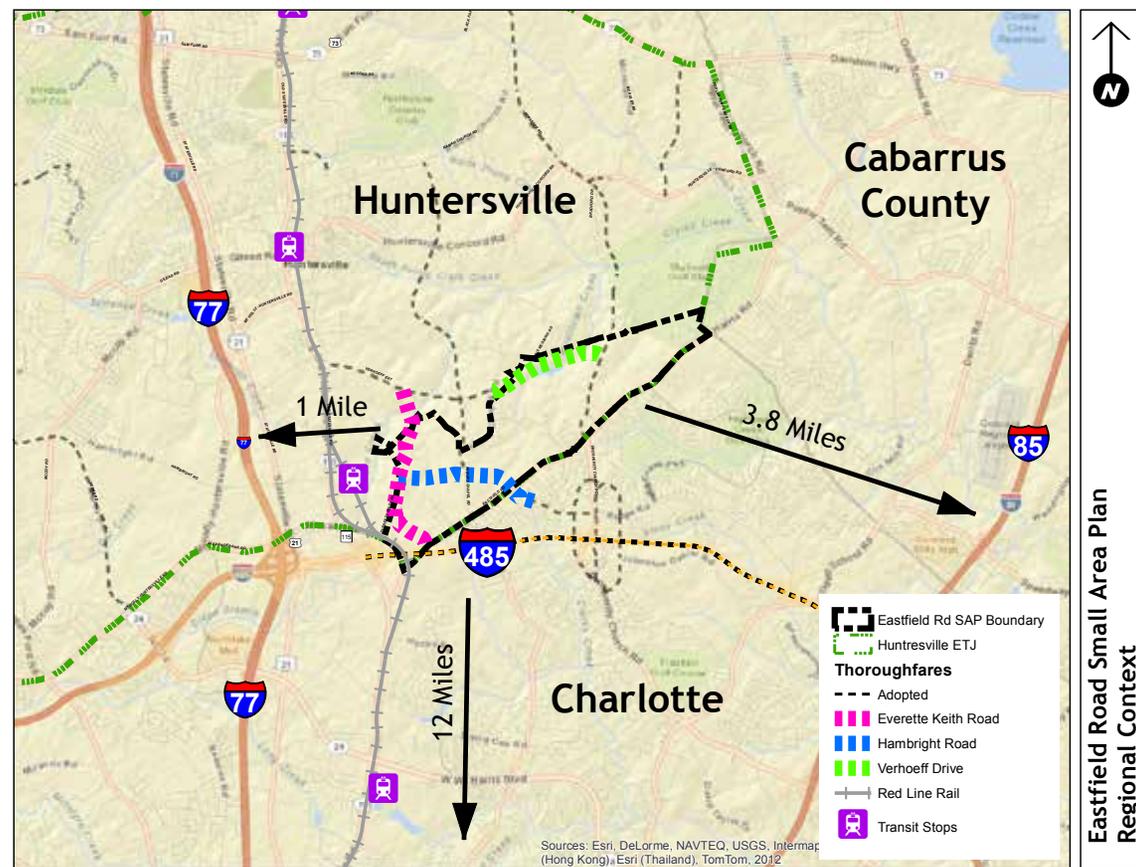
### Study Area Transportation Network

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** shows the study area transportation network along with future potential connections to adjoining parcels or roads.

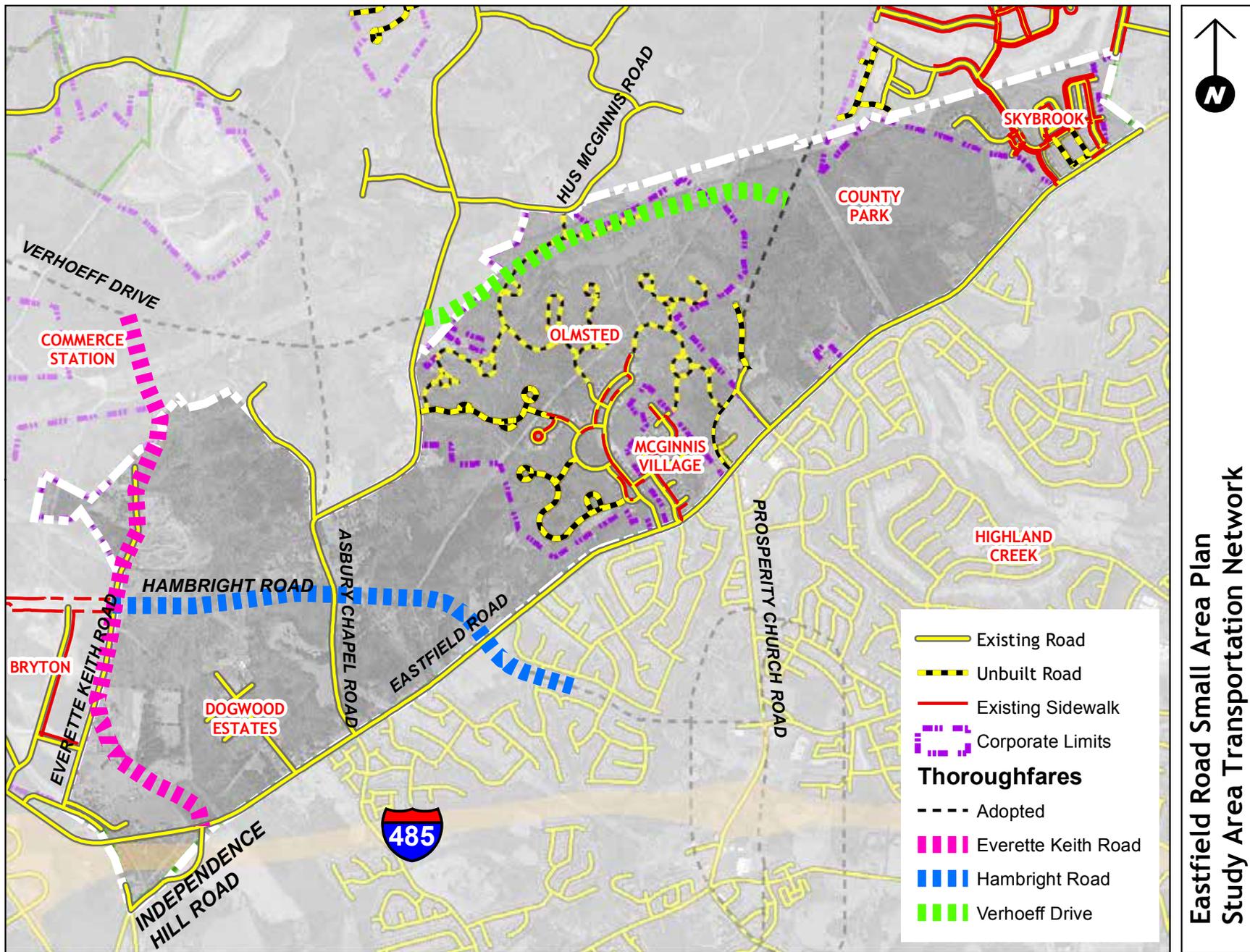
Eastfield Road, Hambright Road & Prosperity Church Road are all designated as future four-lane median divided boulevards (with pedestrian & bicycle accommodations), while Everette Keith Road, Asbury Chapel Road and



**Map 11:** Regional Transportation Network for ERSAP Study Area

Verhoeff Drive are designated as minor two-lane thoroughfares under the MUMPO Thoroughfare Plan and CRTPO 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:** 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 MUMPO 2035 Long-Range Transportation Plan (LRTP).\*

**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](#)).

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.

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 MUMPO 2035 Long-Range Transportation Plan (LRTP).

**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 Verhoeff Drive in the north. This alignment was finalized (see [Map 14](#)) 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 is not included in the MUMPO Thoroughfare Plan nor in the CRTPO CTP and is therefore not eligible for state or federal transportation funding. However, it will become eligible once it is added to the CTP and designated as a minor thoroughfare.

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 designate Asbury Chapel Road as a future two-lane minor thoroughfare, with pedestrian and

\*Beginning with the 2040 update, the LRTP will be referred to as the "Metropolitan Transportation Plan (MTP)."

bicycle accommodations. Asbury Chapel Road is currently not included in the fiscally constrained list of projects in the MUMPO 2035 Long-Range Transportation Plan (LRTP).

**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 MUMPO 2035 Long-Range Transportation Plan (LRTP).

**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**). When completed, Verhoeff will connect Asbury Chapel Road and Everette Keith Road to the west, with Prosperity Church Road and Eastfield Road in the east.

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 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, along with several sections fronting existing non-residential development along Eastfield Road. 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**.

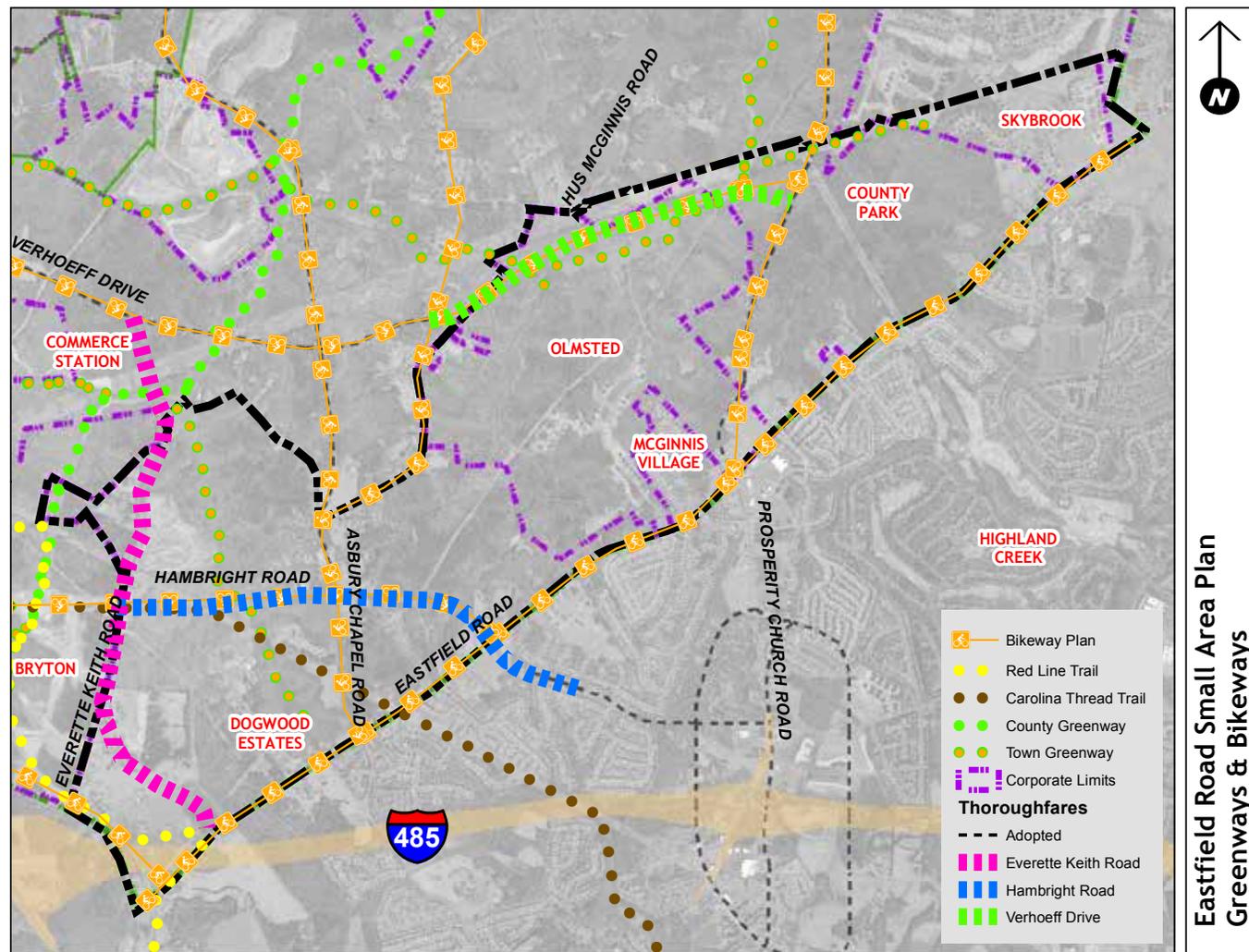


**Image 14:** Illustrative greenway trail.

*Photo Source:* <http://loseandassociates.com/projects/stewart-creek-greenway/>

**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** 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** for planned bicycle accommodations within the Study Area.

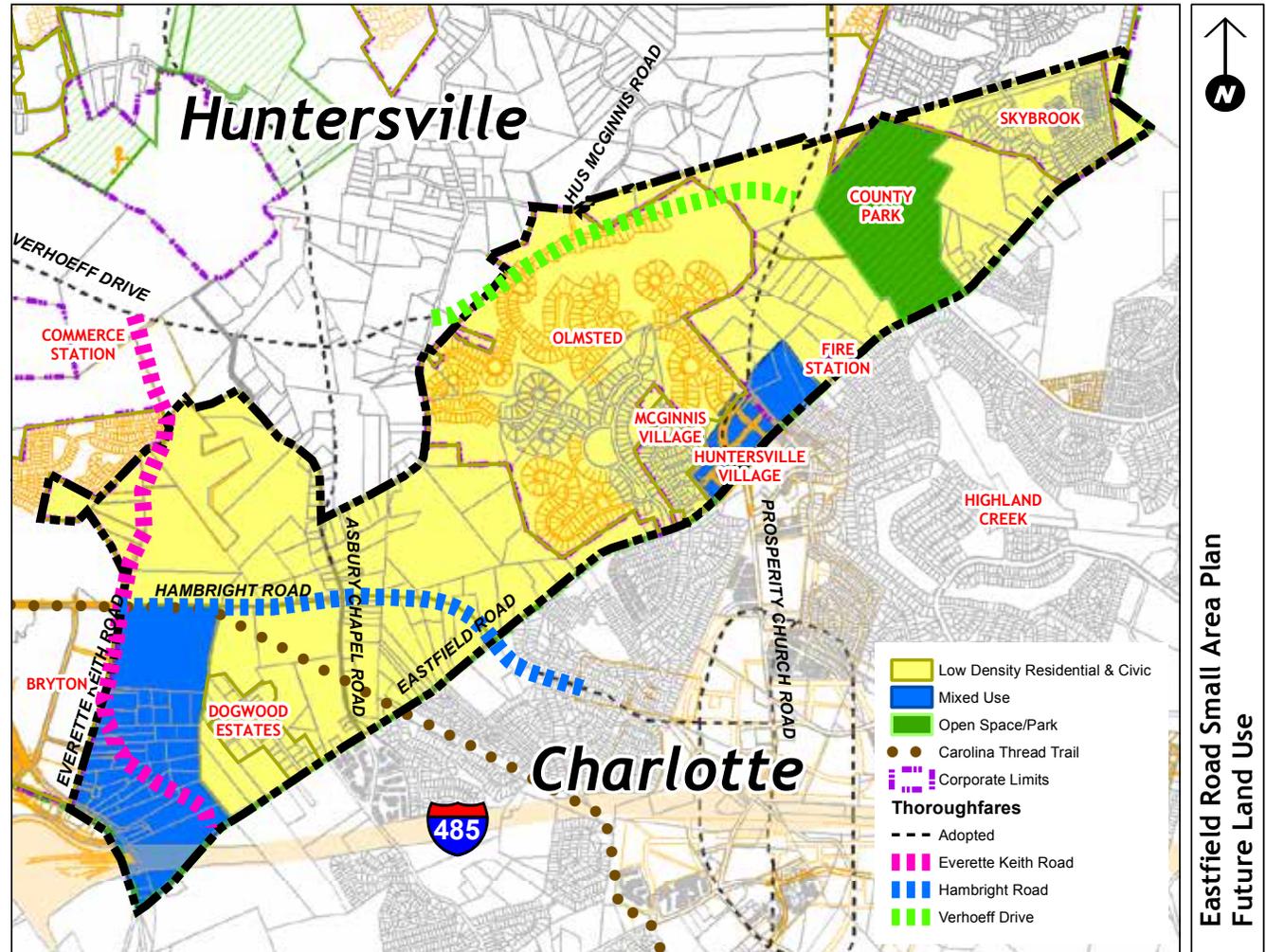


**Map 13:** Existing & planned Greenway and Bikeway connections throughout the ERSAP Study Area.

# Land Use Recommendations

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**). 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.

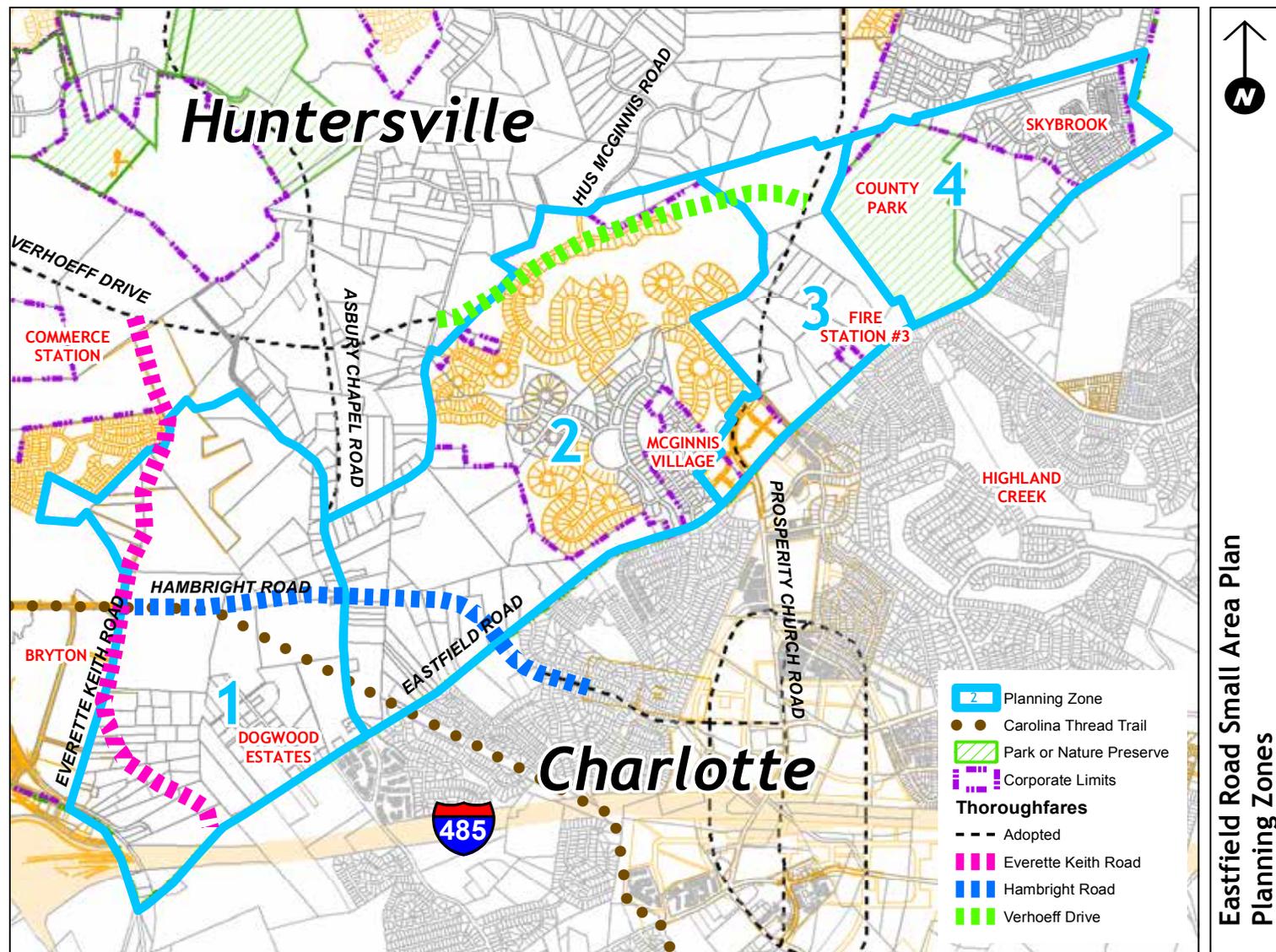
Existing zoning regulations and standards (including permitted uses) will continue to apply to all property within the Study Area until such time as a zoning change has been approved by the Town Board.



Map 14: Future Land Use

## Planning Zones

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



Map 15: ERSAP Study Area Planning Zones

# Planning Zone 1

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



Image 15: ERSAP Planning Zone 1

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:

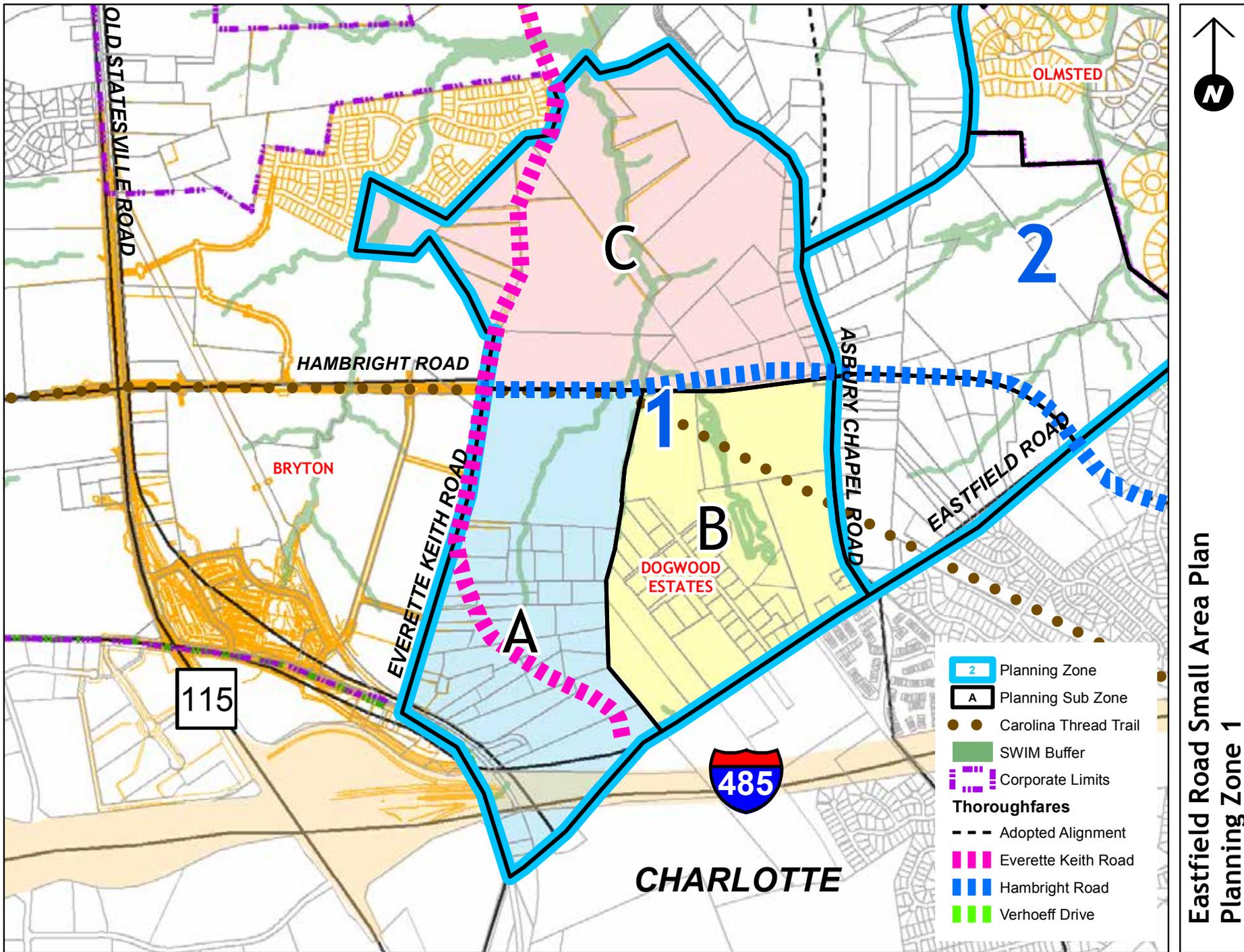
- A** East of Everette Keith Road and south of the proposed Hambright Road alignment, office, light industry & multifamily (apartments, townhomes and other attached for sale units), with limited commercial/retail to support the primary office & light industrial uses, are recommended. Multi-family uses 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.



Image 16: Aerial of Eastfield Road (view looking north)



Image 17: Land within Planning Zone 1 is currently rural in nature and used primarily for residential or farm purposes.



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**) 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.



Image 18: ERSAP Planning Zone 2

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 Olmstead), 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:

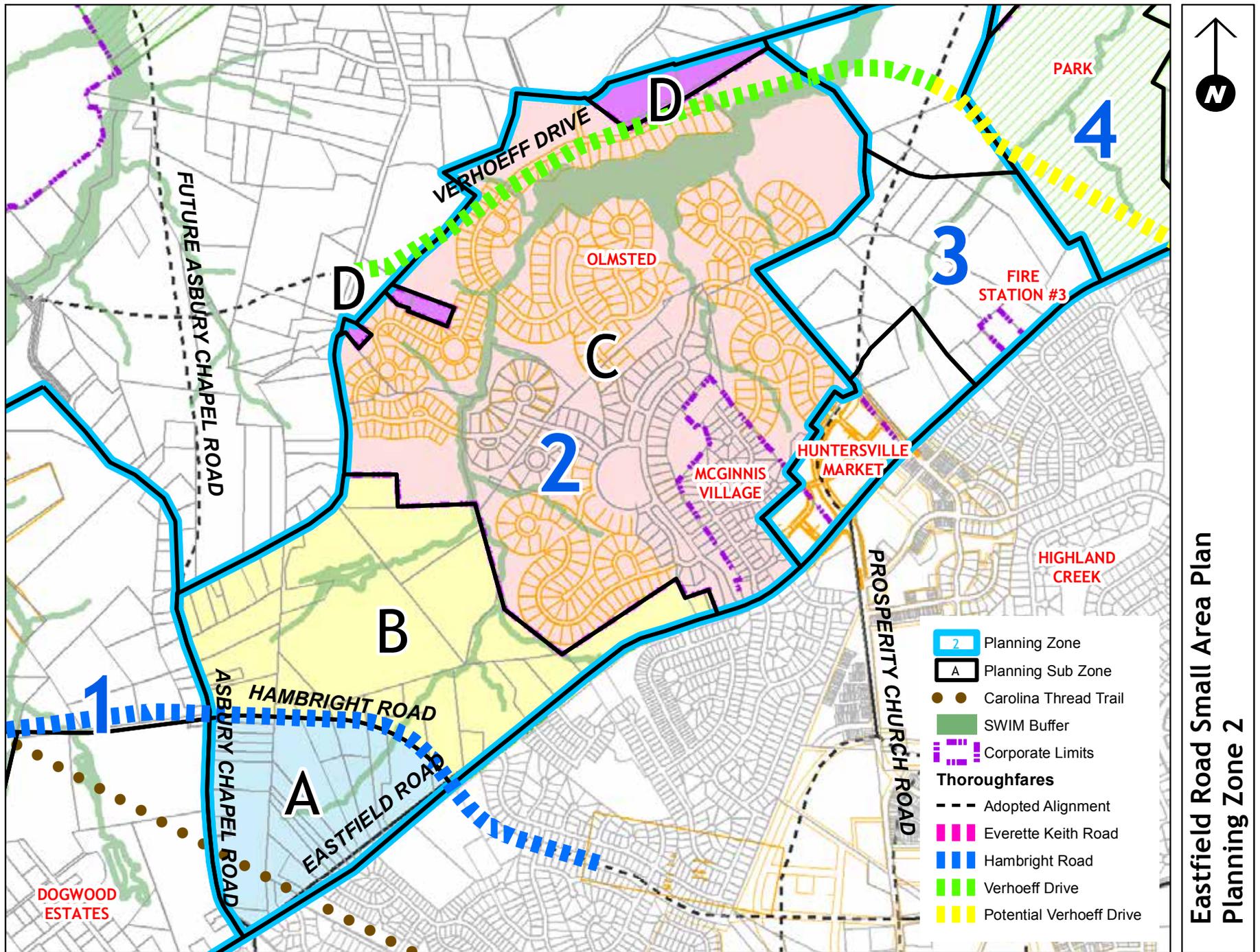
- A** For the area east of Asbury Chapel Road & south of the Hambright Road alignment, it's recommended that the current TR zoning designation be maintained. At the time Hambright Road is extended, it may be appropriate to consider changes to existing zoning.
- B** For the area east of Asbury Chapel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



Image 19: Olmsted neighborhood



Image 20: Aerial Photo of McGinnis Village



Map 17: Planning Zone 2

### 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**). 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.

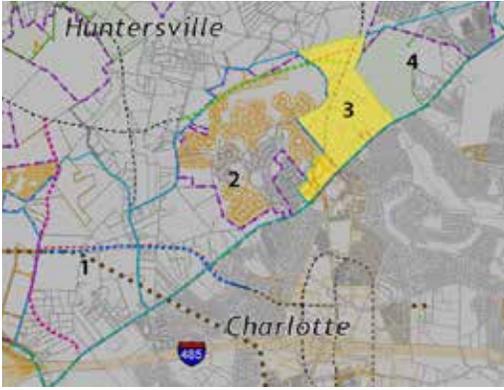


Image 21: ERSAP Planning Zone 3

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:

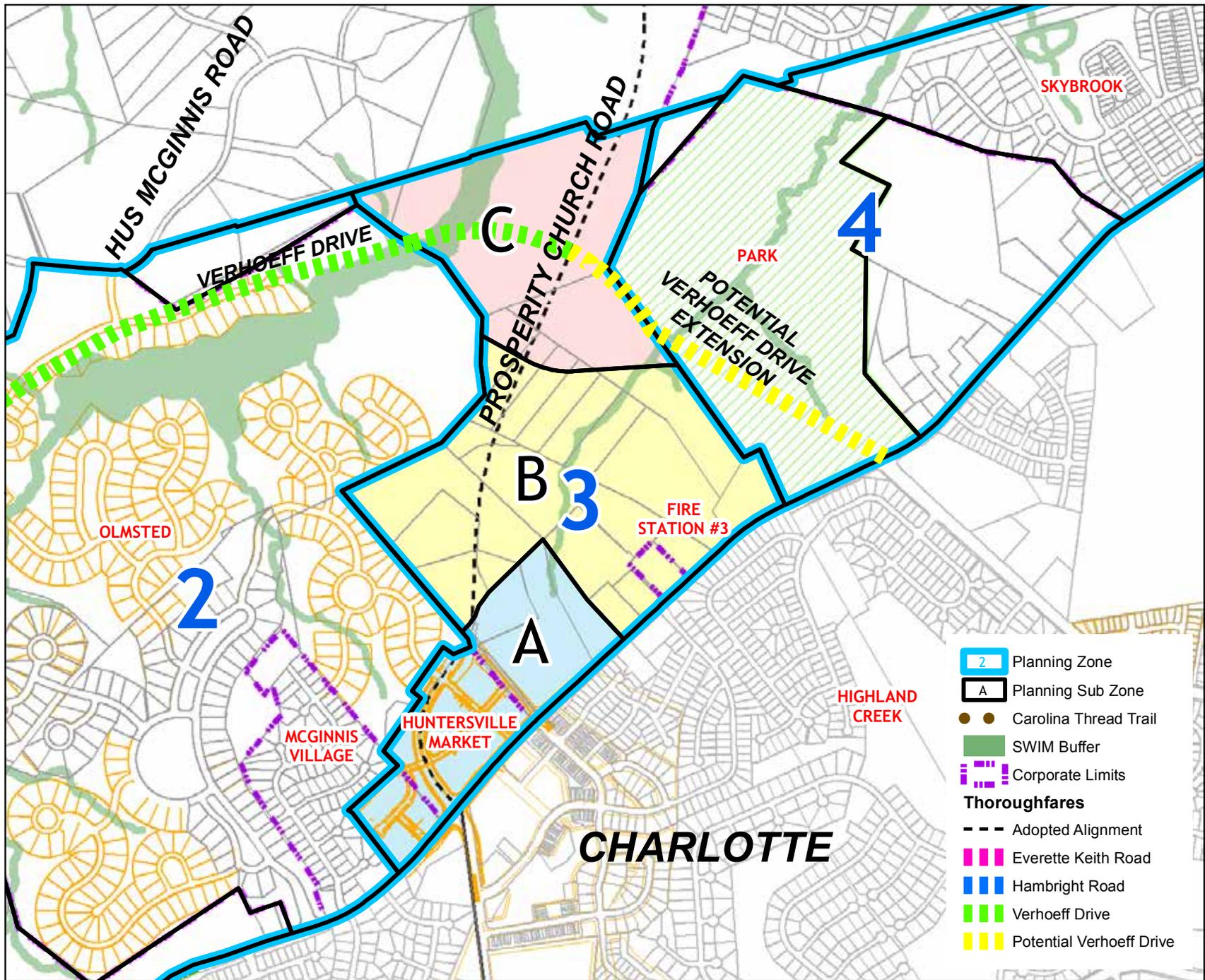
- A** Maintain approved development pattern within Huntersville Market. Adjacent to Huntersville Market, higher intensity uses, transitioning from commercial development to low density residential, may be appropriate for consideration.
- B** East of Olmsted and west of the County park property, it is 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.



Image 22: Several churches are located in this Planning Zone



Image 23: Huntersville Fire Station # 3



**Eastfield Road Small Area Plan**  
**Planning Zone 3**

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](#)), 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.



Image 24: ERSAP Planning Zone 4

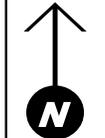
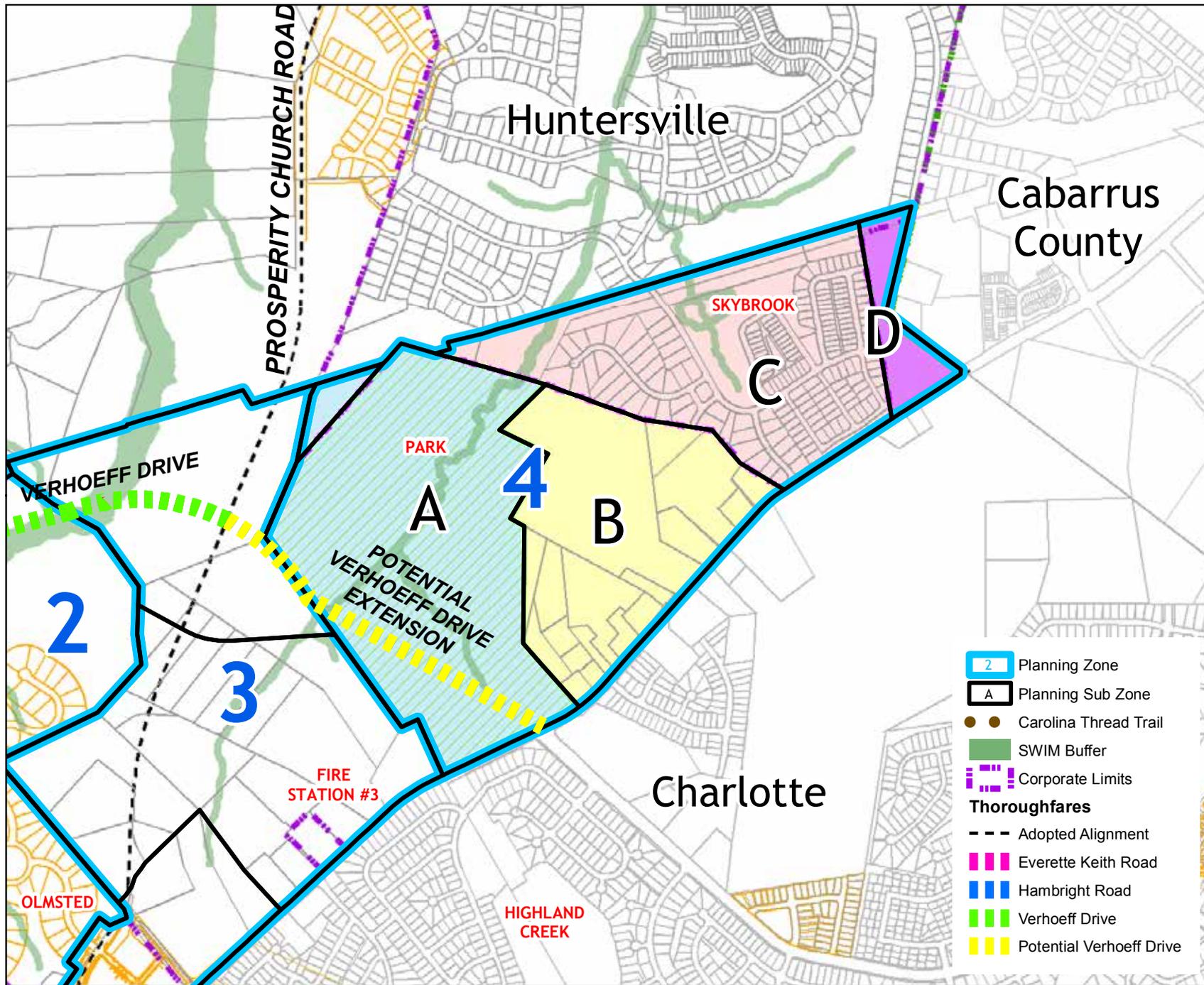
The current Rural Residential (R) Zoning District designation for this Planning Zone would allow for a variety of residential (approximately 2 unit/acre) and non-residential (churches, schools, bed and breakfast) uses. The Huntersville Zoning Ordinance should be consulted for a complete list of allowed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

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

- A** Support development of proposed Mecklenburg County regional park.
- B** 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.
- C** Maintain approved and existing development pattern in Skybrook neighborhood.
- D** 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.



Image 25 & 26: Medium density residential development (top photo) and park property (lower photo).



Eastfield Road Small Area Plan  
 Planning Zone 4

Map 19: Planning Zone 4

# Transportation Recommendations

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](#) for the Study Area Transportation Network. 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 2013 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 Rd), as recommended by the Huntersville Town Board.

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

## Eastfield Road

As previously noted, Eastfield Road is a state maintained two-lane road that serves as the primary east-west thoroughfare connection within



**Image 27: ERSAP Eastfield Road**

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).

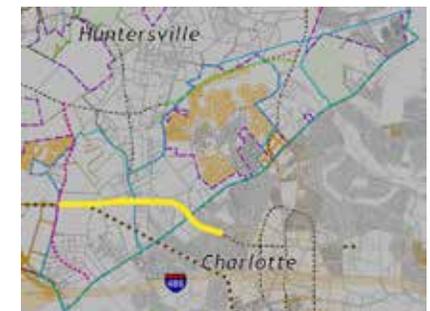
## Recommendations:

- 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.

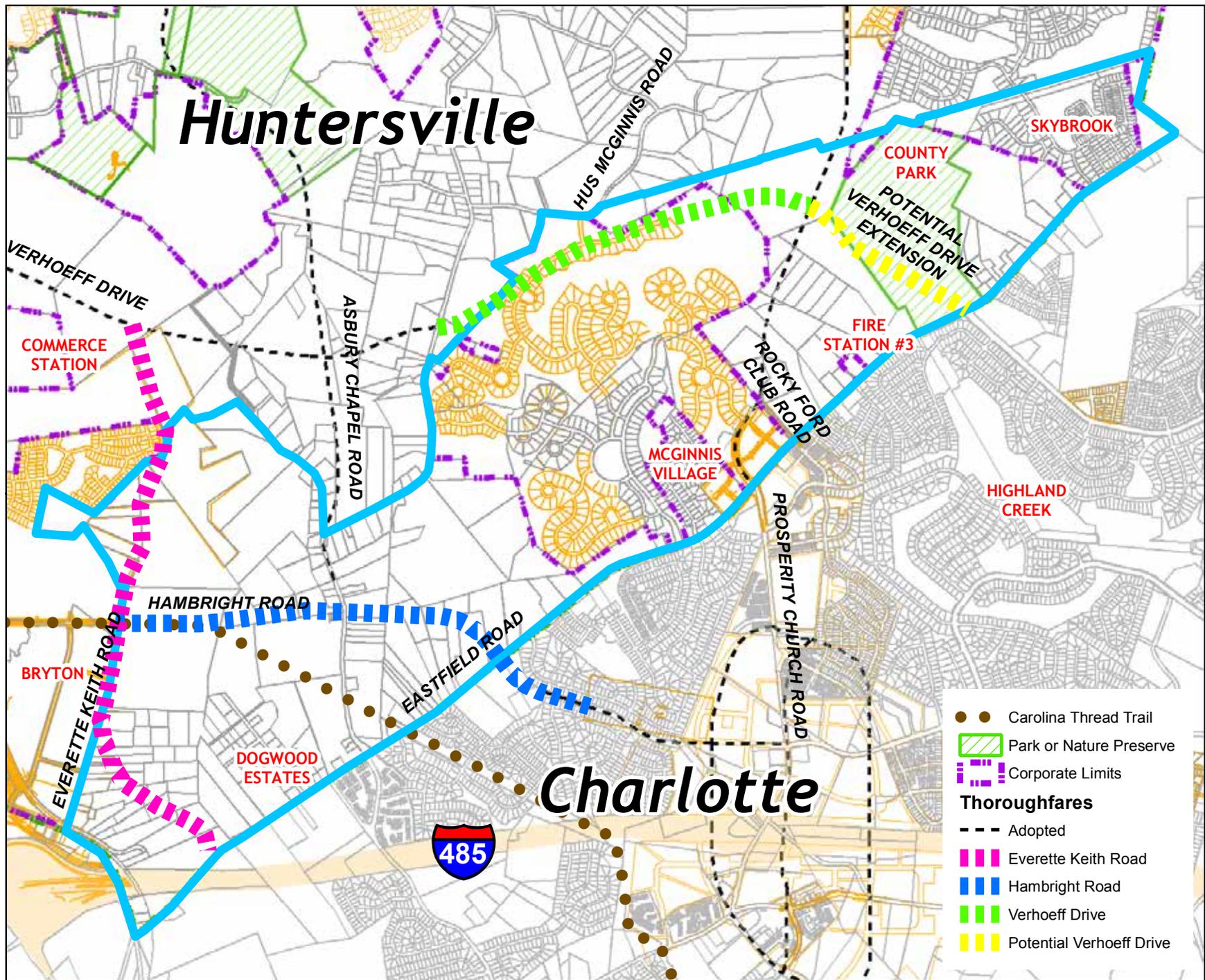
*The proposed future four lane cross-section for Eastfield Road is shown in Figure 2.*

## 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. No

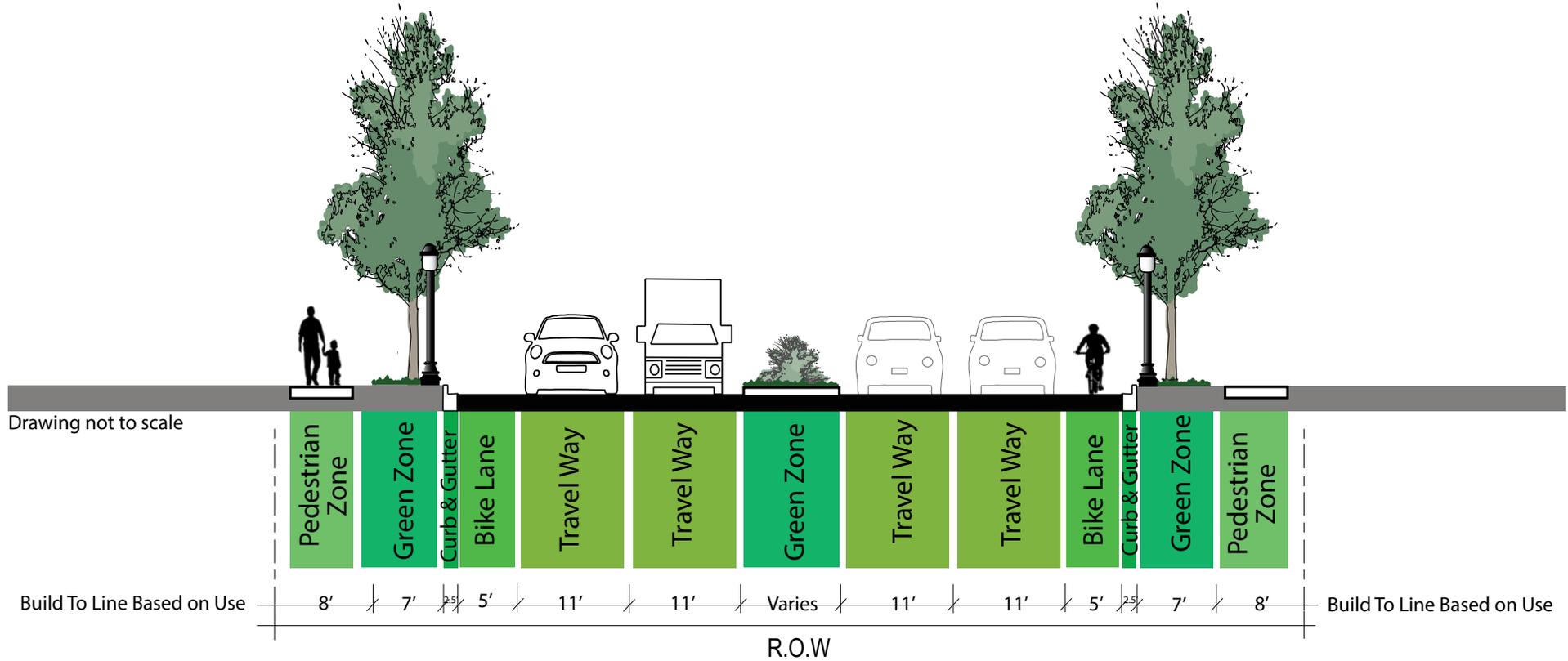


**Image 28: ERSAP Hambright Road**



Eastfield Road Small Area Plan  
 Study Area Transportation Network

Map 20: ERSAP Study Area Transportation Network



**Figure 2:** 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.

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 2.

### 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). While the CTP designates Everette Keith Road as a minor thoroughfare, public funding



**Image 29:** ERSAP Everette Keith Road

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.

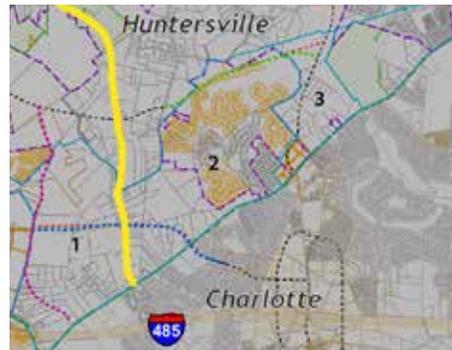
**Recommendations:**

- 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 3**.

**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.



**Image 30: ERSAP Asbury Chapel Road**

**Recommendations:**

The proposed future two-lane cross-section for Asbury Chapel Road is shown in **Figure 3**.

**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 1/2 mile) will be constructed as part of the planned Huntersville Village commercial development project.



**Image 31: ERSAP Prosperity Church Rd**

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 2**.

**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.



**Image 32: ERSAP Rocky Ford Club Road**

**Recommendations:**

The proposed future two-lane cross-section for Rocky Ford Club Road is shown in **Figure 3**.

## 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 Eastfield 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.

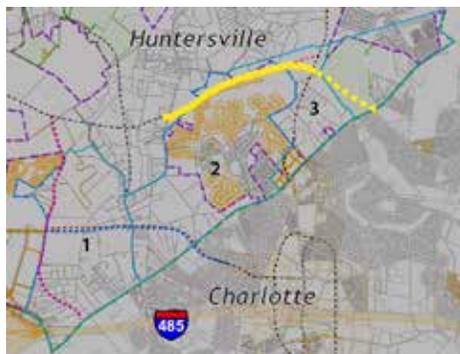


Image 33: ERSAP Verhoeff Drive

### 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 3](#).

## 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

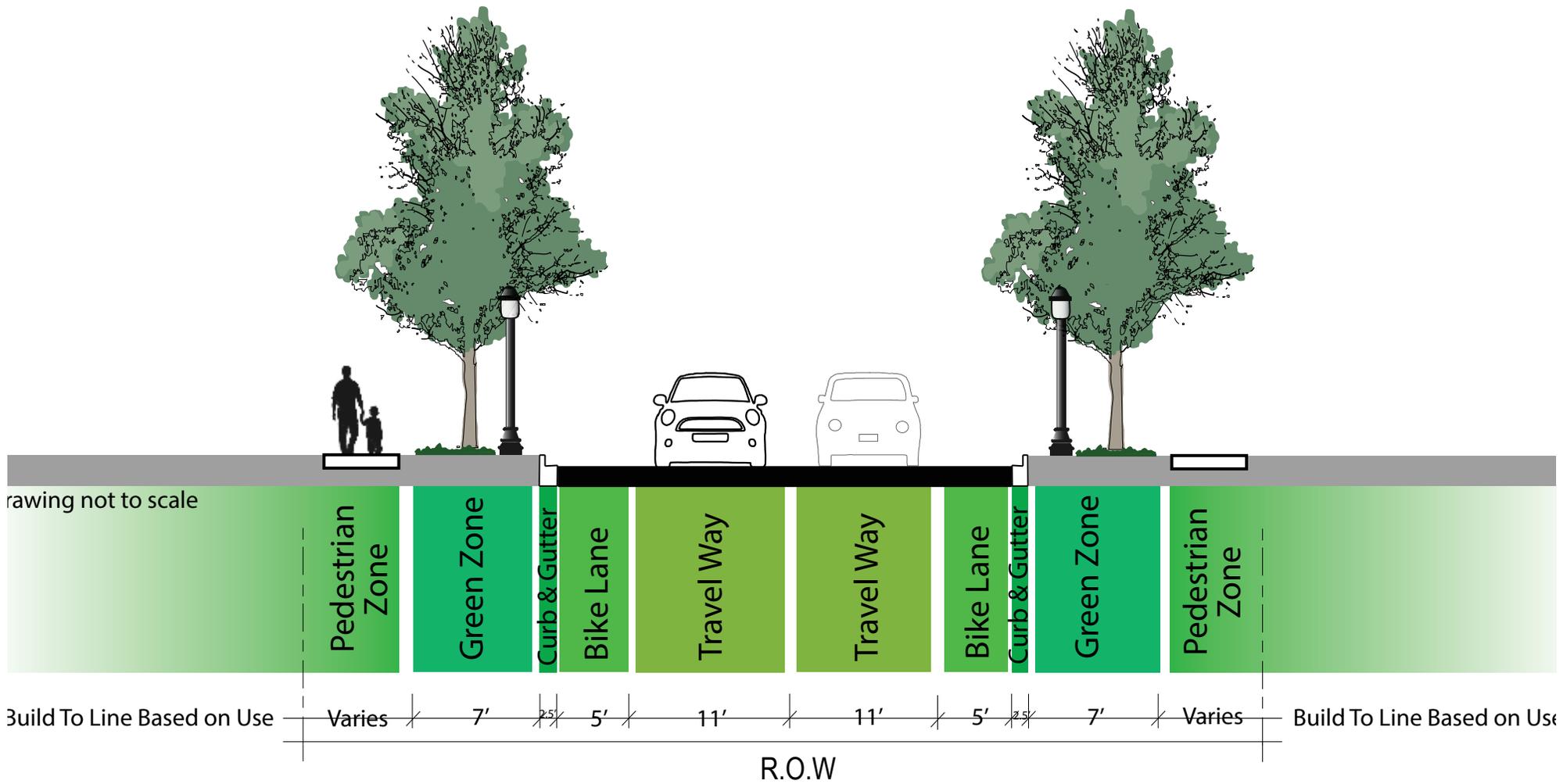
subdivision regulations require the installation of sidewalks on both sides of the street for all non-residential development and residential development, with the exception of rural roads, lanes, alleys and the undeveloped edge of neighborhood parkways. Development regulations also include an allowance for sidewalks on only one side in the Rural zoning district. This plan recommends the continued placement of sidewalks as required 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".



**Figure 3:** Proposed two lane cross-section for Everett 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.*

