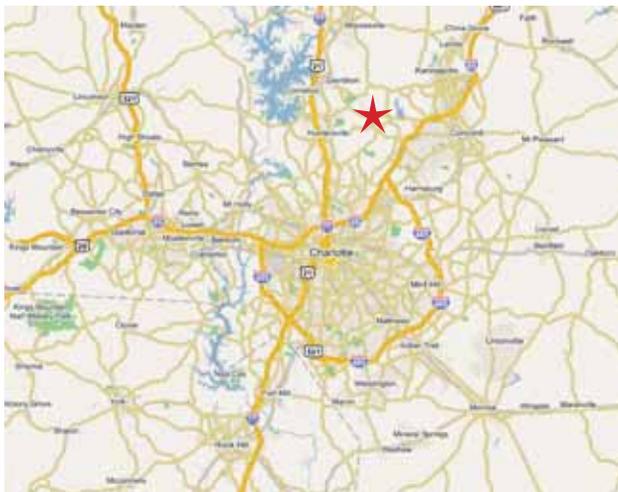


Regional Context

The study area is located northeast of Charlotte, east of the I-77 corridor. Regional development patterns have spread from the center city of Charlotte to the outlying areas that encircle the city and the I-485 loop, which is currently in the final phases of construction. Land use has focused higher-density urban, commercial and mixed-use development along the north-south corridors of I-77/Highway 21/Highway 115 to the west and I-85/Highway 29 to the east. NC 73's location as a primary east-west corridor between these two developing areas underscores the importance of planning the study area.



Local Context

The study area encompasses approximately 1,800 acres located in Mecklenburg County and Cabarrus County. The area contains multiple property owners and spans across the Extraterritorial Jurisdictions of Kannapolis in the northeast, Concord in the southeast, Huntersville in the southwest and Davidson in the northwest. The study area traverses approximately 3.4 miles of NC 73; an approximate one and half-hour walk form end to end.

Development dynamics in the immediate area includes approximately 3000 to 4000 housing units under construction, currently entitled or pending approval, as well as a supermarket and shopping center located at the northeast corner of the intersection of NC 73 and Poplar Tent Road. In the northwest portion of that intersection, Northeast Medical Center plans a Medical Arts building which will provide primary medical care services.

The census tract covering Cabarrus County has grown 98% between 2000 and 2005. Population growth between 2000 and 2005 is projected at 200%. The population in 2000 was approximately 4,680, 2005 population estimated at 9,290, and the 2010 population is projected to be approximately 15,390.



© Krider Photography
View looking westward. The intersection of Sam Furr Road (NC 73), Davidson-Concord Road and June Washam Road.



© Krider Photography
View looking westward along NC 73 shows the impact of development projects on landscape.

Opportunities and Constraints

Existing physical, environmental and legal conditions within the study area are broadly varied. These differences present potential opportunities and constraints to development.

Physical Constraints

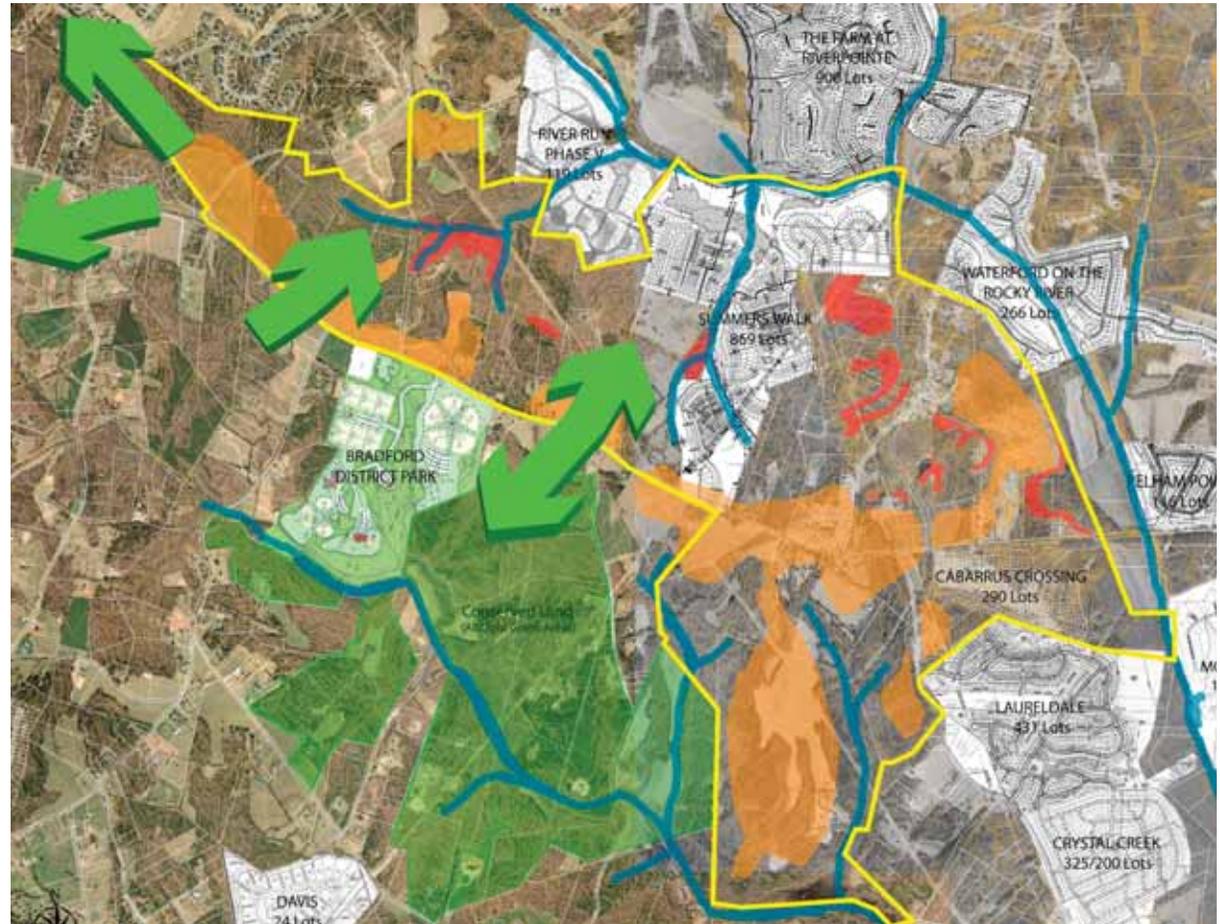
The study area has physical constraints created by steep terrain and SWIM Buffers, a no build zone 100 feet on either side of stream bank. These constraints are located primarily along the north side of NC 73. Land on the south side of NC 73 adjacent to the Poplar Tent Road intersection is generally more level. Two SWIM Buffers partition the land into a north and south area. The Cabarrus stream buffer on the Rocky River is proposed as a greenbelt and greenway.

View Sheds

Long, open views occur in several locations:

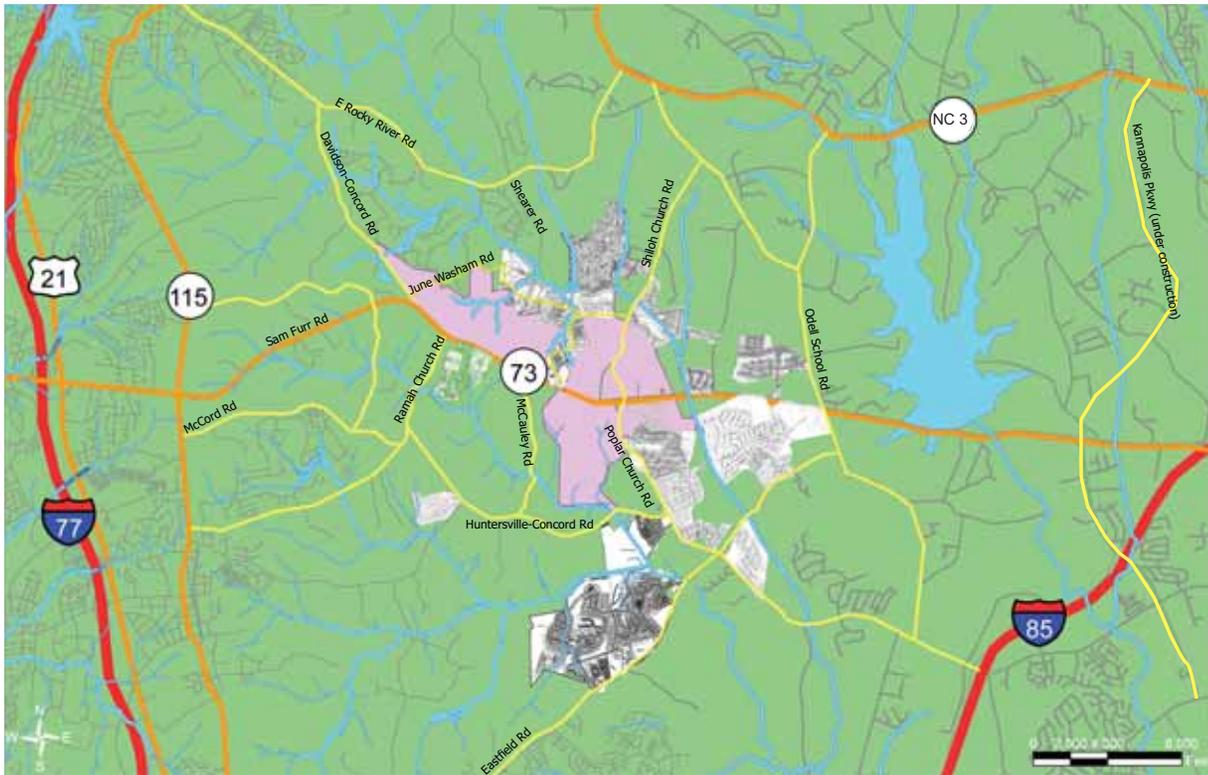
At the northwest end of the study area where Davidson-Concord Road meets NC 73, a view shed includes several parcels of farmland, creating an open sight line that is framed by a tree line. The tree lines also frame the view northward on Davidson-Concord Road and to the west along NC 73.

At the center of the study area a view shed is created by the conserved lands and the future Bradford District Park to the south of NC 73, and to the north the White property maintains open sight lines. This portion of the study area appears very open yet cohesive.



This analysis represents conditions such as pending site plan approvals during data analysis, April 2005. Current site plans and entitlements may be different.

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Network and Connections of Roads

Within the study area and in the adjacent area, the network of roads and streets is limited, creating a reliance on NC 73 for local trips. A large number of travelers arrive at NC 73, from either the north or south, travel along NC 73 for a short distance, and then continue their journey either north or south.

To create a more efficient network that reduces reliance on NC 73, connections should occur at a minimum of every 1,000 feet, or approximately one-quarter mile. This minimal network does not occur throughout the study area. Town blocks, for example, create an ideal spacing for well-connected streets, which is approximately every 300 feet.

Several major roads are adjacent to the study area. Coming from the north is June Washam Road, which meets NC 73. Ramah Church to the south also meets NC 73. Shearer Road to the north has the potential to connect to NC 73. North-south connections are limited by the topography and drainage as well as current ownership



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