NC 73 / Poplar Tent Church Road
Small Area Plan

Town of Huntersville, NC

Adopted by Town Board of Commissioners May 7, 2012
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Purpose

The purpose of the NC 73/Poplar Tent Church Road* Small Area Plan (PTRSAP), is to provide land use and transportation policy guidance for new development, transportation improvements and capital improvements within the NC 73/ PTRSAP Study Area.

* Poplar Tent Church Road is also referred to as “Poplar Tent Road”. For the purpose of this plan, the latter reference will be used.

Background

In October 2011, The Town of Huntersville Board of Commissioners directed the Town’s Planning Department to prepare the NC 73/Poplar Tent Road Small Area Plan (NC 73/ PTRSAP). This plan represents an update of the NC 73: Davidson-Concord Road/Poplar Tent Road Small Area Land Use and Economic Development (LUED) Plan, which was adopted by the Town Board in June 2006. The NC 73 LUED Plan, a joint undertaking of the Towns of Huntersville, Davidson, Cabarrus County and the cities of Kannapolis and Concord, addressed land use and economic development issues along NC 73 between Davidson-Concord Road and Poplar Tent Road and included detailed recommendations for future land uses and transportation networks within an approximately 1,800 acre study area, including approximately 430 acres within the Town of Huntersville.

The NC 73PTRSAP updates the Huntersville portion of the NC 73 LUED Plan and also includes property located east of Poplar Tent Road along the Cabarrus County line.

This plan is being prepared in response to land use and transportation changes that have occurred since the NC 73 LUED Plan was prepared, as well as due to changing market conditions and anticipated development within the study area.

Study Area

The NC 73/PTRSAP Study Area totals approximately 615 acres. The study area is bounded by NC 73 to the north, Poplar Tent Road to the east, Huntersville-Concord Road to the south and conservation land to the west (see Map 1. Study Area Boundaries). Situated entirely within the Town of Huntersville’s extra-territorial jurisdiction, the study area is located 6.5 miles west of I-77 and 6 miles east of I-85.

While the study area consists of a sparse mix of residential, commercial and institutional land uses, the predominant land use character is rural, with vacant land comprising approximately 72% of the 615 total acres within the study area. The most predominant and well-known land use within the study area is the Renaissance Festival, a seasonal medieval themed entertainment event which operates on weekends in October and November. Several private gas utility lines cross the study area, along with several tributaries of Ramah Creek.

Planning and Public Input Process

The planning process for the NC 73/PTRSAP included the following components:

• Analysis of Existing Conditions – The planning process began with the analysis of existing land use, zoning and transportation conditions by Planning Department staff.

• Steering Committee – A Steering Committee was created in December 2011 to provide guidance and oversight for the plan.

• Stakeholder Interviews – During November and December of 2011, Planning staff conducted a series of stakeholder interviews with property owners, developers, local, county and staff officials, along with public and private utility providers.

• Public Information Meeting – On January 19, 2012 the public (including property owners located in the study area and those within 200’) was invited to a meeting at Town Hall to receive an overview of the planning process – including existing conditions and stakeholder input. At this meeting, the public was also given the opportunity to offer input on future land use and transportation related issues. Draft plans were posted on the Town website for public review and comment.

• Plan Drafts - Preliminary plan drafts were presented to the Planning Board on February 28th and March 27th. A Final Plan Draft was presented to the Planning Board on April 24 and the Planning Board voted to recommend adoption of this plan by the Town Board.
**Plan Recommendations**

**Land Use**

The NC 73/PTRSAP Study Area is divided into six (6) “Planning Zones”. Recommended land uses for these Planning Zones include:

**Zone 1 – (NC 73/Poplar Tent Road)**

Mixed-use (i.e. office, commercial, residential and “flex” type) development organized in a “Town Center” (street grid) pattern, set back from NC 73, with the proposed Northeast Thor-oughfare serving as the “Main Street”.

**Zone 2 – Poplar Tent Road (West)**

Flex, office, research and development (R&D), along with civic, and limited amount of support retail. Low density-residential land use can serve as transition to the conservation land to the west and vacant land to the south.

**Zone 3 – Renaissance Festival**

No changes in land use are proposed for the area currently being utilized by the Renaissance Festival for its seasonal operations. Future facility and site improvements to accommodate a more permanent presence by the Renaissance Festival are appropriate, in conformance with all applicable land development regulations. However, as part of any future improvements by the Renaissance Festival, existing and future traffic impacts attributable to the Renaissance Festival must be addressed and mitigated as required under the Town’s zoning and land use regulations. If a change in the current land use of the Renaissance Festival site is contemplated, a master planning process should be undertaken, with full involvement of Town staff and stakeholders. Should development/redevelopment of the site take place, residential use of the site would be appropriate, with densities consistent with those found in Zone 6 on the eastern side of Zone 3, with lower density development on the western side adjoining conservation land.

**Zone 4 – Poplar Tent Road (East)**

Increase in current .75 units/acre average densities up to 3 units per acre may be appropriate. Other residential uses may include apartments, townhomes and senior housing. Non-residential development within this planning zone may include small scale live-work units or neighborhood commercial, provided there are appropriate buffers between non-residential and adjoining residential uses.

**Zone 5 – Huntersville-Concord Road (To County Line)**

Increase in current .75 units/acre single-family residential densities up to approved densities for the adjoining Skybrook North development (at 1.23 units/acre) may be appropriate.

**Zone 6 – Skybrook North**

No land use changes are recommended for the approved (un-built) Skybrook North development area. For those areas not within Skybrook North’s boundaries, it is recommended that any new development/redevelopment be consistent with the approved density and type of development within Skybrook North.

**Transportation**

**NC 73**

The section of NC 73 located within the study area is currently designated as a major thoroughfare and serves as a major east-west roadway within the region and is also a designated “Strategic Highway Corridor” for NC. Currently two lanes, NC 73 is proposed for designation as a boulevard (a multi-lane median divided road with pedestrian and bicycle accommodations) in the upcoming Comprehensive Transportation Plan (CTP) (scheduled for completion in September 2012), within an NCDOT recommended 120’ right-of-way. The financially constrained 2035 Long Range Transportation Plan (LRTP) adopted by the Mecklenburg-Union Metropolitan Planning Organization (MUMPO) in 2010, includes no identified funding for this widening through the 2035 planning horizon year.

**Recommendations for NC 73:**

- In cooperation with NC 73 Council of Planning (COP), NCDOT and neighboring jurisdictions, establish a uniform cross-section for NC 73 to be included as part of appendices for the Comprehensive Transportation Plan (CTP).
- In cooperation with NC 73 COP, NCDOT and neighboring jurisdictions, develop access management guidelines for NC 73 based upon established cross section.
- Collaborate with NCDOT (Mecklenburg and Cabarrus District offices) to identify required road and intersection improvements, including timetables and funding mechanisms for implementation. Incorporate in update to LRTP as appropriate.
- Coordinate with NCDOT and neighboring jurisdictions to implement traffic improvements (both in and outside the study area) identified
as required mitigation as part of any Traffic Impact Assessment (TIA) study prepared for development proposals submitted to the Town.

- Work with Renaissance Festival and NCDOT to address site access and transportation system impact issues related to festival operation.

**Poplar Tent Road**

Poplar Tent Road is the main north-south thoroughfare located within the study area and also serves as a regional connector. Currently two lanes, the portion of Poplar Tent Road located in the study area is proposed for designation as a boulevard (a multi-lane median divided road with pedestrian and bicycle accommodations) in the upcoming *Comprehensive Transportation Plan (CTP)* (scheduled for completion in September 2012), within an NCDOT recommended 110’ right-of-way. As with NC 73, the financially constrained 2035 LRTP contains no funding for improvements to Poplar Tent Road through 2035.

**Recommendations for Poplar Tent Road:**

- In cooperation with NC 73 COP, NCDOT and neighboring jurisdictions, establish a uniform road cross-section for Poplar Tent Road to be included as part of appendices for the *Comprehensive Transportation Plan (CTP)*.

- In cooperation with NC 73 COP, NCDOT and neighboring jurisdictions, develop access management guidelines for Poplar Tent Road based upon established cross-section.

- Collaborate with NCDOT (Mecklenburg and Cabarrus District offices) to identify required road and intersection improvements, including timetables and funding mechanisms for implementation. Incorporate in update to LRTP as appropriate.

- Coordinate with NCDOT and neighboring jurisdictions to implement traffic improvements (both in and outside the study area) identified as required mitigation as part of any Traffic Impact Assessment (TIA) study prepared for development proposals submitted to the Town.

- Work with Renaissance Festival and NCDOT to address site access and transportation system impact issues related to festival operation.

**Huntersville-Concord Road**

Huntersville-Concord Road is an existing two-lane minor thoroughfare that provides important east-west access along the southern boundary of the study area. As part of the upcoming CTP, Huntersville-Concord Road is proposed to be designated as a two-lane minor thoroughfare, with pedestrian and bicycle accommodations. Funding for improvements to Huntersville-Concord Road are not included as part of the fiscally constrained 2035 LRTP.

**Recommendations for Huntersville-Concord Road:**

- In cooperation with NCDOT and neighboring jurisdictions, establish a uniform road cross-section for Huntersville Concord Road to be included as part of appendices for *Comprehensive Transportation Plan (CTP)* to be adopted in the fall of 2012.

- In cooperation with NCDOT and neighboring jurisdictions develop access management guidelines for Huntersville-Concord Road based upon established cross-section.

- Collaborate with NCDOT (Mecklenburg and Cabarrus District offices) to identify required road and intersection improvements, including timetables and funding mechanisms for implementation. Incorporate in update to LRTP as appropriate.

- Coordinate with NCDOT and neighboring jurisdictions to implement traffic improvements (both in and outside the study area) identified as required mitigation as part of a Traffic Impact Assessment (TIA) study prepared for development proposals submitted to the Town.

- Recommend that NCDOT consider prioritizing repair/replacement of Bridge # 96 at Ramah Creek crossing.

**Northeast Thoroughfare**

The Northeast Thoroughfare is a proposed two-lane road which bisects the study area and will provide important north/south access when built. As part of the upcoming CTP (scheduled for completion in September 2012), the Northeast Thoroughfare is proposed to be designated as a two-lane minor thoroughfare, with pedestrian and bicycle accommodations. Funding for improvements to the Northeast Thoroughfare are not included as part of the fiscally constrained 2035 LRTP.
Recommendations for Northeast Thoroughfare:

- In cooperation with NC 73 COP and NCDOT, establish a uniform road cross-section for the proposed Northeast Thoroughfare, to be included as part of appendices for the Comprehensive Transportation Plan (CTP).

- In cooperation with NCDOT develop access management guidelines for NE Thoroughfare based upon established cross-section.

- Collaborate with NCDOT to identify required road and intersection improvements, including timetables and funding mechanisms for implementation. Incorporate in update to LRTP as appropriate.

- Maintain the NE Thoroughfare in the CTP.

- Consider and support (as appropriate) relocation of the NE Thoroughfare road alignment in order to accommodate future development within the study area.

Connectivity

Connectivity is a central organizing principle for the Town of Huntersville. As the study area develops over time, internal and external connectivity will be essential in order to maintain a well functioning transportation network.

Recommendation:

Consistent with this objective town staff should continue to maintain connectivity standards in the Zoning Ordinance and Subdivision Regulations for all new development within the study area.

Pedestrian

Pedestrian accommodations (i.e. sidewalks) are essential to insuring personal mobility and health and also serve as an important alternative to auto usage, particularly for short trips to schools, parks, commercial centers and civic uses.

Recommendation:

Consistent with Zoning Ordinance and Subdivision Regulations, the Town shall maintain requirements for sidewalk accommodations to serve existing and proposed development within the study area.

Greenways

Implementation of the Town of Huntersville 2007 Greenway and Bikeway Master Plan will serve to offer valuable non-motorized transportation alternatives for residents, resulting in the provision of enhanced health benefits and recreational opportunities for residents and visitors.

Recommendations:

- The Town should continue to support construction of the Ramah Creek Greenway and northern connector, in conjunction with new development that occurs within the study area.

- The Town should work closely with Mecklenburg County Parks & Recreation Greenways division to request that Piedmont Natural Gas and Plantation Pipe Line permit greenway easements along existing and proposed pipeline easements within the study area.

Bicycle

Together with greenways, bicycle lanes and bicycle paths provide another non-motorized transportation option for residents which can result in a reduction in the volume of local automobile trips, while at the same time offering health and recreational benefits to bicyclists.

Recommendation:

The Town should continue to require bicycle accommodations on all roads within the study area, consistent with Town Zoning Ordinance and Subdivision Regulations, as well as with NCDOT’s “Complete Streets” policy.

Implementation

Implementation of this plan will occur primarily in response to development initiatives, consistent with the land use and zoning recommendations contained in the plan. Implementation actions to be initiated by the Town are primarily related to transportation (both motorized and non-motorized). A complete list of “Implementation Strategies” can be found in Table 7. Implementation Strategies.
The NC 73/Poplar Tent Road Small Area Plan (NC 73/PTRSAP) is being prepared in response to a number of land use, transportation and market changes (as well as due to anticipated future development within the study area) that have occurred since adoption of the NC 73: Davidson-Concord Road to Poplar Tent Road Small Area Land Use and Economic Development Plan (NC 73 LUED Plan) in June 2006.

These changes include:

- NCDOT considering change in NC 73 cross-section from NC 73 LUED Plan
- Designation of NE Thoroughfare (NC 73 to Huntersville-Concord Road)
- Residential and non-residential development within and adjacent to the study area
- Development requests within study area
- Planned sewer line to be installed along Ramah Creek

In October 2011, planning staff was directed by the Town Board to undertake an update of the NC 73 LUED Plan. The NC 73/PTRSAP, will update the Huntersville portion of the NC 73 LUED Plan (consisting of approximately 430 acres), and also include property located east of Poplar Tent Road along the Cabarrus County line (see Map 1. Study Area Boundaries).
Regional Context

The NC 73/PTRSAP Study Area is situated in Northern Mecklenburg County, within the Northeast corner of the Town of Huntersville. Located completely within the Town’s extra-territorial planning jurisdiction (ETJ), the study area is bounded by NC 73 to the north, Poplar Tent Road to the east, Huntersville-Concord Road to the south and conservation land to the west. The study area is located approximately 6.5 miles east of I-77 and 6 miles west of I-85. In terms of regional transportation, the study area is located within the boundaries of the “Mecklenburg-Union Metropolitan Planning Organization (MUMPO)”, a regional transportation planning agency encompassing Mecklenburg and Union Counties (see Map 2. Regional Context).
PREVIOUS PLANNING EFFORTS

This plan builds upon previous planning efforts to address land use and transportation issues within the study area. A description and overview of these previous plans are provided below.

NC 73 Transportation/Land Use Corridor Plan

The NC 73 Transportation/Land Use Corridor Plan, completed in 2004, was a multi-jurisdictional planning initiative involving three counties, five municipalities, three chambers of commerce, two metropolitan planning organizations, one rural planning organization and the NC Department of Transportation. The NC 73 Transportation/Land use Corridor Plan was a “watershed” study that addressed land use and transportation issues and set a vision for the 35 mile NC 73 corridor stretching from US Highway 321 in Lincolnton to I-85 in Concord. This plan established road typologies for NC 73 (see Images 1 & 2) and included recommendations for further study of the Davidson-Concord Road to Poplar Tent Road area; including the area surrounding the NC73/Poplar Tent Road intersection (see Image 3).
NC 73: Davidson-Concord Road to Poplar Tent Road Small Area Land Use and Economic Development Plan (NC 73 LUED Plan)

The NC 73 LUED Plan (see Image 4), adopted in June 2006, built upon the previously adopted NC 73 Transportation/Land Use Corridor Plan and was created as a result of the recommendation of this plan. The NC 73 LUED Plan was a joint undertaking of the Towns of Huntersville, Davidson, Cabarrus County and the cities of Kannapolis and Concord. The plan addressed land use and economic development issues along NC 73 between Davidson-Concord Road and Poplar Tent Road, and included detailed recommendations for future land uses and transportation networks within an approximately 1,800 acre study area, including approximately 430 acres within the Town of Huntersville (see Map 3). The NC 73 LUED Plan presented a long-term (25+) year vision for the study area and called for a mixed-use land development pattern concentrated around an employment center at the intersection of NC 73 and Poplar Tent Road. Land uses recommended by the plan included office, commercial, flex (mix of light manufacturing/assembly/warehousing and office), multi and single-family residential within the study area. The plan also included a recommended road network and street cross-sections. Since its adoption, the NC 73 LUED Plan has provided land use and transportation policy guidance for all development within the plan study area.

Map 3. NC 73/LUED Plan Land Use Recommendations - NC 73/PTRSAP circled in black

Image 4. NC 73/LUED Plan
Huntersville 2030 Community Plan

In 2011, the Huntersville Board of Commissioners adopted the Town of Huntersville 2030 Community Plan. This plan offers a town-wide vision for growth and development over the next 20 years. The plan calls for higher intensity growth and development within the town’s core (i.e. I-77/NC 115 corridor) and in mixed-use village centers located at important crossroads, including the area surrounding the NC 73/Poplar Tent Road Intersection (see Map 4).

In addition to the land use vision for the town, the Huntersville 2030 Community Plan recommended that all long-range plans be reviewed within seven years of adoption in order to stay relevant. Consistent with this policy, planning staff was directed by the Town Board in October 2011 to undertake an update of the NC 73 LUED Plan. As previously noted, the NC 73/PTRSAP will update the Huntersville portion of the NC 73 LUED Plan (consisting of approximately 430 acres), and also include property located east of Poplar Tent Road along the Cabarrus County line totalling an additional area of approximately 185 acres (see Map 5).

Above Right: Map 4. Huntersville 2030 Community Plan – Land Use Vision

Below Right: Map 5. NC 73/PTRSAP & NC 73/LUED Study Area Boundaries
NC 73 Strategic Corridor Status

NC 73 is designated as a “Strategic Highway Corridor (SHC)” by the NC Department of Transportation (see Map 6). This designation came out of the creation of the Strategic Highway Corridors (SHC) Initiative, a renewed effort by the North Carolina Department of Transportation in collaboration with the Department of Commerce and Department of Environment and Natural Resources, to enhance and preserve the backbone of the state highway system. According to the State of North Carolina,

“the SHC initiative represents a timely effort to protect and maximize the mobility and connectivity on a core set of highway corridors throughout North Carolina, while promoting environmental stewardship through maximizing the use of existing facilities to the extent possible, and fostering economic prosperity through the quick and efficient movement of people and goods. Each Corridor represents an opportunity for NCDOT, partnering agencies, and other stakeholders to consider a long-term vision, consistency in decision-making, land use partnerships, and overarching design and operational changes. The primary purpose of the Strategic Highway Corridors initiative is to provide a network of high-speed, safe, reliable highways throughout North Carolina. A primary goal is to create a greater consensus towards the development of a genuine vision for each Corridor - specifically towards the identification of the desired facility type (freeway, expressway, boulevard, or thoroughfare) for each Corridor. Buy-in towards this vision and desired facility type would affect decision-making through the project improvement process, i.e., affecting funding decisions, project planning decisions, design decisions, access decisions (driveway permit approval), and local land use decisions.”

The NC 73 LUED Plan was one of the first efforts in North Carolina to incorporate the Strategic Corridor Plan in a multi-jurisdictional effort.

¹ The Strategic Highway Corridors concept was adopted by the North Carolina Board of Transportation on September 2, 2004, as a part of North Carolina’s Long-Range, Multimodal Statewide Transportation Plan.
HOW TO USE THIS PLAN

This plan is intended to guide future land use and development within the study area. The plan does not rezone (or pre-zone) any property, but rather provides guidance for the Town Board and Planning Board as they consider future development and re-zoning requests, consistent with all applicable Zoning Ordinance, Subdivision and other land development regulations.

As noted in the 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” (Town of Huntersville 2030 Community Plan).

PUBLIC INPUT PROCESS

The process for receiving public input began with a series of stakeholder interviews in November and December of 2011. These interviews included representatives from the following groups:

- Town Staff
- Neighboring Community Staff
- NCDOT
- Mecklenburg County
- Cabarrus County
- Property Owners
- Developers
- MUMPO
- Lake Norman Regional Economic Development Corporation
- Public and private utility providers

Input received from these stakeholders served to highlight prominent issues that should be addressed by the plan, along with recommendations related to land use, transportation and recreation.

On January 19, 2012, a Public Information Meeting was held at Huntersville Town Hall. This meeting provided members of the public (as well as stakeholders) with the opportunity to offer input regarding land use, transportation and other issues pertaining to the study area. The input provided by the public at this meeting served as the basis for much of the plan’s content and recommendations.

In addition to public and stakeholder input, preparation of the plan was guided by a “Steering Committee”, which included representatives of the Planning Board, Town Board, Town Administration, and public. This Steering Committee helped maintain the plan schedule and focus on key issues identified in the public process. The Planning Board reviewed and commented on both Preliminary and Final Plan drafts, and recommended adoption of the plan by the Town Board.

A “Preliminary Draft” plan was presented to the Planning Board on February 28, 2012, with a revised Draft plan presentation on March 27, 2012. The Planning Board voted to recommend adoption of the plan to the Town Board at their April 24, 2012 meeting. The Town Board voted to adopt the plan at its May 7, 2012 meeting.
Plan Updates

As with any plan, regular review and updates are necessary to insure the plan’s continued usefulness and relevance. Consistent with the policy set forth in the Huntersville 2030 Community Plan, the NC 73/Poplar Tent Road Small Area Plan will be reviewed by staff on a regular basis but no later than within seven years from the plan’s adoption date, with amendments to be recommended as necessary.

Table 1. Planning Process Timeline

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Image 5. NC73/PTRSA/ to be reviewed within seven years of adoption
EXISTING ZONING & LAND USE

EXISTING ZONING

The NC 73/PTR SAP Study Area includes the current following zoning district classifications:

RESIDENTIAL

Rural (R) – The R District is provided to encourage the development of neighborhoods and rural compounds that set aside natural vistas and landscape features for permanent conservation. Very low density residential (.75 units/acre with 20% open space requirement) uses characterize this district, along with farm and civic uses.

Transitional Residential (TR) – The TR District serves as a bridge between rural zones and more urbanized development. As with the Rural District, the Transitional Residential District is provided to encourage the development of neighborhoods and rural compounds that set aside natural vistas and landscape features for permanent conservation. Low density residential (.65 unit/acre with 20% open space requirement) uses characterize this district, along with civic uses.

Manufactured Home Overlay (MH-O) – This district allows for the continued use of pre-existing manufactured homes.

NON-RESIDENTIAL

Neighborhood Center (NC) – The NC District allows shops, services, small workplaces, civic and residential buildings central to a neighborhood or grouping of neighborhoods within walking distance of dwellings.

These Zoning Districts are shown on Map 7. Acreage totals for each zoning district are shown in Table 2.

### Table 2. Existing Zoning Acreage

<table>
<thead>
<tr>
<th>ZONE</th>
<th>ACRES</th>
<th>% of TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>R</td>
<td>512.7</td>
<td>83.5%</td>
</tr>
<tr>
<td>TR</td>
<td>93.7</td>
<td>15.2%</td>
</tr>
<tr>
<td>NC</td>
<td>8.6</td>
<td>1.3%</td>
</tr>
</tbody>
</table>

Map 7. Study Area Existing Zoning
**Existing Land Use**

The NC 73/Poplar Tent Road Small Area Plan Study Area consists of approximately 615 acres. The acreage for existing land use within the study area is shown in Table 3 below:

Table 3. Existing Land Use Acreage

<table>
<thead>
<tr>
<th>TYPE</th>
<th>ACRES</th>
<th>% of TOTAL*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vacant</td>
<td>444</td>
<td>72%</td>
</tr>
<tr>
<td>Institutional</td>
<td>5</td>
<td>1%</td>
</tr>
<tr>
<td>Commercial</td>
<td>114</td>
<td>18%</td>
</tr>
<tr>
<td>Residential</td>
<td>49</td>
<td>8%</td>
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<tr>
<td>Other</td>
<td>3</td>
<td>1%</td>
</tr>
<tr>
<td>Total</td>
<td>615</td>
<td>100%</td>
</tr>
</tbody>
</table>

*Figures are rounded

Existing land uses are shown on Map 8.

While consisting of a mix of residential, commercial and institutional land uses, the predominant character of the study area is rural with vacant land comprising approximately 72% of the 615 total acres. The most well-known use within the study area is the Renaissance Festival, a seasonal medieval themed entertainment event which operates on weekends in October and November. Several private gas utility lines cross the study area, along with several tributaries of Ramah Creek (see Map 9 on following page).
The NC 73/Poplar Tent Study Area has been divided into six (6) planning zones as follows:

Zone 1 – NC 73/Poplar Tent Road
Zone 2 – Poplar Tent Road (West)
Zone 3 – Renaissance Festival Site
Zone 4 – Poplar Tent Road (East)
Zone 5 – Huntersville-Concord Road (To County Line)
Zone 6 – Skybrook North

Each planning zone includes a detailed overview and analysis of: Land Use, Natural Resources, Utilities and Zoning. This planning zone analysis and overview serves as the basis for future land use recommendations.
depressions effectively ended the reign of King Cotton and the small farmer in the South”. The report continues: “The Washam Farm is also significant as an excellently preserved example of a twentieth-century farmstead. The house and collection of early-twentieth century outbuildings, which includes a large barn, tool shed, corn crib, chicken and brooders houses, a cotton shed, a tenant house, and a concrete-block well house (an early and unusual example of hand-formed concrete block construction echoed in the nearby Bradford store), form a comprehensive complex that retains its original pastoral setting despite nearby residential and commercial development” (Ramsey, 2002). The property is located on five acres, with the farm house currently used for residential purposes.

Map 10. Planning Zone 1

EXISTING CONDITIONS

Land Use

Of the 103 acres within this planning zone, approximately 60 acres are vacant, 14 acres are devoted to commercial farm use, 5 acres are institutional and 21 acres are residential (one single-family home surrounded by vacant land). Located within this planning zone are two (2) properties designated historic by the Charlotte-Mecklenburg Historic Landmarks Commission.

Washam Farm House - The property is located at 15715 Davidson-Concord Road. According to a report prepared for the Charlotte-Mecklenburg Historic Landmarks Commission, “The Washam Farm is a tangible reminder of the last prosperous decades of Mecklenburg County’s agrarian economy, before regional and nation-wide...
Bradford Farm and Store - The Bradford Farm and Store are located at 15915 Davidson-Concord Road. The Bradford Store, built in 1911, was moved to its current location and reopened in 2006 as a general store featuring fresh organic produce grown on the adjoining farmland, along with other local products from area farms and craftsmen. Located adjacent to the Bradford Store is a more recent vintage barn which houses farm and feed supplies. Relocated from an adjoining property, the barn houses a local blacksmith, reminiscent of activity of the early 20th century farm operation. A small historic farmworker tenant house, dating from the early 1900’s, currently serves as an antiques shop.

According to a report prepared for the Charlotte-Mecklenburg Historic Landmarks Commission, the Bradford Store is a “tangible reminder of the robust cotton economy that characterized Mecklenburg County in the last half of the nineteenth century” (Ramsey, 2002).

The report adds that the Bradford Store, together with the Bradford Farm, located across Davidson-Concord Road, “served as an integral part of the Ramah Community” and that the Bradford Store, built in 1911, represented a “rare rural example of early twentieth century concrete construction, a new building technology at the time in Mecklenburg County”.

In addition to these historic properties, the AME Zion Church and adjoining cemetery is located approximately 1,000 feet west of the intersection of NC 73 and Poplar Tent Road.

Finally, an unpaved access road crosses the southeast corner of this zone and provides access to the Renaissance Festival, located to the south.
Natural Resources

Planning Zone 1 is primarily vacant with the exception of the previously noted structures. In terms of natural resources, Zone 1 consists of forest, cultivated farmland and open fields. Three (3) creeks, each running in a north/south direction, are located within this planning zone and are subject to setback limits and protections in accordance with the Town’s Zoning Ordinance (see Map 9). Topography is generally flat in this zone, with steeper slopes associated with the creeks located within the zone.

Utilities

Planning Zone 1 is located within the Duke Power service area. Municipal water service is currently available through Charlotte-Mecklenburg Utilities (CMUD), but sewer is not. However, a planned Charlotte-Mecklenburg Utilities (CMUD) sewer line extension project along Ramah Creek (estimated completion date of Spring 2015) will offer the opportunity for such service, via a trunk connection. Natural gas service is available through Piedmont Natural Gas, via two (2) underground natural gas transmission lines (one 30 inch and one 16 inch) which run in a northwest/southeast direction (see Map 10). These lines are owned by Piedmont Natural Gas (PNG) and provide service to the Lake Norman area. A second gas line easement (scheduled to begin construction in December 2012) is proposed to be located adjacent to the existing easement and contain a single 30 inch line. Both the existing and proposed gas easements also cross Planning Zones 2, 3, 5 and 6.
Zoning

There are currently two (2) zoning district designations within this planning zone.

The predominant zoning designation for this planning zone is Rural (R), which encompasses approximately 95 acres. Under existing zoning requirements, the maximum density allowed in the R zoning district is approximately .75 units/acre, with a 20% open space requirement. The other zoning district in this planning zone is Neighborhood Center-Conditional District (NC-CD), which consists of approximately 9 acres and encompasses the Bradford Store, a blacksmith shop, along with several outbuildings and farmland. The NC zoning district allows for the location of shops, services and small work spaces, along with civic and residential buildings.

ZONE 1 RECOMMENDED LAND USES

Based upon input received from stakeholders, landowners and other interested parties, it is recommended that future land use within Planning Zone 1 reflect a mixed-use (i.e. office, commercial, residential and “flex” type) development pattern. No specific minimum or maximum levels are proposed to allow for adaptation to market conditions at the time of development. However, development intensities would be greatest traveling west from the NC 73/Poplar Tent intersection to the proposed NE Thoroughfare with lower intensities from the NE Thoroughfare to the Bradford Story property located at the western perimeter of the study area (see Map 8). Flex development would consist of light manufacturing/assembly and office uses and be located along the southern boundary of this zone. Consistent with the Huntersville 2030 Community Plan, it is recommended that this development be set back from NC 73 and be organized in a “Town Center” pattern, with a street grid providing internal and external connectivity, with the proposed Northeast Thoroughfare serving as the “Main Street”. Image 12 of the Rosedale Shopping Center is illustrative of the type of development pattern that is recommended for Zone 1. Any intensification of development within this planning zone should address existing traffic problems along NC 73 and Poplar Tent Road due to the Renaissance Festival operation. Any required traffic impact study should include significant input from NCDOT, the Town of Huntersville and adjoining jurisdictions as appropriate.

Image 12. Example of mixed use development with street grid providing internal and external connectivity
ZONE 2
POPLAR TENT ROAD (WEST)

EXISTING CONDITIONS

Land Use

Planning Zone 2, comprised of approximately 119 acres, is located immediately south of Planning Zone 1. This planning zone is almost entirely vacant, with the exception of an unpaved road crossing the northeast corner of the planning zone, which provides access to the Renaissance Festival site located to the south. As with Planning Zone 1, a natural gas line easement, carrying a 30 and a 16 inch line, crosses this zone in a northwest/southeast direction. A planned second gas easement adjacent to the current one will contain a single 30 inch line.
In terms of residential land use, low density-residential was seen as an appropriate transition to the conservation land to the west and vacant land to the south. For any proposed intensification of land use within this planning zone, it is recommended that Poplar Tent Road be straightened out to improve traffic safety and that other improvements (i.e. widening, access management) be required to enhance the road’s future function as a major thoroughfare.

Utilities

Planning Zone 2 is located within the Duke Power electric service area. Municipal water service, but not sewer, is currently available to this planning zone. However, a planned Charlotte-Mecklenburg Utilities (CMUD) sewer line extension project along Ramah Creek will offer the opportunity for such service, via a trunk connection. Natural gas service is available from Piedmont Natural Gas, via existing gas lines which cross this planning zone. See previous discussion of existing and proposed gas line easements under Planning Zone 1.

Zoning

The only zoning district located within this planning zone is Rural (R). Under existing zoning requirements, the maximum density allowed in the R zoning district is approximately .75 units/acre, with a 20% open space requirement.

ZONE 2 RECOMMENDED LAND USES

Input received from stakeholders and property owners supported employment generating uses such as flex, office, research and development (R&D), with limited amount of support retail (see Images 16 & 17). Support was also expressed for potential civic type uses (i.e. school, recreation) along Poplar Tent Road, with connectivity to the proposed mixed use development along NC 73 (Zone 1) and the approved residential development to the south (Zone 6).
ZONE 3
RENAISSANCE FESTIVAL SITE

EXISTING CONDITIONS

Land Use

Zone 3 represents the largest of the six planning areas within the study area boundaries, with a total of 214 acres. The largest existing land use within this planning zone is the Renaissance Festival, a seasonal medieval themed entertainment event featuring music and live acting, which operates on weekends during October and November. The Renaissance Festival occupies approximately 100 acres of the planning zone. Site improvements within the area occupied by the Renaissance Festival include, unpaved parking and access roads, festival midway, outbuildings and a jousting area with grandstands. The structures associated with the Renaissance Festival are considered semi-permanent, along with several mobile homes located within the planning zone. When it began operations in 1995, the Town did not have zoning jurisdiction over...
the property where the festival is located. When the Town assumed zoning jurisdiction over this property in 1996, the Renaissance Festival operation became a “non-conforming” use, since it was not permitted in the Rural Zoning District. However, due to its “grandfathered” status, the Renaissance Festival is considered a legal non-conforming use and may continue to operate as long as it does not expand its operations.

Natural Resources

With the exception of several residential structures, the majority of this planning zone is wooded, with a cleared area in the central portion of the zone that includes site improvements associated with the Renaissance Festival. Two (2) creek tributaries run north/south through the zone, with Ramah Creek crossing the southern boundary of the planning zone (designated future greenway). Topography for this planning zone is generally flat with the exception of steeper slopes adjacent to the creek and tributaries.

Utilities

As with the other planning zones, this zone is located within the Duke Power electric service area. Municipal water service is available to this zone, although sewer is not. However, a planned Charlotte-Mecklenburg Utilities (CMUD) sewer line extension project along Ramah Creek will offer the opportunity for such service. Natural gas service is available through Piedmont Natural Gas. See previous discussion of existing and proposed gas line easements under Planning Zone 1.

Zoning

Planning Zone 3 is entirely located within the Rural (R) zoning district, with a Mobile Home Overlay (MH-O) located in the center of the zone. Under existing zoning requirements, the maximum density allowed in the R zoning district is .75 units/acre, with a 20% open space requirement. The MH-O district allows for the continued use of existing mobile homes, such as those associated with the Renaissance Festival.
ZONE 3 RECOMMENDED LAND USES

Based on the planned continuation of operations by the Renaissance Festival owners, it is recommended that no land use changes be made to this planning zone. The operator of the Renaissance Festival has indicated their intention to enhance and upgrade the existing operations and facilities on the site. Any expansion of the existing facilities or operations, involving either the addition of buildings or property, will be subject to review and approval by the Town of Huntersville, as well as Mecklenburg County to insure compliance with all applicable zoning, subdivision, building and other development regulations. In addition, the expansion of the existing Renaissance Festival operations may require rezoning and subdivision approval and/or a text amendment to permit additional development of the site.

As part of any future improvements by the Renaissance Festival, traffic impacts will need to be addressed and mitigated as required under the Town’s zoning and land use regulations. If a change in the current use of the site is contemplated, a master planning process should be undertaken, with full involvement of Town staff and stakeholders. Based on input received from the public and stakeholders, should redevelopment of the site take place residential use of the site would be appropriate. Residential densities consistent with those found in Zone 6 are appropriate on the eastern side of Zone 3 with lower density development on the western side adjoining conservation land.

For any proposed intensification of land use within this planning zone, it is recommended that Poplar Tent Road be straightened out to improve traffic safety and that other improvements (i.e. widening, access management) be required to enhance the road’s future function as a major thoroughfare.

As part of the public input/stakeholder process, it was suggested that consideration be given to developing a greenway trail connection between the proposed Ramah Creek Greenway to the south and future development to the north in Zones 1, 2 and 6. This connection would be located along the stream which is adjacent to the boundary line between Zones 3 and 6 (see Map 12).
In the fall of 2011, the Town received a development application for a subdivision of a 5.9 acre parcel that would be connected and provide access to the Villages of Skybrook North.

A total of 14 lots are proposed. This development would require re-zoning approval, as the proposed 14 lots represent a higher density (2.37 units/acre) than is currently allowed in the Rural (R) zoning district (approximately .75 units/acre).

Natural Resources

There are no significant natural resources located within planning zone. The existing single-family homes are located within wooded lots, with minimal clearing. Existing topography is relatively flat, with no creeks or streams present.

Map 13. Planning Zone 4

EXISTING CONDITIONS

Land Use

Planning Zone 4 is an area located east of Poplar Tent Road and backs up to the Cabarrus County line. This zone, consisting of approximately 33 acres, is primarily a mix of low-density single-family residential uses and vacant land. This zone adjoins property located within the planning jurisdiction of the City of Concord for which development approval has previously been granted for a 511 unit residential subdivision (Villages of Skybrook North), at a density of approximately 2.9 units/acre. To date, none of the lots immediately adjoining Zone 4 have been built upon.
ZONE 4 RECOMMENDED LAND USES

Input received from stakeholders and property owners was consistent in favor of allowing for higher intensity development within this planning zone than the current Rural zoning allows. For residential uses, the consensus of stakeholders was that densities under 3 units per acre approved in the City of Concord, for the Villages of Skybrook North development, would be appropriate. Other residential uses that were identified as potentially acceptable include, small scale apartments, townhomes and senior housing. Regarding non-residential development within this planning zone, should the portion of Planning Zone 2 fronting on Poplar Tent Road develop as non-residential (e.g. office, flex space, civic uses, etc), low intensity live/work units (see Images 25 & 26) or small scale neighborhood commercial development (see Image 24) may be suitable within Planning Zone 4, provided there are appropriate buffers between non-residential and adjoining residential uses.

For any proposed intensification of land use within this planning zone, it is recommended that Poplar Tent Road be straightened out to improve traffic safety and that other improvements (i.e. widening, access management) be required to enhance the road’s future function as a major thoroughfare.

Utilities

As with the other planning zones, this zone is located within the Duke Power electric service area, with natural gas service available through Piedmont Natural Gas. Municipal water and sewer service is available to this zone, through CMUD.

Zoning

Current zoning within Planning Zone 4 is exclusively Rural (R). Under existing zoning requirements, the maximum density allowed in the R zoning district is approximately .75 units/acre, including a 20% open space requirement.

As previously noted, this planning zone adjoins property located in the City of Concord’s jurisdiction, where the zoning classification is Residential Medium Density-2 (RM-2). This zoning district allows single family residential uses and has been approved for 2.9 units/acre within the development adjoining this planning zone.

Image 23. Planning Zone 4 looking south on Poplar Tent Road

Image 24. Small scale neighborhood type commercial

Images 25& 26. Small scale live-work examples
ZONE 5
HUNTERSVILLE-CONCORD ROAD (TO COUNTY LINE)

EXISTING CONDITIONS

Land Use

Planning Zone 5 is a triangle shaped area located north of Huntersville-Concord Road, east of the approved (yet un-built) Skybrook North development and west of the Cabarrus County line. This zone, consisting of approximately 47 acres, is a mix of low-density single family residential uses and vacant land. Land use east of the county line reflects a similar pattern. South of Huntersville-Concord Road, existing single-family residences are located within the Parkside at Skybrook North neighborhood.
Natural Resources

There are no significant natural features located within this planning zone, with the exception of a tributary that extends north from Ramah Creek into this planning zone. Much of this planning zone remains wooded, and is characterized by relatively flat topography, with the exception of steeper slopes adjacent to the existing tributary to Ramah Creek.

Utilities

This planning zone is currently served by public water and sewer, through Charlotte-Mecklenburg Utilities (CMUD), with electric service being offered by Duke Power and natural gas by Piedmont Natural Gas.

Zoning

Planning Zone 5 is entirely located within the Rural (R) Zoning District. Under existing zoning requirements, the maximum density allowed in the R zoning district is .75 units/acre, with a 20% open space requirement.

ZONE 5 RECOMMENDED LAND USES

This planning zone has the potential to be redeveloped due to several factors, including proximity to adjacent (existing and approved) higher density residential land uses to the south and west, and proximity to the Huntersville-Concord Road/Poplar Tent Road intersection.

As with Zone 4, stakeholder input favored allowing higher intensity residential development than is currently allowed in the Rural Zone. Future residential densities for Planning Zone 5 should be consistent with the approved densities for the adjoining Oaks at Skybrook North development (approximately 1 unit/acre); Parkside at Skybrook North (approximately 1.5 units/acre) and densities for any future approved development located east of the study area in Cabarrus County, currently zoned “Low Density Residential (LDR)” (at 1 unit/acre where public utilities are not available).
**ZONE 6**

**SKYBROOK NORTH**

### EXISTING CONDITIONS

**Land Use**

Planning Zone 5, totaling approximately 99 acres, is comprised almost entirely of the approved, but un-built, Oaks at Skybrook North development, which includes 164 lots on 93 acres. Density for the Oaks at Skybrook North is calculated at approximately 1 unit/acre, based on an additional 79 acres and 16 lots south of Huntersville-Concord Road. The remaining acreage within this planning zone is made up of several smaller parcels located north and south of Skybrook North.

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**Map 15. Planning Zone 6**

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Natural Resources

The only significant natural resource located within this planning zone is a tributary that runs along the western boundary of this zone, extending north from Ramah Creek. Much of this planning zone remains wooded, and is characterized by relatively flat topography, with the exception of steeper slopes adjacent to the existing tributary to Ramah Creek. Once build-out of the Skybrook North development occurs, this planning zone will reflect the residential character of this development.

Utilities

As with the other planning zones, Zone 6 is located within the Duke Power service area. Municipal water and sewer is currently available from Charlotte-Mecklenburg Utilities, along with natural gas service from Piedmont Natural Gas (PNG). A planned Charlotte-Mecklenburg Utilities (CMUD) sewer line extension project along Ramah Creek will also enhance service to this area. See previous discussion of existing and proposed gas line easements for PNG under Planning Zone 1. In addition to the PNG easement, two (26 inch and 14 inch) high pressure liquid petroleum gas lines, owned by Plantation Pipe Line, cross this planning zone in a northeast to southwest direction. These lines are located in a 50’ easement, which also carries a 10 inch fiber optic pipeline (see Map 15).

Zoning

The current zoning district classification for this zone is a combination of Transitional Residential – Conditional District (TR-CD) and Rural (R). The land area for the TR-CD zone is entirely comprised of the approved but unbuilt Oaks at Skybrook North development, with parcels located outside of this development classified as Rural. Under existing zoning requirements, the maximum density allowed in the R zoning district is approximately .65 units/acre, including a 20 % open space requirement.

ZONE 6 RECOMMENDED LAND USES

Most of this planning zone consists of land area included in the approved (but un-built) Skybrook North development. Accordingly, for this planning area, no land use changes are recommended. For those areas not within Skybrook North’s boundaries, it is recommended that any new development/redevelopment be consistent with the approved density and type of development within Skybrook North.

Image 29. Parkside at Skybrook North entrance (south side of Huntersville-Concord Road)

Image 30. Illustrative of homes to be built in Skybrook North within study area
TRANSPORTATION NETWORK

The transportation network within the NC 73/Poplar Tent Road Small Area Plan Study Area includes the following roads:

- NC 73
- Poplar Tent Road
- Huntersville-Concord Road
- Northeast two lane Thoroughfare (un-built)

These roads are depicted in Map T-1.

With the exception of the un-built Northeast Thoroughfare, all these roads are located at the perimeter of the study area and are currently two-lanes. Given the nature of this network, any significant future development within the study area will require the construction of additional internal roads that provide connectivity between parcels and the existing thoroughfares. The approved (un-built) Skybrook North development includes six future street connections to adjoining property (see Map T-1). With respect to existing and projected traffic volumes and road capacity (see Map T-2), the following data highlight the need for future expansion of the existing thoroughfares, to be able to accommodate both regional, as well as local (i.e. study area) development (see Table 4).

Map T-1. Study Area Transportation Network
Another important issue that will require attention is the need for improved regional cooperation and coordination between Mecklenburg and Cabarrus County as well as among the various local jurisdictions which adjoin these roads. This is likely to be particularly important in the absence of any currently identified funding for improvements to these roads. Given the lack of funding for road improvements within the study area over the next 20 years, it may be necessary to investigate alternative funding options, such as “public/private partnerships”, or other mechanisms to deliver improvements over the next 5-10 years.

A more thorough examination of each road, including recommendations related to future development, is outlined in the following pages.

**Notes:** * Average Annual Daily Total

**Source:** NCDOT, CDOT

Table 4. Existing Traffic Counts (2010) and Projected Traffic Volumes (2035)

<table>
<thead>
<tr>
<th>ROAD</th>
<th>2010 TRAFFIC COUNTS (AADT)*</th>
<th>PROJECTED (2035) TRAFFICE VOLUMES</th>
<th>PERCENT CHANGE (2010-2035)</th>
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<tr>
<td>NC 73</td>
<td>22,900</td>
<td>33,200</td>
<td>+45%</td>
</tr>
<tr>
<td>Poplar Tent Road</td>
<td>12,000</td>
<td>20,700</td>
<td>+73%</td>
</tr>
<tr>
<td>Huntersville-Concord Road</td>
<td>4,800</td>
<td>10,000</td>
<td>+108%</td>
</tr>
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</table>

Map T-2. Existing Traffic Counts (2010) and Projected Traffic Volumes (2035)
The section of NC 73 located within the study area is currently designated as a major thoroughfare by the NC Department of Transportation. This status is reflected in the Mecklenburg-Union Metropolitan Planning Organization (MUMPO) and Cabarrus-Rowan MPO (CRMPO) (which has jurisdiction east of the NC 73/Poplar Tent Road intersection) Thoroughfare Plans. NC 73 serves as a major east-west roadway within the region and is also a designated “Strategic Highway Corridor” for NC. Currently two lanes, NC 73 is proposed for designation as a boulevard (a multi-lane median divided road with pedestrian and bicycle accommodations) in the upcoming MUMPO Comprehensive Transportation Plan (CTP) (scheduled for completion in September 2012), within an NCDOT recommended 120’ right-of-way (see Image T-2). CRMPO has already made this designation as part of their adopted CTP. The 2035 Long Range Transportation Plan (LRTP) adopted by the Mecklenburg-Union Metropolitan Planning Organization (MUMPO) in 2010, includes no identified funding for this widening through the 2035 planning horizon year.

NCDOT has also indicated that this portion of NC 73 is a candidate for a “Superstreet” design, where full access movements will be limited to signalized intersections, with u-turns provided between signals to allow for efficient traffic flow.

NCDOT has indicated that the first access point on NC 73 could be no closer than 700’ west of Poplar Tent Road. This access would be a “directional crossover” (i.e. leftover) subject to adequate sight distance.

The first full (i.e. signalized) access intersection within the study area on NC 73 would be located approximately 1,900’ west of Poplar Tent Road, at the intersection of NC 73 and the planned Northeast Thoroughfare.

A number of stake holder participants highlighted traffic congestion impacts resulting from operation of the Renaissance Festival, including difficulty accessing residential and commercial property within the study area.

**RECOMMENDATIONS:**

1. In cooperation with NC 73 Council of Planning (COP), NCDOT and neighboring jurisdictions, establish a uniform cross-section for NC 73 to be included as part of the appendices for the Comprehensive Transportation Plan (CTP).

2. In cooperation with NC 73 COP, NCDOT and neighboring jurisdictions, establish access management guidelines for NC 73 based upon established cross section.

3. Collaborate with NCDOT (Mecklenburg and Cabarrus District offices) to identify required road and intersection improvements, including timetables and funding mechanisms for implementation. Incorporate in update to LRTP as appropriate.

**Image T-1. Superstreet Design Elements Compared to a Conventional Intersection Treatment**

- **Left turning movement**
- **Through movement**
4. Coordinate with NCDOT and neighboring jurisdictions to implement traffic improvements (both in and outside the study area) identified as required mitigation as part of any traffic impact assessment study prepared for development proposals submitted to the Town.

5. Work with Renaissance Festival and NCDOT to address site access and transportation system impact issues related to festival operation.

POPLAR TENT ROAD

Poplar Tent Road is the main north-south thoroughfare located within the study area and also serves as a regional connector. The northern terminus of Poplar Tent Road (at the intersection of NC 73) is located outside the study area in Cabarrus County and is within the jurisdiction of CRMPO. Poplar Tent Road is currently not similarly designated as a major thoroughfare (4 lane divided road cross-section) in the CRMPO Thoroughfare Plan. Within Huntersville’s jurisdiction, Poplar Tent Road is currently not similarly designated in the MUMPO Thoroughfare Plan. Presently two lanes, the portion of Poplar Tent Road located within the study area is proposed for designation as a boulevard (a multi-lane median divided road with pedestrian and bicycle accommodations) in the upcoming MUMPO Comprehensive Transportation Plan (CTP) (scheduled for completion in September 2012), within an NCDOT recommended 110’ right-of-way (see Image T-3 for recommended cross-section). The portion of Poplar Tent Road located within Cabarrus County has already been designated as a boulevard by CRMPO. As with NC 73, the MUMPO adopted 2035 financially constrained LRTP contains no funding for improvements to Poplar Tent Road through 2035.

NCDOT has indicated that the first access point on Poplar Tent Road could be no closer than 700’ south of NC 73. This would be a “temporary” full access movement intersection (non-signalized) and require the relocation of the existing Renaissance Festival access drive, further south. When the site is further developed in the future, this access point would be restricted to “right-in, right-out”, with a possible left-over access.

During the course of stakeholder interviews, a number of property owners indicated that access from the surrounding road network during the Renaissance Festival operations was extremely difficult. In addition to access problems resulting from the Renaissance Festival, numerous traffic safety concerns expressed by stakeholders and the public highlighted the need for modifications to the Poplar Tent Road alignment (i.e. straightening the curves) between NC 73 and Huntersville-Concord Road. Such modifications would require further coordination/cooperation between the Town of Huntersville, City of Concord, City of Kannapolis, MUMPO, CRMPO, NCDOT Cabarrus District and Mecklenburg District offices. In addition, though not located within the plan study area, the Poplar Tent Road/Huntersville Concord Road intersection is one that will have implications for the study area and should be assessed as part of any traffic analysis of Poplar Tent Road.

RECOMMENDATIONS:

1. In cooperation with NC 73 COP, NCDOT and neighboring jurisdictions, establish a uniform road cross-section for Poplar Tent Road to be included as part of appendices for the Comprehensive Transportation Plan (CTP).

2. In cooperation with NC 73 COP, NCDOT and neighboring jurisdictions, establish access management guidelines for Poplar Tent Road based upon established cross section.

3. Collaborate with NCDOT (Mecklenburg and Cabarrus District offices) to identify required road and intersection improvements, including timetables and funding mechanisms for implementation. Incorporate in update to LRTP as appropriate.

4. Collaborate with NCDOT (Mecklenburg and Cabarrus District offices) to undertake an alignment study to identify appropriate modifications to improve traffic safety along Poplar Tent Road.
Image T-2. NC 73 Sample Cross-section (not to scale)

Image T-3. Poplar Tent Sample Cross-section (not to scale)
5. Coordinate with NCDOT and neighboring jurisdictions to implement traffic improvements (both in and outside the study area) identified as required mitigation as part of any traffic impact assessment study prepared for development proposals submitted to the Town.

6. Work with Renaissance Festival and NCDOT to address site access and transportation system impact issues related to festival operation.

**Huntersville-Concord Road**

Huntersville-Concord Road is an existing MUMPO designated two-lane minor thoroughfare that serves as an important east-west connector route along the southern boundary of the study area between downtown Huntersville and Poplar Tent Road. The portion of Huntersville-Concord Road located within the study area measures approximately one-half mile and contains a bridge (NCDOT Bridge #96) crossing of Ramah Creek. Huntersville-Concord Road is proposed to be designated as a two-lane minor thoroughfare (with pedestrian and bicycle accommodations) in the upcoming MUMPO Comprehensive Transportation Plan (CTP) (scheduled for completion in September 2012), within an NCDOT recommended 70’ right-of-way (see Image T-4 for recommended cross-section). Neither Huntersville-Concord Road nor the Ramah Creek Bridge are currently included in the MUMPO adopted financially constrained 2035 LRTP.

**RECOMMENDATIONS:**

1. In cooperation with NCDOT and neighboring jurisdictions, establish a uniform road cross-section for Huntersville-Concord Road to be included as part of appendices for Comprehensive Transportation Plan (CTP) to be adopted in the fall of 2012.

2. In cooperation with NCDOT and neighboring jurisdictions establish access management guidelines for Huntersville-Concord Road based upon established cross-section.

3. Collaborate with NCDOT (Mecklenburg and Cabarrus District offices) to identify required road and intersection improvements, including timetables and funding mechanisms for implementation. Incorporate in update to LRTP as appropriate.

4. Coordinate with NCDOT and neighboring jurisdictions to implement traffic improvements (both in and outside the study area) identified as required mitigation as part of a traffic impact assessment study prepared for development proposals submitted to the Town.

5. Recommend that NCDOT consider prioritizing repair/replacement of Bridge # 96 at Ramah Creek crossing.

**Northeast Thoroughfare**

The Northeast Thoroughfare is a proposed two-lane road which bisects the study area and will provide important north-south access when built. As part of the upcoming CTP (scheduled for completion in September 2012), the Northeast Thoroughfare is proposed to be designated as a two-lane minor thoroughfare (with pedestrian and bicycle accommodations), within an NCDOT recommended 70’ right-of-way (see Image T-5 for recommended cross-section). Funding for improvements to the Northeast Thoroughfare is not included as part of the adopted financially constrained 2035 LRTP.

Given the absence of designated funding for the Northeast Thoroughfare, it is expected that this road would need to be built with private funds, in conjunction with new development within the study area. NCDOT has indicated that the NE Thoroughfare would be a candidate for a signalized “full-access” intersection at NC 73.
Image T-4. Huntersville-Concord Road Sample Cross-section (not to scale)

Image T-5. Northeast Thoroughfare Sample Cross-section (not to scale)
The final alignment for the NE Thoroughfare is subject to modification without approval by MUMPO, as long as entry and exit points are held at current locations. The review and approval of the Mecklenburg-Union Metropolitan Planning Organization’s Technical Coordinating Committee and possibly MUMPO approval are necessary for any modification to the alignment for the NE Thoroughfare.

**RECOMMENDATIONS:**

1. In cooperation with NC 73 COP and NCDOT, establish a uniform road cross-section for the proposed Northeast Thoroughfare, to be included as part of appendices for the Comprehensive Transportation Plan (CTP).

2. In cooperation with NCDOT establish access management guidelines for NE Thoroughfare, based upon established cross section.

3. Collaborate with NCDOT (Mecklenburg and Cabarrus District offices) to identify required road and intersection improvements, including timetables and funding mechanisms for implementation. Incorporate in update to LRTP as appropriate.

4. Maintain the NE Thoroughfare in the CTP.

5. Consider and support (as appropriate) relocation of the NE Thoroughfare road alignment in order to accommodate future development within the study area.

**Connectivity**

Connectivity is a central organizing principle for the Town of Huntersville. As the study area develops over time, internal and external connectivity will be essential in order to maintain a well functioning transportation network. Consistent with this objective, town staff should continue to insure that connectivity standards in the Zoning Ordinance and Subdivision Regulations are maintained for all new development within the study area. **Map T-3** illustrates a schematic transportation network for the study area including planned road connections to the Skybrook North development.

**NOTE:** This map is only intended to illustrate connectivity within the study area. Actual placement and design of roads will depend upon the review and approval of specific development proposals by the Town.
NON-MOTORIZED TRANSPORTATION

The Town of Huntersville Zoning Ordinance and Subdivision Regulations, require accommodations for pedestrians and bicyclists as part of all proposed new development. In 2010, NCDOT adopted a “Complete Streets” policy. This policy requires the state to plan for and accommodate non-motorized as well as motorized transportation needs.

PEDESTRIAN

Currently, there are no existing pedestrian accommodations along any of the identified thoroughfares (NC 73, Poplar Tent Road, Huntersville-Concord Road) located within the study area. Sidewalks are proposed, however, in the approved (yet unbuilt) Skybrook North subdivision (see Map T-1).

RECOMMENDATIONS:

Consistent with Zoning Ordinance and Subdivision Regulations, the Town should maintain requirement for sidewalk accommodations to serve existing and proposed development within study area.

GREENWAYS

The Town of Huntersville 2007 Greenway and Bikeway Master Plan (see Map T-4) calls for a “Tier 2” greenway trail along Ramah Creek, located at the southern border of the study area. A Tier 2 greenway serves as a secondary connection for a higher priority Tier 1 greenway.

This greenway is also identified in the 2008 Mecklenburg County Greenway Master Plan. Currently, there is no definitive timeline nor funds identified to construct this greenway.

RECOMMENDATIONS:

1. Support construction of Ramah Creek Greenway and northern connector, in conjunction with new development.

2. Work with Piedmont Natural Gas and Mecklenburg County Parks & Recreation Greenways division to permit greenway easements along existing and proposed pipeline easements within study area.

Map T-4. Pedestrian, Bicycle & Greenway Network

BICYCLE

Huntersville-Concord Road is designated as NC State Bike Route 6 within the study area. Huntersville-Concord Road and NC 73 are also identified as “Tier 2” bicycle routes in the Town of Huntersville Greenway and Bikeway Master Plan (see Map T-4). Tier 2 bicycle routes complement “high priority” Tier 1 bicycle routes.

RECOMMENDATIONS:

Continue to require bicycle accommodations on all roads within the study area, consistent with Town Zoning Ordinance and Subdivision Regulations, as well as NCDOT “Complete Streets” policy.
## RECOMMENDATIONS

### LAND USE

The following table represents a summary of land use recommendations for the NC 73/Poplar Tent Road Small Area Plan Study Area which are intended to guide future land use development (including rezoning requests) within the study area. As previously noted, these recommendations do not rezone property, but rather offer policy guidance for future rezoning requests and/or development proposals within the study area.

<table>
<thead>
<tr>
<th>PLANNING ZONE</th>
<th>CURRENT ZONING</th>
<th>RECOMMENDED LAND USES</th>
<th>POTENTIAL ZONING FOR RECOMMENDED LAND USE¹ ²</th>
</tr>
</thead>
<tbody>
<tr>
<td>Zone 1 - NC 73/Poplar Tent Road</td>
<td>Rural (R); Neighborhood Center – Conditional District (NC-CD)</td>
<td>Mixed Use (office, commercial, flex, residential)</td>
<td>HC; CB; NC</td>
</tr>
<tr>
<td>Zone 2 - Poplar Tent Road (West)</td>
<td>Rural (R)</td>
<td>Flex, office, research &amp; development, civic</td>
<td>TR; NR; NC; HC; CB</td>
</tr>
<tr>
<td>Zone 3 - Renaissance Festival</td>
<td>Rural (R)</td>
<td>Continuation of Renaissance Festival³</td>
<td>R; TR; SP</td>
</tr>
<tr>
<td>Zone 4 - Poplar Tent Road (East)</td>
<td>Rural (R)</td>
<td>Residential (single &amp; multi-family); neighborhood scale commercial/office</td>
<td>TR; NR; NC</td>
</tr>
<tr>
<td>Zone 5 - Huntersville-Concord Road (To County Line)</td>
<td>Rural (R)</td>
<td>Residential (single family)</td>
<td>TR</td>
</tr>
<tr>
<td>Zone 6 - Skybrook North</td>
<td>Rural (R); Transitional (TR)</td>
<td>Residential (single family)</td>
<td>TR</td>
</tr>
</tbody>
</table>

### Table 5. Land Use Recommendations

Notes:

1. HC – Highway Commercial; CB – Corporate Business; TR – Transitional Residential; NR – Neighborhood Residential; NC – Neighborhood Center; CB – Corporate Business; SP – Special Purpose; R – Rural

2. Unless otherwise indicated, all re-zonings would be “Conditional District (CD)”.

3. Expansion of existing Renaissance Festival would require rezoning to “Special Purpose (SP)”, or Zoning Ordinance amendment to allow expansion.
TRANSPORTATION

Future growth and development within the NC 73/Poplar Tent Road Small Area Plan Study Area will require new public and private capital investment, both in existing transportation facilities (motorized and un-motorized) as well as in new facilities, in order to accommodate anticipated growth and development within the study area. This investment in transportation facility infrastructure will require a high level of intergovernmental cooperation, coordination and collaboration in order to insure that such investment occurs in a timely manner commensurate with the demand for these transportation facilities. The following table summarizes the transportation recommendations for the NC 73/Poplar Tent Road Small Area Plan Study Area.

Table 6. Transportation Recommendations

<table>
<thead>
<tr>
<th>TRANSPORTATION FACILITY</th>
<th>RECOMMENDATION</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>NC 73</strong></td>
<td>• In cooperation with NC 73 Council of Planning (COP), NCDOT and neighboring jurisdictions, establish a uniform cross-section for NC 73 to be included as part of the appendices for the Comprehensive Transportation Plan (CTP).</td>
</tr>
<tr>
<td></td>
<td>• In cooperation with NC 73 COP, NCDOT and neighboring jurisdictions, develop access management guidelines for NC 73 based upon established cross-section.</td>
</tr>
<tr>
<td></td>
<td>• Collaborate with NCDOT (Mecklenburg and Cabarrus District offices) to identify required road and intersection improvements, including timetables and funding mechanisms for implementation. Incorporate in update to LRTP as appropriate.</td>
</tr>
<tr>
<td></td>
<td>• Coordinate with NCDOT and neighboring jurisdictions to implement traffic improvements (both in and outside the study area) identified as required mitigation as part of any Traffic Impact Assessment (TIA) study prepared for development proposals submitted to the Town.</td>
</tr>
<tr>
<td></td>
<td>• Work with Renaissance Festival and NCDOT to address site access and transportation system impact issues related to festival operation.</td>
</tr>
<tr>
<td>TRANSPORTATION FACILITY</td>
<td>RECOMMENDATION</td>
</tr>
<tr>
<td>-------------------------</td>
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</tr>
<tr>
<td><strong>Poplar Tent Road</strong></td>
<td>• In cooperation with NC 73 COP, NCDOT and neighboring jurisdictions, establish a uniform road cross-section for Poplar Tent Road to be included as part of appendices for the <em>Comprehensive Transportation Plan (CTP)</em>.</td>
</tr>
<tr>
<td></td>
<td>• In cooperation with NC 73 COP, NCDOT and neighboring jurisdictions, develop access management guidelines for Poplar Tent Road based upon established cross-section.</td>
</tr>
<tr>
<td></td>
<td>• Collaborate with NCDOT (Mecklenburg and Cabarrus District offices) to identify required road and intersection improvements, including timetables and funding mechanisms for implementation. Incorporate in update to <em>LRTP</em> as appropriate.</td>
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<td>• Coordinate with NCDOT and neighboring jurisdictions to implement traffic improvements (both in and outside the study area) identified as required mitigation as part of any Traffic Impact Assessment (TIA) study prepared for development proposals submitted to the Town.</td>
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<tr>
<td></td>
<td>• Collaborate with NCDOT (Mecklenburg and Cabarrus District offices) to undertake an alignment study to identify appropriate modifications to improve traffic safety along Poplar Tent Road.</td>
</tr>
<tr>
<td><strong>Huntersville-Concord Road</strong></td>
<td>• In cooperation with NCDOT and neighboring jurisdictions, establish a uniform road cross-section for Huntersville-Concord Road to be included as part of appendices for <em>Comprehensive Transportation Plan (CTP)</em> to be adopted in the fall of 2012.</td>
</tr>
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<td></td>
<td>• In cooperation with NCDOT and neighboring jurisdictions develop access management guidelines for Huntersville-Concord Road based upon established cross-section.</td>
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<td>• Collaborate with NCDOT (Mecklenburg and Cabarrus District offices) to identify required road and intersection improvements, including timetables and funding mechanisms for implementation. Incorporate in update to <em>LRTP</em> as appropriate.</td>
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<td>• Coordinate with NCDOT and neighboring jurisdictions to implement traffic improvements (both in and outside the study area) identified as required mitigation as part of a Traffic Impact Assessment (TIA) study prepared for development proposals submitted to the Town.</td>
</tr>
<tr>
<td></td>
<td>• Recommend that NCDOT consider prioritizing repair/replacement of Bridge # 96 at Ramah Creek crossing.</td>
</tr>
</tbody>
</table>
### TRANSPORTATION FACILITY

<table>
<thead>
<tr>
<th>Facility</th>
<th>Recommendation</th>
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</table>
| **Northeast Thoroughfare** | - In cooperation with NC 73 COP and NCDOT, establish a uniform road cross-section for the proposed Northeast Thoroughfare, to be included as part of appendices for the *Comprehensive Transportation Plan (CTP)*.  
- In cooperation with NCDOT develop access management guidelines for NE Thoroughfare, based upon established cross-section.  
- Maintain the NE Thoroughfare in the *CTP*.  
- Collaborate with NCDOT to identify required road and intersection improvements, including timetables and funding mechanisms for implementation. Incorporate in update to *LRTP* as appropriate.  
- Consider and support (as appropriate) relocation of the NE Thoroughfare road alignment in order to accommodate future development within the study area. |
| **Sidewalks**     | - Consistent with Zoning Ordinance and Subdivision Regulations, the Town should maintain requirement for sidewalk accommodations to serve existing and proposed development within Study Area. |
| **Greenways**     | - The Town should continue to support construction of the Ramah Creek Greenway and northern connector, in conjunction with new development that occurs within the study area.  
- The Town should work closely with Piedmont Natural Gas and Mecklenburg County Parks & Recreation Greenways division to permit greenway easements along existing and proposed pipeline easements within Study Area. |
| **Bicycle Lanes / Paths** | - The Town should continue to require bicycle accommodations on all roads within the study area, consistent with Town Zoning Ordinance and Subdivision Regulations, as well as with NCDOT’s “Complete Streets” policy. |
Each action item corresponds to the page noted.

<table>
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| 23   | LAND USE | **Zone 1:** NC 73/Poplar Tent Road | Mixed-use land development pattern, organized around a “Town Center”. Re-zonings should be “Conditional District” type, to insure appropriate layout and integration of uses. | • Consider future development request consistent with adopted plans.  
• Any intensification of development within this planning zone should address existing traffic problems along NC 73 and Poplar Tent Road due to the Renaissance Festival operation. Any required traffic impact study should include significant input from NCDOT, the Town of Huntersville and adjoining jurisdictions as appropriate.  
• For any intensification of land use, improvements to Poplar Tent (e.g. widening, access management, revise alignment) should be considered. | Planning  
Transportation/Planning  
Engineering |
| 25   | LAND USE | **Zone 2:** Poplar Tent Road (West) | Flex/office, research & development, along with possible civic uses along Poplar Tent Road. Re-zonings should be “Conditional District (CD)” type to insure appropriate layout and integration of uses. | • Encourage location of new employment center. Development action strategy as part of “Strategic Economic Development (SED) Plan” for Huntersville.  
• For any intensification of land use, improvements to Poplar Tent (e.g. widening, access management, revise alignment) should be considered. | Planning/Lake Norman Regional Economic Development Corporation (LNREDC)  
Transportation/Planning  
Engineering |
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| 28   | Zone 3: Renaissance Festival Site | Continuation of Renaissance Festival (RF) use. Under a future redevelopment scenario, residential development is appropriate east and west of RF consistent with adjoining land use densities. | • Support future operation of RF consistent with all applicable Zoning Ordinance and land development regulations. Any change in use of site to be subject to master planning process. Improve access.  
• For any intensification of land use, improvements to Poplar Tent (e.g. widening, access management, revise alignment) should be considered. | Planning, Transportation/Planning, Engineering |
<p>| 30   | Zone 4: Poplar Tent Road (East) | Consider residential densities consistent with adjoining residential development. Non-residential development consistent with development west of Poplar Tent Road. Re-zonings should be “Conditional District (CD)” type to insure appropriate layout and integration of uses. | • Consider future re-zoning requests consistent with plan recommendations (see page 25). For any intensification of land use, improvements to Poplar Tent (e.g. widening, access management, revise alignment) should be considered. | Planning |
| 32   | Zone 5: Huntersville-Concord Road (To County Line) | Consider residential densities consistent with adjoining residential development. Re-zonings should be “Conditional District (CD)” type, to insure appropriate layout and integration of uses. | • Consider re-zoning requests consistent with plan recommendations. | Planning |
| 34   | Zone 6: Skybrook North | For remaining land area not within Skybrook North development, consider residential densities consistent with adjoining residential development. Re-zonings should be “Conditional District (CD)” type, to insure appropriate layout and integration of uses. | • Consider re-zoning requests consistent with plan recommendations. | Planning |</p>
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<td>In cooperation with NC 73 COP, NCDOT and neighboring jurisdictions, establish uniform road cross-section.</td>
<td>Coordinate with NC 73 COP/ NCDOT and neighboring jurisdictions on developing road cross-section to be included in CTP appendices.</td>
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<td>Collaborate with NCDOT to identify road and intersection improvements, including time-tables and funding mechanisms for implementation.</td>
<td>Coordinate with NCDOT and incorporate in update to LRTP as appropriate.</td>
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<td>Coordinate with NCDOT and neighboring jurisdictions on implementation of TIA required road improvements whether in or outside of study area.</td>
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<td>Work with Renaissance Festival and NCDOT to address site access and transportation system impact issues related to festival operation.</td>
<td>Initiate meetings with Renaissance Festival and NCDOT to address site access and transportation system impact issues related to festival operation.</td>
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<td>Poplar Tent Road</td>
<td>In cooperation with NC 73 COP, NCDOT and neighboring jurisdictions, establish uniform road cross-section.</td>
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<td>Collaborate with NCDOT to identify road and intersection improvements, including timetables and funding mechanisms for implementation.</td>
<td>Coordinate with NCDOT and incorporate in update to LRTP as appropriate.</td>
<td>Transportation/Engineering Planning</td>
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<td>Collaborate with NCDOT (Mecklenburg and Cabarrus District offices) to undertake an alignment study to identify appropriate modifications to improve traffic safety along Poplar Tent Road.</td>
<td>Initiate meetings with NCDOT to establish timetable and scope of work for alignment study to identify appropriate traffic safety improvements to Poplar Tent Road.</td>
<td>Transportation/Engineering Planning</td>
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<td>Coordinate with NCDOT and neighboring jurisdictions to implement traffic improvements (both in and outside the study area) identified as required mitigation as part of any Traffic Impact Assessment (TIA) study prepared for development proposals submitted to the Town.</td>
<td>Coordinate with NCDOT and neighboring jurisdictions on implementation of TIA required road improvements whether in or outside of study area.</td>
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<td>40</td>
<td><strong>Huntersville-Concord Road</strong></td>
<td>Work with Renaissance Festival and NCDOT to address site access and transportation system impact issues related to festival operation.</td>
<td>In response to development proposals work with Renaissance Festival and NCDOT to address site access and transportation system impact issues related to festival operation.</td>
<td>Transportation/Engineering Planning</td>
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<td>In cooperation with NCDOT and neighboring jurisdictions, establish uniform road cross-section.</td>
<td>Coordinate with NC 73 COP, NCDOT and neighboring jurisdictions on developing road cross-section to be included in <em>CTP</em> appendices.</td>
<td>Transportation/Planning Engineering</td>
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<td>In cooperation with NCDOT and neighboring jurisdictions, establish access management guidelines for Huntersville-Concord Road based upon established cross-section.</td>
<td>Coordinate with NC 73 COP, NCDOT and neighboring jurisdictions on developing access management guidelines based upon established cross-section.</td>
<td>Transportation/Planning Engineering</td>
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<td>Coordinate with NCDOT and neighboring jurisdictions to implement traffic improvements (both in and outside the study area) identified as required mitigation as part of a traffic impact assessment study prepared for development proposals submitted to the Town.</td>
<td>Coordinate with NCDOT and neighboring jurisdictions on implementation of TIA required road improvements whether in or outside of study area.</td>
<td>Transportation/Engineering Planning</td>
</tr>
<tr>
<td>42</td>
<td><strong>Northeast Thoroughfare</strong></td>
<td>Recommend that NCDOT consider prioritizing repair/replacement of Bridge # 96 at Ramah Creek crossing.</td>
<td>Request NCDOT consider prioritizing repair/replacement of Bridge #96 at Ramah Creek crossing.</td>
<td>Transportation/Engineering Planning</td>
</tr>
<tr>
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<td></td>
<td>In cooperation with NC 73 COP and NCDOT, establish a uniform road cross-section for the proposed Northeast Thoroughfare.</td>
<td>Coordinate with NC 73 COP and NCDOT on developing road cross section to be included in <em>CTP</em> appendices.</td>
<td>Transportation/Planning Engineering</td>
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<td>In cooperation with NCDOT, establish access management guidelines for Northeast Thoroughfare, based upon established cross section.</td>
<td>Coordinate with NC 73 COP, NCDOT and neighboring jurisdictions on developing access management guidelines based upon established cross section.</td>
<td>Transportation/Planning Engineering</td>
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<td></td>
<td>Maintain NE Thoroughfare in the <em>CTP</em>.</td>
<td>Include NE Thoroughfare in <em>CTP</em>.</td>
<td>Transportation/Planning</td>
</tr>
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<td>Consider and support (as appropriate) relocation of the NE Thoroughfare road alignment in order to accommodate future development within study area.</td>
<td>Analyze proposed adjustments to NE Thoroughfare alignment to support future development and support as appropriate.</td>
<td>Transportation/Planning Engineering</td>
</tr>
<tr>
<td>42</td>
<td>Connectivity</td>
<td>Insure connectivity between all parcels within Study Area, consistent with Zoning Ordinance and Subdivision Regulations.</td>
<td>Maintain connectivity standards in Zoning Ordinance and Subdivision Regulations for all new development in Study Area</td>
<td>Transportation/Planning Engineering</td>
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<tr>
<td>43</td>
<td>Pedestrian</td>
<td>Consistent with Zoning Ordinance and Subdivision Regulations, maintain requirement for sidewalk accommodations to serve existing and proposed development within study area.</td>
<td>Maintain sidewalk requirements in Zoning Ordinance and Subdivision Regulations for all new development in study area.</td>
<td>Planning/Engineering</td>
</tr>
<tr>
<td>43</td>
<td>Greenways</td>
<td>Support construction of Ramah Creek Greenway and northern connector, in conjunction with new development within study area.</td>
<td>Promote construction of Ramah Creek Greenway and northern connector, in conjunction with new development within study area.</td>
<td>Planning/Transportation</td>
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<td>Work with Piedmont Natural Gas and Mecklenburg County Parks &amp; Recreation Greenways division to allow greenway easement along proposed and existing pipeline easements within study area.</td>
<td>In coordination with Mecklenburg County Parks &amp; Recreation Greenways division, work with Piedmont Natural Gas to allow greenway easements along proposed and existing pipeline easements within study area.</td>
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<td>43</td>
<td>Bicycle</td>
<td>Continue to require bicycle accommodations on all roads within the study area, consistent with Town Zoning Ordinance and Subdivision Regulations, as well as NCDOT “Complete Streets” policy.</td>
<td>Maintain bicycle accommodation requirements in Zoning Ordinance and Subdivision Regulations for all new development in study area.</td>
<td>Planning/Engineering</td>
</tr>
</tbody>
</table>