

Appendix I - CURRENT CONDITIONS & CONCEPTS

Existing Regional
Study Boundary and Zoning
Susceptible To Change
Existing Condition and Approved Plans
Open Space - Restricted
Open Space - Recommended
Topography
Area Analysis
Explored Alternatives
 By Pass Highway Shift A
 Highway Shift B High Street
 Hilltowns Terminus
NC 73 Node Options
 NC 73 Boulevard Parallel Road
 Quadrant Roads Bypass Road

DAVIDSON CONCORD ROAD / NC 73 AREA PLAN

EXISTING REGIONAL

The study area is located in Northern Mecklenburg County, 15 miles from downtown Charlotte, and includes portions of the Extraterritorial Jurisdictions (ETJ) of the three Lake Norman Towns of Davidson, Cornelius and Huntersville. With the rapid growth occurring in the Charlotte region this rural area faces continuous increases in development pressure, threatening the area's rural character.

NC 73 is a major east west connection through Mecklenburg County. The two-lane corridor runs from I-85 in rapidly growing Cabarrus County, skirting just south of Lake Norman, to NC 27 in Lincoln County. The road is one of only two major east-west connectors in the Lake Norman region. The NC 73 Transportation / Land Use Corridor Plan completed in 2004 studied this 35 mile stretch of road with the goal of addressing the transportation and land use needs of each local community while also supporting a cohesion development pattern along the overall corridor. The transportation study predicted that the entire corridor could experience population increases between 50% and 230%, possibly resulting in traffic increases of 50,000 to 60,000 cars per day.

The development growth along NC 73 combined with the planned extension of Prosperity Church Road as a north-south connector will greatly increase traffic within the study area. The Prosperity Church Road extension will connect Eastfield Road to the intersection of Davidson Concord Road and NC 73. When complete, it will link I-485 to NC 73. Construction of this major thoroughfare is not projected prior to 2020.

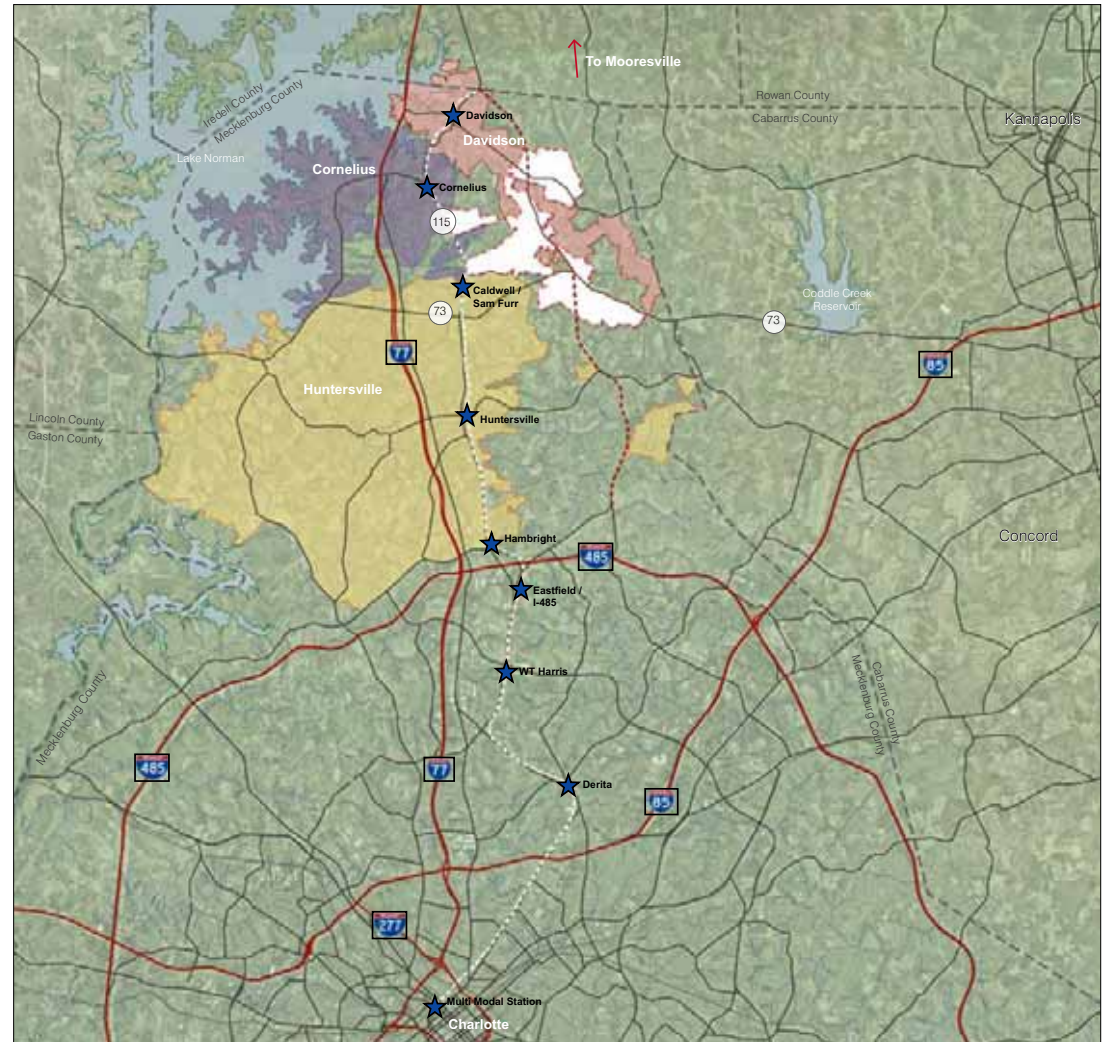
The Northwest portion of the I-485 loop is currently under construction and is scheduled to be completed in 2009. The new segment of the I-485 loop will be a six lane freeway extending from I-77 to I-85. This final piece of the Charlotte beltway will include exits at Old Statesville Road, Prosperity Church Road, and Mallard Creek Road.

To the North, a proposed connection from Concord Road to Main Street will also directly affect the study area. The Davidson Circulation Report completed in 2003 identified the need for a street connection to the North side of the Davidson College campus. This proposed connection would extend from Concord Road along the western edge of Barger Farm and connect to Grey Road. From Grey Road, the street will connect to Main Street via a 30 acre vacant parcel just north of Davidson College. This connection would help alleviate congestion projected for central Davidson. However, it is not meant to facilitate a major north-south traffic route between from I-485 to Mooresville.

The North Corridor Commuter Rail Line is planned to operate along the existing Norfolk-Southern Rail Line, which runs parallel to the east of Old Statesville Road. The line will connect center city Charlotte to Mooresville. Two proposed stations, Cornelius and Caldwell/Sam Furr, will directly impact the study area. Critical to supporting the rail initiative is integrating land uses with the transit system and proposing uses that maximize and encourage transit ridership.

Staggering future growth projections and transportation projects such as the I-485 and Prosperity Church Road extension place overwhelming demands on the study area. However, while it is important to plan and accommodate these projections, design solutions should not enable its inevitability. Instead solutions should aim to curb the demand on the roads by supporting transit and creating walkable communities.

- | | | | |
|---------|--------------------------|---|------------------------|
| ----- | County Boundary | | Davidson |
| — | Major Road | | Cornelius |
| — | Minor Road | | Huntersville |
| - - - - | Future Road Extension | ★ | Proposed Rail Stations |
| ●-●-● | Proposed Rail Stations | | |
| — | North Rail Commuter Rail | | |



Appendix I - CURRENT CONDITIONS & CONCEPTS

STUDY BOUNDARY and ZONING



Current Study Area Zoning

The total study area includes approximately 3,000 acres and focuses around the 2 ¼ miles of Davidson Concord Road. The study area comprises the edge condition of each town, with most of the land located within each town's Extra Territorial Jurisdiction (ETJ).

Currently much of the land within the study area is zoned Rural. The intent of this zone focuses on creating rural development that sets aside natural vistas and landscape elements for permanent conservation. In each town the rural zone is meant to accommodate low residential development and agricultural uses, however, each town approaches this differently. Cornelius is the most stringent on development, only allowing 1 unit per 5 acres. In Huntersville, the average lot size must be 1 acre per unit, leaving 20% open space and a minimum setback of 40 feet. In Davidson, the rural zone allows a maximum of 2 units per acre and generally requires that 50% of the gross land area be reserved as permanent open space.

One recommendation of this study is that the three towns work together to insure a basic level of consistency between their rural zoning districts.

DAVIDSON

- Conditional Planning Area
- Rural
- Village Infill
- Neighborhood Center
- Neighborhood Edge
- Neighborhood General

CORNELIUS

- Business Campus
- Rural

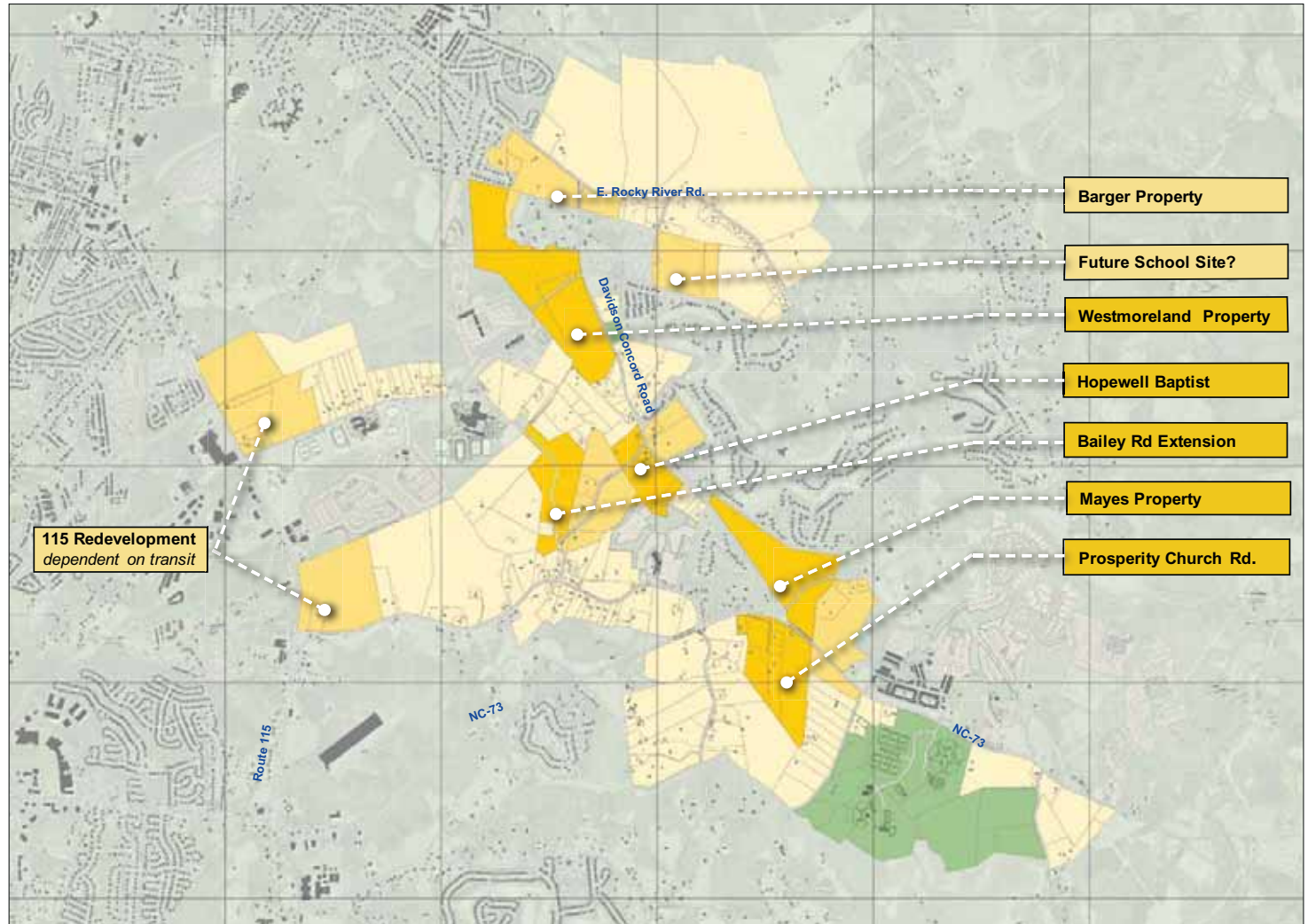
HUNTERSVILLE

- Rural

DAVIDSON CONCORD ROAD / NC 73 AREA PLAN

SUSCEPTIBLE TO CHANGE

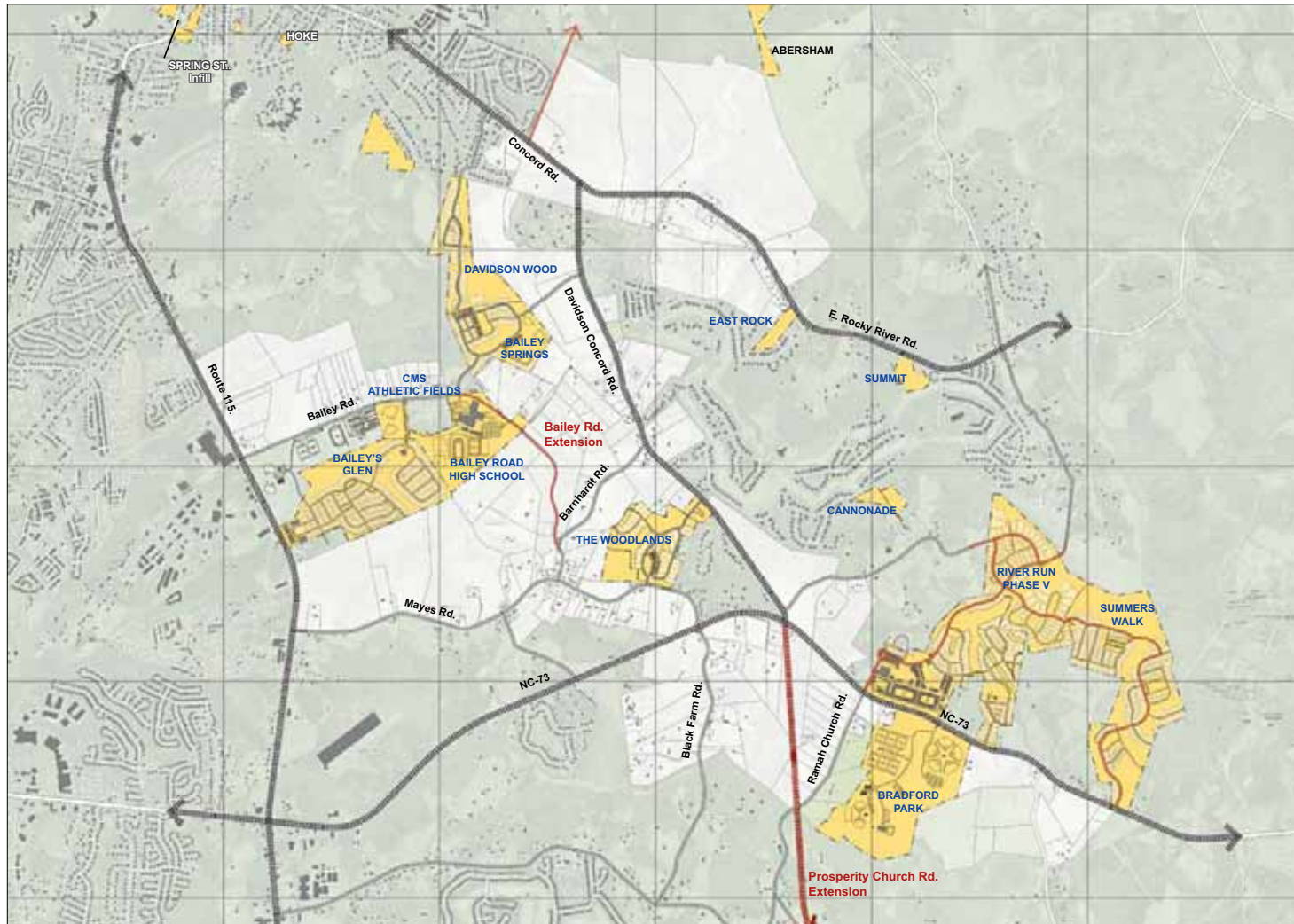
Based on meetings with various stakeholders it was established that certain land parcels are susceptible to change sooner than others. The nine land areas identified as being under immediate pressure for development were ones where the land owners or their representative, expressed the desire to develop in the near future.



- Immediate Pressure
- Future Pressure
- No Perceived Pressure
- Can't Change

Appendix I - CURRENT CONDITIONS & CONCEPTS

EXISTING CONDITIONS AND APPROVED PLANS



There are several new approved plans immediately adjacent to the study area, including: Bailey's Glenn, Davidson Wood, Bailey Springs, The Woodlands, and Davidson East. All the proposed developments continue to enhance connectivity by linking to existing streets and providing the opportunity for future connections.

Bailey Springs
 Number of residential units: 198
 Developer: Provident Development

Davidson Wood
 Number of residential units: 82
 Developer: Artisan Custom Homes

The Woodlands
 Number of residential units: 58
 Developer: Greathorn Investments, Inc.

River Run Phase V
 Number of residential units: 119
 Developer: River Run, LLC.

Davidson East
 Location: North side of NC 73 between the Ramah Church & McAuley Intersections
 Developer: Frank Jacobus

Summers Walk
 Number of residential units: 562
 Non-Residential Units: 1.5 Acre Day Care Center and 20,000 sq. ft. Retail/Office
 Developer: Forest City

Bradford Park
 Facilities: Phase I - 5 baseball/softball fields, 3 soccer fields, 2 rest room facilities, shelter, playground, paved parking

Bailey's Glen
 Number of residential units:
 487 unit active adult community;
 376 single-family residential units
 96 condominium units
 Developer: Orchard Trace, LLC and Bluestream Partners, LLC

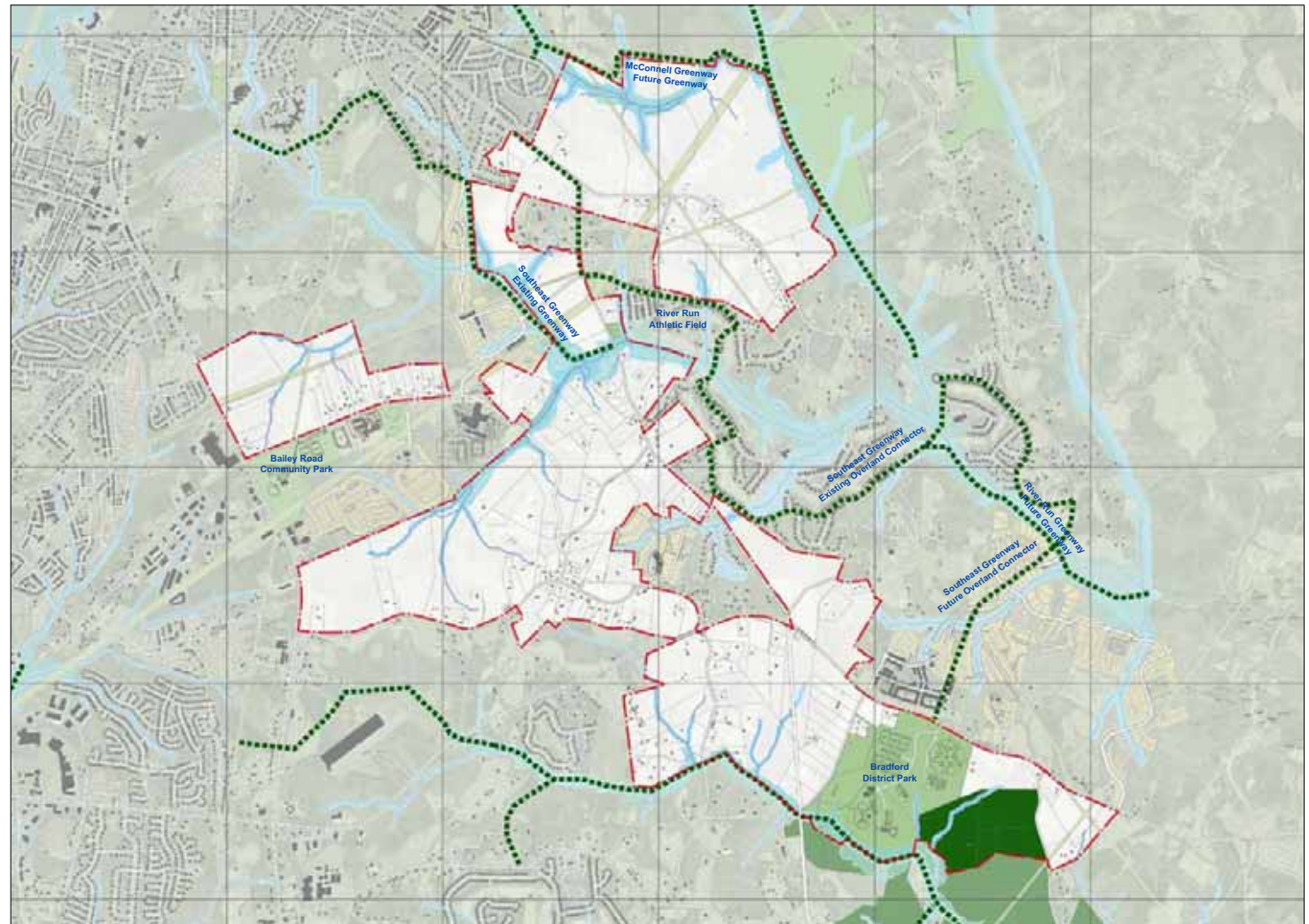
Bailey High School
 A 2,000 student public high school that will include a football stadium, softball/baseball fields, soccer field, multipurpose field, and 8 tennis courts.

Proposed Development

DAVIDSON CONCORD ROAD / NC 73 AREA PLAN

OPEN SPACE - RESTRICTED

Restricted Open Space defines areas that currently have development constraints. These open spaces include: stream buffers, parkland, conservation land, utility right-of-ways, and greenways. Together they add up to approximately 600, acres or 20% of the total site area.



OPEN SPACE - RESTRICTED



Proposed Bradford District Park Site Plan

Parkland

Parkland consumes a large amount of land in the study area. Bradford Park, scheduled to open in 2008, is a regional park with several athletic fields. Also in the study area is River Run athletic fields. Adjacent to the study area at the intersection of Bailey Road and Route 115 is Bailey Road Community Park, another large regional park. Although these parks are regional in scale they must avoid being vehicular-only destinations. It is critical to integrate parks with existing open space (such as stream buffers and conservation land) and promote pedestrian accessibility through greenways, trails and sidewalks.



Streams at Davidson Concord Rd.

Stream Buffers

NC 115 runs along a ridge line that divides the two major watersheds in Northern Mecklenburg County. Three streams transverse the study area. The North Prong of the West Branch of the Rocky River bounds the site to the North, the Ramah Creek runs along the South boundary and the South Prong of the West Branch of the Rocky River runs east west through the center of the study area. Streams are critical to the environment and it is important to respect their buffers, preserve wetlands and strive to return clean, healthy water to the ecosystem.



Conservation land

Conservation Land

All the conservation land within the study area boundaries is located in the southeast corner of the site. In total approximately 650 acres of land are under conservation with 105 acres located within the study area boundary. Immediately adjacent to the Northeast portion of the study area is the Fisher Farm another large conservation area. Key conservation values include connectivity for wildlife, north facing slopes, hardwood forests and proximity to stream. The Recommended Open Space Diagram highlights many of these areas. Properties that are predominantly impacted by these natural features should be targeted for future conservancy.



Greenway at Davidson Concord Road

Greenways

The greenway system takes advantage of the many streams which carve through the site. These stream corridors provide an armature for how the network of paths can continue to grow. It is important that the Greenways connect to the large regional parks within and adjacent to the study area. It is important that future development continues to build on the existing network by providing connections for village centers to the existing networks and new trails.



Utility right-of-way

Utility Right-of-Ways

Utility corridors crisscross many of the sites in the study area. The right-of-way widths range from 200' to 68'. Visually these open spaces do not contribute in a positive manner. Care should be taken not to plan any uses that directly front the power lines.

DAVIDSON CONCORD ROAD / NC 73 AREA PLAN

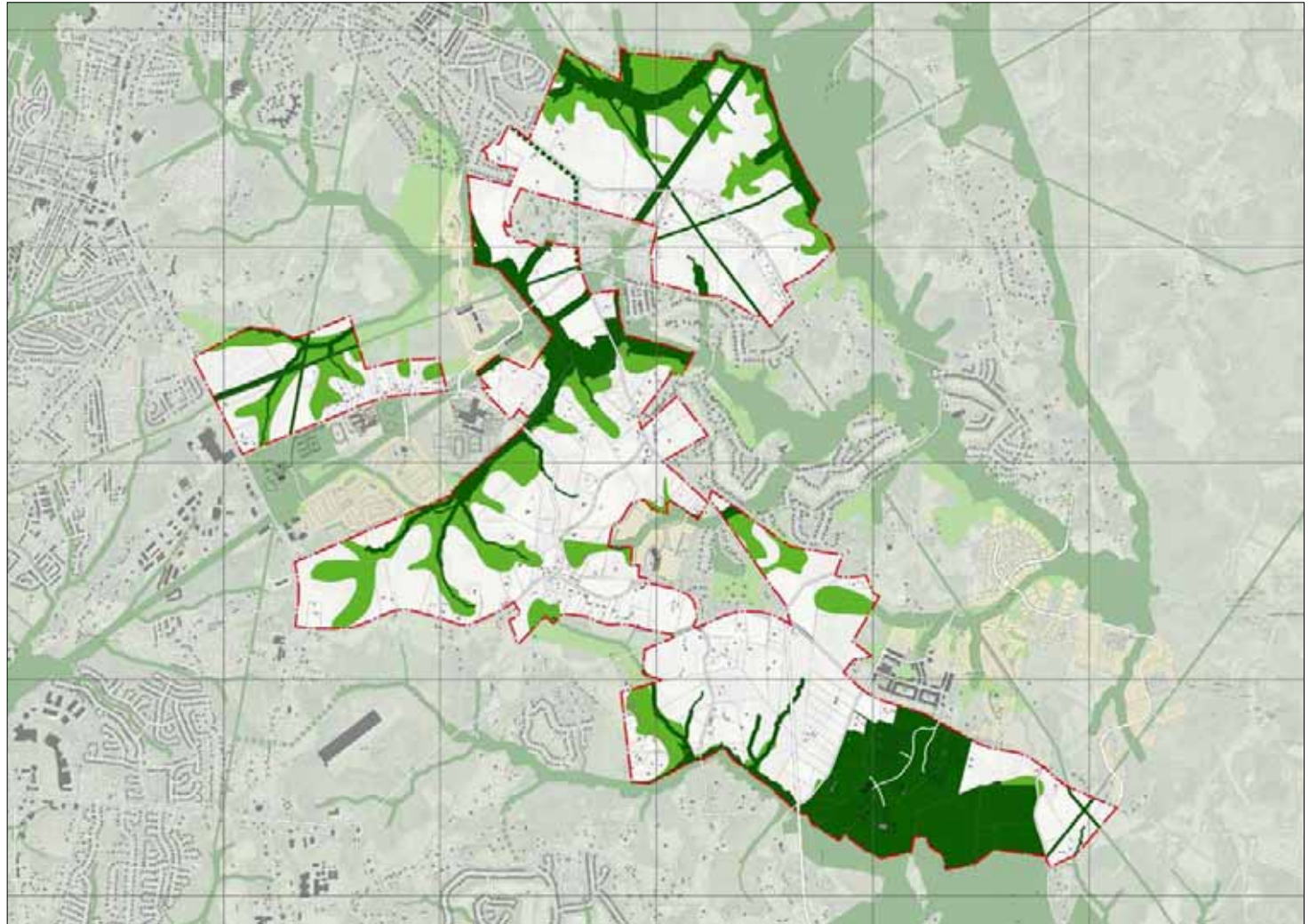
OPEN SPACE - RECOMMENDED PRESERVATION


Aside from the restricted open space, there are many other important environmental features that future developments should strive to maintain. Many are identified in the ongoing Davidson Natural Assets Inventory (to be completed fall 2008). These features include: Steep Slope, North Slope, Hardwood Forests, Wetland Preservation, Hydric Soil, and Erodible Soil. Areas where these features overlap are of special importance and their preservation should be the highest priority.

In several instances the higher priority areas overlap with the restricted open space. In those cases where they don't overlap, it is recommended that future development minimize the impact on the natural environment.

It is also recommended that opportunities to allow continuous corridors for fluid wildlife movement be explored, and that parcels containing large amounts of high priority assets be targeted for preservation.

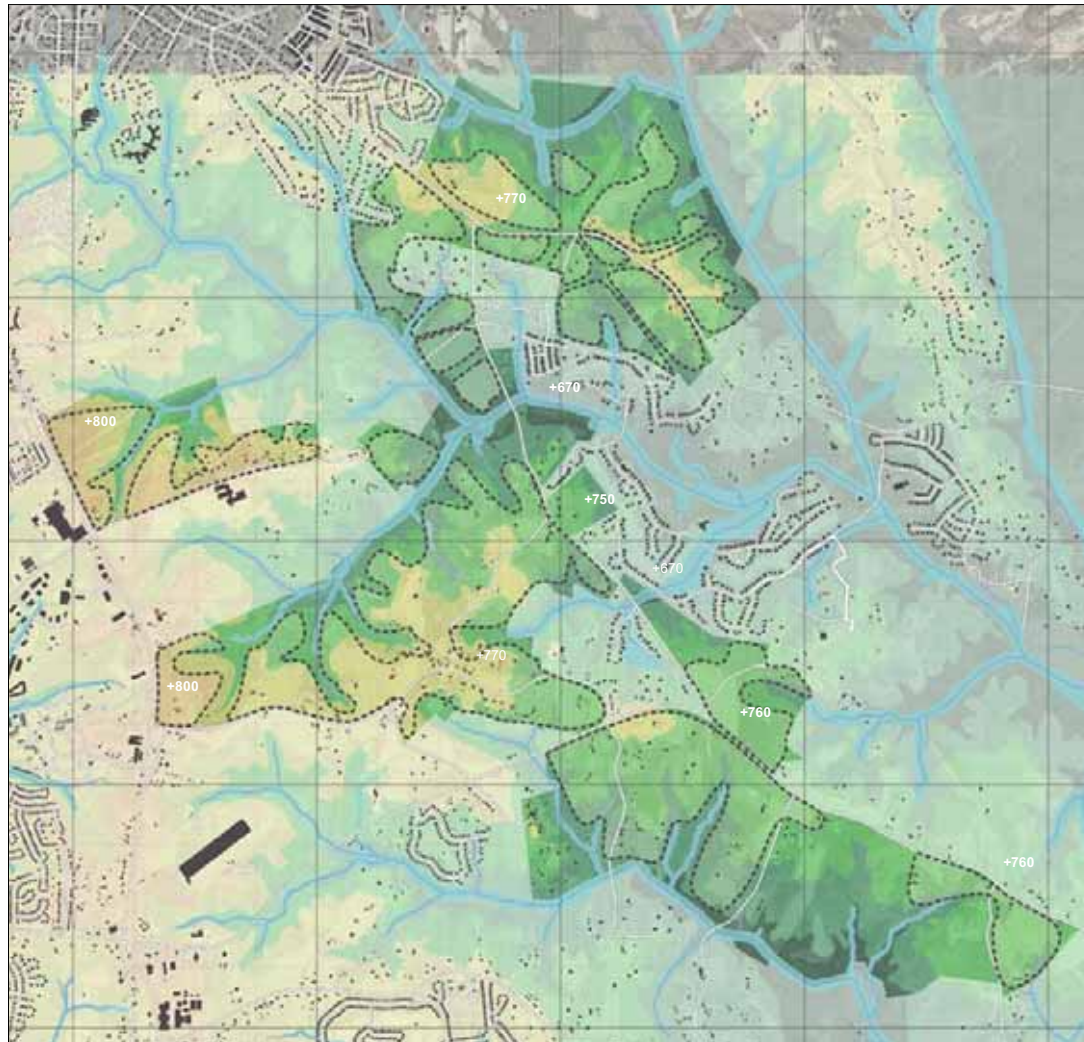
In total, the restricted and recommended open space comprises of approximately 1,100 acres or 37% of the total site area.



 Recommended Preservation: Generally delineates high priority areas where environmental assets such as steep slope, north slope, hardwood forests, wetland preservation, hydric soil and erodible soil overlap

 Restricted Open Space

Appendix I - CURRENT CONDITIONS & CONCEPTS
TOPOGRAPHY



Bailey Road



Davidson Concord Road

While NC 73 and NC 115 follow ridge lines, Davidson Concord Road distinguishes itself by its rolling terrain. The intersection of NC 73 is at elevation 760' and the Concord Road intersection is at elevation 770', however, as the 2.5 mile stretch of road transverse stream sheds it twice dips to elevations as low as 670'. These slopes enhance vistas and the prominence of high points.

When overlaying the land not defined in the open space analysis much of the land corresponds to the high points throughout the site. The visual importance of these sites increases the demand for high quality development. It also presents the opportunity for village centers to visually relate to each other across the landscape.



Areas contained within dashed lines are permissible to build

AREA ANALYSIS



NC 115 / Light Rail Corridor



Mixed-use transit oriented development focused on employment and encouraging transit ridership. Proposed development should integrate land uses with the transit system and facilitate direct pedestrian connections from the station to residences and workplaces.



Existing and Planned Schools



Locate family oriented residential development within walking distance of schools. Create safe paths and sidewalks that connect schools with existing and future development within 1/2 mile distance of those schools.



Davidson Concord Road,
NC 73 and Prosperity Church Road



This intersection is likely to develop due to its location and proposed road improvements. NC 73 is currently an east-west connector, slated for widening and improvements. Prosperity Church Road is to be extended northward, connecting I-485 to this intersection. When this happens, the intersection will be transformed into a major regional crossroads.



Davidson Concord Road



This is a major thoroughfare serving the larger single family population in the surrounding area. Traffic impacts will greatly increase with the extension of Prosperity Church Road. Davidson Concord Road will unfortunately require widening if and when it is extended north beyond East Rocky River Road.



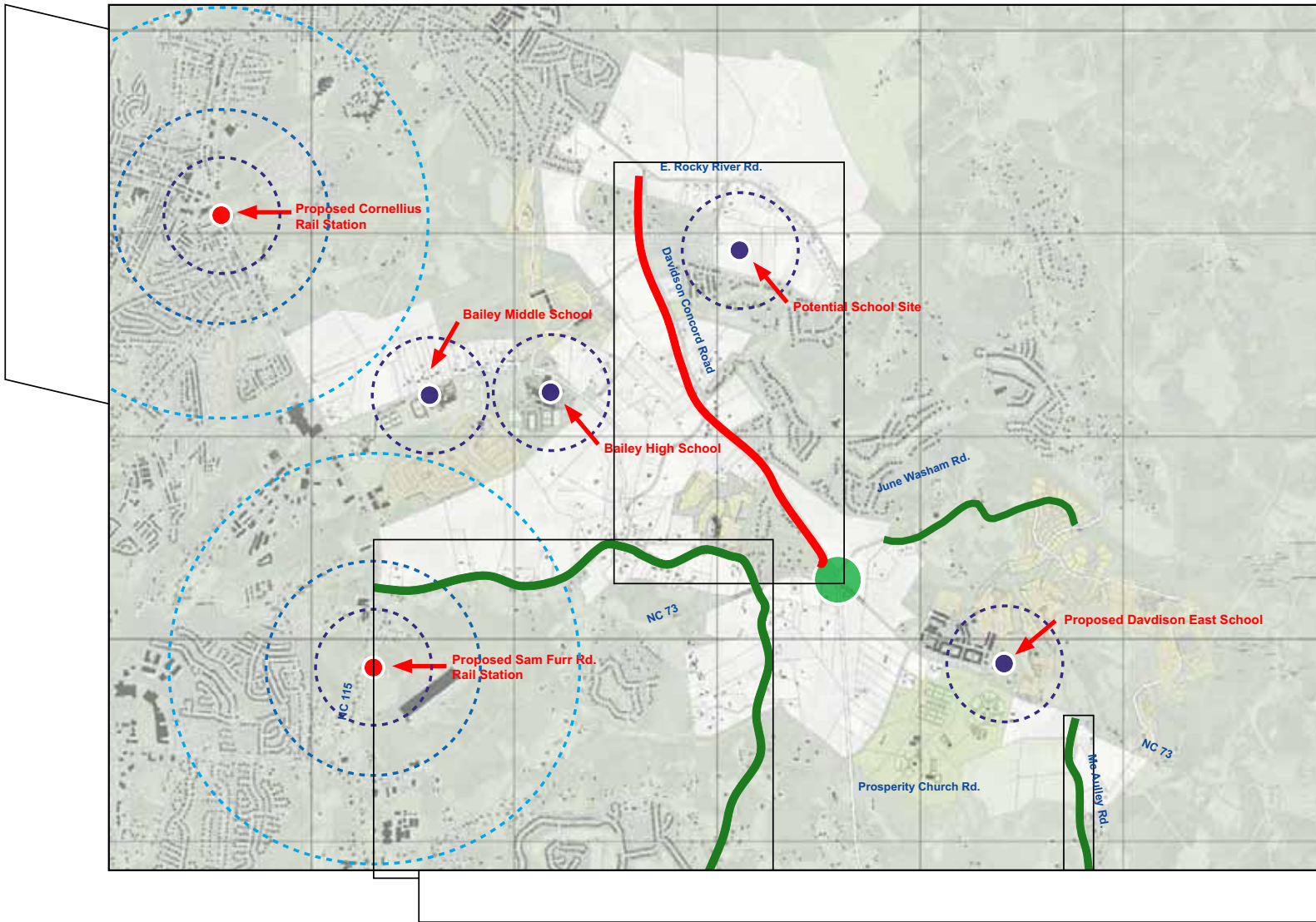
Rural Roads



The village concept relies on the maintaining of the existing character along rural roads like McAuley Road, Black Farm Road, and June Washam Road. Therefore it is crucial that these rural roads remain as is and safety concerns on these roads be contextually addressed.

Appendix I - CURRENT CONDITIONS & CONCEPTS
AREA ANALYSIS

There are five site specific concepts that are meant to compliment the proposed villages. These ideas take into account current and future influences that dramatically affect the study area's development.



- NC 115 / Light Rail Corridor
- Existing and Planned Schools
- Davidson Concord Road, NC 73 and Prosperity Church Road
- Davidson Concord Road
- Rural Roads
- - - 20 Minute Walk
- - - 10 Minute Walk
- - - 5 Minute Walk

DAVIDSON CONCORD ROAD / NC 73 AREA PLAN

EXPLORED ALTERNATIVES



BYPASS

- Allows fluid north-south mobility
- Maintains existing character of Davidson Concord Road
- Development between Bypass and Old Davidson Concord Road

The Bypass concept proposes a new north-south road, connecting the Prosperity Church Road extension to Statesville Road. This permits the existing Davidson Concord Road to maintain its existing character and section. New developments are straddled between the existing Davidson Concord Road and the new Bypass Road.



HIGHWAY SHIFT A

- Maximizes contiguous development to the north of NC 73
- Establishes green edge South of NC 73 and to the north of Concord and East Rocky Mountain Road

The Highway Shift concept proposes realigning NC 73 to a softer gentler radius, keeping all the proposed development to the north of NC 73. Shifting the highway eliminated the barrier between the two nodes and allows for 160 continuous acres to the north of the new NC 73 Highway. This scheme builds upon the previous Bypass scheme that connects Prosperity Church Road extension to Statesville Road, minimizing the impact on Davidson Concord Road.



HIGHWAY SHIFT B

- Maximizes contiguous development to the north of NC 73
- Establishes green edge South of NC 73 and to the North of Concord and East Rocky Mountain Road

The main difference from Highway Shift A is that this alternate concept maintains the existing alignment of Davidson Concord road at the intersection of NC 73.

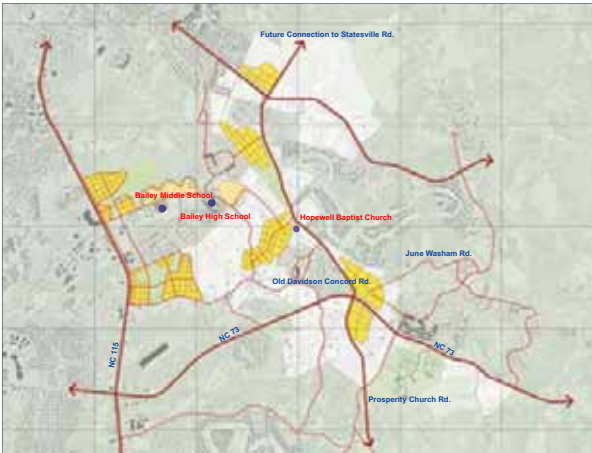
Appendix I - CURRENT CONDITIONS & CONCEPTS EXPLORED ALTERNATIVES



HIGH STREET

- New Road with commercial/retail on both sides of street
- Main Boulevard slows traffic along Davidson Concord Road
- Maintains existing character of Davidson Concord Road

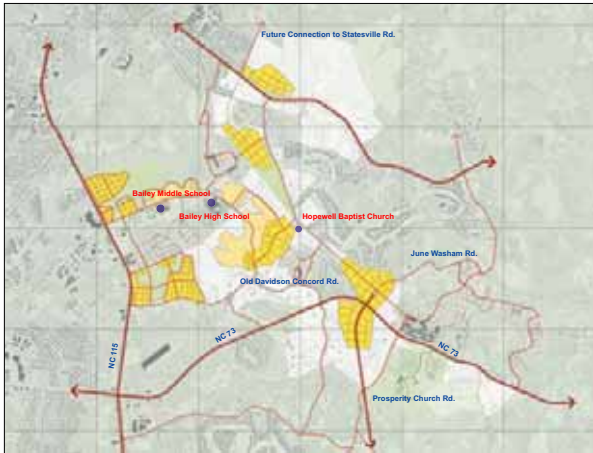
The High Street concept creates a new street that travels through the center of each development node. The proposed street connects Prosperity Church Road extension and the future northern connection to Statesville Road. While the bypass concept is meant to facilitate easy north-south traffic flow the High Street discourages this movement by slowing it down. By directly engaging each node's center the street becomes a destination. Davidson Concord Road is maintained and transformed into an edge road. The combination of Davidson Concord and the new High Street spreads the traffic impact between the two roads, reducing the need to make either four lanes.



HILLTOWNS

- Small clustered development with a mix of types
- Strategically preserved land surrounding the development
- Minimizes impact on major roads, connected through secondary street connections

The Hill Town concept proposes a cluster of villages along Davidson Concord Road, with each village touching one edge of the road. The villages sit autonomously in the landscape, each with a distinct center and edge. The scheme accepts Davidson Concord Road being widened to four lanes. However, it is important to maintain the rural character between each village.



TERMINUS

- Terminates Prosperity Church Road with a development node
- Disperses traffic three ways at NC 73
- Reduces traffic impact on Davidson Concord Road

The terminus concept terminates Prosperity Church Road in a public space and aims to discourage north-south movement on Davidson Concord Road. Traffic that crosses NC 73 will be dispersed on Davidson Concord Road, June Washam Road and a proposed new road connecting to Davidson East.

NC 73 NODE OPTIONS

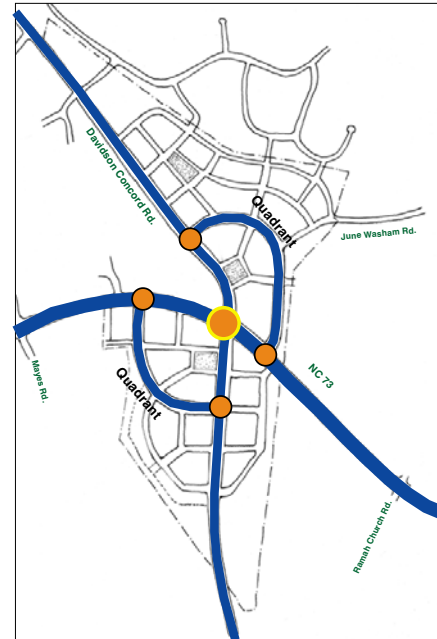
NC 73 BOULEVARD



PARALLEL ROAD





QUADRANT ROADS



BYPASS ROAD



-  Major Intersection
-  Secondary Intersection

NC 73 NODE OPTIONS

NC 73 BOULEVARD



PARALLEL ROAD



QUADRANT ROADS



BYPASS ROAD



 Neighborhood Center
 Residential

CONCEPTUAL MASTER PLAN: WESTMORELAND NODE



As prepared by residents of
Westmoreland Farms Neighborhood