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INTRODUCTION

Throughout the Davidson Concord Road study area, located in northern Mecklenburg County, the pressure for development is increasing. This study area stretches along Davidson Concord Road from the western boundary of “Old Davidson” to the proposed intersection on NC 73 and the Prosperity Church Road Extension. Three development plans have previously been completed for this area: The NC 73 Land Use and Economic Development Plan, the NC 73 Transportation / Land Use Corridor Plan (a mixed use plan involving twelve jurisdictions), and the Cornelius East and Davidson Concord Road Vision Plan. The goal of this plan is to draw from these previous plans to create a unified vision for the study area. The main objective of this vision is to create jobs and spur economic development near the towns of Davidson, Cornelius, and Huntersville. Because of the expected increase in traffic along this corridor, roadway safety for both vehicles and pedestrians must be addressed. Other considerations include sustainability, maintaining a sense of community, and preservation of the rural landscape.

STATED OBJECTIVES

The objective of plan is to prepare a design framework for the corridor that:

1. Results in an increase in employment opportunities to encourage office/commercial development.
2. Addresses the impact of additional traffic on connectivity and access management issues throughout the area and at key intersections.
3. Preserve the rural character of the study area by focusing development in distinct village nodes.
4. Establishes a build-out size that will properly concentrate growth within development nodes along the corridor.
5. Identify open space and greenway networks that both preserve and enhance natural habitats.

GOALS

1. The primary goal of the Davidson Concord Road / NC 73 Area Plan is to ensure that future growth and development within the study area is focused at distinct nodes, rather than in a sprawling development pattern. The three jurisdictions wish to improve their tax base through the creation of new jobs. Strategic placement of nodes that are compatible with existing and proposed residential developments will encourage economic growth and mitigate traffic impacts.
2. Create village developments that are separated from one another by the rural landscape. Each development should be compact, optimally sized at 80 acres, and independent from the next.
3. Each village development should have an identifiable center marked by an increase in density. As one moves away from the center, density should decrease.
4. Preserve stream valleys, buffer zones, steep slopes, and north facing slope areas to determine where future developments should be located.
5. Continue to build on the strategy already adopted by the three jurisdictions to create street...
Respect the uniqueness of place and strive to enhance small town character.

The small town atmosphere of Northern Mecklenburg County is critical to the area’s vitality. New development needs to not only preserve, but also celebrate the unique sense of place found in the study area. Developments should draw inspiration from local examples when building and avoid generic building types.

Create compact, pedestrian-friendly, mixed use villages.

Each proposed village should be “walkable,” placing workplaces, shops and residences within a ten minute walk of a distinct village center. This village growth pattern has many benefits, including phasing, incremental growth, and optimizing a development’s economic, social, and environmental quality of life.

Village nodes should have a discernable center and edge.

The center of the village should have the greatest density, which decreases as one moves away from the center. Critical to the success of the village concept is varying the density, lot size, building disposition, and streetscape in response to the landscape. This provides a rich environment for people to live, work and play in.

Maintain open spaces, preserve natural habitats, and enhance rural character.

There have been many initiatives to preserve the character of place and the natural environment. These past initiatives need to be built upon and reinforced. Existing greenway trails need to be connected to new ones to create a comprehensive network of hiker-bike trails and green spaces. It is necessary for any new development around Davidson Concord Road to complement and enhance the character of the existing place.

Embrace sustainable strategies towards growth.

The plan seeks to concentrate development in order to maximize the preservation of existing open space, trees, natural corridors, and limit the impact on water sheds. A system of natural parks, greenways, and rural landscape should wrap around proposed development, facilitating a balance between the built and natural environment. Building designs should embrace green building standards, thereby minimizing their impact on the natural environment.

Provide a hierarchy of open spaces and strengthen greenway and bicycle connections.

The study area and surrounding area includes two regional parks, several greenways, and bike routes. These recreational amenities need to be connected to existing and future development by trails, pedestrian pathways, bike paths and vehicular thoroughfares to provide a number of choices to easily access these amenities. All street improvements should balance the needs of cyclists, pedestrians and motorists.

Encourage and increase employment opportunities.

It is necessary to create opportunities for economic development that contrasts the I-77 corridor. Places that have a pedestrian scale, a mix of uses, access to recreation, and a unique character are the type of centers that attract professional offices, medical offices and retailers.

Accommodate future increases in traffic demand and prioritize intersection safety while facilitating multi-modal travel.

Because NC 73 is a major east-west road and Prosperity Church Road is proposed as a future north-south connector, increased traffic in the study area is inevitable. It is important that the plan account for these projected increases, yet not compromise the area’s existing beauty or future potential for compact, pedestrian friendly villages.
January 2008 Meeting: Town Hall, Huntersville
Ayers/Saint/Gross presented the draft framework plan that summarized comments and suggestions heard at the previous meeting. After the presentation, the public had a chance to make comments or ask questions about the draft plan. These included requests for clearer definition of the rural preserve and providing different strategies for how to maintain the rural landscape.

December 2007 Meeting: Town Hall, Cornelius
Ayers/Saint/Gross summarized the current conditions findings and presented six alternative plans depicting different node locations and street alignments. Don Bryson, from Martin/Alexiou/Bryson, presented a summary of the traffic assessment and Sarah Woodworth, of W-ZHA, presented the market study. Large prints of the six options were placed around the room for citizens to indicate with their comments.

November 2007 Meeting: Hopewell Baptist Church, Davidson
Ayers/Saint/Gross presented initial site observations as well as the concept of small village nodes, 80 acres in size. After the initial presentation, the attendees were divided by their respective towns and planning staff from each town facilitated a discussion to identify key issues and goals.

Some of these topics included:
- Rural and farmland preservation
- Open space and tree preservation
- Mixed use nodes along or near NC 73
- Pedestrian and bicycle safety and access
- Intersection safety
- Traffic and speeds on rural roads
- Small town character

The Davidson Concord Road / NC 73 Area Plan included land from three adjacent jurisdictions. Critical to the project was the combination of input from the stakeholder committee, property owners, town staff, and the public. Public meetings were held at each of the three towns during the course of the planning process. The goal of each meeting was to get feedback on the work to date and provide a clear direction for moving forward.
The Village Concept provides an alternate means of community development, one that is compact, mixed-use and pedestrian oriented. These proposed developments should be organized around a village center and have residential, workplaces, shops and daily services conveniently located within walking distance.

The location and size of each was determined by an analysis of natural resources, open space preservation, topography, accessibility, and connectivity. Each village node permits about 80 to 90 acres of total development area. This scale is ideal for creating a critical mass and maintaining a pedestrian neighborhood. Within the development area land should be designated for community parks and recreation.

Critical to the location of each village is accessibility to primary and secondary roads. Each village node needs more than one means of access. Additionally each node has multiple opportunities to connect to existing or approved developments. This allows surrounding neighborhoods to capitalize on the amenities within each village node.

The village concept provides a model that encourages future development to reflect the existing character and scale that gives these three towns' their appeal and high quality of life.
1. NC 73 Node:
(a) Total Parcel Area = 80 Acres (North)
  Village Development Area = 58 Acres
  Conservation Area = 22 acres
(b) Total Parcel Area = 105 Acres (South)
  Village Development Area = 83
  Future Node Expansion = 22

2. Westmoreland Node:
Total Parcel Area = 157 acres
Village Development Area = 92 acres
Conservation Area = 67 acres

3. Hopewell Node:
Total Parcel Area = 161 acres
Village Development Area = 55 acres
Rural Area = 38 acres
Conservation Area = 68 acres

4. NC 115 and Bailey Road:
Total Parcel Area = 159 Acres
Village Development Area = 92 acres
Conservation Area = 67 acres

5. NC 115 and Mayes Road:
Total Parcel Area = 158 Acres
Development Area = 89 acres
Conservation Area = 69 acres

Other Potential Node Locations

1. NC 73 Node Expansion:
   (c) Total Parcel Area = 80 Acres (East)
     Village Development Area = 58 Acres
     Conservation Area = 22 acres

6. Barger Node:
Total Parcel Area = 277 Acres
Development Area = 135 acres
Conservation Area = 142 acres
Building upon the node concept and alternate design options that were studied over the course of the project, a framework plan was developed, that synthesized the suggestions, comments, and feedback received from stakeholders and citizens. The framework plan proposes a series of small compact village developments sited along Davidson Concord Road and NC 115. The land mass and location of each village was determined by the analysis presented in existing conditions chapter. The analysis insures that critical natural resources are preserved and that the villages are optimally scaled to maximize walkability. Each Village has a discernible center that is defined by higher density and mixed use development, and edges that blend with the natural landscape.
In total the framework plan proposes six village nodes. Two are based on the future transit stations to be located along the north rail corridor and the remaining four are adjacent to Davidson Concord Road. Each node represents the opportunity to create centers that attract employment, and compact mixed-use pedestrian oriented communities. Critical to the nodes’ survival is density. This allows a critical mass of activity and makes it more feasible for developers to conserve large amounts of land around the development. The density and scale decreases as development moves away from the village centers and closer to the rural landscape and existing neighborhoods.

The timing and phasing of these six village nodes should be tied to appropriate infrastructure and roadway improvements. Expansion of trails, greenways, and roadway improvements is necessary for developing the four nodes located along Davidson Concord Road. Development of the nodes along NC 73 is dependent on the future transit improvements that are currently being proposed. These two nodes should follow best practices of transit oriented development (TOD).

Transportation Infrastructure Phasing

**5 year Plan**
- Western Street from Concord Road to Davidson Concord Road (Westmoreland Node)
- Quadrant roads (build as service roads) – the intersection of Davidson Concord Road and NC 73 functions the same as it does today

**10 year Plan**
- Davidson Concord Rd improvements between NC 73 and Concord Road (Should be tied to the NC 73 node, Westmoreland Node and Hopewell Baptist Church redevelopment)
- Bailey Extension
- Davidson East Connector
- Parallel Road to Davidson East

**25 year Plan**
- Prosperity Church Extension Road
- Western Street Extension
- Davidson East Connector may need to be increased to 4 lane road from NC 73 to Concord Road
Each village node reinforces the strategy of connectivity, permitting more than one access point into the development. The location of the developments was based on existing access points to both a major arterial and neighborhood collector road or two major arterials in the case of nodes adjacent to NC 73. In some cases, like at Westmoreland and NC 73 south, the secondary road is developed on both sides. Having multiple access points to major roads is critical for dispersing the traffic impact and allowing easy accessibility to the village centers.

Additionally, the village developments have multiple opportunities for connections to existing and approved future neighborhoods. It is important that these street connections prioritize safe pedestrian access, as many of the existing neighborhoods are within a ½ mile radius of a village center.

Rights of way dedicated for collector or arterial type roads should be at a minimum as shown in the conceptual cross sections. Final cross sections will be determined during the master plan process based on traffic analysis and surrounding land use.

Direct access from collector and arterial streets to surrounding buildings, parking areas, and neighborhood streets should be carefully considered. NCDOT must be consulted in all master planning efforts where access is requested along a state maintained road. Full access to NC 73 and Davidson Concord Road should be limited to controlled intersections. Access to development along NC 73 and Davidson Concord Road should primarily be accommodated through connectivity between adjoining development. No additional driveways should be permitted for single use developments along NC 73 or Davidson Concord Road.
To help reinforce connectivity, existing greenways and trails should be extended and connected to form a complete network that permits access to each village node. These greenways should also connect to existing and proposed parks and recreation facilities. It is important that each village node have access to a greenway. With the multiple stream corridors that transverse the study area, many opportunities exist to integrate new greenways with the natural environment.

Another opportunity is to use the major east-west 200’ utility right-of-way as a greenway and community amenity. At present this utility right-of-way provides a straight and unobstructed corridor. Within the study area the utility corridor connects Bailey Park, Bailey Middle School, the proposed Bailey High School, Bailey’s Glen, Bailey Springs, Westmoreland Farm, Southwest Greenway, and extends to the future McConnell Greenway. Developing such a greenway will require cooperation between the towns and Duke Power Company.

All new streets and street improvements need to account for pedestrians and cyclists, completing the greenway network. This includes:
• Sidewalks and crosswalks on all streets.
• Multimodal paths on arterial and collector streets.
• Narrow curb to curb widths on all neighborhood streets, reducing traffic speeds and creating a shared environment for the pedestrian, bicyclist and motorist.
OPEN SPACE TYPES

CONSERVATION

VILLAGE OPEN SPACE

RURAL

Aerial of Hopewell Baptist Church at Davidson Concord Rd. and Barnhardt Rd.

Example of Public Plaza

Concord Road looking South to Westmoreland

Recreation Fields and Public Squares

Streams at Davidson Concord

Typical Rural Open Spaces
The Davidson Concord Road / NC 73 Area Plan strives to keep the majority of open space undeveloped in order to maintain the rural landscape and character of the region. The plan outlines parcels that should be targeted for conservation (parcels with over 75% of their land containing critical natural resources). The Open Space Plan also delineates areas around development nodes that should be converted into conservation land for the increase compensating for the increased density in the development zone. In general, for each node 40% of the total parcel area is designated as undeveloped. For the most part this land includes natural resources, however, in some instances conservation land is recommended to preserve vistas or allow buffers for existing neighborhoods.

Public open space is essential at all levels of development from the village center to the village edge. In the village center these spaces should be well defined and urban in scale and character, such as plazas and squares. These public spaces should be civic in nature and designed to promote gathering. In the village, general and edge condition these spaces should include recreation fields, playgrounds and parks. These spaces should orient to the residents that surround them and be programmed as both active and passive neighborhood spaces.

The least defined open spaces occur in the rural and conservation zone. These spaces currently exist, and the plan strives to minimize their decline, while providing opportunity for growth. The village transect chapter provides suggestions for how to maintain these spaces.
The conservation zone is land earmarked for preservation. Several areas within the study area have been designated as conservation land, with the goal that they will never be developed. Recreation fields, parks, greenways and trails fall into this zone.

RURAL
Land designated in this zone should be predominantly used for agricultural. Limited building is permitted, such as for farmhouses, or simple farm structures. The residences shall be rural vernacular in character

• Rural residential
• Agricultural uses

Recommended Uses
Single family clusters
Agriculture

NEIGHBORHOOD EDGE
Land designated in the neighborhood edge zone lies between the agricultural land and the village center. This zone consists primarily of one or two story single-family residences on large lots. Home offices that do not generate traffic may be permitted with this zone.

• Predominately residential
• Transition from rural
• Minimum lot width 40’
• Building height 1 to 3 stories

Recommended Uses
Single family detached
Civic

NEIGHBORHOOD GENERAL
Land designated in the neighborhood general zone consists primarily of single-family residences on small lots. Home offices and auxiliary units may be permitted.

• Mainly residential
• Heights 1 to 3 stories
• Lots no larger than 60’ width

Recommended Uses
Live work
Town homes
Duplex units
Single family detached
Civic

Possible neighborhood store

NEIGHBORHOOD CENTER
Land designated in the neighborhood center zone may be developed to around a public space. Small lots consisting of a mix of uses such as retail, office and commercial are encouraged. The maximum height allowed would be 4 story buildings.

• Mixed-use / center of activity
• Retail
• Offices
• Residential
• Heights 2 to 4 stories

Recommended Uses
Professional office/Medical office
Retail
Restaurants
Services
Apartments
Live work
Town homes
Civic

Possible neighborhood store

CENTRAL BUSINESS DISTRICT
Land designated in the central business district facilitates a regional employment center in a mixed use environment. This zone allows the highest density and height, also providing the broadest variety of building types. Buildings should be close to wide sidewalks buffered from busy thoroughfares by street trees and parallel parking. The plan only locates this zone on 15 acres of land at the regional prominent intersection of NC 73 and Davidson Concord Road.

• Mixed-use / regional center
• Heights 3 to 6 stories

Recommended Uses
Office
Medical office
Retail
Restaurants
Services
Apartments
Live work
Hotel
Civic
Institutional

Buildings fronting central open Space should have 75% retail frontage.

BUSINESS CAMPUS DISTRICT
Land designated in the business campus district consists of areas that, by their location, configuration, and accessibility do not fit into one of the six transect zones. They provide opportunities for cloistered office, institutional, and light industrial development. These areas should be compact and pedestrian oriented, following many of their principles of the village nodes.

• Office, institutional and light Industrial
• Employee service retail should be provided
• Heights 2 to 4 stories

Recommended Uses
Office
Medical office
Retail
Medical office
Institutional
Retail
Services
Institutional
Civic

Buildings fronting major streets (NC 73, Davidson Concord Road, and the North Quadrant Road) should have over 80% building frontage.
The urban-to-rural transect is a device used to define a series of zones that transition from conservation land to dense urban centers. The framework strives to control and promote growth in certain areas; intends to increase pedestrian life, local safety, and community identity; and protects and restores the natural environments.

In the case of the Davidson Concord Road / NC 73 Area Plan, we have employed seven zones. The typical village incorporates five zones starting with Conservation and ending with Neighborhood Center. Two other zones, Business Campus District and Central Business District, are used to respond to specific opportunities within the study area.

In the three developable zones a mix of uses are permitted, from residential to retail to commercial. The central space of each village may eventually have a transit stop that would ideally be within walking distance from any point within the village neighborhood. It may consist of light commercial such as a bank, medical offices, professional offices, coffee shop, restaurants and apartments. Moving outwards from the center, residential density would gradually decrease starting with townhouses to fully detached houses.

At the edge of each village the housing lots become larger with increased setbacks aiding a compatible transition into the rural zone. Conservation land wraps each village. This forested land and open space buffer protects water quality by reducing run-off into streams. It also ensures that each village conserves an adequate amount of natural open space.
Vision:
Create a pedestrian-oriented village with mixed-use, housing types and densities. The center should address the intersection of NC 73 and Davidson Concord Road.

NC 73 divides the node into two equal parts. Critical to developing a relationship between the north and south sides is making Davidson Concord Road a pedestrian environment. Where the road interfaces with the village center transect the street section should be a boulevard with wide sidewalks, parallel parking, street trees, defined pedestrian crossings, and slower traffic speeds. Major open spaces for each node should address Davidson Concord road and the proposed extension of Prosperity Church Road.

The plan reduces the density as the development approaches the edge of the node. To the extreme north and south several acres are designated as conservation land, preserving natural resources and creating an identifiable transition as one travels along Davidson Concord Road.

Approximate Area:

**NORTH**
- Total Parcel Area = 80 acres
- Village Development Area = 58 acres
- Conservation Area = 22 acres

**SOUTH**
- Total Parcel Area = 83 acres
- Development Area = 59 acres
- Conservation Area = 24 acres

Land Use Recommendation:

**Central Business District**
North of 73 – 15 acres
- Height: 2 to 4 stories of productive use
- Commercial: 10,000 sq ft per acre
- 50% minimum office
- 25% minimum retail

**Neighborhood Center**
North of 73 – 4 acres
- Height: 2 to 3 stories of productive use
- Commercial: 8,000 sq ft per acre
- 25% minimum office
- 25% minimum retail

**Neighborhood General**
North of 73 – 21 acres
- South of 73 – 16 acres

**Neighborhood Edge**
North of 73 – 7 acres
- South of 73 – 7 acres

These functions provide civic anchors to the central green spaces of the node. They should be pedestrian oriented relying on parallel parking and rear lots to accommodate vehicular access.
Examples: Post office, library, theater, museum, church

These functions require easy access to important streets, but should also be integrated into the node and be easy accessible from the village center and adjacent neighborhoods.
Examples: Fire station, police station, school, childcare, church
Vision:
Create a walkable development organized around a small mixed-use neighborhood center. A new road along the western edge of the development provides a future connection to Statesville Road.

The Westmoreland Node’s relationship to Davidson Concord Road, the future connection to Statesville Road, Bailey Road and Robert Walker Drive make it a prime location for a village development site. However, the size of the village center is purposefully restrained to limit the amount of commercial and retail development, based on the analysis of demand and accessibility to major thoroughfare intersection. It is envisioned that the center be comprised of neighborhood-oriented retail tenants, small professional office suites, live-work town homes, and small multifamily buildings. It is critical that this center be linked by sidewalks and trails to existing and planned neighborhoods around Robert Walker Drive, Davidson Concord Road, as well as Bailey Springs and Bailey Wood.

Important to the framework plan is providing sufficient and clear delineation between nodes. For example, the plan of the Westmoreland Village recommends conserving all land to south of the 200’ power line right-of-way because this land is an important view shed for the historic Beaver Dam Plantation which sits adjacent to the southern portion of the Westmoreland Property.

Approximate Area:
Total Parcel Area = 157 acres
Village Development Area = 83 acres
Conservation Area = 70+ acres

Land Use Recommendation:
**District: Business Campus** - 20+ acres
Height: 7 to 3 Stories
Office/Institutional/ light industrial: 2,000 sq ft per acre
Employee service retail to be provided

**Neighborhood Center** - 11 acres
Commercial: 4,000 sq ft per acre
25% minimum office
25% minimum retail

**Neighborhood General** - 18 acres

**Neighborhood Edge** - 20+ acres

VILLAGE TRANSECTS

WESTMORELAND NODE - NEIGHBORHOOD CENTER

Civic Center Location
These functions provide civic anchors to the central green spaces of the node. They should be pedestrian oriented relying on parallel parking and rear lots to accommodate vehicular access.
Examples: Post Office, Library, Theater, Museum, Church

Civic Center Location
These functions require easy access to important streets, but should also be integrated into the node and be easy accessible from the village center and adjacent neighborhoods.
Examples: Fire station, police station, school, childcare, church

Approximate Area:
Total Parcel Area = 157 acres
Village Development Area = 83 acres
Conservation Area = 70+ acres

Land Use Recommendation:
**District: Business Campus** - 20+ acres
Height: 7 to 3 Stories
Office/Institutional/ light industrial: 2,000 sq ft per acre
Employee service retail to be provided

**Neighborhood Center** - 11 acres
Commercial: 4,000 sq ft per acre
25% minimum office
25% minimum retail

**Neighborhood General** - 18 acres

**Neighborhood Edge** - 20+ acres

VILLAGE TRANSECTS

WESTMORELAND NODE - NEIGHBORHOOD CENTER

Civic Center Location
These functions provide civic anchors to the central green spaces of the node. They should be pedestrian oriented relying on parallel parking and rear lots to accommodate vehicular access.
Examples: Post Office, Library, Theater, Museum, Church

Civic Center Location
These functions require easy access to important streets, but should also be integrated into the node and be easy accessible from the village center and adjacent neighborhoods.
Examples: Fire station, police station, school, childcare, church
DAVIDSON CONCORD ROAD / NC 73 AREA PLAN

HOPEWELL NODE - HAMLET

Vision:
Create a compact residential hamlet anchored by Hopewell Baptist Church to the east and Bailey Road Extension to the west.

The proposed Bailey Road Extension is necessary to accommodate traffic demand generated by the future high school. Currently the road is to be paid for by development of single family homes. The plan recommends that this development become the western edge of the Hopewell node and that the project span three transect zones: Neighborhood General, Neighborhood Edge, and Rural. The Neighborhood General area should be organized around a public open space that relates to Bailey Road Extension. Cul-de-sacs should be minimized and provide for connections.

The plan proposes maintaining the rural relationship between the church and Davidson Concord Road and recommends that the land directly north and south remain open. The Hopewell Baptist Church should expand westward, organizing future buildings around a public square along Bernhardt Road that address the proposed Hopewell Node.

The plan also allows for two potential corner stores. One opportunity fronts Bailey Road Extension and the other faces the Hopewell Baptist Church Open Space.

Approximate Area:
- Total Parcel Area = 161 acres
- Village Development Area = 60+ acres
- Conservation Area = 60 acres

Land Use Recommendation:
- Civic: Hopewell Baptist Fellowship Hall
- Neighborhood General - 10+ acres
- Neighborhood Edge - 25+ acres
- Rural - 25 acres

These functions provide civic anchors to the central green spaces of the node. They should be pedestrian oriented relying on parallel parking and rear lots to accommodate vehicular access. Examples: Post office, library, theater, museum, church

These functions require easy access to important streets, but should also be integrated into the node and be easy accessible from the village center and adjacent neighborhoods. Examples: Fire station, police station, school, childcare, church

HOPEWELL NODE - HAMLET

- Civic Center Location
- Civic Center Location

- Neighborhood Store Opportunity
- Neighborhood General
- Neighborhood Edge
- Rural
- Conservation

Civic Center Location
These functions provide civic anchors to the central green spaces of the node. They should be pedestrian oriented relying on parallel parking and rear lots to accommodate vehicular access. Examples: Post office, library, theater, museum, church

Civic Center Location
These functions require easy access to important streets, but should also be integrated into the node and be easy accessible from the village center and adjacent neighborhoods. Examples: Fire station, police station, school, childcare, church
Vision:
Create developments at the intersections with NC 115. To the north of Bailey Road there is an opportunity for a business campus development. A village neighborhood north of Mayes Road should integrate with Bailey’s Glen and future transit oriented development proposed to the south.

The Norfolk Southern Rail Line that runs along the eastern side of NC 115 limits east-west crossing opportunities. Therefore any development east of the tracks must function independently of NC 115. Critical to this goal is the introduction of a north-south street that parallels NC 115. To the north of Bailey Road this street should connect to Zion Road, providing connectivity between the proposed Cornelius Light Rail Station and the Bailey Road park entrance. At Mayes and NC 115 the street should connect Bailey’s Glen and the future transit oriented development proposed for the Sam Furr Station. Eventually it is planned that the parallel road will connect to NC 73. Traffic calming measures should be taken at Bailey Park to reduce traffic speed and prevent the road from becoming a frequented cut-through. This could include textured pavement, 15 mph traffic speeds, frequent stop signs, and closing the street at night.

Bailey Road and NC 115: The Bailey Road site is the only special district outlined in the plan. The limited access, environmental restraints, and utility easements crisscrossing the site, limit the types of development that can occur. While the restraints are too limiting to allow the village concept, they do complement a business campus land use. This is especially true given the site’s visibility from NC 115, the importance of Bailey Road and the wooded nature of the sight - all important factors attractive to potential business tenants. Even more critical is the connection to Zion Road that will link the development to the future rail station and downtown Cornelius. In the business campus setting it is still critical that buildings address streets and pedestrian movement and streetscape be a priority. Therefore, clear and identifiable open space framed by blocks should be planned.

Mayes Road and NC 115: It is critical that this node not be developed until the light rail station is in place and the transit oriented development is approved and implemented. Once this occurs the property to the north of Mayes Road should be seamlessly integrated with the development to the south. There are also three opportunities to connect the Bailey Glen project to the north, ultimately providing multiple connections between Mayes and Bailey Road. A small neighborhood center should address Mayes Road and front NC 115.
DAVIDSON CONCORD ROAD / NC 73 AREA PLAN

URBAN DESIGN PRINCIPLES

Village Structure

Each village node should have a discernable center and edge, with a public space at the center. Importance should be placed on the quality of the public realm, and public open space should be designed as civic art. The villages should contain a range of uses and densities within a 10-minute walking distance. Following the transect strategy, higher densities should be focused at the town center, becoming progressively less dense towards the edge.

Compact Development

To help conserve land, development should be compact, dense and calibrated to be compatible with the regional culture and context. The close proximity helps reduce automobile dependencies.

Smart Transportation

The region should plan on implementing a network of high-quality transit alternatives, connecting cities, towns, and neighborhoods together. The village centers should be planned to permit a bus stop in the future. At present it may be unrealistic to consider mass transit as a viable means of transportation. However in the near future transit may be a reality for most citizens. Additionally, streets and trails should be designed to encourage greater use of bicycles, rollerblades, scooters, and walking as daily transportation.

Sustainability

Village developments should have as minimal an environmental impact on the region as possible. Eco-friendly technologies that are energy efficient and have a lower carbon footprint should be encouraged. The village model facilitates more opportunities for walking, instead of driving. Reducing the dependence on fossil fuels and lessening the need for sprawling roads typically associated with suburban growth.

Walkability

The primary goal for all future development within the study area is that it be designed to be pedestrian-friendly. Daily needs are provided within a comfortable 10-minute walk of residences, and similarly services are provided close to workplaces. Pedestrian-friendly streetscape refers to a street design where buildings are close to the street and all buildings address the street with entries and windows. Short-term on-street parking is provided, and long term parking is provided in parking lots that are not visible from the public realm. Public realms that adhere to these principles produce streets and squares that make walking pleasurable.

Quality Architecture & Urban Design

The village nodes should first and foremost emphasize beauty and aesthetics. Special placements of civic uses on sites within the community help create a sense of place. Human scale architecture and beautiful surroundings nourish the human spirit.

Connectivity

A strategy that has already been adopted in the Davidson - Huntersville - Cornelius region is to encourage and build an interconnected street grid network that helps disperse traffic. In addition to the network, streets should have an inherent hierarchy, from narrow yield streets to tree-lined boulevards.

Mixed-Use & Diversity

Whenever possible, mixed-use developments should be encouraged within each village node and at all gradients of the transect. A mix of shops, offices, apartments, and homes help create a rich and diverse neighborhood. The proposed village nodes should provide for all ages, income levels, cultures, and races.

Mixed Housing

When only one type of housing is provided in a residential development it produces an unhealthy homogeneity. The village nodes should strive to provide a diverse range of types, sizes and prices all in close proximity to each other.

Quality of Life

Taken together, these strategies add up to a high quality of life well worth living, and create places that enrich, uplift, and inspire the human spirit.
The following options may be used to
preserve the rural character of the
study area.

**Conservation Easements**
These easements are legal agreements and are voluntary. Each agreement should be modified to meet the needs of the landowner and specific environmental needs of each property. For properties in the rural reserve zone, conservation easements can be accomplished through the preservation of natural resources, rural landscapes and active farms.

**Rural Residential Subdivision**
Each of the towns require some amount of public or private open space in rural residential areas. Homes should be clustered together so open space can be preserved in larger, more contiguous areas. Viewsheds from existing rural roads and highways should also be protected by keeping homes behind natural topography and screening. One option might be to establish five acre minimum lot sizes with generous setback requirements. Another option is to require open space set aside and smaller clustered lots.

Strategies for rural preservation must balance the need to protect the natural environment while respecting individual property owner rights. The strategies outlined above offer options for achieving this balance.
DAVIDSON CONCORD ROAD / NC 73 AREA PLAN

MAYES NODE: CONCEPTUAL MASTER PLAN
WESTMORELAND NODE:
CONCEPTUAL MASTER PLAN
ALTERNATIVE A

Residential Area for Further Study
WESTMORELAND NODE: CONCEPTUAL MASTER PLAN
ALTERNATIVE B

Area for Further Study
Eco Park