



2023 Downtown Master Plan



ADOPTED - April 17, 2023

Appendix B
Phase 2: Organizing Principles & Alternative Futures

Acknowledgments

Downtown Plan Steering Committee (DPSC)

Voting Members

Sarah McAulay, Chair
Lee Hallman, Vice Chair
Robert “Nate” Bowman
Gatewood Campbell
Doug Ferguson
Sean Flynn
John Foster
Barbara Gerhardt
Charles Guignard
Janelle Harris
Elaine Kerns
Bob Lemon
Elizabeth Rodriguez
Cindy Trevisan
Jessika Tucker

Committee Interest

Adjacent Neighborhoods
Adjacent Neighborhoods
Business / Development
Community At-Large
Community At-Large
Business / Development
Business / Development

Business / Development
Adjacent Neighborhoods
Adjacent Neighborhoods
Community At-Large
Adjacent Neighborhoods
Business / Development
Community At-Large

Ex-Officio,

Non-Voting Members
Stephen Swanick
Kathy Jones
Diane McLaine
John O’Neill
April Dunn
John McClelland
Mike Russell

Representing

Planning Board
Ordinances Advisory Board
Greenway, Trail & Bikeway Commission
Parks and Recreation Commission
Public Art Committee
Huntersville Chamber of Commerce
Lake Norman Chamber of Commerce

Town of Huntersville - Staff Project Team

Project Manager:

Dave Hill, Senior Planner

Project Director:

Jack Simoneau, Planning Director

Project Coordinator:

Brian Richards, Assistant Planning Director

Project Assistant:

Tracy Barron, Executive Assistant

Engineering:

Stephen Trott, Director of Engineering

Transportation:

Heather Maloney, Senior Transportation Planner

GIS Coordination:

Frances Tucker, GIS Coordinator

Project Consultant Team

Master Planning & Urban Design (Project Lead)

Shook Kelley CLT, PLLC
1545 West Trade Street
Charlotte NC 28216
(704) 377-0661
www.shookkelley.com

Terry Shook, FAIA

Founding Partner & Principal

Alex Borisenko, CNU-A LEED GA

Senior Associate

Henry Stepp, CTO

Partner & Principal

Larry Zinser

Partner & Principal

Infrastructure Planning & Traffic Analysis

Gannett-Fleming, Inc.
One Glenwood Avenue
Suite 900
Raleigh NC 27603
(919) 420-7660
www.gannettfleming.com

Michael Holder, PE

Vice President, Transportation Services

Rick Tipton, PE, PLS

Vice President, Area Roadway Design Manager - NC

Lance Hartland, PE

Senior Traffic Engineer

Retail Market Analysis

Gibbs Planning Group
240 Martin Street
Birmingham, MI 48009
(248) 642-4800
www.gibbsplanning.com

Robert “Bob” Gibbs, FASLA, AICP

President

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For access to additional information and documents,
please visit the 2023 Downtown Master Plan
Project website: letsplanhuntersville.org



Phase 2: Organizing Principles & Alternative Futures

Overview.

During the Phase 2 process, planning and design are but one component of determining the proper path forward. Comprehensive alternative strategies 'Alternative Futures' are created first—in how land is used; in which populations are served; in how the new place should live; what form the infrastructure will take; in how capital is to be deployed; and the phasing of development—before an attempt to create a fixed master plan.

Organizing Principles.

The first part of the Phase 2 process was the establishment of Organizing Principles that directed development of the Alternative Futures. Each of the six Organizing Principles created relates to a specific selected issue (and perhaps to more than one), and were crafted through a structured inventory and review of the collective feedback and input from both DPSC members and general public.

The Organizing Principles for Downtown Huntersville are headlined and named: Mobility, Nature, Gathering, Living, Civic, and Soul – each is supported by Principle Statements, which are underpinned by Key Words extracted from the results of various surveys conducted during the Discovery process (See Figure 2).

These six Organizing Principles provided guidance and became tools by which to measure progress of the Alternative Futures and following Master Plan. They were continuously referred and used to ask questions of the DPSC members and general public to gauge their positions on the topics and suggested approaches through policy, planning, law, and public initiative.

Alternative Futures.

The second part was the development of conceptual approaches that respond to the Organizing Principles. These different concepts are called Alternative Futures, for each one represents a fundamental different approach to addresses the identified issues and therefore how the town will grow. Three Alternative Futures were developed (See Figures 3-5):

- Alternative Future #1: 'Low Intensity'
- Alternative Future #2: 'Medium Intensity'
- Alternative Future #3: 'High Intensity'

The Alternative Futures include preliminary development programs; preliminary development approaches in a "bubble diagram" form showing in general terms the layout of uses and block types upon the site, key existing features, spaces to be left open/undeveloped as parks; an approach to infrastructure/roads; and an implied approach to phasing.

As such, each Alternative future is about development strategy as it is master planning. Each Alternative Future is supported with a layer stack diagrams along with characteristic images depicting and annotating its specific approach to each of the six Organizing Principles. Alternative Futures 1-3 were presented during a DPSC meeting and general public during Public Forum #2.

Public Forum #2: Our Options for the Future.

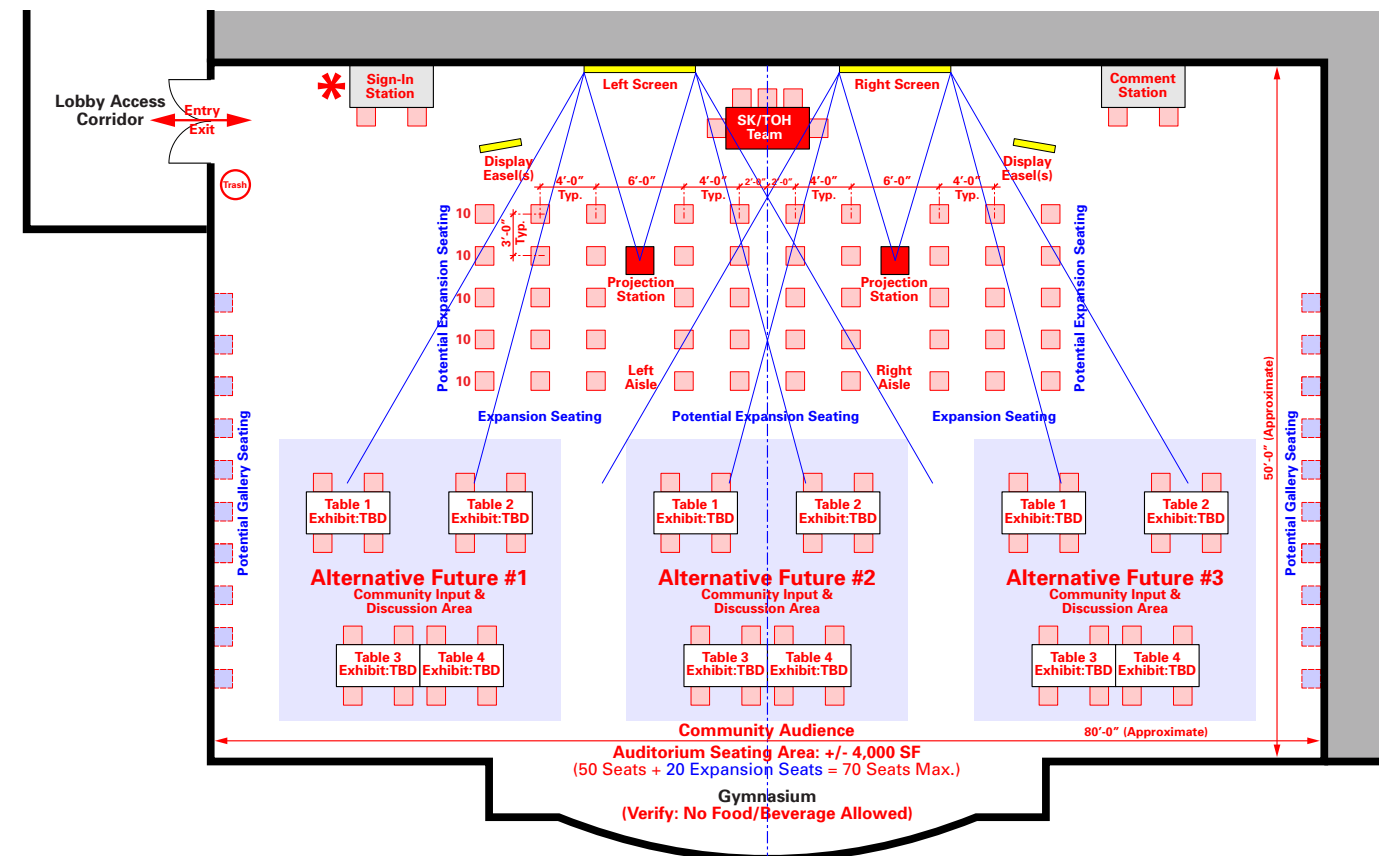
On May 12, 2023, Public Forum #2 was conducted in-person by the Consultant Team at Huntersville Presbyterian Church. Presentation exhibits were also displayed at the Huntersville Town Hall afterward for public in-person viewing, comment, and discussion with Town staff upon request.

The Consultant Team presented a brief overview of the Organizing Principles and the Alternative Futures 1-3. The participants were then invited to breakout into tableside open discussions lead by the Consultant Team and Town Staff around each Alternative Future. Afterward, the Consultant Team conducted a real-time, interactive public feedback survey with individual participants using handheld digital clickers and phones. The survey was structured to ask the audience to select which Alternative Future provides the best approach to each of the Organizing Principles, and concluded by asking to select which Alternative Future provides the best approach to a Composite Plan (See Appendix F.7). The results for best approach to a Composite Plan:

- Alternate #2 'Medium Intensity': 46%
- Alternate #1 'Low Intensity': 29%
- Alternate #3 'High Intensity': 26%

Composite Alternative Future.

After Public Forum #2, a comparative analysis was prepared, which outlined Key Distinctions along with Advantages and Disadvantages relative to the approach of each Alternative Future 1-3 for each of the six Organizing Principles (See Figures 6-11). A Composite Alternative Future was then derived from the preferred Alternate #2 'Medium Intensity' whereby specific and desired attributes from both Alternates #1 'Low Intensity' and #3 'High Intensity' were carefully integrated (See Figures 12-18). The Composite Alternative Future became the basis for advancing the and Final Master Plan.



Public Forum #2: Our Options for the Future		Agenda	
Date:	Thursday, May 12, 2022	30 Min	Introduction & Brief Overview: • Organizing Principles (1-6). • Alternative Futures (1-3). Layer Stack & Supporting Images per OP (1-6).
Time:	6:00 PM - 8:00 PM	60 Min	Tableside Open Discussions & Public Input.
Location:	Huntersville Presbyterian Church 14416 S Old Statesville Rd Huntersville, NC 28078	20 Min	Public Feedback (Interactive - Hand Clickers & Phone App): • For Each OP (1-6); Which Alternative Future 1, 2, or 3?
		10 Min	Conclusions & Next Steps.



FIGURE 1: Public Forum #2: Space Plan, Agenda and Community Participation.

Organizing Principles

MOBILITY

- Treat the car as Guest on all streets.
- Create an optimal pedestrian environment—along all streets and within nature.
- Plan for automobile circulation with a street network approach vs. the current dendritic (branched, tree-like form) and disconnected pattern.
- Advance Transit planning....for now and for whatever future may unfold.
- Seek on-street parking solutions in policy, design and in law.

KEY WORDS:

- GREENWAYS AS MOBILITY FOR PEDESTRIANS AND BIKES, MORE GREENWAYS
- CONNECT GREENWAYS TO DOWNTOWN
- STREET DESIGN TO MATCH DOWNTOWN ENVIRONMENT
- SAFER, WIDER SIDEWALKS
- CONNECT NEIGHBORHOODS
- MAKE DOWNTOWN MORE WALKABLE AND BIKEABLE
- CREATE ROAD CONNECTIONS, EXTEND ROADS
- WOONERF ALONG MAXWELL
- BAN LARGE TRUCKS
- SAFER PEDESTRIAN STREET CROSSINGS
- REDESIGN GILEAD RD
- BETTER TRAFFIC FLOW
- SAFE RAIL ROAD CROSSING FOR PEDESTRIANS
- PARKING IMPROVEMENTS
- ON-STREET PARKING ON MAIN STREET
- MORE ON-STREET PARKING
- SCHOOL TRAFFIC
- SPEED TABLES
- ACQUIRE ROW TO IMPROVE STREETS
- RAIL AND BUS RAPID TRANSIT ARE THE FUTURE
- ROUNDABOUTS AS GATEWAYS TO DOWNTOWN
- ENHANCEMENT OF NORFOLK SOUTHERN RAILROAD CORRIDOR
- ADDRESS BLIND CORNERS

NATURE

- Integrate a variety of natural parks and public greens into the passive and active recreation and events of everyday urban life.
- Plant and protect street trees, which enhance beautification and pedestrian walkability, and help to calm traffic.
- Preserve and protect the existing tree canopy with a sensitive balance of new development within significant wooded areas.
- As a Lake Adjacent town situated along the ridge-line of two watershed basins, seek creative water solutions that are environmentally based while enhancing urban life.

KEY WORDS:

- PROTECT TREE CANOPY
- PLANT HEARTY, FAST GROWING STREET TREES
- CREATE MORE GREENWAYS AND TRAILS, GREENWAY ADDITION IS FABULOUS, MAKE GREENWAYS A PRIORITY
- CREATE MORE OUTDOOR SPACES
- VETERANS PARK IS LOVED
- SMALLER URBAN PARKS
- STORM WATER TO INCLUDE "WET" POND AND WATER GARDENS AS COMMUNITY ASSET
- MULTI-USE GREEN SPACES
- NATIVE PLANTS
- PLAYGROUNDS
- SPLASH PADS
- POCKET PARKS
- PRESERVE OPEN SPACE/MAKE INTO PARKS
- BETTER LANDSCAPING IN DOWNTOWN
- RETAIN EXISTING FORESTED AREAS FOR WILDLIFE
- OUTDOOR SEATING
- BUILDINGS AS ENCLOSURE FOR PUBLIC SPACE
- ENHANCE BEAUTY OF THE NEIGHBORHOODS

GATHERING

- Encourage uses that support, facilitate and celebrate a walking environment.
- Promote a balance of food and beverage venues and those stores that support town life and that appeal to visitors.
- Provide for office uses in step with Post-COVID expectations of Live/Work/Play.
- Establish a downtown that supports and encourages the creation of rituals—from 1 person to a 1,000 people.

KEY WORDS:

- ART AND CULTURE VENUES NEEDED
- VETERANS PARK IS ASSET
- OUTDOOR ENTERTAINMENT COURTYARD
- CREATE DESTINATIONS TO WALK TO
- COORDINATED FESTIVALS AND ACTIVITIES
- DEVELOPMENT THAT BRINGS THE COMMUNITY TOGETHER
- RESTAURANTS AND BREWERIES ARE NEEDED
- ENGAGING GROUND FLOOR RETAIL AND DESTINATION AREAS

LIVING

- Include housing options for all—in socio-economic status, family type, and ownership structure.
- Be respectful of existing neighborhoods.
- Develop with a scale and intensity in proportion to other uses.

KEY WORDS:

- GROCERY STORE
- AFFORDABLE HOUSING
- LIVE/WORK TOWNHOMES
- MIXED USE HOUSING FROM HIGH DENSITY TO LOW
- POTTSTOWN AS PART OF DOWNTOWN
- THOUGHTFUL PLANNING AND DESIGN OF RESIDENTIAL BUILDINGS

CIVIC

- Provide a place for all institutions of government, faith and the non-profit sector.
- Welcome and manage an institutional responsibility to be a good neighbor, supporting and adding to the life of the street.
- Strive toward being the example for the change the community wants to see.

KEY WORDS:

- EXPAND EXISTING TOWN HALL OR NEXT TO DISCOVERY PLACE KIDS
- SAVE OLD JAIL AT ALL COSTS - OLDEST MUNICIPAL BUILDING
- NEED MORE CIVIC USES
- "CIVIC PLAZA"
- DISCOVERY PLACE KIDS IS BIG ASSET
- GET GOVERNMENT OFF CORNER LOTS IN DOWNTOWN
- EXISTING ELEMENTARY SCHOOL SITE AS OPPORTUNITY FOR CIVIC/REDEVELOPMENT
- MIXED-USE CIVIC BUILDINGS
- CEMETERY

SOUL

- Reflect a natural and moderated evolution and integration of a small rural town into a 21st Century metropolitan region.
- Build at a scale, at a rhythm, and according to patterns that respect historical precedent.
- Bend the arc of change more toward supporting small town livability and less toward simply accommodating typical market-based development products.
- Recognize that balance in all things is the hallmark of great small towns: They are more than the sum of their parts.
- Strive for the "X" Factor: An experience lived that becomes your identity.

KEY WORDS:

- MORE SMALL/LOCAL BUSINESSES - SUPPORT AND PRESERVATION
- MAIN STREET BUILDINGS HAVE GOOD BONES
- CHURCHES ARE BACKBONE/ASSET
- WATER TOWER CAN BE LANDMARK
- PRESERVE HISTORIC BUILDINGS
- REVITALIZE HISTORIC LANDMARKS
- CREATE ARTS DISTRICT
- FARMERS MARKET
- IMPROVE OR REDEVELOP PROPERTIES
- DESIGN CODE
- BUILDING FACADES REDESIGN
- A GENERAL STORE
- LOCALLY EXPRESSIVE, INTENTIONAL, AND WELL-MAINTAINED APPROACH TO STREETSCAPE
- MIX OF OLD AND NEW BUILDINGS
- OUTDOOR DINING AREAS
- PROGRAMMED GATHERING AREAS
- OUTDOOR MERCHANDIZING
- ART INSTALLATIONS AND DECORATIVE LANDSCAPING
- COORDINATION OF BUILDING
- NEAT AND ECLECTIC DOWNTOWN
- FORMATION OF A HUNTERSVILLE DOWNTOWN BUSINESS ASSOCIATION IS VERY IMPORTANT

FIGURE 2: Organizing Principles.

Alternative Future #1

'Low Intensity'

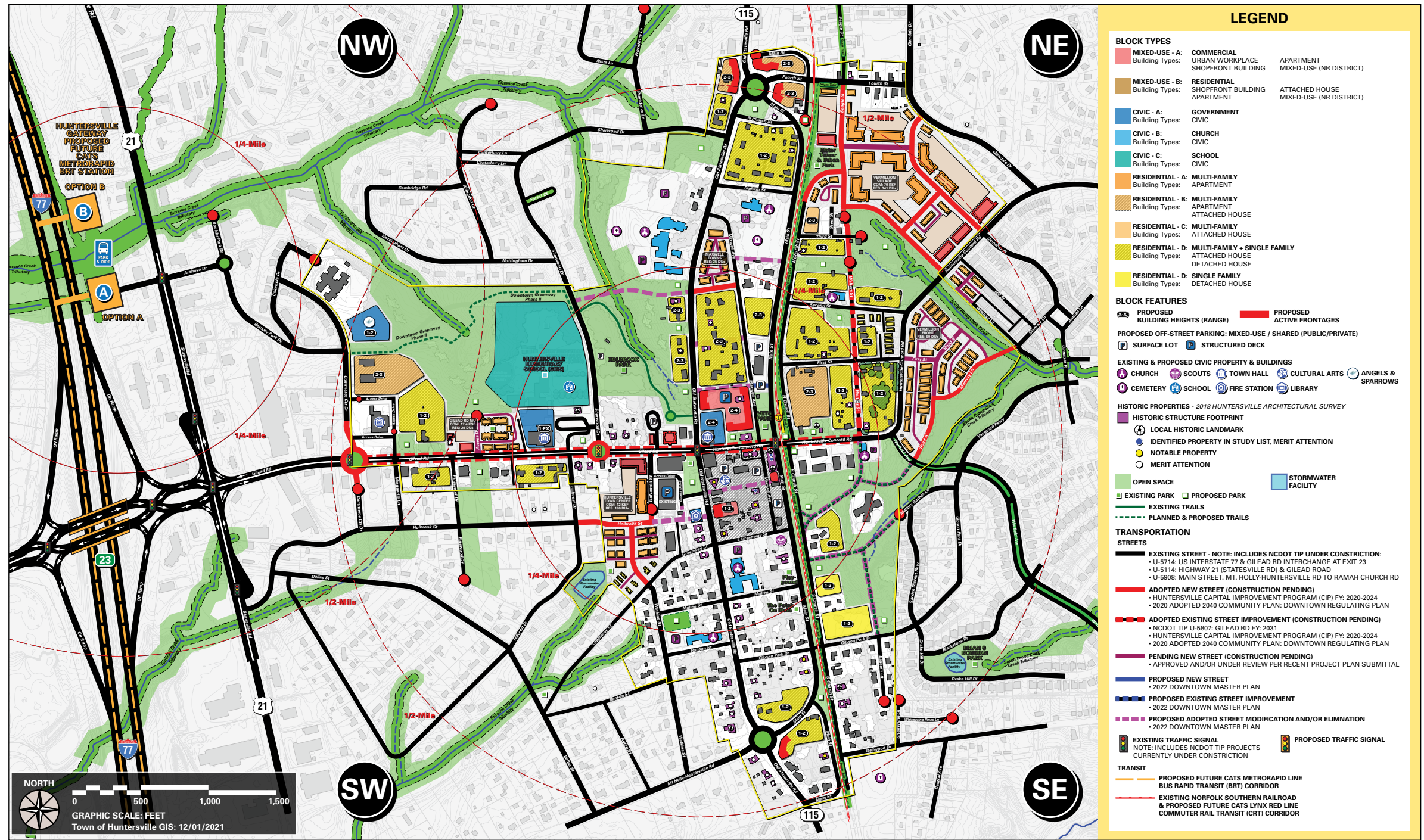
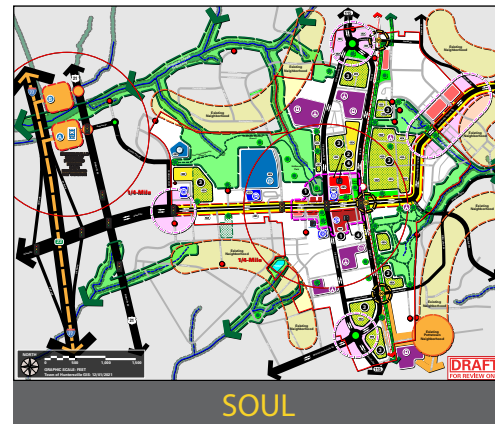
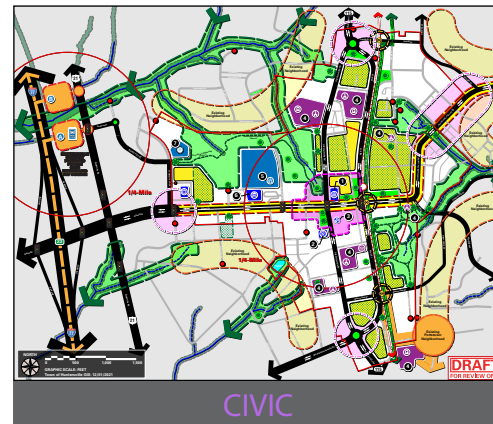
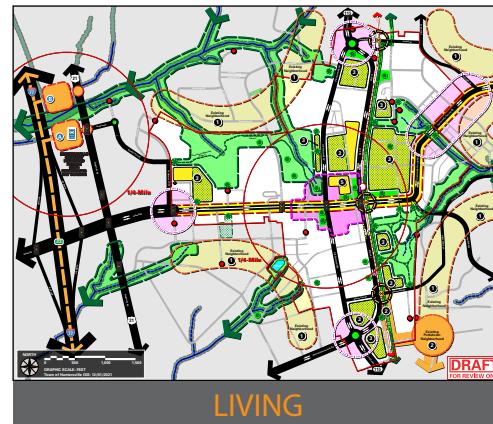
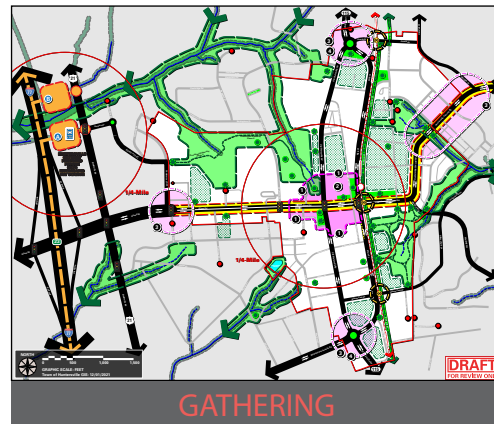
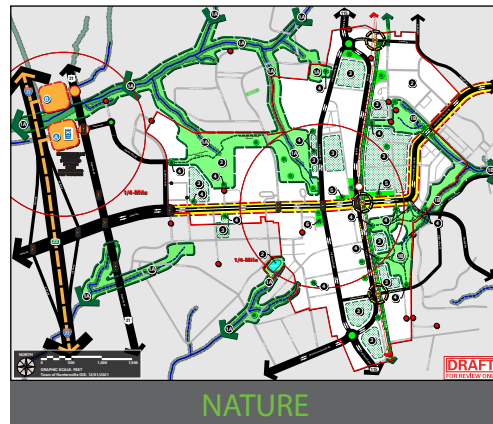
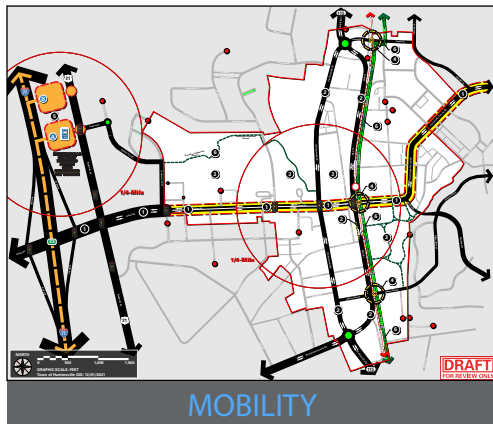


FIGURE 3: Alternative Future #1: 'Low Intensity'



Alternative Future #2

'Medium Intensity'

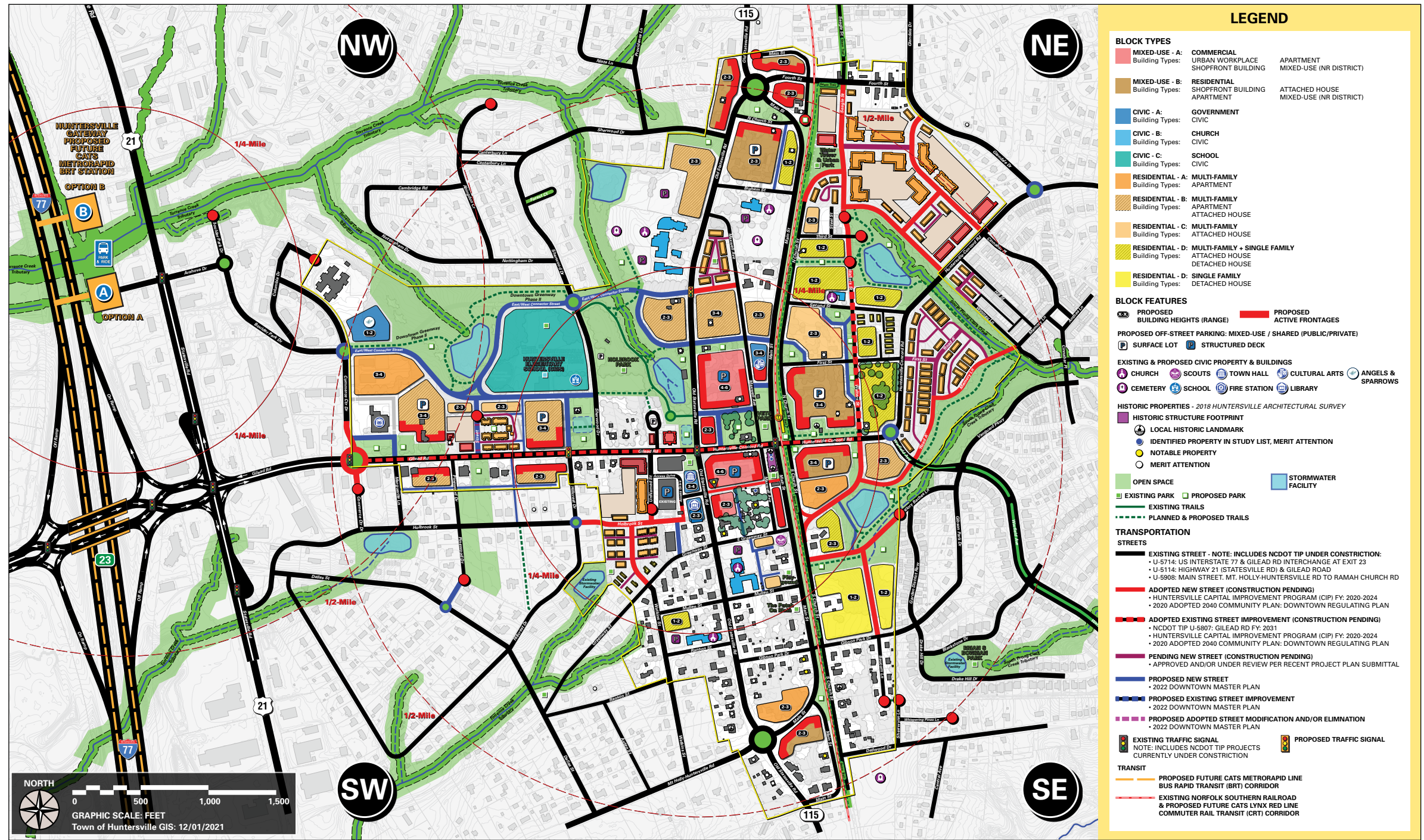
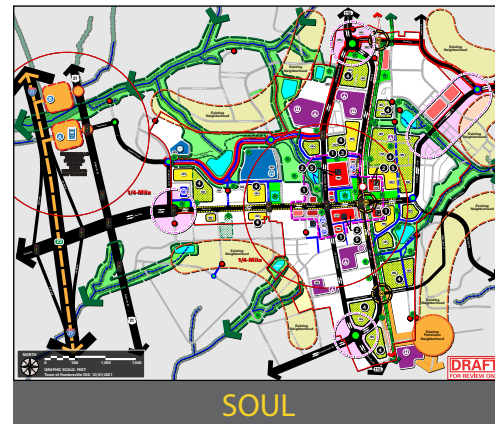
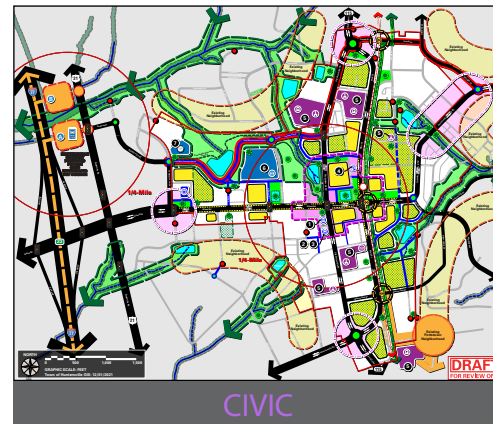
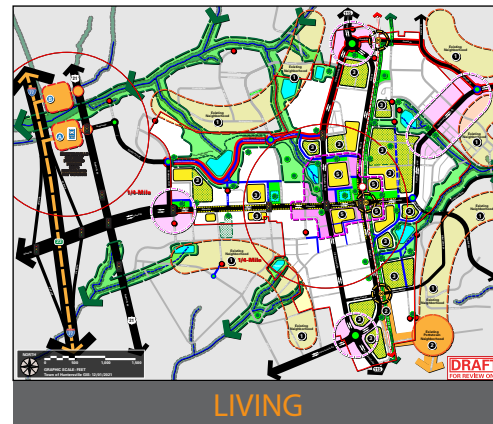
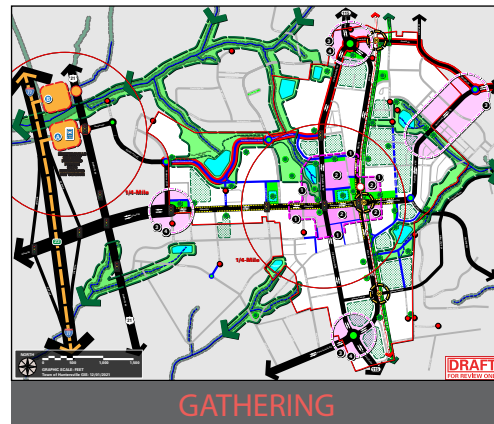
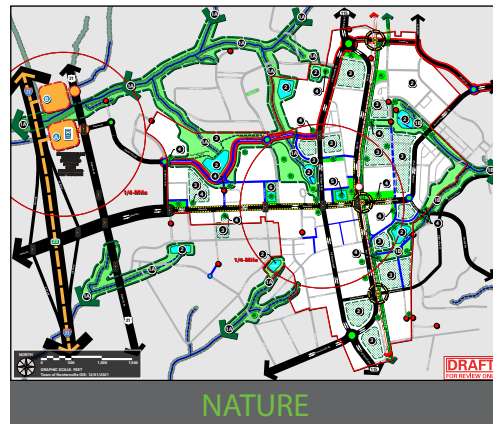
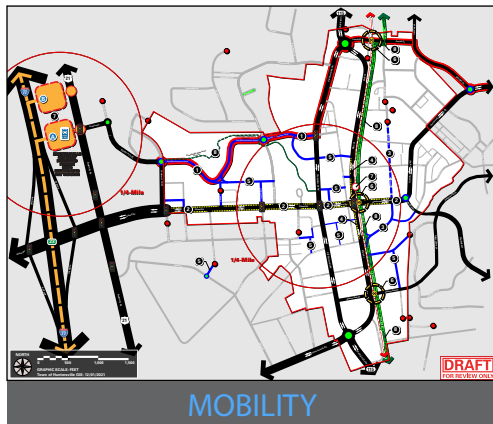


FIGURE 4: Alternative Future #2: 'Medium Intensity'



Alternative Future #3

'High Intensity'

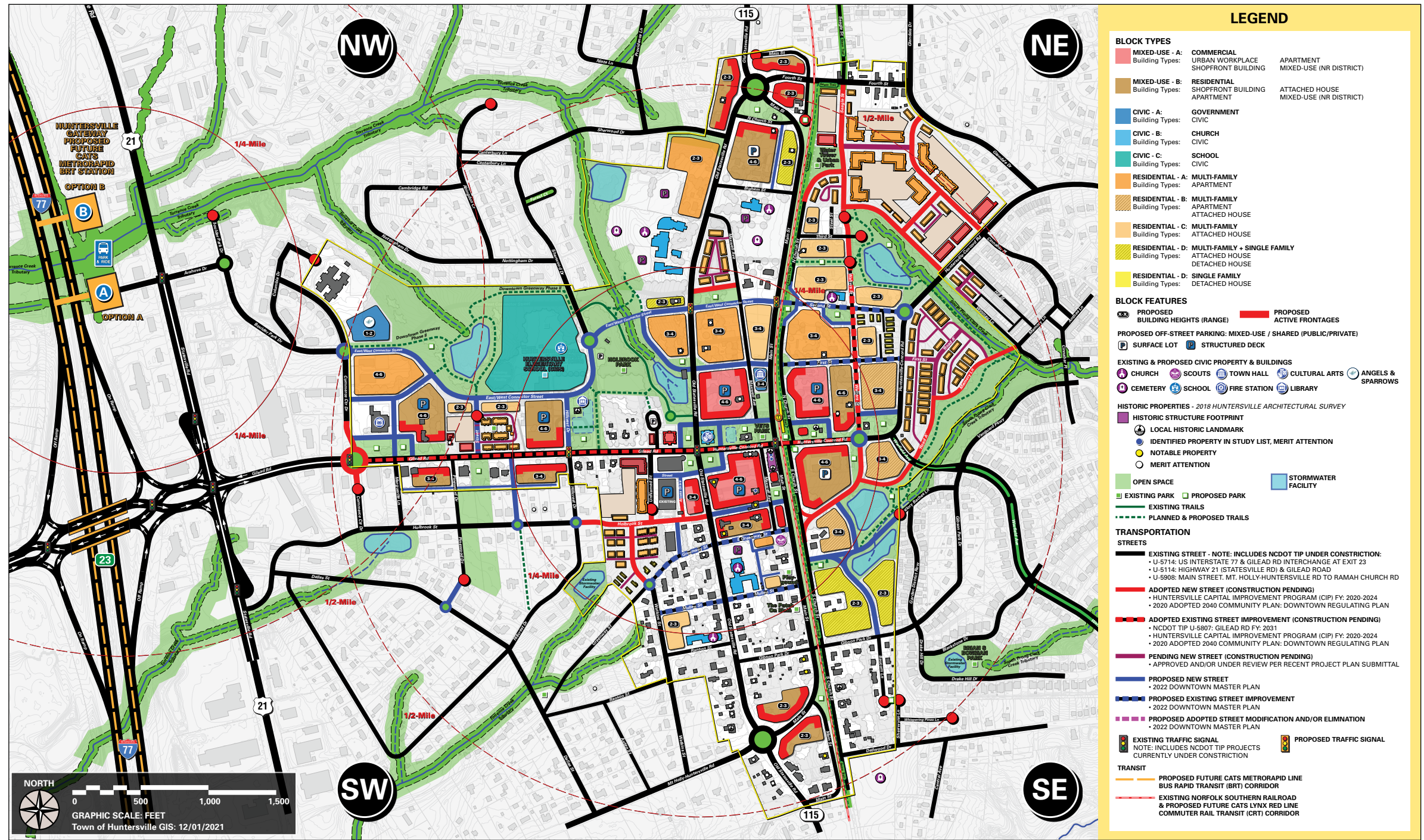
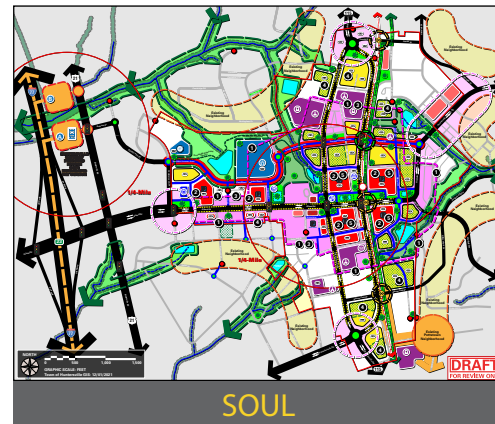
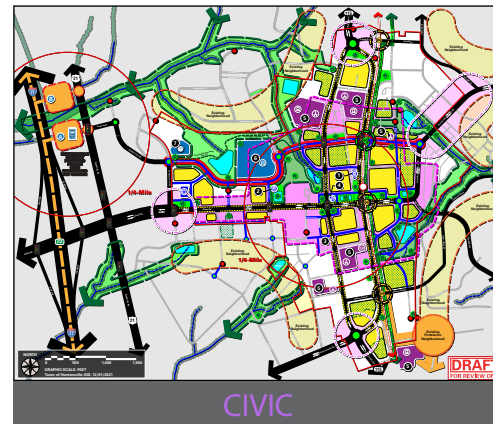
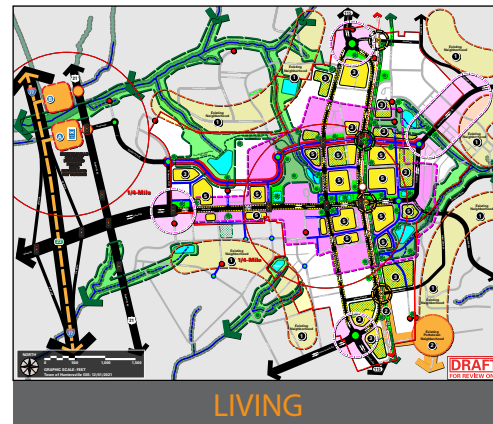
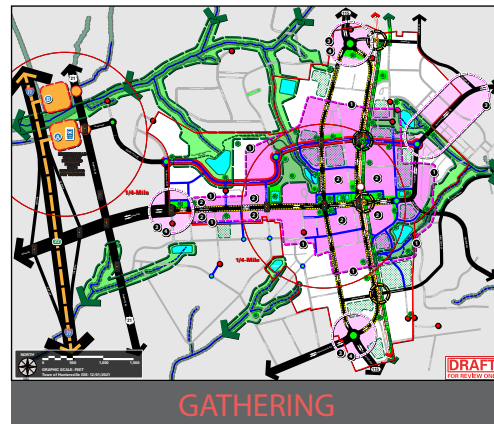
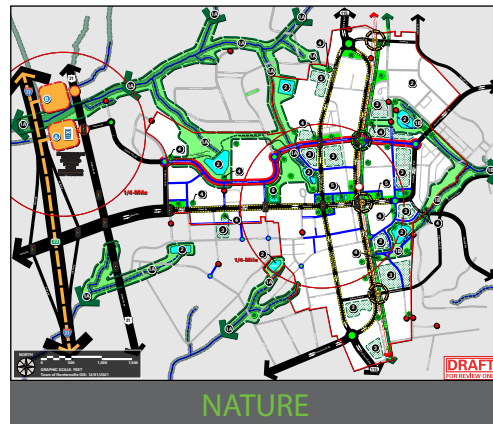
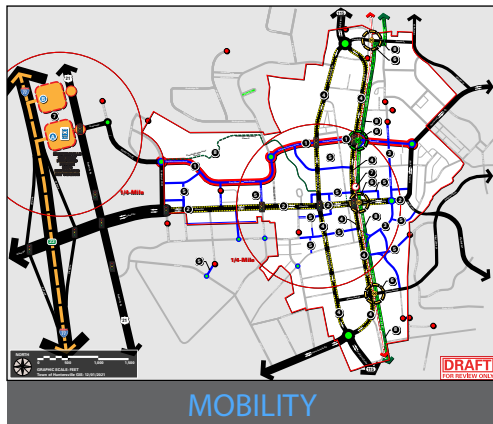
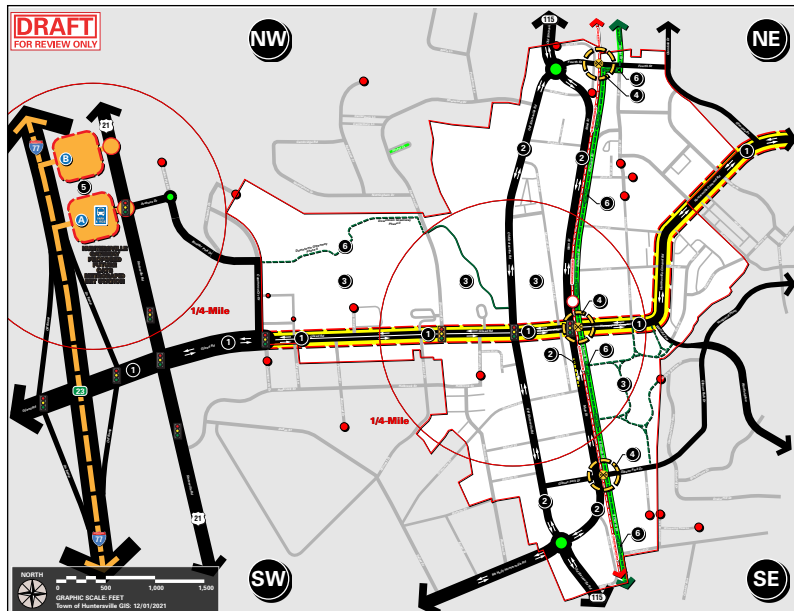


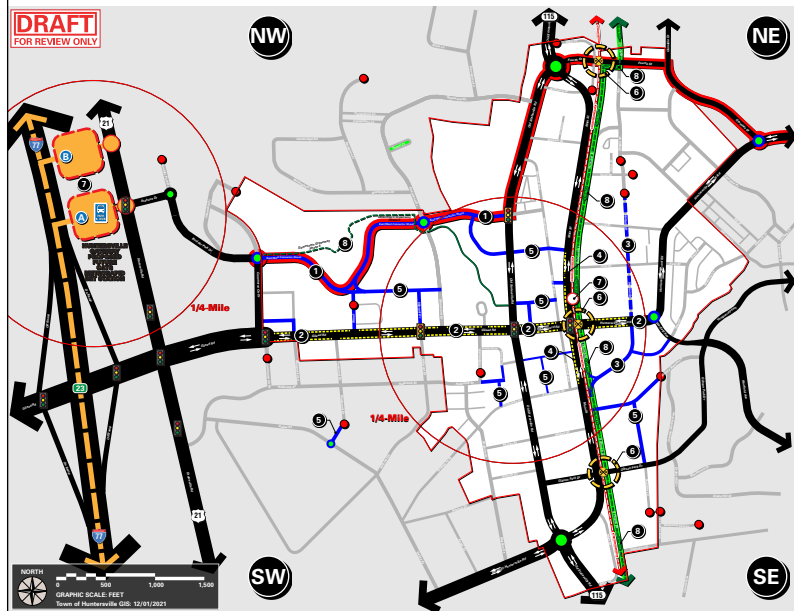
FIGURE 5: Alternative Future #3: 'High Intensity'.





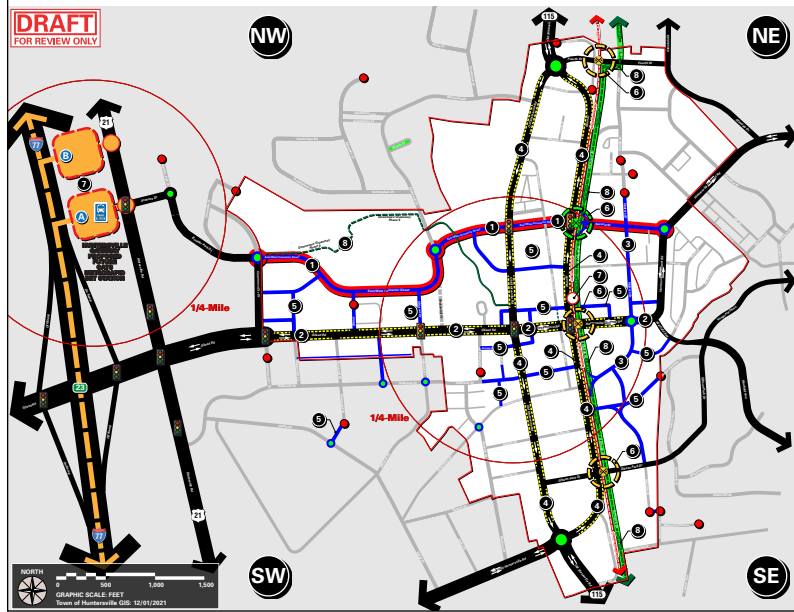
Alternative Future #1: Low Intensity MOBILITY

- Gilead Rd and Huntersville-Concord Rd Remain the Primary East/West Access - Designed with Expanded Lanes and Right-of-Way and No On-street Parking.
- Old Statesville Rd and Main St Remain the Primary North/South Access. On-Street Parking limited to 17 Spaces.
- Street Network, Connectivity and Block Sizes Remain Unchanged.
- Street Access Across the Norfolk Southern Railroad Corridor Remain at Three Locations: Fourth St, Huntersville-Concord Rd, and Gibson Park Dr.
- Transit Planning is Focused on CATS North Corridor Recommendations:
 Short Term
 Village Rider & Express Bus Improvements.
 Medium Term
 Implementation of MetroRapid BRT Service.
- Downtown Greenway - Phase II and The Seam Trail are advanced.



Alternative Future #2: Medium Intensity MOBILITY

- Proposed East/West Connector Street provides access between Commerce Center Dr and Old Statesville Rd along the North Side of the CMS Property.
- Gilead Rd and Huntersville-Concord Rd is designed as a Multimodal street and includes On-street Parking.
- Walters Street is improved and extended to provide enhanced North/South Access.
- Main St Improvement Project is modified to provide additional On-Street Parking.
- Street Network, Connectivity and Block Sizes are improved with New Streets.
- Street access across the Norfolk Southern Railroad Corridor Remain at Three Locations: Fourth St, Huntersville-Concord Rd, and Gibson Park Dr.
- Transit Planning includes ALL CATS North Corridor Recommendations:
 Long Term
 Future Red Line Commuter Rail.
- Downtown Greenway - Phase II and The Seam Trail are advanced.



Alternative Future #3: High Intensity MOBILITY

- Proposed East/West Connector Street provides access between Commerce Center Dr and Main St along the South Side of the CMS Property.
- Gilead Rd and Huntersville-Concord Rd is designed as a Multimodal street and includes On-street Parking.
- Walters Street is improved & extended to provide enhanced North/South Access.
- Main St Improvement Project is modified as a One-Way Pair to provide additional On-Street Parking.
- Street Network, Connectivity and Block Sizes are improved with New Streets.
- An additional street access across the Norfolk Southern Railroad Corridor is provided at Second St.
- Transit Planning includes ALL CATS North Corridor Recommendations:
 Long Term
 Future Red Line Commuter Rail.
- Downtown Greenway - Phase II and The Seam Trail are advanced.

MOBILITY

- Treat the car as Guest on all streets.
- Create an optimal pedestrian environment—along all streets and within nature.
- Plan for automobile circulation with a street network approach vs. the current dendritic (branched, tree-like form) and disconnected pattern.
- Advance Transit planning...for now and for whatever future may unfold.
- Seek on-street parking solutions in policy, design and in law.

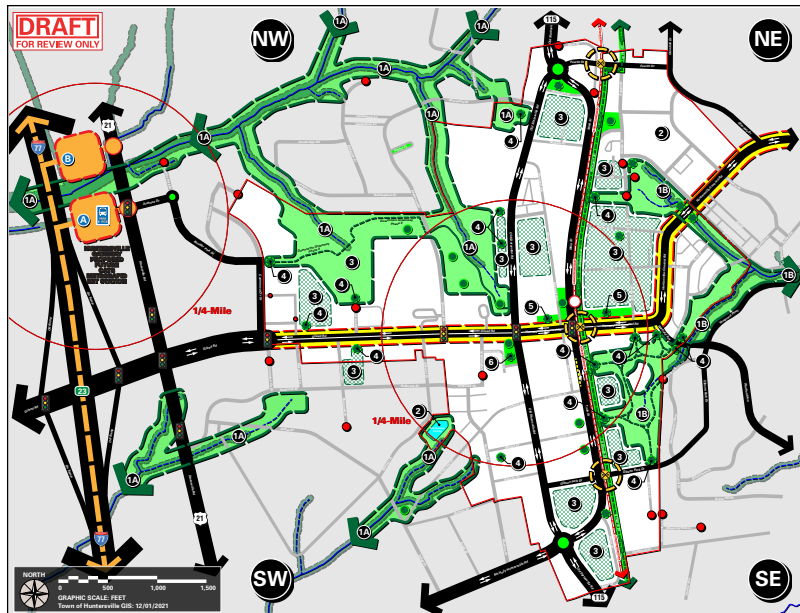
KEY WORDS:

- GREENWAYS AS MOBILITY FOR PEDESTRIANS AND BIKES, MORE GREENWAYS
- CONNECT GREENWAYS TO DOWNTOWN
- STREET DESIGN TO MATCH DOWNTOWN ENVIRONMENT
- SAFER, WIDER SIDEWALKS
- CONNECT NEIGHBORHOODS
- MAKE DOWNTOWN MORE WALKABLE AND BIKEABLE
- CREATE ROAD CONNECTIONS, EXTEND ROADS
- WOONERF ALONG MAXWELL
- BAN LARGE TRUCKS
- SAFER PEDESTRIAN STREET CROSSINGS
- REDESIGN GILEAD RD
- BETTER TRAFFIC FLOW
- SAFE RAIL ROAD CROSSING FOR PEDESTRIANS
- PARKING IMPROVEMENTS
- ON-STREET PARKING ON MAIN STREET
- MORE ON-STREET PARKING
- SCHOOL TRAFFIC
- SPEED TABLES
- ACQUIRE ROW TO IMPROVE STREETS
- RAIL AND BUS RAPID TRANSIT ARE THE FUTURE
- ROUNDABOUTS AS GATEWAYS TO DOWNTOWN
- ENHANCEMENT OF NORFOLK SOUTHERN RAILROAD CORRIDOR
- ADDRESS BLIND CORNERS

Alternative Futures - Comparative Analysis: MOBILITY

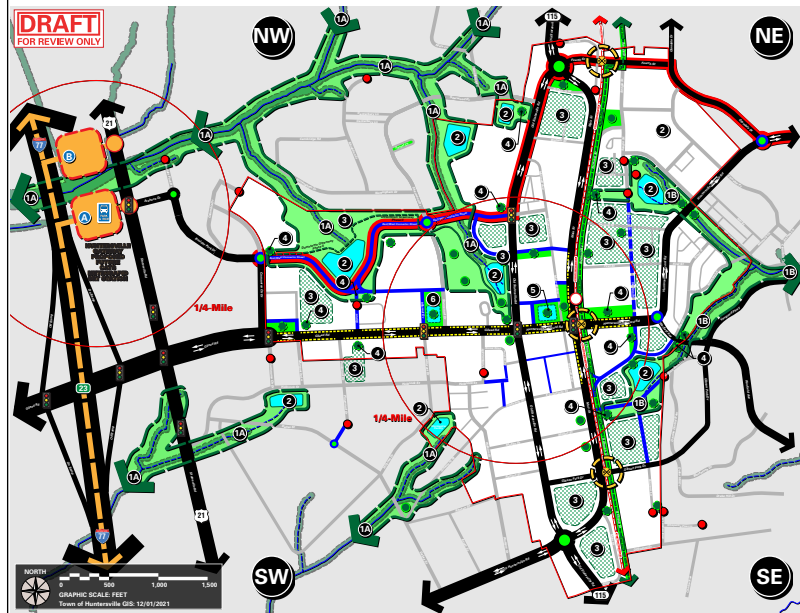
Alternative Future #1 Low Intensity		Alternative Future #2 Medium Intensity		Alternative Future #3 High Intensity	
Key Distinctions		Key Distinctions		Key Distinctions	
<ul style="list-style-type: none"> No new streets: Reliance on street network established by existing. No on-street parking, except for 17 spaces along Main St. Increased pedestrian and bicycle trail/path network. Transit Planning is focused ONLY on CATS North Corridor: Short and Medium Term (BRT Service) Recommendations. 		<ul style="list-style-type: none"> East/West Connector Street: Connection between Commerce Center Dr & Main St, and Alignment along the North side of CMS Property. Increased street network and connectivity with proposed streets, which follow and complement the Huntersville CIP per the 2040 Community Plan. On-street parking along Main St, Gilead Rd, and Huntersville-Concord Rd. Transit Planning includes CATS North Corridor: Long Term (CRT Service) Recommendations along with local innovative strategies such as MircoTransit. 		<ul style="list-style-type: none"> East/West Connector Street: Connection between Commerce Center Dr & Huntersville-Concord Rd (via Second St per proposed crossing of NS Railroad Corridor, and Alignment along the South side of CMS Property. Increased street network and connectivity with proposed streets, which follow and complement the Huntersville CIP per the 2040 Community Plan. On-street parking along Gilead Rd & Huntersville-Concord Rd., and Main St & NC 115. Transit Planning includes CATS North Corridor: Long Term (CRT Service) Recommendations along with local innovative strategies such as MircoTransit. 	
Advantages	Disadvantages	Advantages	Disadvantages	Advantages	Disadvantages
Reduced funding required and/or funding reallocation within the current Huntersville Capital Improvement Program (CIP) per elimination of costs associated with new street design, right-of-way (R/W) acquisition & construction.	Some future street projects defined within the Huntersville 2040 Community Plan are not realized per the currently projected Capital Improvement Program (CIP).	East/West Connector Street improves connectivity and provides additional multimodal access (vehicle, pedestrian, & bicycle) on the north side of Gilead Rd. between Commerce Center Dr. & NC 115.	East/West Connector Street alignment is located along north side of CMS Property and existing & future Huntersville Elementary School building.	East/West Connector Street improves connectivity and provides additional multimodal access (vehicle, pedestrian, & bicycle) on the north side of Gilead Rd. between Commerce Center Dr. & Huntersville-Concord Rd.	Challenges with NS Railroad Crossing approval (agency review & required closures of other existing crossings) & design (existing topography).
Preservation of undeveloped land area otherwise cleared for construction of new streets.	No improvement to traffic congestion at intersections of Gilead Rd, Huntersville-Concord Rd, NC 115, & Main St. Level of Service (LOS) remains E and F.	Expected to improve Traffic LOS along Gilead Rd & Huntersville-Concord Rd at intersection with NC 115 & Main St.	Potential impact to First Baptist Church (existing driveway & playground/open space) at intersection of NC 115.	Expected to improve Traffic LOS along Gilead Rd & Huntersville-Concord Rd at intersection with NC 115 & Main St.	Requires impact & reduction of existing natural space & wooded area.
The Downtown Greenway and The Seam Trail are prioritized as primary pedestrian and bicycle trail networks.	No improvement to existing street network and connectivity.	Alignment along north edge of Holbrook Park minimizes impact.	Requires impact & reduction of existing natural space & wooded area.	NS Railroad Corridor crossing provides enhanced connectivity in the Downtown Core & supports future mix-used development and multi-modal access.	Expect high capital cost.
Potential for increased pedestrian and bicycle trail network instead of vehicular streets.	Limited or insufficient street network and infrastructure capacity to serve development - existing, currently approved, & future proposed.	Walkability is improved with increased street network and connectivity, along with reduced block sizes.	Requires integration with & expected modifications to current Downtown Greenway - Phase II Project.	Walkability is improved with increased street network and connectivity, along with reduced block sizes.	Alignment has greater impact on Holbrook Park.
	Potential future R/W & roadway expansion along segments of Gilead Rd, Huntersville-Concord Rd, & NC 115 pending traffic analysis & NCDOT Roadway Design.	The Huntersville CIP per 2040 Community Plan are implemented per (re)prioritization strategy.	Expect high capital cost.	The Huntersville CIP per 2040 Community Plan are enhanced & implemented per (re)prioritization strategy.	Expect greater complexity for phasing relative to CMS Property & future ES Construction, and Sherwood Dr. interface.
	No improvement to existing or future Huntersville Elementary School traffic along Sherwood Dr.	Expect straightforward phasing & schedule strategy - pending funding & coordination with CMS.		Alignment on south side of CMS Property minimizes impacts to the current Downtown Greenway - Phase II Project, and existing natural space & wooded area.	Challenges with NS Railroad Crossing approval (agency review & required closures of other existing crossings) & design (existing topography).
	Transit Planning is limited to existing Express Bus improvements, Huntersville Gateway Park & Ride, and proposed future CATS MetroRAPID BRT Service.	Additional On-street Parking possible along Gilead Rd, Huntersville-Concord Rd, & Main St.		Additional On-street Parking possible along Gilead Rd, Huntersville-Concord Rd, Main St., & NC 115 - Pending implementation of One-Way Pairs.	Alignment proximity to Gilead Road.
	No additional On-Street parking.				

FIGURE 6: Alternative Futures 1-3 - Comparative Analysis: Mobility.



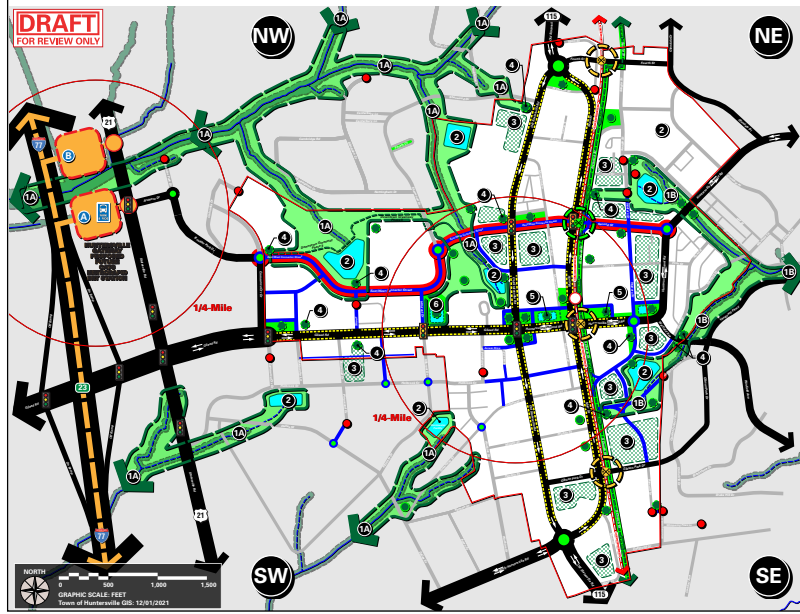
Alternative Future #1: Low Intensity NATURE

- Greenways along streams are Maximally preserved and protected as the primary natural water cycle corridors flowing from Downtown into and within the surrounding watershed basin areas:
A. Catawba River (Torrence Creek).
B. Yadkin-Pee-Dee River (South Prong Clarke Creek).
- Stormwater solutions are designed and constructed as Self-Contained Facilities to provide adequate capacity and management within individual project sites ONLY.
- Significant tree canopy areas are Maximally preserved and protected with future new development.
- Greenway connections are established at intentional locations along existing/planned Trails and Streets.
- A new Linear Park is established as an extension of Veterans Park.
- The pending proposed Town Hall Site remains undeveloped and is designed and programmed as an intentional public park.



Alternative Future #2: Medium Intensity NATURE

- Greenways along streams are Maximally preserved and protected as the primary natural water cycle corridors flowing from Downtown into and within the surrounding watershed basin areas:
A. Catawba River (Torrence Creek).
B. Yadkin-Pee-Dee River (South Prong Clarke Creek).
- A Regional Stormwater Strategy is evaluated to provide additional capacity and management within Downtown.
- Significant tree canopy areas are Selectively preserved and protected diligently with future new development.
- Greenway connections are established at intentional locations along existing/planned Trails and Streets.
- A new Central Square is established as an extension of Veterans Park.
- A new Neighborhood Park is created with the future CMS Project.
- A street tree implementation program is established along primary existing and proposed streets.



Alternative Future #3: High Intensity NATURE

- Greenways along streams are Maximally preserved and protected as the primary natural water cycle corridors flowing from Downtown into and within the surrounding watershed basin areas:
A. Catawba River (Torrence Creek).
B. Yadkin-Pee-Dee River (South Prong Clarke Creek).
- A Regional Stormwater Strategy is evaluated to provide additional capacity and management within Downtown.
- Significant tree canopy areas are Selectively preserved and protected in moderation with future new development.
- Greenway connections are established at intentional locations along existing/planned Trails and Streets.
- A new Central Park is established as connected squares linking with the Downtown Greenway.
- A new Neighborhood Park is created with the future CMS Project as an extension of Holbrook Park.
- A street tree implementation program is established along primary existing and proposed streets.

NATURE

- Integrate a variety of natural parks and public greens into the passive and active recreation and events of everyday urban life.
- Plant and protect street trees, which enhance beautification and pedestrian walkability, and help to calm traffic.
- Preserve and protect the existing tree canopy with a sensitive balance of new development within significant wooded areas.
- As a Lake Adjacent town situated along the ridge-line of two watershed basins, seek creative water solutions that are environmentally based while enhancing urban life.



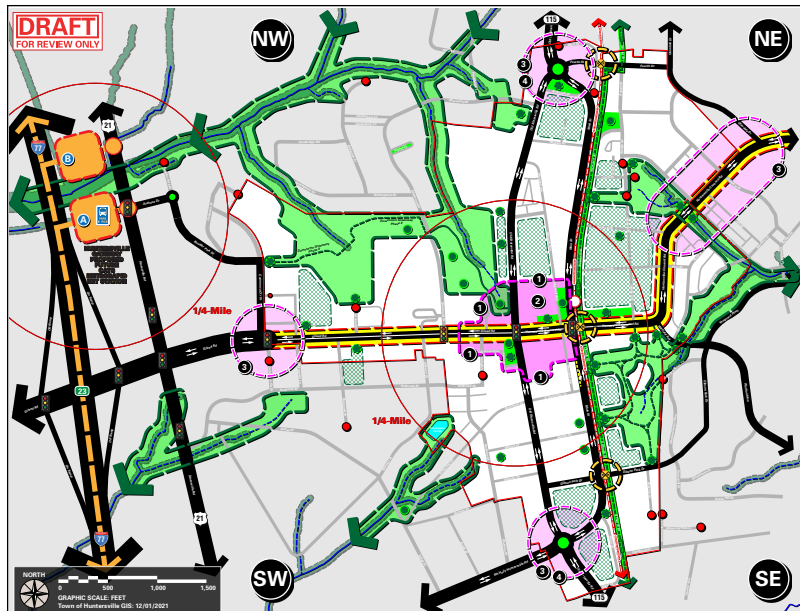
KEY WORDS:

- PROTECT TREE CANOPY
- PLANT HEARTY, FAST GROWING STREET TREES
- CREATE MORE GREENWAYS AND TRAILS, GREENWAY ADDITION IS FABULOUS, MAKE GREENWAYS A PRIORITY
- CREATE MORE OUTDOOR SPACES
- VETERANS PARK IS LOVED
- SMALLER URBAN PARKS
- STORM WATER TO INCLUDE "WET" POND AND WATER GARDENS AS COMMUNITY ASSET
- MULTI-USE GREEN SPACES
- NATIVE PLANTS
- PLAYGROUNDS
- SPLASH PADS
- ROCKET PARKS
- PRESERVE OPEN SPACE/MAKE INTO PARKS
- BETTER LANDSCAPING IN DOWNTOWN
- RETAIN EXISTING FORESTED AREAS FOR WILDLIFE
- OUTDOOR SEATING
- BUILDINGS AS ENCLOSURE FOR PUBLIC SPACE
- ENHANCE BEAUTY OF THE NEIGHBORHOODS

Alternative Futures - Comparative Analysis: NATURE

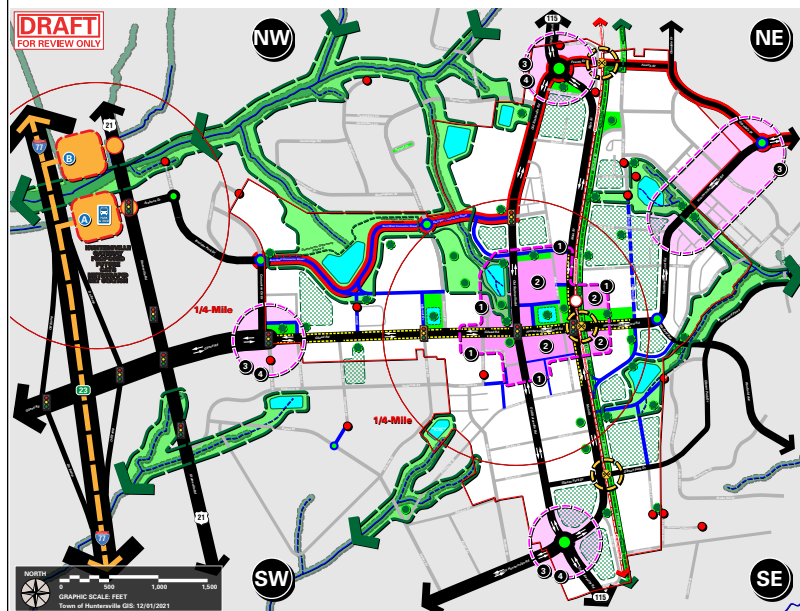
Alternative Future #1 Low Intensity		Alternative Future #2 Medium Intensity		Alternative Future #3 High Intensity	
Key Distinctions		Key Distinctions		Key Distinctions	
<ul style="list-style-type: none"> Stormwater solutions are ONLY implemented as self-contained facilities per individual project sites. Maximum preservation of existing natural open space and tree canopy areas. Veterans Park is expanded as a linear park along the north side of Huntersville-Concord Rd. The pending proposed Town Hall Site remains undeveloped and is designed and programmed as an intentional public park. 		<ul style="list-style-type: none"> A Regional Stormwater Strategy is evaluated to provide additional capacity and management within Downtown. Significant tree canopy areas are Selectively preserved and protected diligently with future new development. A new Central Square is established along the north side of Huntersville-Concord Rd. as an extension of Veterans Park. The Downtown Greenway is extended to the corner of Gilead Road and NC 115. A new Neighborhood Park is created along Gilead Rd with the future CMS Huntersville ES Project. A street tree implementation program is established along primary existing and proposed streets. 		<ul style="list-style-type: none"> A Regional Stormwater Strategy is evaluated to provide additional capacity and management within Downtown. Significant tree canopy areas are Selectively preserved and protected in moderation with future new development. A new Central Park is established along the north side of Huntersville-Concord Rd. as connected squares linking with the Downtown Greenway. A new Neighborhood Park is created along Gilead Rd as an extension of Holbrook Park with the future CMS Huntersville ES Project. A street tree implementation program is established along primary existing and proposed streets. 	
Advantages	Disdvantages	Advantages	Disdvantages	Advantages	Disdvantages
Focus & leverage of existing Parks & Open Space may help reserve & direct funding for other priority Capital Improvement Projects.	Reliance on 100% self-contained stormwater facilities may result in piecemeal, unconnected, and/or unattractive solutions.	Regional stormwater approach may improve overall conditions in the downtown study area & may reduce burden for future new individual development projects.	Regional stormwater solutions will require increased capital funding.	Regional stormwater approach may improve overall conditions in the downtown study area & may reduce burden for future new individual development projects.	Regional stormwater solutions will require increased capital funding.
Relatively low cost to create intentional new park on the proposed Town Hall site adjacent Town Center building & Discovery Place Kids.	Use of proposed Town Hall site as public open space may not be the highest & best use for the property.	Regional stormwater approach may take advantage of existing environmental (watershed/drainage) conditions including topography, stream channels, and natural open spaces.	Regional stormwater solutions are expected to require agreements & coordination between Town & Private property owners.	Regional stormwater approach may take advantage of existing environmental (watershed/drainage) conditions including topography, stream channels, and natural open spaces.	Regional stormwater solutions are expected to require agreements & coordination between Town & Private property owners.
Preservation of larger areas of existing natural open space & tree canopy.	Gaps in public open space connections in Downtown Core Area.	New public park(s) implemented along Huntersville-Concord Rd to close or reduce gaps in public open space connections in Downtown Core Area.	Reduced preservation of larger areas of existing natural open space & tree canopy.	New public park(s) implemented along Huntersville-Concord Rd to close or reduce gaps in public open space connections in Downtown Core Area.	Reduced preservation of larger areas of existing natural open space & tree canopy.
	Extensive open space preservation approach may limit potential future development of some building & lot types.		New parks will require increased capital funding for design, construction, & maintenance.		New parks will require increased capital funding for design, construction, & maintenance.

FIGURE 7: Alternative Futures 1-3 - Comparative Analysis: Nature.



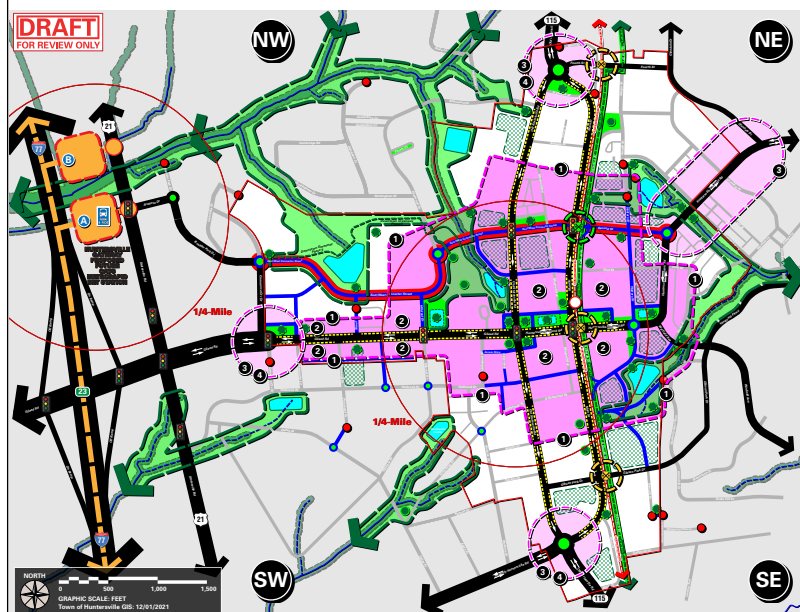
Alternative Future #1: Low Intensity GATHERING

- The Primary Gathering Area is compact, with limited single-block frontage, does not cross the NS Railroad Corridor, and is focused around:
 - The existing Commercial Block.
 - Town Hall.
 - Veterans Park.
 - Discovery Place Kids.
 - Entrance to Downtown Greenway & Holbrook Park.
- New Commercial Development is limited to feasible locations within the Primary Gathering Area. *Note: This does mean that the entire Primary Gathering Area would or should contain Commercial Development.*
- Secondary Gathering Areas are focused around the North, South, East and West Downtown Gateways.
- Within the Secondary Gathering Areas, New Commercial Development is limited to locations defined within the North and South Downtown Gateways ONLY.



Alternative Future #2: Medium Intensity GATHERING

- The Primary Gathering Area is expanded as a micro-district to encompass a few blocks, crosses the NS Railroad Corridor, and is focused around:
 - The existing Commercial Block.
 - Town Hall.
 - Veterans Park.
 - Discovery Place Kids.
 - Entrance to Downtown Greenway & Holbrook Park.
 - Proposed Central Square.
- New Commercial Development is limited to feasible locations within the Primary Gathering Area. *Note: This does mean that the entire Primary Gathering Area would or should contain Commercial Development.*
- Secondary Gathering Areas are focused around the North, South, East and West Downtown Gateways.
- Within the Secondary Gathering Areas, New Commercial Development is limited to locations defined within each Downtown Gateway.



Alternative Future #3: High Intensity GATHERING

- The Primary Gathering Area is expanded as a 1/4-Mile walkable district to encompass several blocks on both sides of NS Railroad Corridor, and extends along Gilead Rd between the West Gateway and Downtown core.
- New Commercial Development is limited to feasible locations within the Primary Gathering Area. *Note: This does mean that the entire Primary Gathering Area would or should contain Commercial Development.*
- Secondary Gathering Areas are focused around the North, South, East and West Downtown Gateways.
- New Commercial Development is limited to locations within the Secondary Gathering Areas defined within each Downtown Gateway.

GATHERING

- Encourage uses that support, facilitate and celebrate a walking environment.
- Promote a balance of food and beverage venues and those stores that support town life and that appeal to visitors.
- Provide for office uses in step with Post-COVID expectations of Live/Work/Play.
- Establish a downtown that supports and encourages the creation of rituals— from 1 person to a 1,000 people.

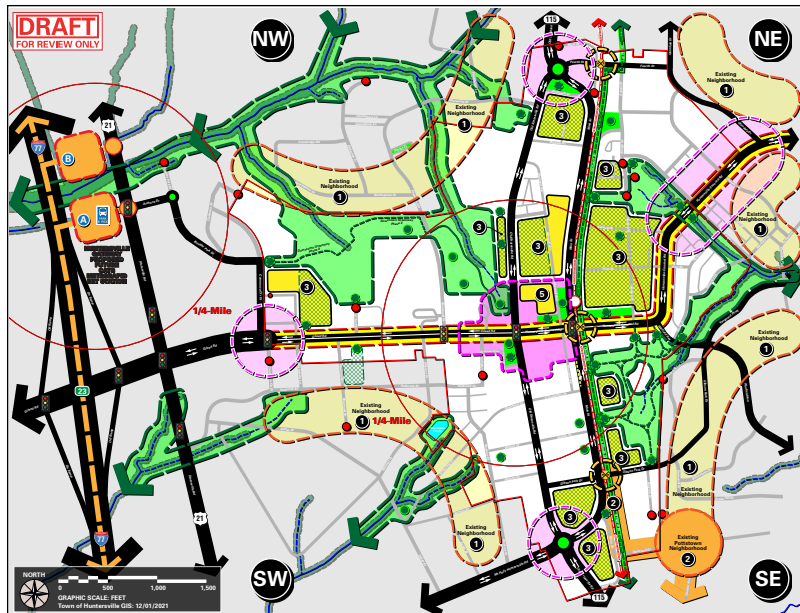
KEY WORDS:

- ART AND CULTURE VENUES NEEDED
- VETERANS PARK IS ASSET
- OUTDOOR ENTERTAINMENT COURTYARD
- CREATE DESTINATIONS TO WALK TO
- COORDINATED FESTIVALS AND ACTIVITIES
- DEVELOPMENT THAT BRINGS THE COMMUNITY TOGETHER
- RESTAURANTS AND BREWERIES ARE NEEDED
- ENGAGING GROUND FLOOR RETAIL AND DESTINATION AREAS

Alternative Futures - Comparative Analysis: GATHERING

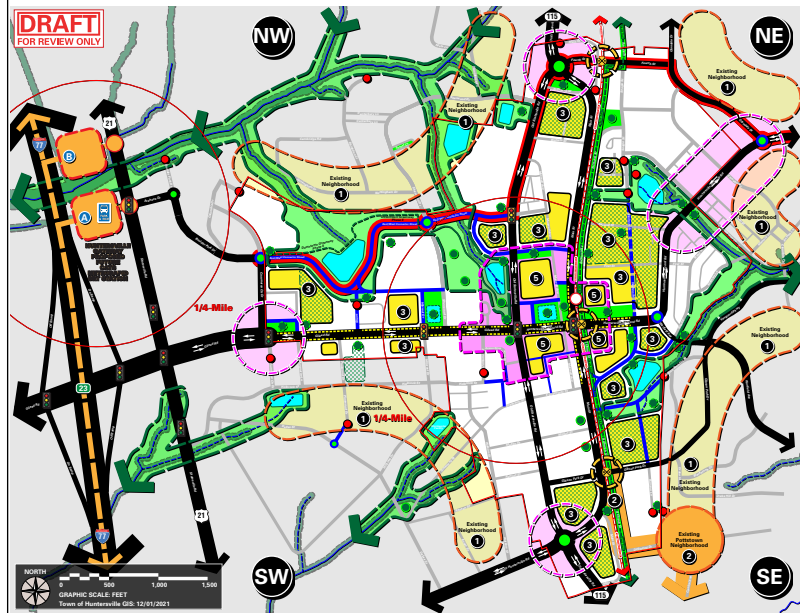
Alternative Future #1 Low Intensity		Alternative Future #2 Medium Intensity		Alternative Future #3 High Intensity	
Key Distinctions		Key Distinctions		Key Distinctions	
<ul style="list-style-type: none"> The Primary Gathering Area is compact, with limited single-block frontage, does not cross the NS Railroad Corridor, and is focused around: <ul style="list-style-type: none"> The existing Commercial Block. Town Hall. Veterans Park. Discovery Place Kids. Entrance to Downtown Greenway & Holbrook Park. The Secondary Gathering Areas are focused around the North, South, East and West Downtown Gateways, and New Commercial Development is limited to locations defined within the North and South Downtown Gateways ONLY. 		<ul style="list-style-type: none"> The Primary Gathering Area is expanded as a micro-district to encompass a few blocks, crosses the NS Railroad Corridor, and is focused around: <ul style="list-style-type: none"> The existing Commercial Block. Town Hall. Veterans Park. Discovery Place Kids. Entrance to Downtown Greenway & Holbrook Park. Proposed Central Square. The Secondary Gathering Areas are focused around the North, South, East and West Downtown Gateways, and New Commercial Development is limited to locations defined within each Downtown Gateway. 		<ul style="list-style-type: none"> The Primary Gathering Area is expanded as a 1/4-Mile walkable district to encompass several blocks on both sides of NS Railroad Corridor, and extends along Gilead Rd between the West Gateway and Downtown Core. The Secondary Gathering Areas are focused around the North, South, East and West Downtown Gateways, and New Commercial Development is limited to locations defined within each Downtown Gateway. 	
Advantages	Disdvantages	Advantages	Disdvantages	Advantages	Disdvantages
Immediately manageable area of focus within the Downtown Core for implementation of Capital Improvement Projects together with Business Improvement initiatives.	Isolated & disconnected from other surrounding existing, emerging & planned development activity nodes and open spaces.	Supports growth of the Downtown Core area within a few adjacent & connected blocks defined by existing and potential new development opportunities.	Requires increased funding & implementation schedule to support a corresponding increased scope of Capital Improvement Projects together with Business Improvement initiatives.	Encompasses & links the existing Downtown Core area with other surrounding existing, emerging & planned development activity nodes and open spaces.	Requires increased funding & implementation schedule to support a corresponding increased scope of Capital Improvement Projects together with Business Improvement initiatives.
Depends on collaboration & participation between the Town & relatively few existing property & business owners (Note: Could be a disadvantage pending opposition).	Limited focus area may not support expectations by existing & potential future commercial market, and/or may not provide adequate coverage for larger events.	Extends across the NS Railroad Corridor to provide a stronger link with the east side of Downtown.	Depends on collaboration & participation between the Town & larger number of existing property & business owners (Note: Could be an advantage pending minimal opposition).	Opportunity to phase design & implementation of Capital Improvement Projects together with Business Improvement initiatives concurrently with new development.	Depends on collaboration & participation between the Town & significant number of existing property & business owners (Note: Could be an advantage pending minimal opposition).
	Assumes NS Railroad Corridor remains a barrier to expanded gathering area & walkability.	Opportunity to phase design & implementation of Capital Improvement Projects together with Business Improvement initiatives concurrently with new development.			

FIGURE 8: Alternative Futures 1-3 - Comparative Analysis: Gathering.



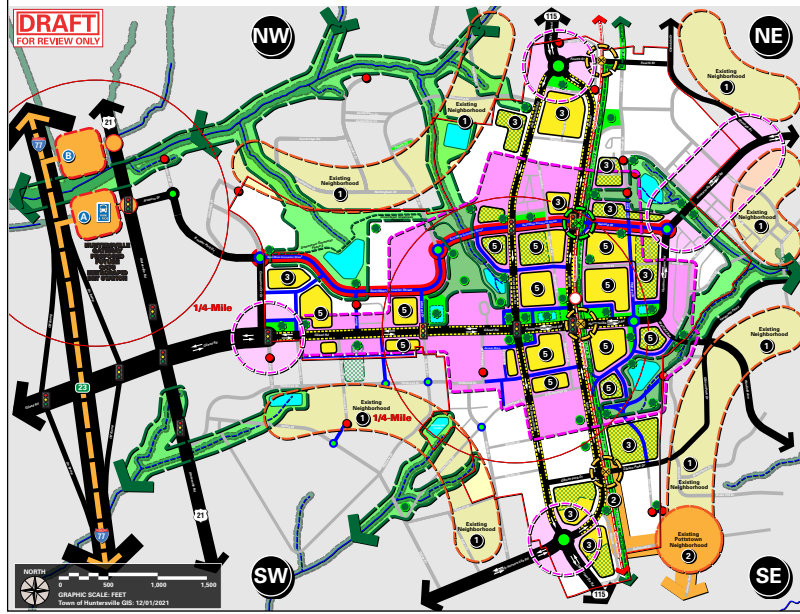
Alternative Future #1: Low Intensity LIVING

- Existing Neighborhoods located adjacent to Downtown are respected in strict accordance with current zoning designations.
- Pottstown Neighborhood is respected and embraced with enhanced connection to Downtown along Dellwood Drive, South Church Street, and The Seam Trail.
- New Residential Development areas (in addition to currently approved Projects) are defined by pre-existing vacant and/or under-developed land areas ONLY.
- A range of housing options and building types are encouraged within Downtown as permitted by existing Zoning regulations ONLY.
- Mixed-Use Multifamily housing types are encouraged within the Downtown Core as defined by the Primary Gathering area.



Alternative Future #2: Medium Intensity LIVING

- Existing Neighborhoods located adjacent to Downtown are respected in strict accordance with current zoning designations.
- Pottstown Neighborhood is respected and embraced with enhanced connection to Downtown along Dellwood Drive, South Church Street, and The Seam Trail.
- New Residential Development areas (in addition to currently approved Projects) are defined by focused redevelopment areas supported by existing ownership patterns and infrastructure capacity, and balanced with pre-existing vacant and/or under-developed land areas.
- A range of housing options and building types are encouraged within Downtown as permitted by existing Zoning regulations; along with potential amendments, which may enhance existing and/or define new building and lot types, and associated form-based regulations (such as building height and setbacks) and transit-based regulations (such as parking ratios).
- Mixed-Use Multifamily housing types are encouraged within the Downtown Core as defined by the Primary Gathering area.



Alternative Future #3: High Intensity LIVING

- Existing Neighborhoods located adjacent to Downtown are respected in strict accordance with current zoning designations.
- Pottstown Neighborhood is respected and embraced with enhanced connection to Downtown along Dellwood Drive, South Church Street, and The Seam Trail.
- New Residential Development areas (in addition to currently approved Projects) are defined by focused redevelopment areas supported by existing and potential future ownership patterns and improvements to infrastructure capacity, and balanced with pre-existing vacant and/or under-developed land areas.
- A range of housing options and building types are encouraged within Downtown as permitted by existing Zoning regulations; along with potential amendments, which may enhance existing and/or define new building and lot types, and associated form-based regulations (such as building height and setbacks) and transit-based regulations (such as parking ratios).
- A range of Mixed-Use Multifamily and Attached housing types are encouraged within the Downtown Core as defined by the Primary Gathering area.

LIVING

- Include housing options for all—in socio-economic status, family type, and ownership structure.
- Be respectful of existing neighborhoods.
- Develop with a scale and intensity in proportion to other uses.



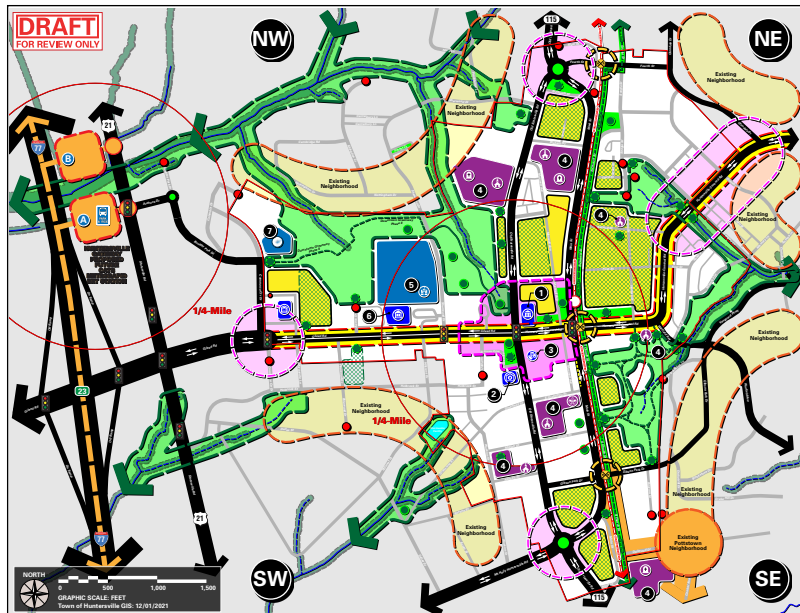
KEY WORDS:

- GROCERY STORE
- AFFORDABLE HOUSING
- LIVE/WORK TOWNHOMES
- MIXED USE HOUSING FROM HIGH DENSITY TO LOW
- POTTSTOWN AS PART OF DOWNTOWN
- THOUGHTFUL PLANNING AND DESIGN OF RESIDENTIAL BUILDINGS

Alternative Futures - Comparative Analysis: LIVING

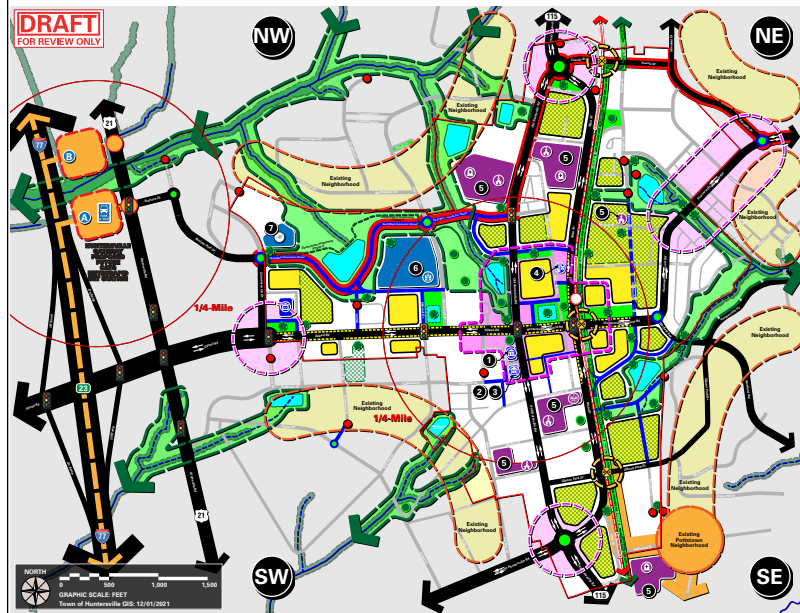
Alternative Future #1 Low Intensity		Alternative Future #2 Medium Intensity		Alternative Future #3 High Intensity	
Key Distinctions		Key Distinctions		Key Distinctions	
<ul style="list-style-type: none"> • New Residential Development areas (in addition to currently approved Projects) are defined by pre-existing vacant and/or under-developed land areas ONLY. • Potential New Residential Development defined by Mixed-Use Multifamily housing types is limited to a single block within the Downtown Core - Primary Gathering Area. • A range of housing options and building types are encouraged within Downtown as permitted by existing Zoning regulations ONLY. 		<ul style="list-style-type: none"> • New Residential Development areas (in addition to currently approved Projects) are defined by focused redevelopment areas supported by existing ownership patterns and infrastructure capacity, and balanced with pre-existing vacant and/or under-developed land areas. • Potential New Residential Development defined by Mixed-Use Multifamily housing types is expanded to four blocks within the Downtown Core - Primary Gathering Area. • A range of housing options and building types are encouraged within Downtown as permitted by existing Zoning regulations; along with potential amendments, which may enhance existing and/or define new building and lot types, and associated form-based regulations (such as building height and setbacks) and transit-based regulations (such as parking ratios). 		<ul style="list-style-type: none"> • New Residential Development areas (in addition to currently approved Projects) are defined by focused redevelopment areas supported by existing and potential future ownership patterns and improvements to infrastructure capacity, and balanced with pre-existing vacant and/or under-developed land areas. • Potential New Residential Development defined by Mixed-Use Multifamily housing types is expanded to several blocks within the Downtown Core - Primary Gathering Area. • A range of housing options and building types are encouraged within Downtown as permitted by existing Zoning regulations; along with potential amendments, which may enhance existing and/or define new building and lot types, and associated form-based regulations (such as building height and setbacks) and transit-based regulations (such as parking ratios). 	
Advantages	Disadvantages	Advantages	Disadvantages	Advantages	Disadvantages
A P3 strategy for the potential new residential development within the Downtown Core may help contribute to a reduction and/or offset of costs for an adjacent, associated Capital Improvement Project (E.g. Public Park, Street, or Infrastructure Improvement).	Opportunity for new residential development is significantly limited in the Downtown Core area.	Potential P3 strategies for new residential development within the Downtown Core and surrounding Primary Gathering Area may help contribute to a reduction and/or offset of costs for a moderate range and scope of Capital Improvement Projects.	Expect moderate public infrastructure improvements shall be required to support new residential development.	Increased opportunities for new residential development will support a viable & active Mixed-Use program within the Downtown Core and surrounding Primary Gathering Area.	Expect significant public infrastructure improvements shall be required to support new residential development.
Reduced New Residential Development Areas along with implementation of smaller scale and/or infill residential building & lot types may facilitate greater preservation of existing natural open spaces & tree canopy.	Limited area defined for new residential development will reduce opportunities to provide a range of housing types.	Opportunities to coordinate a moderate range of residential housing types and locations in conjunction with Town & CATS Transit Planning initiatives (Short/Medium/Long Term).	Increased New Residential Development Areas along with implementation of a moderate range of scale and/or infill residential building & lot types may reduce preservation of existing natural open spaces & tree canopy.	Potential P3 strategies for new residential development within the Downtown Core and surrounding Primary Gathering Area may help contribute to a reduction and/or offset of costs for a large range and scope of Capital Improvement Projects.	Larger scale new residential developments will require corresponding lot sizes and/or potentially complex and prolonged land assemblages per existing ownership patterns.
				Opportunities to coordinate a wider range of residential housing types and locations in conjunction with Town & CATS Transit Planning initiatives (Short/Medium/Long Term).	Increased New Residential Development Areas along with implementation of a wider range of scale and/or infill residential building & lot types may reduce preservation of existing natural open spaces & tree canopy.

FIGURE 9: Alternative Futures 1-3 - Comparative Analysis: Living.



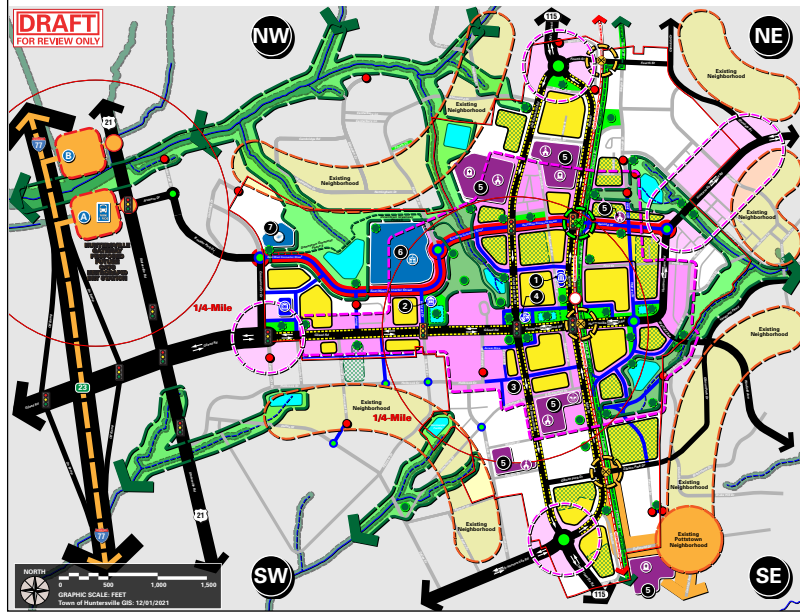
Alternative Future #1: Low Intensity CIVIC

- 1 The existing Huntersville Town Hall building is preserved and expanded with a new addition to accommodate current and future government space needs.
- 2 Huntersville Fire Station #1 remains in current location and building.
- 3 The Huntersville Arts & Cultural Center remains in current location and building.
- 4 Existing churches and the community programs they sponsor are embraced as civic anchors.
- 5 A new CMS Huntersville Elementary School is site and building is designed and constructed in accordance with current neighborhood-friendly prototypes and functional criteria.
- 6 A portion of the existing CMS Huntersville Elementary School is repurposed and renovated as a new Library.
- 7 Angels and Sparrows Community Table & Resource Center is relocated along the Downtown Greenway.



Alternative Future #2: Medium Intensity CIVIC

- 1 A new Huntersville Town Hall building is constructed adjacent to Huntersville Town Center according to recent plans - Currently on hold.
- 2 A new Huntersville Library building is designed and constructed adjacent, OR as part of the new Town Hall building.
- 3 Huntersville Fire Station #1 is relocated to an alternate Downtown site - TBD.
- 4 The Huntersville Arts & Cultural Center is relocated and designed as a new building anchoring Veterans Park.
- 5 Existing churches and the community programs they sponsor are embraced as civic anchors.
- 6 A new CMS Huntersville Elementary School is site and building is designed and constructed in accordance with current neighborhood-friendly prototypes and functional criteria.
- 7 Angels and Sparrows Community Table & Resource Center is relocated along the Downtown Greenway.



Alternative Future #3: High Intensity CIVIC

- 1 A new Huntersville Town Hall building is designed and constructed to anchor Veterans Park.
- 2 The historic Agricultural (Ag) building on the CMS property is repurposed and renovated as a new Library anchoring the new extension of Holbrook Park.
- 3 Huntersville Fire Station #1 is relocated to an alternate Downtown site - TBD.
- 4 The Huntersville Arts & Cultural Center is relocated to the existing Town Hall building, OR designed as a new building anchoring the new Central Square.
- 5 Existing churches and the community programs they sponsor are embraced as civic anchors.
- 6 A new CMS Huntersville Elementary School is site and building is designed and constructed in accordance with current neighborhood-friendly prototypes and functional criteria.
- 7 Angels and Sparrows Community Table & Resource Center is relocated along the Downtown Greenway.

CIVIC

- Provide a place for all institutions of government, faith and the non-profit sector.
- Welcome and manage an institutional responsibility to be a good neighbor, supporting and adding to the life of the street.
- Strive toward being the example for the change the community wants to see.

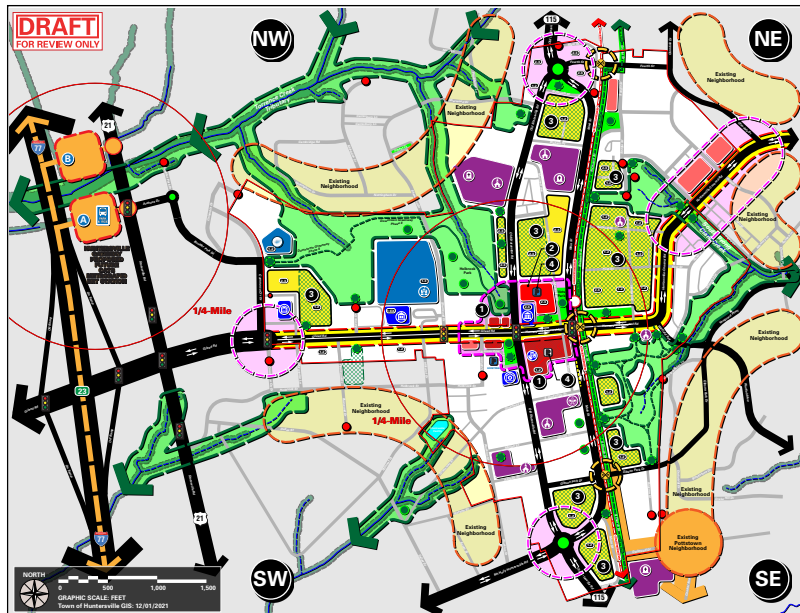
KEY WORDS:

- EXPAND EXISTING TOWN HALL OR NEXT TO DISCOVERY PLACE KIDS
- SAVE OLD JAIL AT ALL COSTS - OLDEST MUNICIPAL BUILDING
- NEED MORE CIVIC USES
- "CIVIC PLAZA"
- DISCOVERY PLACE KIDS IS BIG ASSET
- GET GOVERNMENT OFF CORNER LOTS IN DOWNTOWN
- EXISTING ELEMENTARY SCHOOL SITE AS OPPORTUNITY FOR CIVIC/REDEVELOPMENT
- MIXED-USE CIVIC BUILDINGS
- CEMETERY

Alternative Futures - Comparative Analysis: CIVIC

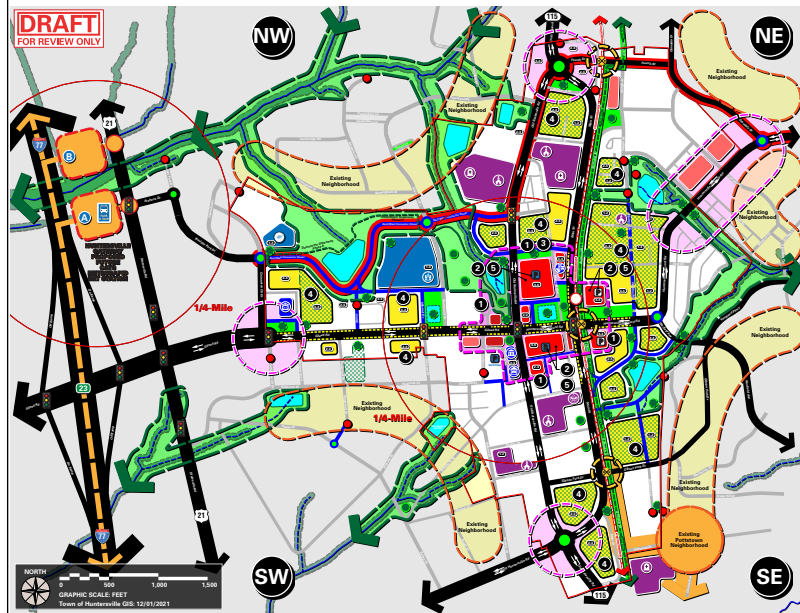
Alternative Future #1 Low Intensity		Alternative Future #2 Medium Intensity		Alternative Future #3 High Intensity	
Key Distinctions		Key Distinctions		Key Distinctions	
<ul style="list-style-type: none"> •The existing Huntersville Town Hall building is preserved and expanded with a new addition to accommodate current and future government space needs. • Huntersville Fire Station #1 remains in current location and building. • The Huntersville Arts & Cultural Center remains in current location and building. • A portion of the existing CMS Huntersville Elementary School is repurposed and renovated as a new Library. 		<ul style="list-style-type: none"> • A new Huntersville Town Hall building is constructed adjacent to Huntersville Town Center according to recent plans - Currently on hold. • A new Huntersville Library building is designed and constructed adjacent, OR as part of the new Town Hall building. • Huntersville Fire Station #1 is relocated to an alternate Downtown site - TBD. • The Huntersville Arts & Cultural Center is relocated and designed as a new building anchoring Veterans Park. 		<ul style="list-style-type: none"> • A new Huntersville Town Hall building is designed and constructed to anchor Veterans Park. • The historic Agricultural (Ag) building on the CMS property is repurposed and renovated as a new Library anchoring the new extension of Holbrook Park. • Huntersville Fire Station #1 is relocated to an alternate Downtown site - TBD. • The Huntersville Arts & Cultural Center is relocated to the existing Town Hall building, OR designed as a new building anchoring the new Central Square. 	
Advantages	Disadvantages	Advantages	Disadvantages	Advantages	Disadvantages
Town Hall: Continuation of existing Civic identity at corner of Huntersville-Concord Rd & NC 115.	Town Hall: Potential interruption and/or temporary relocation of Town Hall activities during construction.	Town Hall: Continuation of plan per original design & accrued expenses.	Town Hall: Potential disproportionate architectural expression of Civic building type at key intersection (assuming current Town Hall building remains unchanged)	Town Hall: New facility designed per current programmatic needs.	Town Hall: Site currently owned by American Legion Post 321.
Town Hall: Preservation of Town Center site for use as intentional park and/or alternate development program.	Town Hall: Potential for extraordinarily high building, site and infrastructure costs.	Town Hall: New facility designed per current programmatic needs.	Town Hall & Library: Negates or greatly limits opportunity for Mixed-Use (street level retail restaurant) activity along primary frontage of NC 115.	Town Hall: Advantageous use of unique site & lot geometry with compatible, focal frontage on Veterans Park & Main Street address.	Town Hall: Unknown timing - depends on feasibility for site acquisition.
Fire Station #1: Reserve & direct funding for other priority Capital Improvement Projects.	Town Hall: Additional site area required for adjacent parking, and/or remote/supplemental parking per existing Town Center parking structure.	Town Hall & Library: No or limited new parking required per shared parking with existing Town Center parking structure (pending parking demand analysis).	Fire Station #1: Requires funding that might be otherwise allocated for other higher priority Capital Improvement Projects.	Town Hall: Makes key sites along NC 115 available for Mixed-Use (street level retail restaurant) redevelopment opportunities.	Town Hall: Additional expenses for site acquisition and design pending feasibility study.
Fire Station #1: Central location.	Fire Station #1: Functional conflicts with vehicular and pedestrian traffic along NC 115.	Library: Compatible use within or adjacent to Town Hall & Discovery Place Kids.	Fire Station #1: Challenges associated with finding compatible alternate site location.	Town Hall, Library, Fire Station #1, and Arts & Cultural Center: Potential P3 development opportunities.	Fire Station #1: Requires funding that might be otherwise allocated for other higher priority Capital Improvement Projects.
Arts & Cultural Center: No disruption of current operations.	Arts & Cultural Center: Non-conforming design for Civic building & site/lot type.	Fire Station #1: New facility designed per current programmatic needs & best practices.	Arts & Cultural Center: Site currently owned by American Legion Post 321.	Library: Potential compatible reuse of existing historic Ag building - pending feasibility study.	Fire Station #1: Challenges associated with finding compatible alternate site location.
Arts & Cultural Center: Leverage status as a "Notable Property" per 2018 Huntersville Architectural Survey.	Arts & Cultural Center: Potential building obsolescence per existing & future intended programming.	Fire Station #1: Key Town property available for potential sale or P3 redevelopment opportunity.	Arts & Cultural Center: Parking is remote and/or shared with American Legion Post 321.	Arts & Cultural Center: Potential compatible reuse of existing Town Hall building - pending feasibility study.	
Huntersville ES Adaptive Reuse - Library: Expected lower construction costs pending building & site feasibility study.	Huntersville ES Adaptive Reuse - Library: Unknown timing - depends on funding for construction of new ES.	Arts & Cultural Center: Advantageous use of unique site & lot geometry with compatible, focal frontage on Veterans Park.			
Huntersville ES Adaptive Reuse - Library: Compatibility for shared parking with future new ES.	Huntersville ES Adaptive Reuse - Library: Unknown building & site improvement costs.	Arts & Cultural Center: Compatibility with existing American Legion Post 321.			
		Library, Fire Station #1, and Arts & Cultural Center: Potential P3 development opportunities.			

FIGURE 10: Alternative Futures 1-3 - Comparative Analysis: Civic.



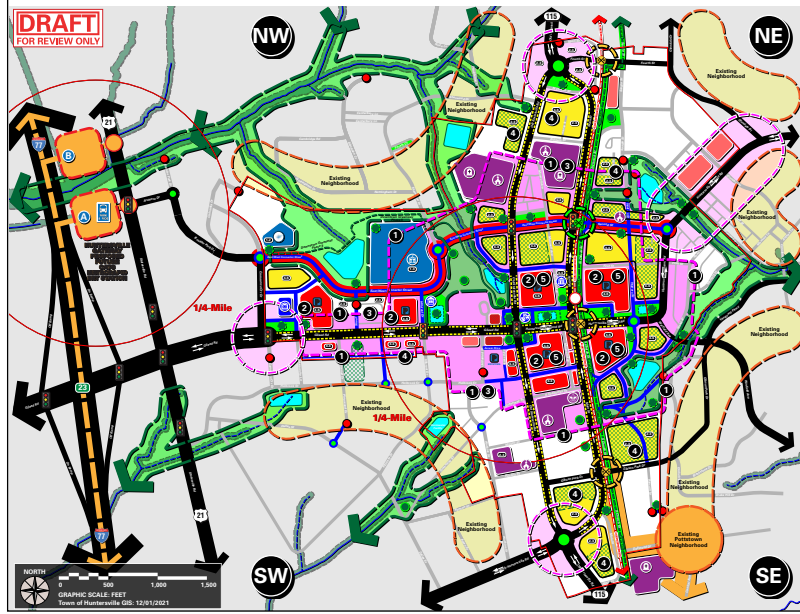
Alternative Future #1: Low Intensity SOUL

- 1 The Downtown Core is compact as defined by the Primary Gathering Area, and focus is directed toward enhancing and celebrating existing civic and historic Downtown buildings, open spaces, and activities.
- 2 A new mixed-use block is created on the north side of Huntersville-Concord Rd, anchored by the expanded Town Hall and with frontage along Holbrook Park and Veterans Park.
- 3 New development is limited, market-driven, and follows the predominant existing scale (1-2 Story) and street, block and ownership patterns.
- 4 Parking strategy within the Downtown Core includes primarily off-street surface lots to support existing commercial uses, and a potential new parking structure to support the expanded Town Hall and adjacent new mixed-use development block.



Alternative Future #2: Medium Intensity SOUL

- 1 The Downtown Core is expanded as defined by the Primary Gathering Area, and development is balanced with selective and sensitive redevelopment while enhancing and celebrating existing civic and historic Downtown buildings, open spaces, and activities.
- 2 New mixed-use blocks are created on the both sides of Huntersville-Concord Rd, anchored by key Civic and Mixed-Use buildings and with frontage along Holbrook Park, Veterans Park and the new Central Square.
- 3 New development within the Downtown Core is controlled, market-driven, and follows a form-based approach to scale (3-4 Story, with possible up to 6-Story in key locations), and is supported by new street, block and ownership patterns.
- 4 New development outside of the Downtown Core transitions with a form-based scale that respects existing neighborhoods.
- 5 Parking strategy includes a balance of parking structures and off-street surface lots to support mixed-use building types.



Alternative Future #3: High Intensity SOUL

- 1 The Downtown Core is expanded as defined by the Primary Gathering Area, and development is balanced with selective and sensitive redevelopment while enhancing and celebrating existing civic and historic Downtown buildings, open spaces, and activities.
- 2 New mixed-use blocks are created on the both sides of Huntersville-Concord Rd and Gilead Rd, anchored by key Civic and Mixed-Use buildings and with frontage along Holbrook Park, Veterans Park, and the new Central Square.
- 3 New development within the Downtown Core is controlled, market-driven, and follows a form-based approach to scale (1-4 Story, with possible up to 6-Story in key locations), and is supported by new street, block and ownership patterns.
- 4 New development outside of the Downtown Core transitions with a form-based scale that respects existing neighborhoods.
- 5 Parking strategy includes primarily parking structures, off-street surface lots, to support mixed-use building types.

SOUL

- Reflect a natural and moderated evolution and integration of a small rural town into a 21st Century metropolitan region.
- Build at a scale, at a rhythm, and according to patterns that respect historical precedent.
- Bend the arc of change more toward supporting small town livability and less toward simply accommodating typical market-based development products.
- Recognize that balance in all things is the hallmark of great small towns: They are more than the sum of their parts.
- Strive for the "X" Factor: An experience lived that becomes your identity.

KEY WORDS:

- MORE SMALL/LOCAL BUSINESSES - SUPPORT AND PRESERVATION
- MAIN STREET BUILDINGS HAVE GOOD BONES
- CHURCHES ARE BACKBONE/ASSET
- WATER TOWER CAN BE LANDMARK
- PRESERVE HISTORIC BUILDINGS
- REVITALIZE HISTORIC LANDMARKS
- CREATE ARTS DISTRICT
- FARMERS MARKET
- IMPROVE OR REDEVELOP PROPERTIES
- DESIGN CODE
- BUILDING FACADES REDESIGN
- A GENERAL STORE

- LOCALLY EXPRESSIVE, INTENTIONAL, AND WELL-MAINTAINED APPROACH TO STREETSCAPE
- MIX OF OLD AND NEW BUILDINGS
- OUTDOOR DINING AREAS
- PROGRAMMED GATHERING AREAS
- OUTDOOR MERCHANDISING
- ART INSTALLATIONS AND DECORATIVE LANDSCAPING
- COORDINATION OF BUILDING
- NEAT AND ECLECTIC DOWNTOWN
- FORMATION OF A HUNTERSVILLE DOWNTOWN BUSINESS ASSOCIATION IS VERY IMPORTANT

Alternative Futures - Comparative Analysis: SOUL

Alternative Future #1 Low Intensity		Alternative Future #2 Medium Intensity		Alternative Future #3 High Intensity	
Key Distinctions		Key Distinctions		Key Distinctions	
<ul style="list-style-type: none"> • The Downtown Core is compact as defined by the Primary Gathering Area, and development is focused and directed toward enhancing and celebrating existing civic and historic Downtown buildings, open spaces, and activities. • A new mixed-use block is created on the north side of Huntersville-Concord Rd, anchored by the expanded Town Hall and with frontage along Holbrook Park and Veterans Park. • New development is limited, market-driven, and follows the predominant existing scale (1-2 Story) and street, block and ownership patterns. • Parking strategy within the Downtown Core includes primarily off-street surface lots to support existing commercial uses, and a potential new parking structure to support the expanded Town Hall and adjacent new mixed-use development block. 		<ul style="list-style-type: none"> • The Downtown Core is expanded as defined by the Primary Gathering Area, and development is balanced with selective and sensitive redevelopment while enhancing and celebrating existing civic and historic Downtown buildings, open spaces, and activities. • New mixed-use blocks are created on the both sides of Huntersville-Concord Rd, anchored by key Civic and Mixed-Use buildings and with frontage along Holbrook Park, Veterans Park and the new Central Square. • New development within the Downtown Core is controlled, market-driven, and follows a form-based approach to scale (3-4 Story, with possible up to 6-Story in key locations), and is supported by new street, block and ownership patterns. • New development outside of the Downtown Core transitions with a form-based scale that respects existing neighborhoods. • Parking strategy includes a balance of parking structures and off-street surface lots to support mixed-use building types. 		<ul style="list-style-type: none"> • The Downtown Core is expanded as defined by the Primary Gathering Area, and development is balanced with selective and sensitive redevelopment while enhancing and celebrating existing civic and historic Downtown buildings, open spaces, and activities. • New mixed-use blocks are created on the both sides of Huntersville-Concord Rd and Gilead Rd, anchored by key Civic and Mixed-Use buildings and with frontage along Holbrook Park, Veterans Park, and the new Central Square. • New development within the Downtown Core is controlled, market-driven, and follows a form-based approach to scale (1-4 Story, with possible up to 6-Story in key locations), and is supported by new street, block and ownership patterns. • New development outside of the Downtown Core transitions with a form-based scale that respects existing neighborhoods. • Parking strategy includes primarily parking structures, with some off-street surface lots, to support mixed-use building types. 	
Advantages	Disdvantages	Advantages	Disdvantages	Advantages	Disdvantages
Downtown Core area identity, experience, and perception is focused on key existing buildings & open space amenities.	Greater challenges associated with coordinated site and building improvements per multiple property owners and potential divergent development interests and timelines.	Downtown Core area identity, experience, and perception is expanded within a couple of blocks.	Greater challenges associated with coordinated redevelopment per multiple property owners and potential divergent development interests and timelines.	Downtown Core area identity, experience, and perception is expanded within a 1/4-mile walkable radius.	Greater challenges associated with coordinated redevelopment per multiple property owners and potential divergent development interests and timelines.
Preservation of existing buildings.	Spatial enclosure is limited along existing public streets and open spaces.	Balance of existing and new development.	Expect some public infrastructure improvements shall be required to support new development.	Opportunities to leverage and implement large scale/scope public amenities and infrastructure as P3 Projects.	New mixed-use blocks are expected to require larger development parcels, which may not be readily available for redevelopment.
Opportunities to leverage and implement select, small scale/scope public amenities and infrastructure as P3 Projects.	Potential challenges for parking strategy, which relies in part on a coordinated approach between Town & Private property owners.	Opportunities for incremental redevelopment in accordance with existing property ownership and lot geometries.	Potential impacts to some existing older buildings.	Form-based approach to scale will facilitate an intentional spatial enclosure of existing and proposed new public streets and open spaces.	Expect significant public infrastructure improvements shall be required to support new development.
Compact area is expected to facilitate a manageable & balanced parking strategy focused on existing building uses together with some additional new development.		Opportunities to leverage and implement select, medium scale/scope public amenities and infrastructure as P3 Projects.	New mixed-use development with provisions for ONLY surface parking may limit development intensity and/or result in larger, less walkable blocks.	Structured parking strategy supports a larger mixed-use development program together with potential future transit services.	Requires impacts to some existing older buildings.
		Form-based approach to scale will facilitate an intentional spatial enclosure of existing and proposed new public streets and open spaces.	Additional costs for public and/or private parking structures.		Additional costs for public and/or private parking structures.
		Balanced approach to surface & structured parking supports a moderate mixed-use development program.			

FIGURE 11: Alternative Futures 1-3 - Comparative Analysis: Soul.

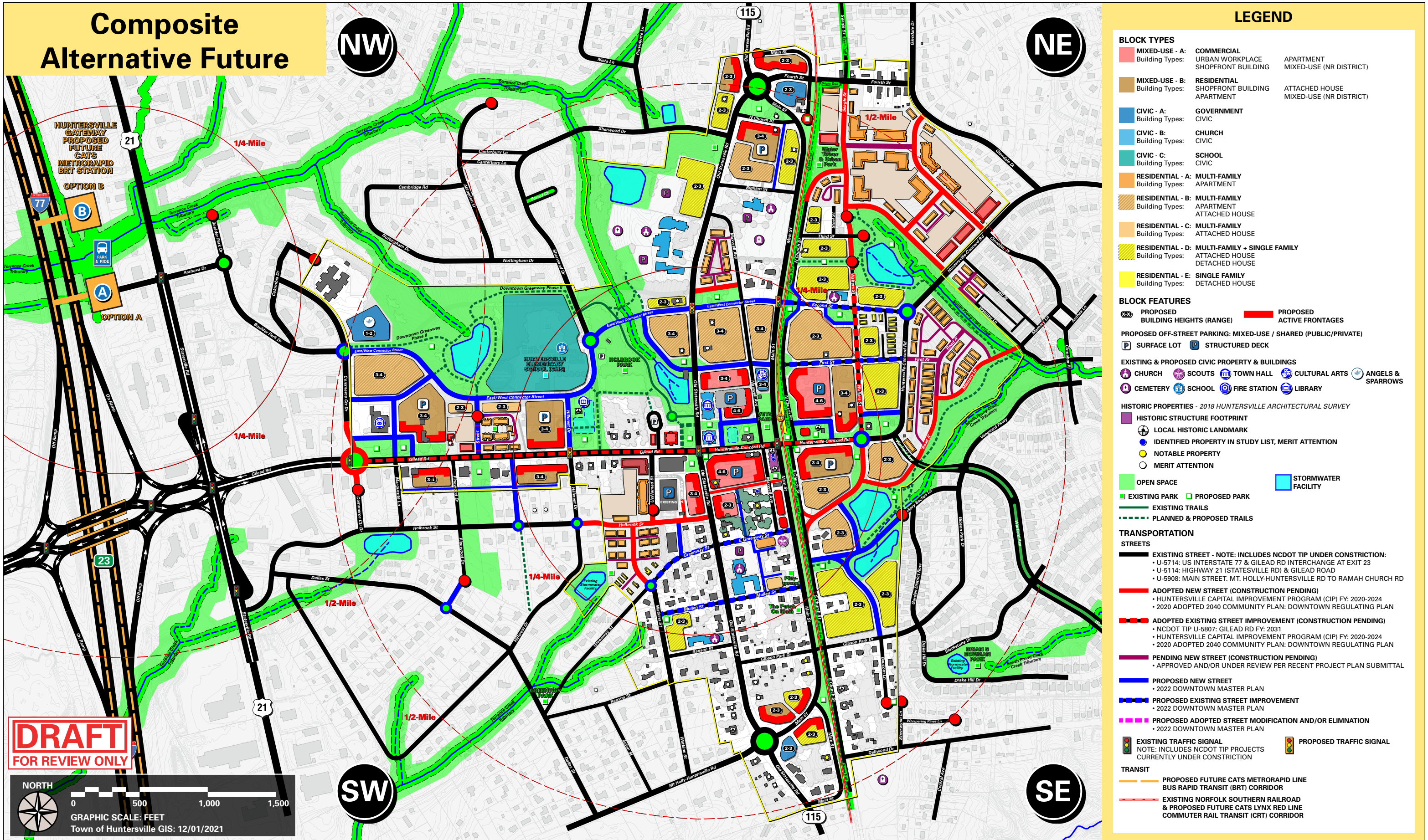
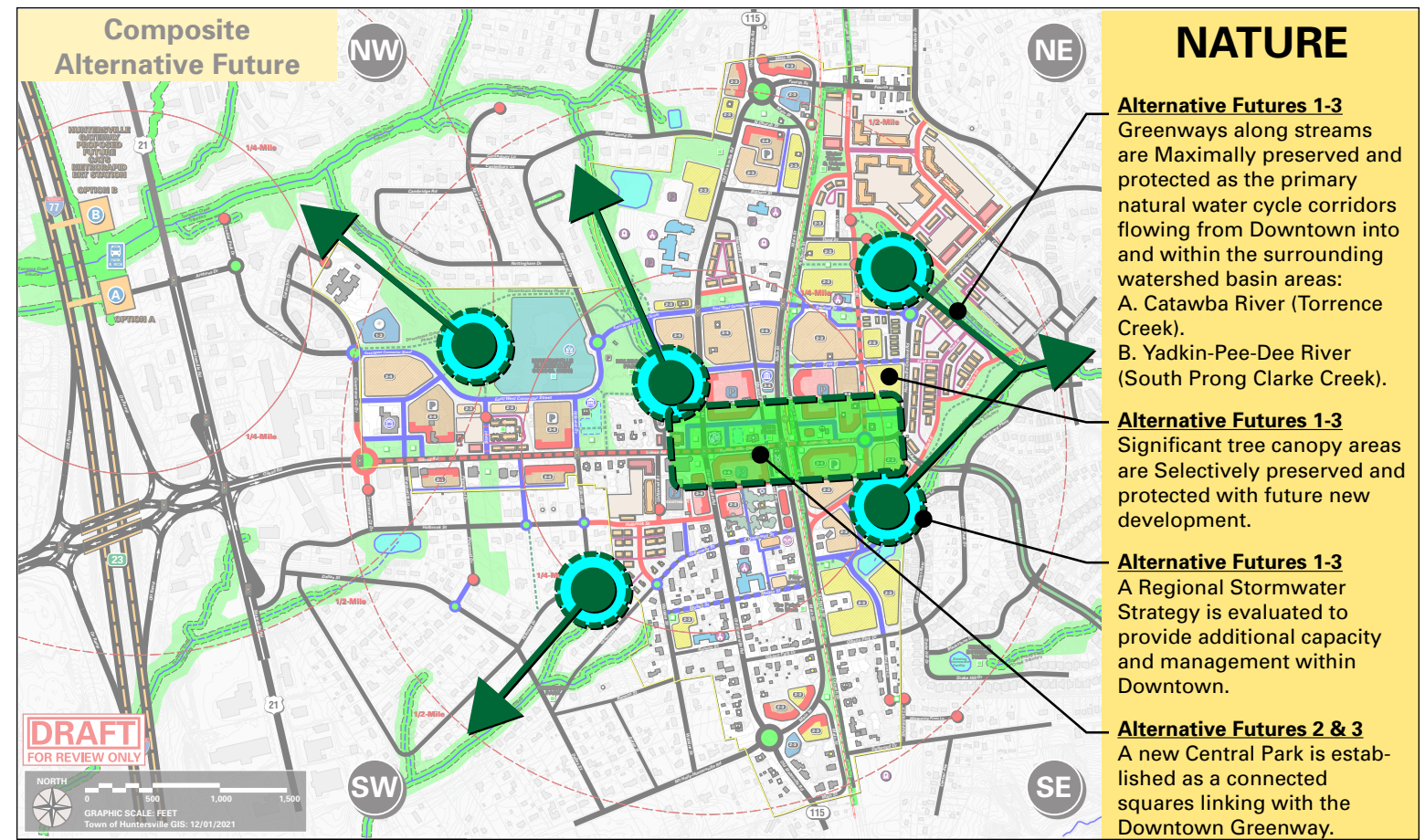
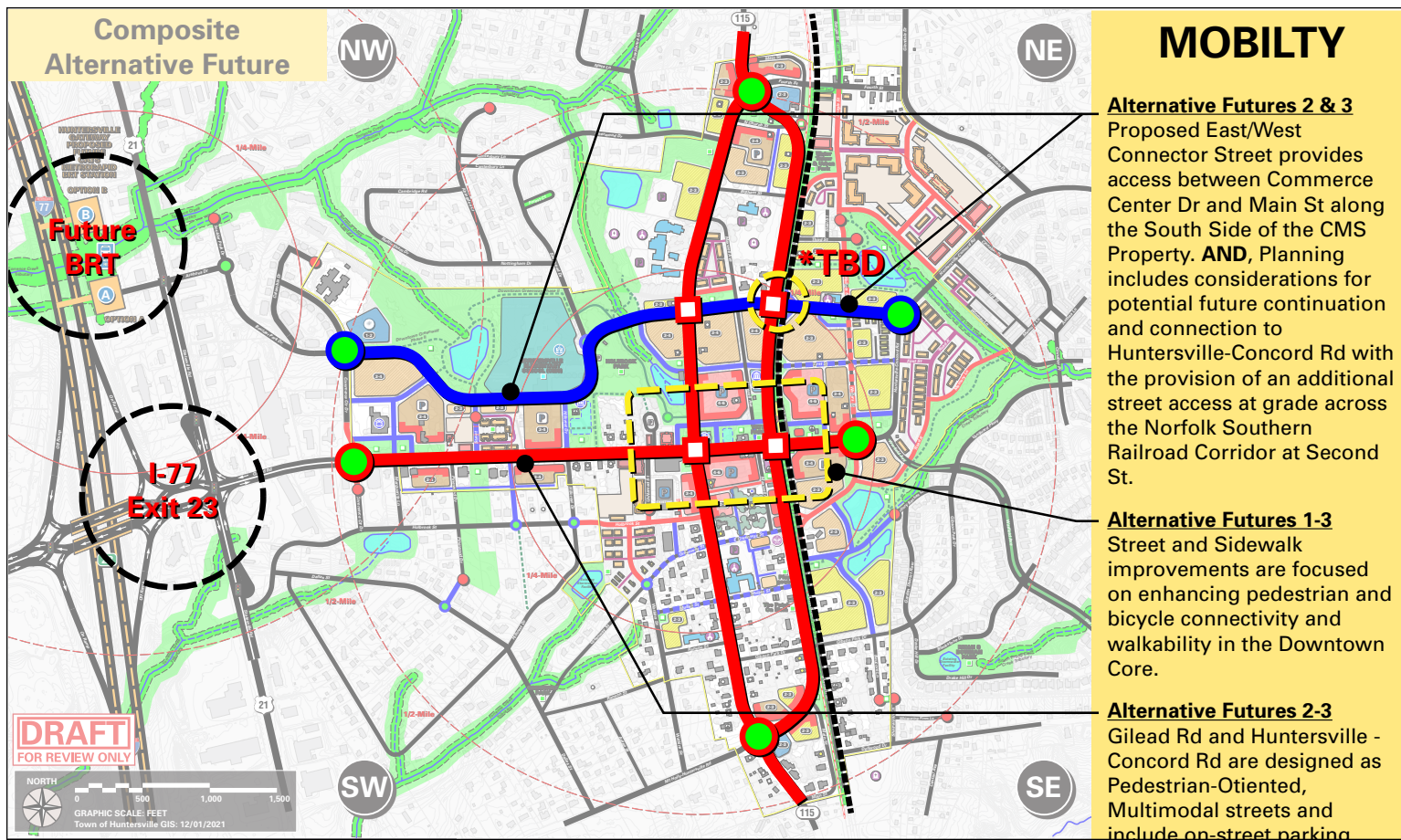


FIGURE 12: Composite Alternative Future: (Updated 9/21/2023 to Depict Approved New Town Hall Location).



1 Gilead Rd, Huntersville-Concord Rd, & NC 115 - Huntersville, NC



2 Mixed-Use Street & Pedestrian-Oriented Sidewalk



1 Nature - Public Greenways & Parks



2 Nature - Street & Sidewalk Tree Canopy



3 MicroTransit - Wilson, NC



4 Scenic Street Type



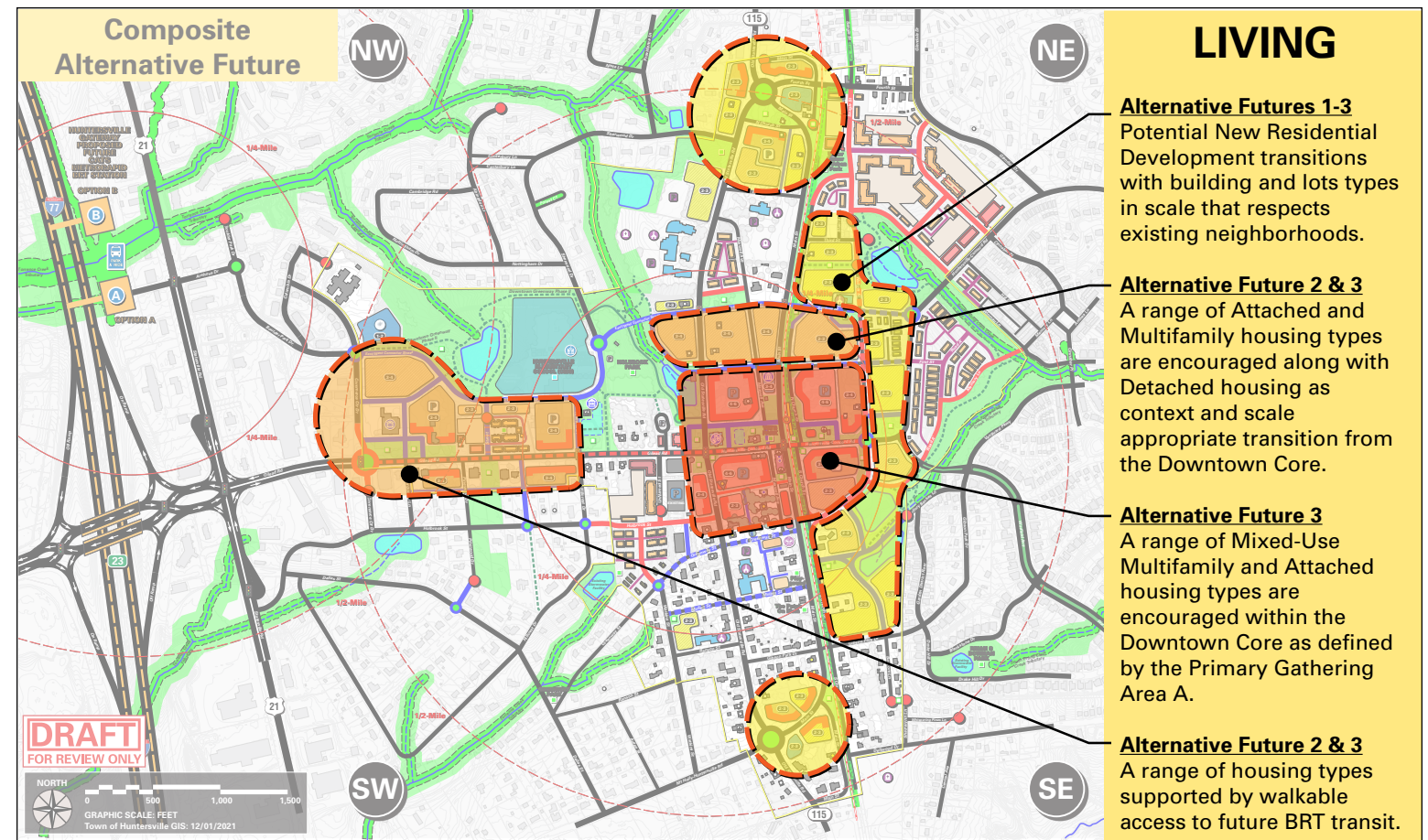
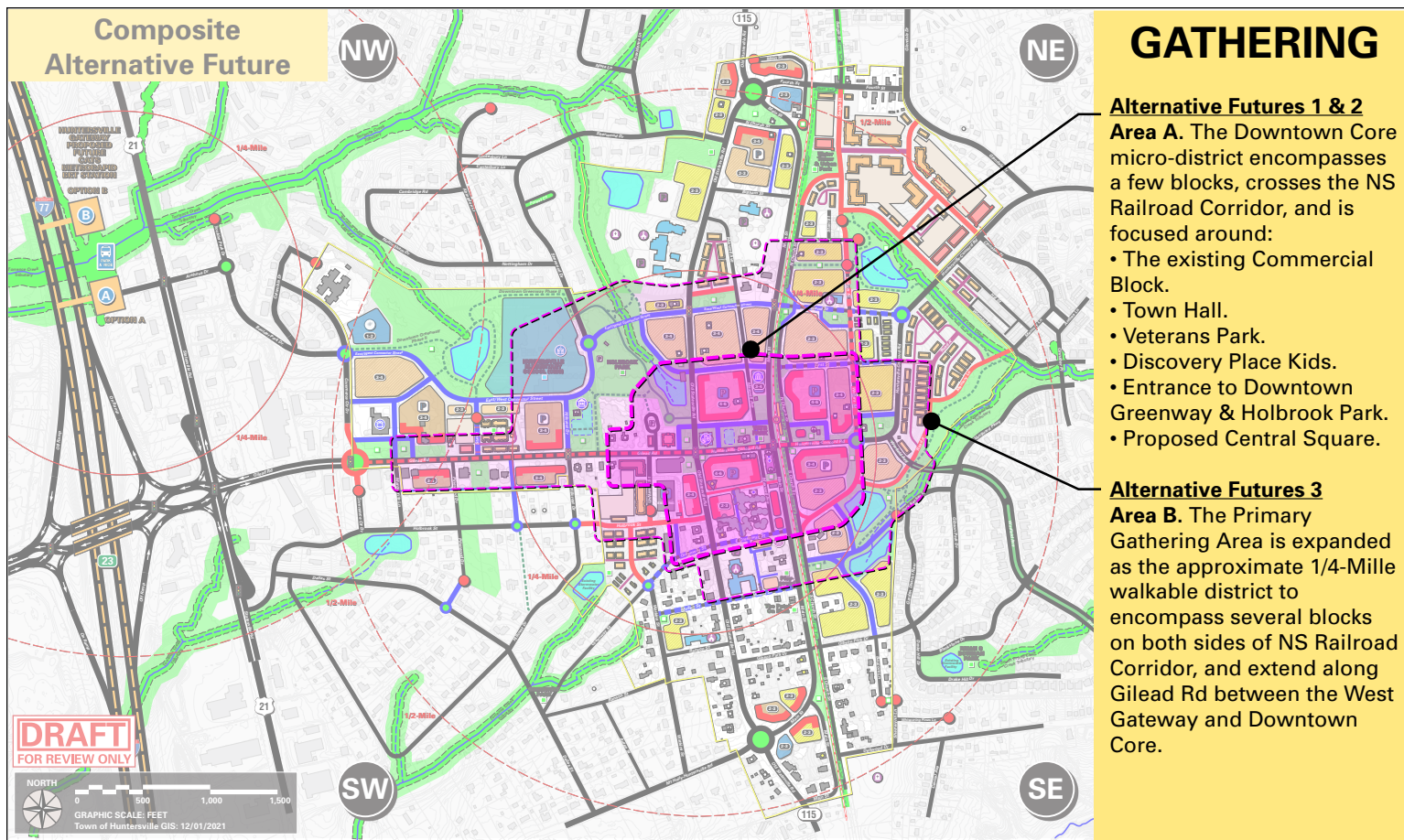
3 Nature - Public Trails & Bikeways



4 Nature - Creative Stormwater Solutions

FIGURE 13: Composite Alternative Future: Plan and Characteristic Images: Mobility.

FIGURE 14: Composite Alternative Future: Plan and Characteristic Images: Nature.



1 Gathering Space Type - Large Park Public Events



2 Gathering Space Type - Well Defined Public Urban Rooms



3 Gathering Space Type - Street Oriented Outdoor Dining Patios



4 Gathering Space Type - Small Pocket Parks

FIGURE 15: Composite Alternative Future: Plan and Characteristic Images: Gathering.



1 Apartment (Mixed-Use) - Building & Lot Type



2 Attached House - Building & Lot Type

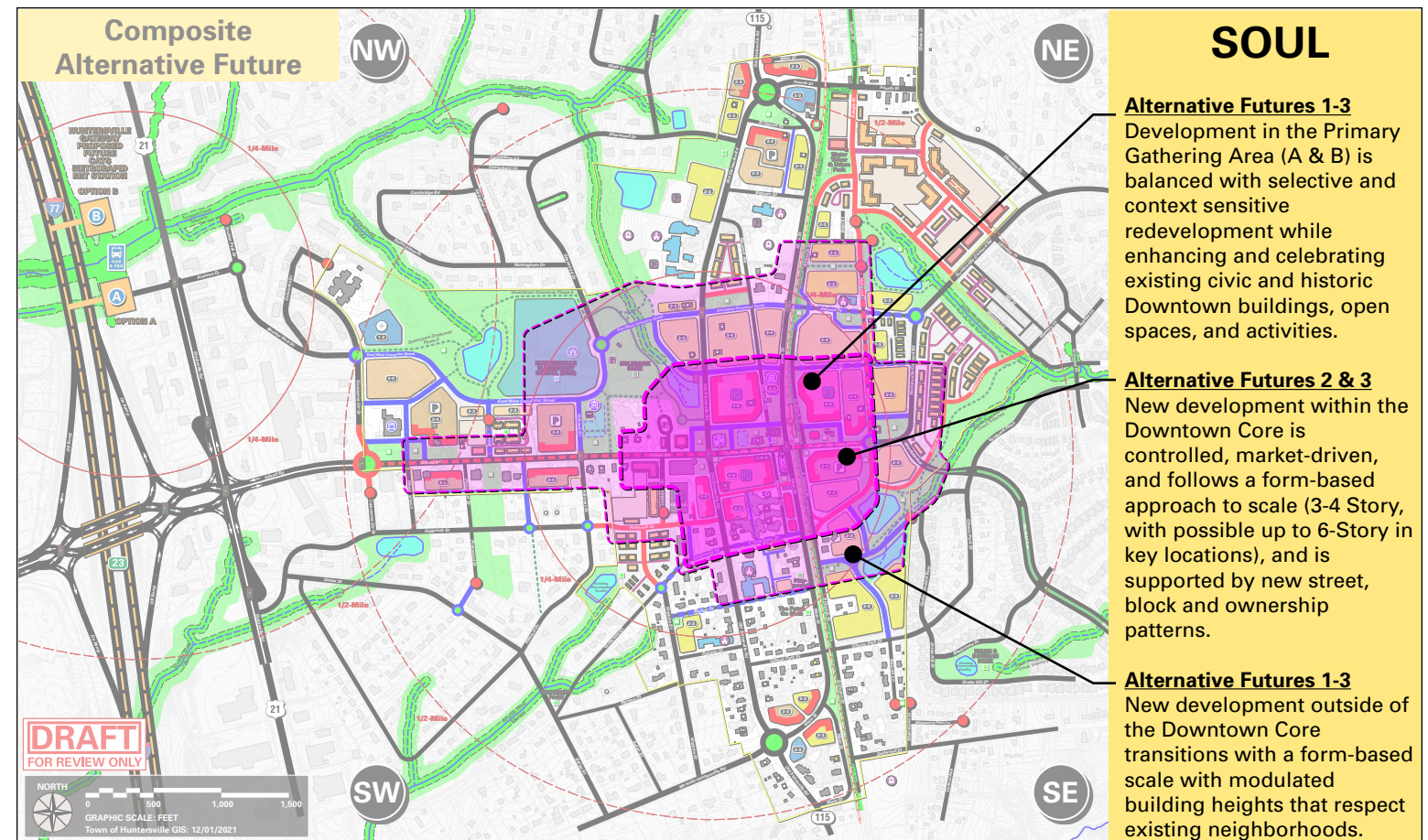
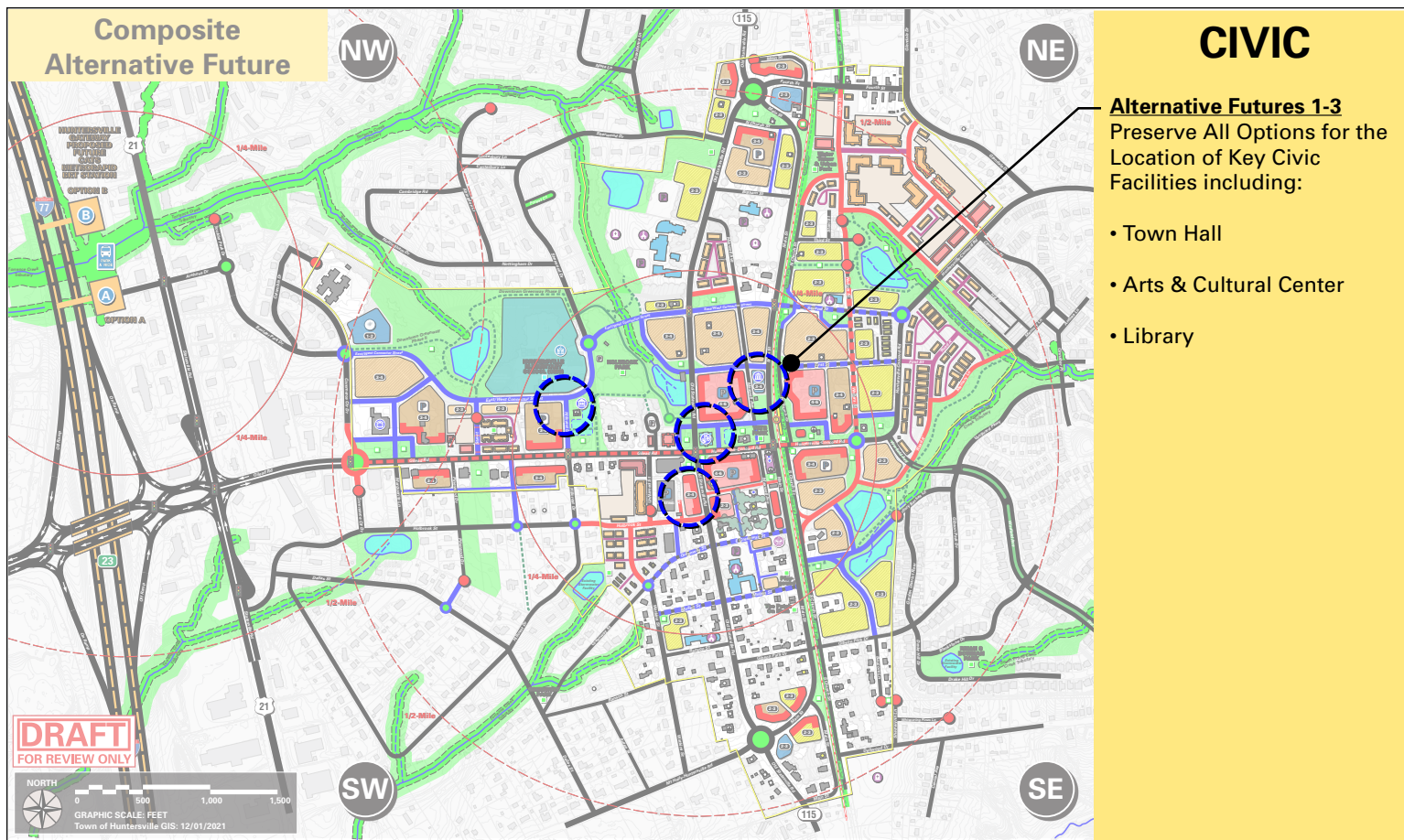


3 Attached House - Building & Lot Type



4 Detached House - Building & Lot Type

FIGURE 16: Composite Alternative Future: Plan and Characteristic Images: Living.



1 Hunterville Town Hall (Existing) - Huntersville, NC



2 Hunterville Town Hall (Proposed) - Huntersville, NC



1 Main Street Historic Commercial Block - Huntersville, NC



2 Huntersville Town Center & Discovery Place Kids - Huntersville, NC



3 Huntersville Arts & Cultural Center - Huntersville, NC



4 CMS Huntersville Elementary School - Huntersville, NC



3 Historic Hunter House - Huntersville, NC



4 Historic Detached & Attached House Types - Huntersville, NC

FIGURE 17: Composite Alternative Future: Plan and Characteristic Images: Civic.

FIGURE 18: Composite Alternative Future: Plan and Characteristic Images: Soul.

Gilead Road Mixed-Use Project

Overview.

In November 2021, the Gilead Road Mixed-Use Project was submitted by HFH Partners, LLC as prepared by Henson Foley for a rezoning from Neighborhood Residential (NR) to Traditional Neighborhood Development – Conditional District (TND-CD). The proposed development is situated on 3.91 acres with frontage along Gilead Road and includes 17,400 SF Commercial and 29 Townhouses (See Figures 20 and 22). Given the location and timing of this unique project, Jay Henson with Henson Foley was agreeable to meeting together with the Town and Shook Kelley for discussion of the proposed development relative to the 2023 Downtown Master Plan. Accordingly, Shook Kelley provided an annotated and diagrammatic review of the site rezoning plan submittal including site planning and design considerations related to the Gilead Road Mixed-Use Project (See Figure 19).

The review of the Gilead Road Mixed-Use Project included the following key considerations:

- Confirm Gilead Road improvement project with future multimodal (vehicle/ bike/pedestrian) design criteria (roadway and streetscape) and right-of-way (R/W) width(s) per Town desires and NCDOT expectations - Existing: 60' R/W, Reserved: 70'/80' R/W, Future: 90-100' R/W? (See Figure 21).
- Verify building locations (frontage and setback) along Gilead Road per future street R/W and utility easement (overhead or underground).
- Create two Development Blocks (1 & 2) with proposed access driveway designed as a New Public Street (with on-street parking) and future access to proposed East/West Connector Street.
- Re-orient parking layout with north/south bays to facilitate 'parking room' and potential perimeter development pads and maximum parking efficiency per shared, mixed-use parking strategy.
- Create development pad for potential phased, future infill residential building type(s) and frontage along New Public Street.
- Explore opportunity with CMS for land acquisition and development frontage along proposed future East/West Connector Street and/or Public Trail System.
- Preserve opportunity for future connection(s) to adjacent parcels.
- Reconcile and/or re-purpose CMS existing service driveway to Facilitate potential shared access (vehicular and pedestrian) between development blocks.
- Explore potential New Street access to Gilead Road, between Holbrook Street and Hillcrest Drive.
- Confirm potential redevelopment plans for adjacent properties by Others (Buildings/Open Space).

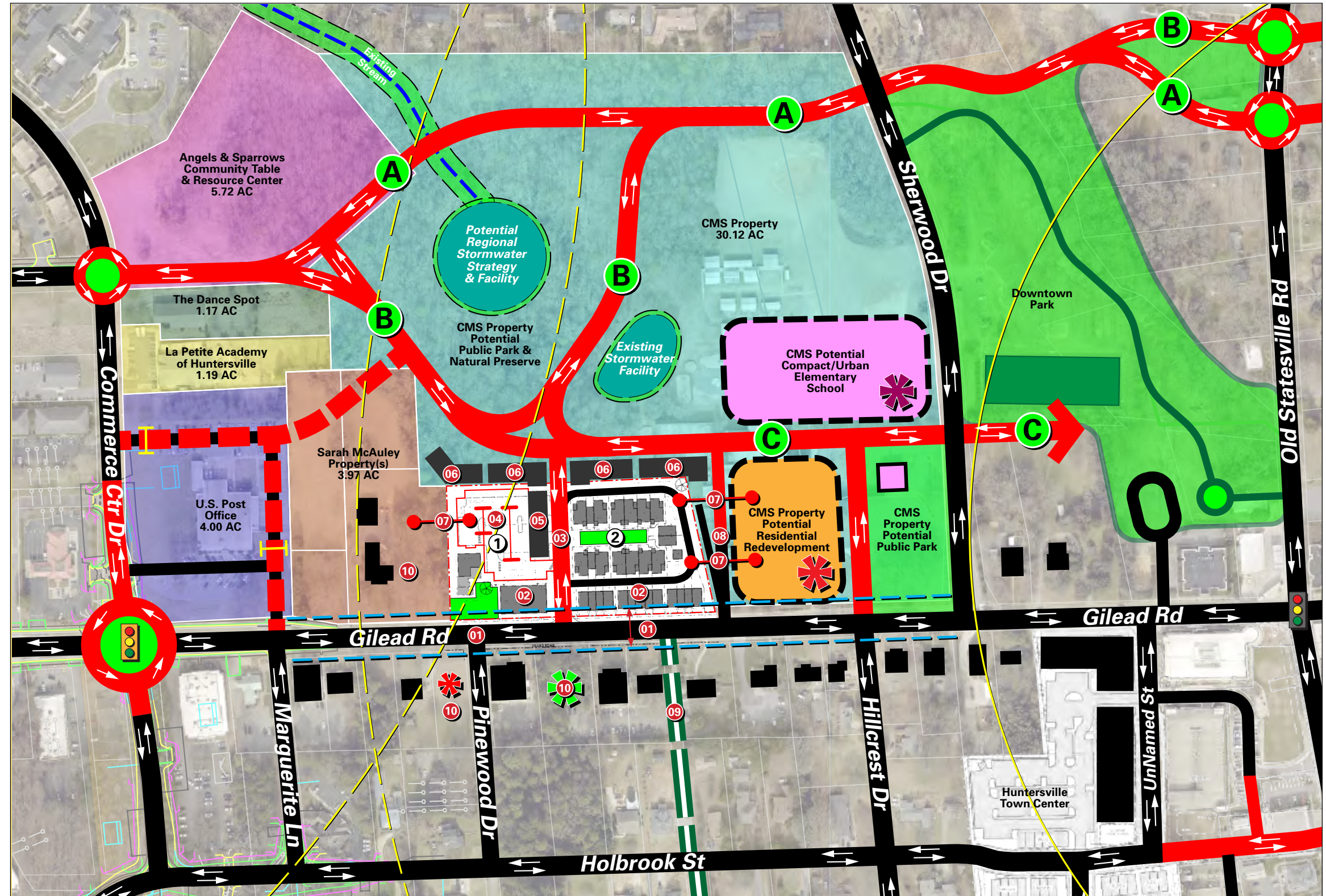


FIGURE 19: Gilead Road Mixed-Use Project - Huntersville, NC: Conceptual Diagram Overlay Plan.



FIGURE 20: Gillead Road Mixed-Use Project - Huntersville, NC: Project Site Location and Context.



**TOH 2022 DMP
Non-Linear Services
Project #1**

Gillead Rd Mixed Use Site

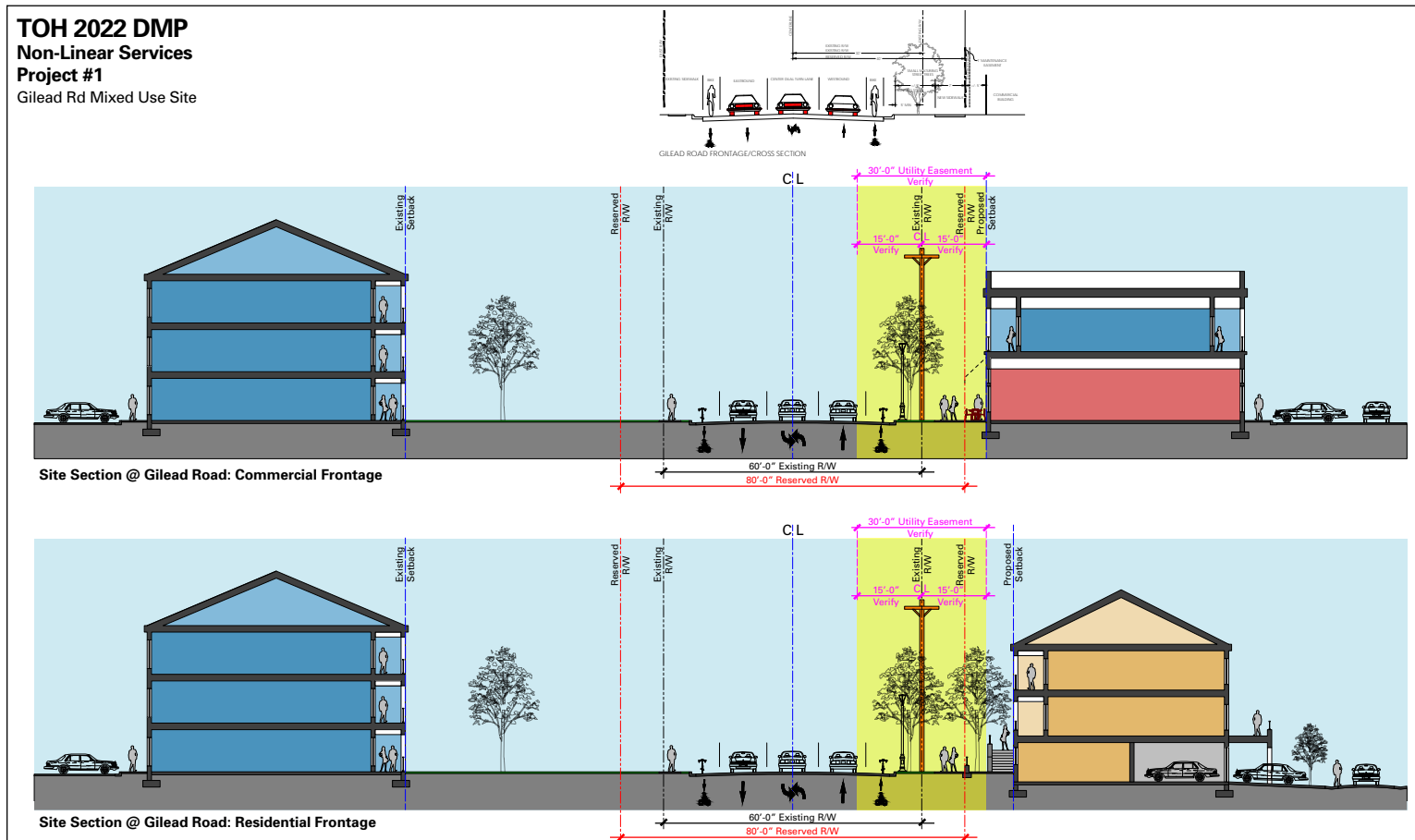


FIGURE 21: Gillead Road Mixed-Use Project - Huntersville, NC: Conceptual Site Sections at Gillead Road.



FIGURE 22: Gillead Road Mixed-Use Project - Huntersville, NC: Existing Streetscape Conditions.

CMS - Huntersville Elementary School

Overview.

On February 23, 2022, the Town met together with Dennis LaCaria, Director for Facilities Planning and Real Estate, Charlotte-Mecklenburg Schools (CMS) to discuss general planning considerations for its property (30.12 Acres) and existing Huntersville Elementary School (ES) located on the corner of Gilead Road and Sherwood Drive (see Figure 24). Dennis explained that pending future funding availability, CMS is interested in the 'on-site replacement' including design and construction of a new Huntersville ES adjacent to the existing facility, which will be required to remain operational until the new facility is completed. The CMS Ardrey Kell Site/Building was shared as potential 'prototype' and compact urban model for the new Huntersville ES in appropriate response to the unique existing conditions and context of the of the CMS property within Downtown Huntersville. In May 2022, CMS published its Capacity Needs Assessment 2022-2031, which listed the Huntersville ES 'on-site replacement' as 49th among a total of 125 potential projects located across the county.

Case Studies and Preliminary Concepts.

Case Studies were prepared to identify and analyze key components and associated functional criteria of the CMS Ardrey Kell Site/Building prototype along with other similar facilities (See Figure 23). St. Mark Catholic School in Huntersville was also studied as a model building and site configuration, which provides an urban approach to street frontage while accommodating adequate on-site queuing for student loading operations. In addition, the Charlotte Mecklenburg Library - South Boulevard Retrofit was studied as a case study consideration for the potential adaptive reuse of a portion of the existing Huntersville ES building for a new public library with frontage along Gilead Road (See Figure 30).

A total of six Conceptual Site Plans were initially prepared to advance and evaluate considerations which maximize an integrated balance between the CMS Prototypes, the Town's Zoning Ordinance requirements, the 2008 Design Guidelines, and the current/ongoing development of Alternative Futures for the 2023 Downtown Master Plan (See Figures 25-28 for Select Scenarios). The Conceptual Site Plans depicted the following key considerations:

- Scenarios for a new East/West Connector Street alignment (northern and southern routes) through the CMS Property. If the East/West Connector Street is pursued, CMS has a preliminary preference for the southern route; however, CMS will not officially endorse either the southern or northern route until further study is conducted to determine adequate site area is available for the new ES building and site components and functions, while maintaining continuity of the existing ES operations during construction. Notwithstanding, CMS will continue working together with the Town to advance planning and design for the future ES in accordance with its goals and policies.
- Continuation/integration of the Downtown Greenway - Phase II project.
- Opportunity for a new neighborhood park fronting Gilead Road and anchored by the historic Agricultural Building.
- Options for building orientation (rotation and reflection), position, and main entrance relative to adjacent streets: existing Sherwood Drive, and proposed East/West Connector

Street and Hillcrest Drive extension. Continuity of the existing ES school operations must be maintained during construction of the new facility (Setback = 30'-0" minimum). Relocation of existing mobile units is possible, however, expect cost of approximately \$50,000 or more for relocation of each unit. The new ES site must accommodate planning for up to six (6) future mobile units.

- Options for a shared (Huntersville Parks and Recreation) gymnasium/recreation center designed and positioned as a separate, freestanding structure on-site adjacent to the school building. CMS' preference is for a single, combined/integrated facility - similar to the plans in ongoing development for the Bruns Avenue ES. Shared later by CMS (See Figure 29). The Bruns Avenue ES building has a more compact and smaller footprint than the Ardrey Kell ES building. Accordingly, expect an integration of the Bruns Avenue ES building would improve flexibility for site design relative to accommodating required parking areas and student loading operations per stacking and queuing lengths.

- Options for automobile and bus parking locations, access, and circulation. Student loading operations shall include double stacking queue with transition to single stack at the student drop-off/pick-up zone at the school entrance. Additional study is required to determine automobile parking areas and layout required to accommodate adequate stacking and queue circulation route for student loading operations.

- Options for student loading operations and queue lengths accommodated on-site per parent auto approach depict student drop-off/pick-up on both the driver side and the passenger side. Options for student drop-off/pick-up shall be considered on the passenger side ONLY. Additional study is required to determine potential maximum stacking and queue lengths that can be provided on-site.

- Potential Development Sites - pending CMS' amenability for sale per fair market value.
- Opportunity to integrate a regional stormwater facility.
- Opportunity to provide outdoor recreations field(s) - pending determination of required parking areas and layouts to provide adequate student loading operations and queue lengths. It is understood that outdoor recreation fields are not provided by CMS per typical ES site programming - assume would be provided by the Town if pursued.

Subsequently, during the development of the Master Plan, CMS shared an alternate building prototype for its Bruns Avenue ES (currently in preliminary design stages by ADW Architects), which integrates a shared gymnasium within a more compact school building footprint. Given the unique characteristics of this prototype relative to existing site context and conditions, the Bruns Avenue ES was determined to be a more appropriate facility to emulate for the future Huntersville ES, and was incorporated into the Plan accordingly (See Figure31). Additional feedback from the DPSC included a desire (if feasible) to keep and repurpose the existing gymnasium building as a Huntersville Parks and Recreation public facility.

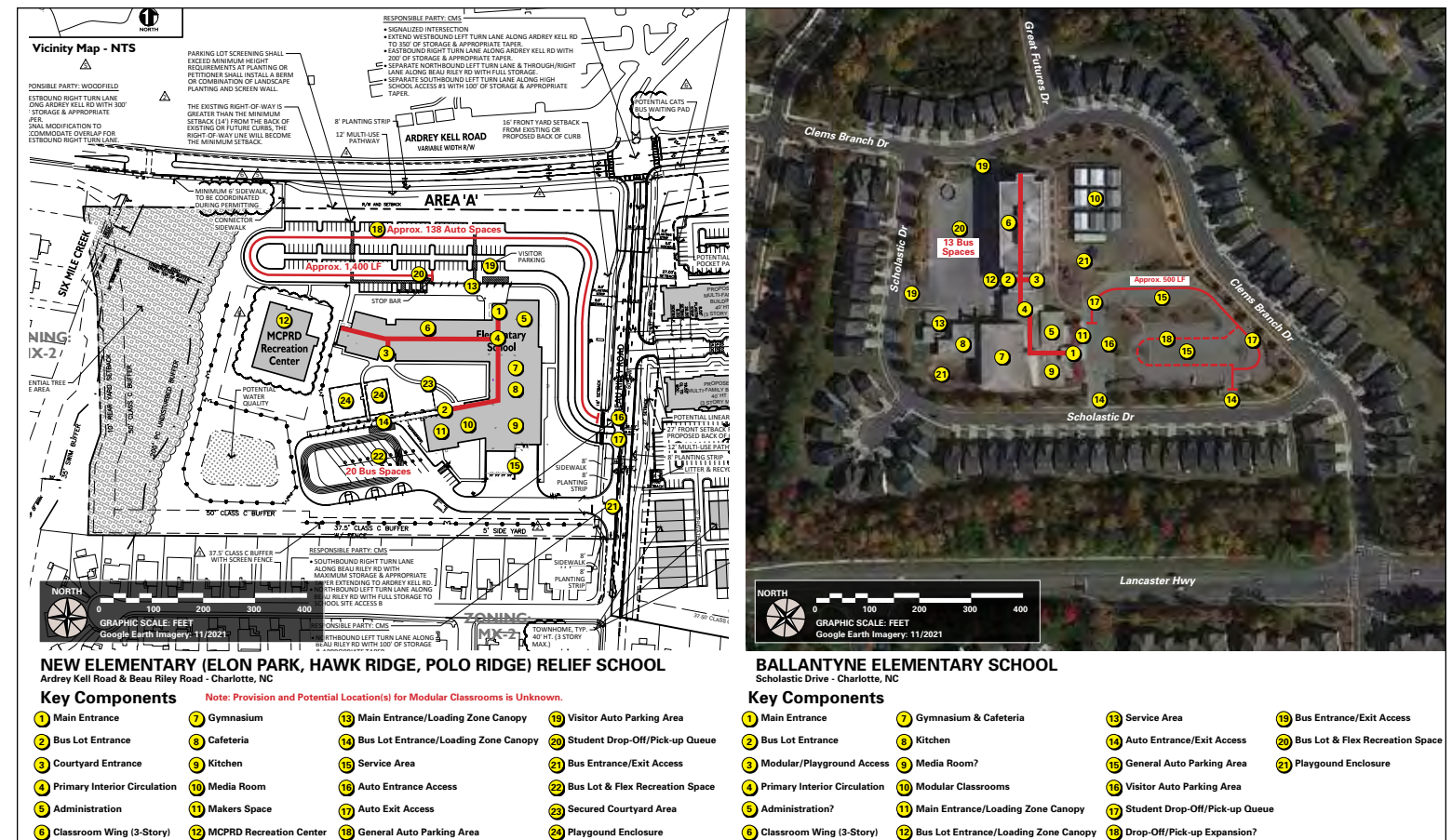


FIGURE 23: Case Study - CMS 'Ardrey Kell' Elementary School and Ballantyne Elementary School - Charlotte, NC.



FIGURE 24: CMS Property and Huntersville Elementary School: Existing Site Aerial Imagery - Huntersville, NC.

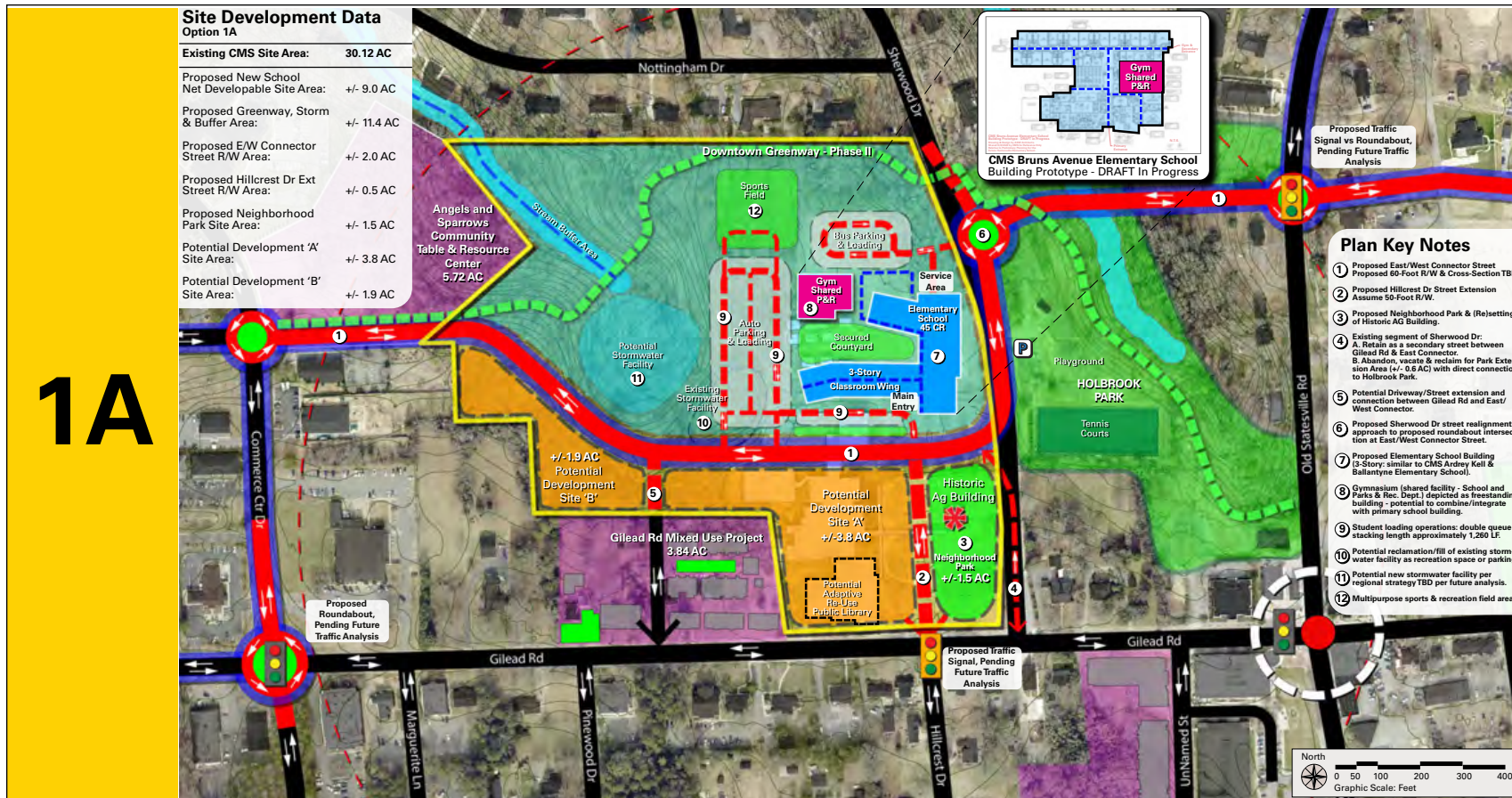


FIGURE 25: Potential Future CMS Huntersville Elementary School: Conceptual Site Plan: Scenario 1A.

Conceptual Site Plan: Scenario 1A.

- East/West Connector Street alignment: Southern route.
- Building Position and Orientation: Anchored (minimal setback) on corner of Sherwood Drive and East/West Connector Street, with main entrance and 3-story classroom wing frontage along East/West Connector Street, and interior courtyard and gymnasium facing the rear of the lot and existing greenway.

Advantages:

- Generally comports with Town's Design Guidelines for Civic Lot and Building Types (e.g. visual anchor with street frontage, parking at rear of building, etc.).
 - Generally efficient automobile parking area layout to accommodate student loading operations and queue lengths.
 - The new ES building is positioned as far south as possible (adjacent the existing ES building), and away from the existing Sherwood Forest Neighborhood to minimize potential visual impact.
- Minimal disturbance to existing plans for Downtown Greenway – Phase II Project.

Disadvantages:

- Requires a deviation (per strict clone of the AK ES building prototype) for the main entrance location on the western end of the classroom wing. Note: Per CMS, building prototype entrance locations are 'fungible' (allowed to be moved) to accommodate unique site conditions.
 - Student drop-off/pick-up zone is shortened or shifted from direct access to building main entrance.
- Requires phased approach to construction of East/West Connector Street and new automobile parking area to maintain continuity of existing ES operations.

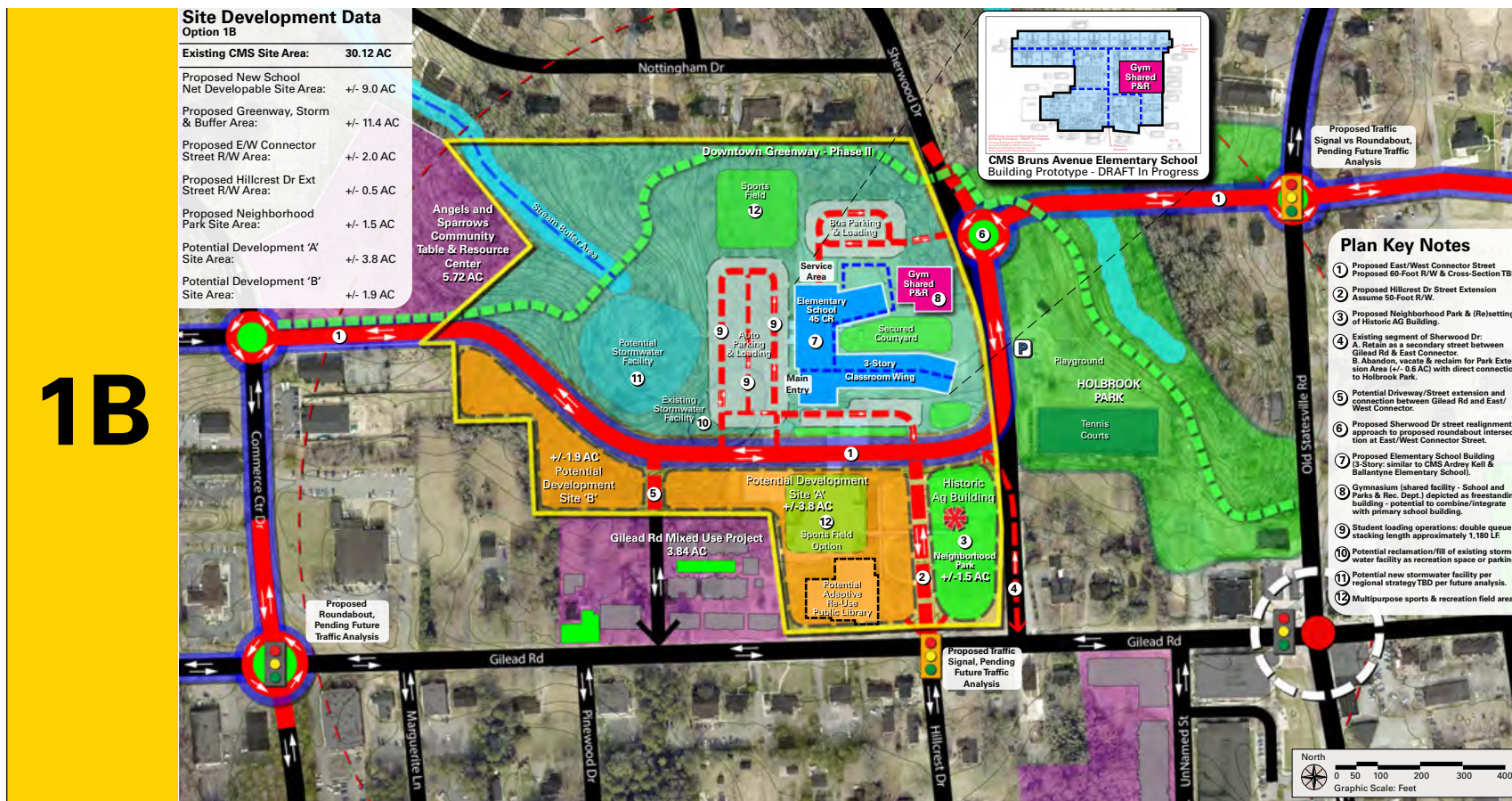


FIGURE 26: Potential Future CMS Huntersville Elementary School: Conceptual Site Plan: Scenario 1B.

Conceptual Site Plan: Scenario 1B.

- East/West Connector Street alignment: Southern route.
- Building Position and Orientation: Anchored (minimal setback) on corner of Sherwood Drive and East/West Connector Street, with 3-story classroom wing frontage along East/West Connector Street, main entrance on side – near corner – facing automobile parking, and interior courtyard and gymnasium facing Sherwood Drive and Holbrook Park.

Advantages:

- Generally comports with Town's Design Guidelines for Civic Lot and Building Types (e.g. visual anchor with street frontage). Opportunity to follow precedent of St. Mark Catholic School, whereby the 'U-shaped' portion of the building is oriented to provide frontage along the primary street (Stumptown Road) with a secured landscaped courtyard space, and student loading operations (including automobile stacking and queuing) is accommodated on-site within an off-street surface parking lot.
 - Generally efficient automobile parking area layout to accommodate student loading operations and queue lengths.
 - The new ES building is positioned as far south as possible (adjacent the existing ES building), and away from the existing Sherwood Forest neighborhood to minimize potential visual impact.
- Minimal disturbance to existing plans for Downtown Greenway – Phase II Project.

Disadvantages:

- Requires a deviation (per strict clone of the AK ES building prototype) for the main entrance location on the opposite side of administrative spaces. Per CMS, building prototype entrance locations are 'fungible' (allowed to be moved) to accommodate unique site conditions.
 - Student drop-off/pick-up zone is shortened or shifted from direct access to building main entrance.
- Requires phased approach to construction of East/West Connector Street and new automobile parking area to maintain continuity of existing ES operations.

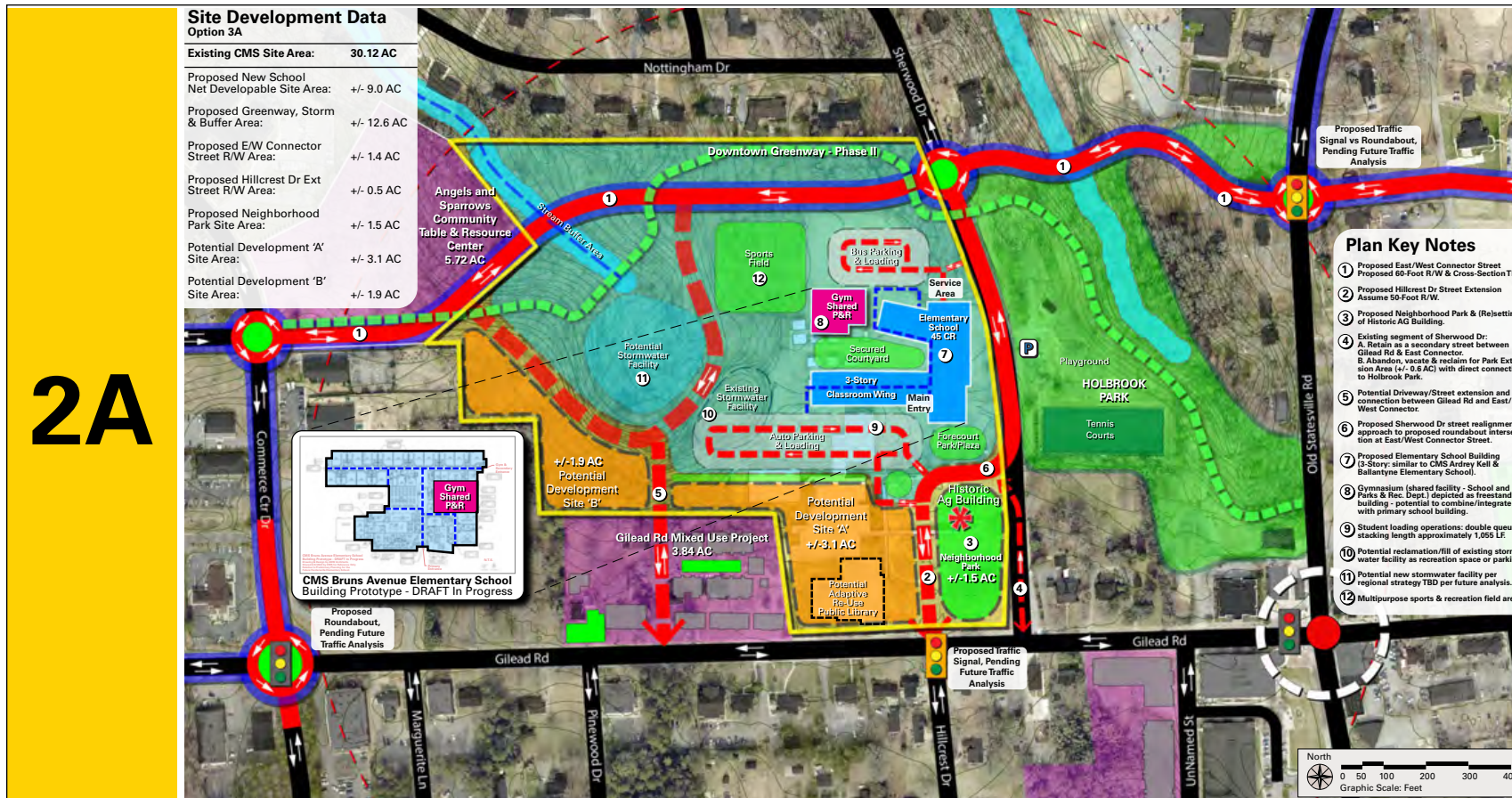


FIGURE 27: Potential Future CMS Huntersville Elementary School: Conceptual Site Plan: Scenario 2A.

Conceptual Site Plan: Scenario 2A.

- East/West Connector Street alignment: Northern route.
- Building Position and Orientation: Anchored (minimal setback) on corner of Sherwood Drive and potential Hillcrest Drive extension, with main entrance and 3-story classroom wing frontage along potential Hillcrest Drive extension, and interior courtyard and gymnasium facing the rear of the lot and existing greenway.

Advantages:

- Generally comports with Town's Design Guidelines for Civic Lot and Building Types (e.g. visual anchor with street frontage, parking at rear of building, etc.).
- Close clone (reflected orientation) of the AK ES building prototype per main entrance location.
- Generally efficient automobile parking area layout to accommodate student loading operations and queue lengths.
- The new ES building is positioned as far south as possible (adjacent the existing ES building), and away from the existing Sherwood Forest Neighborhood to minimize potential visual impact.

Disadvantages:

- East/West Connector Street alignment along the northern route isolates a strip of property between the Sherwood Forest Neighborhood and the street right-of-way, which may be a disadvantage for CMS as unusable land area – however, might be an advantage if Town pursues acquisition for expansion of Downtown Greenway open space.
- Does not comport with CMS requirements for student loading operations whereby parent auto approach shall facilitate student drop-off/pick-up on the passenger side only – unless the proposed parking area width is expanded, which reduces site area available for Potential Development Site 'A'.
- Student drop-off/pick-up zone is shortened or shifted from direct access to building main entrance.
- Requires phased approach to construction of potential Hillcrest Drive extension and new automobile parking area to maintain continuity of existing ES operations.
- Requires future modifications to existing plans for Downtown Greenway – Phase II Project.
- The building service area location is close to Sherwood Drive and must be appropriately screened.

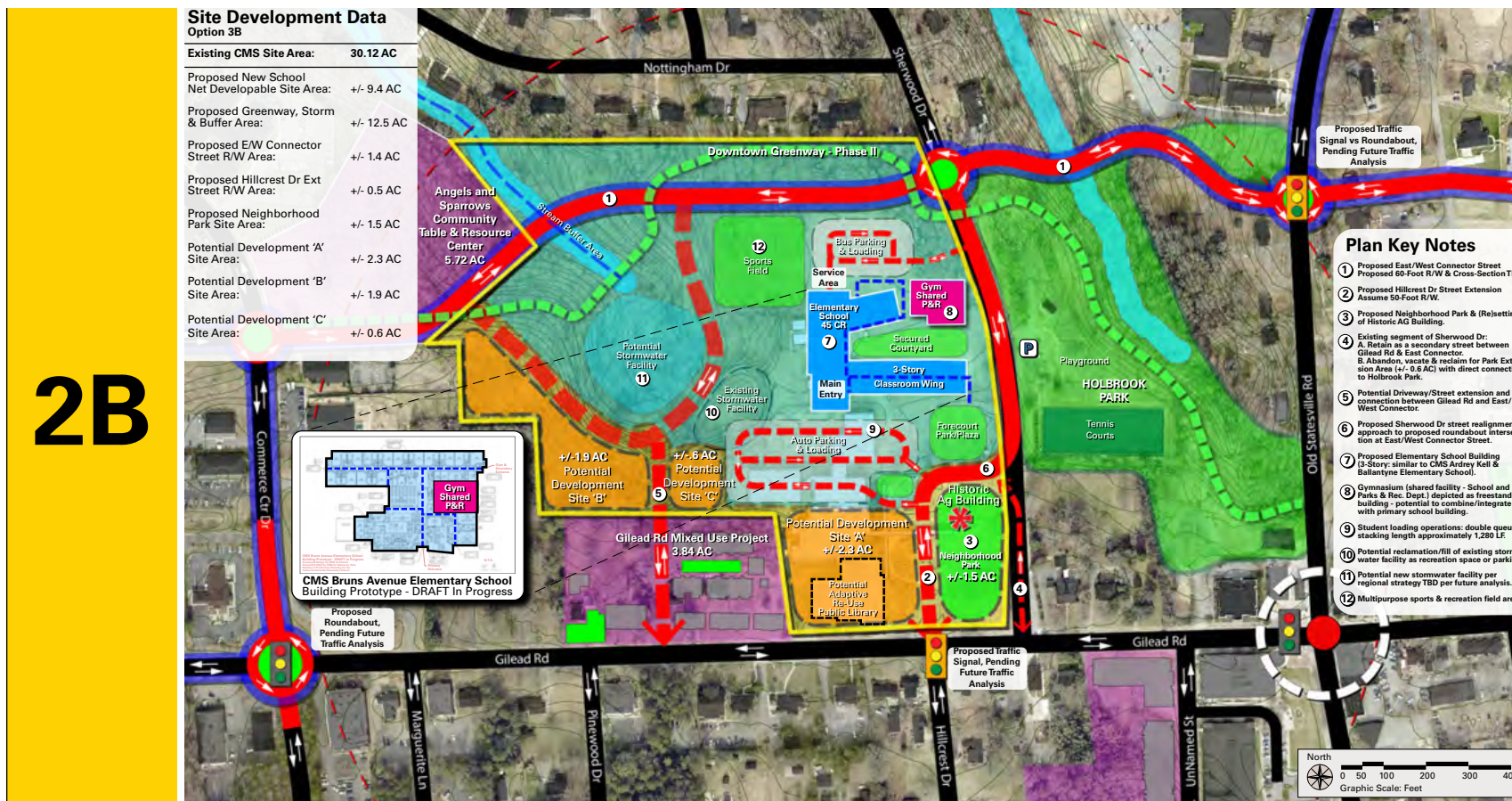


FIGURE 28: Potential Future CMS Huntersville Elementary School: Conceptual Site Plan: Scenario 2B.

Conceptual Site Plan: Scenario 2B.

- East/West Connector Street alignment: Northern route.
- Building Position and Orientation: Frontage (minimal setback) along Sherwood Drive, with main entrance and 3-story classroom wing frontage setback and offset along potential Hillcrest Drive extension, and interior courtyard and gymnasium facing Sherwood Drive and Holbrook Park.

Advantages:

- Generally comports with Town's Design Guidelines for Civic Lot and Building Types (e.g. visual anchor with street frontage, parking at rear of building, etc.). Opportunity to follow precedent of St. Mark Catholic School, whereby the 'U-shaped' portion of the building is oriented to provide frontage along the primary street (Stumptown Road) with a secured landscaped courtyard space, and student loading operations (including automobile stacking and queuing) is accommodated on-site within an off-street surface parking lot (Attachment 05).
- Close clone (reflected orientation) of the AK ES building prototype per main entrance location.
- Generally efficient automobile parking area layout to accommodate student loading operations and queue lengths.
- The new ES building is positioned as far south as possible (adjacent the existing ES building), and away from the existing Sherwood Forest Neighborhood to minimize potential visual impact.

Disadvantages:

- East/West Connector Street alignment along the northern route isolates a strip of property between the Sherwood Forest Neighborhood and the street right-of-way, which may be a disadvantage for CMS as unusable land area – however, might be an advantage if Town pursues acquisition for expansion of Downtown Greenway open space.
- Student drop-off/pick-up zone is shortened or shifted from direct access to building main entrance.
- Requires phased approach to construction of potential Hillcrest Drive extension and new automobile parking area to maintain continuity of existing ES operations.
- Requires future modifications to existing plans for Downtown Greenway – Phase II Project.

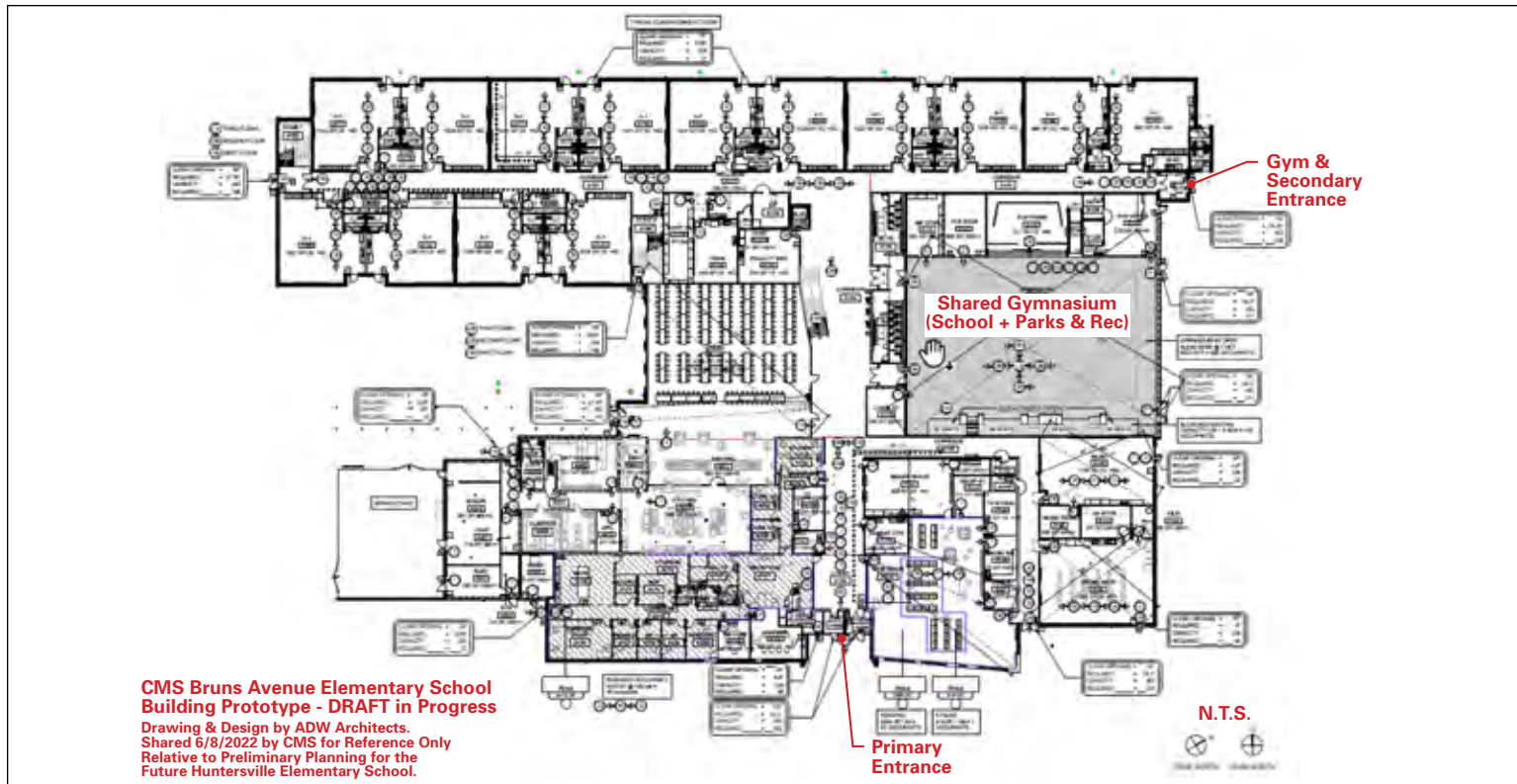


FIGURE 29: CMS Brun Avenue Elementary School. ADW Architects.

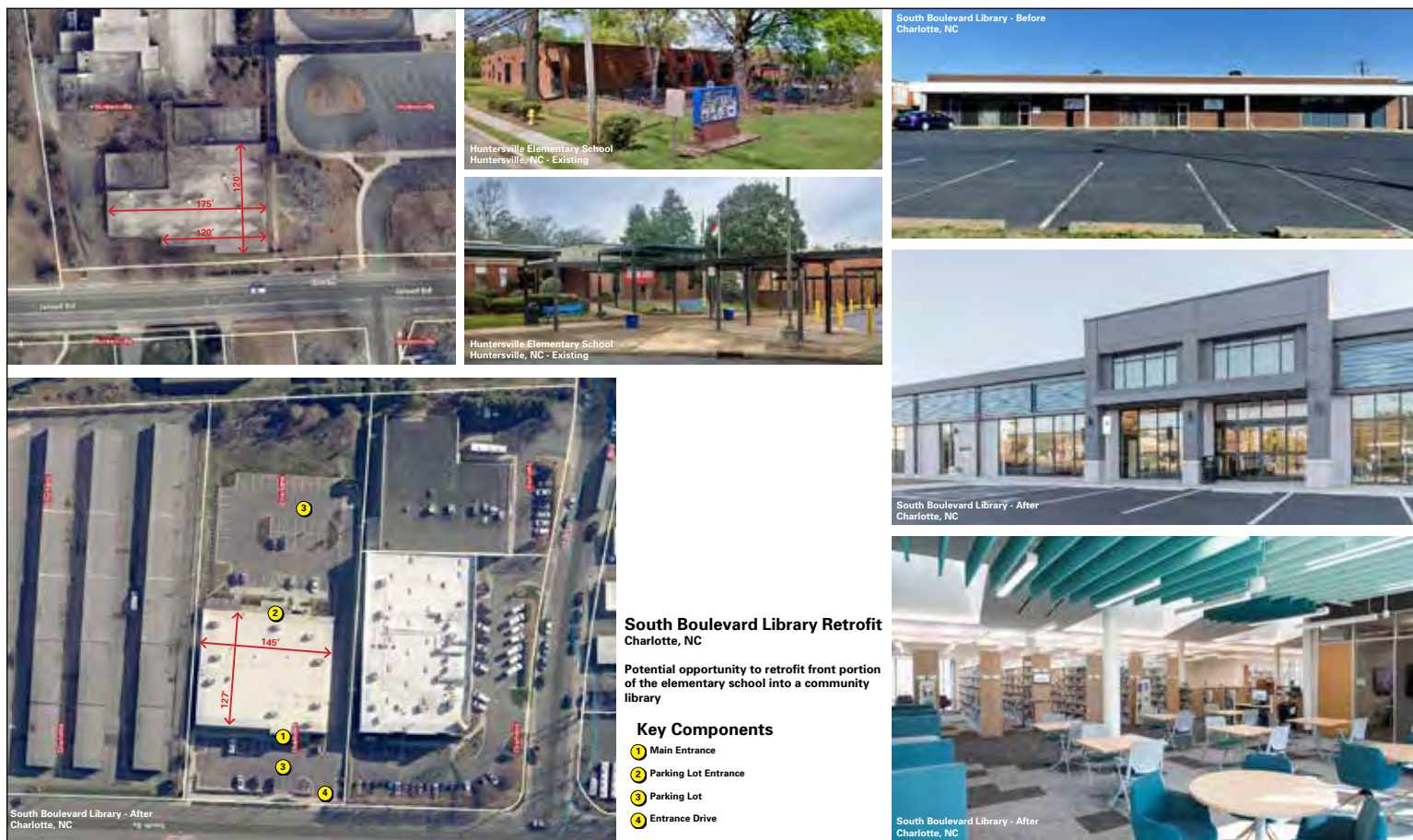


FIGURE 30: Case Study - South Boulevard Public Library Retrofit: Charlotte, NC.

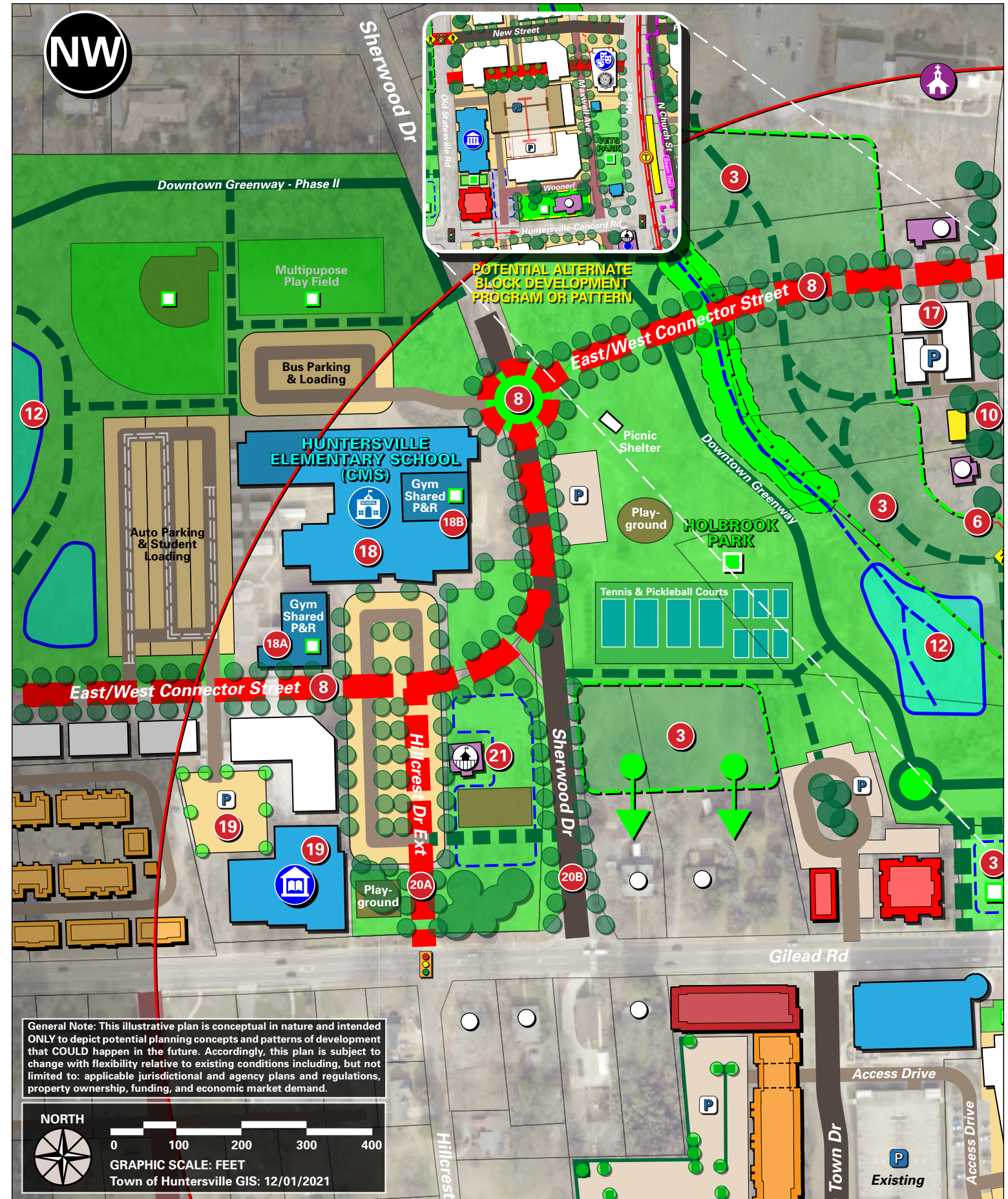


FIGURE 31: 2023 Downtown Huntersville Vision Plan - Partial Plan at CMS Huntersville Elementary School.

Town of Huntersville Planning Department

Physical Address:
105 Gilead Road
3rd Floor
Huntersville, NC 28078

Mailing Address:
PO Box 664
Huntersville, NC 28070

(704) 875-7000 Phone
(704) 875-5528 Fax (Attn: Planning)
www.huntersville.org



Shook Kelley CLT, PLLC

1545 West Trade Street
Charlotte NC 28216
(704) 377-0661 Phone
www.shookkelley.com

For access to additional information and documents,
please visit the 2023 Downtown Master Plan
Project website: letsplanhuntersville.org

