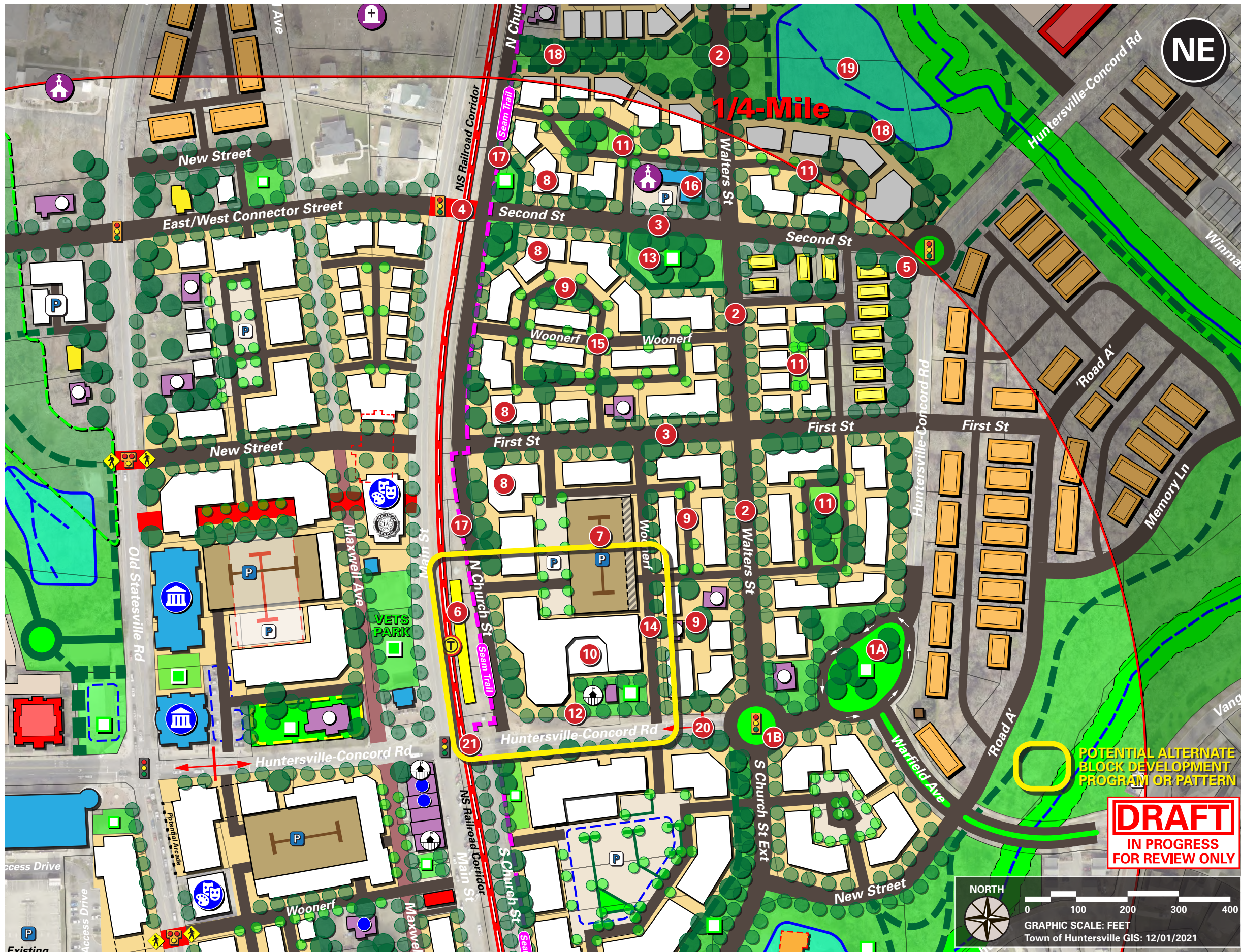


KEY NOTES & INITIAL CONSIDERATIONS

- 1** Huntersville-Concord Road Street Curve Improvement Options - Note: Could include One or Both:
 - 1A** 'Expanded' Roundabout & Gateway Park (Tree Preservation) at Intersection of Warfield Avenue.
 - 1B** Urban Roundabout at Intersection of Walters Street & S Church Street Extension.
- 2** Walters Street Improvement - Implement Green Street Design Features with Integrated Tree Preservation.
- 3** First & Second Street Improvement - Implement Green Street Design Features with Integrated Tree Preservation.
- 4** Proposed NS Railroad Crossing - Explore At-Grade & Grade Separated Options.
- 5** Huntersville-Concord Road & Second Street Intersection Improvement: Roundabout or Traffic Signal to facilitate safe pedestrian crossing and vehicle movement at street curve.
- 6** Potential Future Transit Station (Platform Location) per CATS Long Term Planning for the LYNX North Corridor Red Line.
- 7** Huntersville-Concord Rd & N Church St - Corner Mixed-Use Block. Explore Layout, Phasing, & Design to Support Potential P3 Project for Enhanced Shared Parking Facility to support New Adjacent Mixed-Use Development and Potential Long Term Transit Planning.
- 8** Building Setbacks and Articulation to maximize preservation of existing specimen trees along N Church Street.
- 9** Residential Development Block - Incremental, Form-based design, defined by a flexible range of Apartment, Attached, and Detached building types, situated to maximize preservation of existing specimen trees - supported by existing and potential future ownership patterns.
- 10** Evaluate potential to increase allowable Mixed-Use Commercial area per Shopfront building types along frontage of Huntersville-Concord Road and N Church Street.
- 11** Residential Development Block - Incremental, Form-based design, defined by a flexible range of Attached and Detached building types, situated to maximize preservation of existing specimen trees - supported by existing and potential future ownership patterns.
- 12** Public Square - Anchored by Historic Jailhouse and Potential Commercial Kiosk and/or Adaptive Structure.
- 13** Walters Street Neighborhood Park & Tree Preservation Area.
- 14** Woonerf (Mixed-Use) - Connections Between Huntersville-Concord Road and N Church Street to Define Public Square, and First Street to increase connectivity (reduce block size) and facilitate access to public parking and residential development.
- 15** Woonerf (Residential) - Connections Between N Church Street and Walters Street to increase connectivity (reduce block size) and facilitate access to residential development.
- 16** Church of God of the Bible.
- 17** The Seam Trail & N Church Street Improvement - Pedestrian and Bicycle pathway integrated with N Church Street and adjacent streetscape design.
- 18** Expanded Public Greenway & Trails with Link to The Seam Trail.
- 19** Regional Stormwater Facility - Designed & Amenitized as a Landscape Feature within the Existing Greenway.
- 20** NCDOT Main Street Improvement Project: Roadway 2-Lanes with Transition and Widening to 3-Lanes - Limit of Construction. Includes Intersection at Huntersville-Concord Rd, Main St, Church Street, and NS Railroad Corridor (At Grade).
- 21** Critical Pedestrian Crossing & Intersection Improvement Zone: Norfolk Southern Railroad Corridor, Huntersville-Concord Road, Maxwell Avenue, Main Street, Church Street, and the Seam Trail.



KEY NOTES & INITIAL CONSIDERATIONS

- 1 Huntersville-Concord Road Street Curve Improvement Options - Note: Could include One or Both:
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- 8 Building Setbacks and Articulation to maximize preservation of existing specimen trees along N Church Street.
- 9 Residential Development Block - Incremental, Form-based design, defined by a flexible range of Apartment, Attached, and Detached building types, situated to maximize preservation of existing specimen trees - supported by existing and potential future ownership patterns.
- 10 Evaluate potential to increase allowable Mixed-Use Commercial area per Urban Workplace building type(s) along frontage of Huntersville-Concord Road and N Church Street to facilitate potential Neighborhood Market or other similar use.
- 11 Residential Development Block - Incremental, Form-based design, defined by a flexible range of Attached and Detached building types, situated to maximize preservation of existing specimen trees - supported by existing and potential future ownership patterns.
- 12 Public Square - Anchored by Historic Jailhouse and Potential Commercial Kiosk and/or Adaptive Structure.
- 13 Walters Street Neighborhood Park & Tree Preservation Area.
- 14 Woonerf (Mixed-Use) - Connections Between Huntersville-Concord and First Street to increase connectivity (reduce block size) and facilitate access to public parking and residential development.
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Town of Huntersville, NC
2022 Downtown
Master Plan

Prepared for:
Town of Huntersville
105 Gilead Road, 3rd Floor
Huntersville, NC 28070

Project: 21046
Issue Date:
20 October 2022

DRAFT Master Plan - Street Section
Walters Street
DMP-SS:3.1



10'-0" +/-20'-0" 20'-0" +/-20'-0" 10'-0"

Front Yard **Pedestrian Zone & Enhanced Median** **Traffic Way** **Pedestrian Zone & Enhanced Median** **Front Yard**
 Sidewalk, Pocket Park, Existing & New Trees, Landscape/BioSwale, On-Street Parking Walters Street - Green Street Sidewalk, Pocket Park, Existing & New Trees, Landscape/BioSwale, On-Street Parking



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