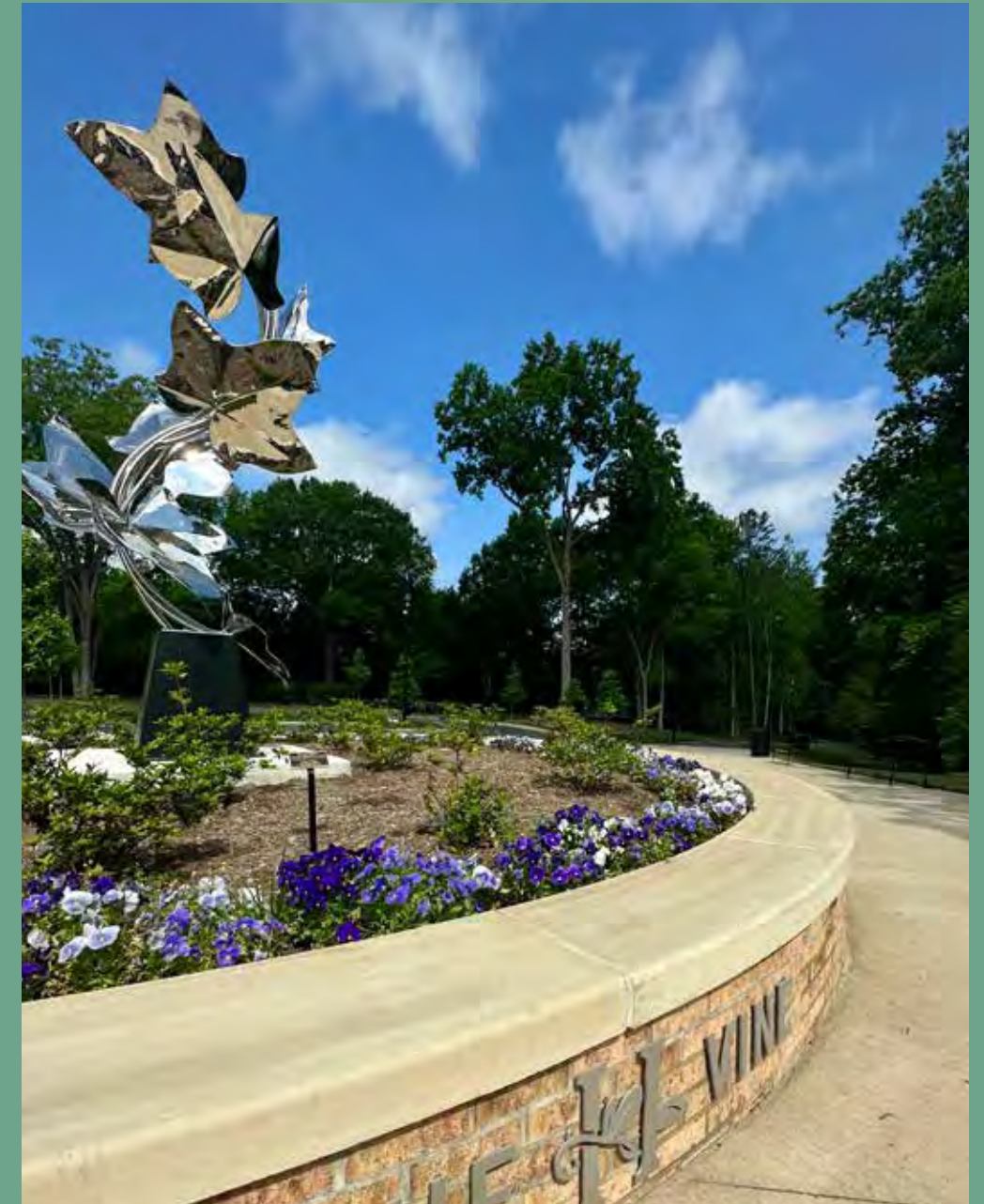




# 2023 Downtown Master Plan



ADOPTED - April 17, 2023

Appendix A  
Phase 1: Discovery

# 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

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### Project Director:

Jack Simoneau, Planning Director

### Project Coordinator:

Brian Richards, Assistant Planning Director

### Project Assistant:

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### Transportation:

Heather Maloney, Senior Transportation Planner

### GIS Coordination:

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President

### Publication Date:


January 12, 2023

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For access to additional information and documents, please visit the 2023 Downtown Master Plan Project website: [letsplanhuntersville.org](https://letsplanhuntersville.org)



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For access to additional information and documents, please visit the 2023 Downtown Master Plan Project website: [letsplanhuntersville.org](https://letsplanhuntersville.org)





# DPSC and Public Engagement: Surveys and Input.

## DPSC Topical Issues Survey.

Early in the Discovery process, members of the DPSC participated in a Topical Issues Survey to share their views and beliefs about the issues impacting the future of this study area and their expectations to come out of it (See Appendix F.1). While the results of the survey were not attributed to any one member, they were discussed openly together during the initial DPSC meetings. This process was a very important “first step” in understanding the challenges and opportunities imbedded in these types of efforts, and in making sure that everyone understands the scope and the limitations of this study. The Topical Issues Survey covered the following categories and associated discussion points:

### Land Use & Housing.

- Downtown Boundary & Program.
- Walkability.
- Non-Residential Land Uses.
- Housing Types.
- Neighborhood Character - Impacts and Improvements.

### Economic Vitality.

- Economic State and Trend.
- Local Business Support.
- 10|10|10 Goals and Incentives.
- Town Role and Contributions.

### Downtown.

- Key Attributes.
- Downtown Benchmark Places.
- 10-Year Improvements and Current Conditions.
- Quality of Life and Trends.
- Walkability and Accessibility.
- Parking.
- Historic Preservation.
- Technology Features.
- Public Events and Programming.

### Environment and Open Space.

- Parks and Public Open Spaces.
- Pedestrian and Bicyclist Access.

### Infrastructure and Public Services.

- Private and Public Property Maintenance.
- Public Safety.
- Public Art.
- Traffic and Walkability.
- Transit Planning and Mobility.
- Utility Infrastructure.

In addition, as the Discovery process advanced, the DPSC and the general Public were invited to participate and provide input using a variety of interactive tools including (See Appendix F.2-F.6):

- DPSC Homework Assignment – Place Preferences.
- Visual Preference Survey.
- Interactive Public Input Map.
- Supplemental Public Inputs – In-Person and Online.

## DPSC Homework Assignment – Place Preferences.

### Overview.

As an extension to the DPSC Topical Issues Survey; during the DPSC Meeting #2 on

December 9, 2021, DPSC Members were asked to share images, which represent what they LIKE and DISLIKE about the most memorable downtown(s) they have visited - as noted within their responses to the Survey along with others that they may have since remembered or recently discovered. In addition, members were asked to share a brief narrative description for each image which explains the specific characteristics they feel are important to consider in defining the Downtown Plan.

### Results.

The DPSC Members shared a range of images from a number of downtowns and places located predominately in North Carolina including: Shelby, Hendersonville, Pinehurst, Belmont, Matthews, Pineville, Zebulon, Asheville, Hickory, Blowing Rock, Boone, Concord, Davidson, Mooresville, NODA District in Charlotte, Salisbury, Statesville, Mebane, and Oxford. In addition, images were shared from a few locations outside of North Carolina including: Greenville, SC, Somerville, NJ, and Manitou Springs, CO (See Appendix F.3). Common attributes among the places shared include:

**Building Form and Scale:** The buildings are predominately 1 to 3 stories in height (and stories and/or rooflines vary along blocks) with continuous, yet incremental frontage (approximately 30 to 40 feet) along the street. Most rooflines are defined with articulated parapet walls, with a few expressions of unique forms defining individual buildings along the block. Most images depicted only one side of the street. However, where both sides were included, it appeared the public space of the street created by the fronting buildings achieved spatial enclosure ratios between 1:3 and 1:4.

**Building Type and Uses:** Most of the buildings appear to have the desired characteristics of the Shop Front Building Type as outlined by the Town’s Zoning Ordinance, defined by street level commercial shops and restaurants, and commercial office or residential uses on the upper levels. In addition, a few examples of Civic Building Types were shared, which depict town halls and other cultural uses.

**Building Façades - Storefronts, Materials and Color, Articulation, Character:** Most of the buildings have a variety of well-proportioned expressions and detail at the street as well as the upper levels. On the street level, storefronts appear uniquely designed and composed with transparent glazing and entrances for individual businesses. Storefront heights undulate comfortably along an approximate 16-20 foot datum, which provides a continuous, animated frontage along the sidewalk. In addition, a compatible vocabulary of awnings and signage elements and designs add to the pedestrian experience. Where buildings have upper levels, they are equally well-articulated with individual, yet harmonious sculptural relief and details, materials and colors, and window compositions – appropriately expressing the residential or office uses within. A few examples of colorful murals on secondary façades are also included.

**Pedestrian Oriented Sidewalks, Streetscape, and Activities:** Common among most of the places shared are characteristics including:

- Wide sidewalks; whereby people can comfortably stroll side-by-side, and/or accommodate adequate outdoor dining areas, programmed gathering areas, and/or outdoor merchandising, art installations, and decorative landscaping.
- Locally expressive, intentional, and well-maintained approach to streetscape elements including decorative streetlights, street trees, public art installations, wayfinding signage, decorative railings, and other public furniture (including a variety of inviting fixed and movable seating presentations).
- On-street parking is presented in both parallel and diagonal configurations.

### Visual Preference Survey.

#### Overview.

This public survey (re)introduces images in accordance with the vocabulary of Building Types established in the Huntersville Zoning Ordinance - Urban Workplace, Shop Front, Apartment, etc. along with Building Form and Scale, Open Space and Street Types. While this survey provides only a snapshot of community preferences, it will help

establish a basic common visual language together with the community as these types are defined and considered for located within the Alternative Futures and Master Plan.

### Results.

A total of 490 surveys were completed by the public. See Appendix F.4 for results within each image set including:

- Percentages of each image selected.
- Top three and bottom two choices.
- Key observations.

### Interactive Public Input Map.

#### Overview.

The Town of Huntersville created an online, Interactive Public Input Map for citizens to pinpoint and describe features they would like to change or protect within the Downtown area along with key places that could benefit from strategic planning in support of the Huntersville 2023 Downtown Master Plan. The map included the following Public Input Categories:

- Community Asset.
- Desired Use.
- Development Opportunity.
- Infrastructure Improvements.
- Lighting Improvements.
- Parking Improvements.
- Parks and Open Space.
- Pedestrian Improvement.
- Property Improvements.
- Transportation Improvements.
- Undesired Use.
- Other (Open for general comments).

Together, these public inputs helped inform the definition of Organizing Principles that are in accord with community desires, and the Consultant Team in distinguishing the Alternative Futures.

### Results.

A total of 914 entries were made by the public on the map, which touched upon all twelve Content Categories (See Appendix F.5).

### Supplemental Public Inputs – In-Person and Online.

#### In-Person

Public Forum #1 Our Essential Downtown, originally intended as an in-person public event, was reformatted and conducted on January 27, 2022 as a virtual live-stream event as a result of COVID-19 protocols per surge of the Omicron variant. Accordingly, in an effort to provide additional methods for the public to learn about the Phase I Discovery process and information gathered within the Preliminary Assessment, hardcopy plots of key presentation slides were pinned and displayed in sequential arrangement as sheets on the walls of the Town Hall Council Chamber. In addition, a Visual Preference Survey booklet was printed and located in the Council Chamber. Together, these items were open to the public with an invitation to post notes directly on the sheets, and Town Staff was available to meet and discuss information with interested visitors.

#### Online

Supplementing the Visual Preference Survey and the Interactive Public Input Map, the public was invited to share ideas about the Downtown Master Plan and upload supporting images.

### Results.

(See Appendix F.6).

# Public Forum #1: Our Essential Downtown

On January 27, 2022, Public Forum #1 was conducted virtually by the Consultant Team and live-streamed in accordance with COVID-19 protocols implemented by the Town of Huntersville. 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 explained the Master Planning Process and presented the initial findings of the Preliminary Assessment relative to Infrastructure, Land Use / Urban Design, and Economic Development along with a Downtown Context Plan, Photo Tour, and Key Existing Resources. In addition, public involvement and feedback was encouraged through upcoming Public Forms and DPSC Meetings, interactive tools including on-line surveys and input maps, and the Downtown Plan Project Website.



FIGURE 3: Key Existing References.

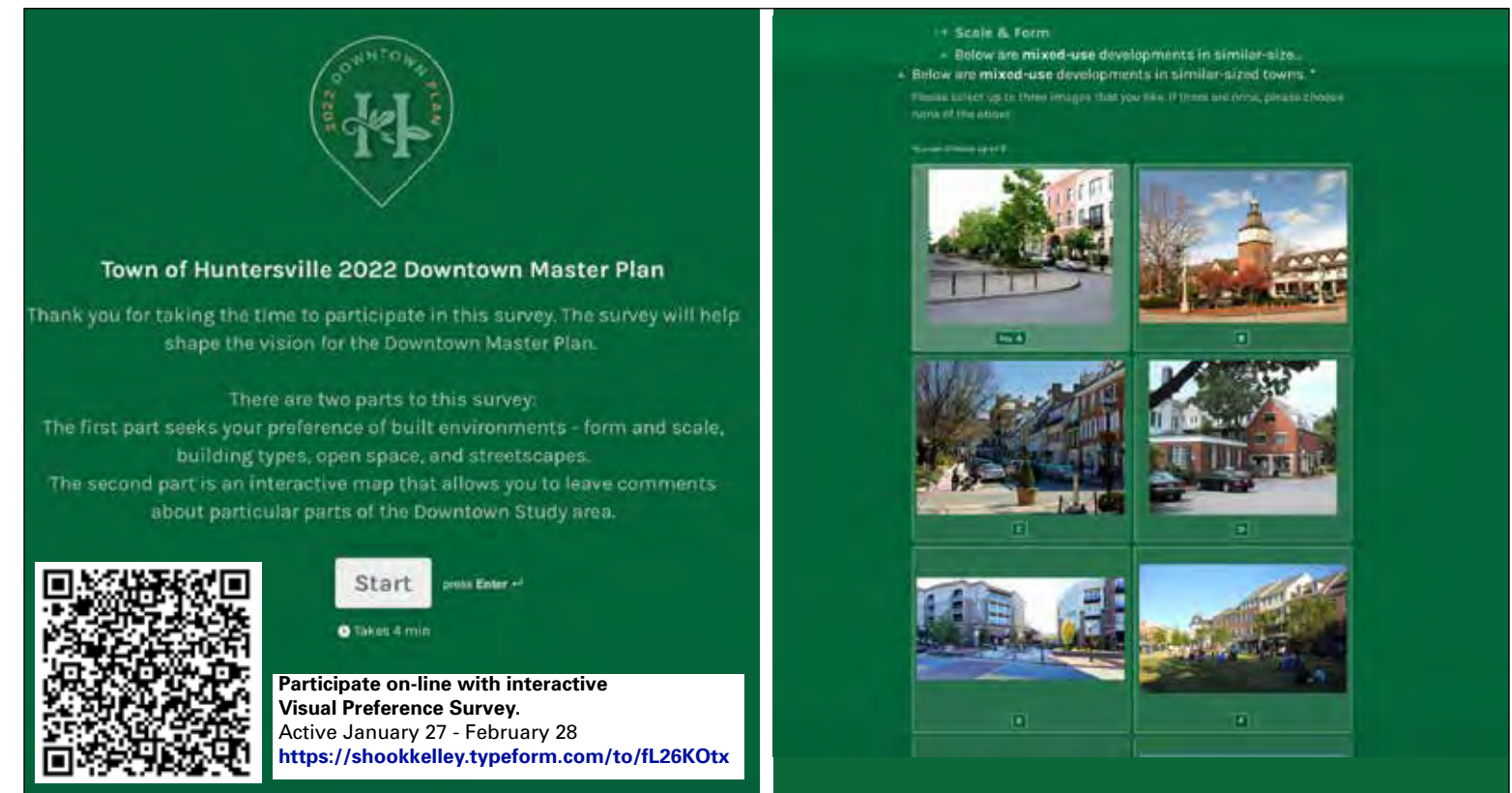


FIGURE 5: Public Engagement Tool: Visual Preference Survey.

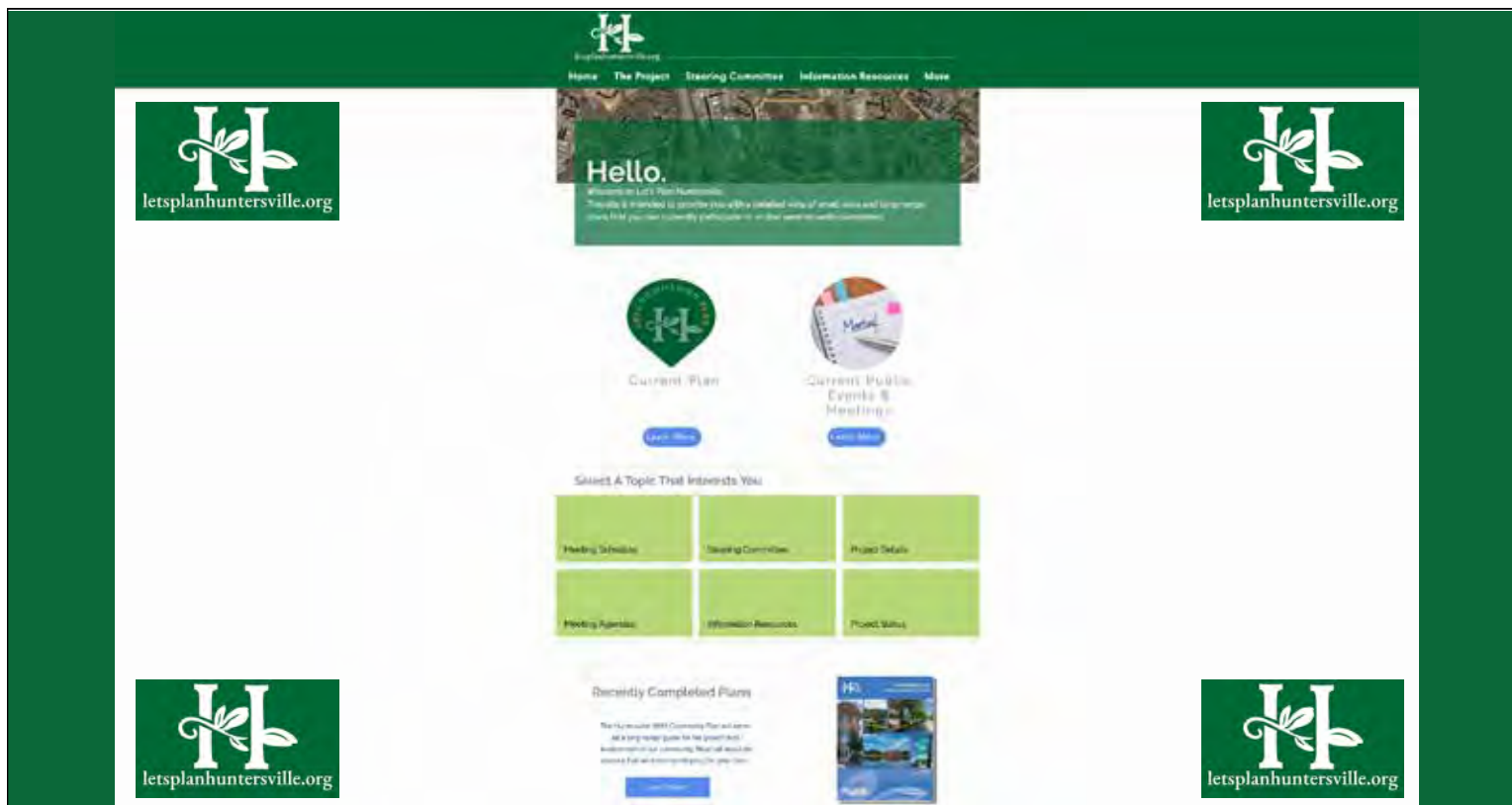


FIGURE 4: Public Engagement Tool: Project Website.

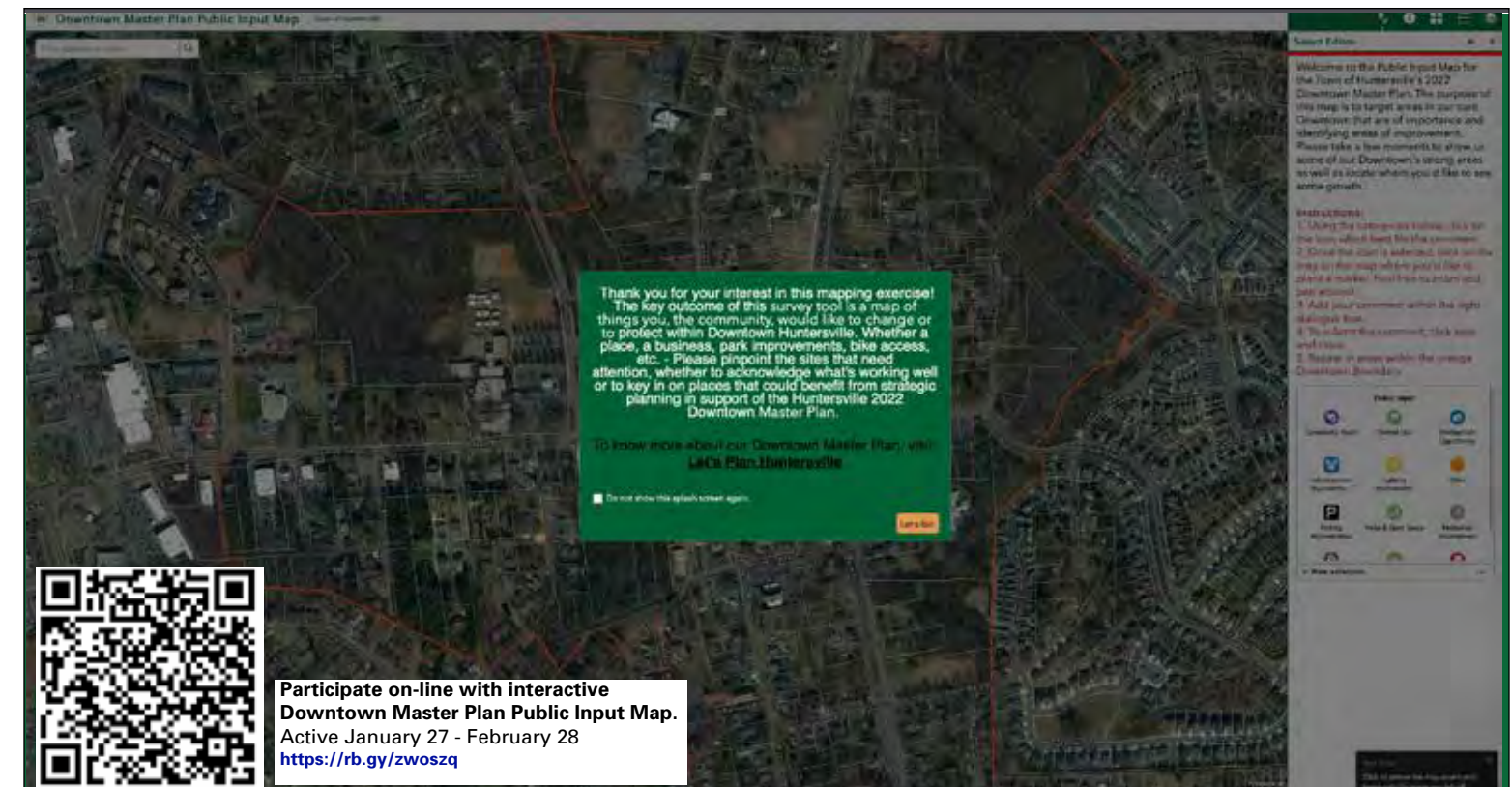


FIGURE 6: Public Engagement Tool: Interactive Input Map.

# Downtown Transportation Network Planned Streets (Under Construction, Approved, Proposed)

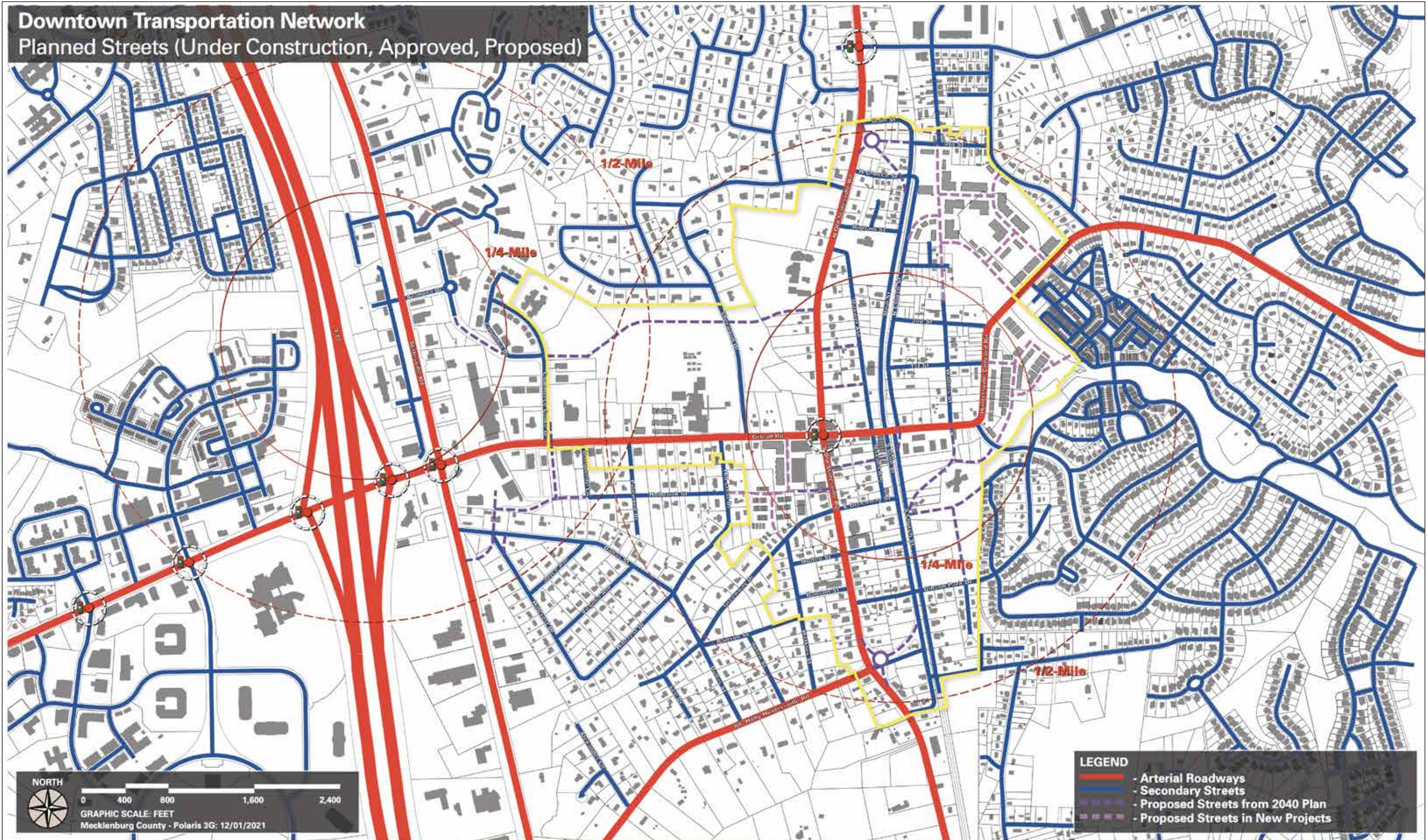


FIGURE 7: Preliminary Assessment - Infrastructure: Transportation Network.



# Downtown Transportation Network

## NCDOT Traffic Volumes

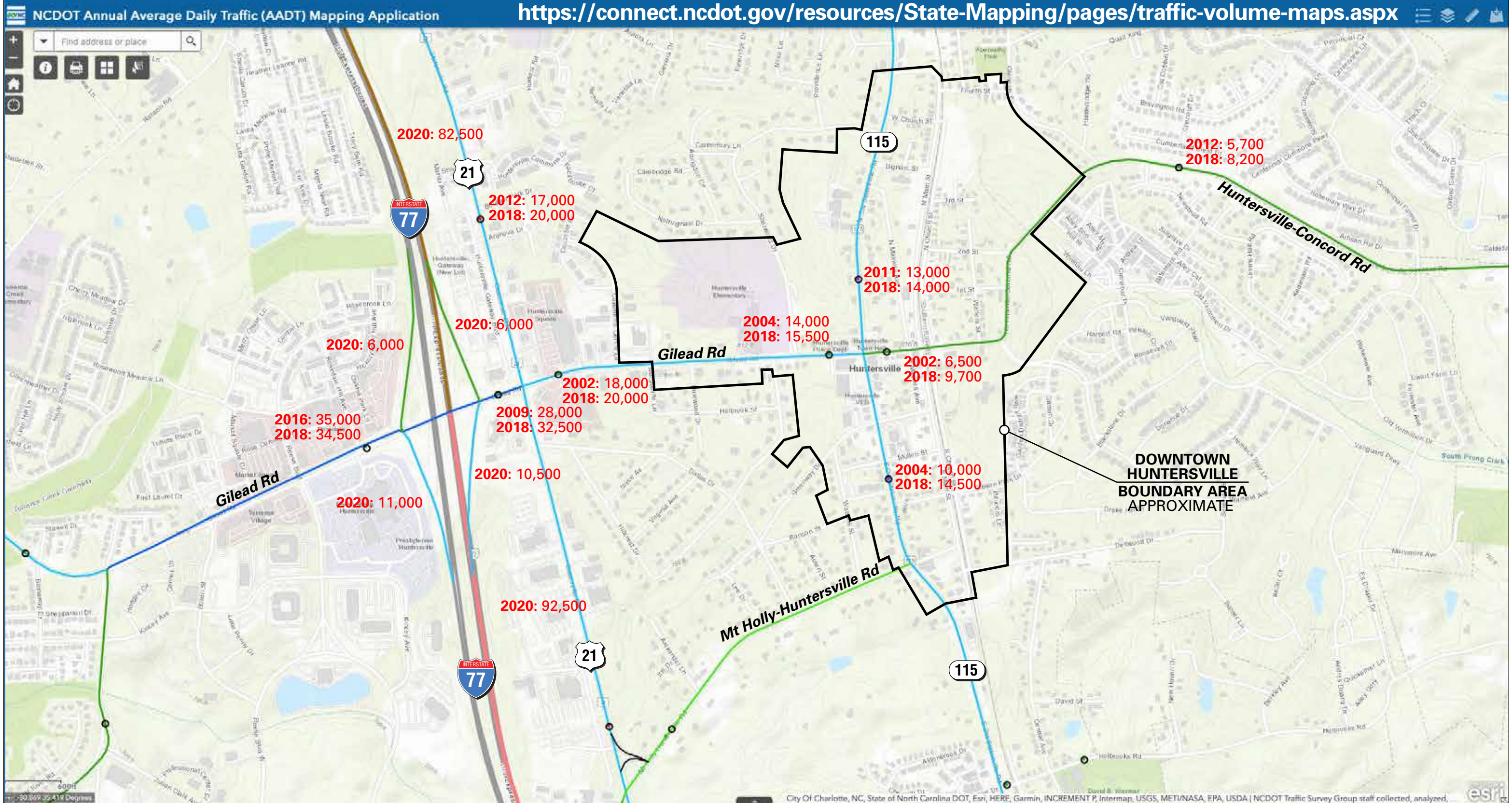


FIGURE 8: Preliminary Assessment - Infrastructure: Transportation Network - NCDOT Traffic Volumes.

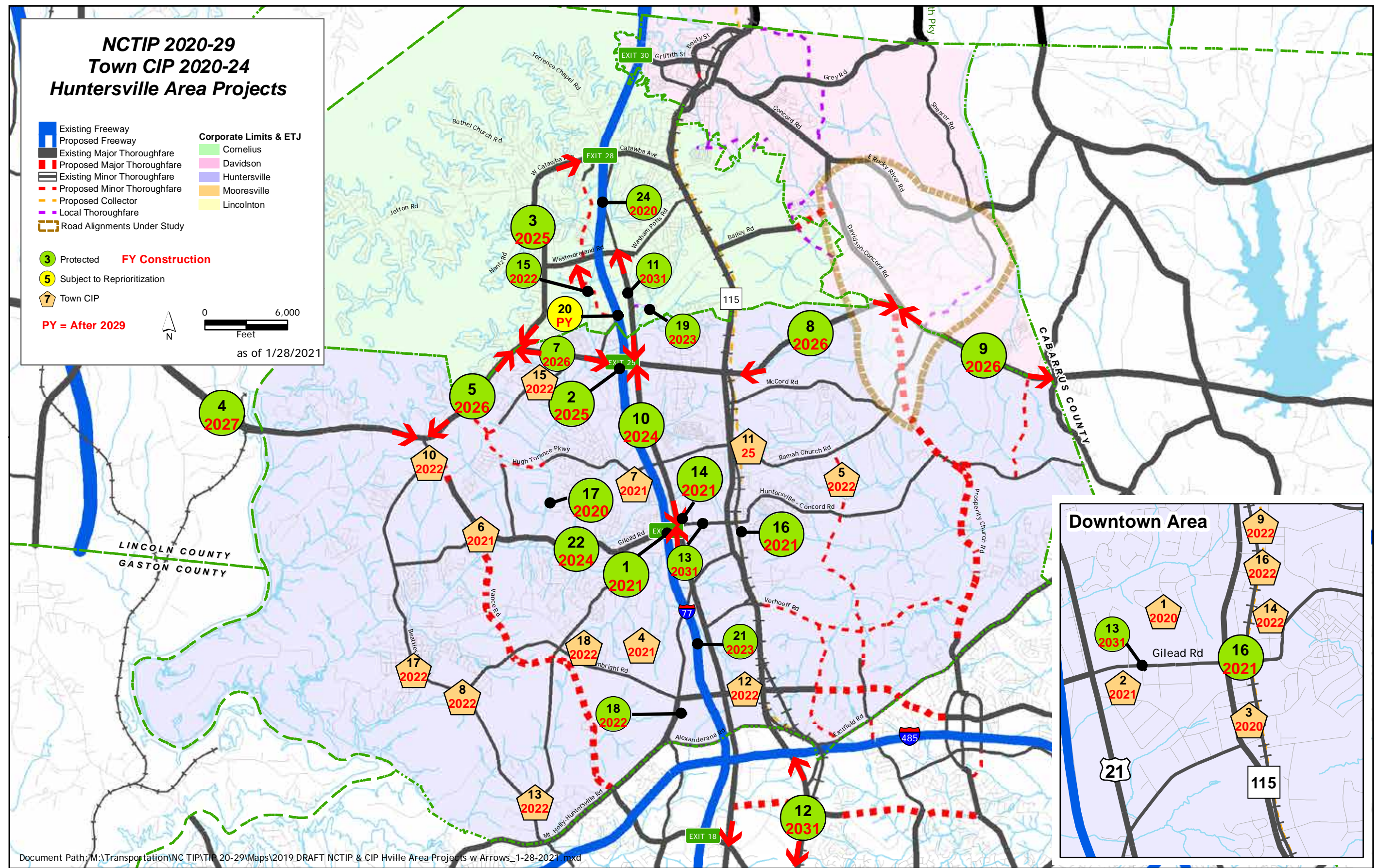


FIGURE 9: Preliminary Assessment - Infrastructure: Transportation Network - Huntersville Area Projects: NCTIP and Town CIP.

# Current Key Projects Located Within/Adjacent to the Downtown Study Area

Approved NCTIP, 2020-29, Huntersville Area Projects

**Projected Huntersville Capital Improvement Program \***

**Major Projects, FY 2020-2024**

Map ID #	Project	Const fy
1	Downtown greenway	20
2	Holbrook Street extension	21
3	Gibson Park Drive improvements	20
4	Patterson Road extension	21
5	Ferrelltown Parkway partnership	22
6	Vance Road/Gilead Road (connection)	21
7	Ranson Road widening	21
8	Beatties Ford Rd/Hambright Rd intersection	22
9	Seagle Street improvements	22
10	Beatties Ford Rd/Gilead Rd intersection	22
11	Stumptown Rd extension	25
12	Hambright Road widening	22
13	Beatties Ford Road/McCoy Road	22
14	Walters Street improvements	22
15	David Kenney Farm Rd connection	22
16	4th Street improvements	22
17	Beatties Ford Rd/Neck Rd intersection	22
18	Huntington Green Sidewalk	22

Map ID #	Project Name	Project Limits	Project Description	NC TIP #	R/W fy	Const fy ***	Programmed TIP \$'s (fy 20-29) in thousands *	subject to reprioritization	Notes (\$'s in thousands)
1	I-77/Gilead Rd interchange	interchange	upgrade interchange to double diverging diamond	I-5714	done	20, 21	0	N	Utility relocation underway
2	I-77/Sam Furr Rd interchange	interchange	upgrade interchange to split diamond	I-5715	20, 24	24, 25	43,450	N	
3	W. Catawba Ave	NC 73 to Jetton Rd	widen to 4 lane divided	R-2555 B	done	23, 25	20,700	N	
4	NC 73	Business NC 16 (Lincoln Co.) to Vance Rd Ext	widen to multi-lanes	R-5721 A	21, 24	23, 27	94,000	N	
5	NC 73	Beatties Ford Rd Ext to Catawba Ave	widen to multi-lanes	R-5721 B	21, 23	23, 26	50,788	N	Additional \$20,952 bond repayment post year
6	I-77/Hambright Rd interchange	new interchange	provide direct connections to managed lanes	I-5405B	done	u/c	0	N	
7	NC 73	W Catawba Ave to Northcross Dr	widen existing roadway	U-5765	20, 23	23, 26	13,600	N	
8	NC 73	NC 115 to Davidson-Concord Rd	widen to multi-lanes	R-2632 AB	20, 23	23, 26	32,000	N	
9	NC 73	Davidson-Concord Rd to Poplar Tent Rd	widen to multi-lanes	R-5706A	20, 24	23, 26	26,825	N	
10	US 21 (Statesville Rd)	Gilead Rd to Holly Point Dr	widen to multi-lanes	U-5771	19, 20	24, 24	19,500	N	
11	US 21 (Statesville Rd)	Northcross Center Ct to Westmoreland Rd	widen to multi-lanes	U-5767	19, 28	24, 31	23,200	N	
12	NC 115 (Old Statesville Rd)	Harris Bv to I-485	widen to multi-lanes	U-5772	21, 29	23, 31	34,300	N	
13	Gilead Rd	Statesville Rd to Old Statesville Rd	widen to multi-lanes	U-5807	22, 29	25, 31	13,108	N	Additional \$4,207 bond repayment post year
14	US 21/Gilead Rd	intersection	intersection improvements	U-5114	done	20, 21	0	N	Utility relocation underway
15	Northcross Dr Ext	current end to Westmoreland Rd	road on new location	U-5108	19	20, 22	14,419	N	
16	Main Street	Mt. Holly-Huntersville Rd to south of Ramah Church Rd.	widen Main St. and connect to NC 115	U-5908	done	20, 21	15,534	N	
17	McDowell Creek Greenway	NC 73 to Chilgrove Ln.	construct multi use trail	EB-5785	n/a	20	3,099	N	
18	Hambright Rd Park & Ride	southwest corner I-77 & Hambright Rd	construct regional park and ride lot & transfer	TA-6724	n/a	22	10,000	N	
19	Bailey Rd Ext	Poole Place Dr to US 21	road on new location	U-6105	20	21, 23	6,696	N	
20	Bailey Rd Ext	US 21 to Northcross Dr including I-77 bridge	road on new location	U-6171	29	post 2029	1,225	Y	
21	I-77 North	I-485 to NC 150	construct peak period shoulder lanes (PPSL's)	I-6065	20, 22	20, 23	47,000	N	Locations to be determined
22	Gilead Rd West	McCoy Rd to Wynfield Creek Pkwy	widen to multi-lanes	U-6106	20, 22	22, 24	11,391	N	

total programmed \$480,835 based NC Board of Transportation 9/5/19 approved NCTIP

\* The CIP is a planning document, individual action by the Town Board is necessary to move projects forward

\* does not include \$'s spent or encumbered before or programmed after TIP period

\*\* acquisition under way

\*\*\* u/c means under construction  
p.y. means post-year (after '29)

FIGURE 10: Preliminary Assessment - Infrastructure: Transportation Network - Downtown Huntersville Projects: NCTIP and Town CIP.

**TOH 2022 DMP**  
**Huntersville Subregion:**  
**Central & North Area**  
**Transporation Plan**

**Roadway & Transit**  
**Commuter Traffic Routes**  
**Existing & Potential Future**

**DOWNTOWN EAST ACCESS**

- 01 Huntersville-Concord Rd
- 02 Ramah Church Rd
- 03 HWY 73 | Sam Furr Rd
- 04 HWY 73 | Davidson-Concord Rd
- 05 HWY 73 | Davidson HWY
- 06 Poplar Tent Rd
- 07 Ashbury Chapel Rd
- 08 Prosperity Church Rd

**DOWNTOWN WEST ACCESS**

- 08 Gilead Rd
- 09 Mt Holly-Huntersville Rd
- 10 Reese Blvd
- 11 McCoy Rd
- 12 Beatties Ford Rd

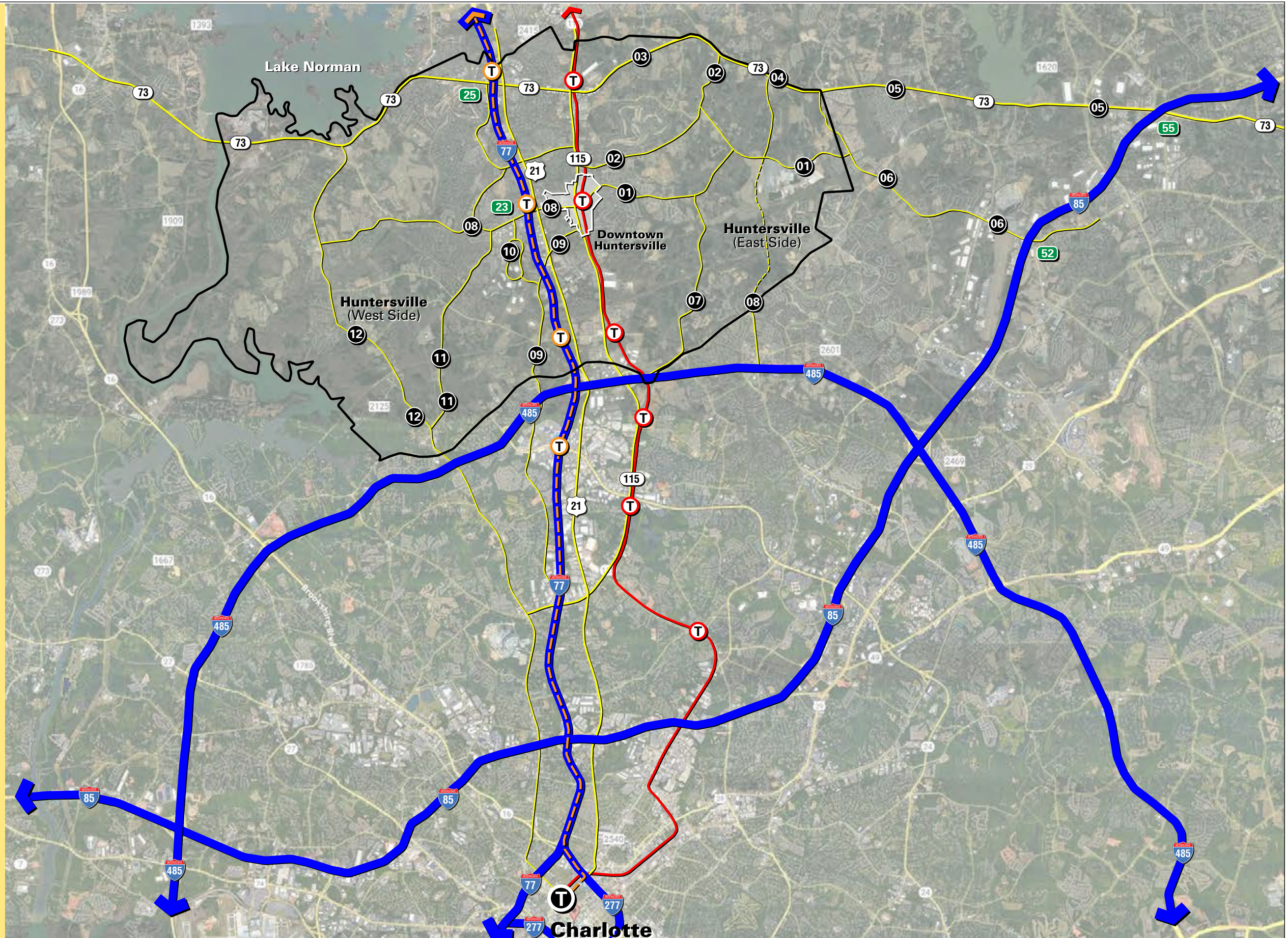
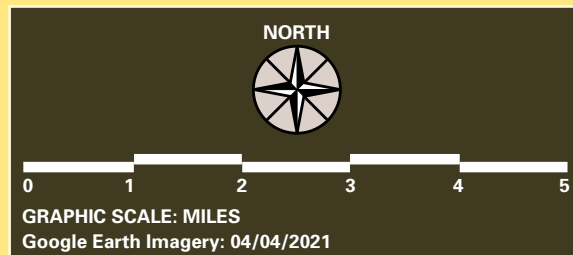


FIGURE 11: Preliminary Assessment - Infrastructure: Transportation Network - Huntersville Subregion: Roadway and Transit Commuter Traffic Routes.

**TOH 2022 DMP**  
**Huntersville Subregion:**  
**Central & North Area**  
**Transportation Plan**

**Roadway & Transit**  
**Commuter Traffic Routes**  
**Existing & Potential Future**

**DOWNTOWN EAST ACCESS**

- 01 Huntersville-Concord Rd
- 02 Ramah Church Rd
- 03 HWY 73 | Sam Furr Rd
- 04 HWY 73 | Davidson-Concord Rd
- 05 HWY 73 | Davidson HWY
- 06 Poplar Tent Rd
- 07 Ashbury Chapel Rd
- 08 Prosperity Church Rd

**DOWNTOWN WEST ACCESS**

- 08 Gilead Rd
- 09 Mt Holly-Huntersville Rd
- 10 Reese Blvd
- 11 McCoy Rd
- 12 Beatties Ford Rd

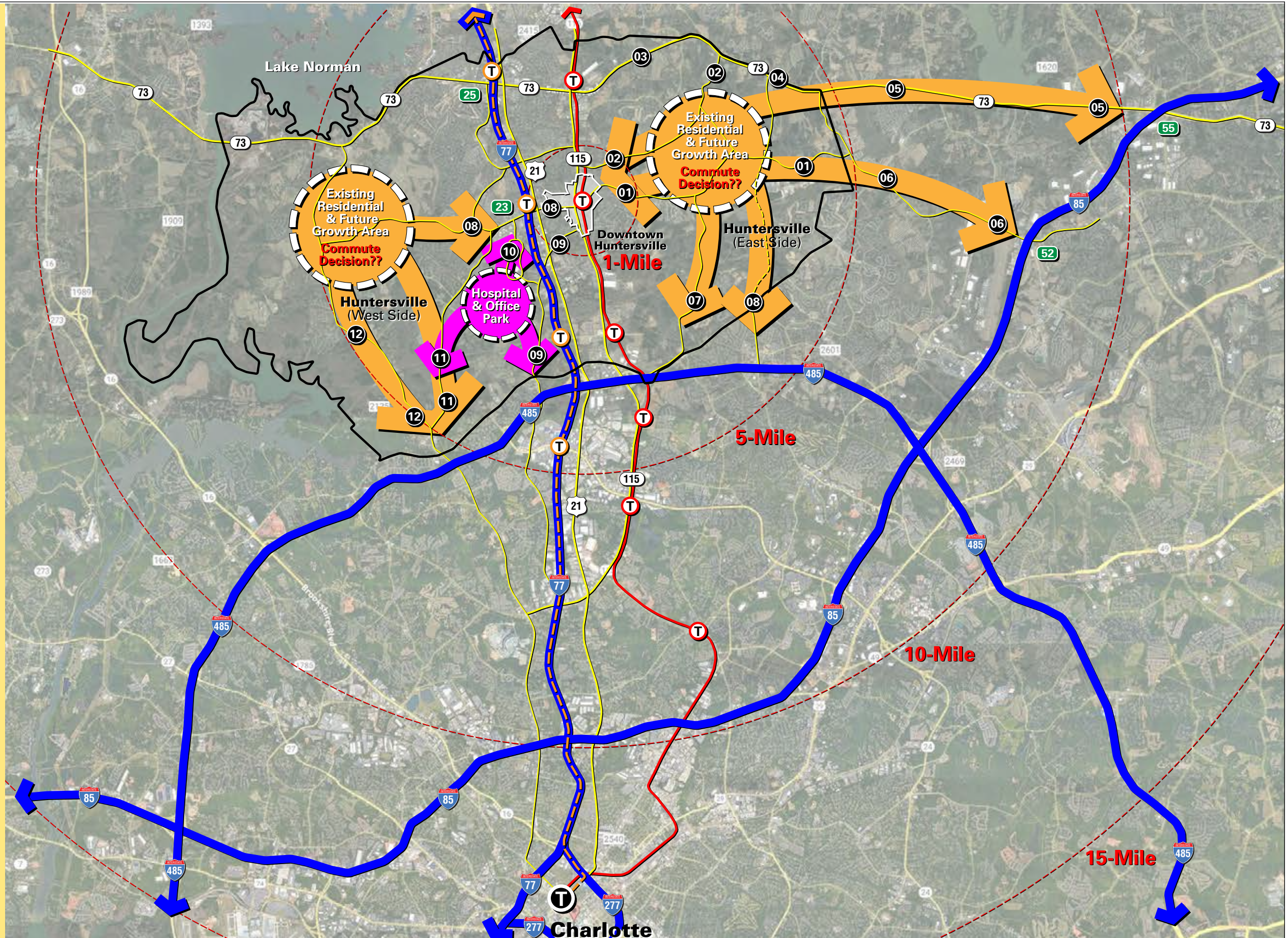
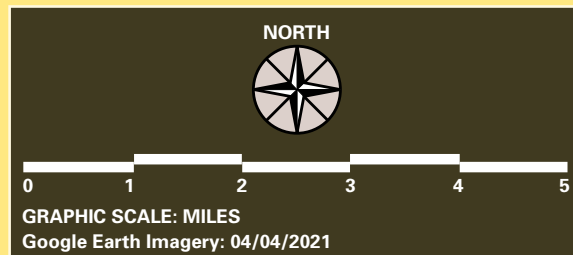


FIGURE 12: Preliminary Assessment - Infrastructure: Transportation Network - Huntersville Subregion: Roadway and Transit Commuter Traffic Routes, and Potential Future Growth Areas.

# TOH 2022 DMP Huntersville Subregion: Central & North Area Transportation Plan

## I-77 and BRT/Park & Ride Commuter Traffic Pattern Downtown Alternate Routes: Existing & Potential Future

### DOWNTOWN EAST ACCESS

- 01 Existing  
Commuter Route Via:  
Huntersville-Concord Rd
- 02 Existing & Enhanced  
Commuter Route Via:  
Glendale Dr & Fourth St
- 03 Existing & Enhanced  
Commuter Route Via:  
Ramah Church Rd & Stumptown Rd Ext.
- 04 Proposed  
Commuter Route Via:  
Second Street &  
Proposed NS RR Corridor  
At-Grade Crossing Pending  
Potential Trade/Elimination of  
Other Existing Crossings  
Verify Quantity (2 for 1; 4 for 1)?

### DOWNTOWN WEST ACCESS

- 05 Existing  
Commuter Route Via:  
Gilead Rd.
- 06 Proposed  
Commuter Route Via:  
Old Statesville Rd & Main St  
and Proposed New East/West Street
- 07 Existing & Enhanced  
I-77 Commuter Route Via:  
Gilead Rd & Commerce Center Dr  
Per Proposed Roundabout Intersections  
Pending Proposed New East/West Street
- 08 Existing & Enhanced  
BRT Commuter Route Via:  
Arahova, Boulder Park, & Columbia Dr  
Pending Proposed New East/West Street

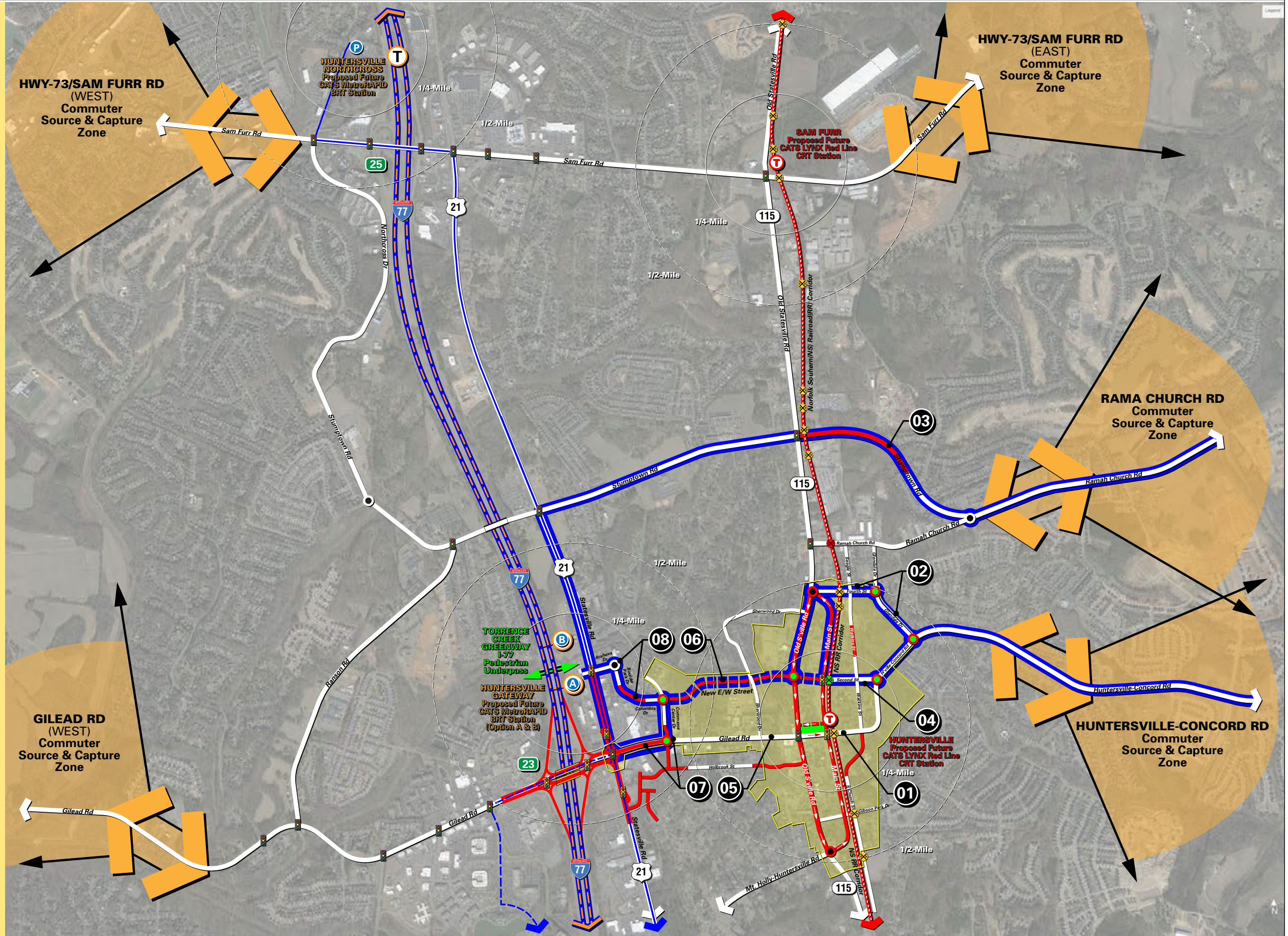
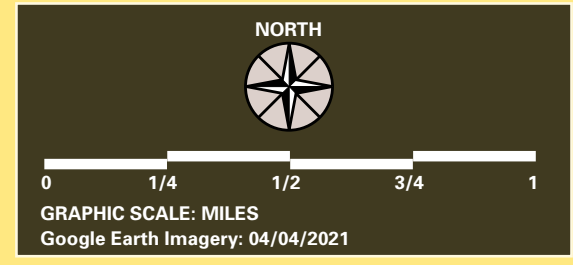


FIGURE 13: Preliminary Assessment - Infrastructure: Transportation Network - Huntersville Subregion: I-77 and BRT/Park & Ride Potential Commuter Traffic Patterns.

# TOH 2022 DMP

## Huntersville Subregion: Central & North Area Transportation Plan

### I-77 and BRT/Park & Ride Commuter Traffic Pattern Downtown Alternate Routes: Existing & Potential Future

#### DOWNTOWN EAST ACCESS

- 01 Existing Commuter Route Via: Huntersville-Concord Rd
- 02 Existing & Enhanced Commuter Route Via: Glendale Dr & Fourth St
- 03 Existing & Enhanced Commuter Route Via: Ramah Church Rd & Stumptown Rd Ext.
- 04 Proposed Commuter Route Via: Second Street & Proposed NS RR Corridor At-Grade Crossing Pending Potential Trade/Elimination of Other Existing Crossings Verify Quantity (2 for 1; 4 for 1)?

#### DOWNTOWN WEST ACCESS

- 05 Existing Commuter Route Via: Gilead Rd.
- 06 Proposed Commuter Route Via: Old Statesville Rd & Main St and Proposed New East/West Street
- 07 Existing & Enhanced I-77 Commuter Route Via: Gilead Rd & Commerce Center Dr Per Proposed Roundabout Intersections Pending Proposed New East/West Street
- 08 Existing & Enhanced BRT Commuter Route Via: Arahova, Boulder Park, & Columbia Dr Pending Proposed New East/West Street

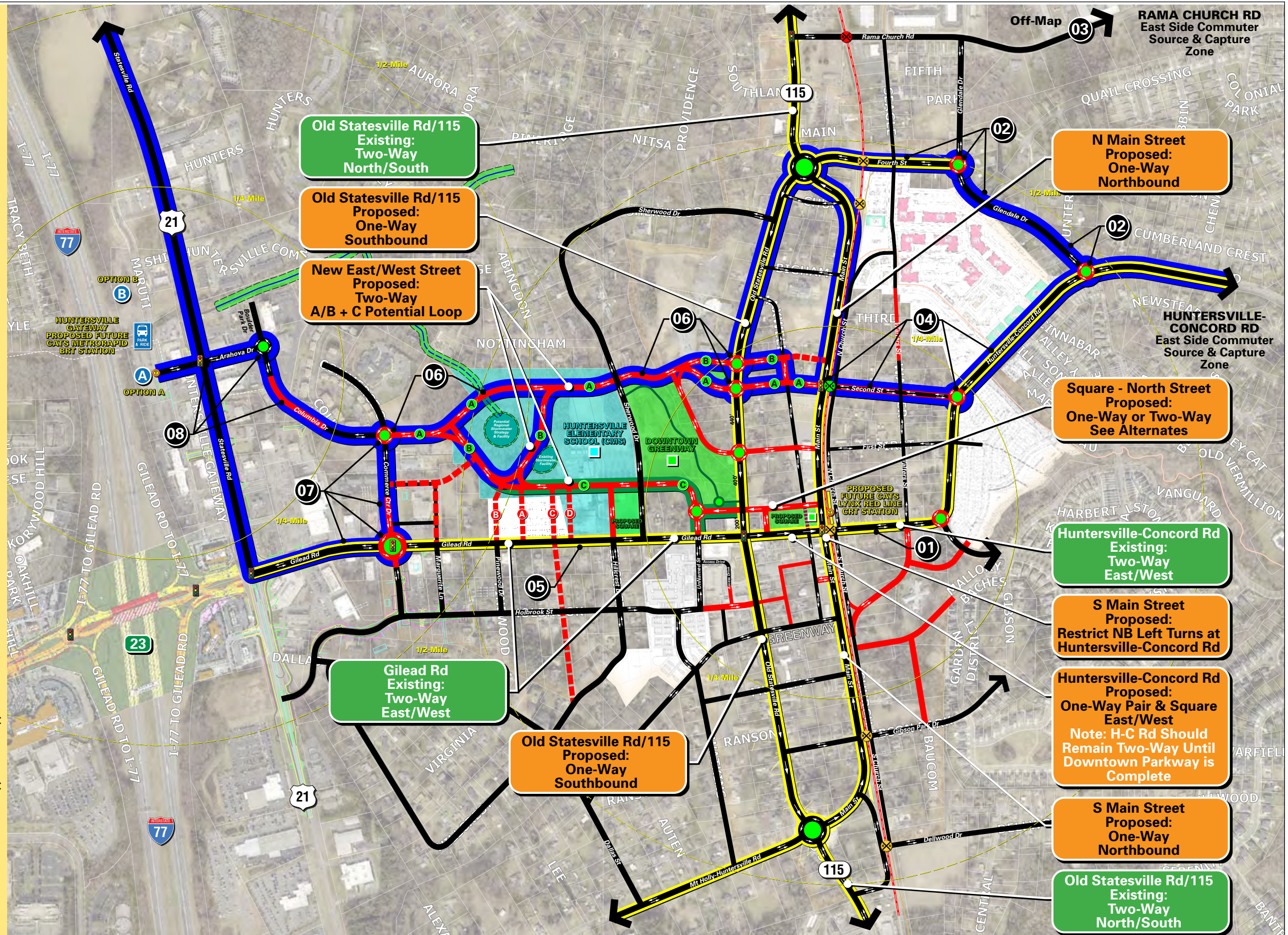
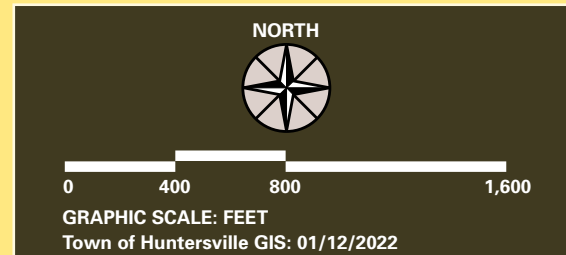


FIGURE 14: Preliminary Assessment - Infrastructure: Transportation Network - Huntersville Subregion: I-77 and BRT/Park & Ride Potential Commuter Traffic Patterns.

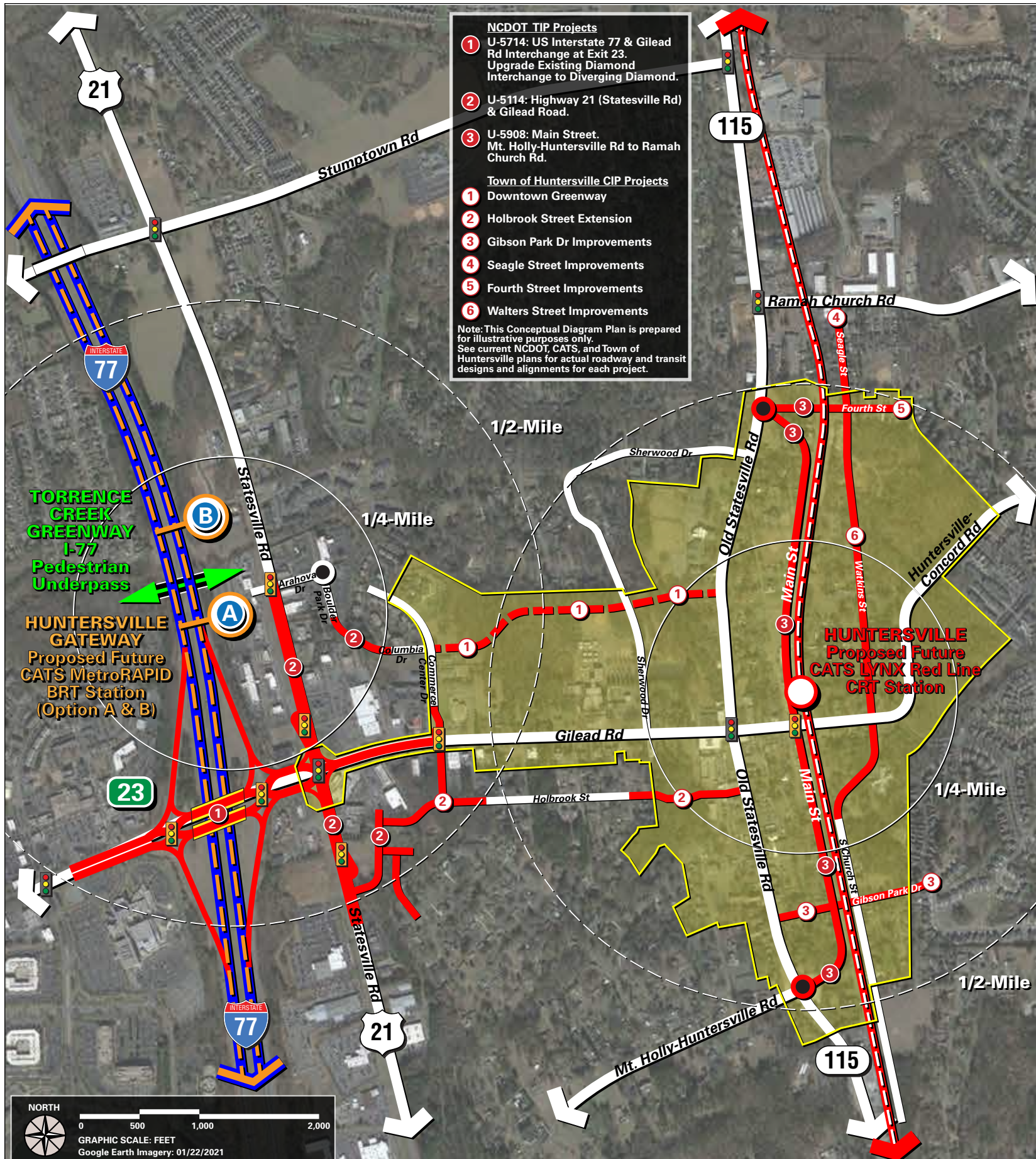


FIGURE 15: Preliminary Assessment - Infrastructure: Transportation Network - Downtown Huntersville (Existing & Potential Future).



FIGURE 16: Preliminary Assessment - Infrastructure: Transportation Network - CATS Proposed BRT Station.



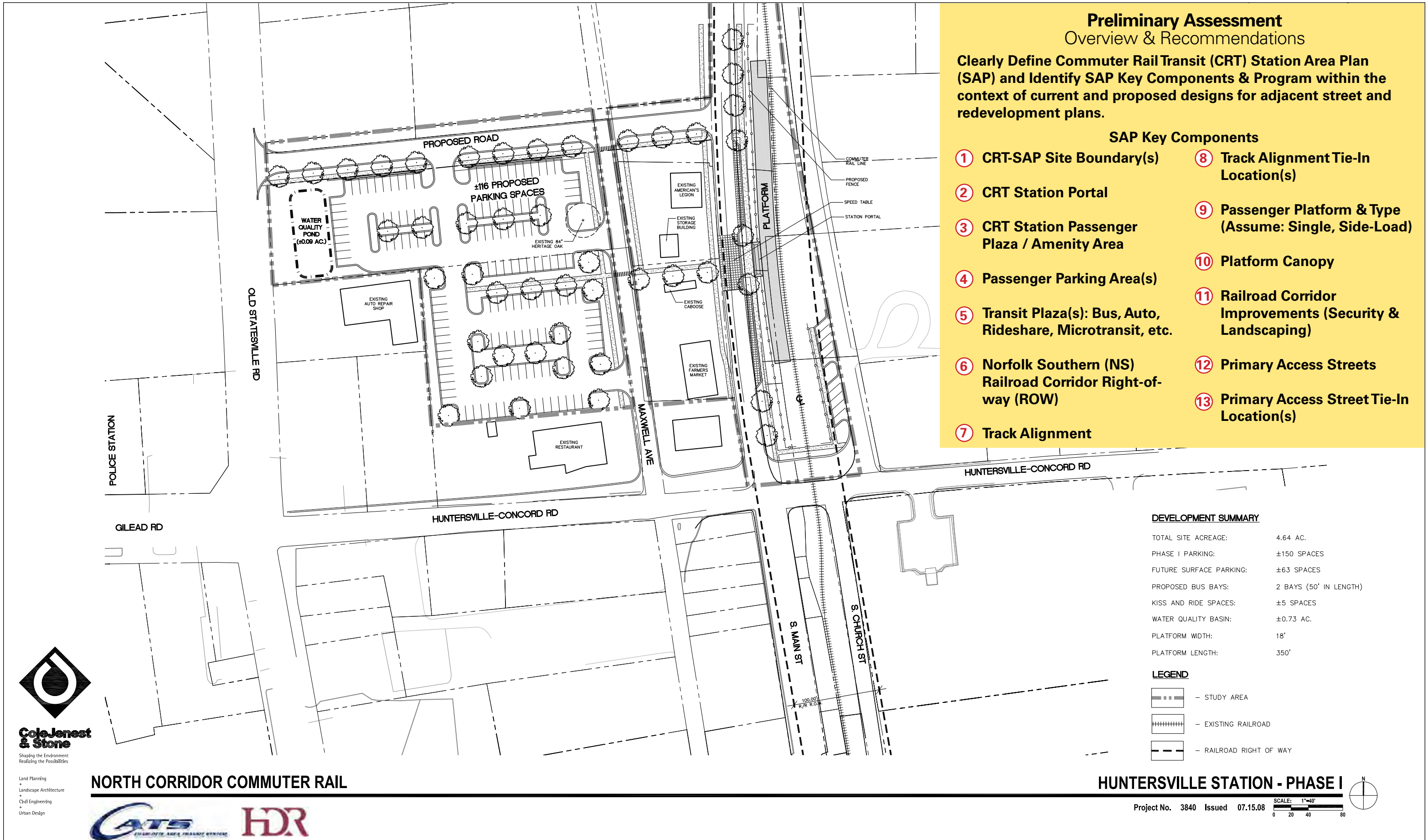


FIGURE 17: Preliminary Assessment - Infrastructure: Transportation: North Corridor Commuter Rail - Station Area Plan 7/15/2008.

# Case Study: City of Wilson

Paving the way for economic mobility in a rural community



*“We believe RIDE will not only provide a better service for current transit riders, it creates a new, convenient, and modern transportation option anyone can access.”*

*—Grant Goings, City Manager*

## Problem:

As Wilson’s economic center shifts and takes new jobs with it, the city’s decades-old fixed route system no longer service transit riders.

## Solution:

- Replaced fixed routes with RIDE on-demand service, Sept. 2020.
- Provides reliable transportation to job sites and health care by both expanding coverage and reducing wait times.
- Serves riders who are unbanked and/or without access to smartphones by accepting payment through prepaid vouchers and offering both online and phone booking.
- Investing in TransitTech through FTA 5311 funds, a competitive FTA AIM grant and City and State funding.

San Elijo Hills, CA

Two (2) One Way Pairs or Double Couplet

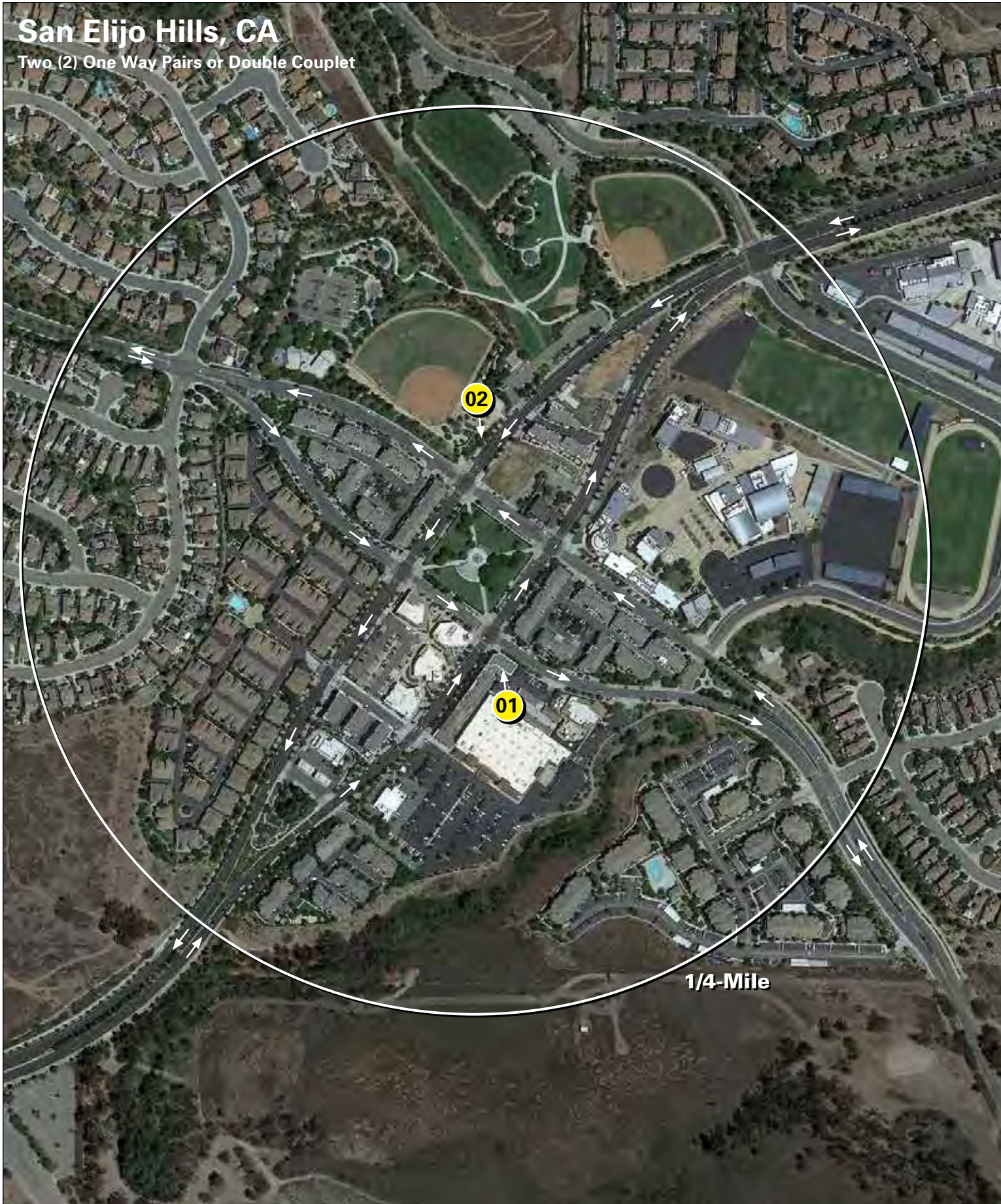


FIGURE 19: Case Study: One-way Couplet (Two Pairs) Street Pattern. San Elijo Hills, CA.



FIGURE 20: Case Study: Existing Two-way Couplet (Single Pair) Street Pattern. Huntersville, NC.



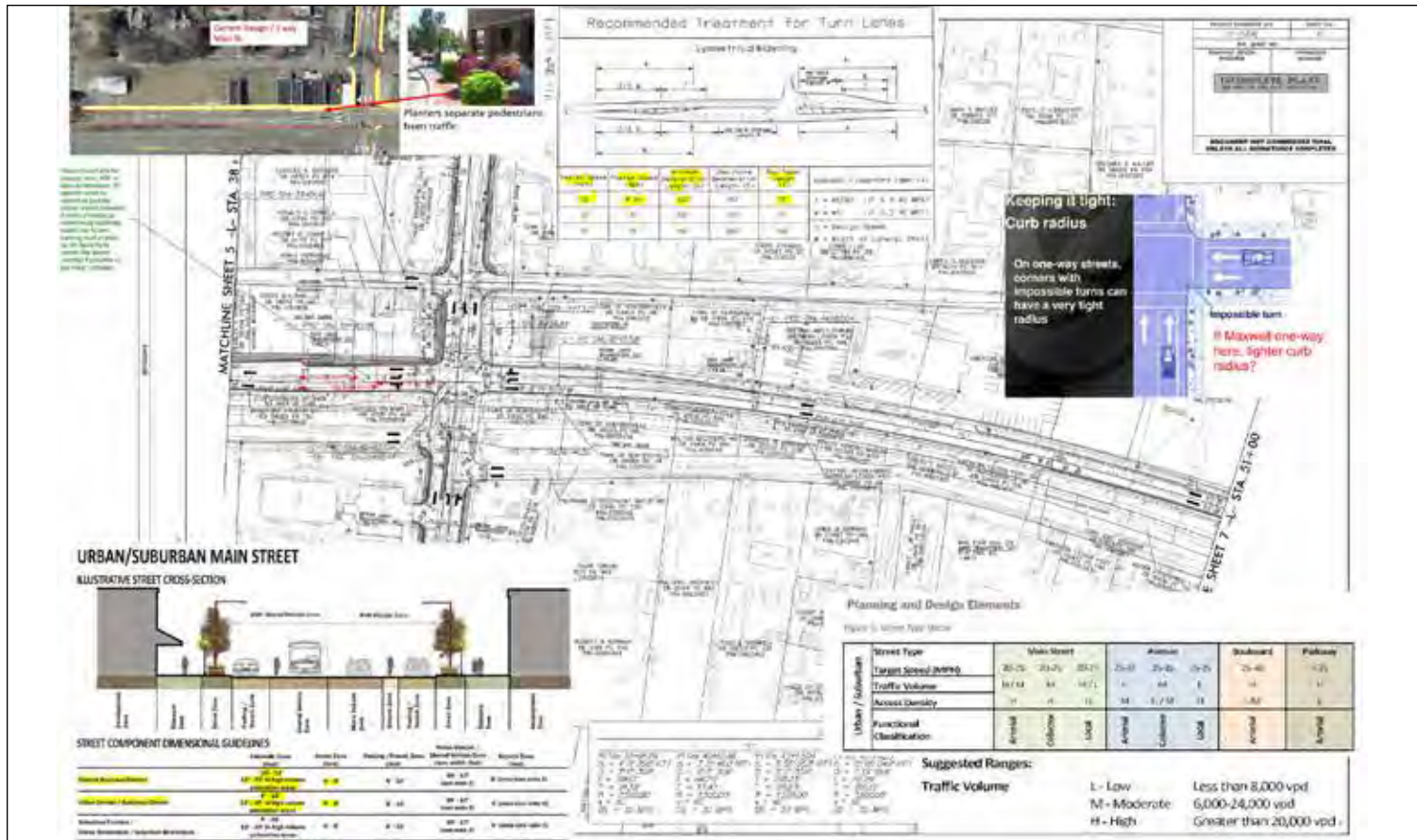


FIGURE 22: NCDOT Main Street Improvement Project: Intersection at Huntersville-Concord Rd.

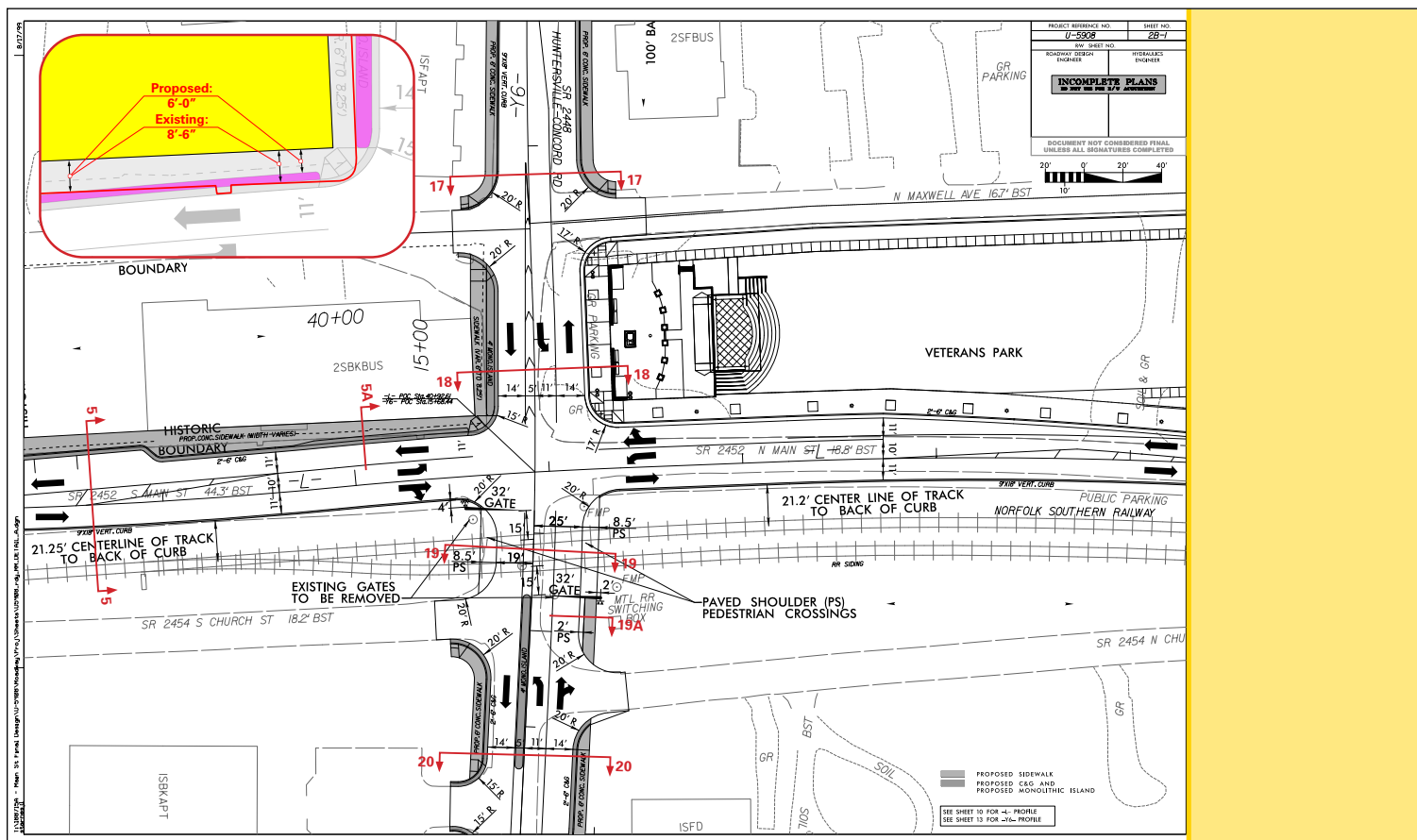


FIGURE 23: NCDOT Main Street Improvement Project: Intersection at Huntersville-Concord Rd & Norfolk Southern Railroad.

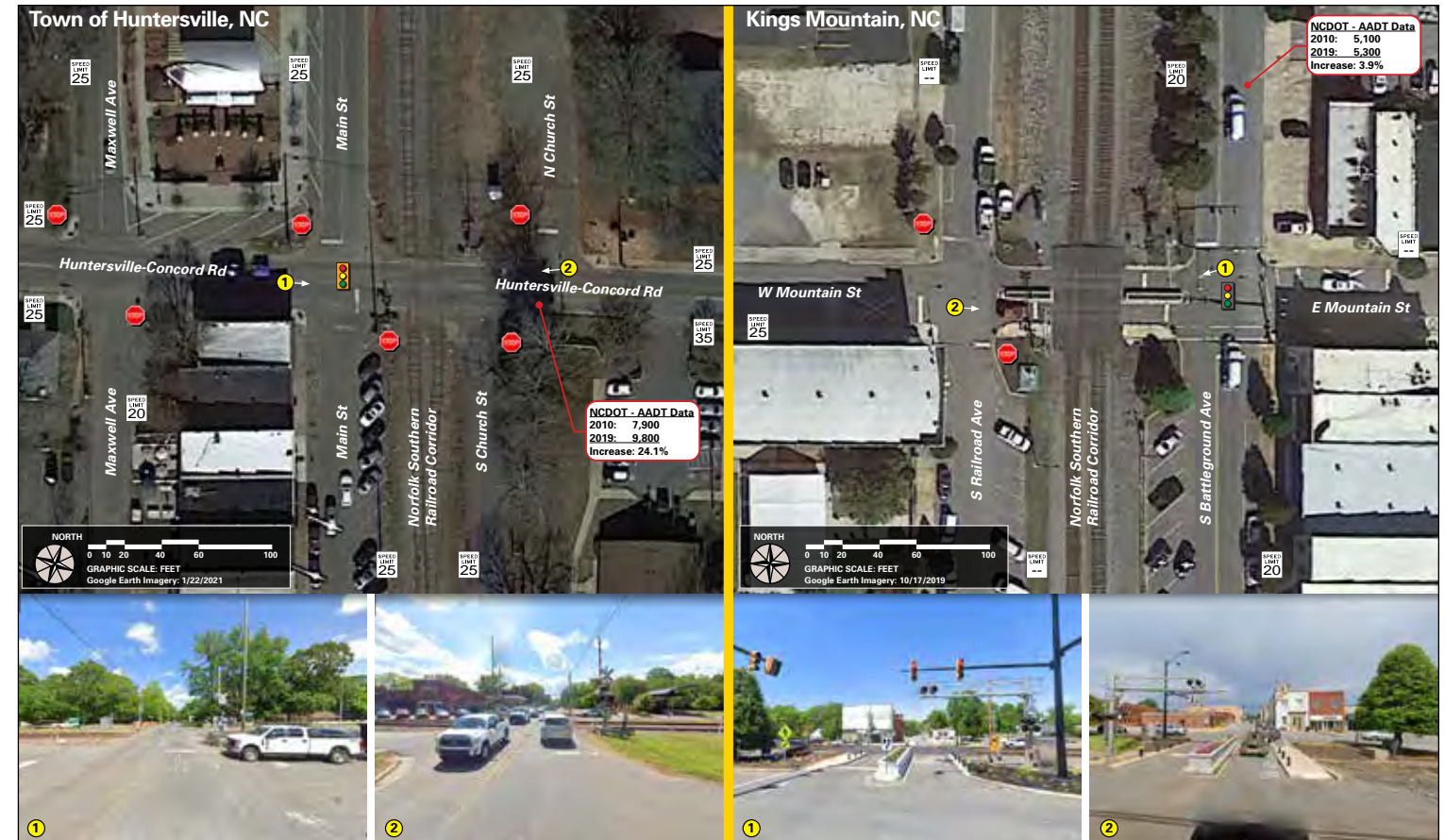


FIGURE 24: Case Study - Pedestrian Access and Circulation Across Railroad Corridor: Kings Mountain, NC.

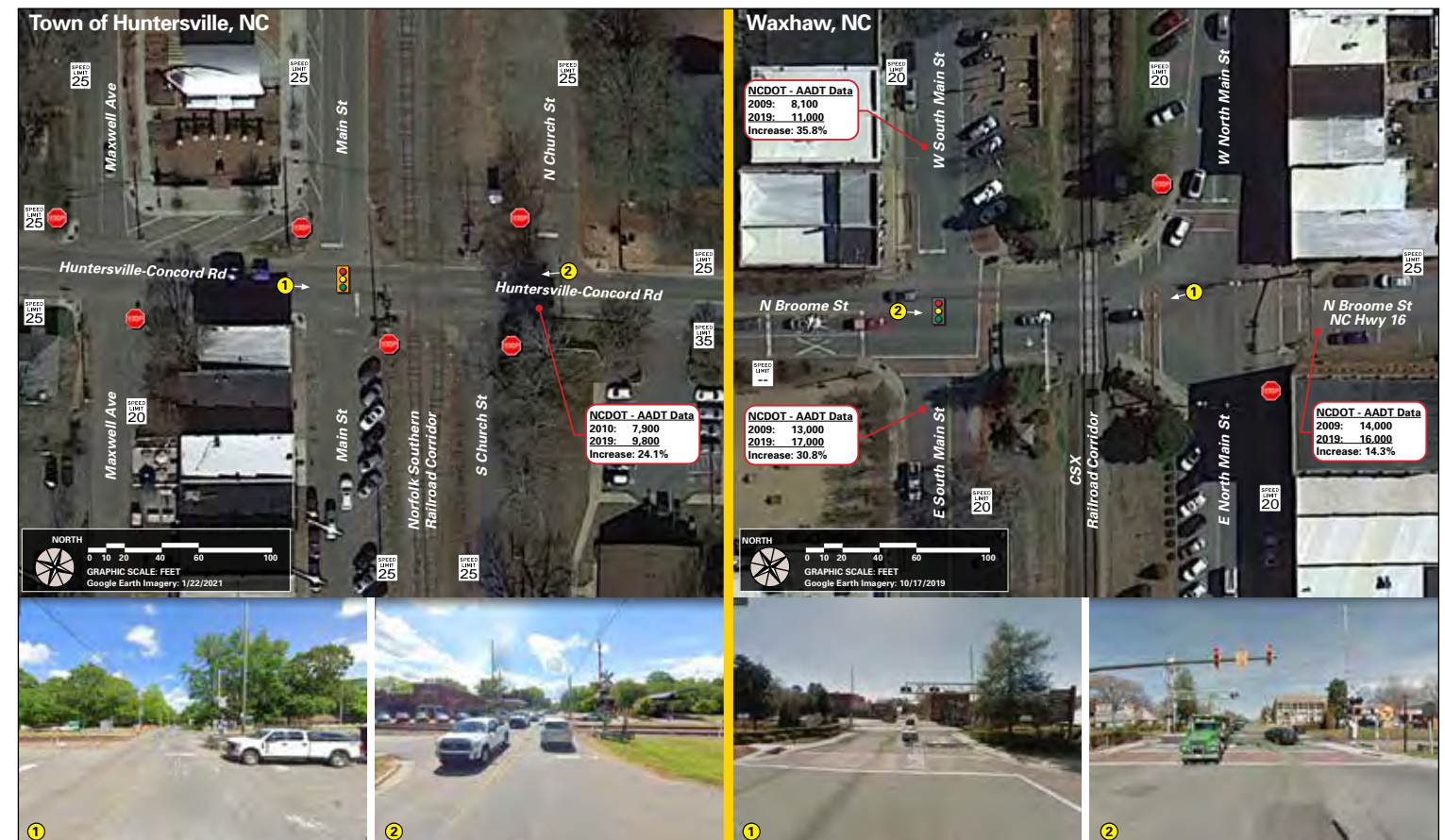


FIGURE 25: Case Study - Pedestrian Access and Circulation Across Railroad Corridor: Waxhaw, NC.

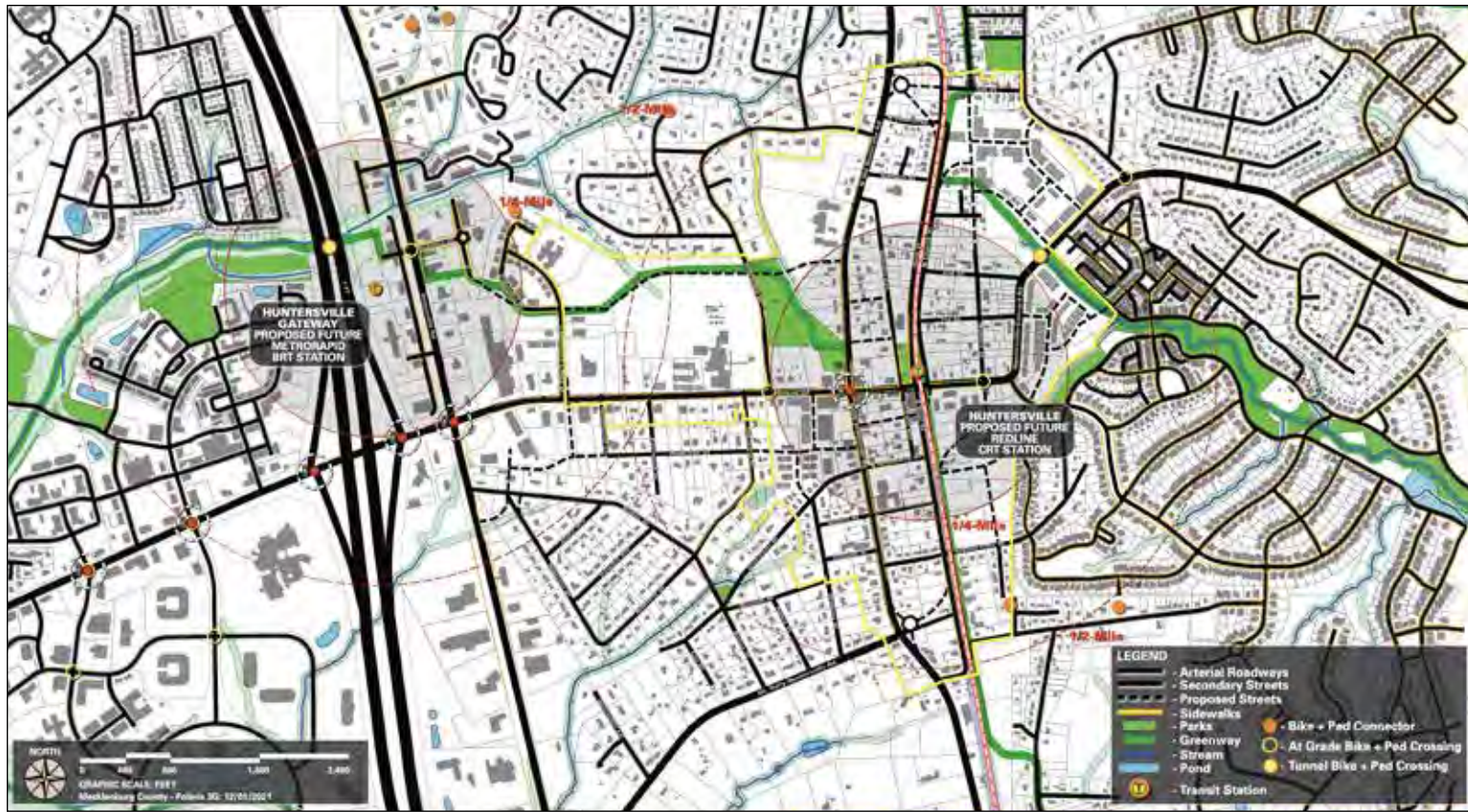


FIGURE 26: Preliminary Assessment - Infrastructure: Downtown Sidewalk Network (Existing).



FIGURE 27: Preliminary Assessment - Infrastructure: Downtown Bicycle Network (Existing and Planned).

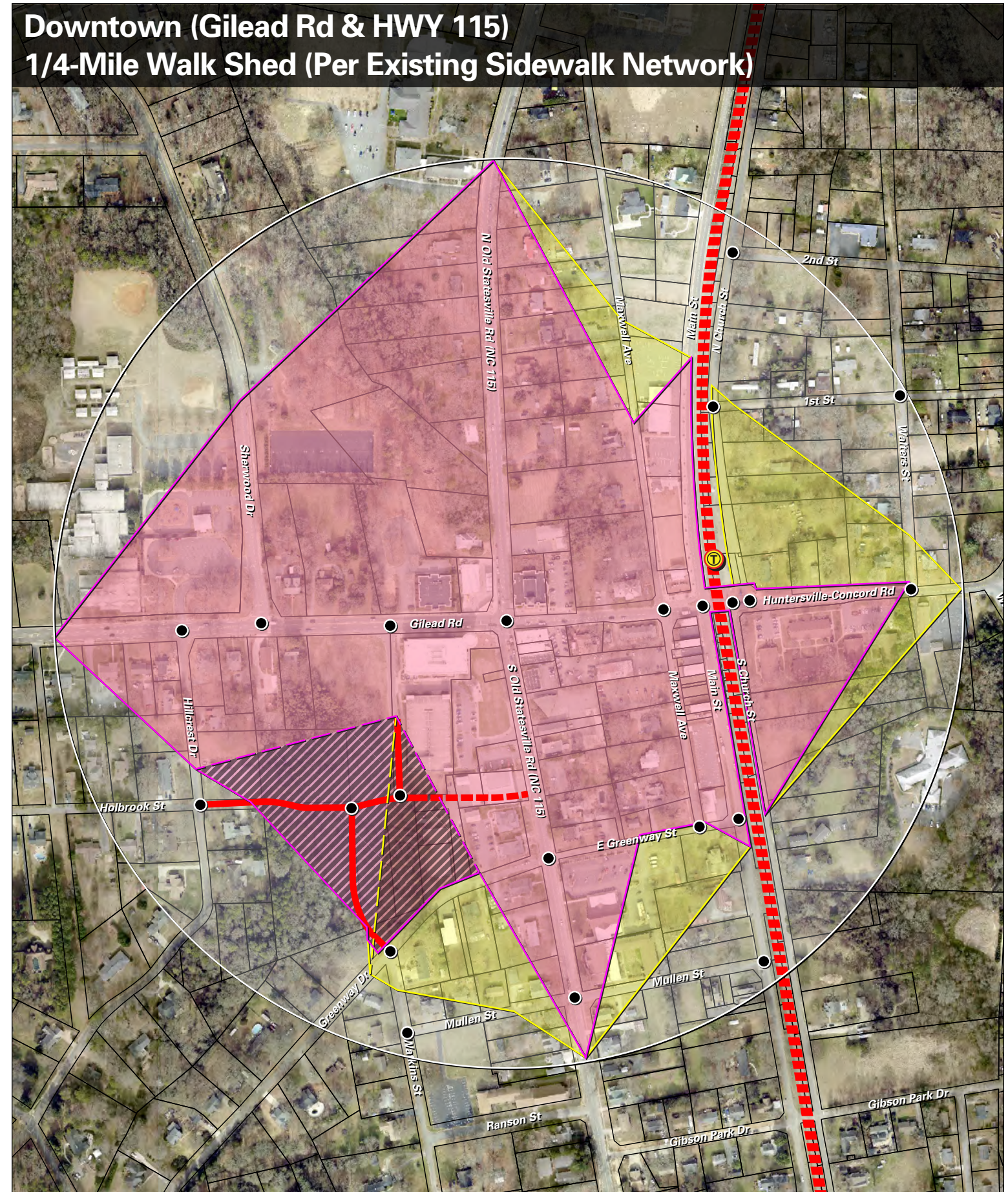


FIGURE 28: Preliminary Assessment - Infrastructure: Sidewalk Network: 1/4-Mile Walk Shed (Per Existing Sidewalks).

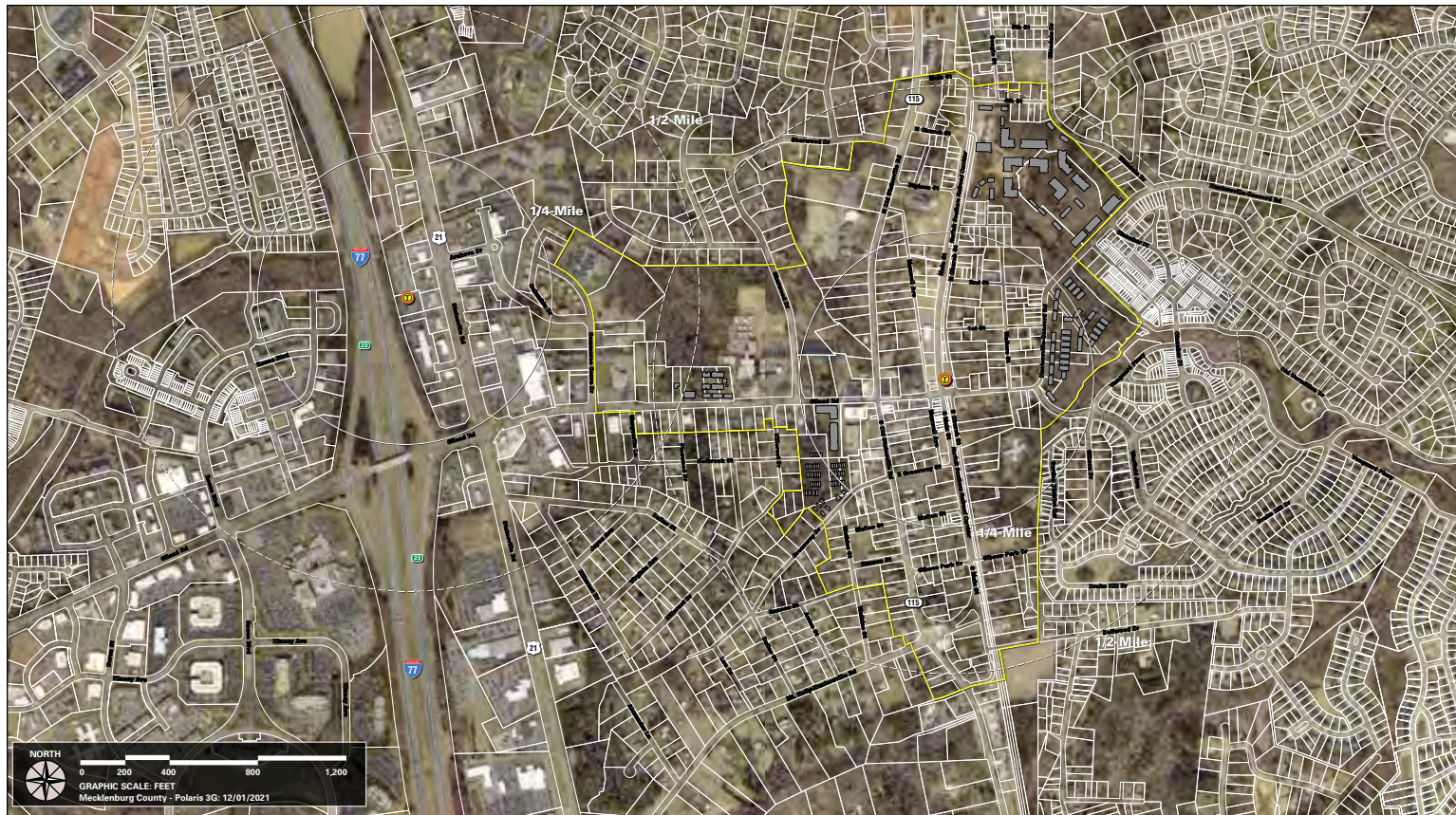


FIGURE 29: Preliminary Assessment - Infrastructure: Downtown Aerial Reference Map.



FIGURE 30: Preliminary Assessment - Infrastructure: Downtown Sidewalks and Streetscape (Existing Conditions).





FIGURE 31: Preliminary Assessment - Infrastructure: Downtown Sidewalks and Streetscape (Existing Conditions).



FIGURE 32: Preliminary Assessment - Infrastructure: Downtown Sidewalks and Streetscape (Existing Conditions).

**“Woonerf”** is what the Dutch call a special kind of street or group of streets that functions as shared public space — for pedestrians, cyclists, children and, in some cases, for slow-moving, cautiously driven cars as well.

Roughly translated as “living streets,” the woonerf (pronounced VONE-erf) functions without traffic lights, stop signs, lane dividers or even sidewalks. Indeed, the whole point is to encourage human interaction; those who use the space are forced to be aware of others around them, make eye contact and engage in person-to-person interactions.



Where ‘Share the Road’ Is Taken Literally

“Woonerf” is what the Dutch call a special kind of street or group of streets that functions as shared public space — for pedestrians, cyclists, children and, in some cases, for slow-moving, cautiously driven cars as well.

Roughly translated as “living streets,” the woonerf (pronounced VONE-erf) functions without traffic lights, stop signs, lane dividers or even sidewalks. Indeed, the whole point is to encourage human interaction; those who use the space are forced to be aware of others around them, make eye contact and engage in person-to-person interactions.

The Dutch term was coined in the 1960s when traditional urban architecture was being rethought, and today the woonerf sign is common, with slight variations, across Europe: a blue rectangle with stick-figure symbols of a ball-playing child and parent, a car, a house. They can even be found in pedestrian shopping zones like the bustling Alexanderplatz in Berlin.

In the Netherlands, more than 6,000 woonerf zones burnish these badges of communal spirit where motorized traffic doesn’t rule the road. Moreover, after a period in which they fell out of fashion, the woonerfs are making a strong comeback, and not only in the Netherlands. Woonerfs and their derivatives — sometimes called shared spaces, complete streets or home zones — are piquing the interest of urban planners in several countries.



ONE FROM ALL: In Providence, Rhode Island, pedestrians, bicyclists and cars peacefully coexist on Commercial Street. Dennis Chavez/The Boston Globe

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**Streetfilms Visits A Dutch ‘Woonerf’**

Shared streets have a long history in Massachusetts — why shouldn’t we have more?

By Elizabeth Miller | May 29, 2019

When you think of a Dutch woonerf, you’re probably picturing a wide, tree-lined street with a mix of uses. In the Netherlands, these streets are designed to be shared spaces for pedestrians, cyclists, and cars. They are often found in urban areas and are known for their high level of safety and community interaction.

Where such places exist, they are extremely popular: they’re striking examples of how much better streets can be with fewer cars and slower traffic.

And yet, in spite of their long history of success, they remain relatively rare here.

That’s not the case in the Netherlands, where filmmaker Elmarieke van der Meer has wrapped a new mini-documentary about a residential “woonerf” (Dutch for “living street”) in Utrecht.

**STREETFILMS**

<https://mass.streetsblog.org/2019/05/29/streetfilms-visits-a-dutch-woonerf/>

FIGURE 33: Woonerf Street Type.

**Woonerf / Shared Space (Mixed-Use) - Potential**  
Maxwell Avenue: 620 LF - Huntersville, North Carolina

**Woonerf / Shared Space (Mixed-Use) - Case Study: Wall Street - Asheville, NC.**

**Woonerf / Shared Space (Mixed-Use)**  
River Street: 450 LF - Batavia, Illinois

FIGURE 34: Woonerf Street Type - Potential Implementation: Maxwell Avenue - Huntersville, NC.

**Woonerf / Shared Space (Mixed-Use)**  
Wall Street: 700 LF - Asheville, North Carolina

FIGURE 35: Woonerf Street Type - Case Study: Wall Street - Asheville, NC.

**Woonerf / Shared Space (Mixed-Use)**  
River Street: 450 LF - Batavia, Illinois

FIGURE 36: Woonerf Street Type - Case Study: River Street - Batavia, IL.

**SCENIC STREET TYPE.**

The future South Church Street Extension and proposed East/West Connector Street are both envisioned as a Scenic Street Type, with an intended design speed of 25 miles per hour along with multimodal programming and pedestrian-oriented amenities including large canopy street tree allees (single and double rows), generous widths of landscaped medians and hardscape sidewalks, and decorative street lighting and furniture (See Figure 39).

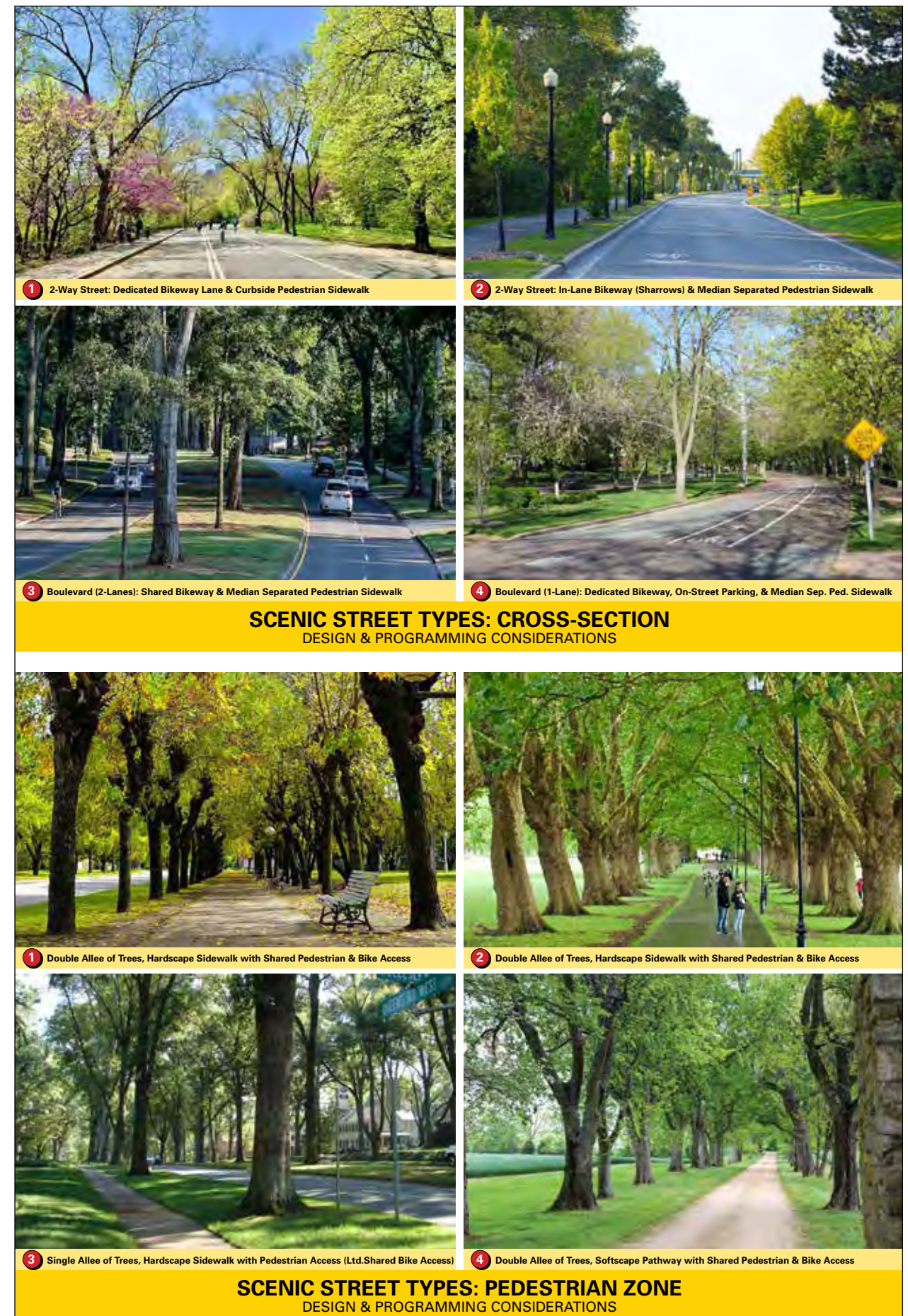
Good examples of existing Scenic Street Types can be found within neighborhoods located Huntersville including segments of Warfield Avenue in Vermillion and Bankside Drive in Monteith Park (See Figures 37 and 38). Although these streets are designed and function within different contexts, they serve well to demonstrate scenic street characteristics and how they mature with the surrounding landscape over time.



**FIGURE 37:** Warfield Avenue at Vermillion - Huntersville, NC.



**FIGURE 38:** Bankside Drive at Monteith Park - Huntersville, NC.



**FIGURE 39:** Scenic Street Types: Characteristic Images.

**EAST/WEST CONNECTOR STREET.**

The Huntersville Downtown Transportation System Plan (2014 – 2015) and the Downtown Regulating Plan with the Huntersville 2040 Community Plan both depict an east/west street (a.k.a. 'East/West Connector Street') located on the north side of Gilead Road, which connects between Commerce Center Drive and NC 115, with an alignment within and along the north side of the CMS property (See Figures 40 and 41). Accordingly, the East/West Connector Street was evaluated within the context of the regional transportation network to support the planning process along with preparation of Traffic Report (See Figures 42-47 and Appendix E). An alternate alignment along the southern side of the CMS property was also evaluated and ultimately preferred relative to a number of variable including existing site topography, increased distance from the Sherwood Forest neighborhood, and expected flexibility for development of the future CMS Huntersville ES.

The 'East/West Connector Street' is included within the 2023 Downtown Master Plan as a 'dashed' potential future conceptual alignment ONLY to provide future planning guidance and considerations, and it is defined with three incremental Segments A-C, which are contingent upon key items including:

Segment A - Between Old Statesville Road and Main Street.

Note: Segment A may be implemented as an independent street prior to Segments B and C.

Key Contingent Items (per continuation as East/West Connector Street):

- A. East/West Connector Street Segments B and C are fully funded and constructed.
- B. Norfolk Southern approves railroad corridor crossing at Second Street.

Segment B - Between Commerce Center Drive and Sherwood Drive.

Key Contingent Items:

- A. CMS approves funding for new Huntersville Elementary School.
- B. Street design is integrated appropriately with new school site & building.
- C. CMS conveys land to town for street right-of-way.
- D. CMS provides Town right of first refusal for property fronting Gilead Road.

Segment C - Between Sherwood Drive and Old Statesville Road.

Key Contingent Items:

- A. East/West Connector Street Segments A and B are fully funded and constructed.
- B. Norfolk Southern approves railroad corridor crossing at Second Street.
- C. Street design is integrated appropriately with Holbrook Park and adjacent properties.



FIGURE 40: Huntersville 2040 Community Plan - Downtown Regulating Plan.

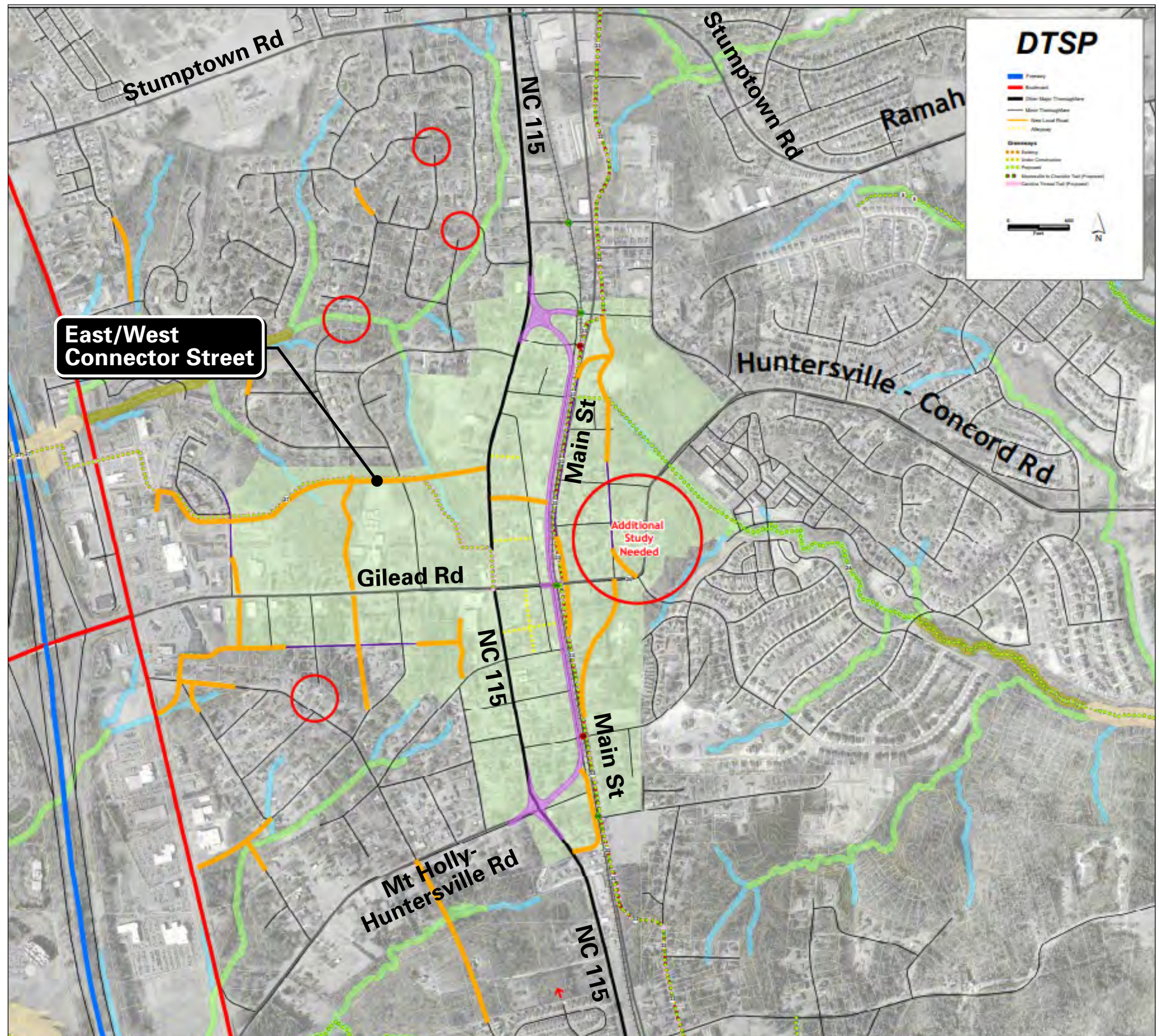
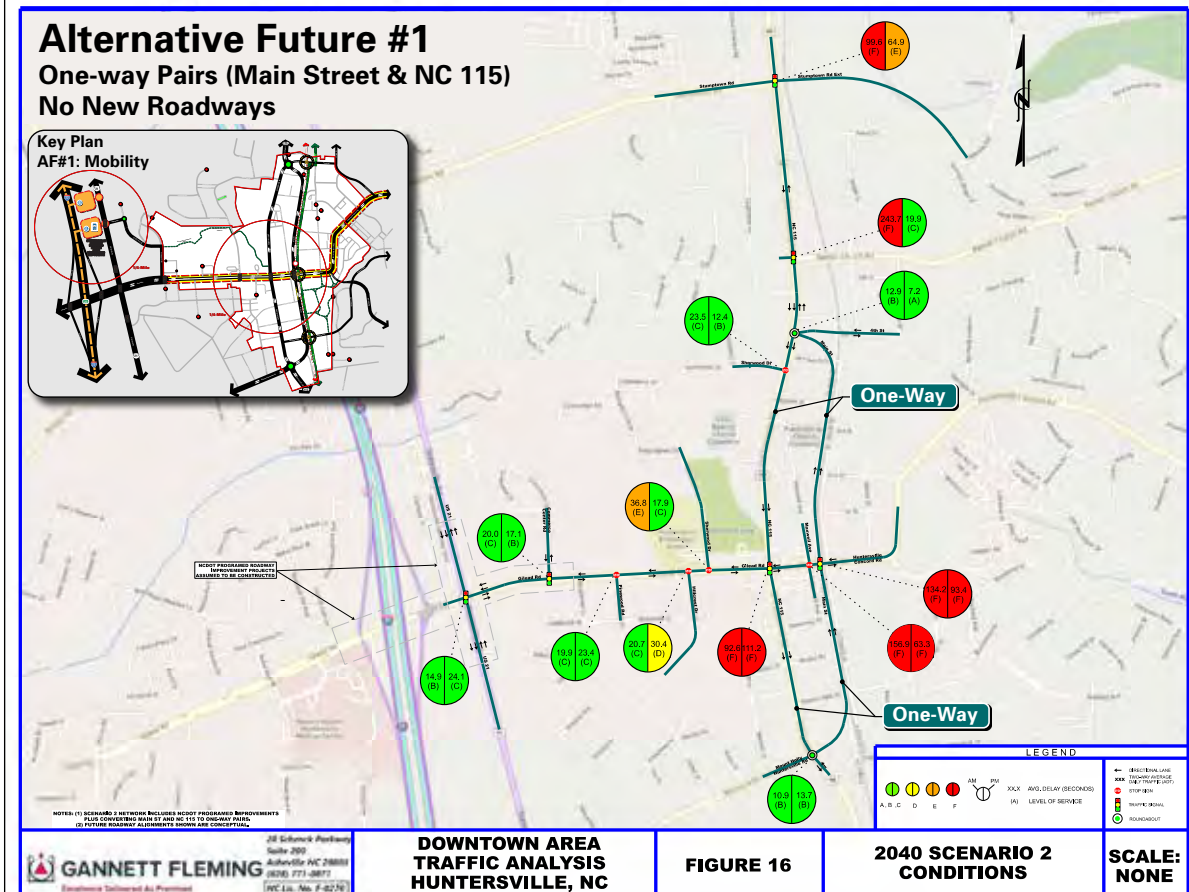
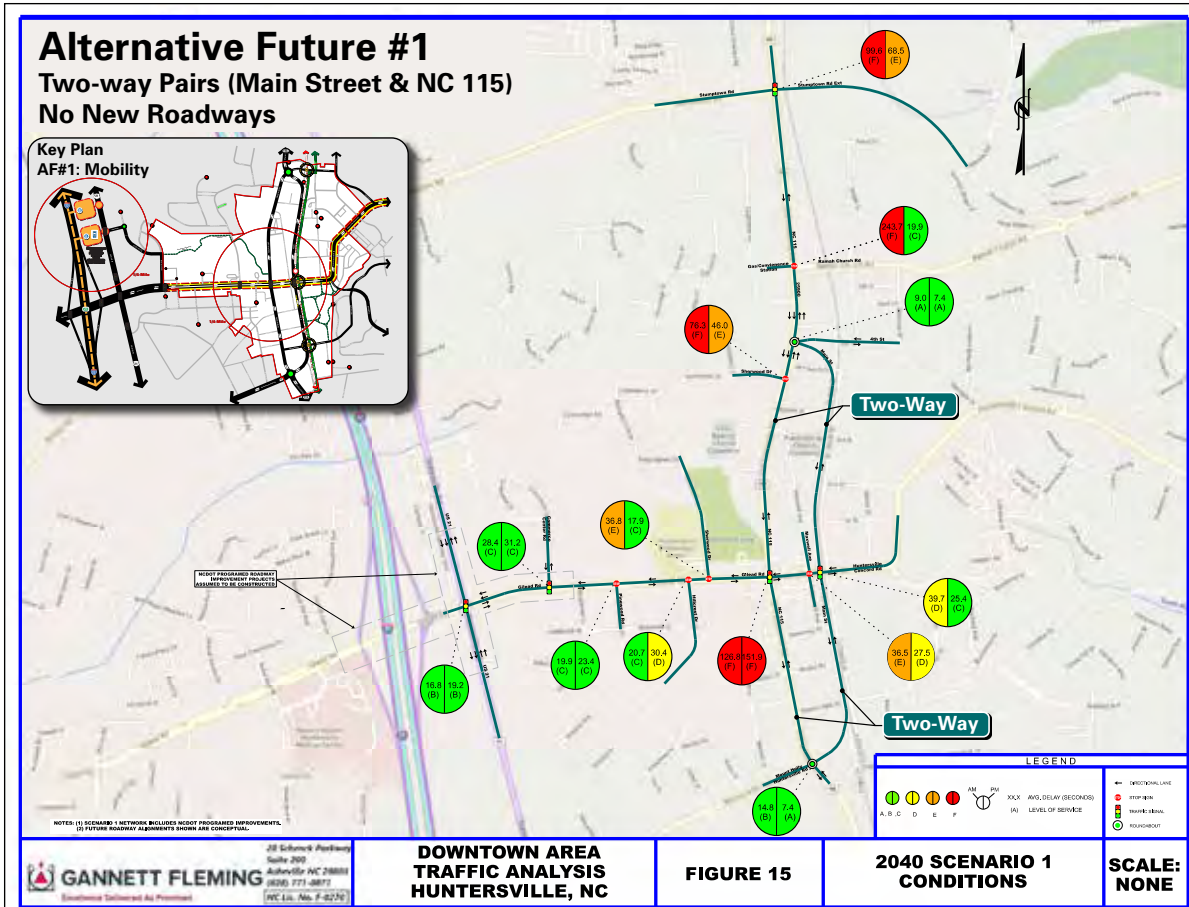
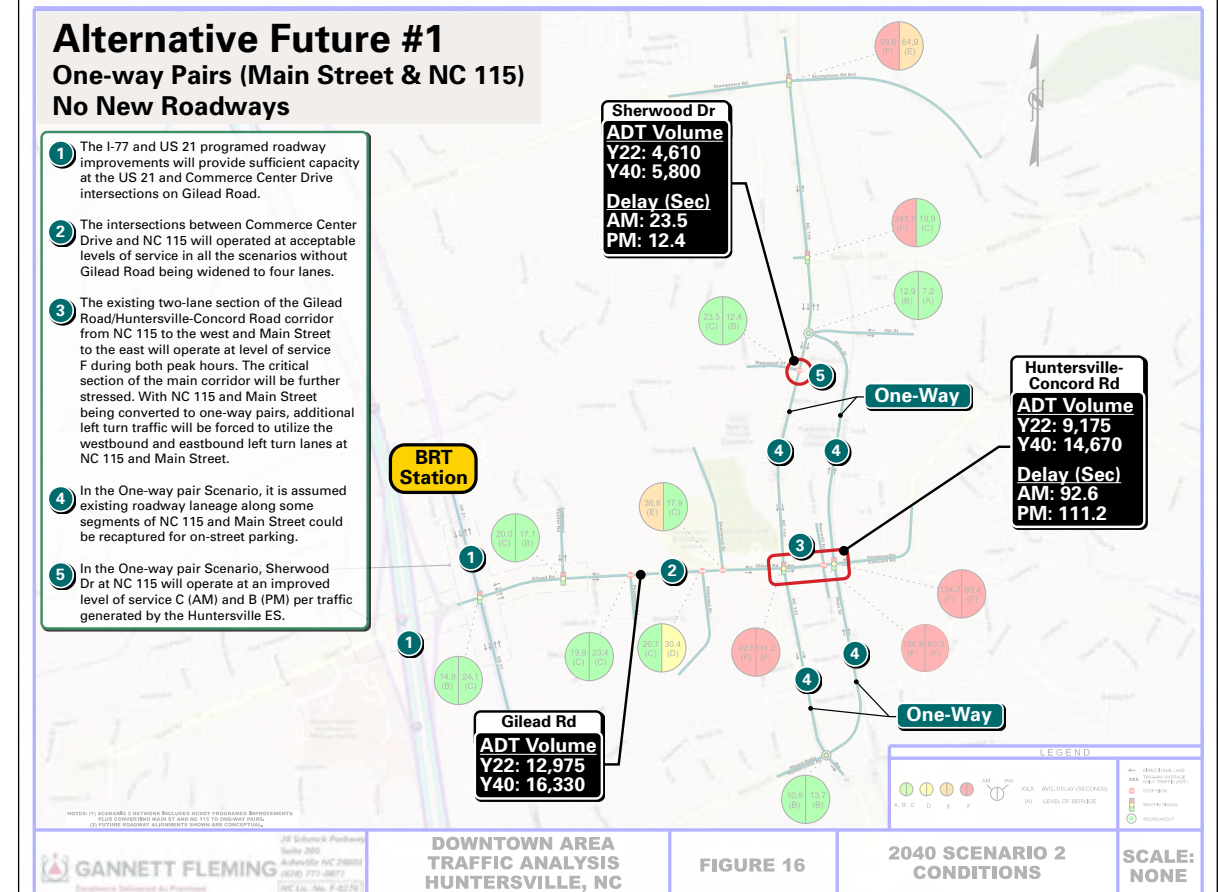
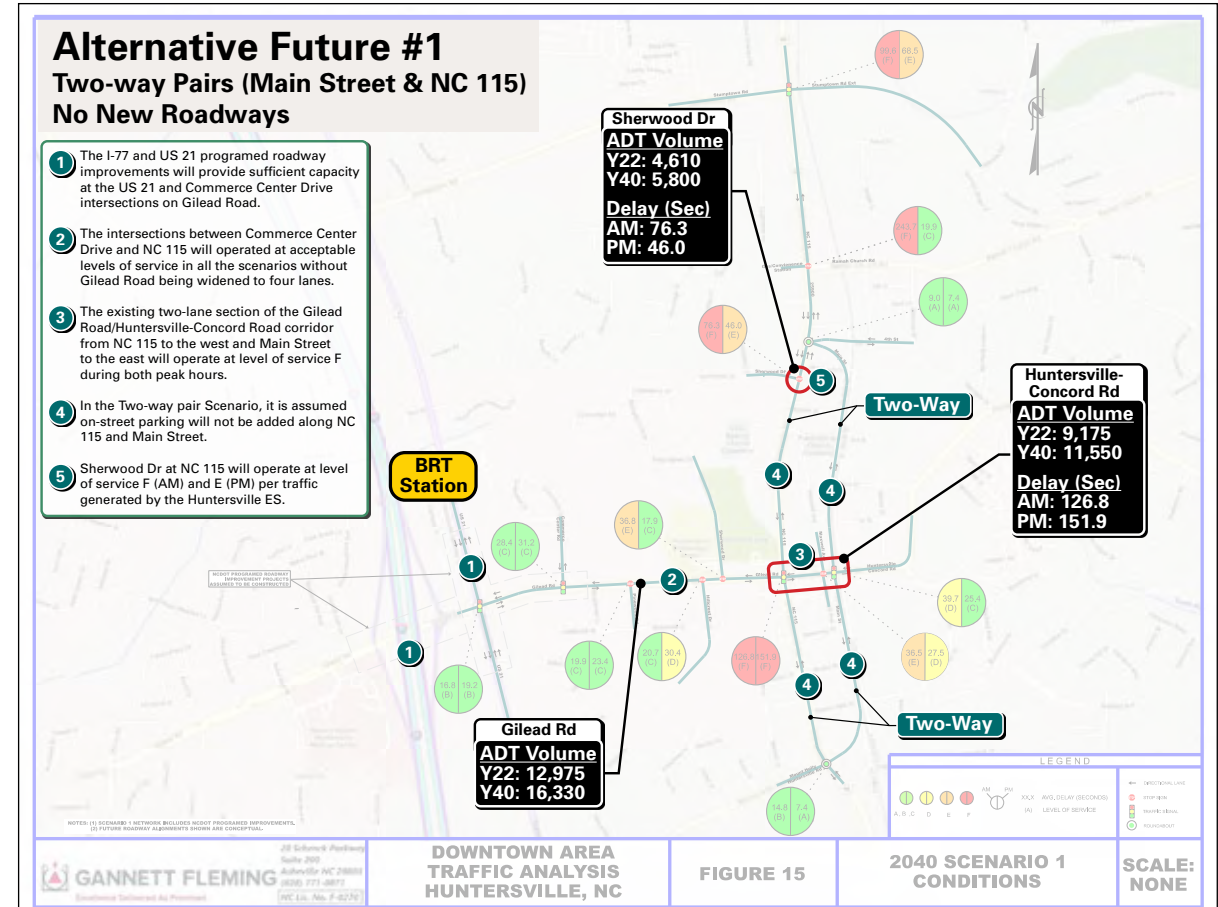


FIGURE 41: Huntersville Downtown Transportation System Plan (2014 – 2015).



**FIGURE 42:** Traffic Analysis - Average Delay & Level of Service. Alternative Future #1: No New Roadways.



**FIGURE 43:** Traffic Analysis - Key Notes & Average Daily Traffic Volumes. Alternative Future #1: No New Roadways.

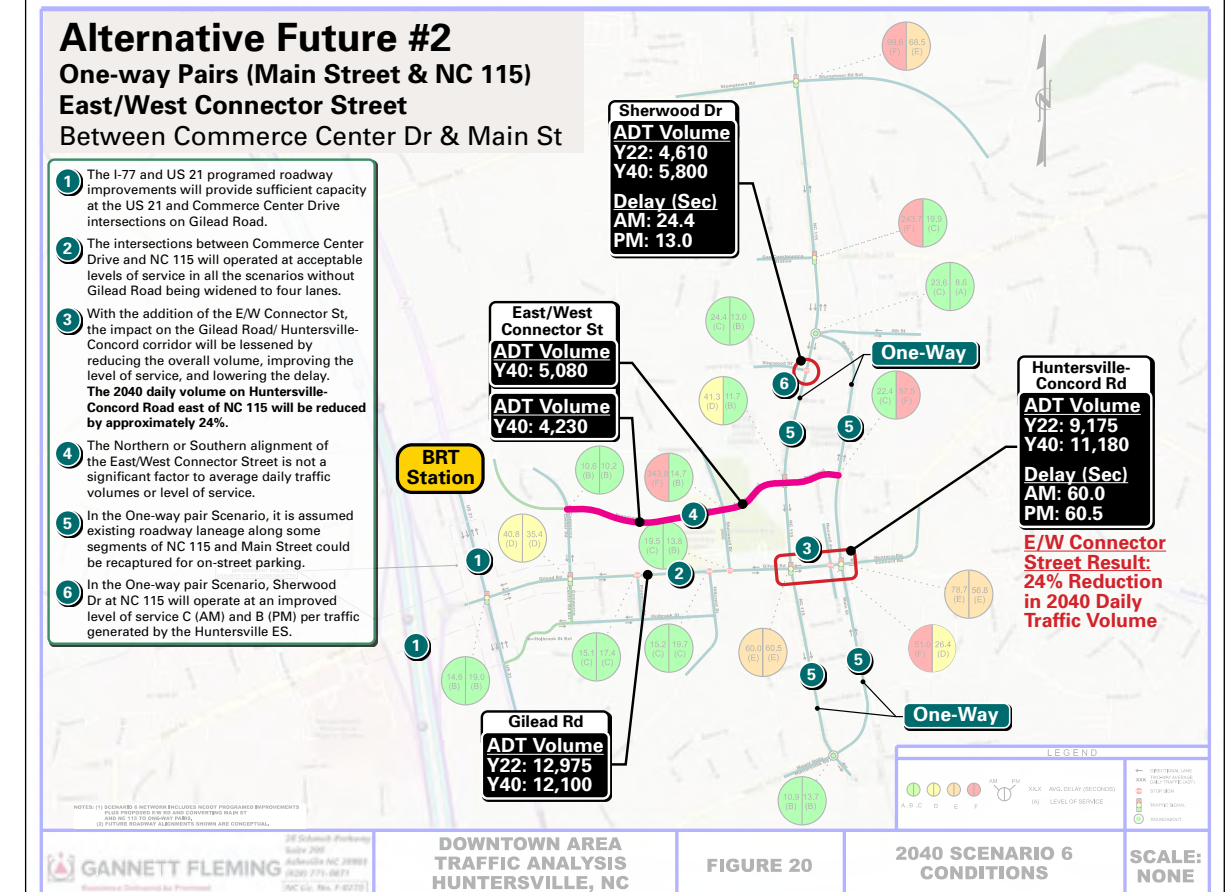
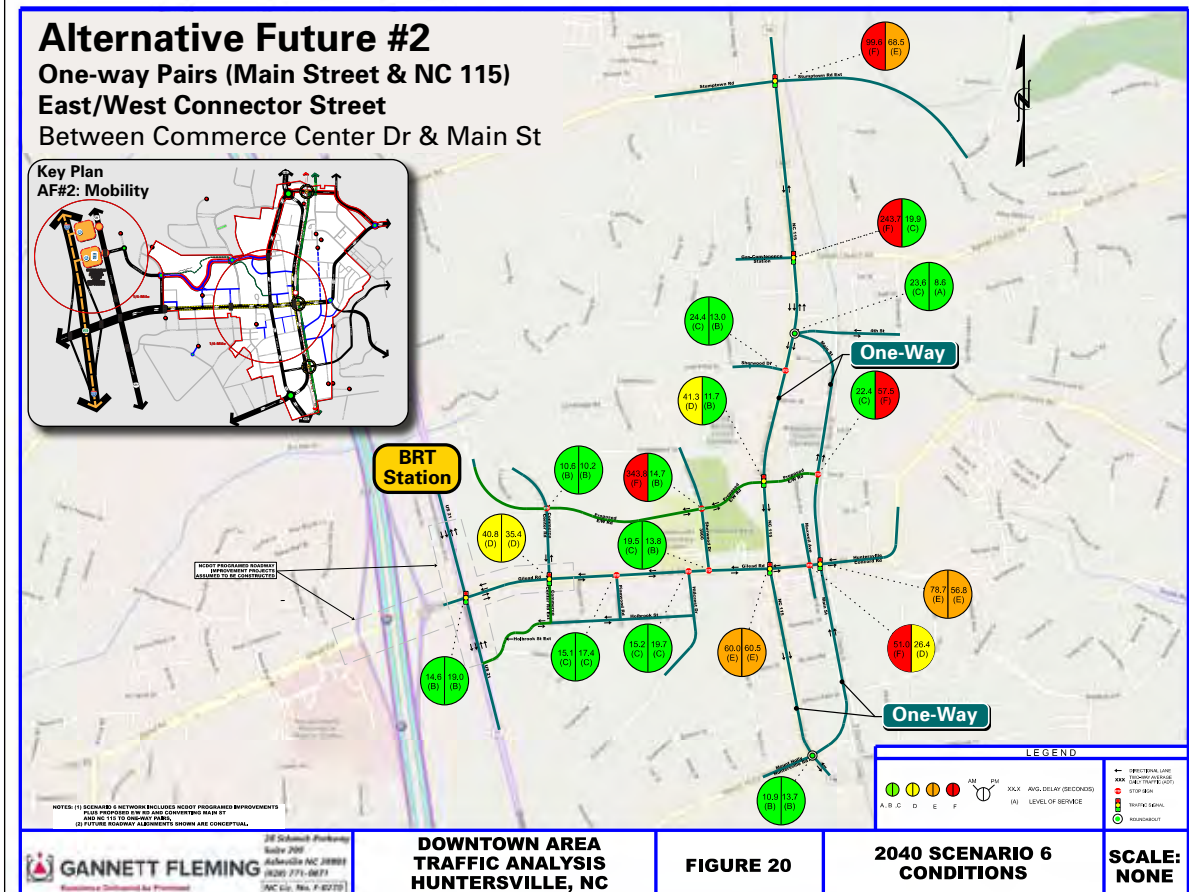
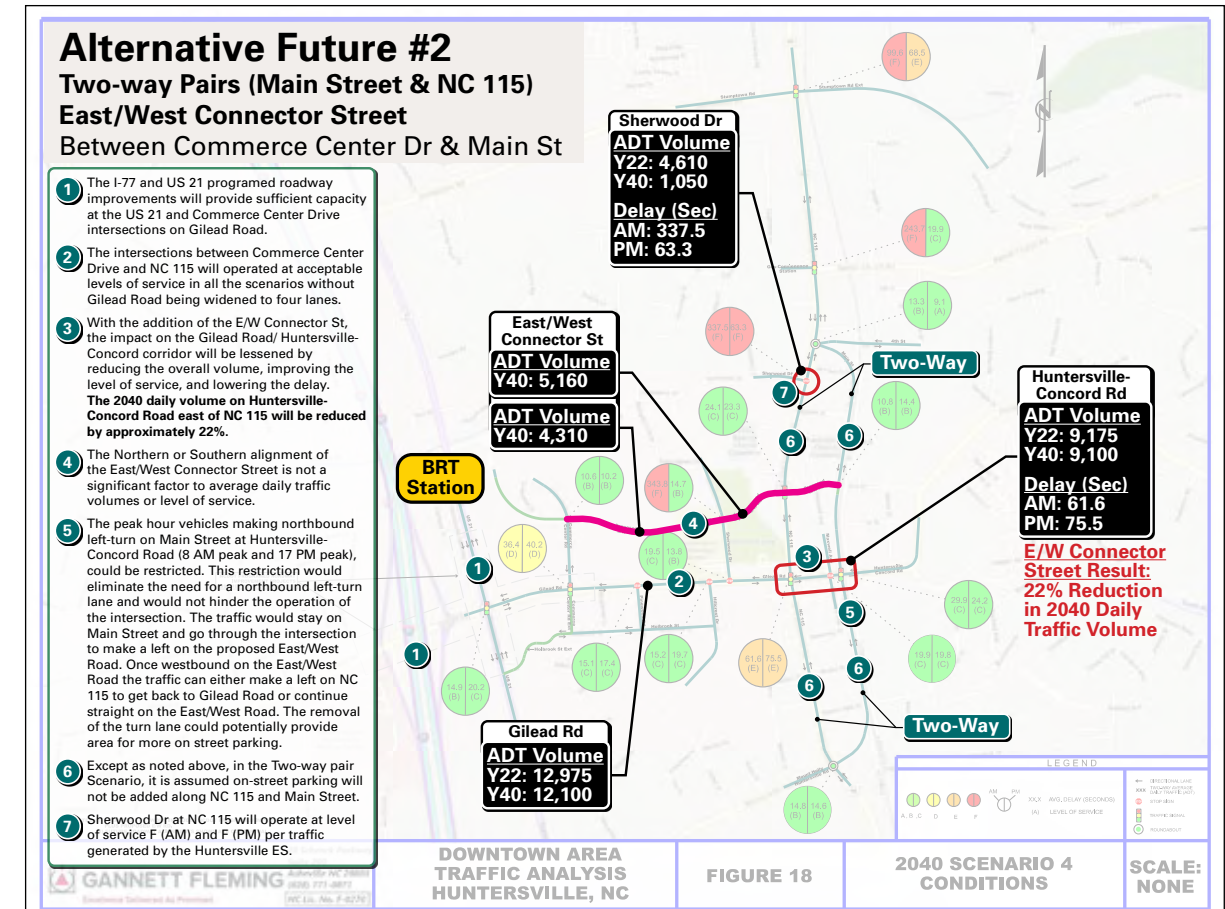
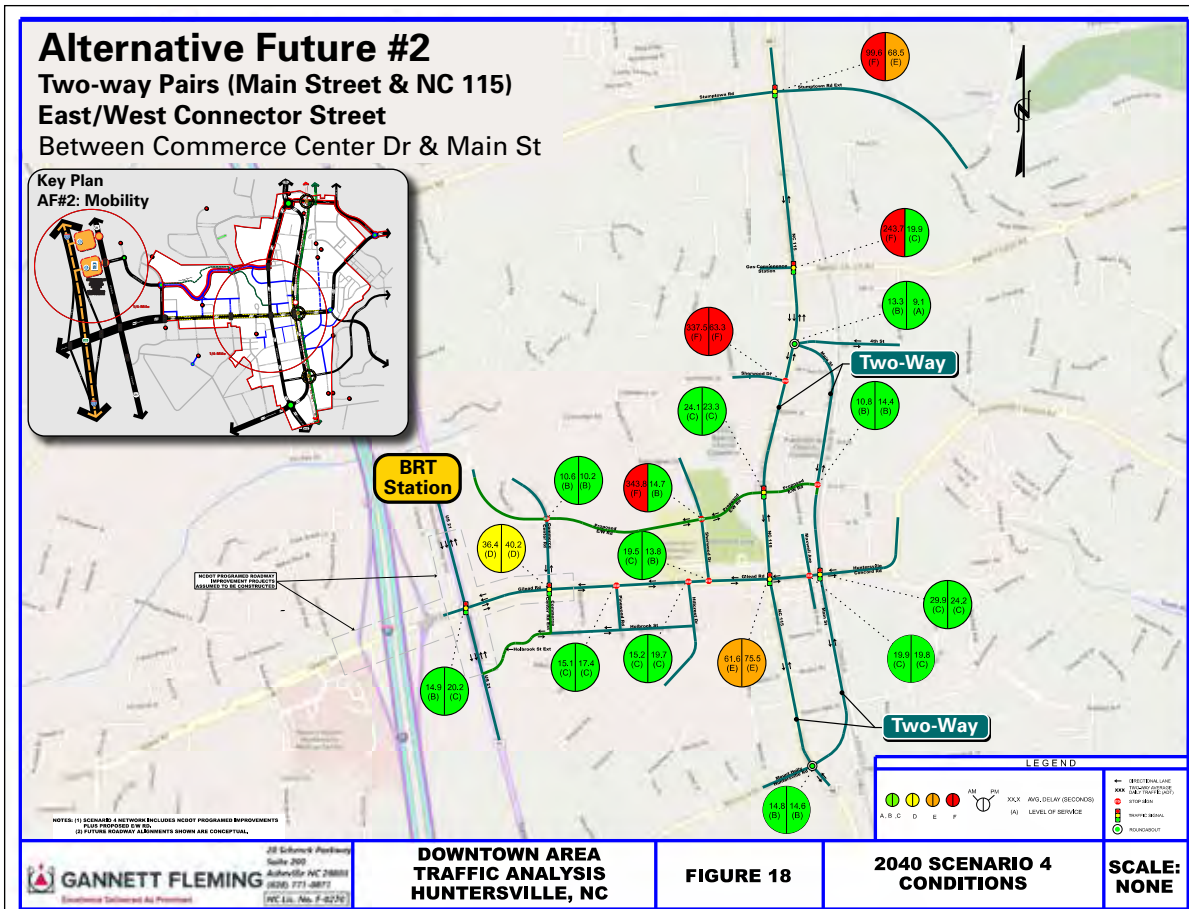


FIGURE 44: Traffic Analysis - Average Delay & Level of Service.  
Alternative Future #2: East/West Connector Street Between Commerce Center Dr. & Main St.

FIGURE 45: Traffic Analysis - Key Notes & Average Daily Traffic Volumes.  
Alternative Future #2: East/West Connector Street Between Commerce Center Dr. & Main St.

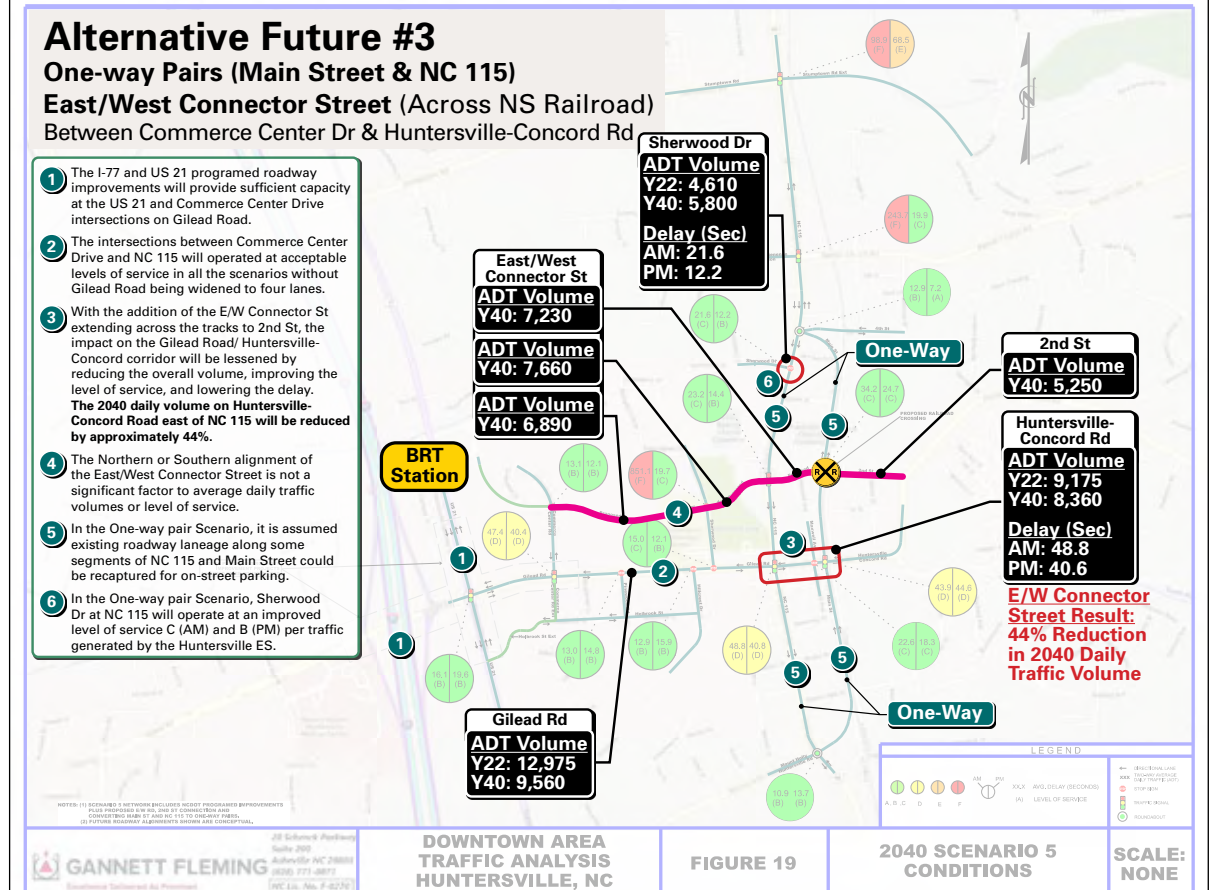
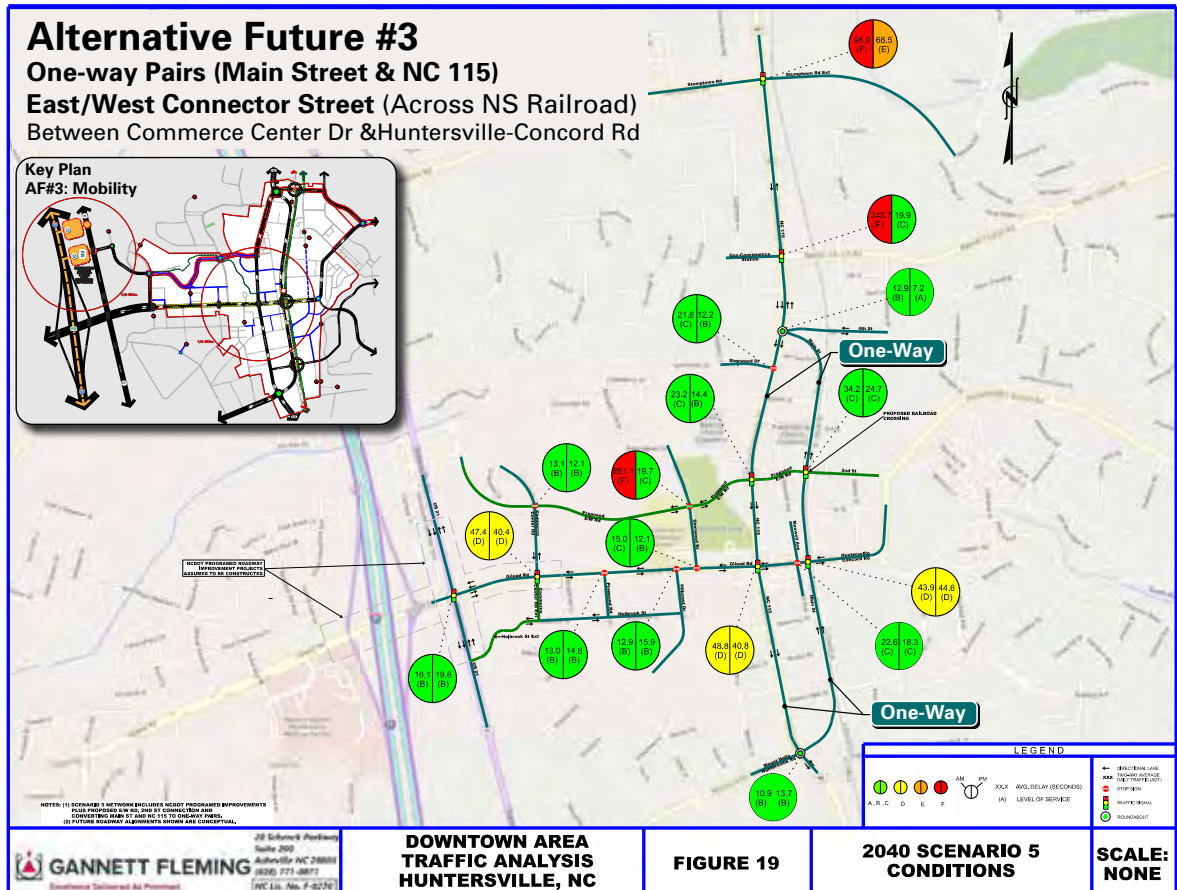
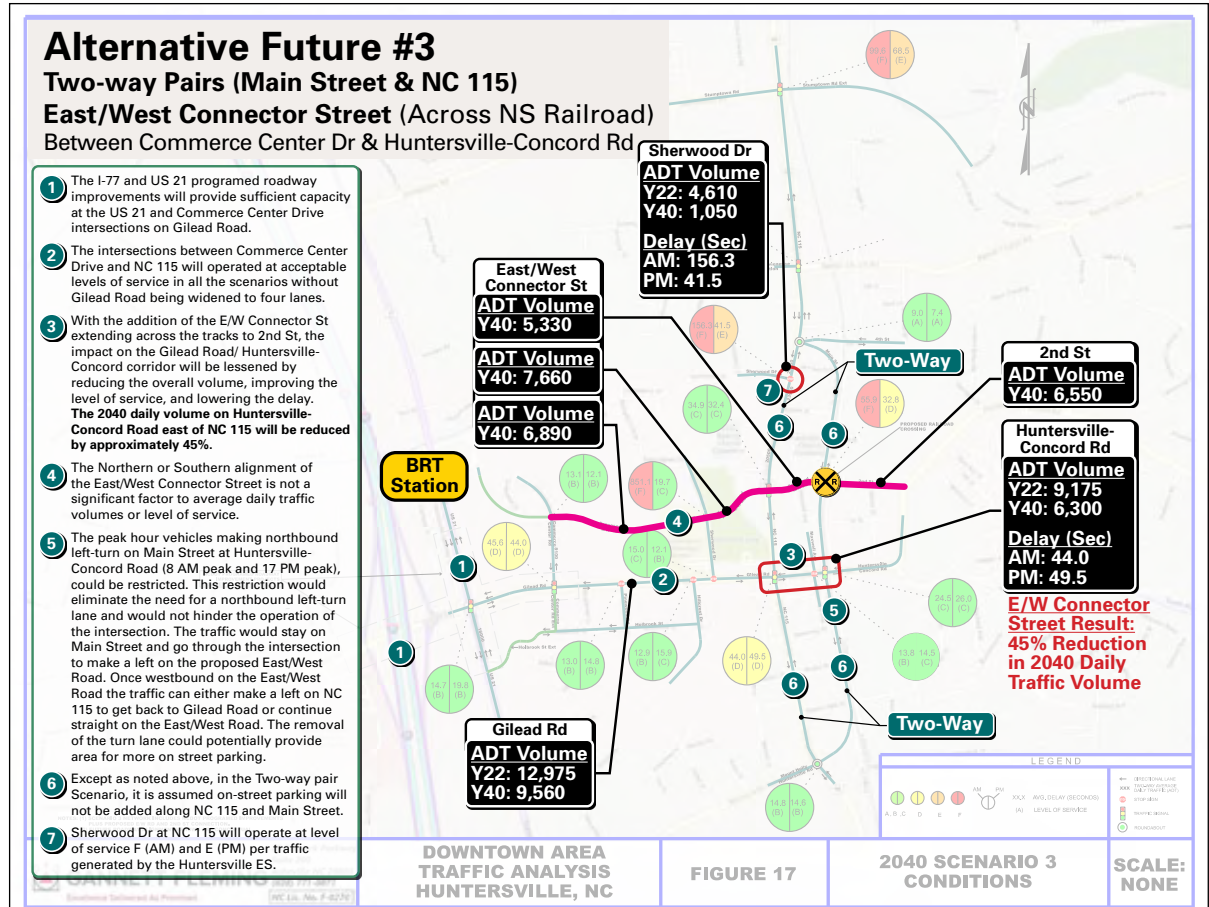
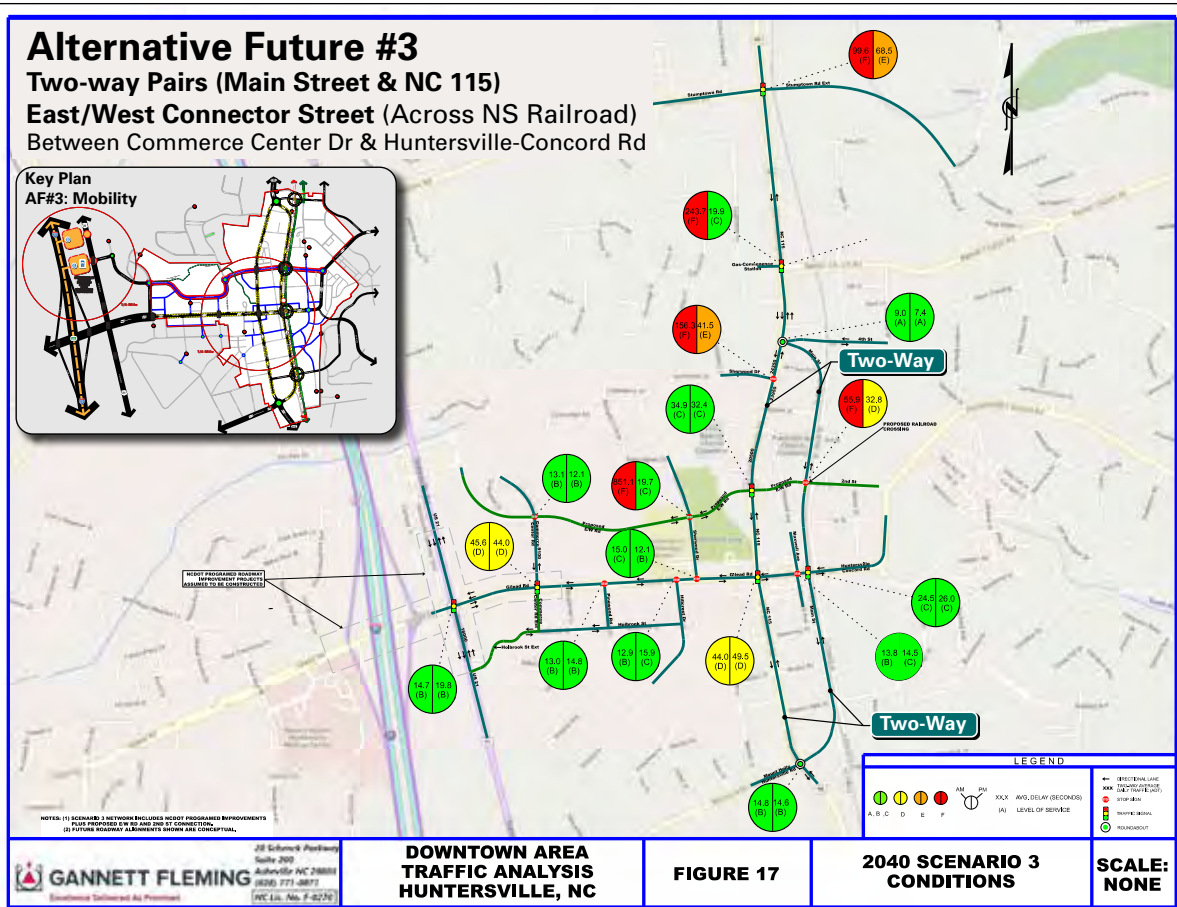


FIGURE 46: Traffic Analysis - Average Delay & Level of Service.  
Alternative Future #3: East/West Connector Street Between Commerce Center Dr. & Huntersville-Concord Rd.

FIGURE 47: Traffic Analysis - Key Notes & Average Daily Traffic Volumes.  
Alternative Future #3: East/West Connector Street Between Commerce Center Dr. & Huntersville-Concord Rd.



**DOWNTOWN TRANSPORTATION MOBILITY MEETING.**

On September 13, 2022, a Downtown Transportation and Mobility Meeting between Brett Canipe, PE - Division Engineer with Highway Division 10, North Carolina Department of Transportation (NCDOT) and the Project Team was conducted in Huntersville as an open discussion to share the Town's vision and policies as supported by the community, along with initial planning concepts and the Traffic Analysis for NCDOT's consideration relative to development of the 2023 Downtown Master Plan. And, how best to collaborate on establishing street design criteria for future implementation along Gilead Road (per NCDOT's Transportation Improvement Project (TIP) #: U-5807).

During the meeting, it was learned that NCDOT has restored funding for the Gilead Road Project and that design is to resume with construction scheduled to commence in 2027. The current Gilead Road Project is scoped and scored as a 'capacity' project in the NCDOT State Transportation Improvement Program (STIP), whereby achieving at least a minimum Level of Service D is paramount. (Note: A Level of Service E is acceptable by the Town in the Downtown Area during peak hours.) In addition, NCDOT shared a Draft Preliminary Engineering design for the Gilead Road Project depicting roundabout intersections at Commerce Center Drive and Sherwood Drive with a continuous, unbroken median in between. Furthermore, the intersection of Gilead Road and NC 115 is expanded by several lanes – 6 lanes on Gilead Road, 5 lanes on NC 115 (north), and 4/5 lanes on Huntersville-Concord Road (See Figure 48).

However, it is understood this current Draft plan does not provide an adequate Level of Service for this segment of Gilead Road and therefore design must be advanced suitably. Furthermore, it is unclear and perhaps unlikely that an updated Gilead Road roadway design by NCDOT will comport with the Town's vision for pedestrian and bicycle mobility in the Downtown Core Area. Brett Canipe explained the Town does have the option to take over maintenance and ownership of Gilead Road. However, if the Town pursues this option, specific assurances (yet to be determined) must be implemented relative to maintaining adequate operation of NCDOT's I-77 Interchange and NC 21 roadway projects.

As follow-up to the Downtown Transportation and Mobility Meeting, Gannett-Fleming prepared the following outline of Options describing potential pathways for Gilead Road per NCDOT's TIP #: U-5807 and its current Preliminary Engineering design shared during the meeting.

**Option 1:**

- Do not remove the Gilead Road widening project from the STIP.
- Do not move forward with the proposed 'East/West Connector Street' as a Town street.
- Work closely with NCDOT as they advance the Gilead Road project to incorporate a more bike/ped friendly design incorporating elements of NCDOT's Complete Streets policy and standards.


**Option 2:**

- Do not remove the Gilead Road widening project from the STIP.
- Adopt the 'East/West Connector Street' into the Town's Transportation Plan.
- Identify funding for the 'East/West Connector Street' as a Town street.
- Work with the Metropolitan Planning Organization (MPO) to get the 'East/West Connector Street' included in the regional model in a timely manner in order to not cause delays to the Gilead Road project.
- Work closely with NCDOT as they move forward with a narrower typical section concept that is based on new traffic forecasts from the MPO model that includes the proposed 'East/West Connector Street'.

**Option 3:**

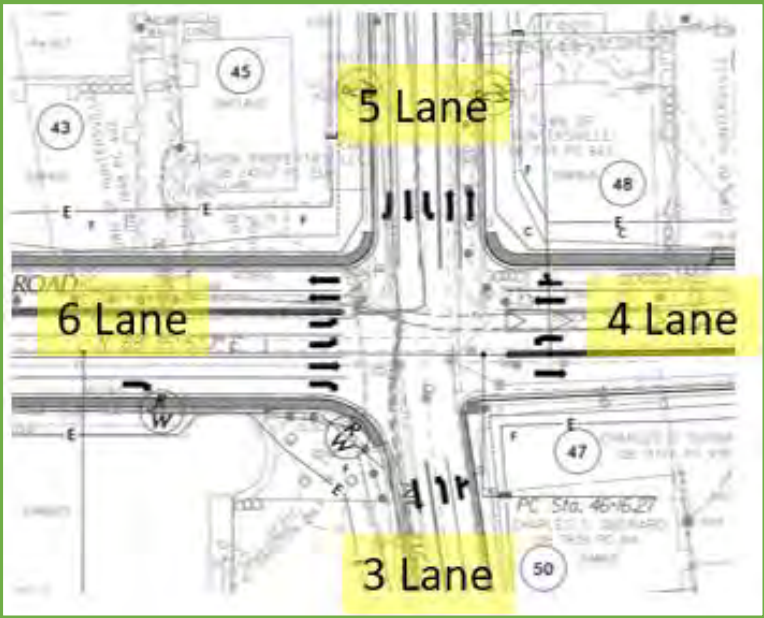
- Recommend the removal of the Gilead Road widening project from the STIP.
- Adopt the 'East/West Connector Street' into the Town's Transportation Plan.
- Proceed forward with the 'East/West Connector Street' funding and construction as a Town street.

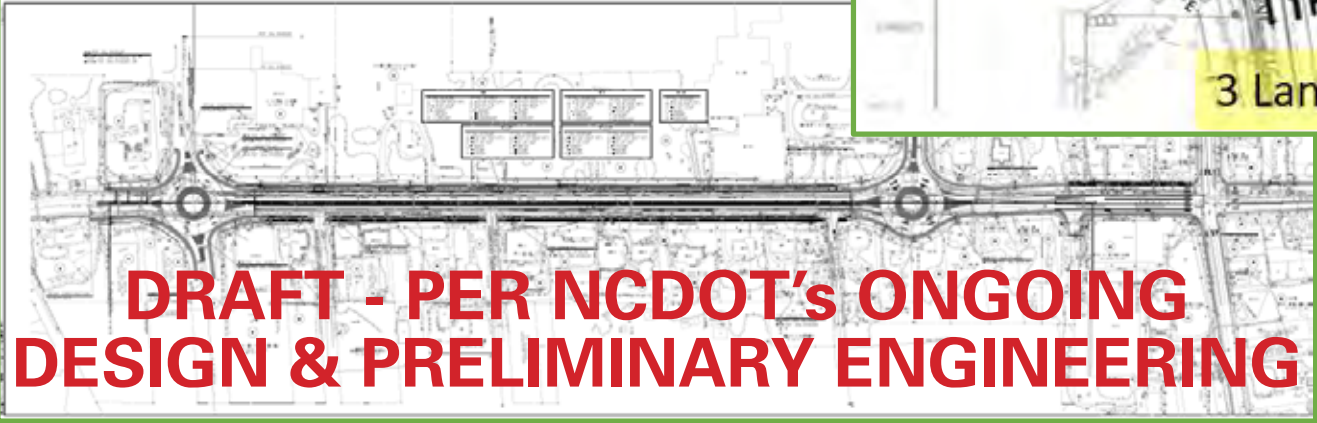
**Option 4:**



# What's New?

NCDOT – Gilead Widening Project funding has been restored; design to resume





DRAFT - PER NCDOT'S ONGOING DESIGN & PRELIMINARY ENGINEERING

**NCDOT TIP - GILEAD ROAD PROJECT** (Information per Town of Huntersville NCTIP & Town CIP Project List - 2021)

<b>NCDOT TIP #:</b>	<b>U-5807</b>
<b>PROJECT LIMITS:</b>	<b>STATESVILLE RD (NC HWY 21) [COMMERCE CENTER DRIVE] to OLD STATESVILLE ROAD (NC HWY 115)</b>
<b>PROJECT DESCRIPTION:</b>	<b>WIDEN TO MULTI-LANES</b>
<b>R/W ACQUISITION:</b>	<b>FY: 2029</b>
<b>CONSTRUCTION:</b>	<b>FY: 2031</b>
<b>TIP COST:</b>	<b>\$13,108,000 (ADDITIONAL \$4,207,000 BOND REPAYMENT POST YEAR)</b>

DRAFT

FOR REVIEW ONLY

**FIGURE 48:** NCDOT Gilead Road Project.

- Recommend the removal of the Gilead Road widening project from the STIP.
- Town will take over maintenance and ownership of Gilead Road.
- Upgrade the Gilead Road corridor based on the Town's Standards and Vision.
- Adopt the 'East/West Connector Street' into the Town's Transportation Plan.
- Proceed forward with the 'East/West Connector Street' funding and construction as a Town street.

**Option 5:**

- Recommend the removal of the Gilead Road widening project from the STIP.
- Do not move forward with the 'East/West Connector Street' as a Town street.
- Town will take over maintenance of Gilead Road.
- Upgrade the Gilead Road corridor based on the Town's Standards and Vision.

**Option 6:**

- Recommend the removal of the Gilead Road widening project from the STIP.
- Do not move forward with the 'East/West Connector Street' as a Town street.

**Option 7 (Potential):**

- Request delay and/or lower position of the Gilead Road widening project within the current NCDOT STIP.

In consideration of these options, the DPSC suggested that more time is needed to understand the actual impacts (positive or negative) per completion of NCDOT's current roadway improvement projects (i.e. Main Street, NC 21, and I-77 Interchange) along with a comprehensive approach to evaluating east/west connectivity in the greater Huntersville area. Notwithstanding, the general consensus by the DPSC and citizen survey responses is that Gilead Road should not be widened.

Meanwhile, the Town has engaged its metropolitan planning organization (MPO) to conduct updated traffic modeling, which includes a comprehensive approach together with the 'East/West Connector Street' to determine its potential to help reduce congestion in the Downtown. The MPO expects to complete modeling within the first quarter of 2023, at which time the Town can evaluate and share results with NCDOT, and decide if and how they may influence the design of Gilead Road in a manner that embraces the Town's vision. The Town can then determine the appropriate Option to pursue for the future of Gilead Road.

# Downtown Parking Off-Street Parking Facilities

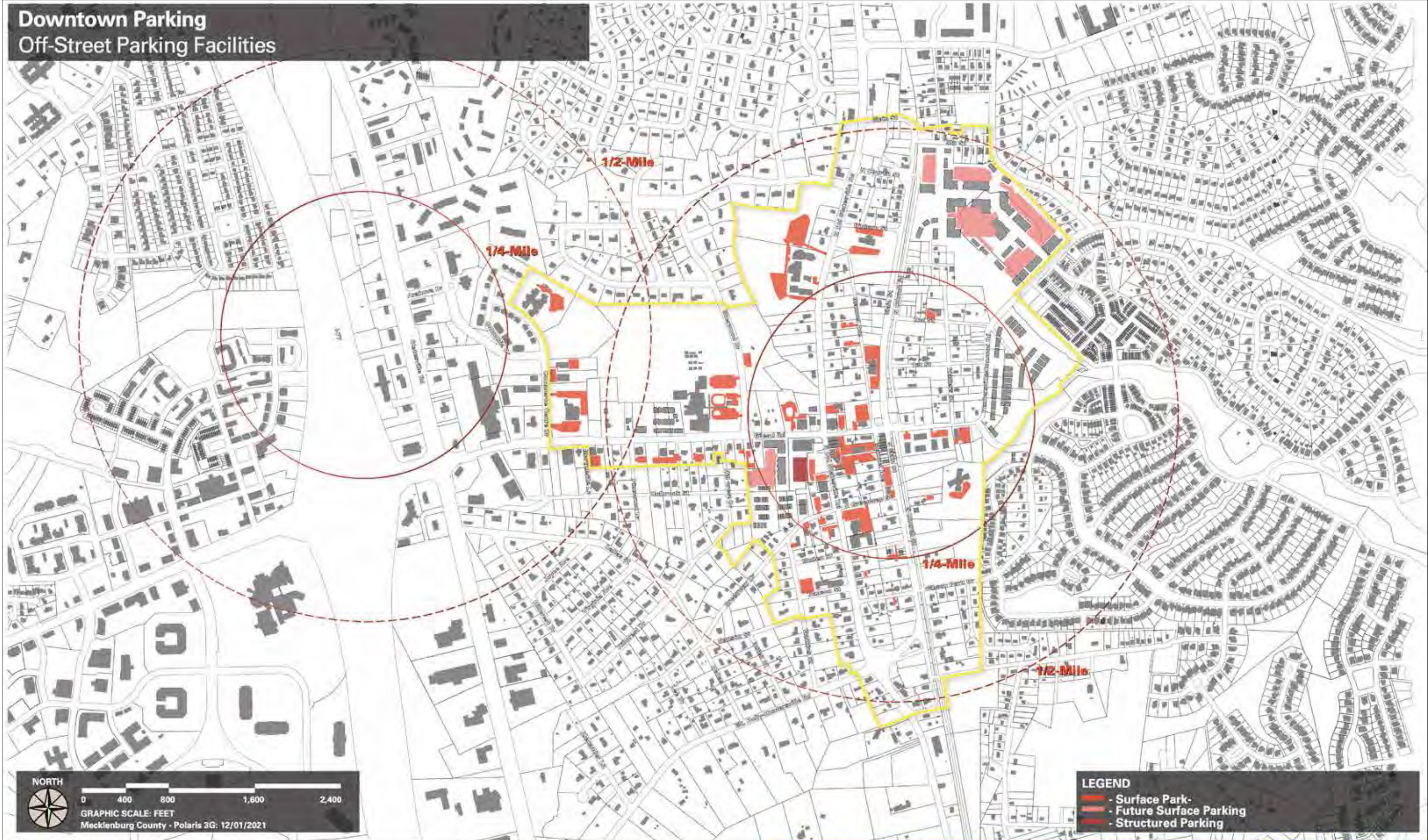
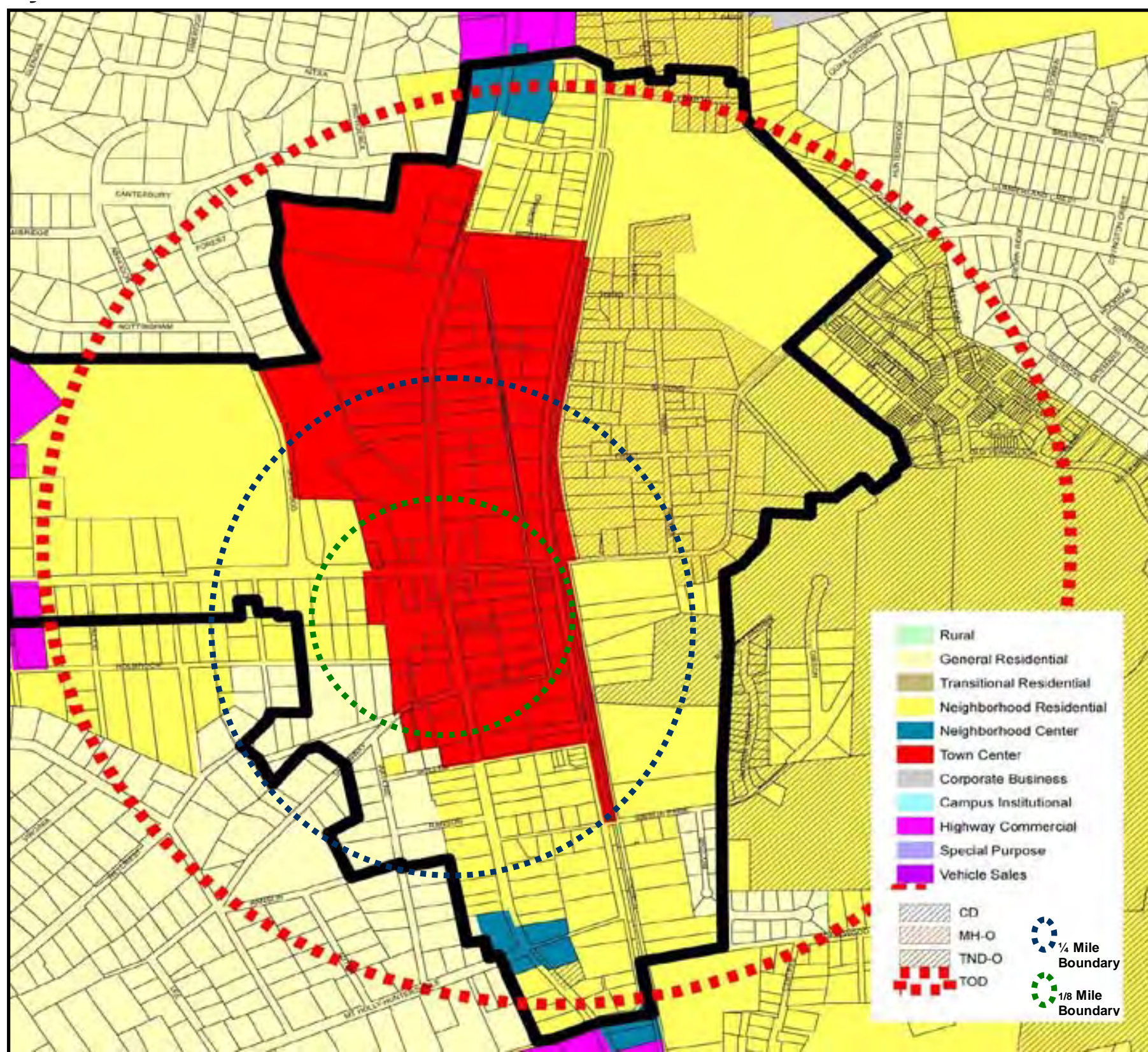


FIGURE 49: Preliminary Assessment - Infrastructure: Transportation Network: Downtown Parking - Off-Street Facilities (Existing and Future/Approved).

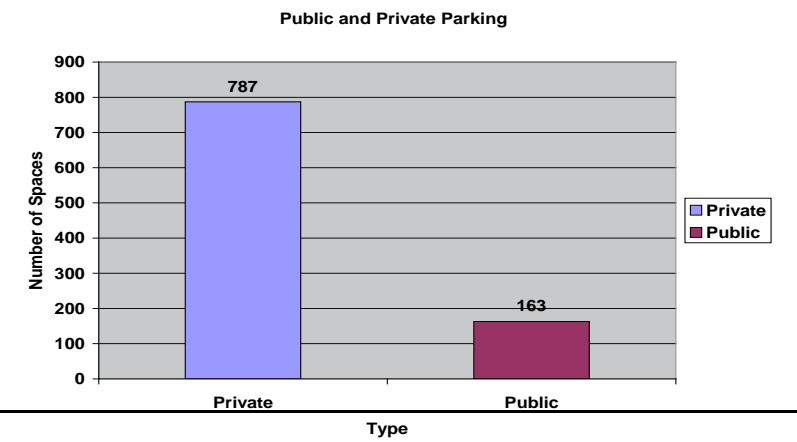


**Town of Huntersville**  
**Downtown Parking Study - August, 2006**  
 Map 1: The Study Area

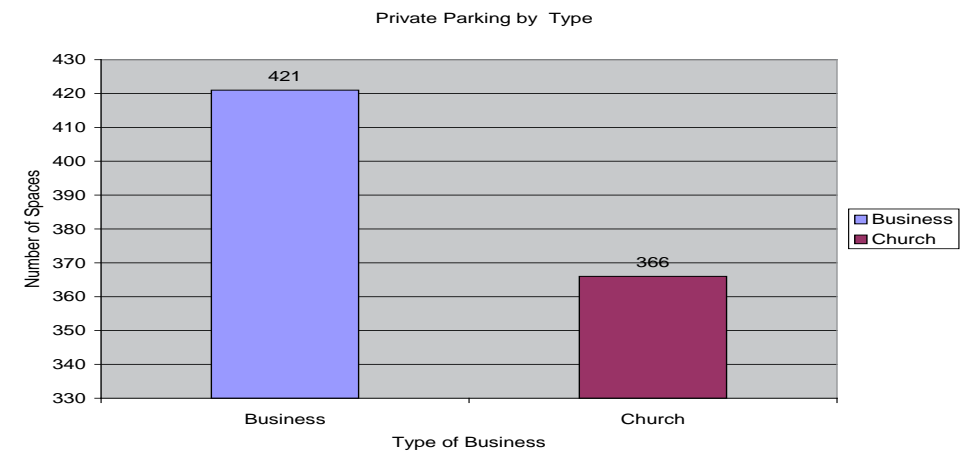
**Table 1: Parking Space Distance from Center of Downtown**

Distance from Center of Downtown	Total Number of Existing Spaces
1/2 Mile (2,640 ft)	278
1/4 Mile (1,320 ft)	224
1/8 Mile (660 ft)	448

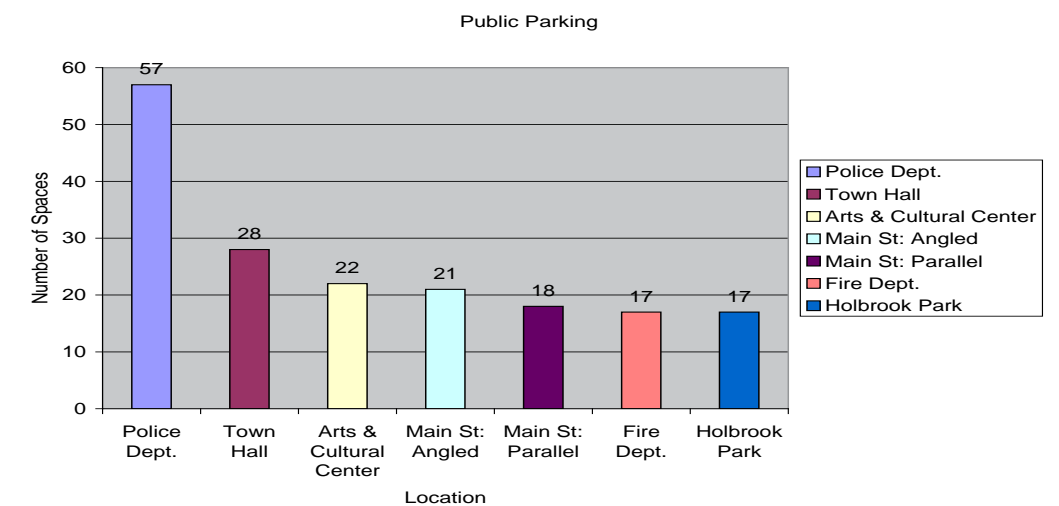
**Figure 1: Distribution of Parking**

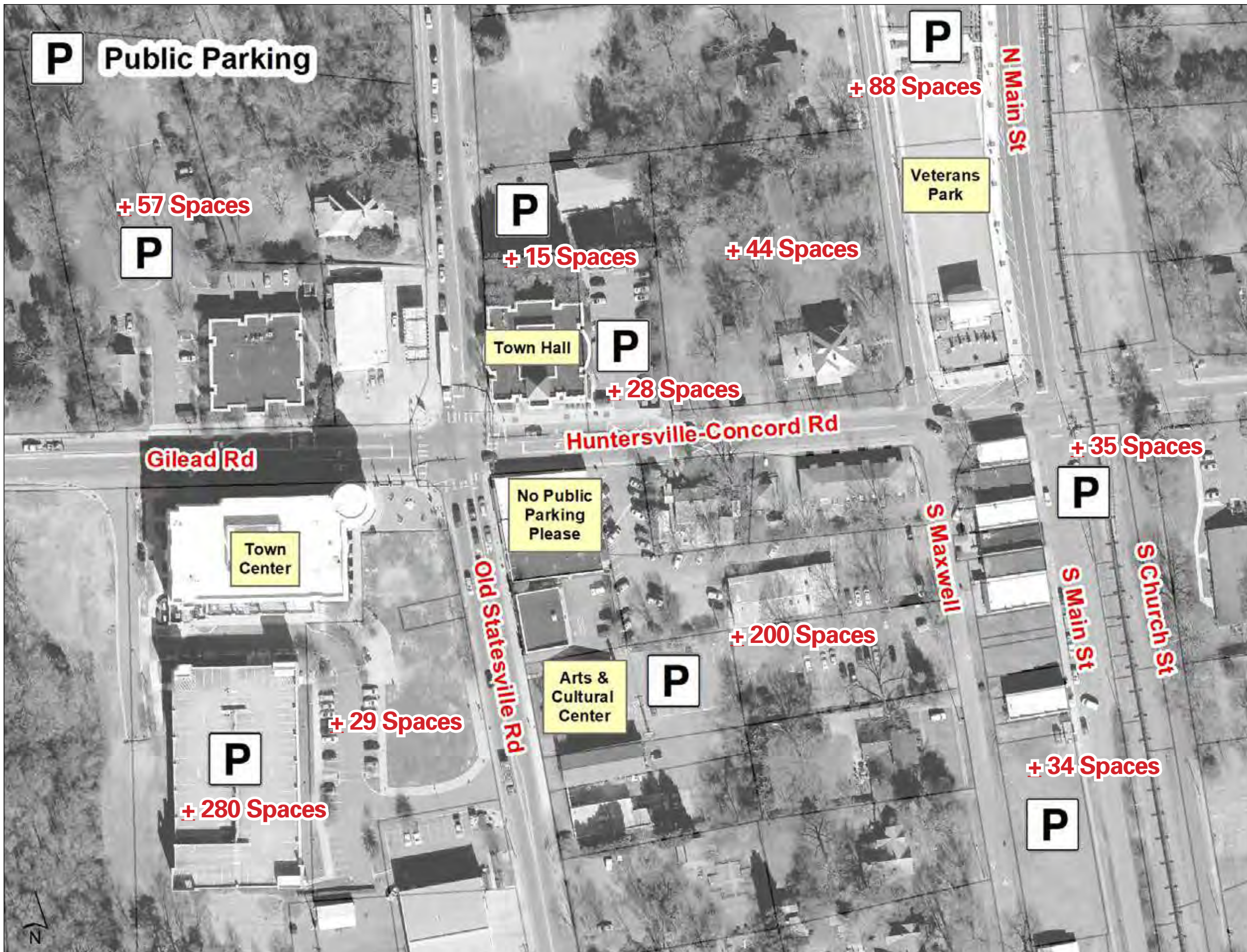


**Figure 2: Business and Church Parking Spaces**



**Figure 3: Public Parking by Lot**





**Downtown Parking Total Public & Private Spaces (Approximate)**

On-Street: 35 Spaces\*  
Adjusted: 17 Spaces

Off-Street  
Surface Lot: 495 Spaces

Off-Street  
Structured: 280 Spaces

**TOTAL: 810 Spaces**  
Adjusted: 792 Spaces

\* Note: On-Street Parking will be reduced to approximately 17 spaces along S Main Street per the Current Main Street Improvement Project currently under construction.

\*\* The New Town Hall site is currently planned to provide additional off-street parking.  
Option A:  
Parking Deck ± 335 Spaces,  
and Surface Lot ± 40 Spaces.  
Option B:  
Surface Lot ± 130 Spaces.



FIGURE 51: Preliminary Assessment - Infrastructure: Transportation Network: Downtown Core Parking - Existing Public and Private.

**Downtown Environment & Open Space Network**  
Public Greenways, Parks, Streams & Water Bodies

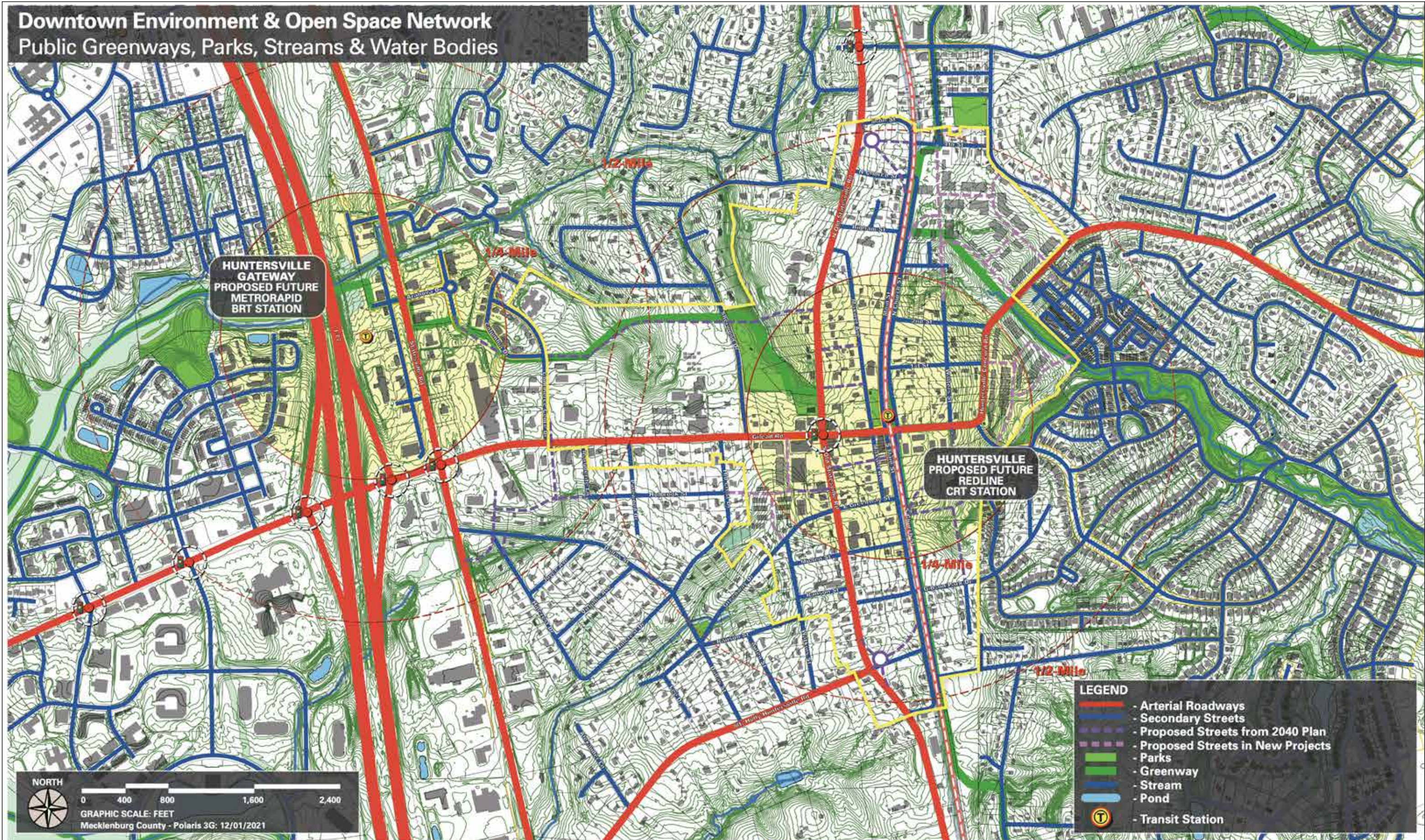


FIGURE 52: Preliminary Assessment - Infrastructure: Environment and Open Space Network: Public Greenways, Parks, Streams, and Water Bodies.



01 Huntersville Town Center Plaza



01 Veterans Park at Main and Maxwell



01 Downtown Greenway - The Vine



02 Huntersville Town Center Plaza



02 Veterans Park at Main and Maxwell



02 Downtown Greenway - The Vine

FIGURE 53: Preliminary Assessment - Infrastructure: Environment and Open Space Network: Existing Downtown Public Greenways, Parks and Plazas.

# Downtown Environment & Open Space Network Potential Sites for Storm Water Facilities

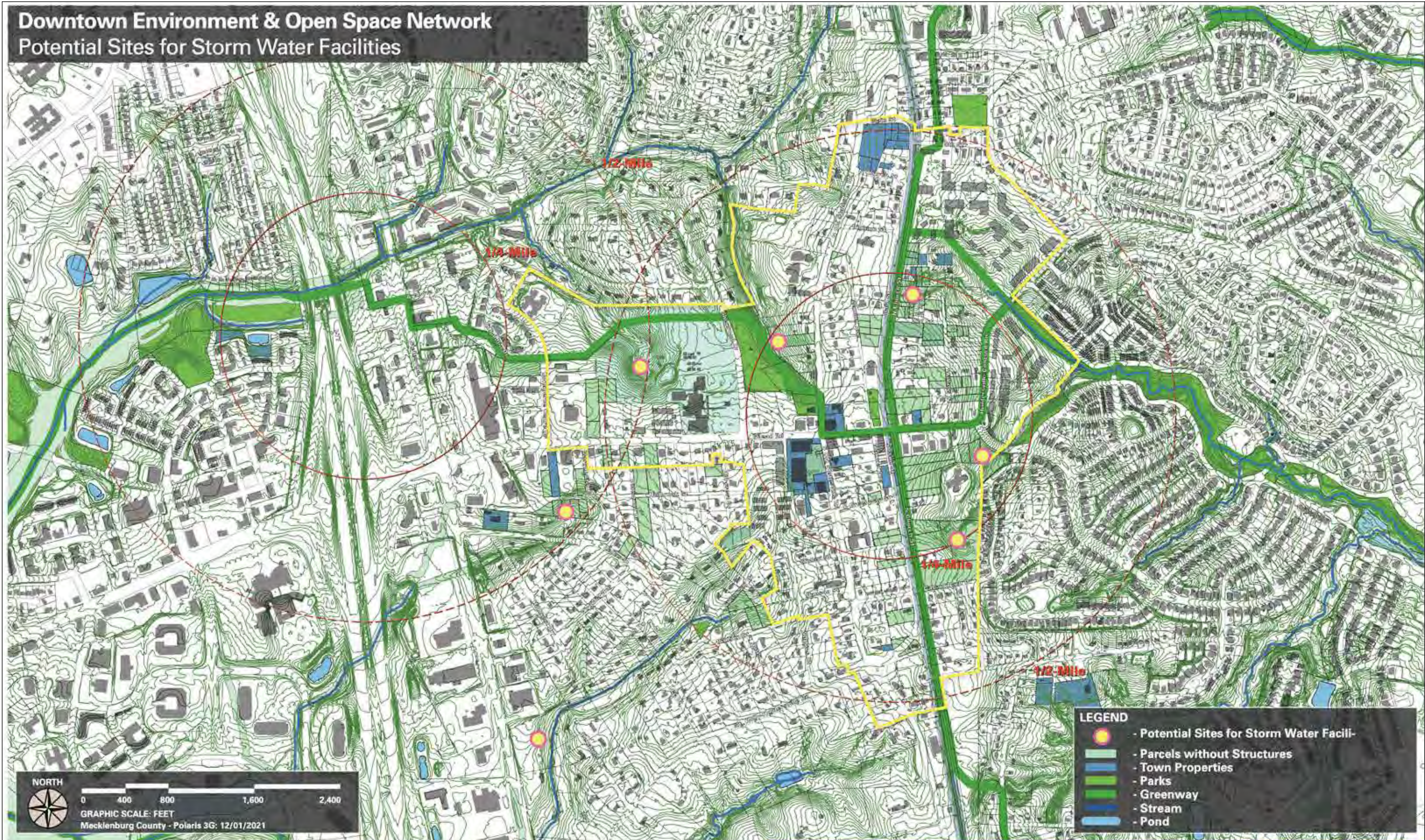


FIGURE 54: Preliminary Assessment - Infrastructure: Environment and Open Space Network: Potential Sites for 'Regional' Stormwater Facilities.

## WSACC Capacity Limited Basins <https://charlottenc.gov/Water/Development/Pages/WSACC.aspx>

Customers, who wish to connect to the public water and wastewater systems in Mecklenburg County, must submit construction plans to Charlotte Water for review and approval. Charlotte Water staff review plans for water service availability and wastewater system capacity, in addition to other design standards. Plans cannot be approved if the receiving wastewater plant does not have sufficient available capacity to treat the wastewater according to each plant's permitted allowance.

Charlotte Water owns and operates five wastewater treatment plants that treat wastewater collected through more than 4,400 miles of (mostly) gravity-fed pipes. However, it is cost-prohibitive and nearly impossible to collect wastewater hydraulically through gravity-fed pipes in certain Mecklenburg County basins. Charlotte Water has a contract with the Water and Sewer Authority of Cabarrus County (WSACC) to receive and treat up to 6 million gallons per day (MGD) of wastewater and to serve some of these hydraulically limited basins.

### WSACC-Basins Status

As of October 2021, Charlotte Water has nearly reached the maximum limit of permitted sewer flow to the WSACC system and, therefore, has no additional treatment capacity in the WSACC system. The WSACC system also has limited treatment capacity and is in the early stages of an expansion project.

### Short Term Actions

Charlotte Water has requested and received approval of a reduced flow factor from the N.C. Department of Environmental Quality (NCDEQ – the State agency regulating wastewater permits). Charlotte Water has developed an allocation plan using the reduced flow factor for the capacity-limited basin served by WSACC. The allocation plan calls for rationing of the remaining available capacity so that some capacity is allocated to as many projects in the current plan review-queue as possible. Allocated capacity will be provided on a first-come, first-served basis which allows some phased development to occur for most applicants. Charlotte Water will be notifying the impacted customers directly in the coming weeks.

### Mid Term Actions

Charlotte Water has immediately started the process to design and construct a pump station to help provide some additional capacity to these basins and other service areas. The station will pump wastewater to an existing Charlotte Water wastewater treatment plant and would provide more capacity in approximately 2 years from the start of this project. A design-build team was selected in mid-December and contract negotiations are currently underway.

### Long Term Actions

Charlotte Water has requested additional capacity from WSACC. The WSACC wastewater treatment plant expansion is expected to be online in 2024.

### What Developers and Builders Need To Know

Development requests with WSACC approvals that have not expired can continue. Previously approved capacity shall be reviewed twice annually for progression of construction. Developments with approvals are asked to review their phasing plan and building schedules. Charlotte Water will not reassign or reallocate capacity approvals between projects or parcels.

Due to the limited treatment capacity with WSACC, Charlotte Water will not accept applications for plan review or Capacity Assurance Program review in the capacity-limited basins. This pause on acceptance of new capacity requests is temporary and until more capacity becomes available. Customers can sign up at [charlottewater.org](http://charlottewater.org) to be notified of program updates.

Customers who wish to connect initially to the public system in the capacity-limited basins have options for wastewater treatment. These options may include "package plants" and septic systems that can allow construction to proceed until Charlotte Water is able to offer capacity. Proposed projects close to basin boundaries may also be able to pump to a different basin.

Currently, wastewater treatment capacity is available in other areas of Mecklenburg County, and applications for capacity in areas outside of the capacity-limited basin served by WSACC are unaffected.

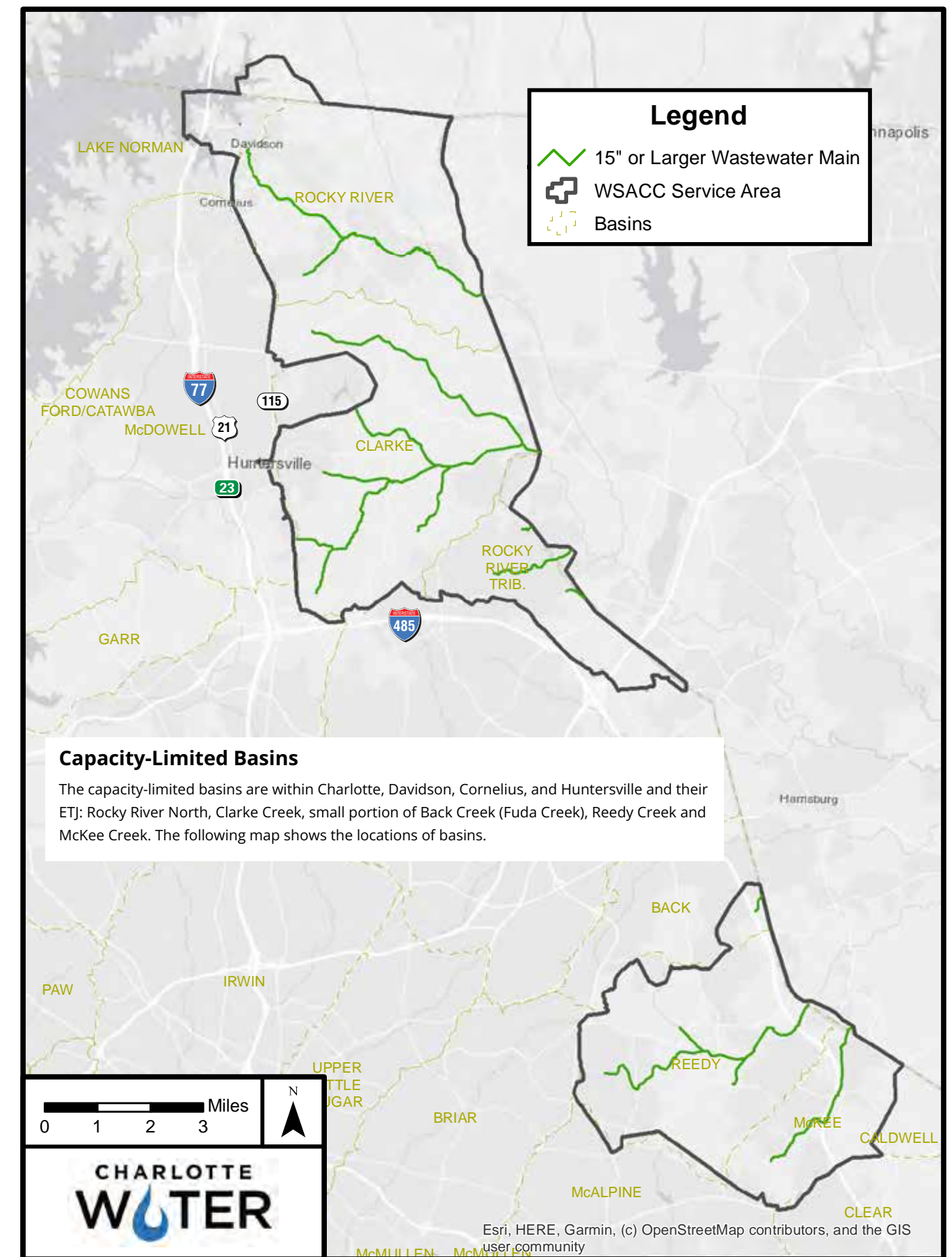


FIGURE 55: Preliminary Assessment - Infrastructure: General Infrastructure Systems: Water and Wastewater Capacity.



**Downtown Context & Development Pattern**  
Existing Parcels & Building Footprints (Figure Ground)

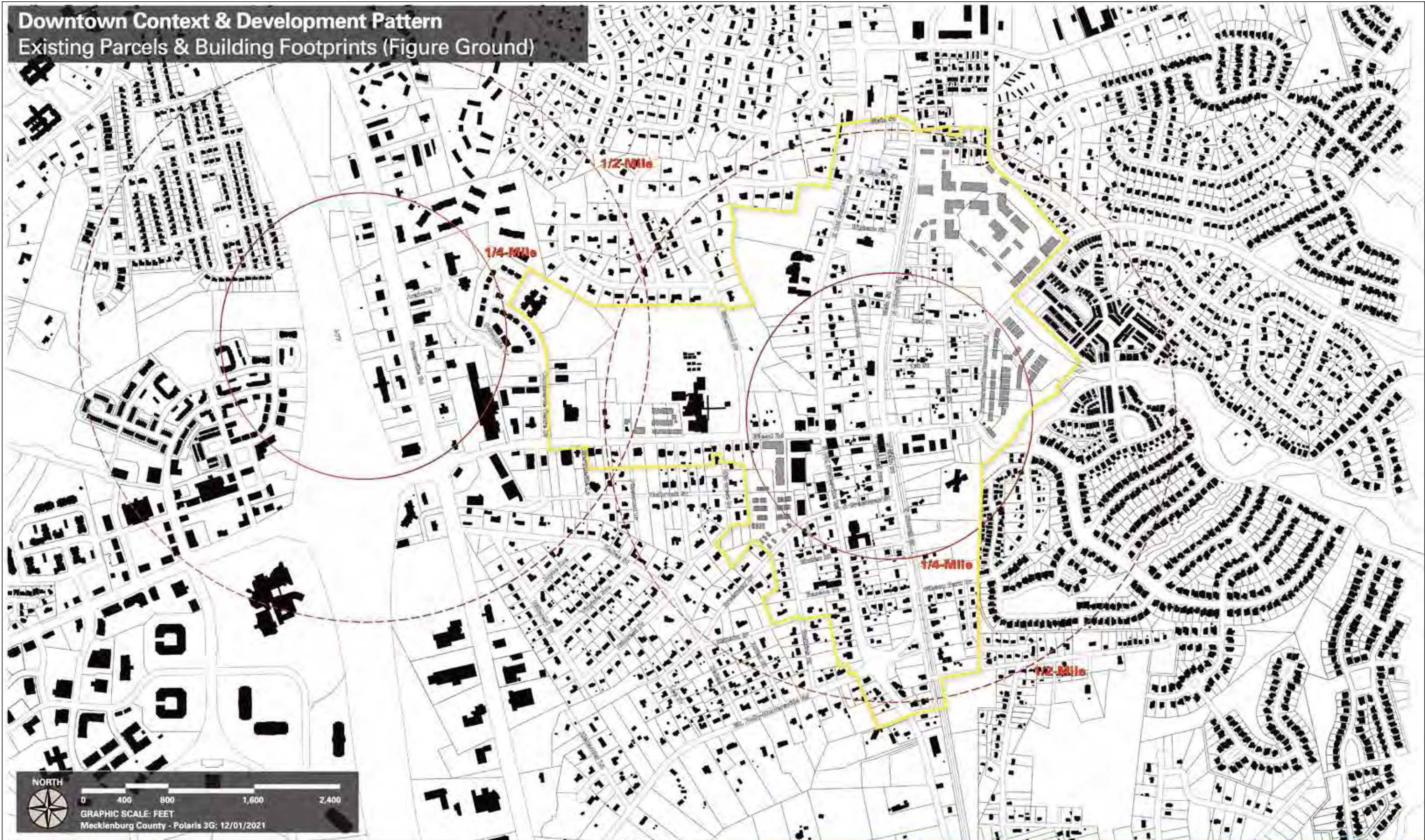


FIGURE 56: Preliminary Assessment - Land Use / Urban Design: Downtown Context and Development Pattern.

## Project Facts

### WHAT?

The Huntersville Downtown Master Plan is the culmination of this intensive community input process in 2004 and is designed to provide a foundation for revitalization/redevelopment efforts for the historic downtown core, as well as the future development of surrounding areas. The Downtown Huntersville Area encompasses approximately 710 acres within and surrounding the downtown. The area is generally bound by Statesville Road (US 21) to the west, Mount Holly-Huntersville Road and Delwood Street to the south, the Anchor Mill site to the north and the Vermillion Neighborhood to the east. The downtown includes a mixture of retail, service, office, governmental, and residential uses. A variety of undeveloped properties and vacant lots are also scattered throughout the planning area.

### WHY?

The purpose of the Downtown Master Plan is threefold:

- Provide policy, programmatic, and capital investment recommendations for public buildings and infrastructure in the historic downtown.
- Identify a number of realistic private development opportunities specifically targeted throughout the heart of the Huntersville community which are aimed at creating a more vibrant community to engage all who visit, work, and live in this special place.
- Recommend a series of marketing and branding strategies for the promotion of the Town of Huntersville and the Downtown area.

The Downtown Master Plan is intended to establish a clear framework for the revitalization of Downtown Huntersville through a series of incremental, private and public development decisions. Future development decisions must be carefully guided by the Town of Huntersville's staff, Planning Board, and Town Board to ensure that this vision is implemented. The Downtown Master Plan represents the conceptual build-out of the planning area. The recommendations set forth in this document are suggestions intended to guide the Town of Huntersville in realizing the potential for development throughout this area.

## Key Initiatives & Project Status

### Transportation, Circulation, & Parking

Projects/Tasks	Comments
Implement a two-way pair street system using Old Statesville Road (NC 115) and Main Street for north-south traffic movement.	Construction underway, to be completed Fall 2023
In cooperation with CATS, construct the commuter transit platform on the north side of Huntersville-Concord Road.	Project on hold.
Adopt an Access Management Policy for the Downtown area thoroughfares.	No adopted policy but streets/alley/driveway connections in these areas are reviewed.
Construct a greenway with a trail head and park entrance to Holbrook Park from Old Statesville Road (NC 115).	Partial opening November
Provide on-street parallel parking where feasible.	Part of Main Street upgrade

Strategically manage the parking lots in the southeast quadrant.	Installed on Main Street
Construct a shared-use parking deck with a minimum of 400 spaces between Maxwell Street and NC 115.	280 space parking deck built next to Discovery Place Kids/Town Center.

### Civic Infrastructure

Construct a Civic Plaza adjacent to Town Hall.	Alternate project completed - DPK/Town Center.
Investigate expansion options for the Town Hall and the Police Station.	Police station relocated to Julian Clark Ave; Town Hall not expanded but Town Center Offices constructed and land acquired for expansion.
Develop Arts and Cultural Center building as an integral part of the Civic Plaza.	DPK/Town Center Constructed in lieu of a new Arts and Cultural Center
Redevelop the existing Farmer's Market into the Grower's Market at Garden Hall.	Completed
Encourage the improvement of the American Legion building and construct a Veteran's Memorial between it and the Garden Hall.	Completed
Install new streetscape elements along Gilead Road including decorative lighting (with banner arms), street trees, bike lanes, and wider sidewalks.	Ongoing with some elements implemented.

### Private Development/Redevelopment

Encourage the expansion of the Garden Gate Bed and Breakfast Inn.	Not started yet
Encourage the exterior renovation of Cashion's Convenience Store.	Intent communicated to Cashion's - no immediate plans
Encourage sensitive redevelopment/infill through design guidelines that maintain the urbanism of the Downtown while permitting new/modern architectural styles.	Awaiting development type recommendation from Downtown Transportation System Plan
Encourage the construction of Continuing Care Retirement Community (CCRC) on the Anchor mill site	Project approved as mixed use
Rezoning the old mill village to encourage high quality urban infill	Rezoning approved May 2008
Permit and encourage infill development consistent with this Master Plan	Ongoing effort

### Marketing & Branding Strategies

Adopt a "popular" logo for marketing and branding.	Created and implemented new Town logo
Form a Huntersville Downtown Business Association.	Downtown Business Association not formed yet
Implement a Comprehensive Wayfinding System.	Wayfinding System has not been created yet

Completed	Progress Made	Not Completed
-----------	---------------	---------------

## Conceptual Development Opportunity

Single Family	72 Units
Duplex	94 Units
Townhome	173 Units
Quadruplex/Apartment/Condo	465 Units
Senior Housing/Assisted Living	100 Units
Office	285,425 sf
Retail	212,800 sf
Civic	59,000 sf
Other	13,000 sf

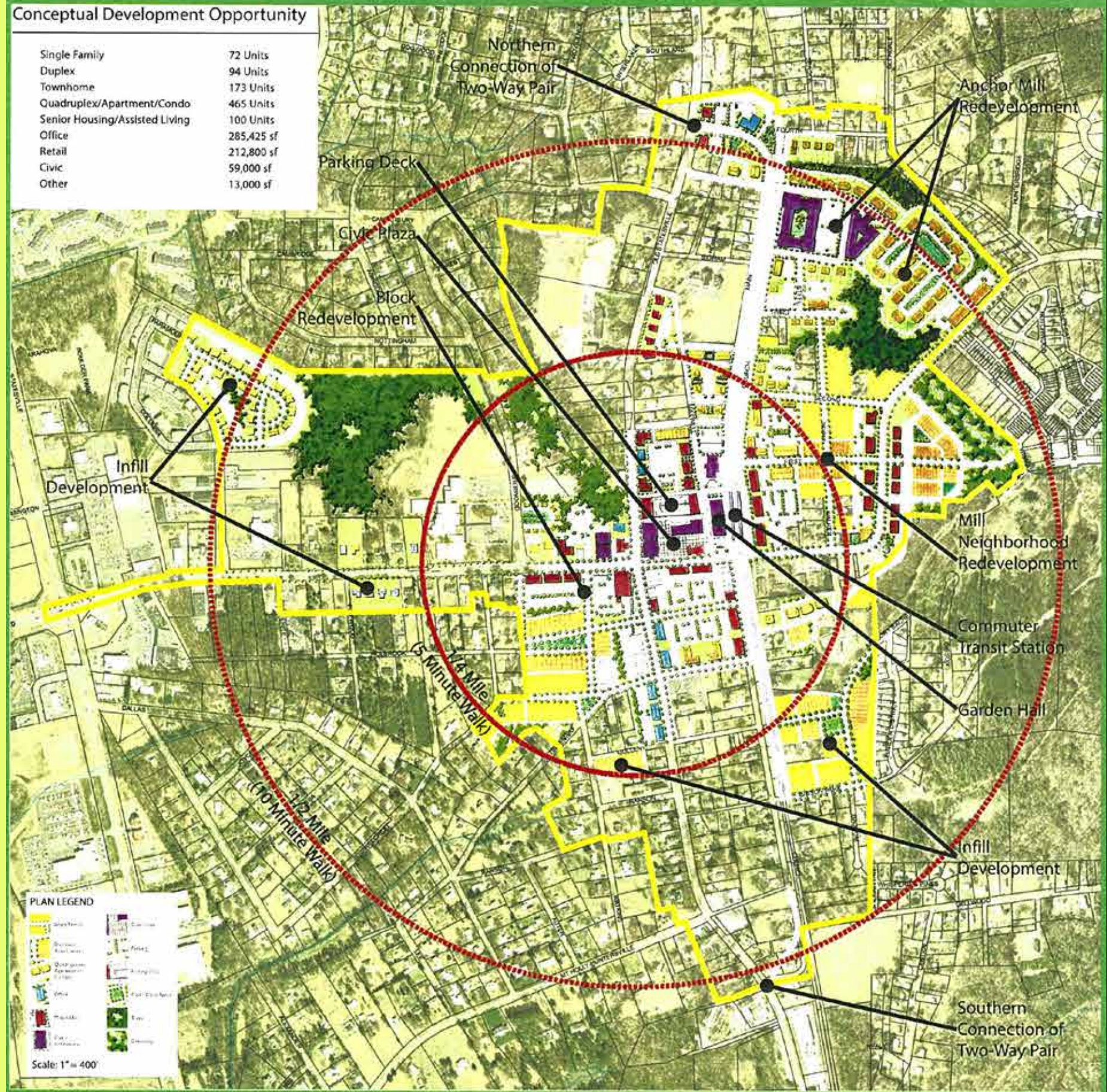


FIGURE 57: Preliminary Assessment - Land Use / Urban Design: 2006 Downtown Master Plan - Key Initiative and Project Status.

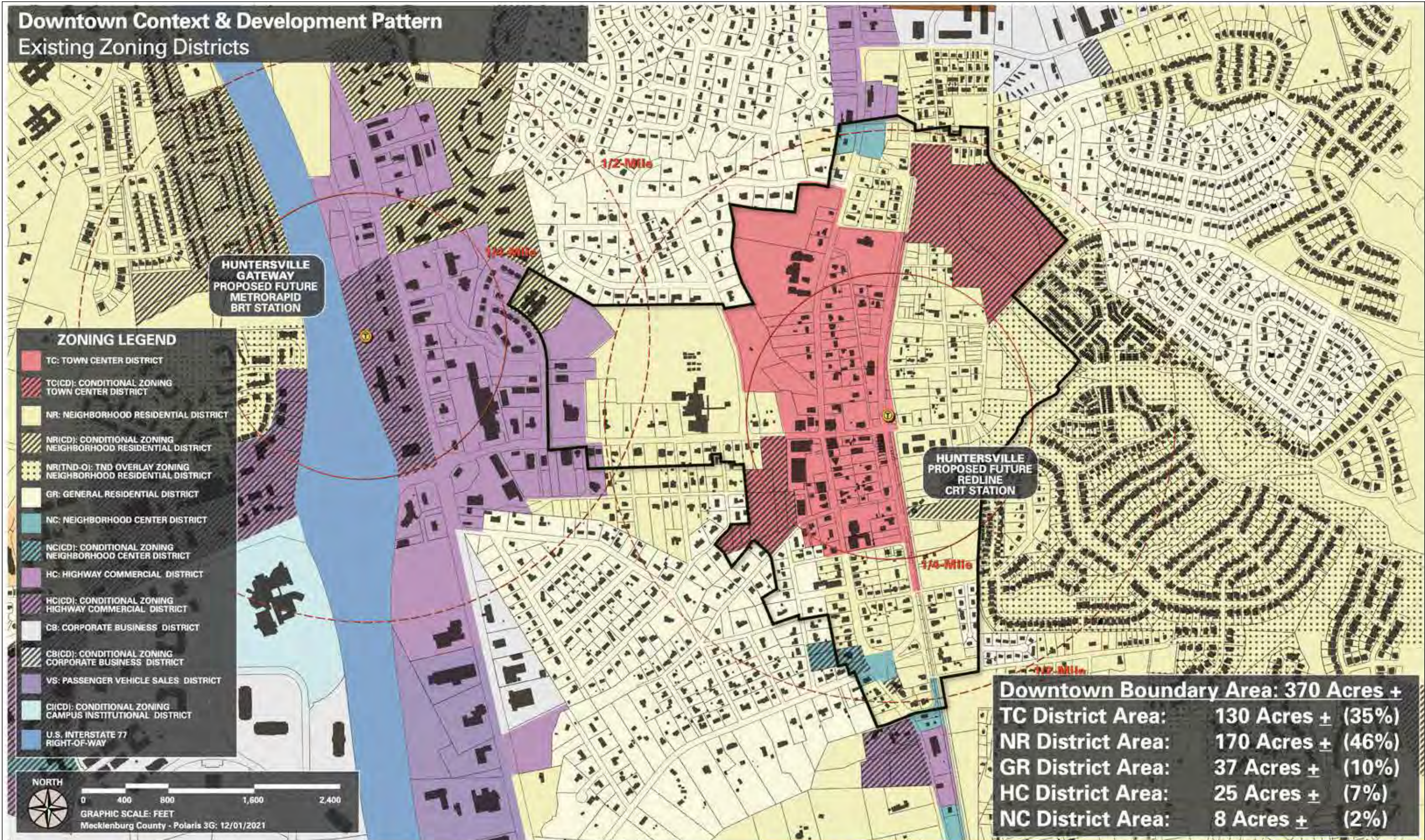


FIGURE 58: Preliminary Assessment - Land Use / Urban Design: Existing Zoning Districts.

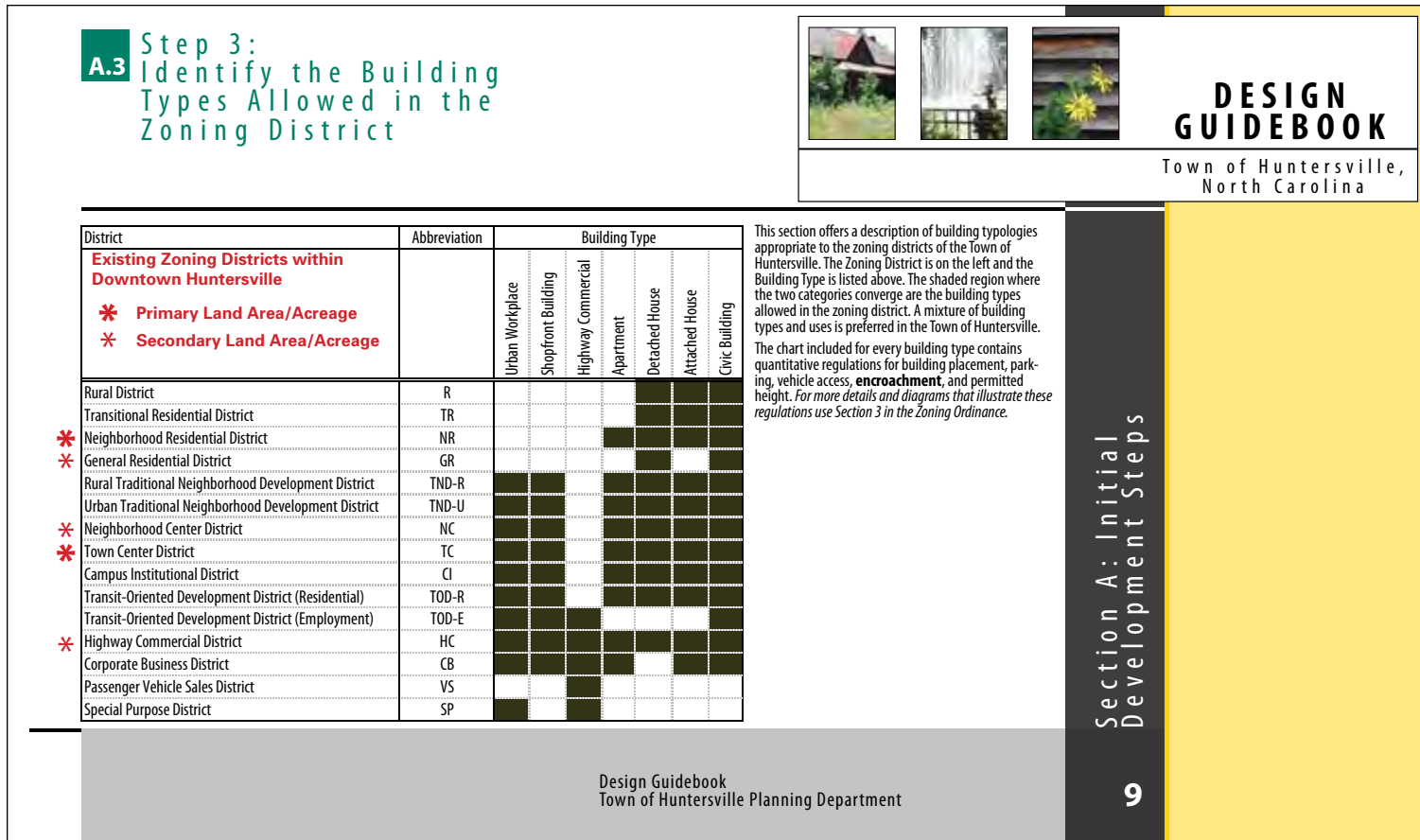


FIGURE 59: Design Guidebook 2008. Huntersville Zoning Districts and Allowable Building Types.

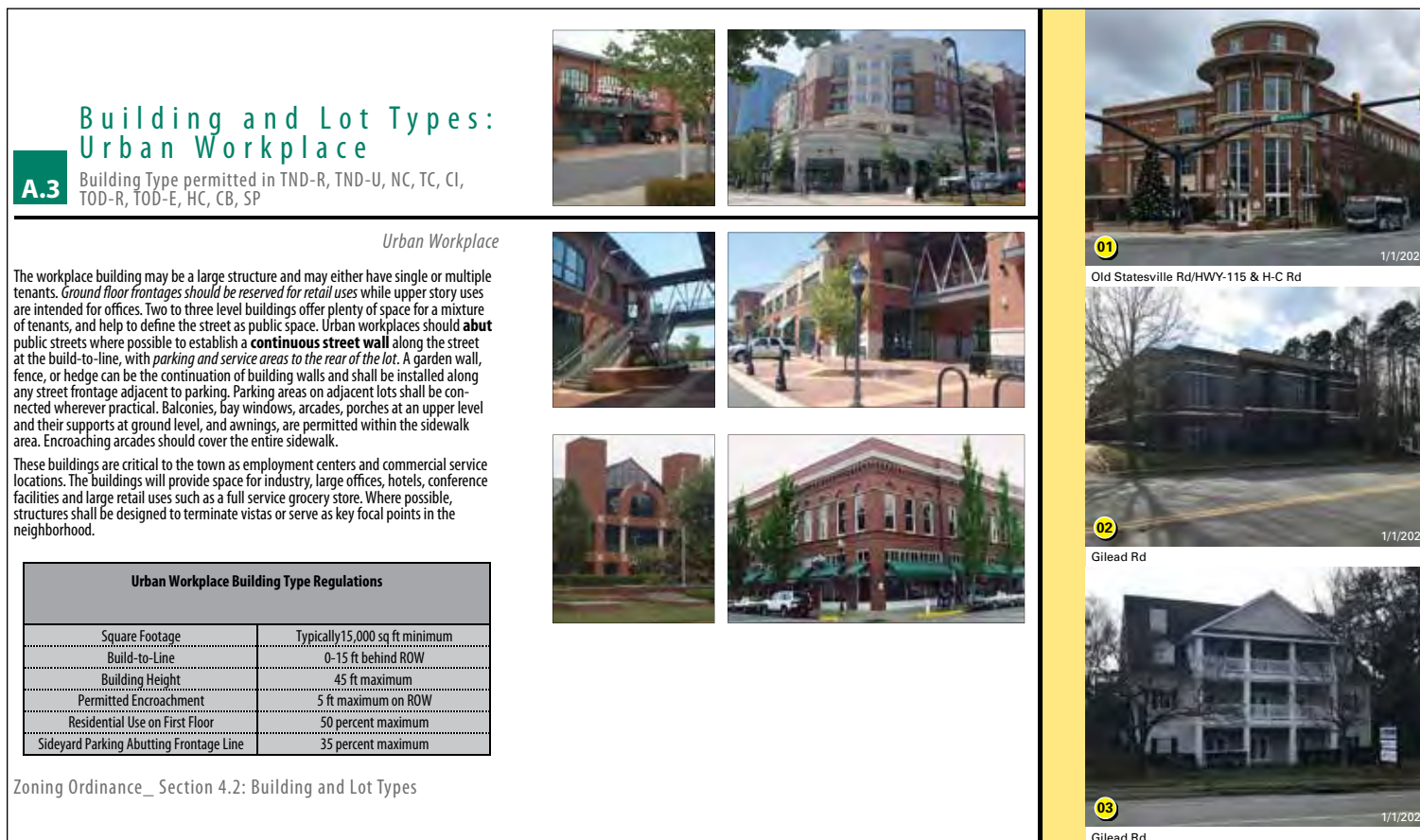


FIGURE 60: Design Guidebook 2008. Building and Lot Type: Urban Workplace (Original & Locally Observed Examples).



FIGURE 61: Design Guidebook 2008. Building and Lot Type: Shop Front (Original & Locally Observed Examples).



FIGURE 62: Design Guidebook 2008. Building and Lot Type: Highway Commercial (Original & Locally Observed Examples).

### A.3 Building and Lot Types: Apartment Building

Building Type permitted in NR, TND-R, TND-U, NC, TC, CI, TOD-R, HC, CB

*Apartment Building*

The **apartment building** is a residential building accommodating several households. In traditional towns, this building type coexists with a variety of other building types. A successful contemporary design permits its integration with other residential types through the coordination of site and building design. Apartment complexes should be one or more separated buildings similar in their scale on the public street to large detached housing. Where possible, structures shall be designed to terminate vistas or serve as key focal points in the neighborhood and may typically be located on a prominent site such as street corners. For buildings set back from the sidewalk, balconies, stoops, stairs, open porches, bay windows, and awnings are permitted to encroach. For buildings set up to the sidewalk, upper level balconies, bay windows, and their supports at ground level may encroach.

Build-to-lines for apartment buildings may vary depending upon site location; urban sites may justify that the building be set up to the sidewalk while suburban sites will justify a deeper build-to-line from the frontage including a landscaped area. All ground floor residential units with external access shall front a public street.

Apartments should be designed with compatible silhouettes to one another and abutting developments. Porches are the predominant architectural element of this building type. Roof overhangs may expose rafters. Balconies should generally be simply supported by posts and beams. The support of cantilevered balconies should be assisted by visible brackets.

Apartment Building Type Regulations	
Build-to-Line	10-25 ft maximum
Building Height	36 ft maximum
Encroachment (set up to sidewalk)	5 ft maximum into ROW
Encroachment (set back from sidewalk)	8 ft maximum into setback
Deck Encroachment (rear)	15 ft maximum into the rear setback
Porches (front façade)	extend over 15 percent of building face
Roof Pitch	slope range 4:12 to 12:12
Monopitch roofs attached to wall of main building	slope 4:12 maximum

Zoning Ordinance\_ Section 4.8: Building and Lot Types

Design Guidebook  
Town of Huntersville Planning Department

FIGURE 63: Design Guidebook 2008. Building and Lot Type: Apartment Building (Original & Locally Observed Examples).

### A.3 Building and Lot Types: Detached House

Building Type permitted in R, TR, NR, GR, TND-U, TND-R, NC TC CI TOD-R, HC

*Type A*

The "Typical Condition" allows for an attached garage accessed from the frontage or a detached garage located in the rear yard accessed from the front or rear of the lot. Front loaded garages shall be set back from the front facade in accordance with the standards of Section 8.16 of the Zoning Ordinance.

*Type B*

The "Side Yard Condition" allows for a detached garage (accessory dwelling) located in the rear yard accessed only from the rear, and minimal side yard requirements on one side.

Detached House Building Type Regulations	
Build-to-Line	10 ft minimum
Building Height	30 ft maximum
Side Yard Setback	5 ft minimum
Building Height of Accessory Dwelling	20 ft maximum
Type A: "Typical Condition"	
Rear Yard Setback	25 ft minimum
Encroachment (set back from sidewalk)	5 ft maximum
Encroachment (set up to sidewalk)	8 ft maximum
Encroachment (set back from sidewalk)	5 ft maximum
Sidyard Parking Abutting Frontage Line	25 % maximum
Sidyard Setback	10 ft minimum
Depth Behind Accessory Dwelling	5 ft minimum
Type B: "Sideyard Condition"	
Specific Values for R and TR Districts	
Rural District Front Setback	40 ft maximum
Transitional Residential District Front Setback	35 ft maximum
Transitional Residential District Sidyard Setback	15 ft maximum
Rural District Sidyard Setback	20 ft maximum
Rear Yard Setback	40 ft maximum

Zoning Ordinance\_ Section 4.10: Building and Lot Types  
Zoning Ordinance\_ Section 9.51: Commercial Use in a Detached House

*Detached House*

The **detached house** may coexist with other, similarly scaled buildings along town streets. When other building types are integrated with the detached house, the scale of the detached house type shall take precedent. Civic buildings, however, may exceed the scale of the detached house. Where possible, structures shall be designed to terminate vistas or serve as key focal points in the neighborhood.

Porches are the predominant architectural element of this building type. If desired, roof overhangs may expose rafters. Balconies should generally be simply supported by posts and beams. The support of cantilevered balconies should be assisted by visible brackets. The front elevations facing the street, and the overall massing and scale, shall communicate an emphasis on the human scale and the pedestrian environment. Porches, balconies, stoops, bay windows, attached arbors, and awnings will help give the development human scale.

For buildings set up to the sidewalk, balconies, and upper level bay windows may encroach over the sidewalk. For buildings set back from the sidewalk, balconies, stoops, stairs, open porches, bay windows, and awnings are permitted to encroach.

Zoning Ordinance\_ Section 4.14: Building and Lot Types  
Zoning Ordinance\_ Section 9.35: Schools

FIGURE 64: Design Guidebook 2008. Building and Lot Type: Detached House (Original & Locally Observed Examples).

### A.3 Building and Lot Types: Attached House

Building Type permitted in R, TR, NR, TND-U, TND-R, NC, TC, CI, TOD-R, HC, CB

*Attached House*

The **attached house** is a row house, a townhouse, or a **duplex**. Generally, building plans will have narrow frontages with the plan depth being greater than its width. "Type A" allows for a detached garage and "Type B" allows for an attached garage.

Traditional southern homes in Savannah and Charleston provide a historic model and Dilworth Crescent in Charlotte provides a good contemporary model of the attached house. Porches are the predominant architectural element of this building type. If desired, roof overhangs may expose rafters. Balconies should generally be simply supported by posts and beams. The support of cantilevered balconies should be assisted by visible brackets. The front elevations facing the street, and the overall massing and scale, shall communicate an emphasis on the human scale and the pedestrian environment. For buildings set up to the sidewalk, balconies, and upper level bay windows are permitted to encroach over the sidewalk. For buildings set back from the sidewalk, balconies, stoops, stairs, open porches, bay windows, and awnings are permitted to encroach into the setback.

Attached House Building Type Regulations		
Build-to-Line		10-25 ft maximum
Encroachment (set up to sidewalk)		5 ft maximum over ROW
Encroachment (set back from sidewalk)		8 ft maximum in setback
Deck Encroachment (rear)		15 ft maximum in rear setback
Type A (detached garage)	Garage Depth	20-25 ft typical
	Setback Behind Garage	5 ft minimum access
	Accessory Dwelling Height	20 ft maximum
	Depth of Rear Setback	20 ft minimum
Type B (attached garage)	Depth of Rear Setback	35 ft minimum

Zoning Ordinance\_ Section 4.12: Building and Lot Types  
Zoning Ordinance\_ Section 9.13: Duplex on a Corner Lot

Design Guidebook  
Town of Huntersville Planning Department

FIGURE 65: Design Guidebook 2008. Building and Lot Type: Attached House (Original & Locally Observed Examples).

### A.3 Building and Lot Types: Civic Building

Building Type permitted in R, TR, NR, GR, TND-U, TND-R, NC, TC, CI, TOD-R, TOD-E, HC, CB

*Civic Buildings*

A civic building is used for purposes that are public in nature (e.g. schools, libraries, government buildings, churches, police and fire stations). Civic structures must be designed to take their appropriate place within neighborhoods as integral parts of the community and they must represent a sufficient design quality to create visual anchors for the town. Where possible, civic structures shall be designed to terminate vistas or serve as key focal points in the neighborhood. The intention of buildings in all locations must be to relate the principal façade to the sidewalk and public space of the street.

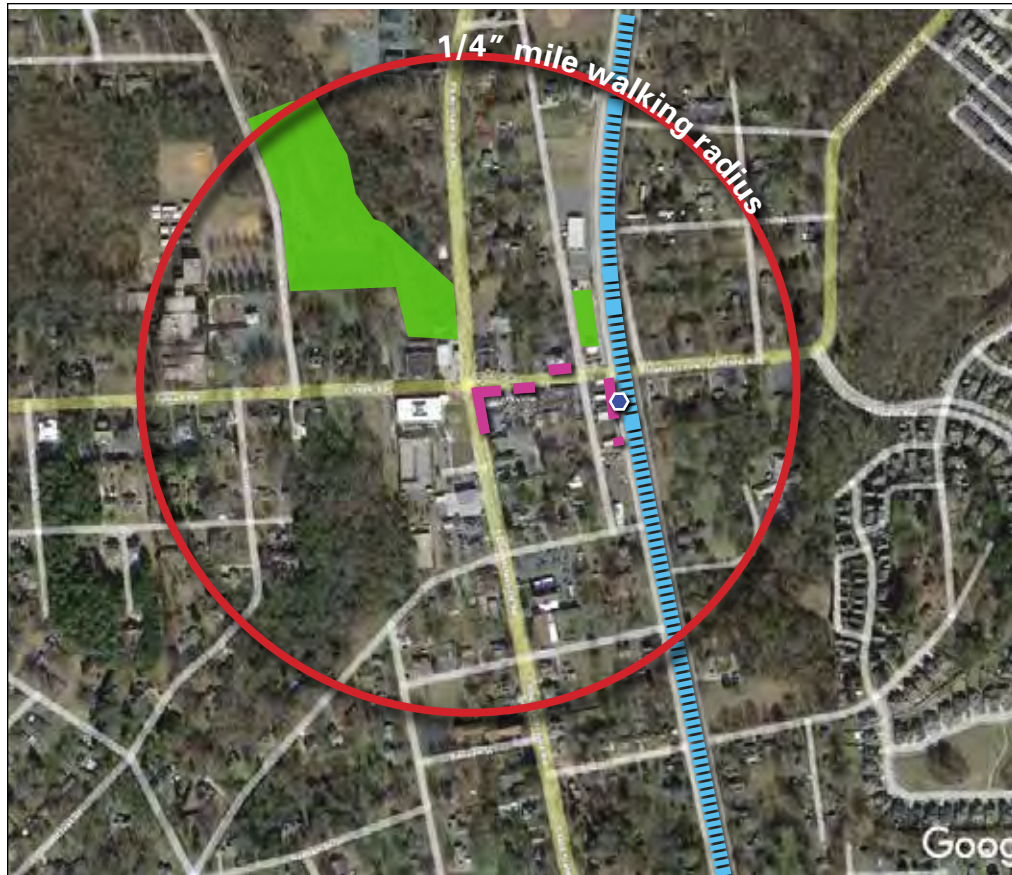
Parking shall be located to the rear of the building. A planting strip or defined plaza should be provided to relate the building to the street. The plaza can also be used for occasional parking during events.

For buildings set up to the sidewalk, upper level balconies, bay windows and their supports may encroach over the sidewalk. For buildings set back from the sidewalk, balconies, stoops, stairs, open porches, bay windows, and awnings are permitted to encroach in the front setback.

Civic Building Type Regulations	
Build-to-Line	0-25 ft maximum
Building Height	4 stories maximum
Sidyard Parking Abutting Frontage Line	25 percent maximum
Encroachment (set up to sidewalk)	5 ft maximum in ROW
Encroachment (set back from sidewalk)	8 ft maximum in setback

Zoning Ordinance\_ Section 4.14: Building and Lot Types  
Zoning Ordinance\_ Section 9.35: Schools

FIGURE 66: Design Guidebook 2008. Building and Lot Type: Civic Building (Original & Locally Observed Examples).



Downtown Huntersville, NC



Downtown Davidson, NC

### Precedent Comparisons

#### Neighboring Towns

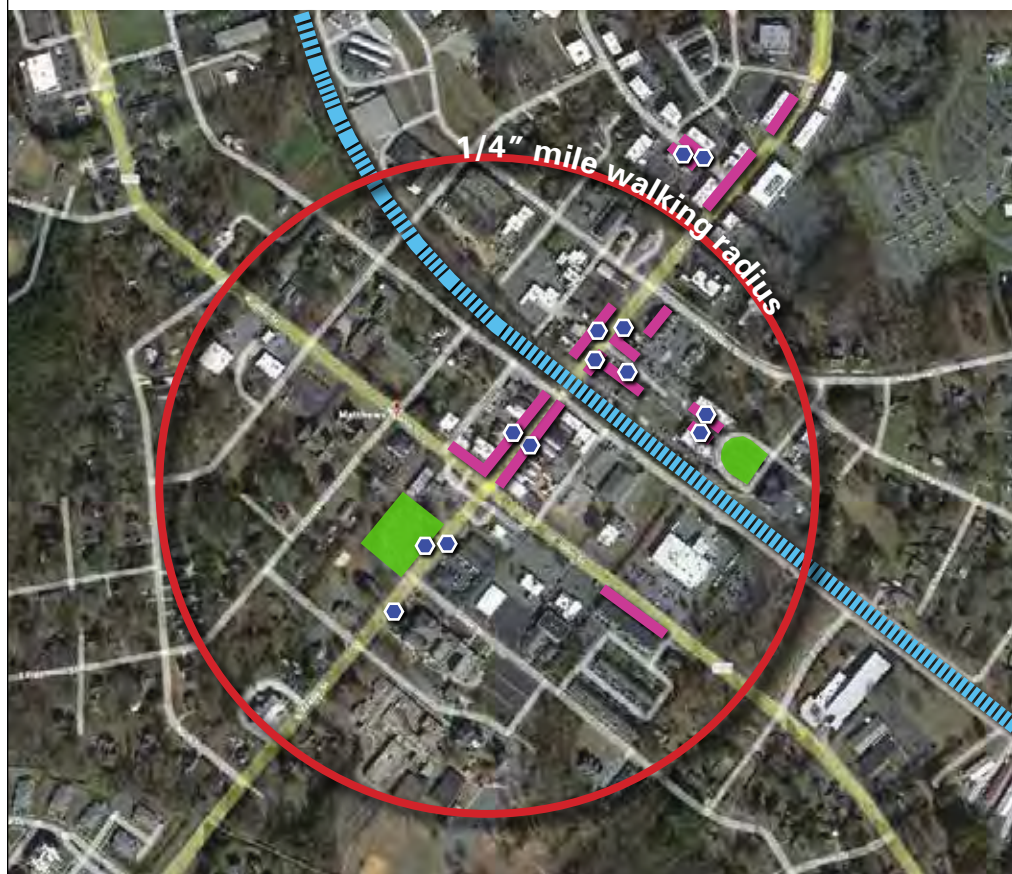
Comparing development density and land uses within a walkable 1/4 mile radius of downtown core

Observations of Davidson, Belmont, Matthews and Kannapolis:

- more commercial buildings fronting main street
- each have defined downtown park/green space

...

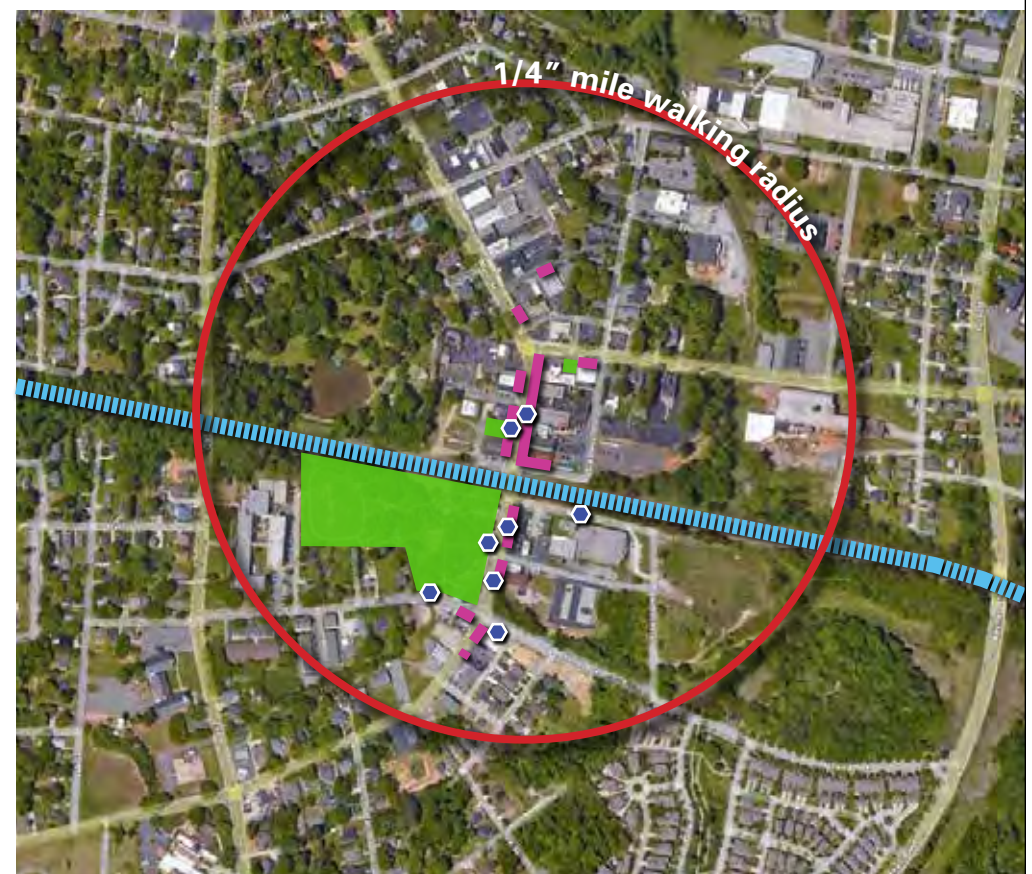
■ - Shop Fronts    ▨ - Rail Line    ■ - Green Space    ● - On-street Parking



Downtown Matthews, NC



Downtown Kannapolis, NC



Downtown Belmont, NC

FIGURE 67: Preliminary Assessment - Land Use / Urban Design: Precedent Comparisons - Neighboring Towns: Development Context, Pattern, and Common Features.



Downtown Huntersville, NC



Downtown Davidson, NC

## Main Street Neighboring Towns

- Observations from Davidson, Belmont, Matthews and Kannapolis:
- wide sidewalks along shopfront frontages
- spaces for outdoor dining
- engaging shopfronts with variety of styles
- decorative street lights
- signage strategy for shops, main street banners, directional signs
- public art
- on-street parking with easy access to main street's sidewalks
- buildings of 2-3 stories with second story dedicated to business or residential use
- power lines along Main Streets are underground



Downtown Matthews, NC



Downtown Kannapolis, NC



Downtown Belmont, NC

FIGURE 68: Preliminary Assessment - Land Use / Urban Design: Precedent Comparisons - Neighboring Towns: Main Street.



Downtown Huntersville, NC



Downtown Davidson, NC

## Residential Streets - Single Family Neighboring Towns

- Observations from Davidson, Belmont, Matthews and Kannapolis:
- one and two story single family homes
  - some have alleys thus eliminating driveways on the street, while others tuck garages at the back of the lot
  - traditional architectural expression
  - front porches that engage the street
  - sidewalks present in both historic neighborhoods as well as in new developments
  - landscaping that is well maintained
  - when brick is used as exterior material, it wraps entire perimeter of the structure



Downtown Matthews, NC



Downtown Kannapolis, NC



Downtown Belmont, NC

FIGURE 69: Preliminary Assessment - Land Use / Urban Design: Precedent Comparisons - Neighboring Towns: Building Type - Detached House.





Downtown Huntersville, NC



Downtown Davidson, NC



## Residential Streets - Multifamily Neighboring Towns

- Observations from Davidson, Belmont, Matthews and Kannapolis:
- two to four story buildings
  - building types: town homes, apartments above shops, renovated mill or new construction resembling mill/industrial architecture, and walk-up apartments
  - traditional, industrial and contemporary architectural expression
  - storefronts or stoops at ground level
  - sidewalks and landscaped planting strips
  - landscaping that is well maintained
  - when brick is used as exterior material, it wraps entire perimeter of the structure



Downtown Matthews, NC



Downtown Kannapolis, NC



Downtown Belmont, NC



FIGURE 70: Preliminary Assessment - Land Use / Urban Design: Precedent Comparisons - Neighboring Towns: Building Type - Multifamily (Shop Front, Apartments, and Attached House).



Downtown Huntersville, NC



Downtown Davidson, NC



Downtown Matthews, NC



Downtown Kannapolis, NC

**Residential Streets - Green Space**  
 Neighboring Towns

- Observations from Davidson, Belmont, Matthews and Kannapolis:
- at least one main green within downtown core
- accessible directly off the main street
- flexible and open green spaces that can accommodate large gatherings for concerts, festivals and fairs
- some have formal bandstand / stage others have informal elevated areas
- some of the parks have playgrounds, spray ground
- other smaller public spaces also exist within the 1/4 mile radius of the downtown core



Downtown Belmont, NC

FIGURE 71: Preliminary Assessment - Land Use / Urban Design: Precedent Comparisons - Neighboring Towns: Public Open Space.



Downtown Huntersville, NC



Downtown Davidson, NC

## Residential Streets - Parking Neighboring Towns

- Observations from Davidson, Belmont, Matthews and Kannapolis:
  - on-street parking available along each of the main streets, most are parallel parking spaces, in some instances they are diagonal spaces
  - off-street parking is screen by buildings, or landscaping thus creating well-defined "room" for parking
  - off-street parking is easily accessible by sidewalks and in close proximity to main street



Downtown Matthews, NC



Downtown Kannapolis, NC



Downtown Belmont, NC

FIGURE 72: Preliminary Assessment - Land Use / Urban Design: Precedent Comparisons - Neighboring Towns: Parking (On-Street and Off-Street).



FIGURE 73: Preliminary Assessment - Economic Development: Town of Huntersville & CMS Properties.



FIGURE 75: Preliminary Assessment - Economic Development: Town-Owned Properties & Properties without Structures.



FIGURE 74: Preliminary Assessment - Economic Development: Recently Approved and Proposed/Emerging Projects.

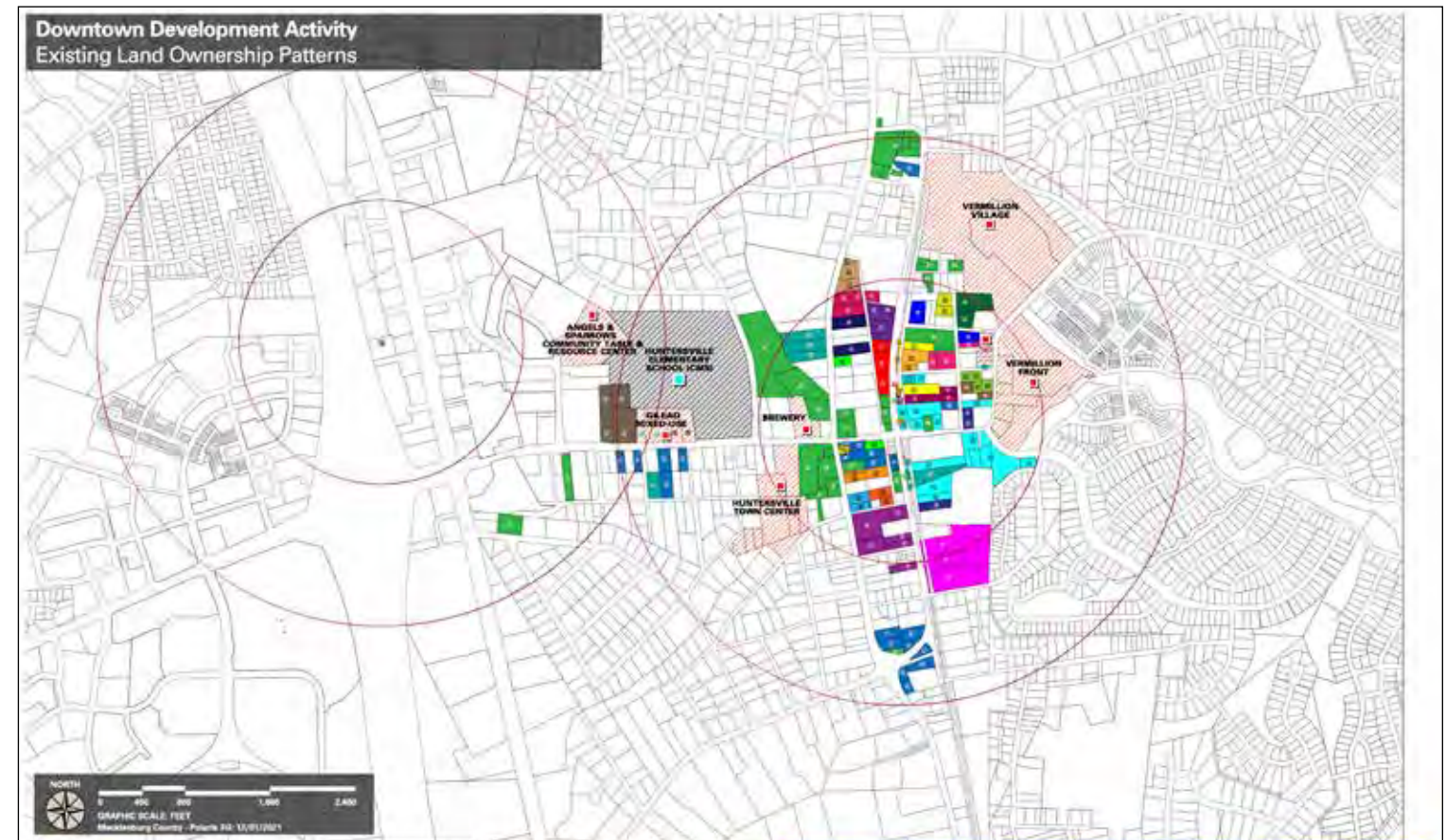


FIGURE 76: Preliminary Assessment - Economic Development: Existing Land Ownership Patterns.

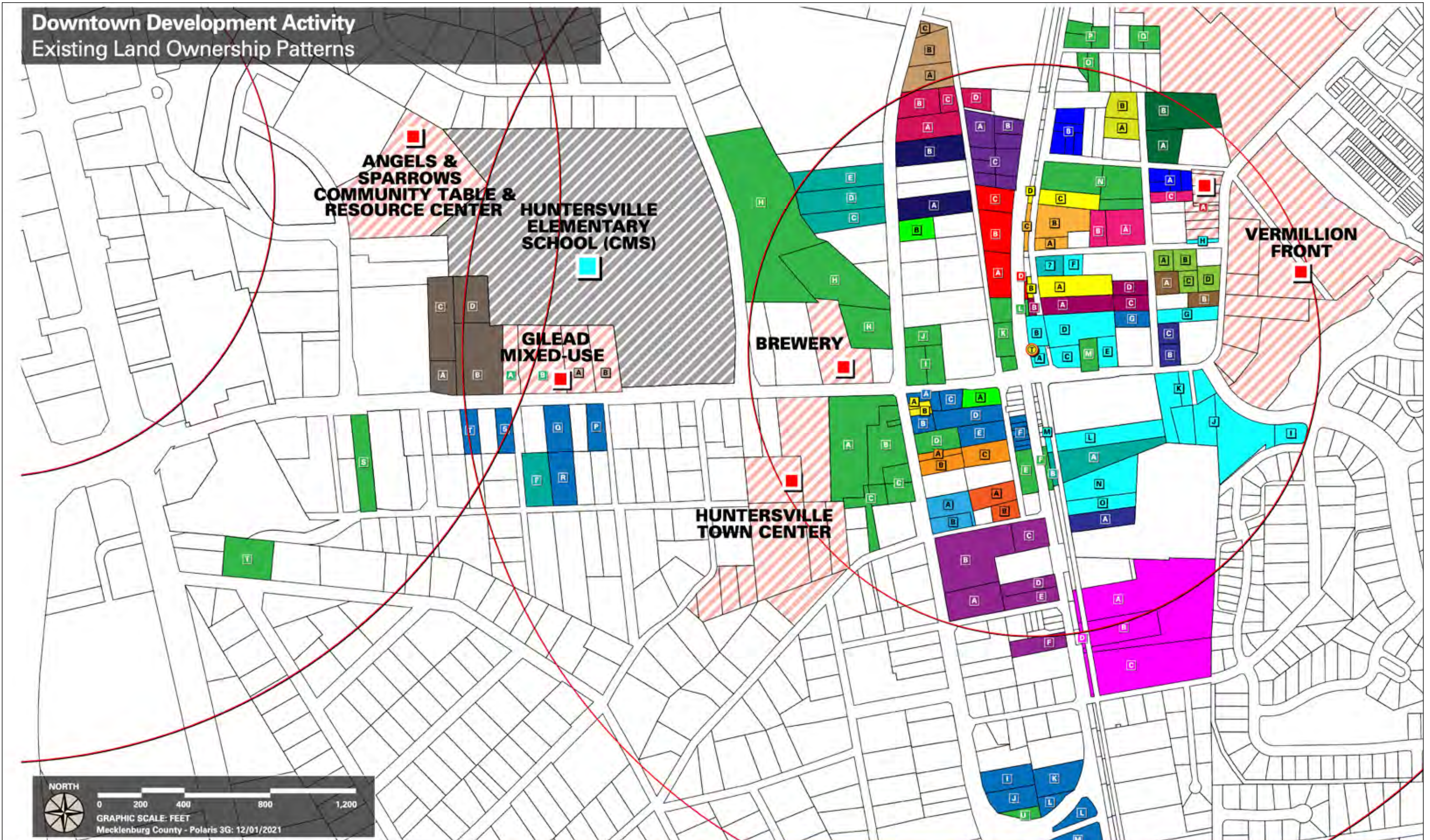
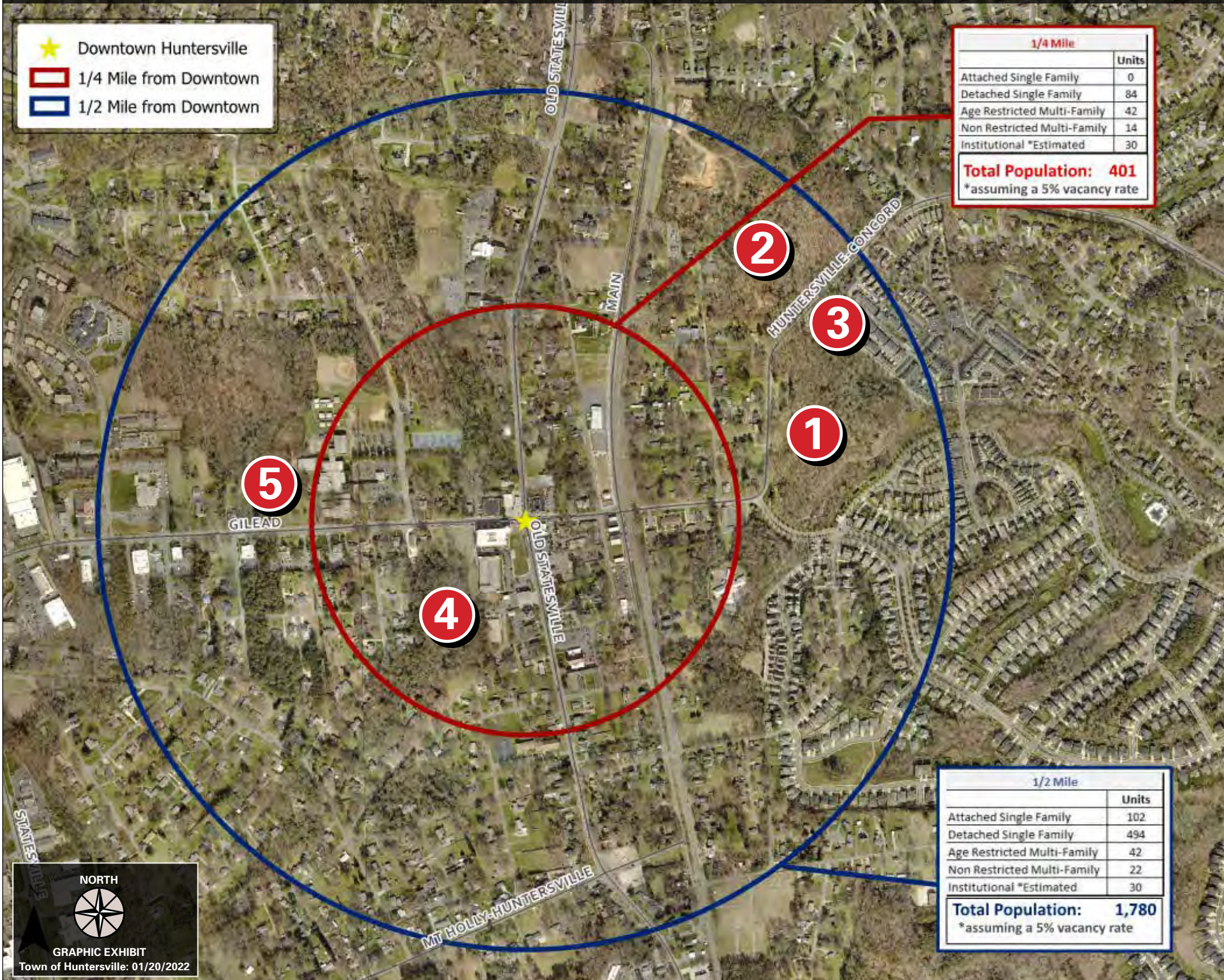


FIGURE 77: Preliminary Assessment - Economic Development: Downtown Core Area - Existing Land Ownership Patterns.

# Downtown Development Activity

## Recently Approved & Unbuilt Development



# Recently Approved, Unbuilt & Proposed Development within 1/2-Mile of Downtown

## APPROVED & UNBUILT

<b>1 Vermillion Front</b>	Commercial	None	
	Residential	Townhouses:	99 DUs
<b>2 Vermillion Village</b>	Commercial	70,000 SF	
	Residential	Apartments:	292 DUs
		Townhouses:	49 DUs
		<b>Total:</b>	<b>341 DUs</b>
<b>3 Hill Street Phase 2 &amp; 3</b>	Commercial	None	
	Residential	Townhouses:	10 DUs
<b>4 Huntersville Town Center</b>	Commercial	12,000 SF	
	Residential	Apartments:	134 DUs
		Townhouses:	41 DUs
		Detached House:	11 DUs
			<b>Total:</b>

## PROPOSED

<b>5 Gilead Road Mixed-Use</b>	Commercial	17,400 SF	
	Residential	Townhouses:	29 DUs

## SUMMARY

Commercial	99,400 SF	
Residential	Current	With Above
	Detached SF	501 / 512
	Attached SF	110 / 338
	Apartments - Age Restricted	42 / 42
	Apartments - Not Restricted	22 / 448
	Institutional	30 / 30
<b>TOTAL</b>	<b>705</b>	<b>1370</b>

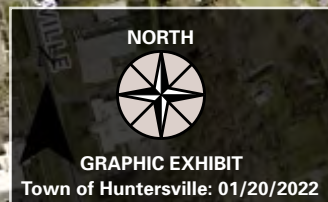


FIGURE 78: Preliminary Assessment - Economic Development: Downtown Development Activity - Recently Approved and Unbuilt Development.

**RETAIL MARKET ANALYSIS.**

**Placemaking for Small Town Commercial Districts.**

In a DPSC Meeting during the Phase 1 Discovery process, Bob Gibbs, President - Gibbs Planning Group, presented key attributes and recommendations for successful placemaking in small town commercial districts such as Downtown Huntersville (See Appendix D.1 for full slide show).

**Retail Market Analysis.**

The Retail Market Analysis prepared by Gibbs Planning Group found that downtown Huntersville, North Carolina can potentially support up to an additional 70,000 square feet (sf) of retail and restaurant space which could generate as much as \$26.5 million in new annual sales by 2027 analysis (See Appendix D.2 for full report).

This demand could be absorbed by existing downtown businesses and/or with the opening of 22 to 30 new stores and restaurants. The 70,000 sf of additional supportable retail and restaurant space represents a 54 percent increase in downtown Huntersville's existing 140,000 sf of commercial area.

The study further estimates that Downtown Huntersville's existing primary trade area extends 6 miles north past Davidson, 5 miles west to Lake Norman, 7 miles east to the Concord Regional Airport and 5 miles to the south. The primary trade area includes 150,000 residents and 60,000 households with an average income of \$128,000 per year. Over 58 percent of the primary trade area's residents have a four-year college or graduate degree and 63.8 percent earn over \$75,000 per year. The median age in the primary trade area is 36.4 - 2.8 years younger than the state's median age of 39.2 years.

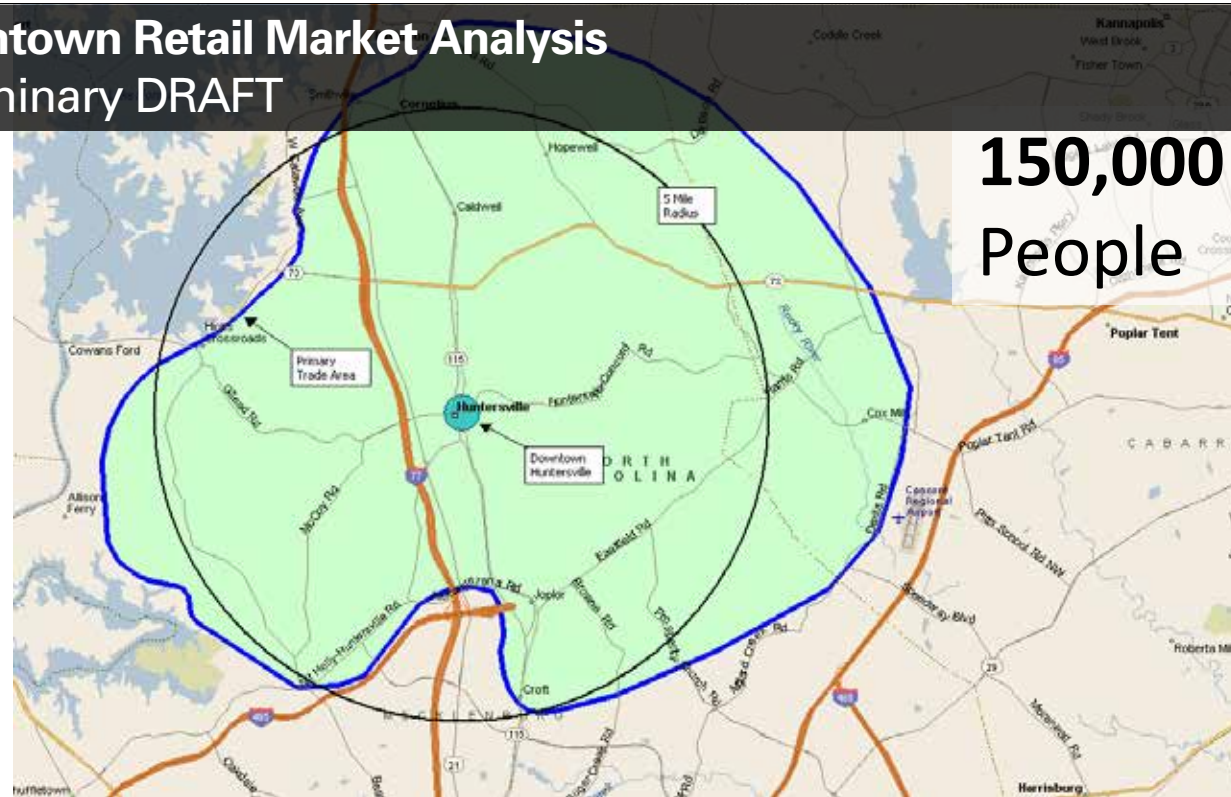
The study outlined the following key assumptions:

- Other retail, employment and residential centers may be planned or proposed, but only existing development is considered for this study.
- The quality of the existing retail trade in the study area is projected to remain constant.
- The region's economy will continue at normal or above normal ranges of employment, inflation, retail demand and growth.
- The downtown is properly zoned to support infill and redevelopment projects with current and innovative standards, and the existing infrastructure (water, sewer, arterial roadways, etc.) can support additional commercial development.
- Employment distribution is projected to remain constant, without a spike or decline in employment by North American Industry Class System (NAICS) categories.
- Any new construction in the downtown will be planned, designed, built, and managed to the best practices of the American Institute of Architects, American Planning Association, American Society of Landscape Architects, Congress for the New Urbanism, International Council of Shopping Centers and The Urban Land Institute.
- Parking for new development projects or businesses will meet or exceed industry standards.
- Visibility of any new retail is assumed to be very good, with signage as required to assure easy visibility of the retailers.
- Infill or redevelopment projects in the downtown will open with sustainable amounts of retail and anchor tenants, at planned intervals and per industry standards.

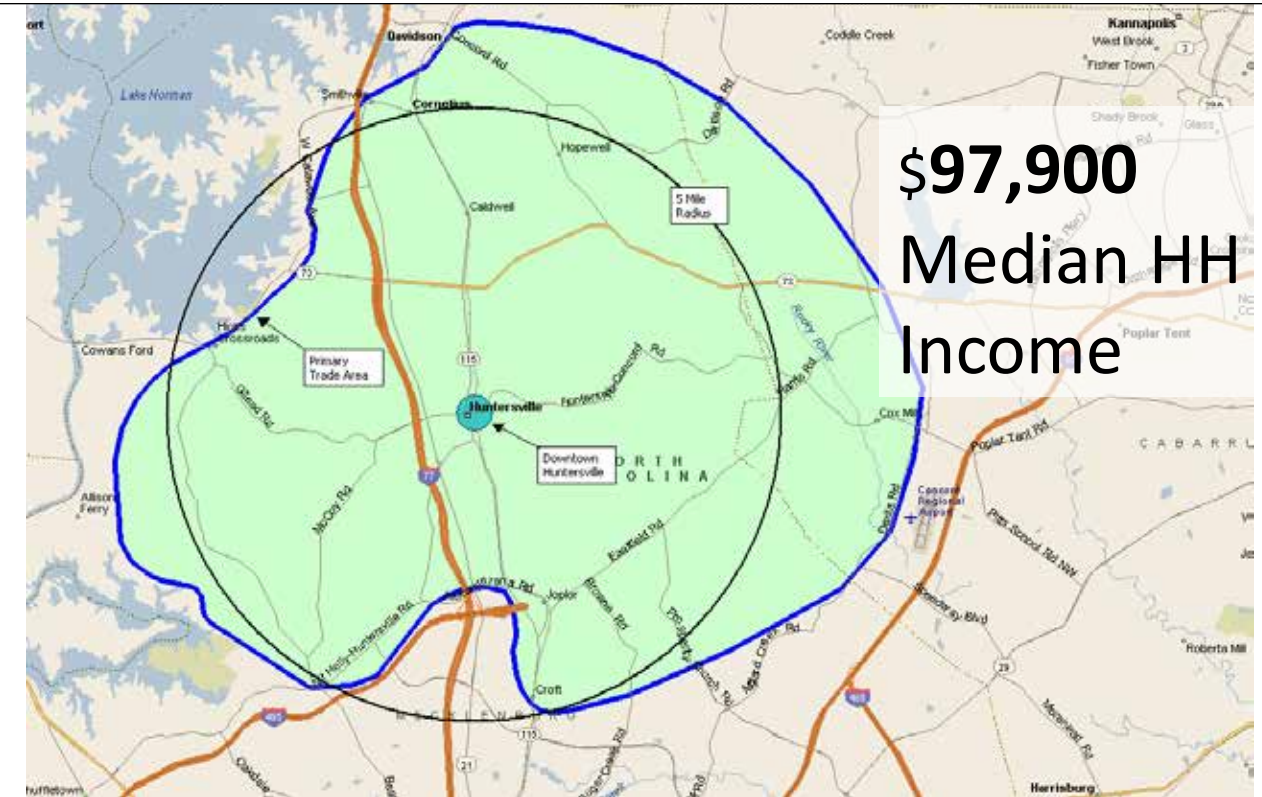


FIGURE 79: Preliminary Assessment - Economic Development: Downtown Placemaking by Gibbs Planning Group.

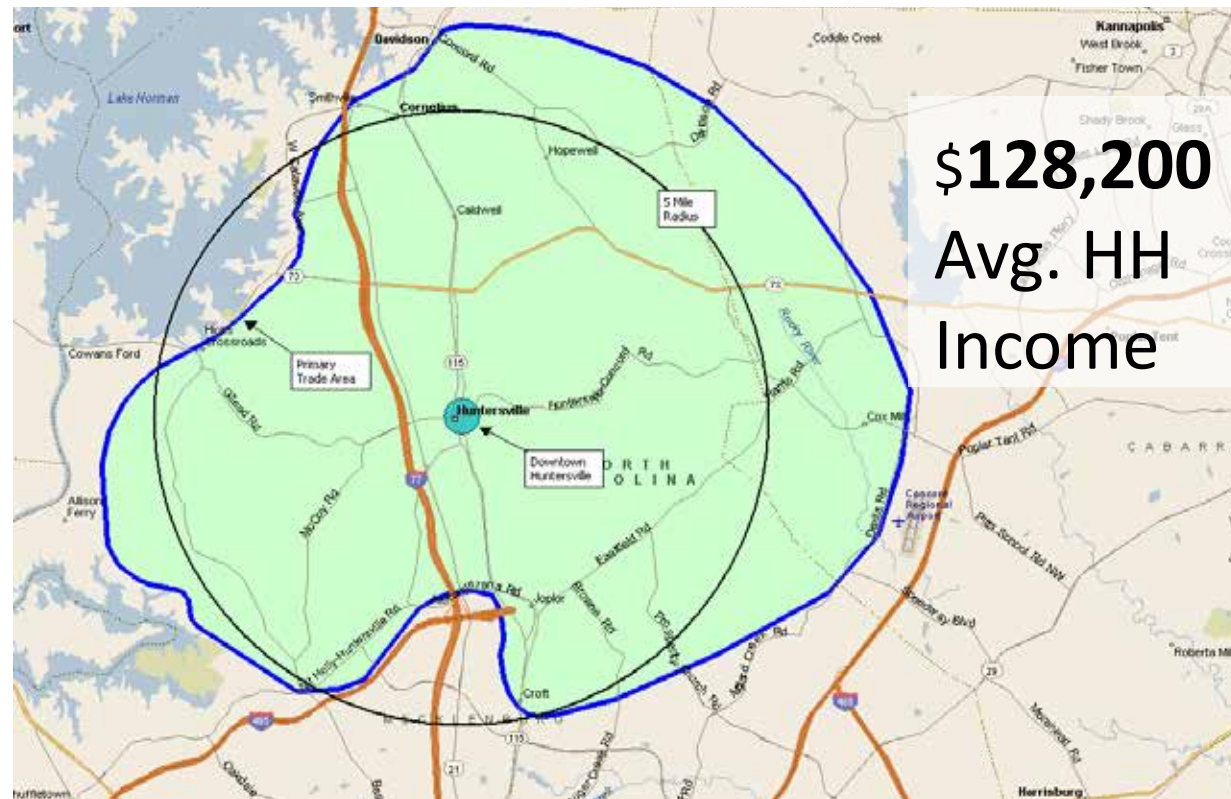
**Downtown Retail Market Analysis**  
Preliminary DRAFT



*Downtown Huntersville Primary Trade Area* **Gibbs**  
Planning Group

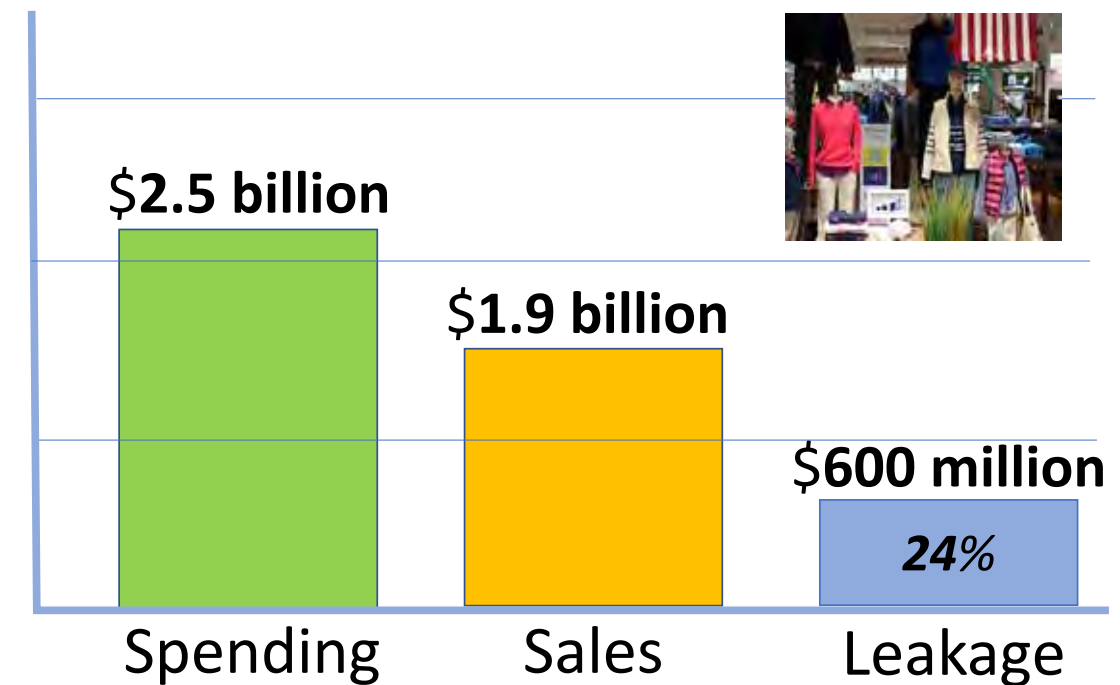


*Downtown Huntersville Primary Trade Area* **Gibbs**  
Planning Group



*Downtown Huntersville Primary Trade Area* **Gibbs**  
Planning Group

**2020 Trade Area Retail Spending-Sales**



*Downtown Huntersville Retail Market Analysis* **Gibbs**  
Planning Group

FIGURE 80: Preliminary Assessment - Economic Development: Downtown Retail Market Analysis - Primary Trade Area: Population, Income, and Retail Spending/Sales/Leakage.



**Downtown Retail Market Analysis**  
Preliminary DRAFT



**Downtown Huntersville Existing Commercial Space**



**Downtown Huntersville Retail Market Analysis**



FIGURE 81: Preliminary Assessment - Economic Development: Downtown Retail Market Analysis - Downtown Commercial Area, Average Rent, and Vacancy Rate.

## Town of Huntersville Planning Department

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For access to additional information and documents,  
please visit the 2023 Downtown Master Plan  
Project website: [letsplanhuntersville.org](http://letsplanhuntersville.org)

