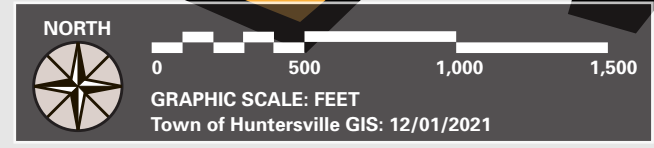
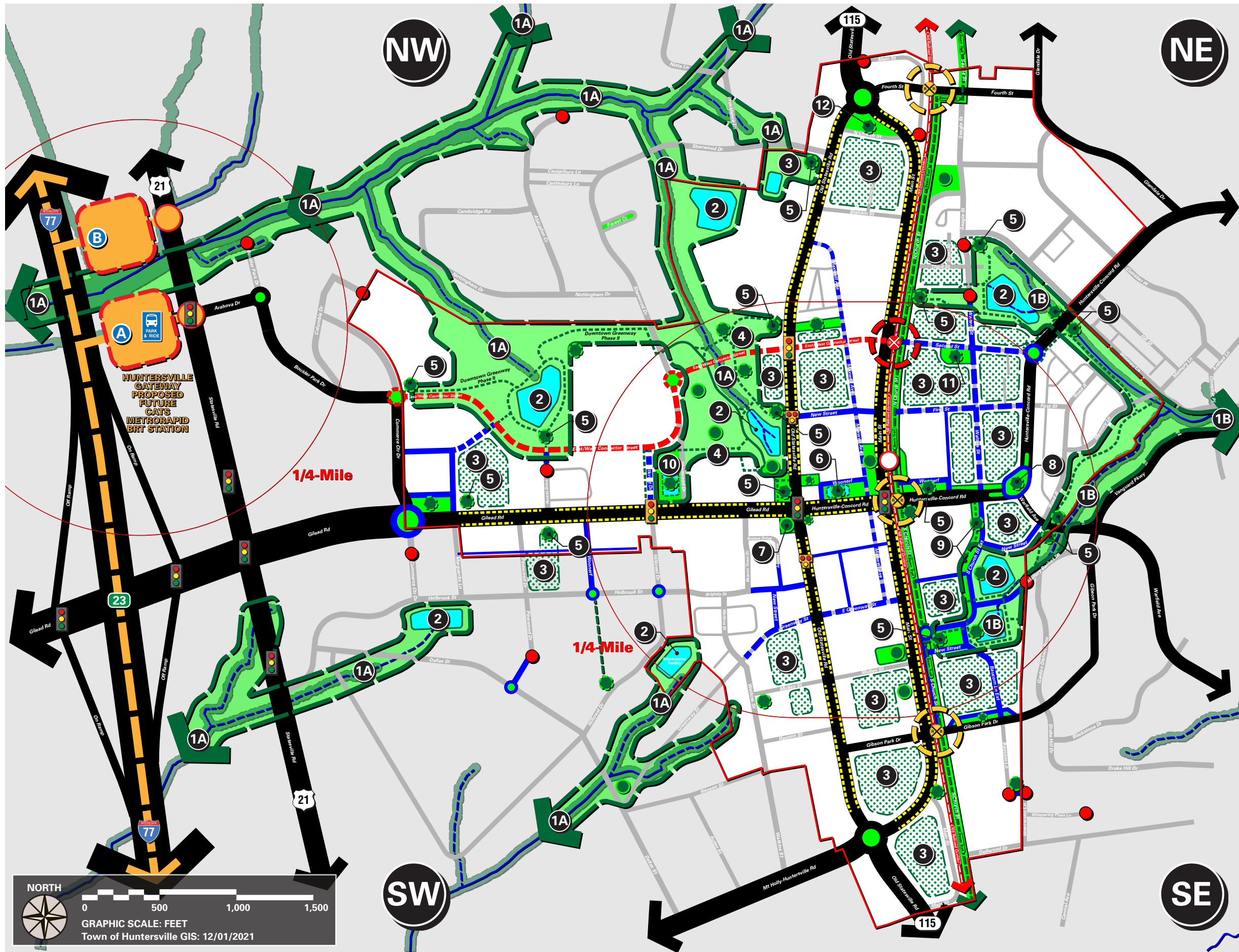


Mobility Key Recommendations

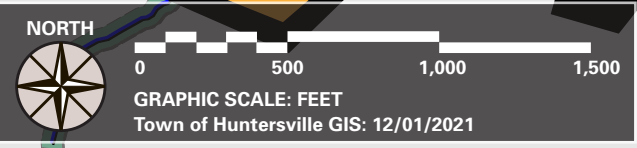
- 1 Gillead Rd is not widened and is designed as a Multimodal street and includes on-street parking.
- 2 Walters Street is improved with 'Green Street' design features & extended to provide enhanced North/South Access.
- 3 S Church Street Extension per Town CIP is proposed to align with existing Circle Dr.
- 4 Main St Improvement Project is potentially modified in the future from a Two-Way to One-Way Pair traffic pattern to facilitate additional On-Street Parking.
- 5 Street Network, Connectivity and Block Sizes are improved with a range of New Streets & Types with streetscape designed with wide sidewalks and furnishings, and landscaped with street trees and plantings.
- 6 Street Access Across the Norfolk Southern Railroad Corridor remain and are improved at Three Locations: Fourth St, Huntersville-Concord Rd, and Gibson Park Dr.
- 7 Advance the Downtown Greenway - Phase II and The Seam Trail, and expand trail network within each quadrant.
- 8 Mid-Block Pedestrian Crossings are implemented at key locations along Old Statesville Rd.
Huntersville-Concord Road Improvements include:
 - 9A **Street Curve at Warfield Ave:** designed as an 'Expanded' Roundabout & Gateway Park.
 - 9B **Second Street Intersection:** design with Roundabout.
- 10 Implement Street Improvements along Church St including Woonerf (shared street) & Green Street design features.
- 11 Extend Baucom Lane as a new street across Gibson Park Dr to increase connectivity with Pottstown Neighborhood.
- 12 The proposed East/West Connector Street is defined with three incremental Segments A-C, which are contingent upon key items including:
 - 12A **Segment A:** Independent Street (w/o RR Xing) Continuation Contingent on NS Approval of RR Xing + Completion of Segments B & C.
 - 12B **Segment B:** CMS Funding for New HES, Conveyance of Street R/W, and ROFR for Property Fronting Gillead Rd.
 - 12C **Segment C:** Segment A & B Completion, Street Design Integration with Holbrook Park & Adjacent Properties, & Norfolk Southern approval for a Railroad Corridor crossing at Second St.
- 13 Transit Planning includes ALL CATS North Corridor Recommendations:
 - 13A **Near Term:** Future Bus Rapid Transit (BRT).
 - 13A **Long Term:** Future Commuter Rail Transit (CRT).

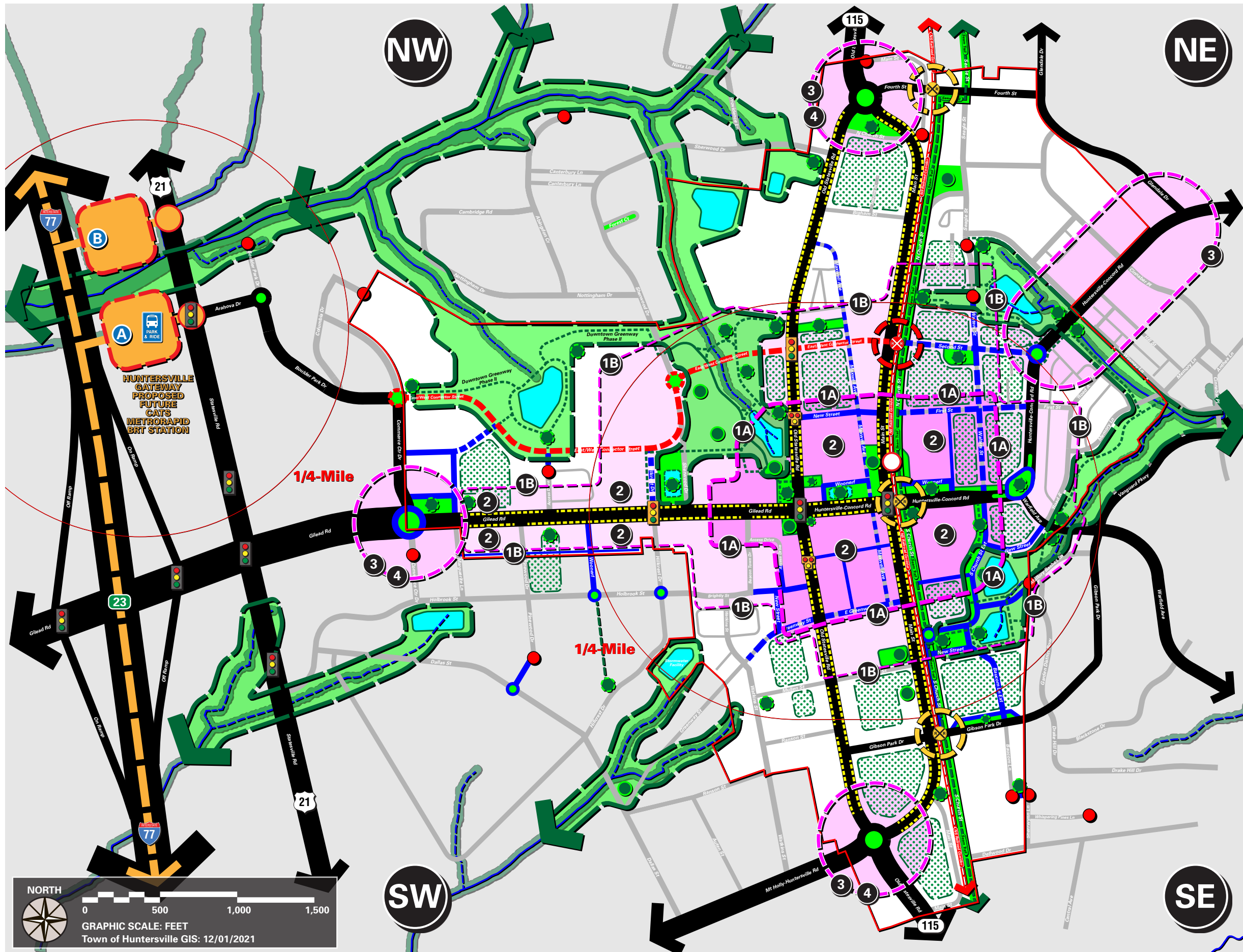




Nature Key Recommendations

- 1 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 (S Prong Clarke Creek).
- 2 A Regional Stormwater Strategy is evaluated to provide additional capacity and management within Downtown, designed and amenitized as landscape features within existing and proposed greenways.
- 3 Significant tree canopy areas are inventoried, selectively preserved and protected with future new development.
- 4 Pursue expansion of Holbrook Park with potential land acquisition and/or conservation easement strategies and incentives with adjacent property owners.
- 5 Greenway connections are established at intentional locations along existing/planned Trails and Streets.
- 6 A new Town Square central park is established with connected public open spaces linking with the Downtown Greenway.
- 7 Preserve an area of land adjacent to the Huntersville Town Center hardscape plaza for an intentional softscape/landscape design to compliment existing and future building street level programming.
- 8 A new East Gateway Park is created with the proposed Huntersville-Concord Road Street Curve improvement at Warfield Ave - designed as an 'Expanded' Roundabout, which is aligned to maximize preservation of existing adjacent specimen tree canopy.
- 9 Create a Linear Greenway Park (tree preservation area) parallel to the S Church St Extension project.
- 10 A new Neighborhood Park with frontage along Gilead Rd is created with CMS site design for its future New Huntersville Elementary School and designed as an extension of Holbrook Park.
- 11 A new Magla Mills Neighborhood Park is created at the corner of Walters St & Second St and designed to maximize preservation of existing tree canopy.
- 12 A new North Gateway Park is created between the roundabout, Old Statesville Rd, Main St, and N Church St.
- 13 A street tree implementation program is established along primary streets.



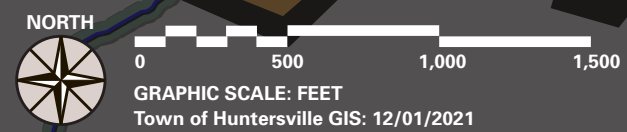


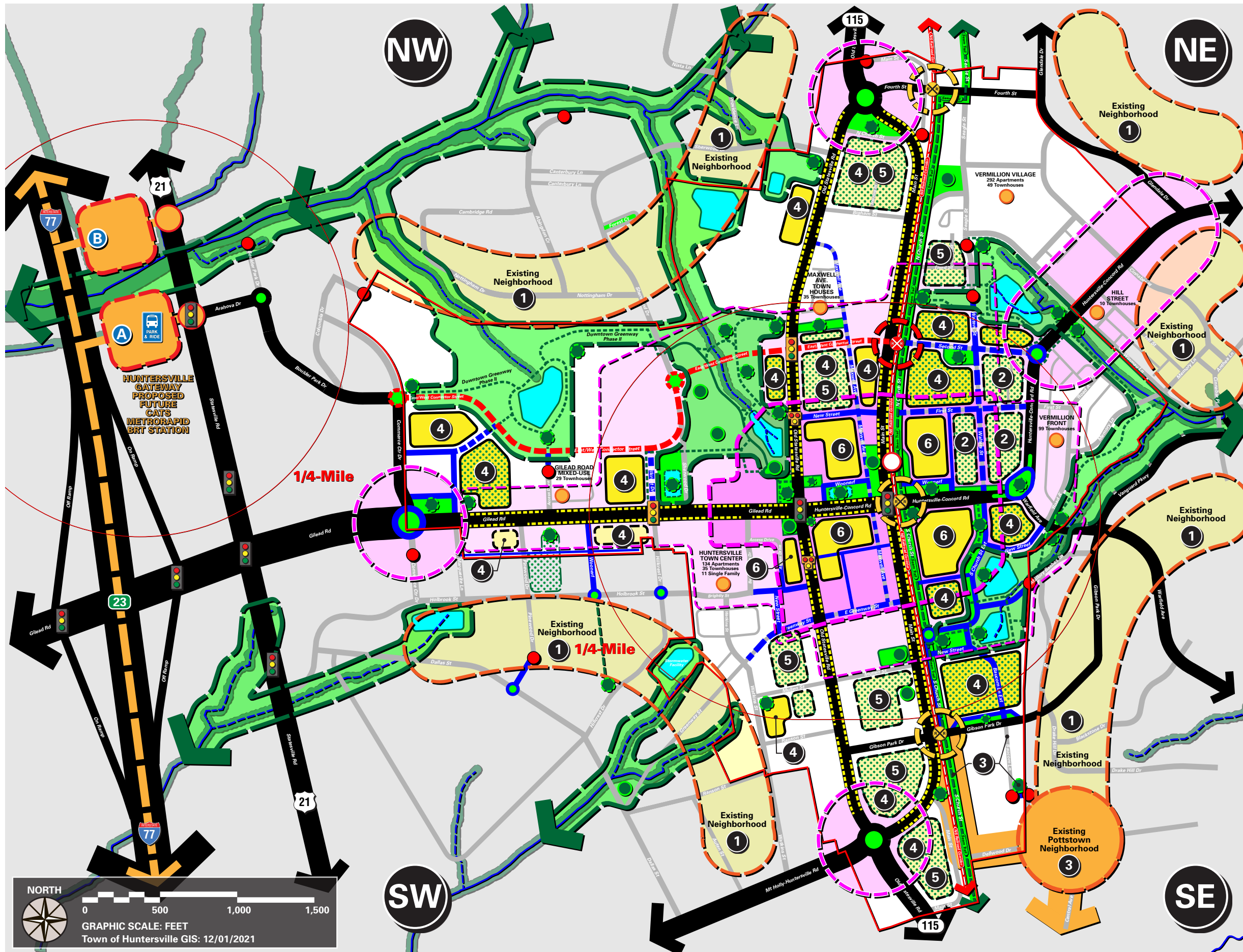
Gathering Key Recommendations

- 1 A layered approach to the Primary Gathering Area is defined whereby:
 - Area A.** The Downtown Core micro-district encompasses a few blocks, crosses the NS Railroad Corridor, and is focused around:
 - The existing Main St. Commercial Block.
 - Town Hall.
 - Veterans Park.
 - Discovery Place Kids.
 - Entrance to Holbrook Park & The Vine.
 - Proposed Town Square.
 - Area B.** The Primary Gathering Area is expanded as the approximate 1/4-Mile walkable district to encompass several blocks on both sides of NS Railroad Corridor, and extend along Gilead Rd between the West Gateway and Downtown Core.
- 2 New Commercial Development is limited to feasible locations within the Primary Gathering Area.

Note: This does mean that the entire Primary Gathering Area (A or B) would or should contain Commercial Development.
- 3 Secondary Gathering Areas are focused around the North, South, East and West Downtown Gateways.
- 4 New Commercial Development is limited to locations within the Secondary Gathering Areas defined in each Downtown Gateway.

General Note: Opportunities for convening outdoor activities and events (Post-COVID) within unique gathering areas should be provided including, but not limited to elevated parking decks, roof tops, and open air adaptive structures and venues.

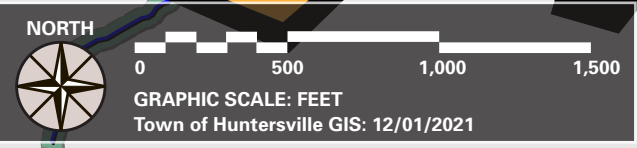


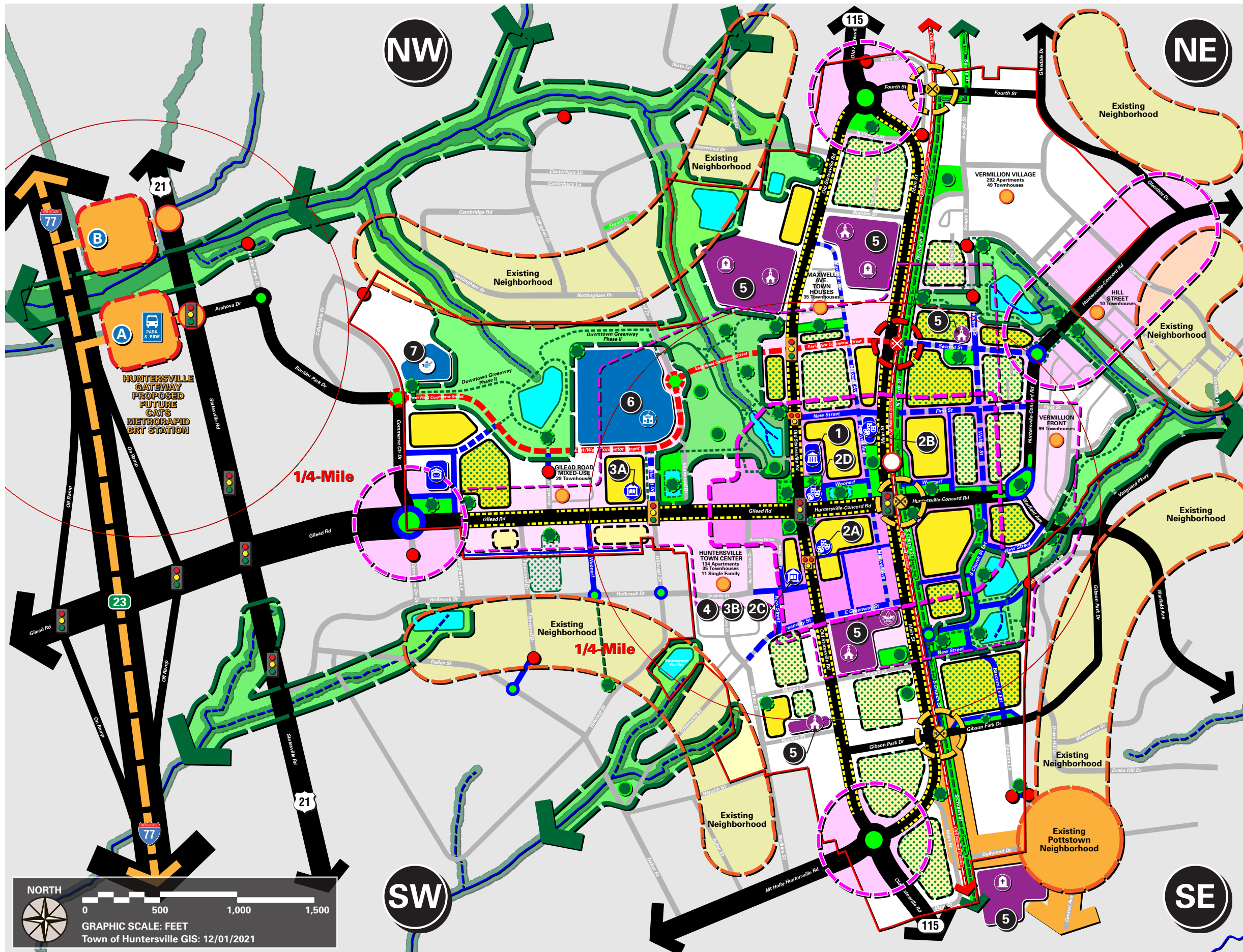


Living Key Recommendations

- 1 Existing Neighborhoods located adjacent to Downtown are respected in strict accordance with current zoning designations.
- 2 Magla Mills Neighborhood and existing homes are respected and embraced with sensitive improvement of Walters St together with potential future incremental infill residential in harmony with existing ownership patterns and scaled appropriately to compliment existing homes.
- 3 Pottstown Neighborhood is respected and embraced with enhanced connection to Downtown along Dellwood Drive, South Church Street, The Seam Trail, and proposed new street and extension of Baucom Lane.
- 4 Potential 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.
- 5 Explore opportunities for Potential New Infill Residential Development with unique building types including Cottage Houses and Accessory Dwelling Units (ADU)s located within existing Downtown neighborhood blocks.
- 6 A range of Mixed-Use Multifamily and Attached housing types are encouraged within the Downtown Core as defined by the Primary Gathering Area A.

General Note: A range of housing options (market rate and affordable opportunities) 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).





Civic Key Recommendations

- 1
🏛️

The existing Huntersville Town Hall building is preserved (for potential new civic use or sold for adaptive re-use TBD), and a new Town Hall is constructed on the adjacent site with frontage along Old Statesville Rd to accommodate current and future government space needs. An adjacent surface parking lot is configured to accommodate a future parking structure (up to 4 levels).
- 2
🎨

Options for locating the Huntersville Arts & Cultural Center include:

 - A.** Renovation or reconstruction in place on the current site located with frontage along Old Stateville Rd.
Note: It is understood the site and building must remain a Civic Use or the property reverts to Mecklenburg County Library.
 - B.** A New facility is designed and constructed to anchor Veterans Park.
 - C.** A new facility is designed and constructed on a portion of the Town's property adjacent the Town Center - DKP, OR as part of a potential mixed-use development.
 - D.** Relocation to the existing Town Hall building, OR designed as a new building anchoring the new Town Square.
- 3
📖

Options for locating a potential new Public Library include:

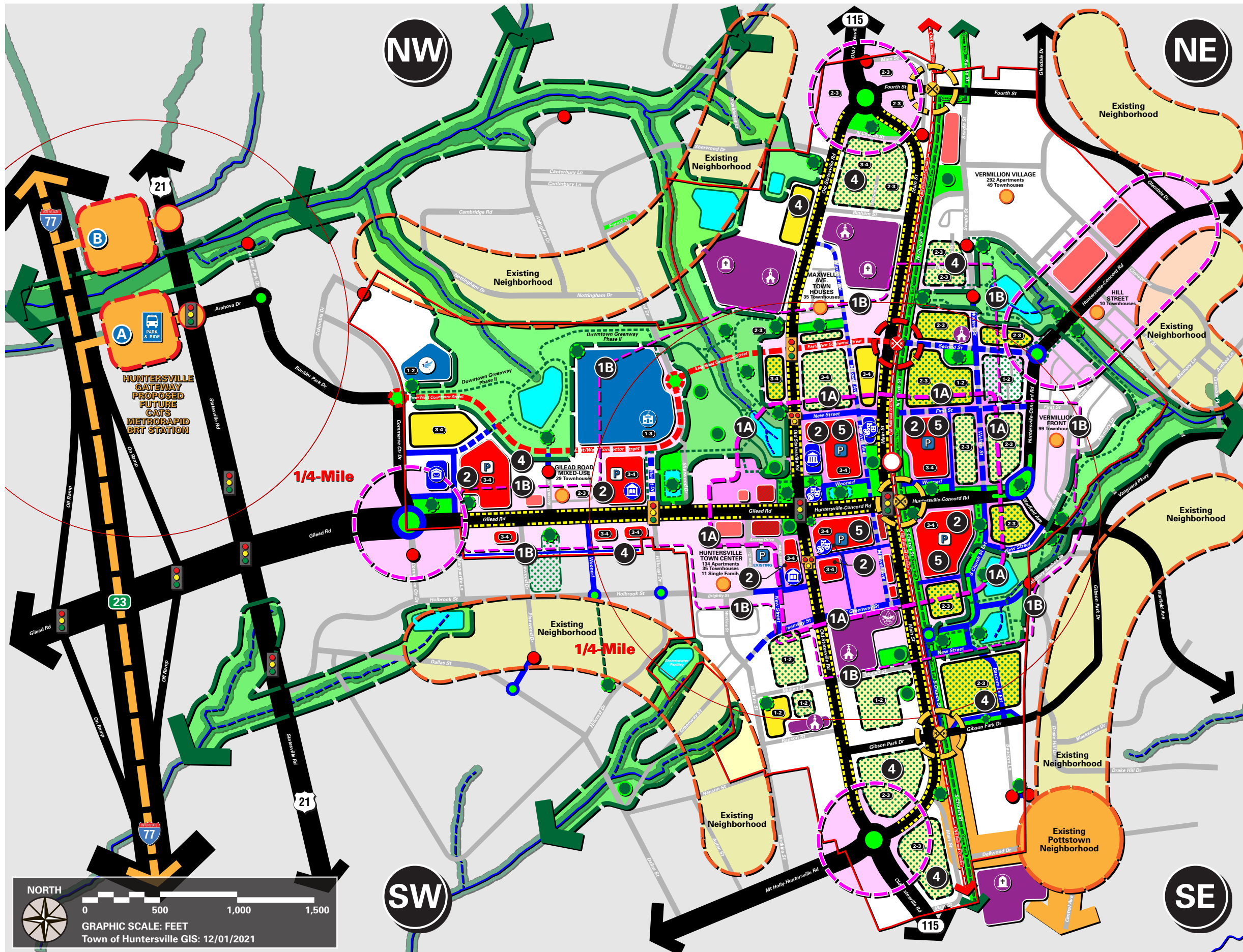
 - A.** Adaptive Re-use of a portion of the existing CMS Huntersville Elementary School building.
 - B.** A new facility is designed and constructed on a portion of the Town's property adjacent the Town Center - DKP, OR as part of a potential mixed-use development.
- 4

Huntersville Fire Station #1 is relocated to an alternate Downtown site - TBD.
- 5

Existing churches and the community programs they sponsor are embraced as civic anchors.
Note: Current and future street planning must consider maintaining functional accommodations for funeral processions.
- 6

A new CMS Huntersville Elementary School is site and building is designed and constructed in accordance with current urban, neighborhood-friendly prototypes and functional criteria.
- 7

Angels and Sparrows Community Table & Resource Center is promoted and embraced with the currently planned relocation to Commerce Center Drive with frontage and access along the Downtown Greenway.



Soul

Key Recommendations

- 1 Development in the Primary Gathering Area (A & B) is balanced with selective and context sensitive redevelopment while enhancing and celebrating existing neighborhoods, civic and historic Downtown buildings, open spaces, and activities.
- 2 New mixed-use blocks are created on 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 Town Square.
- 3 New development within the Downtown Core is controlled, market-driven, and follows a form-based approach to scale (3-4 Story buildings), and is supported by new street, block and ownership patterns.
- 4 New development outside of the Downtown Core transitions with a form-based scale with modulated building heights that respect existing neighborhoods.
- 5 Parking strategy includes a balance of shared parking structures and off-street surface lots to support mixed-use building types.

General Note: Art and artistic features along with wayfinding signage (vehicular and pedestrian) should be located throughout the Downtown area.