AGENDA
Regular Town Board Meeting (VIRTUAL)
December 7, 2020 - 6:00 PM

HOSTED FROM TOWN HALL (101 Huntersville-Concord Road)

Virtual Meeting Information *This meeting will be held both in person at the Huntersville Recreation Center located at 11836 Verhoeff Drive, Huntersville, NC 28078, and virtually via livestream at https://www.facebook.com/HuntersvilleNCTownGovernment. The Board of Commissioners will participate remotely. The public is invited to attend and comment during public comment or during any of the public hearings (1) in person at the Huntersville Recreation Center, 11836 Verhoeff Drive, Huntersville, NC 28078 or (2) by telephonic communication in accordance with instructions sent to persons who have registered with the Town Clerk no later than 3 p.m. on December 7, 2020 to speak by telephonic communication. The public may also submit comments by email to the Town Clerk at jpierson@huntersville.org. For public hearings only, emailed comments may continue to be submitted until 24 hours after close of the public hearing. The Town Clerk may be reached by email to jpierson@huntersville.org or by phone at (704) 766-2202.*

1. Pre-meeting - 5:15 p.m.

1.A. Review the Draft Huntersville 2040 Community Plan.

2. Call to Order

3. Invocation - Moment of Silence

4. Pledge of Allegiance

5. Mayor and Commissioner Reports-Staff Questions

6. Public Comments, Requests, or Presentations *- Speakers are limited to 3 minutes. The Mayor reserves the right to shorten the time limit for speakers when an unusually large number of persons have signed up to speak. Speakers may not give all or a portion of their time to other speakers.*

6.A. Presentation of FY 20 Financial Statements.

7. Agenda Changes

8. Public Hearings

8.A. Conduct public hearing on Petition #R20-04, a request by Palillo Holdings, LLC to rezone +/- 37.19 acres at the southwest corner of Hambright Road and Statesville Road from Corporate Business to Corporate Business - Conditional District, Transit-Oriented Development Residential Conditional District, and Highway Commercial - Conditional District, for a mixed-use development with commercial, apartments, hotel, and flex space; (Parcels: 01704401, 01704402, 01704403,01704404, 01704406, 01704407, 01704409). The petitioner requests the public hearing be continued to January 4, 2021. *(Brian Richards)*

8.B. Conduct public hearing on Petition #R20-05, a request Vermillion Anchor Mill Village, LLC to revise the +/- 30-acre Vermillion Village Rezoning at 404 N. Church Street (PARCEL IDs 01902201 and 01902202) from Town Center - Conditional District to Town Center - Conditional District to include 361 attached residential units (300 apartments and 61 townhomes) and 23,100 sq. ft. of commercial. Petitioner requests public hearing be continued to January 4, 2021. *(Sierra Saumenig)*

8.C. Conduct continuation of public hearing on Petition #R20-03 - Huntersville Town Center Mixed-Use, a request by North State Development, LLC to rezone +/- 9.947-acres located south of Gilead Road (just west of NC 115), north of Greenway Street and east of Hillcrest Drive (Parcel #s 01711616, 017116699, 01711617, 01711618, 01711643, 01711619, 01711627, 01711626, 01711625, 01711632, 01711633, 01711634, 01711637, 01711638, 01711639, 01711640, 01711801, 01711811) from Town Center, Neighborhood Residential and General Residential to Town Center - Conditional District to permit a mixed-use development with 138 apartments, 53 townhomes, 7 detached-homes and12,000 sq. ft. of non-residential space. *(David Peete)* (David Peete)

9. Other Business

9.A. Consider approving Agreement to Amend Due Diligence Period of Negotiated Offer. *(Emily Sloop)*

9.B. Consider appointments to the Huntersville Parks & Recreation Commission. *(Michael Jaycocks)*

9.C. Consider appointments to the Public Art Commission. *(Michael Jaycocks)*

9.D. Consider appointments to the Greenway, Trail and Bikeway Commission. *(Michael Jaycocks)*

9.E. Consider Approving the 2020 Bike Plan. *(Tracy Houk)*

9.F. Consider adopting COVID-19 Allowance Policy. *(Anthony Roberts/Emily Sloop)*

10. Consent Agenda

10.A. Approve the minutes of the November 2, 2020 Regular Town Board Meeting. *(Janet Pierson)*

10.B. Authorize the Town Manager to execute Master Job Order Contracts with Southeastern Consulting Engineers, Inc. and Booth and Associate, LLC. for ongoing engineering and financial services for the electric system. *(Don Mitchell)*

10.C. Consider adopting Resolution for Property Acquisition Agreement for the Church Street - Holbrooks Road to Dellwood Drive Project. *(Lora Mastrofrancesco)*

11. Closing Comments

12. Adjourn

Town of Huntersville
Town Board
December 7, 2020

To: Town Board

From: Brian Richards, Assistant Director

Date: December 7, 2020

Subject: Conduct public hearing on Petition #R20-04, a request by Palillo Holdings, LLC to rezone +/- 37.19 acres at the southwest corner of Hambright Road and Statesville Road from Corporate Business to Corporate Business - Conditional District, Transit-Oriented Development Residential Conditional District, and Highway Commercial - Conditional District, for a mixed-use development with commercial, apartments, hotel, and flex space; (Parcels: 01704401, 01704402, 01704403,01704404, 01704406, 01704407, 01704409). The petitioner requests the public hearing be continued to January 4, 2021. *(Brian Richards)*

EXPLAIN REQUEST:

A request to continue the Public Hearing for Petition #R20-04 until Monday, January 4, 2021

R20-04, is a request by Palillo Holdings, LLC to Rezone +/- 37.19 acres at the Southwest corner of Hambright Rd and Statesville Rd from Corporate Business (CB) to Corporate Business Conditional District (CB-CD), Transit-Oriented Development Residential Conditional District (TOD-R CD), Highway Commercial Conditional District (HC-CD) for a Mixed-Use development with commercial, apartments, hotel, and flex space; (Parcels: 01704401, 01704402, 01704403,01704404, 01704406, 01704407, 01704409).

ACTION RECOMMENDED:

A request to continue the Public Hearing for Petition #R20-04 until Monday, January 4, 2021

FINANCIAL IMPLICATIONS:

ATTACHMENTS:

1. R20-04 PH Continuation Memo
2. 11.3020 Ltr to Brian Richards re Public Hearing

To: Town Board Members
From: Brian Richards, Assistant Planning Director
Date: November 30, 2020
Subject: ***R20-04 Statesville Rd Mixed Use– Request for Continuation***

The applicant, Palillo Holdings LLC and Staff are requesting a continuation of the Public Hearing for Petition #R20-04 until Monday, January 4, 2021. The reason for this continuation is due to a scheduling conflict.

Please see the attached letter regarding this request.

South Creek
CONSTRUCTION, INC.

P.O. Box 2699
Cornelius, NC 28031
t. 704·895·0606
f. 704·895·0604

November 30, 2020

Mr. Brian Richards
Town of Huntersville
105 Gilead Road
3rd Floor
Huntersville, NC 28078

Re: Public Hearing scheduled for December 21, 2020
Project: 4578-Statesville Road Mixed Use

Dear Brian,

This letter will serve to request that the public hearing scheduled on December 21st for the above referenced project be held open until January 4, 2021 due to a scheduling conflict.

Please let me know if you have any questions regarding this matter or if you require additional information from me at this time.

Yours truly,

Jake Palillo
South Creek Construction

Town of Huntersville
Town Board
December 7, 2020

To: Town Board

From: Sierra Saumenig, Senior Planner

Date: December 7, 2020

Subject: Conduct public hearing on Petition #R20-05, a request Vermillion Anchor Mill Village, LLC to revise the +/- 30-acre Vermillion Village Rezoning at 404 N. Church Street (PARCEL IDs 01902201 and 01902202) from Town Center - Conditional District to Town Center - Conditional District to include 361 attached residential units (300 apartments and 61 townhomes) and 23,100 sq. ft. of commercial. Petitioner requests public hearing be continued to January 4, 2021. *(Sierra Saumenig)*

EXPLAIN REQUEST:

A request to continue the Public Hearing for Petition #R20-05 Vermillion Village until Monday, January 4, 2021. This is a request by Vermillion Anchor Mill Village, LLC to revise the +/- 30-acre Vermillion Village Rezoning at 404 N. Church Street (PARCEL IDs 01902201 and 01902202) from Town Center - Conditional District to Town Center - Conditional District to include 361 attached residential units (300 apartments and 61 townhomes) and 23,100 sq. ft. of commercial.

ACTION RECOMMENDED:

A request to continue the Public Hearing for Petition #R20-05 Vermillion Village until Monday, January 4, 2021.

FINANCIAL IMPLICATIONS:

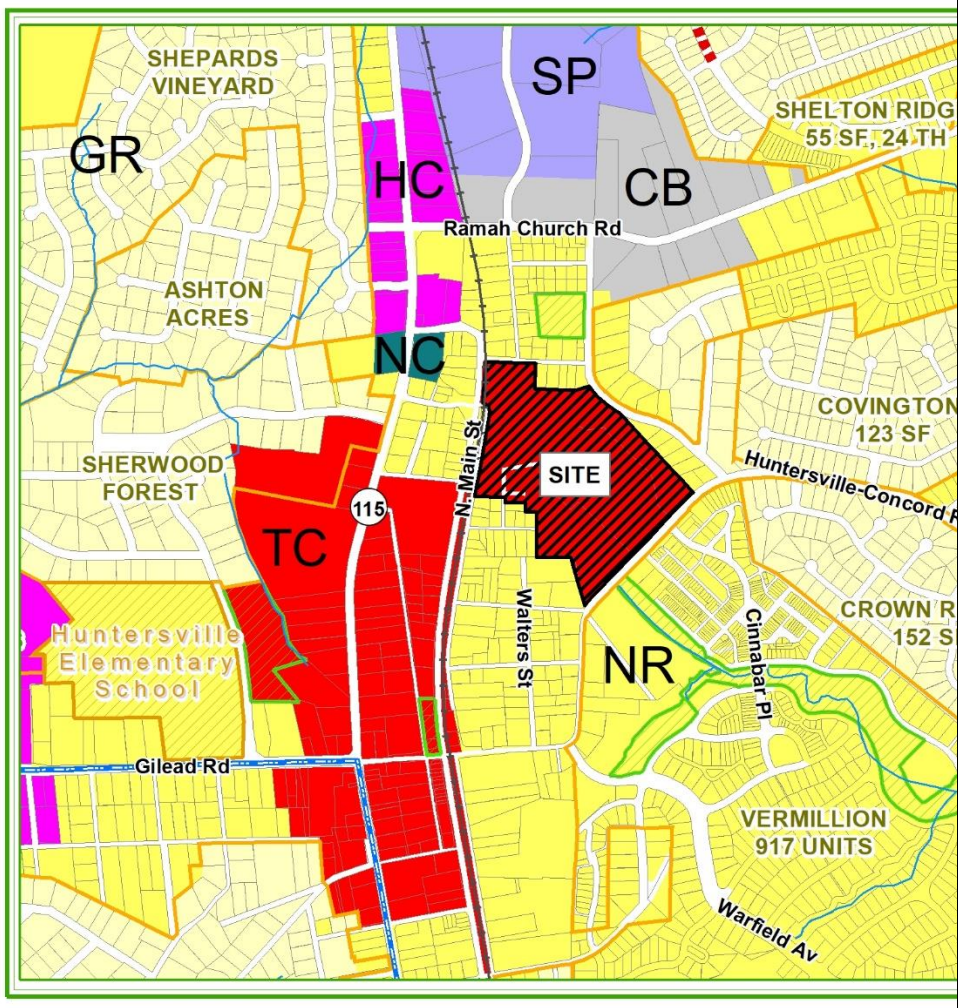
ATTACHMENTS:

1. Request for Continued Public Hearing
2. Attachment A - Rezoning Application
3. Attachment B - Proposed Rezoning Plan Part1
4. Attachment B - Proposed Rezoning Plan Part2
5. Attachment C - Neighborhood Meeting Report 102920
6. Attachment D - APF Letter of Determination
7. Attachment E - CMS Report

Petition R20-05
Vermillion Village Mixed-Use Conditional District Rezoning

REQUEST TO CONTINUE PUBLIC HEARING UNTIL JANAURY 4, 2021 DUE TO OUTSTANDING COMMENTS

PART 1: PROJECT SUMMARY



Applicant: Vermillion Anchor Mill Village, LLC

Property Owner: Vermillion Anchor Mill Village, LLC and Vermillion Village, LLC

Property Address: 404 N. Church Street

Project Size: (+/-) 30-acres

Parcel Numbers: 01902201 and 01902202

Current Zoning: Town Center – Conditional District (TC-CD)

Current Land Use: vacant

Proposed Zoning: Town Center—Conditional District (TC-CD)

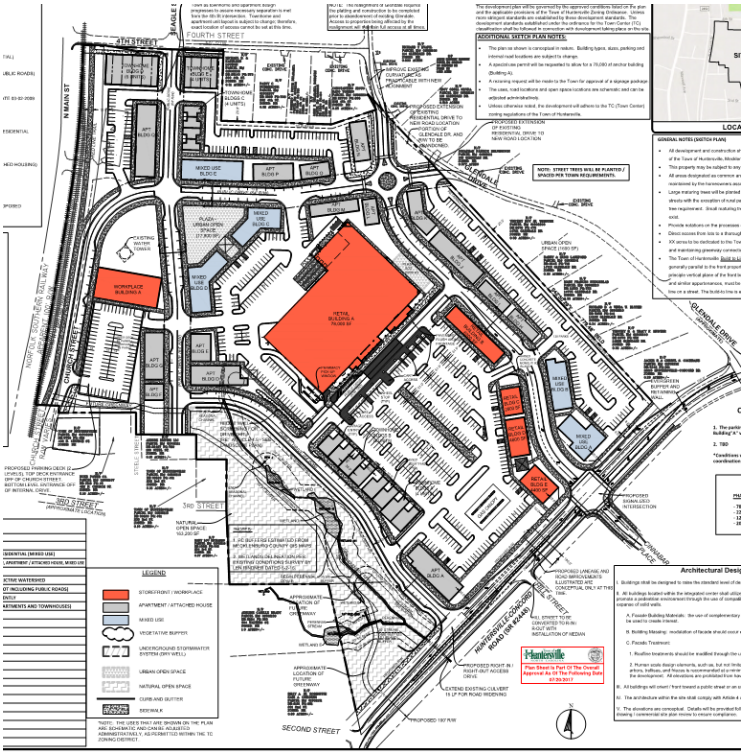
Proposed Land Use: Amend R16-12 to revise the uses to: 300 apartments, 61 townhomes & 23,100 Sq. Ft. non-residential uses (TC permitted uses)

1. Purpose: Petition to modify the approved rezoning (R16-12) that includes a mix of 400 units (apartments + townhomes) and 165,000 sq. ft. of non-residential to 300 apartments, 61 townhomes, and 23,100 sq. ft. of non-residential on 30-acres generally located at 404 N. Church Street (see Attachment B). <u>If the CD Rezoning amendment is approved, a corresponding Subdivision Sketch Plan will be reviewed by staff for compliance.</u>
2. Adjoining Zoning and Land Uses.
   <u>North</u>: *Neighborhood Residential (NR) – single-family Mill Village*
   <u>South</u>: *Neighborhood Residential (NR) - single-family lots*

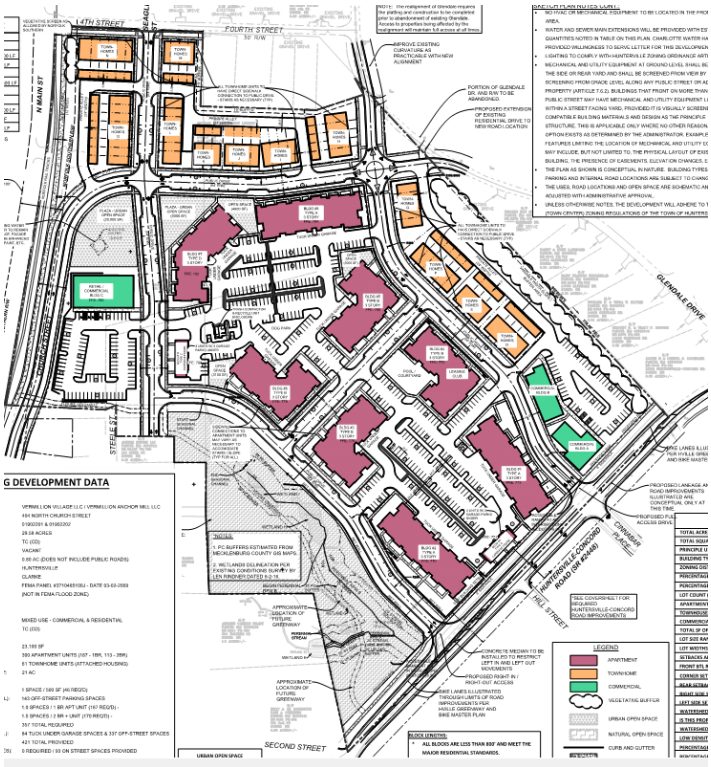
East: *Neighborhood Residential – Traditional Neighborhood Development Overlay (NR TND- O) – mixed use development (Vermillion Subdivision)*
West: *Neighborhood Residential (NR) – single-family and Town Center (TC) – Civic and Residential development*

3. This rezoning plan would replace an existing rezoning plan approved in 2017 (R16-12). Below is the approved rezoning plan (on the left) and the current proposed rezoning plan (on the right) as well as the differences of each:

Approved Rezoning Plan R16-12 (2017)



Proposed Rezoning Plan R20-05 (2020)



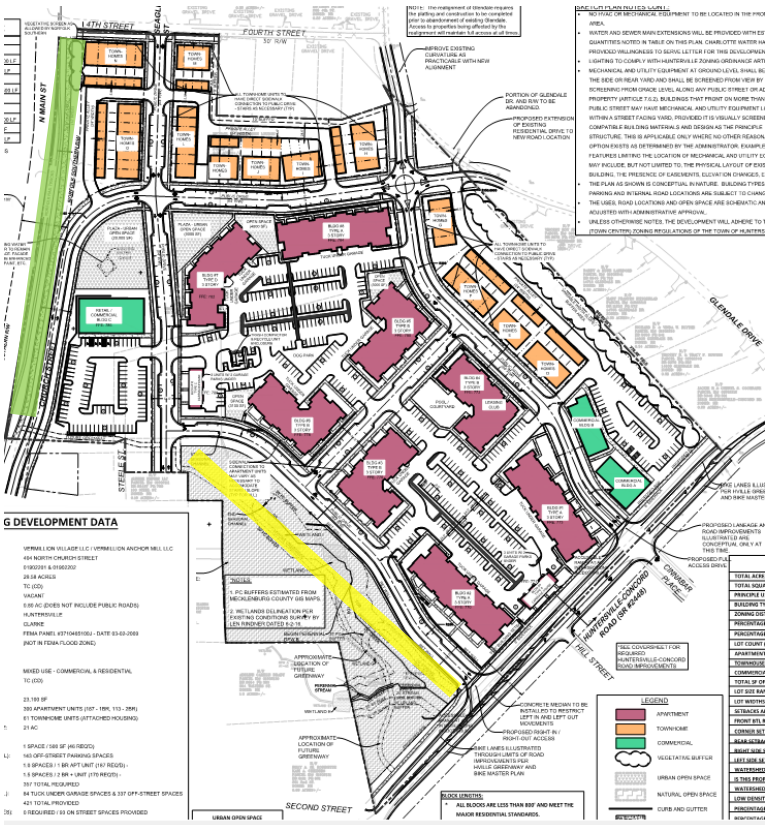
Site Details:	**R16-12**	**R20-05**
Apartment Units	400 (apartments + townhomes)	300
Townhome Units	See above	61
Commercial Square Footage	165,000 sq. ft.	23,100 sq. ft.
Urban Open Space	2 Plazas, 0.87 acres Mooresville to Charlotte Trail	2 Plazas, 0.67 acres total Mooresville to Charlotte Trail

4. A neighborhood meeting was held on October 29, 2020. The complete meeting summary is provided in Attachment C.
5. Notice of this CD-Rezoning request was provided via postcards sent to all property owners within 250 ft. of the project; a legal ad placed in the Charlotte Observer; and posting of public hearing signs on the property in four (4) locations.

PART 2: REZONING/SITE PLAN ISSUES

The proposed Conditional District Rezoning Plan is generally compliant with the Zoning Ordinance and Subdivision Regulations. Significant elements include:

- Proposed Uses: 300 Apartments, 61 Townhomes and 23,100 sq. ft. of non-residential space.
- Two (2) Urban Open Spaces are proposed – both are "Plaza" spaces. In addition, the applicant is installing a section of the Mooresville to Charlotte Trail shown in green.
- Public Street connections are being made to Huntersville-Concord Road, Fourth Street, North Church Street, Seagle Street and Glendale Drive.
- Greenway land is being dedicated to aid the connection of the greenway in Vermillion to the Carolina Thread Trail (Mooresville to Charlotte Trail) (shown in yellow). Along the western property boundary abutting the rail line the Carolina Thread Trail is being installed. However, Mecklenburg County has asked the applicant in lieu of donating land, to use proposed sidewalks within the development as connections from Huntersville-Concord Road to Church Street. The reason for this request is the County would not be able to build the greenway connection shown on the plans due to topography. The applicant has agreed and Staff is still working with the applicant to revise the plans.



- Revocation of the previously approved Special Use Permit to obtain a retail use over 50,000 sq. ft. has been submitted and will be coordinated with the rezoning request as it gets processed.
- Minimum Tree Preservation for Specimen Trees in the Town Center zoning district is 30%. The proposed TC-CD Rezoning Plan saves 45% of existing specimen trees. In addition, the applicant is saving 20% of the tree canopy (0% is req. in this district).
- If the Rezoning Plan is approved, Staff, at the construction document phase, will review the plans for compliance with the Water Quality Ordinance, Erosion Control Ordinance and Stream Buffer Requirements, as found in the Zoning Ordinance.
- The rezoning request is to be developed in phases. The first phase would be construction of all building pads and residential units. Commercial would be incorporated in the second phase.

The Conditional District Rezoning Plan has <u>several issues raised by staff:</u>

- Staff has concerns with the elevations that were submitted in the rezoning plan; staff has made recommendations and the applicant is working to revise the elevations.

- The plan is currently showing 5' sidewalks throughout the development; Article 5 of the Zoning ordinance requires 7' sidewalks for mixed-use developments.
- Retail/Commercial BLDG C is fronting Urban Open Space (Plaza) but it's unclear how the building relates to the plaza.
- It's unclear how the parking lot behind Commercial Building A and B is being screened from Huntersville-Concord Road. Staff has recommended a 3' garden wall extending from the parking lot to the buildings.
- The proposed rezoning plan is not identifying mail delivery and trash pickup for the Townhomes so staff cannot evaluate those processes.
- Urban Open Space designs are missing; staff recommends designs at this level to ensure they are meeting the criteria in the Zoning Ordinance.
- The Town's Engineering Standards and Procedures Manual requires Townhome parking pads to either be less than 5' or greater than 20'; the plan is not meeting this requirement as some parking pads measure in between 5' and 20'. This will result in cars parking on these pads that will project into the alley.
- The Ordinance indicates bicycle parking should be incorporated for non-residential buildings. Given the proximity to the greenway, this is highly recommended by staff.
- The applicant has agreed to work with the County to provide greenway connections internal to the development. Where the proposed dedication is shown, the County has stated it is not feasible to build that portion of the
- greenway. Staff will need to understand and evaluate how the greenway connection will be made.
- All other minor outstanding comments to be addressed

Recommendations:

- In lieu of the 7' required internal sidewalks, staff has recommended 10' sidewalks with tree grates. This would give the project a more urban feel.

PART 3: TRANSPORTATION ISSUES

Traffic Impact Analysis (TIA)

A TIA Determination of Need was completed for the proposed Conditional District Rezoning and based on the land uses and intensities proposed, a TIA Scoping was required. A TIA for the proposed development was submitted and reviewed by staff with comments provided to the applicant on 11/20/20. The TIA submitted included uses/intensities lower than those proposed on the site plan. The developer would either need to reduce the uses/intensities on the site plan to match the TIA or return to the TIA scoping process and then complete a revised TIA.

The TIA submitted recommended improvements at the intersection of Huntersville Concord Road at Cinnabar Pl/Site Driveway 1. The TIA also indicated that the intersection of NC115 (Old Statesville Road) at Huntersville-Concord Road/Gilead Road required mitigation. Additionally, NCDOT has provided feedback that the access assumed in the TIA along Huntersville Concord Road would need to be revised.

Based on the inconsistencies with the TIA and the site plan, along with comments on access provided by NCDOT, a revised TIA will be needed. As a revised TIA is needed, a final list of improvements to meet Article 14 of the Town Zoning Ordinance is not included at this time.

Other outstanding transportation issues:

- The proposed Church Street shown has a centerline radius of 165'. The minimum for a 25mph Town Street is 200'.

- The plan is not clear on how the Townhomes will receive mail or garbage pickup.

PART 4: ADEQUATE PUBLIC FACILITIES (APF)

Under the provisions of the APF Ordinance, all residential development greater than twenty (20) lots are required to receive a "Determination of Adequacy (DOA)" for the following public facilities: fire vehicles, fire facilities, police facilities, police vehicles, and Park and Recreation facilities. The proposed CD Rezoning met the required threshold for submission of an APF application, and the proposed Rezoning Plan (and associated subdivision) is subject to the requirements of the APFO.

A Determination of Adequacy (DOA) has been issued for the following public facilities: Fire Vehicles, Fire Facilities, Police Facilities, Police Vehicles and Parks and Recreation Facilities (see Attachment C). No mitigation is required.

PART 5: REZONING CRITERIA

Article 11.4.7(d) of the Zoning Ordinance states that "in considering any petition to reclassify property, the Planning Board in its recommendation and the Town Board in its decision shall take into consideration any identified relevant adopted land-use plans for the area including, but not limited to, comprehensive plans, strategic plans, district plans, area plans, neighborhood plans, corridor plans, and other land-use policy documents".

Anchor Mill Charrette Master Plan (not an adopted plan) was completed in 2000 showing the importance of a grid street network, combination of uses and an increase in density were prescribed to aid development. This area was believed to be the location of a transit station. Through the incorporation of parks, greenway connections and green space a sense of place was to be created. The design promoted multi-modal development with a focus on walkability.

In 2005, the adopted Downtown Master Plan indicated the Anchor Mill property would be appropriate for higher density, mixed-use development with highest density development sited closer to the transit station platform proposed at the time. Based on a market study that showed a housing gap for active adults, the plan showed an example of a Continuing Care Retirement Community (CCRC) for the Anchor Mill property.

The conceptual design of a Continuing Care Retirement Community on the Anchor Mill site

The East Huntersville Plan adopted in 2007 indicated the Anchor Mill site should be consistent with the transit-oriented development design principles found in the Zoning Ordinance. Among the principles found are:

- Project should be divided into blocks, streets, lots, and open space
- Proposed Streets should connect to existing streets and blocks should break up long segments of streets.
- Buildings should front streets and share a frontage line; the buildings shall comply with the lot types in Article 4.
- Designs of Urban Open Space and Parking Lot landscaping shall meet Ordinance standards.
- Semi-opaque buffers shall be constructed along adjacent development.

The 2030 Community Plan states the downtown area is proposed to be a thriving mixed-use center with a variety of housing types, retail establishments, restaurants, offices, civic and recreational uses. In each of the adopted plans (Downtown Master Plan, East Huntersville Plan, and the 2030 Community Plan) referenced above, there is a desire for a connected street network, mixed use development and green infrastructure to be incorporated on the Anchor Mill site. The rezoning plan is supported by the following policies:

STAFF COMMENT – The <u>2030 Huntersville Community Plan</u> <u>DOES SUPPORT</u> this project through the following sections:

- **Policy H-1 & H-9: Development Pattern**. Continue to follow existing residential development pattern as reflected in "Map of Zoning Districts," focusing higher intensity development generally within two miles of the I-77/NC 115 corridor.
  <u>Comment:</u> The site is located within a mile of I-77 and adjacent to NC 115. The Anchor Mill site is adjacent to Town Center zoning to the west. Town Center allows for a mix of uses and does not regulate density. To the south east of the site, Vermillion is zoned Neighborhood Residential Traditional Neighborhood Development Overlay (NR TND-O), which allows for an increase in density. Vermillion Village is in keeping with the surrounding development.

- **Policy H-3: Mixed-Use Development**. Support and encourage self-sustained developments, where commercial and employment uses are in close proximity to residential uses.
  Comment: The proposed rezoning plan incorporates residential and commercial uses.
- **Policy E-5: Vehicle Miles Travelled (VMT)** Support reduction in vehicle miles travelled (VMT), through capital investments in sidewalks, greenways, enhanced connectivity and mass transit (bus & rail).
  Comment: Sidewalks are being installed on all proposed Town Streets and along Huntersville-Concord Road. Greenway connections are being made as prescribed in the Town of Huntersville's Greenway and Bikeway Master Plan. However, Mecklenburg County has requested that the applicant forego the dedication and allow internal sidewalks to serve as a greenway connection. The applicant has agreed, and the plans will be revised to show this.
- **Policy H-7: Housing Affordability**. Support appropriate mix of housing for all income levels.
  Comment: Proposed rezoning plan provides a mix of housing types that will add to the limited supply of apartments and townhomes in the Town Center District. While unit price is unclear, there is a variety of for sale and for rent units.
- **Policy H-10: Redevelopment Areas**: Support redevelopment of older established residential areas, consistent with adopted plans, Zoning Ordinance and Subdivision regulations.
  Comment: This site was a former cotton mill and is a significant redevelopment opportunity in the town. The proposed project is in keeping with adopted plans as it's creating a mixed-use area as well as public street and greenway connections.
- **Policy T-5: Context-sensitive Design of Streets**: Continue to support "context-sensitive" design of streets and the selection of appropriate street section designs for residential, commercial and industrial developments.
  Comment: The internal streets are appropriately sized and create short blocks to encourage pedestrian activity. On-street parking is provided to accommodate guests, visitors, and consumers. The proposed streets also provide adequate lane widths, green zones for street trees and sidewalks.
  OUTSTANDING: The rezoning plan needs to include a block length table for staff to review. Also, the sidewalks will either need to be the required 7' or the recommended 10'. The applicant is aware of these requirements.
- **Policy T-6: Pedestrian Connections**: Support the installation of sidewalks, bikeways and greenway trails connecting residential, commercial, employment, recreational and institutional uses.
  Comment: The proposed cross-sections for Huntersville-Concord Road and the interior Town streets all provide sidewalks and street trees. Staff has recommended 10' internal sidewalks utilizing tree grates. Huntersville-Concord Road will provide a 10' sidewalk and a bike lane on the north side along the project frontage.
  OUTSTANDING: The Zoning Ordinance requires 7' sidewalks in mixed-use areas; the plan is currently only showing 5'. Staff is still working with the applicant to revise the plans.
  Policy T-8: Street Connectivity: Promote and require street connectivity in the Town of Huntersville among residential, employment, recreational and institutional uses.
  Comment: The proposed development provides two (2) connections to Huntersville-Concord Road, one connection to Fourth Street, one connection to North Church Street, extends Seagle Street to the southern property line, and realigns Glendale Drive to remove the curve.
- **Policy CD-2: Commercial Development Pattern**: Promote a mixed-use development pattern that focuses higher intensity development generally within two miles of the I-77/NC-115 core.
  Comment: The proposed project is completely within the I-77/NC-115 core.

- **Policy CD-3: Commercial Development Principles**: Encourage mixed-use development pattern at key nodes as identified in Small Area Plans, insuring an appropriate mix of residential, commercial and employment uses to maximize land use and transportation efficiencies, while minimizing environmental impacts.
  Comment: The plan is proposing a combination of residential, commercial, and recreational uses incorporated within a dense design to aid multi-modal travel**.** The development is not encroaching into storm-water or post-construction buffers.
- **Policy CD-5: Infrastructure**: Continue to require that adequate public infrastructure (roads, utilities, etc.) either exist or will be made available to support all new development.
  Comment: The proposed development will need to provide upgrades to Huntersville-Concord Road, connections to existing roads adjacent the subdivision, realigning Glendale Drive, as well as all other TIA-required improvements. The proposed development will connect to public water and sewer. The applicant has agreed to work with Mecklenburg County to establish a greenway connection.
  OUTSTANDING: While these items are still being worked through, the applicant has agreed to revise the plans to achieve compliance with requirements.
- **Policy DT-1: Downtown Development**: Continue to use the Downtown Master Plan, Gilead Road/US -21 Transportation and Land Use Vision Small Area Plan and East Huntersville Are Development Plan to guide future development in downtown.
  Comment: The Downtown Master Plan and the East Huntersville Area Plan both slate the Anchor Mill property to be a mix of uses with an integrated road system (reference plan maps above).
- **Policy DT-6:** Continue to enhance parks and recreation opportunities in the downtown, consistent with the "Downtown Master Plan," "East Huntersville Area Development Plan," "Parks & Recreation Master Plan" and "Greenway and Bikeway Master Plan."
  Comment: The proposed plan is accommodating Greenway connections (after comments are addressed) and installation of the Carolina Thread Trail (Mooresville to Charlotte Trail) as prescribed in the Town of Huntersville Greenway and Bikeway Master Plan.
- **Policy PF-2: Adequate Public Facilities Ordinance**: Continue use of "Adequate Public Facilities Ordinance" to ensure that demand generated by existing and future growth and development for police, fire and parks & recreation capital facilities can be met by available supply of facilities.
  Comment: see Part 4 of this report.

STAFF COMMENT – The 2030 Huntersville Community Plan DOES NOT SUPPORT this project through the following sections:

- **Policy CD-6: Architecture and Place-Making**: Consistent with Zoning and Subdivision Ordinances (as well as "Town of Huntersville Design Manual") maintain high design standards for development.
  Comment: Staff has made comments and recommendations to the applicant on building design. However, elevations for the proposed buildings have not been finalized; staff cannot make a recommendation until those have had a full evaluation.
- **Policy DT-2: Architectural Design Standards**: Promote high-quality architectural design standards for new development and redevelopment projects in the downtown.
  Comment: Fine-grain review of the building's architecture would come at Construction Plan review, but full elevations along both Huntersville-Concord Road and along the proposed streets should be provided in the Rezoning Plan. It is recommended that the first floor units incorporate high ceilings, enhanced elements on the sides of the buildings facing public streets, interesting/varied roof lines, and architectural differences throughout the development.

Article 11 Section 11.4.7(e) of the Zoning Ordinance states that: "in considering any petition to reclassify property the Planning Board in its recommendation and the Town Board in its decision should consider:

1. **Whether the proposed reclassification is consistent with the overall character of existing development in the immediate vicinity of the subject property.**
   STAFF COMMENT:
   The proposed Conditional District Rezoning for the Vermillion Village Mixed-Use Conditional District Rezoning is supported by the 2030 Comprehensive Plan and all other applicable Small Area Plans, as the property is located within the area eligible for higher intensity. The overall proposed density for Vermillion Village is 12-units per acre, which is higher than nearby developments, however the stated goals of the referenced Plans is to permit increased density, where appropriate, while ensuring that adequate transitions in land use and densities are provided. The Town Center zoning district, if applied to the entire project, does not have a density limit, and is permitted to have 100% attached units, as the project is within a ¼ mile of the future downtown rail transit station (per Article 3.2.6.d.4.).

2. **The adequacy of public facilities and services intended to serve the subject property, including but not limited to roadways, transit service, parks and recreational facilities, police and fire protection, hospitals and medical services, schools, storm water drainage systems, water supplies, and wastewater and refuse disposal.**
   STAFF COMMENT:
   - A Transportation Impact Analysis was required – see Part 3 of this report.
   - The APF Ordinance Determination of Adequacy was required and issued – see Part 4 of this report.
   - Storm water plan approval, water and sewer and trash disposal and a Willingness-to-serve from Charlotte Water, must all be provided.
   - The Conditional District Rezoning site plan was reviewed by Charlotte-Mecklenburg School District (CMS). CMS indicates the proposed Rezoning Plan would add approximately 48 students to the schools in this area and indicate approval of the project "may increase overcrowding and/or reliance upon mobile classrooms at the schools listed above". (see below & see Attachment E for the full CMS report).
     While CMS schools are over-crowded, the proposal is consistent with the 2030 Community Plan call for higher intensity downtown, as well as the Downtown Master Plan redevelopment recommendations.

This development may add 48 students to the schools in this area.

The following data is as of 20th Day of the 2019-20 school year.

Schools Affected	*Total Classroom Teachers*	*Building Classrooms/ Teacher Stations*	*20th Day, Enrollment (non-ec)*	*Building Classroom/ Adjusted Capacity (Without Mobiles)*	*20th Day, Building Utilization (Without Mobiles)*	*Additional Students As a result of this development*	*Utilization As of result of this development (Without Mobiles)*
BLYTHE ELEMENTARY	55	50	918	866	110%	22	**112%**
J. M. ALEXANDER MIDDLE	47.2	54	964	1103	87%	12	**87%**
NORTH MECKLENBURGH HIGH	123.5	108	2151	1881	114%	14	**115%**

The total estimated capital cost of providing the additional school capacity for this new development is $1,364,000; calculated as follows:

Elementary School: 22 x $34,000 = $748,000
High School: 14 x $44,000 = $616,000

RECOMMENDATION
Adequacy of existing school capacity is a significant problem. We are particularly concerned about a case where school utilization exceeds 100% since the proposed development may exacerbate the situation. Approval of this petition may increase overcrowding and/or reliance upon mobile classrooms at the schools listed above.

3. **Whether the proposed reclassification will adversely affect a known archeological, environmental, historical or cultural resource."**
   STAFF COMMENT:
   Planning staff has no indication that the request will adversely affect known archeological, environmental, historical or cultural resources.

PART 6: STAFF RECOMMENDATION

Staff could support approval of the Vermillion Village Mixed-Use CD-Rezoning with the following addressed:

- All required TIA/Town/NCDOT required improvements are provided (see Part 3);
- All outstanding Transportation comments are addressed;
- All outstanding redline comments are addressed;
- Elevations and designs of the buildings are revised;
- The Town Board approves the Special Use Permit revocation to allow buildings over 50,000 sq. ft.

PART 7: PUBLIC HEARING COMMENTS

Public Hearing scheduled for Monday, December 7, 2020. APPLICANT IS ASKING FOR A CONTINUATION TO ADDRESS OUTSTANDING COMMENTS.

PART 8: PLANNING BOARD RECOMMENDATION

Planning Board scheduled to review on December 15, 2020.

PART 9: ATTACHMENTS/ENCLOSURES

Attachments
A – Rezoning Application
B – Proposed CD Rezoning Plan
C - Neighborhood Meeting Report – October 29, 2020
D – APF Letter of Determination
E – CMS Report

Sierra

I would like to request a continuation of the rezoning to allow us more time to address the comments. I would like to continue to 1/4/21.

Thank you,
Robert “Nate” Bowman

General Application

INCOMPLETE SUBMISSIONS WILL NOT BE ACCEPTED. PLEASE CHECK ALL ITEMS CAREFULLY.

1. Application Type

Please indicate the type of application you are submitting. In addition to the application, the submission process for each application type can be found at https://www.huntersville.org/528/Permits-Process

☐ Change of Use	SUBDIVISION CATEGORIES: Per the Huntersville Subdivision Ordinance
☐ Commercial Site Plan	■ Sketch Plan
■ Conditional Rezoning	☐ Preliminary Plan
☐ General Rezoning	☐ Final Plat (Includes Minor Subdivision)
☐ Master Signage Program	☐ Exempt Subdivision
☐ Special Use Permit	☐ Final Plat Revision
■ Revision to Sketch/Concept – Major Revision	☐ Farmhouse Cluster
Original Project # 371497 & 372304	
☐ Other _____	

2. Project Data

Date of Application 09.01.20

Name of Project Vermillion Village Phase # (if subdivision) _____

Project Address 404 N. Church Street / Huntersville, NC

Parcel Identification Number(s) (PIN) 01902201 & 01902202

Current Zoning District TC(CD) Proposed District (for rezoning only) TC(CD)

Property Size (acres) 29.58ac Street Frontage (feet) _____

Current Land Use Vacant

Proposed Land Use(s) Residential & one (1) commercial use

Is the project within Huntersville's corporate limits?
Yes ☑ No ☐ If no, does the applicant intend to voluntarily annex? _____

3. Description of Request

Explain the nature of this request. If a separate sheet is necessary, please attach to this application.

Current TC-CD use is more dense with commercial and mixed use building. The proposed development will be comprised of a central apartment core, townhomes around the perimiter and 1 commercial (restaurant).

4. Site Plan Submittals

Consult the particular type of *Review Process* for the application type selected above. These can be found at https://www.huntersville.org/528/Permits-Process.

5. Outside Agency Information

Other agencies may have applications and fees associated with the land development process. The *Review Process* list includes plan documents needed for most town and county reviewing agencies. For major subdivisions, commercial site plans, and rezoning petitions please enclose a copy of the Charlotte-Mecklenburg Utility *Willingness to Serve* letter for the subject property.

6. Applicant

Printed Name Vermillion Anchor Mill Village, LLC

☐ Corporation ☒ Limited Liability Company ☐ Trust ☐ Partnership ☐ Other: _____

☐ By signature below, I hereby acknowledge, as/on behalf of (circle one) the applicant my understanding this application will be considered in a quasi-judicial proceeding and that neither I, nor anyone on my behalf, may contact the Board of Commissioners except through sworn testimony at the public hearing. (Applicable if box is checked.)

Signature _____

Title MANAGER Email natebowman15@gmail.com

Address of Applicant 13815 Cinnabar Place / Huntersville, NC / 28078

7. Property Owner (if different than applicant)

* Printed Name _____

☐ Corporation ☐ Limited Liability Company ☐ Trust ☐ Partnership ☐ Other: _____

☐ By signature below, I hereby acknowledge, as/on behalf of (circle one) the owner my understanding this application will be considered in a quasi-judicial proceeding and that neither I, nor anyone on my behalf, may contact the Board of Commissioners except through sworn testimony at the public hearing. (Applicable if box is checked.)

Signature _____

Title _____ Email _____

Address of Property Owner _____

* Property owner hereby grants permission to the Town of Huntersville personnel to enter the subject property for any purpose required in processing this application.

Every owner of each parcel included in this application, or the owner (s) duly authorized agent, must sign this application. If signed by an agent on behalf of the Owner, this petition MUST be accompanied by a Limited Power of Attorney signed by the property owner (s) and notarized, specifically authorizing the agent to act on the owner (s) behalf in signing this application. Failure of each owner, or their duly authorized agent, to sign, or failure to include the authority of the agent signed by the property owner, will result in an INVALID APPLICATION. **If additional space is needed for signatures, attach the Town of Huntersville Signature Addendum Form.**

7. Development/Design Firm Contact Information

Vermillion Anchor Mill Village, LLC	Nate Bowman	704-875-9704	natebowman15@gmail.com
Development Firm	Name of Contact	Phone	Email
CSS, Inc.	Gene Hinkle	864-855-5200, ext. 302	ghinkle@css-eng.com
Design Firm	Name of Contact	Phone	Email

Contact Information

Town of Huntersville	Phone:	704-875-7000
Planning Department	Fax:	704-992-5528
PO Box 664	Physical Address:	105 Gilead Road, Third Floor
Huntersville, NC 28070	Website:	https://www.huntersville.org/228/Planning-Department

REZONING/SKETCH PLANS
FOR
VERMILLION VILLAGE
404 NORTH CHURCH STREET
HUNTERSVILLE, NC
EPM #413507

LOCATION MAP

PARCEL ID NUMBER: 01902201 & 01902202

DRAWING LIST	SHEET
COVER SHEET	SP-0.0
EXISTING CONDITIONS	SP-1.0
REZONING PLAN	SP-1.1
TREE SURVEY / PRESERVATION PLAN	SP-1.2
STREET SECTION PLAN	SP-1.3
GRADING PLAN	SP-2.0
CONCEPT LANDSCAPE PLAN	LP-1.0
APARTMENT ELEVATIONS	BY OTHERS
APARTMENT AMENITY AREA RENDERING	BY OTHERS

MECKLENBURG COUNTY APPROVAL WITH CONDITIONS NOTE:

APPROVAL OF THIS SKETCH / CONCEPT PLAN DOES NOT IMPLY OR GUARANTEE VESTING OR APPROVAL OF THE FINAL CONSTRUCTION PLAN. FINAL CONSTRUCTION PLAN WILL BE REVIEWED FOR COMPLIANCE PER ALL TOWN, COUNTY AND STATE REGULATIONS IN EFFECT AT THE TIME OF SUBMITTAL.

NOTES:

1) Retaining Walls: All retaining walls requiring special inspections (>5' in height) shall meet the requirements of MCSBC chapter 17 - special inspections as detailed per the Mecklenburg County Code Enforcement Special Inspections Process. Additionally, copies of the retaining wall plans shall be submitted to the Huntersville Engineering Department for review and approval. The Town of Huntersville shall be copied on all statements of special inspections, special inspections final reports, and design principal in responsible charge (DPIRC) letters.

2) The Town of Huntersville requires that all streets proposed to be taken over by the Town for maintenance be reviewed, inspected, and certified by a licensed professional engineer registered in the state of North Carolina for adequate construction. Review of street construction by the certifying Engineer is required throughout the construction process. Refer to the Town of Huntersville Engineering Standards and Procedures Manual for additional information including the required certification form.

PROPOSED ROAD IMPROVEMENTS

Huntersville-Concord Road / Site Driveway #1 (Main Access Drive)

- **Westbound left-turn lane with 100' of full storage and appropriate taper. NCDOT REQ.**
- **Westbound right-turn lane with 100' of full storage and appropriate taper. NCDOT REQ**

Huntersville-Concord Road / Site Driveway #2 (Right-In / Right Out Access Drive)

- **Concrete median to restrict left-in and left-out movements. NCDOT REQ.**

Site Driveways - connections to Huntersville-Concord Road

- **100' of internal protected stems. No curb openings or on-street parking allowed within protected stem. NCDOT REQ.**

***Building / Unit modifications within development may necessitate minor adjustments to proposed road improvements.**

PRELIMINARY
NOT FOR
CONSTRUCTION

GENERAL INFORMATION:

LOCATION / LOT INFORMATION

PROPERTY OWNER (CURRENT):	VERMILLION VILLAGE LLC / VERMILLION ANCHOR MILL LLC
SITE ADDRESS:	404 NORTH CHURCH STREET
PARCEL ID NUMBER:	01902201 & 01902202
PARCEL SIZE:	29.58 ACRES
EXISTING ZONING:	TC (CD)
EXISTING USE:	VACANT
EXISTING IMPERVIOUS SURFACE:	0.80 AC (DOES NOT INCLUDE PUBLIC ROADS)
PCCO DISTRICT:	HUNTERSVILLE
WATERSHED:	CLARKE
FLOOD PLAIN:	FEMA PANEL #3710465100J - DATE 03-02-2009
	(NOT IN FEMA FLOOD ZONE)

PROPOSED / REQUIRED SITE DATA

PROPOSED USE:	MIXED USE - COMMERCIAL & RESIDENTIAL
PROPOSED ZONING:	TC (CD)
BUILDING USE:	
COMMERCIAL / OFFICE:	23,100 SF
RESIDENTIAL:	300 APARTMENT UNITS (187 - 1BR, 113 - 2BR)
	61 TOWNHOME UNITS (ATTACHED HOUSING)
PROPOSED IMPERVIOUS COVERAGE:	21 AC
REQUIRED PARKING:	
COMMERCIAL / OFFICE:	1 SPACE / 500 SF (46 REQ'D)
PROVIDED (COMMERCIAL):	143 OFF-STREET PARKING SPACES
RESIDENTIAL:	1.0 SPACES / 1 BR APT UNIT (187 REQ'D) -
	1.5 SPACES / 2 BR + UNIT (170 REQ'D) -
	357 TOTAL REQUIRED
PROVIDED (RESIDENTIAL):	84 TUCK UNDER GARAGE SPACES & 337 OFF-STREET SPACES
	421 TOTAL PROVIDED
ON-STREET PARKING (ALL USES):	0 REQUIRED / 93 ON STREET SPACES PROVIDED
TOTAL (REQ'D / PROPOSED):	403 REQUIRED / 657 TOTAL SPACES PROVIDED
URBAN OPEN SPACE:	0.92 ACRES
NATURAL OPEN SPACE:	3.75 ACRES

SITE PLAN DATA TABLE

TOTAL ACREAGE:	**30.72 ACRES**	
TOTAL SQUARE FEET:	**1,338,320 SF**	
PRINCIPLE USES:	**RESIDENTIAL AND LIMITED COMMERCIAL**	
BUILDING TYPE:	**APARTMENTS, TOWNHOMES & COMMERCIAL**	
ZONING DISTRICT:	**TC-CD**	
PERCENTAGE IMPERVIOUS ALLOWED:	**N/A - NOT IN A RESTRICTIVE WATERSHED**	
PERCENTAGE OF IMPERVIOUS SHOWN	**60% (17.75 ACRES - NOT INCLUDING EXISTING PUBLIC ROADS)**	
LOT COUNT (SHOWN CURRENTLY)	**74 PROPOSED CURRENTLY**	
APARTMENT DWELLINGS	**300**	
TOWNHOUSES:	**61**	
COMMERCIAL UNITS:	**3**	
TOTAL SF OF NON RESIDENTIAL:	**23,100**	
LOT SIZE RANGE & LOTS IN EACH (TOWNHOMES):	**1080SF - 5000 SF**	**61 LOTS**
LOT WIDTHS RANGE & LOTS IN EACH (TOWNHOMES):	**20' - 72'**	**61 LOTS**
SETBACKS AND BUILD-TO-LINES		
FRONT BTL RANGE OR SETBACK:	**5' - 25' FOR RESIDENTIAL / 0-15' FOR COMMERCIAL**	
CORNER SETBACKS:	**5' - 25' FOR RESIDENTIAL / 0-15' FOR COMMERCIAL**	
REAR SETBACKS:	**0**	
RIGHT SIDE SETBACK:	**0**	
LEFT SIDE SETBACK:	**0**	
WATERSHED INFORMATION		
IS THIS PROPERTY IN A REGULATED DISTRICT?	**NO**	
WATERSHED DISTRICT:	**CLARKE**	
LOW DENSITY / HIGH DENSITY:	**HIGH DENSITY**	
PERCENTAGE OF ALLOWABLE IMPERVIOUS AREA:	**N/A**	
PERCENTAGE OF IMPERVIOUS AREA SHOWN ON PLANS:	**60%**	
AMOUNT OF LOT AREA SET ASIDE FOR FUTURE IMPERVIOUS:	**N/A**	

*NOTE: THE USES THAT ARE SHOWN ON THE PLAN ARE SCHEMATIC AND CAN BE ADJUSTED ADMINISTRATIVELY, AS PERMITTED WITHIN THE TC ZONING DISTRICT.

REVISIONS/SUBMITTALS:

09-01-2020 Initial Rezoning Plan Submittal
10-28-2020 Rezoning Plan Resubmittal

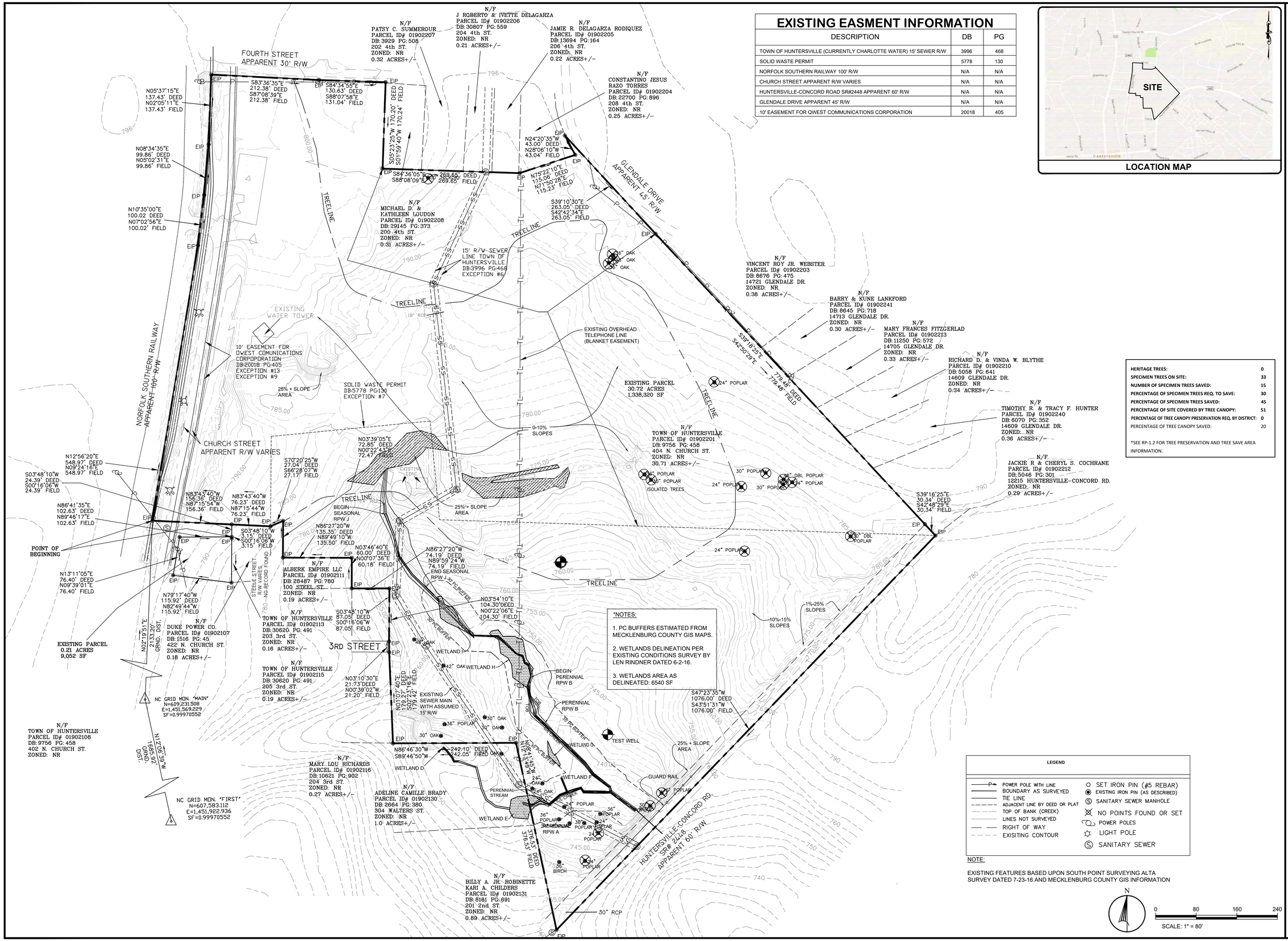
OWNER/DEVELOPER:

Vermillion Anchor Mill Village, LLC
13815 Cinnabar Place
Huntersville, NC 28078
Phone: 704-875-9704
Email: bowman31@gmail.com

ENGINEER:

Commercial Site Solutions, Inc.
Firm License # C-3123
402 East 1st Avenue
Easley, SC 29640
PH: 864-855-5200
Contact: Gene Hinkle, PE
Email: ghinkle@css-eng.com

NORTH CAROLINA PROFESSIONAL SEAL 032313 ENGINEER EUGENE D. HINKLE III 10-28-2020



EXISTING EASMENT INFORMATION

DESCRIPTION	DB	PG
TOWN OF HUNTERSVILLE (CURRENTLY CHARLOTTE WATER) 15' SEWER R/W	3996	468
SOLID WASTE PERMIT	5778	130
NORFOLK SOUTHERN RAILWAY 100' R/W	N/A	N/A
CHURCH STREET APPARENT R/W VARIES	N/A	N/A
HUNTERSVILLE-CONCORD ROAD SR#2448 APPARENT 60' R/W	N/A	N/A
GLENDALE DRIVE APPARENT 45' R/W	N/A	N/A
10' EASEMENT FOR QWEST COMMUNICATIONS CORPORATION	20018	405

LOCATION MAP

HERITAGE TREES:	0
SPECIMEN TREES ON SITE:	33
NUMBER OF SPECIMEN TREES SAVED:	15
PERCENTAGE OF SPECIMEN TREES REQ. TO SAVE:	30
PERCENTAGE OF SPECIMEN TREES SAVED:	45
PERCENTAGE OF SITE COVERED BY TREE CANOPY:	51
PERCENTAGE OF TREE CANOPY PRESERVATION REQ. BY DISTRICT:	0
PERCENTAGE OF TREE CANOPY SAVED:	20

*SEE RP-1.2 FOR TREE PRESERVATION AND TREE SAVE AREA INFORMATION.

*NOTES:

1. PC BUFFERS ESTIMATED FROM MECKLENBURG COUNTY GIS MAPS.

2. WETLANDS DELINEATION PER EXISTING CONDITIONS SURVEY BY LEN RINDNER DATED 6-2-16.

3. WETLANDS AREA AS DELINEATED: 6540 SF

LEGEND

- POWER POLE WITH LINE
- BOUNDARY AS SURVEYED
- TIE LINE
- ADJACENT LINE BY DEED OR PLAT
- TOP OF BANK (CREEK)
- LINES NOT SURVEYED
- RIGHT OF WAY
- EXISITING CONTOUR
- SET IRON PIN (#5 REBAR)
- EXISTING IRON PIN (AS DESCRIBED)
- SANITARY SEWER MANHOLE
- NO POINTS FOUND OR SET
- POWER POLES
- LIGHT POLE
- SANITARY SEWER

NOTE:

EXISTING FEATURES BASED UPON SOUTH POINT SURVEYING ALTA SURVEY DATED 7-23-16 AND MECKLENBURG COUNTY GIS INFORMATION

N

0 80 160 240

SCALE: 1" = 80'

REVISIONS

ISSUED	COMMENT
10-28-20	TOWN COMMENTS

NORTH CAROLINA PROFESSIONAL SEAL 032313 ENGINEER EUGENE D. HAMILTON 10-28-2020

CSS, INC.
NORTH CAROLINA
COA #C-3123

CSS Civil Engineers
402 East First Avenue
Easley, South Carolina 29640
(864) 855-5200
www.css-eng.com

EXISTING FEATURES PLAN

VERMILLION VILLAGE

404 NORTH CHURCH STREET
HUNTERSVILLE, NC 28078

Date:	9-1-2020
Drawn:	BDB
Checked:	GDH

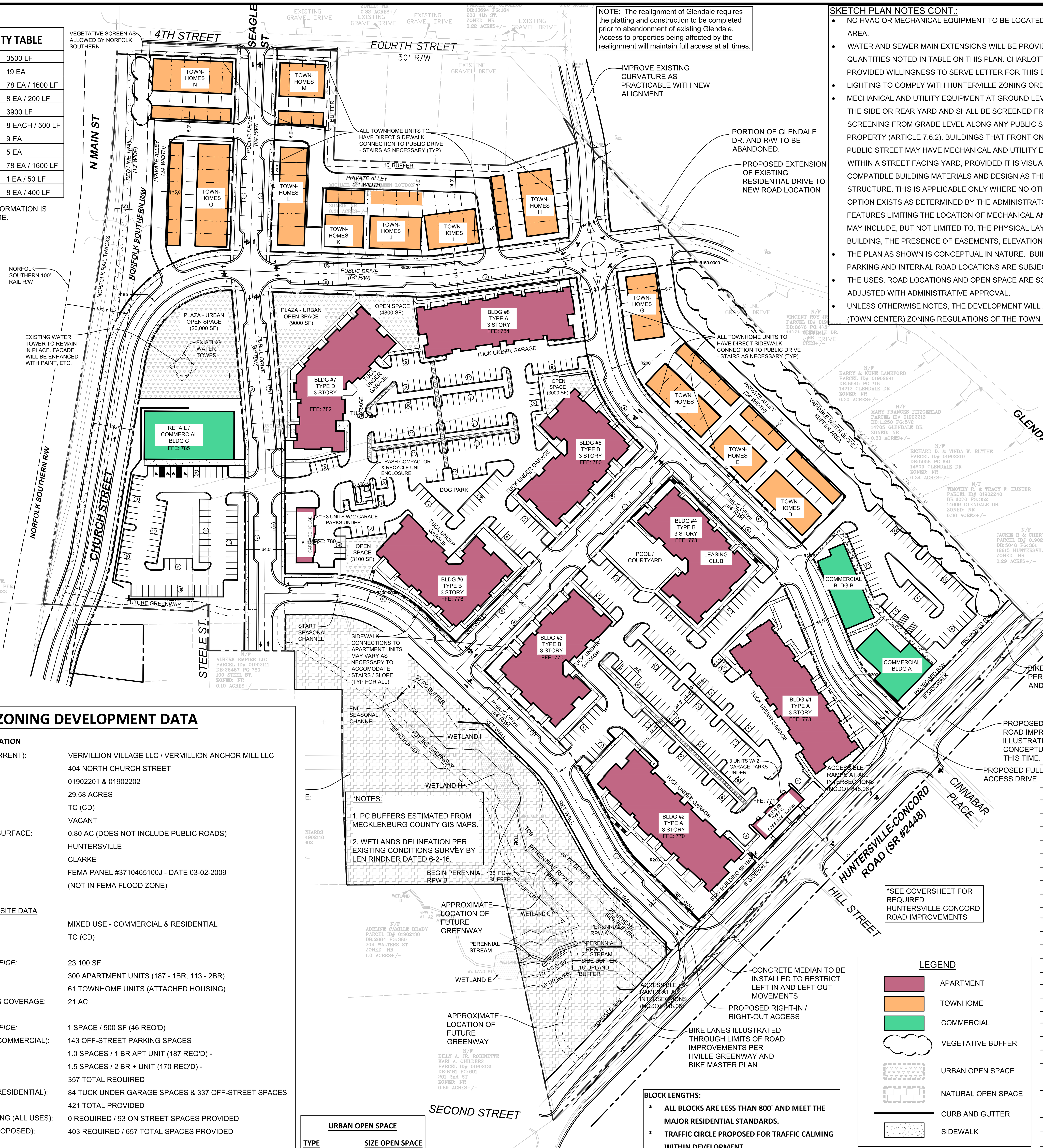
SP-1.0
Sheet

CONCEPT UTILITIES QUANTITY TABLE

8" SANITARY SEWER MAIN	3500 LF
SANITARY SEWER MANHOLES	19 EA
4" LATERALS	78 EA / 1600 LF
6" LATERALS	8 EA / 200 LF
8" WATER MAIN	3900 LF
6" METERS / FIRE SERVICE LINE	8 EACH / 500 LF
FIRE HYDRANTS	9 EA
WATER MAIN CONNECTIONS	5 EA
5/8" TAPS & METERS / SERVICE	78 EA / 1600 LF
2" TAPS & METERS / SERVICE	1 EA / 50 LF
4" TAPS / METERS / SERVICE	8 EA / 400 LF

*NOTE - PROPOSED UTILITY INFORMATION IS CONCEPTUAL ONLY AT THIS TIME.

NOTE: The realignment of Glendale requires the platting and construction to be completed prior to abandonment of existing Glendale. Access to properties being affected by the realignment will maintain full access at all times.



SKETCH PLAN NOTES CONT.:

- NO HVAC OR MECHANICAL EQUIPMENT TO BE LOCATED IN THE FRONT YARD AREA.
- WATER AND SEWER MAIN EXTENSIONS WILL BE PROVIDED WITH ESTIMATED QUANTITIES NOTED IN TABLE ON THIS PLAN. CHARLOTTE WATER HAS PROVIDED WILLINGNESS TO SERVE LETTER FOR THIS DEVELOPMENT.
- LIGHTING TO COMPLY WITH HUNTERVILLE ZONING ORDINANCE ARTICLE 8.26
- MECHANICAL AND UTILITY EQUIPMENT AT GROUND LEVEL SHALL BE PLACED IN THE SIDE OR REAR YARD AND SHALL BE SCREENED FROM VIEW BY OPAQUE SCREENING FROM GRADE LEVEL ALONG ANY PUBLIC STREET OR ADJACENT PROPERTY (ARTICLE 7.6.2). BUILDINGS THAT FRONT ON MORE THAN ONE PUBLIC STREET MAY HAVE MECHANICAL AND UTILITY EQUIPMENT LOCATED WITHIN A STREET FACING YARD, PROVIDED IT IS VISUALLY SCREENED USING COMPATIBLE BUILDING MATERIALS AND DESIGN AS THE PRINCIPLE STRUCTURE. THIS IS APPLICABLE ONLY WHERE NO OTHER REASONABLE OPTION EXISTS AS DETERMINED BY THE ADMINISTRATOR. EXAMPLES OF FEATURES LIMITING THE LOCATION OF MECHANICAL AND UTILITY EQUIPMENT MAY INCLUDE, BUT NOT LIMITED TO, THE PHYSICAL LAYOUT OF EXISTING BUILDING, THE PRESENCE OF EASEMENTS, ELEVATION CHANGES, ETC
- THE PLAN AS SHOWN IS CONCEPTUAL IN NATURE. BUILDING TYPES, SIZES, PARKING AND INTERNAL ROAD LOCATIONS ARE SUBJECT TO CHANGE.
- THE USES, ROAD LOCATIONS AND OPEN SPACE ARE SCHEMATIC AND CAN BE ADJUSTED WITH ADMINISTRATIVE APPROVAL.
- UNLESS OTHERWISE NOTES, THE DEVELOPMENT WILL ADHERE TO THE TC (TOWN CENTER) ZONING REGULATIONS OF THE TOWN OF HUNTERSVILLE.

LOCATION MAP

N

0 80 160 240
SCALE: 1" = 80'

SKETCH PLAN NOTES:

- ALL DEVELOPMENT AND CONSTRUCTION SHALL COMPLY WITH ALL ZONING AND SUBDIVISION STANDARDS OF THE TOWN OF THE TOWN OF HUNTERSVILLE, MECKLENBURG COUNTY, AND NCDOT, AS APPLICABLE.
- THIS PROPERTY MAY BE SUBJECT TO ANY EASEMENTS AND/OR RIGHT-OF-WAY ON RECORD.
- ALL AREAS DESIGNATED AS COMMON AND/OR URBAN OPEN SPACE SHALL BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION AND DEDICATED FOR PERPETUITY.
- ACCESS (INGRESS/EGRESS) LOCATION AND DESIGN SHOWN ON THIS SKETCH PLAN AREA SUBJECT TO ACHIEVING VERTICAL AND HORIZONTAL SIGHT DISTANCES, TURN LANE IMPROVEMENTS (INCLUDING) RIGHT-OF-WAY AND INTERSECTION WITH ADJACENT AND OPPOSING ACCESS POINTS. MODIFICATIONS TO PLAN MAY RESULT.
- LARGE MATURING TREES WILL BE PLANTED 40' O/C WITHIN THE REQUIRED PLANTING STRIP ALONG ALL STREETS WITH THE EXCEPTION OF RURAL PARKWAYS WHERE EXISTING TREES CAN SATISFY THE STREET TREE REQUIREMENT. SMALL MATURING TREES ARE TO BE USED WHERE OVERHEAD POWER LINES EXIST.
- MAIL DELIVERY FOR APARTMENTS SHALL OCCUR INSIDE BUILDINGS. GARBAGE PICKUP WITH BE PRIVATE AT COMPACTOR / RECYCLING ENCLOSURE ILLUSTRATED ON PLAN.
- PER ARTICLE 8.16.1 & 2 - Alleys are provided for Townhouse lots that are 50' wide and less with onsite parking.
- DIRECT ACCESS FROM LOTS TO A THOROUGHFARE IS PROHIBITED.
- ALL ALLEYWAYS SHALL BE OPEN FROM GENERAL USAGE BY THE GENERAL PUBLIC BUT SHALL NOT BE ACCEPTED BY THE PUBLIC FOR MAINTENANCE. MAINTENANCE SHALL BE THE RESPONSIBILITY OF DEVELOPER/ASSOCIATIONS OF HOMEOWNERS
- 0.5 ACRES (OR AS NECESSARY) TO BE DEDICATED TO THE TOWN OF HUNTERSVILLE FOR THE PURPOSES OF ESTABLISHING AND MAINTAINING GREENWAY CONNECTIONS WITHIN THE TOWN AND COUNTY PLANS.
- THE TOWN OF HUNTERSVILLE BUILD TO LINE IS A LINE EXTENDING THROUGH A LOT WHICH IS GENERALLY PARALLEL TO THE FRONT PROPERTY LINE AND MARKS THE LOCATION FROM WHICH THE PRINCIPLE VERTICAL PLANE OF THE FRONT BUILDING ELEVATION, EXCLUSIVE OF PORCHES, BAY WINDOWS AND SIMILAR APPURTENANCES, MUST BE ERECTED; INTENDED TO CREATE AN EVEN BUILDING FAÇADE LINE ON A STREET. THE BUILD-TO LINE IS ESTABLISHED ON THE RECORD PLAT (FINAL PLAT)

REZONING DEVELOPMENT DATA

LOCATION / LOT INFORMATION

PROPERTY OWNER (CURRENT):	VERMILLION VILLAGE LLC / VERMILLION ANCHOR MILL LLC
SITE ADDRESS:	404 NORTH CHURCH STREET
PARCEL ID NUMBER:	01902201 & 01902202
PARCEL SIZE:	29.58 ACRES
EXISTING ZONING:	TC (CD)
EXISTING USE:	VACANT
EXISTING IMPERVIOUS SURFACE:	0.80 AC (DOES NOT INCLUDE PUBLIC ROADS)
PCCO DISTRICT:	HUNTERSVILLE
WATERSHED:	CLARKE
FLOOD PLAIN:	FEMA PANEL #3710465100J - DATE 03-02-2009
	(NOT IN FEMA FLOOD ZONE)

PROPOSED / REQUIRED SITE DATA

PROPOSED USE:	MIXED USE - COMMERCIAL & RESIDENTIAL
PROPOSED ZONING:	TC (CD)
BUILDING USE:	
COMMERCIAL / OFFICE:	23,100 SF
RESIDENTIAL:	300 APARTMENT UNITS (187 - 1BR, 113 - 2BR)
	61 TOWNHOME UNITS (ATTACHED HOUSING)
PROPOSED IMPERVIOUS COVERAGE:	21 AC
REQUIRED PARKING:	
COMMERCIAL / OFFICE:	1 SPACE / 500 SF (46 REQ'D)
PROVIDED (COMMERCIAL):	143 OFF-STREET PARKING SPACES
RESIDENTIAL:	1.0 SPACES / 1 BR APT UNIT (187 REQ'D) -
	1.5 SPACES / 2 BR + UNIT (170 REQ'D) -
	357 TOTAL REQUIRED
PROVIDED (RESIDENTIAL):	84 TUCK UNDER GARAGE SPACES & 337 OFF-STREET SPACES
	421 TOTAL PROVIDED
ON-STREET PARKING (ALL USES):	0 REQUIRED / 93 ON STREET SPACES PROVIDED
TOTAL (REQ'D / PROPOSED):	403 REQUIRED / 657 TOTAL SPACES PROVIDED
URBAN OPEN SPACE:	0.92 ACRES
NATURAL OPEN SPACE:	3.75 ACRES

URBAN OPEN SPACE

TYPE	SIZE OPEN SPACE
PLAZA	29,000 SF
GREEN	7900 SF

BLOCK LENGTHS:

- * ALL BLOCKS ARE LESS THAN 800' AND MEET THE MAJOR RESIDENTIAL STANDARDS.
- * TRAFFIC CIRCLE PROPOSED FOR TRAFFIC CALMING WITHIN DEVELOPMENT.

LEGEND

- APARTMENT
- TOWNHOME
- COMMERCIAL
- VEGETATIVE BUFFER
- URBAN OPEN SPACE
- NATURAL OPEN SPACE
- CURB AND GUTTER
- SIDEWALK

SITE PLAN DATA TABLE

TOTAL ACREAGE:	30.72 ACRES	
TOTAL SQUARE FEET:	1,338,320 SF	
PRINCIPLE USES:	RESIDENTIAL AND LIMITED COMMERCIAL	
BUILDING TYPE:	APARTMENTS, TOWNHOMES & COMMERCIAL	
ZONING DISTRICT:	TC-CD	
PERCENTAGE IMPERVIOUS ALLOWED:	N/A - NOT IN A RESTRICTIVE WATERSHED	
PERCENTAGE OF IMPERVIOUS SHOWN	60% (17.75 ACRES - NOT INCLUDING EXISTING PUBLIC ROADS)	
LOT COUNT (SHOWN CURRENTLY)	74 PROPOSED CURRENTLY	
APARTMENT DWELLINGS	300	
TOWNHOUSES:	61	
COMMERCIAL UNITS:	3	
TOTAL SF OF NON RESIDENTIAL:	23,100	
LOT SIZE RANGE & LOTS IN EACH (TOWNHOMES):	1080SF - 5000 SF	61 LOTS
LOT WIDTHS RANGE & LOTS IN EACH (TOWNHOMES):	20' - 72'	61 LOTS
SETBACKS AND BUILD-TO-LINES		
FRONT BTL RANGE OR SETBACK:	5' - 25' FOR RESIDENTIAL / 0-15' FOR COMMERCIAL	
CORNER SETBACKS:	5' - 25' FOR RESIDENTIAL / 0-15' FOR COMMERCIAL	
REAR SETBACKS:	0	
RIGHT SIDE SETBACK:	0	
LEFT SIDE SETBACK:	0	
WATERSHED INFORMATION		
IS THIS PROPERTY IN A REGULATED DISTRICT?	NO	
WATERSHED DISTRICT:	CLARKE	
LOW DENSITY / HIGH DENSITY:	HIGH DENSITY	
PERCENTAGE OF ALLOWABLE IMPERVIOUS AREA:	N/A	
PERCENTAGE OF IMPERVIOUS AREA SHOWN ON PLANS:	60%	
AMOUNT OF LOT AREA SET ASIDE FOR FUTURE IMPERVIOUS:	N/A	

*NOTE: THE USES THAT ARE SHOWN ON THE PLAN ARE SCHEMATIC AND CAN BE ADJUSTED ADMINISTRATIVELY, AS PERMITTED WITHIN THE TC ZONING DISTRICT.

REV PER TOWN COMMENTS	COMMENT
10-28-20	ISSUED

REVISIONS

NORTH CAROLINA PROFESSIONAL SEAL 032313 ENGINEER EUGENE S. HINKLE 10-28-2020

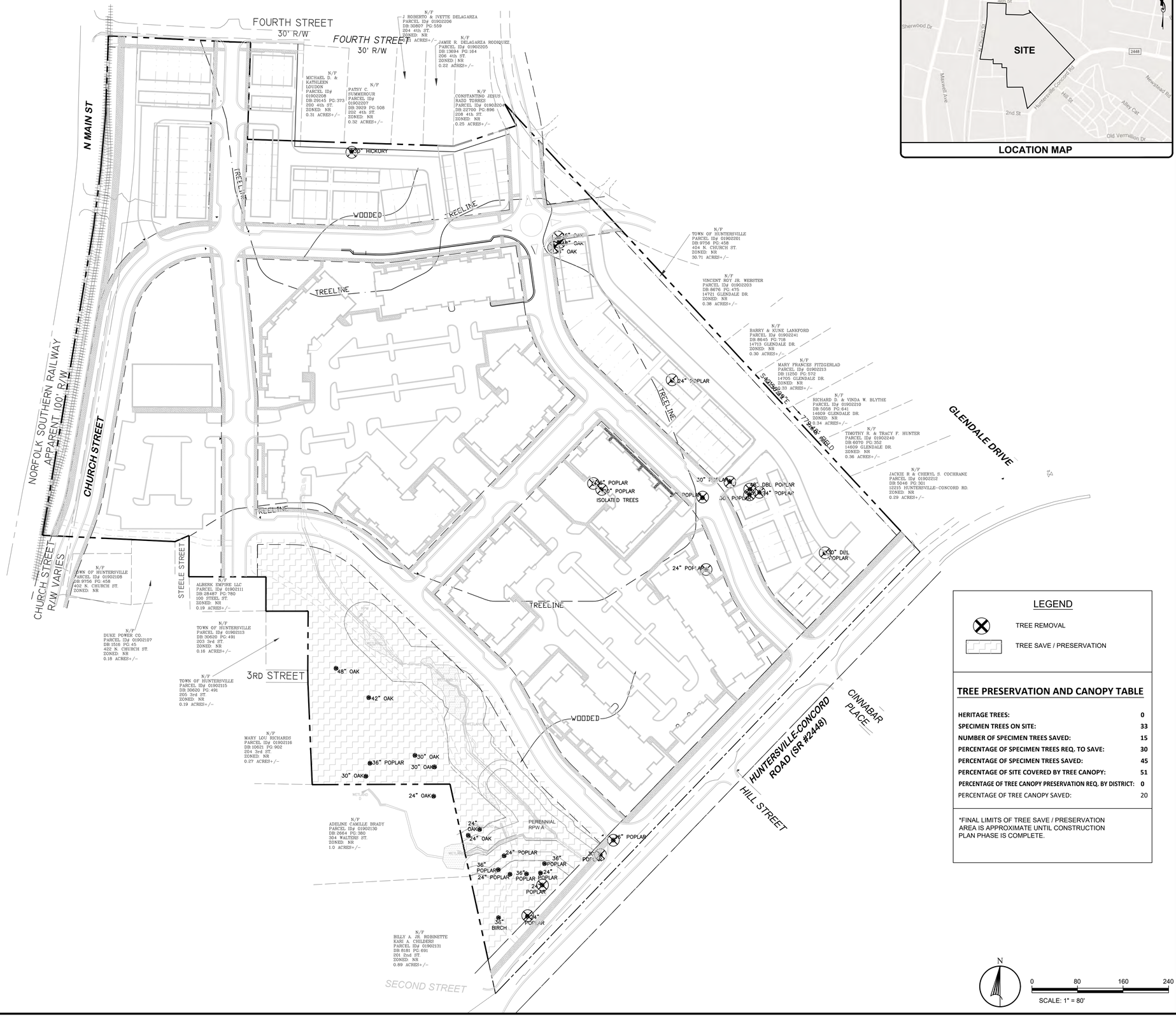
CSS, INC.
NORTH CAROLINA
COA #C-3123

CSS Civil Engineers
(864) 855-5200
www.css-en
402 East First Avenu
Easley, South Car

SKETCH PLA
HUNTE
404 NORT
VERMIL

Date:	9-1-2020
Drawn:	GDH
Checked:	---

SP-1.1
Sheet



LOCATION MAP

LEGEND

- TREE REMOVAL
- TREE SAVE / PRESERVATION

TREE PRESERVATION AND CANOPY TABLE

HERITAGE TREES:	0
SPECIMEN TREES ON SITE:	33
NUMBER OF SPECIMEN TREES SAVED:	15
PERCENTAGE OF SPECIMEN TREES REQ. TO SAVE:	30
PERCENTAGE OF SPECIMEN TREES SAVED:	45
PERCENTAGE OF SITE COVERED BY TREE CANOPY:	51
PERCENTAGE OF TREE CANOPY PRESERVATION REQ. BY DISTRICT:	0
PERCENTAGE OF TREE CANOPY SAVED:	20

*FINAL LIMITS OF TREE SAVE / PRESERVATION AREA IS APPROXIMATE UNTIL CONSTRUCTION PLAN PHASE IS COMPLETE.

N

0 80 160 240

SCALE: 1" = 80'

REVISIONS

ISSUED	COMMENT

NORTH CAROLINA PROFESSIONAL SEAL 038310 ENGINEER
09-01-2020

CSS, INC.
NORTH CAROLINA
COA #C-3123

CSS Civil Engineers
402 East First Avenue
Easley, South Carolina 29640
(864) 855-5200
www.css-eng.com

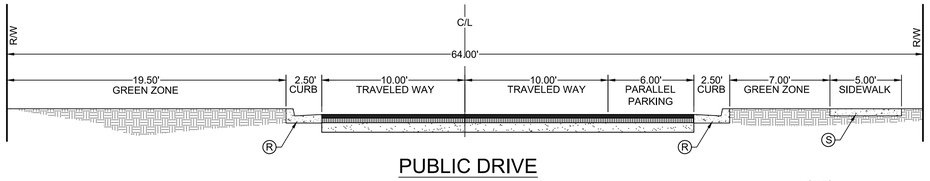
TREE SURVEY / PRESERVATION PLAN

VERMILLION VILLAGE

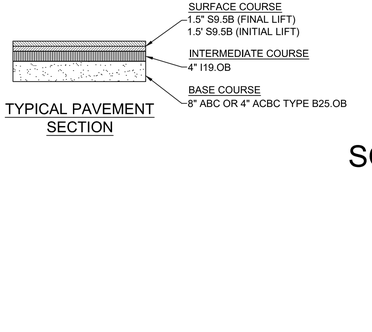
404 NORTH CHURCH STREET
HUNTERSVILLE, NC 28078

Date:	9-1-2020
Drawn:	RM
Checked:	GDH

SP 1.2
Sheet



PUBLIC DRIVE



TYPICAL PAVEMENT SECTION

KEY

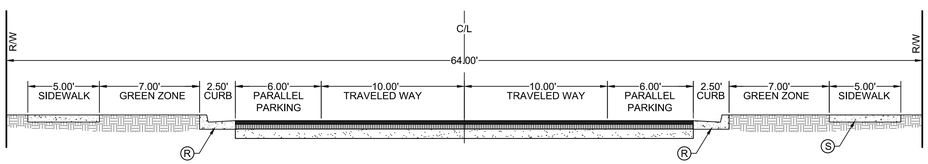
(R) 30" STD CURB AND GUTTER

(S) 4" CONCRETE SIDEWALK

NOTES:
1. SIDEWALK SHALL BE PROVIDED ON BOTH SIDES OF THE STREET.
2. SEE SECTION ii B. FOR ADDITIONAL DESIGN CRITERIA.
3. BASE COURSE TO EXTEND SIX INCHES BEYOND BACK OF CURB THEN TAPER OUT AT A 45 DEGREE ANGLE.
4. REFER TO STANDARD DRAWING 285.1 FOR PARALLEL PARKING LAYOUT.

NORTHERN DRIVE SECTION "A-A"

SCALE: 1"=5'



PUBLIC DRIVE

TYPICAL PAVEMENT SECTION

KEY

(R) 30" STD CURB AND GUTTER

(S) 4" CONCRETE SIDEWALK

NOTES:
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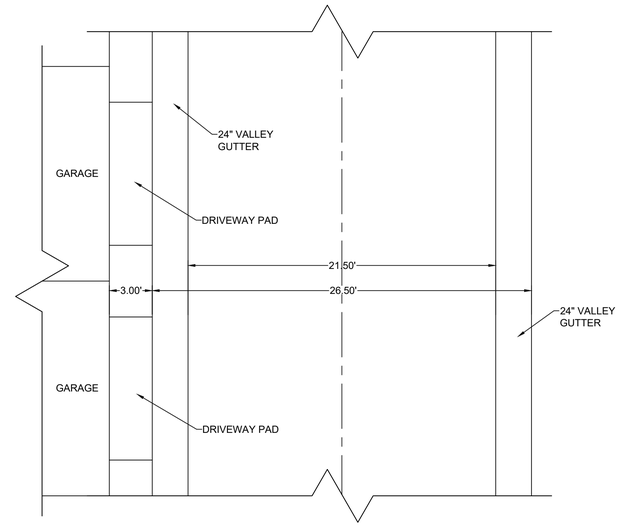
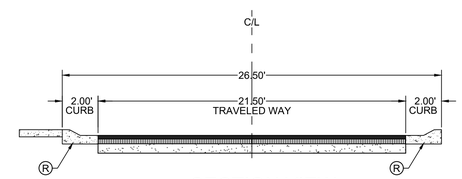
2. SEE SECTION ii B. FOR ADDITIONAL DESIGN CRITERIA.
3. BASE COURSE TO EXTEND SIX INCHES BEYOND BACK OF CURB THEN TAPER OUT AT A 45 DEGREE ANGLE.
4. REFER TO STANDARD DRAWING 285.1 FOR PARALLEL PARKING LAYOUT.

SOUTHERN DRIVE SECTION "B-B"

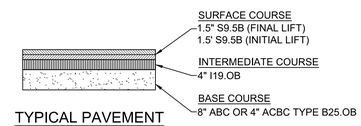
SCALE: 1"=5'



PLAN VIEW



SECTION VIEW



TYPICAL PAVEMENT SECTION

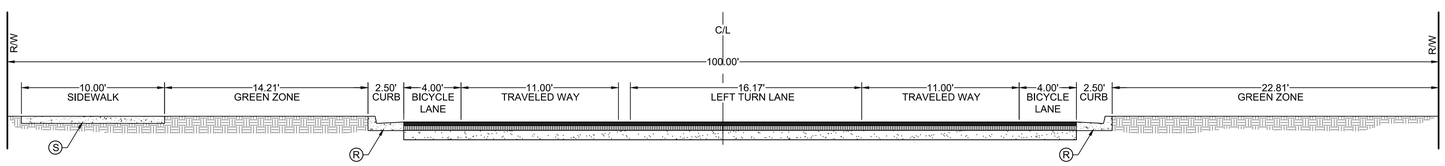
KEY

(R) 24" VALLEY CURB

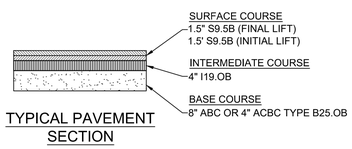
NOTES:
1. ALLEYS SHALL BE CONSIDERED PRIVATE EASEMENTS AND WILL NOT BE ACCEPTED FOR MAINTENANCE.
2. SUBGRADE SHALL BE COMPACTED TO PUBLIC STREET STANDARDS.
3. STORM DRAINAGE (NOT SHOWN) SHALL BE PROVIDED AS NECESSARY.
4. RIBBON CURB TO BE TEN INCHES THICK.

ALLEYWAY SECTION "D-D"

SCALE: 1"=5'



PUBLIC DRIVE



TYPICAL PAVEMENT SECTION

KEY

(R) 30" STD CURB AND GUTTER

(S) 4" CONCRETE SIDEWALK

NOTES:
1. SIDEWALK SHALL BE PROVIDED ON BOTH SIDES OF THE STREET.
2. SEE SECTION ii B. FOR ADDITIONAL DESIGN CRITERIA.
3. BASE COURSE TO EXTEND SIX INCHES BEYOND BACK OF CURB THEN TAPER OUT AT A 45 DEGREE ANGLE.
4. REFER TO STANDARD DRAWING 285.1 FOR PARALLEL PARKING LAYOUT.

HUNTERSVILLE CONCORD ROAD SECTION "C-C"

SCALE: 1"=5'

REVISIONS

ISSUED	COMMENT

NORTH CAROLINA PROFESSIONAL SEAL 032913 ENGINEER

CSS Civil Engineers
402 East First Avenue
Easley, South Carolina 29640
(864) 855-5200
www.css-eng.com

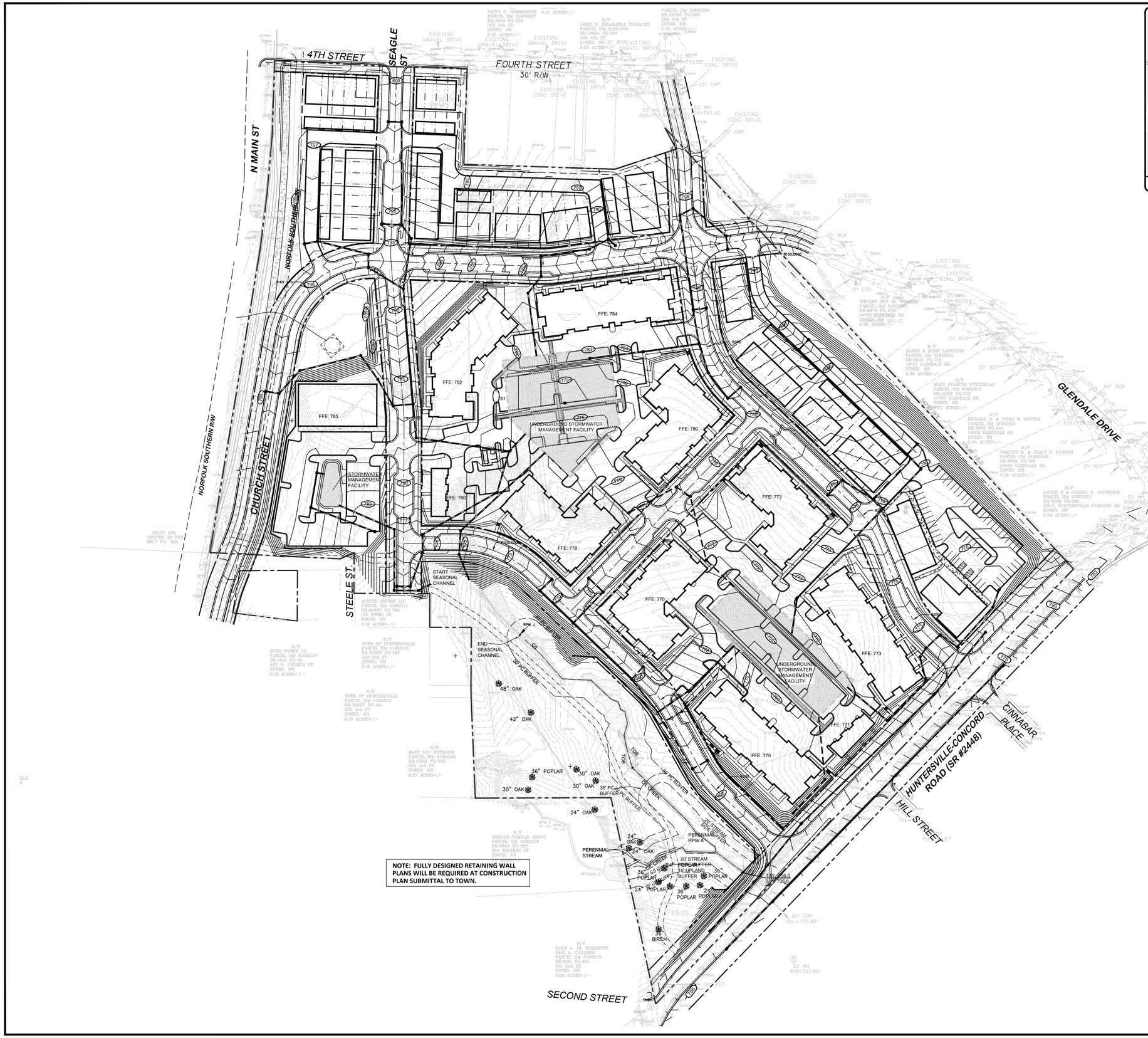
STREET SECTION PLAN

VERMILLION VILLAGE

Date:	10-28-2020
Drawn:	GDH
Checked:	---

SP 1.3

Sheet



LOCATION MAP

N

0 80 160 240

SCALE: 1" = 80'

LEGEND

EXISTING	PROPOSED	DESCRIPTION
680	680	CONTOUR LINE
680.0	80.0	SPOT ELEVATION
		STORM DRAIN INLET
18" RCP		STORM DRAIN PIPE

REVISIONS	
COMMENT	REV PER TOWN COMMENTS
ISSUED: 8-28-20	

NORTH CAROLINA PROFESSIONAL SEAL 032313 ENGINEER EUGENE D. HUNTER III 10-28-2020

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NORTH CAROLINA
COA #C-3123

CSS Civil Engineers
(864) 855-5200
www.css-en
402 East First Avenu
Easley, South Car

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404 NOR
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Date:	9-1-2020
Drawn:	GDH
Checked:	---

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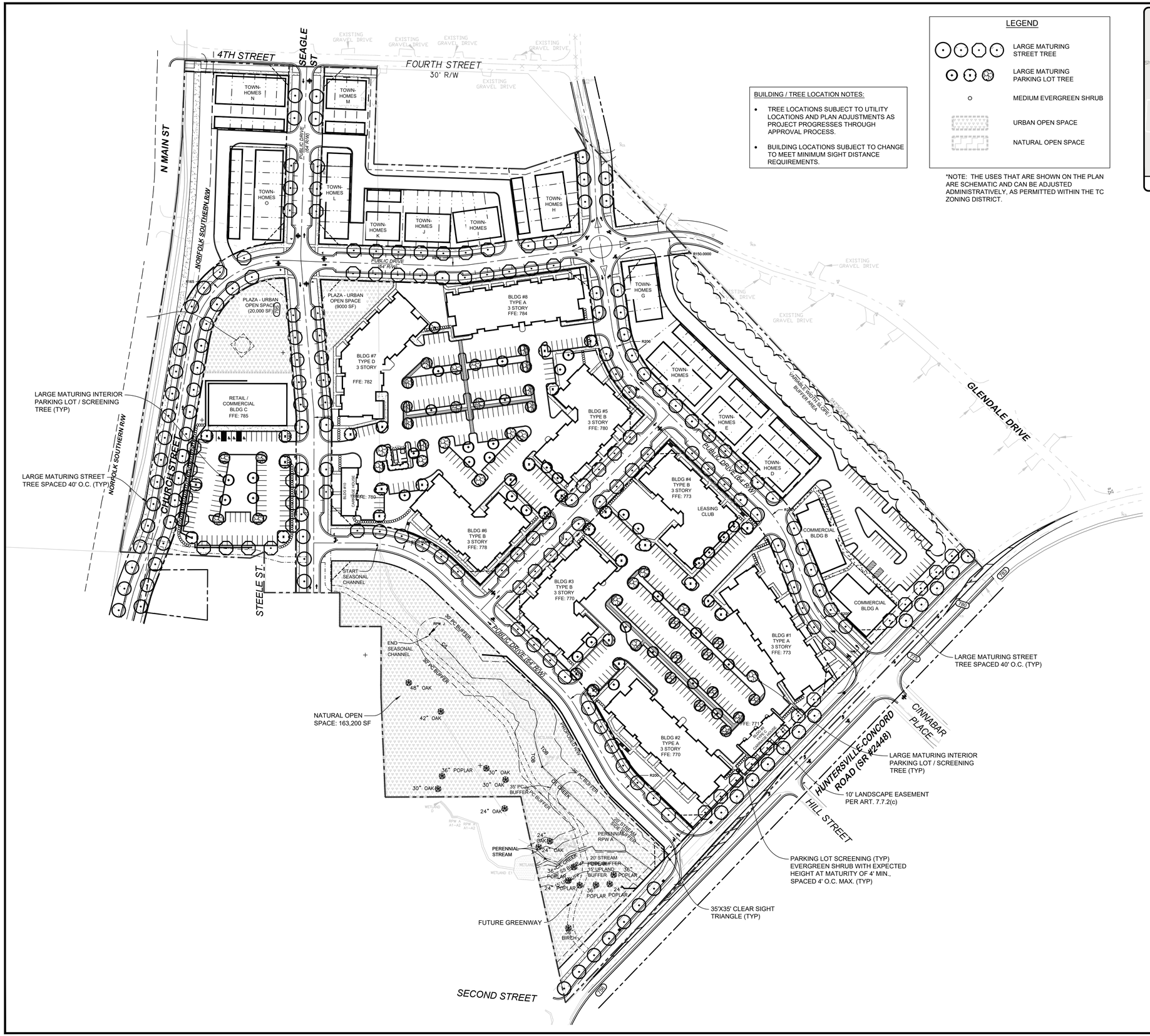

BUILDING / TREE LOCATION NOTES:

- TREE LOCATIONS SUBJECT TO UTILITY LOCATIONS AND PLAN ADJUSTMENTS AS PROJECT PROGRESSES THROUGH APPROVAL PROCESS.
- BUILDING LOCATIONS SUBJECT TO CHANGE TO MEET MINIMUM SIGHT DISTANCE REQUIREMENTS.

LEGEND

- LARGE MATURING STREET TREE
- LARGE MATURING PARKING LOT TREE
- MEDIUM EVERGREEN SHRUB
- URBAN OPEN SPACE
- NATURAL OPEN SPACE

*NOTE: THE USES THAT ARE SHOWN ON THE PLAN ARE SCHEMATIC AND CAN BE ADJUSTED ADMINISTRATIVELY, AS PERMITTED WITHIN THE TC ZONING DISTRICT.

LOCATION MAP

N

0 80 160 240

SCALE: 1" = 80'

LANDSCAPE NOTES

- Street tree locations are conceptual - final locations will be determined during construction document phase.
- All trees shall be a minimum of 2 inches in caliper and 8 feet in height at the time of planting, unless otherwise specified.
- All shrubs shall be a minimum of 3 feet in height at the time of planting with an expected minimum height of at least 6 feet at maturity unless otherwise specified.
- Once streets have been accepted by the town or the state, street trees shall be maintained and cared for by the property owner adjacent to the tree except in subdivisions where the property owners association provides maintenance and care. Prior to street acceptance, the developer shall be responsible for ensuring maintenance and care. Maintenance shall include replacement and trimming as necessary. A maintenance responsibility statement shall be provided on the Final Plat and documented within the homeowners association articles of incorporation or the restrictive covenants / deed restrictions for the development.
- All tree save areas must be specified on the recorded plat, individual recorded deeds, and all property association documents for land held in common.

- Lots less than 10,000 sf. 1 Front Yard, 1 Rear Yard Tree Required.
- Lots less than 10,000-15,000 sf. 1 Front Yard, 2 Rear Yard Trees Required.
- Lots less than 15,001-20,000 sf. 2 Front Yard, 2 Rear Yard Trees Required.
- More than 20,000 sf. 3 Front Yard, 3 Rear Yard Trees Required.

PERIMETER PARKING LOT LANDSCAPING REQUIREMENTS

- Screening shall be provided by installing along the perimeter of the parking lot a continuous row of evergreen shrubs max, separation 6' on center (minimum height3' at installation, expected height at maturity at least 6') and/or masonry wall 3' to 6' in height. This screen may be penetrated for access between parking lots.
- As an alternative screening requirement for parking lot edge(s) which abut street rights of way, a 3' masonry wall to provide casual seating may be installed in place of the continuous row of shrubs described in A., above.

ADDITIONAL SCREENING REQUIREMENTS:

- Dumpsters shall be set on a concrete bed and shall be hidden by an opaque fence or wall of sufficient height to screen the bin and any appurtenances, but not less than 6' in height.
- Trash containers / dumpsters shall not be located abutting residential property.
- Wherever used, fences and walls should be constructed to match the architectural detail of the main building(s).
- All mechanical equipment shall be screened from view with an opaque screen.
- All tree/shrub types shall be listed as an approved type on the Town of Huntersville Tree & Shrub List.

REVISIONS	
ISSUED	COMMENT
08-28-20	REV PER OWN COMMENTS

NORTH CAROLINA PROFESSIONAL SEAL 032313 ENGINEER EUGENE D. HAMME, JR. 10-28-2020

CSS, INC.
NORTH CAROLINA
COA #C-3123

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402 East First Avenu
Easley, South Car

PLAN

SKETCH PLAN

HUNTE
404 NORT
HUNTERSVILLE, NORTH CAROLINA

Date:	9-1-2020
Drawn:	GDH
Checked:	---

L-1.0

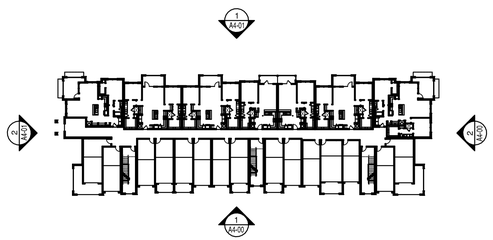
Sheet

1 BUILDING TYPE 'A' ELEVATION

SCALE: 1/8" = 1'-0"

2 BUILDING TYPE 'A' ELEVATION

SCALE: 1/8" = 1'-0"



3 BUILDING KEY

SCALE: NTS

ELEVATION LEGEND:

- SCUPPER AND DOWN SPOUT LOCATIONS INSIDE CORNER WHEN POSSIBLE
- WINDOW KEY
- BRICK
- FIBER CEMENT PANEL
- BOARD AND BATTEN 1X4 TRIM 16" O.C.
- FIBER CEMENT SIDING

GENERAL NOTES:

- WALL MOUNTED SERVICE EQUIPMENT AND SERVICE LINES TO BE PAINTED TO MATCH BUILDING.
- DOWNSPOUT LOCATIONS ARE CONCEPTUAL IN NATURE COORDINATED BY THE AND MUST BE CONTRACTOR ON SITE WITH THE LANDSCAPING, RETAINING WALLS, SIDEWALKS AND INDIVIDUAL BUILDING ORIENTATION AND DRAINAGE TO INSURE THAT OUTFLOW FROM DOWNSPOUTS DOES NOT CROSS WALKING OR DRIVING SURFACES. IT IS THE INTENT OF THE ARCHITECT THAT GUTTER DOWNSPOUTS TERMINATE IN UNDERGROUND DRAINAGE PIPING AND CARRIED AWAY FROM THE BUILDING AND OTHER FINISHED SURFACES WHERE POSSIBLE.
- REFER TO MANUFACTURE REQUIREMENTS FOR INSTALATION OF CONTROL JOINTS.
- ALIGN VENTS VERTICALLY AND HORIZONTALLY.
- THE SCREEN USED ON THE ROOF TOP HVAC SHALL BE REQUIRED TO MATCH/BLEND IN WITH THE ROOF COLOR.
- EXTERIOR MATERIALS TO TERMINATE ON INSIDE CORNERS. ARCHITECT TO BE NOTIFIED OF ANY DEVIATION.

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REVISIONS

HUNTERSVILLE

APARTMENTS IN HUNTERSVILLE, NORTH CAROLINA FOR

EMBREY DEVELOPMENT COMPANY

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HEDK ARCHITECTS
4202 BELTWAY DRIVE ADDISON, TX 75001
214.520.8878 hedk.com

DATE XX-XX-2020

PROJECT 20159

SHEET NUMBER A4-00

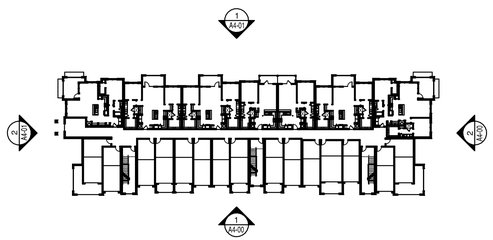
BUILDING 'A' ELEVATIONS

1 BUILDING TYPE 'A' ELEVATION

SCALE: 1/8" = 1'-0"

2 BUILDING TYPE 'A' ELEVATION

SCALE: 1/8" = 1'-0"



3 BUILDING KEY

SCALE: NTS

ELEVATION LEGEND:

- SCUPPER AND DOWN SPOUT LOCATIONS INSIDE CORNER WHEN POSSIBLE
- WINDOW KEY
- BRICK
- FIBER CEMENT PANEL
- BOARD AND BATTEN 1X4 TRIM 16" O.C.
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DATE XX-XX-2020

PROJECT 20159

SHEET NUMBER A4-01

BUILDING 'A' ELEVATIONS

1 BUILDING TYPE 'B' ELEVATION

SCALE: 1/8" = 1'-0"

ELEVATION LEGEND:

- SCUPPER AND DOWN SPOUT LOCATIONS INSIDE CORNER WHEN POSSIBLE
- WINDOW KEY
- BRICK
- FIBER CEMENT PANEL
- BOARD AND BATTEN 1X4 TRIM 16" O.C.
- FIBER CEMENT SIDING

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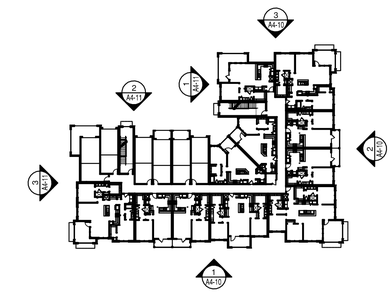

4 BUILDING KEY

SCALE: NTS

2 BUILDING TYPE 'B' ELEVATION

SCALE: 1/8" = 1'-0"

3 BUILDING TYPE 'B' ELEVATION

SCALE: 1/8" = 1'-0"

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REVISIONS

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APARTMENTS IN HUNTERSVILLE, NORTH CAROLINA FOR

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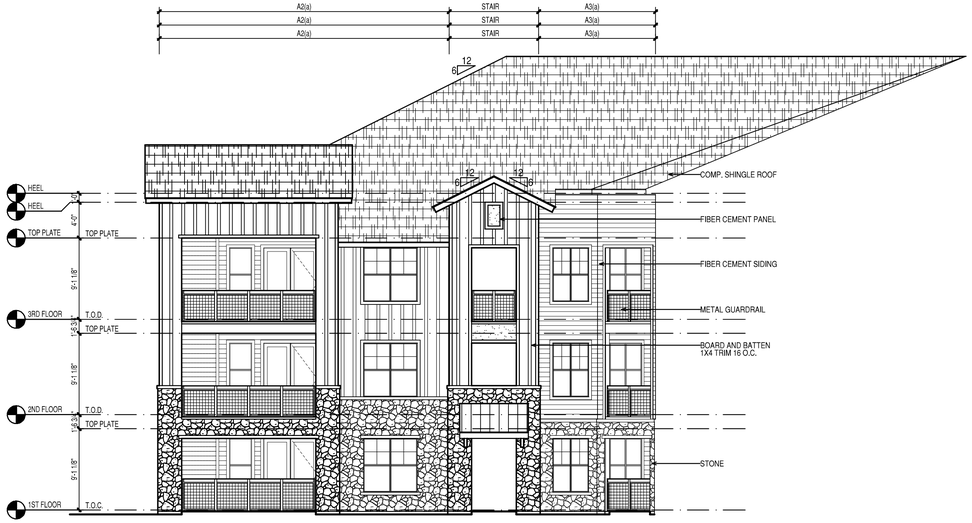
DATE XX-XX-2020

PROJECT 20159

SHEET NUMBER A4-10

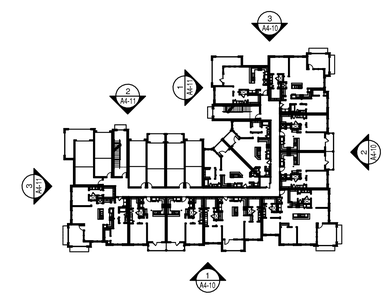
BUILDING 'B' ELEVATIONS



1 BUILDING TYPE 'B' ELEVATION
SCALE: 1/8" = 1'-0"

2 BUILDING TYPE 'B' ELEVATION
SCALE: 1/8" = 1'-0"

3 BUILDING TYPE 'B' ELEVATION
SCALE: 1/8" = 1'-0"



4 BUILDING KEY
SCALE: NTS

ELEVATION LEGEND:

- SCUPPER AND DOWN SPOUT LOCATIONS INSIDE CORNER WHEN POSSIBLE
- WINDOW KEY
- BRICK
- FIBER CEMENT PANEL
- BOARD AND BATTEN 1X4 TRIM 16" O.C.
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REVISIONS

HUNTERSVILLE

APARTMENTS IN HUNTERSVILLE, NORTH CAROLINA FOR
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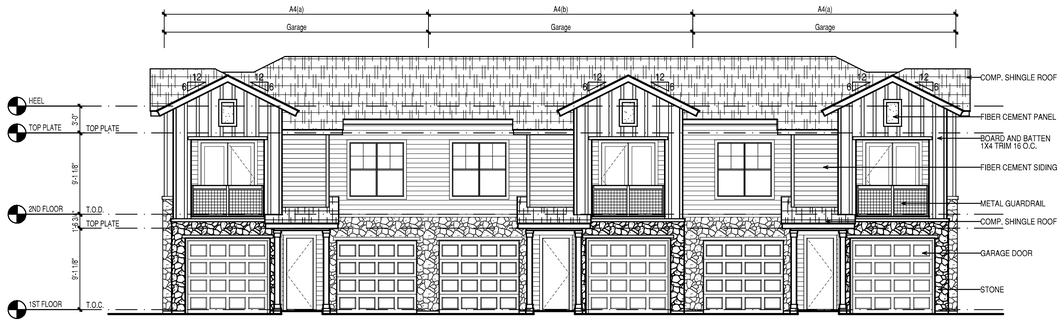
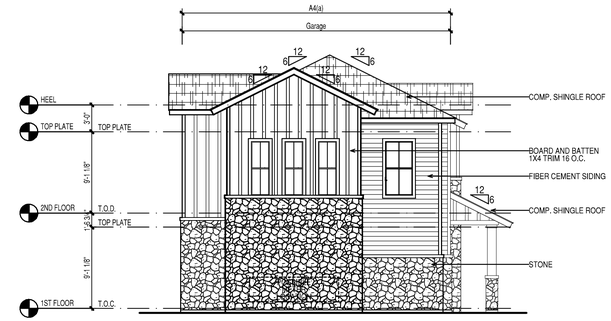
DATE
XX-XX-2020

PROJECT
20159

SHEET NUMBER
A4-11
BUILDING 'B' ELEVATIONS

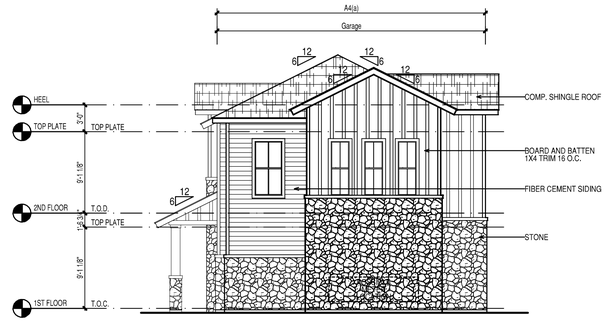


1 BUILDING TYPE 'C' ELEVATION
SCALE: 1/8" = 1'-0"

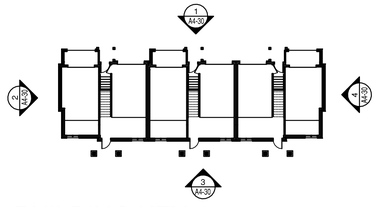


2 BUILDING TYPE 'C' ELEVATION
SCALE: 1/8" = 1'-0"

3 BUILDING TYPE 'C' ELEVATION
SCALE: 1/8" = 1'-0"



4 BUILDING TYPE 'C' ELEVATION
SCALE: 1/8" = 1'-0"



5 BUILDING KEY
SCALE: NTS

ELEVATION LEGEND:

- SCUPPER AND DOWN SPOUT LOCATIONS INSIDE CORNER WHEN POSSIBLE
- WINDOW KEY
- BRICK
- FIBER CEMENT PANEL
- BOARD AND BATTEN 1X4 TRIM 16" O.C.
- FIBER CEMENT SIDING

GENERAL NOTES:

- WALL MOUNTED SERVICE EQUIPMENT AND SERVICE LINES TO BE PAINTED TO MATCH BUILDING.
- DOWNSPOUT LOCATIONS ARE CONCEPTUAL IN NATURE COORDINATED BY THE AND MUST BE CONTRACTOR ON SITE WITH THE LANDSCAPING, RETAINING WALLS, SIDEWALKS AND INDIVIDUAL BUILDING ORIENTATION AND DRAINAGE TO INSURE THAT OUTFLOW FROM DOWNSPOUTS DOES NOT CROSS WALKING OR DRIVING SURFACES. IT IS THE INTENT OF THE ARCHITECT THAT GUTTER DOWNSPOUTS TERMINATE IN UNDERGROUND DRAINAGE PIPING AND CARRIED AWAY FROM THE BUILDING AND OTHER FINISHED SURFACES WHERE POSSIBLE.
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- EXTERIOR MATERIALS TO TERMINATE ON INSIDE CORNERS. ARCHITECT TO BE NOTIFIED OF ANY DEVIATION.

REVISIONS

HUNTERSVILLE

APARTMENTS IN HUNTERSVILLE, NORTH CAROLINA FOR
EMBREY DEVELOPMENT COMPANY

REVIEW SET NOT TO BE USED FOR REGULATORY APPROVAL, PERMIT, OR CONSTRUCTION.

HEDK ARCHITECTS
4202 BELTWAY DRIVE ADDISON, TX 75001
214.528.8878
hedk.com

DATE
XX-XX-2020

PROJECT
20159

SHEET NUMBER
A4-30
BUILDING 'C' ELEVATIONS

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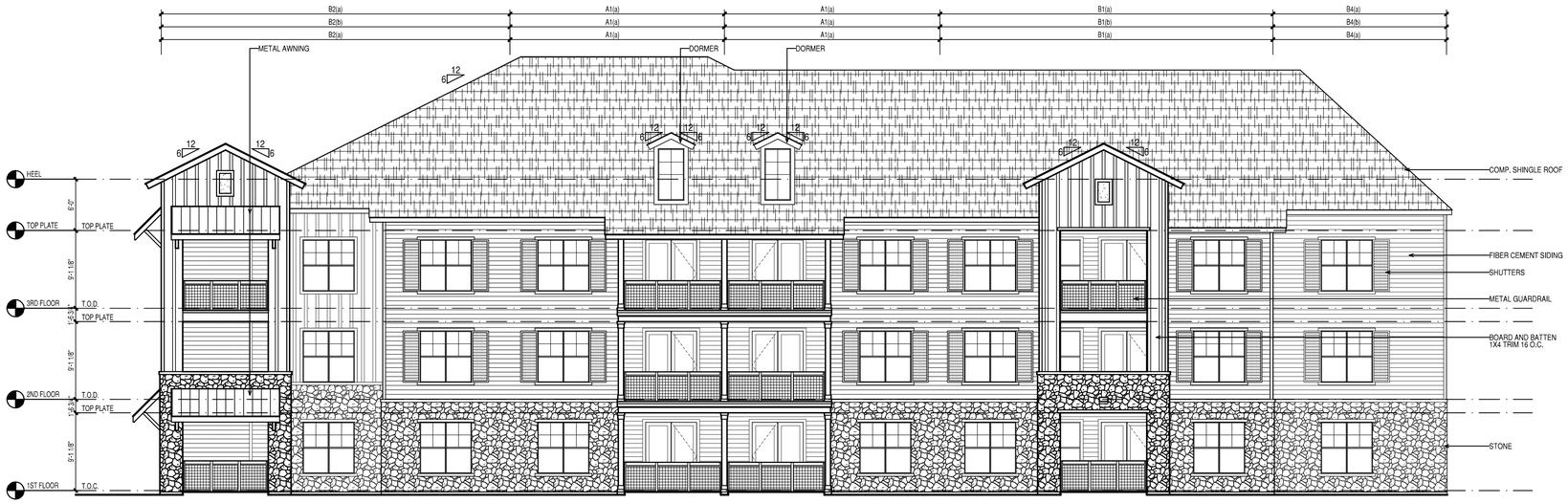

1 BUILDING TYPE 'D' ELEVATION
SCALE: 1/8" = 1'-0"

ELEVATION LEGEND:

- SCUPPER AND DOWN SPOUT LOCATIONS INSIDE CORNER WHEN POSSIBLE
- WINDOW KEY
- BRICK
- FIBER CEMENT PANEL
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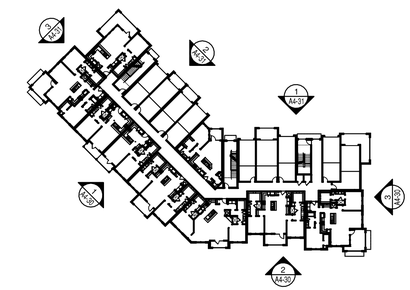
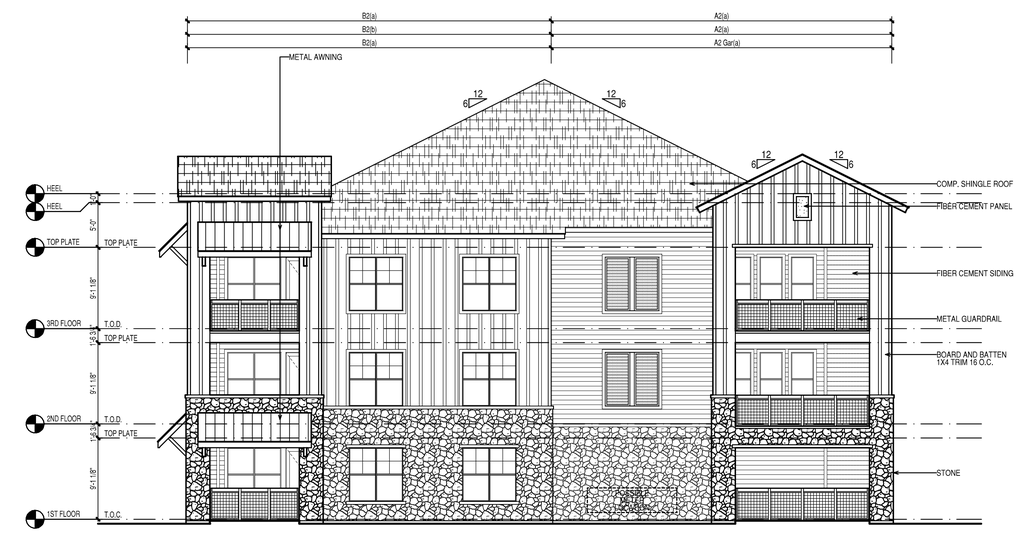


4 BUILDING KEY
SCALE: NTS

2 BUILDING TYPE 'D' ELEVATION
SCALE: 1/8" = 1'-0"



3 BUILDING TYPE 'D' ELEVATION
SCALE: 1/8" = 1'-0"

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REVISIONS

HUNTERSVILLE

APARTMENTS IN HUNTERSVILLE, NORTH CAROLINA FOR
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REVIEW SET NOT TO BE USED FOR REGULATORY APPROVAL, PERMIT, OR CONSTRUCTION.

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4202 BELTWAY DRIVE ADDISON, TX 75001
214.520.8878 hedk.com

DATE XX-XX-2020

PROJECT 20159

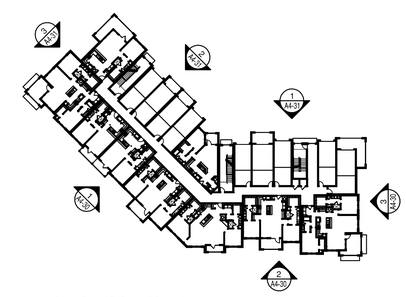
SHEET NUMBER A4-40

BUILDING 'D' ELEVATIONS

1 BUILDING TYPE 'D' ELEVATION
SCALE: 1/8" = 1'-0"

2 BUILDING TYPE 'D' ELEVATION
SCALE: 1/8" = 1'-0"

3 BUILDING TYPE 'D' ELEVATION
SCALE: 1/8" = 1'-0"



4 BUILDING KEY
SCALE: NTS

ELEVATION LEGEND:
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REVISIONS

HUNTERSVILLE

APARTMENTS IN HUNTERSVILLE, NORTH CAROLINA FOR
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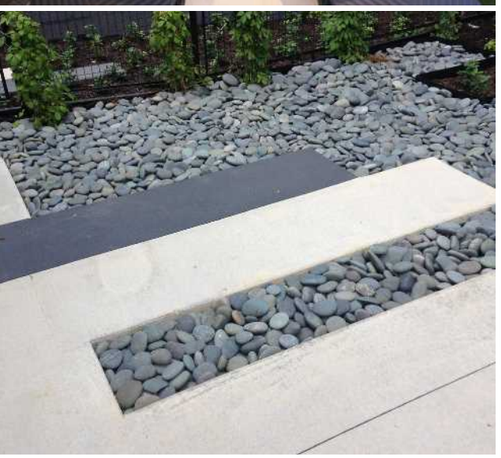
214.520.8878 hedk.com

DATE
XX-XX-2020

PROJECT
20159

SHEET NUMBER
A4-41
BUILDING 'D' ELEVATIONS



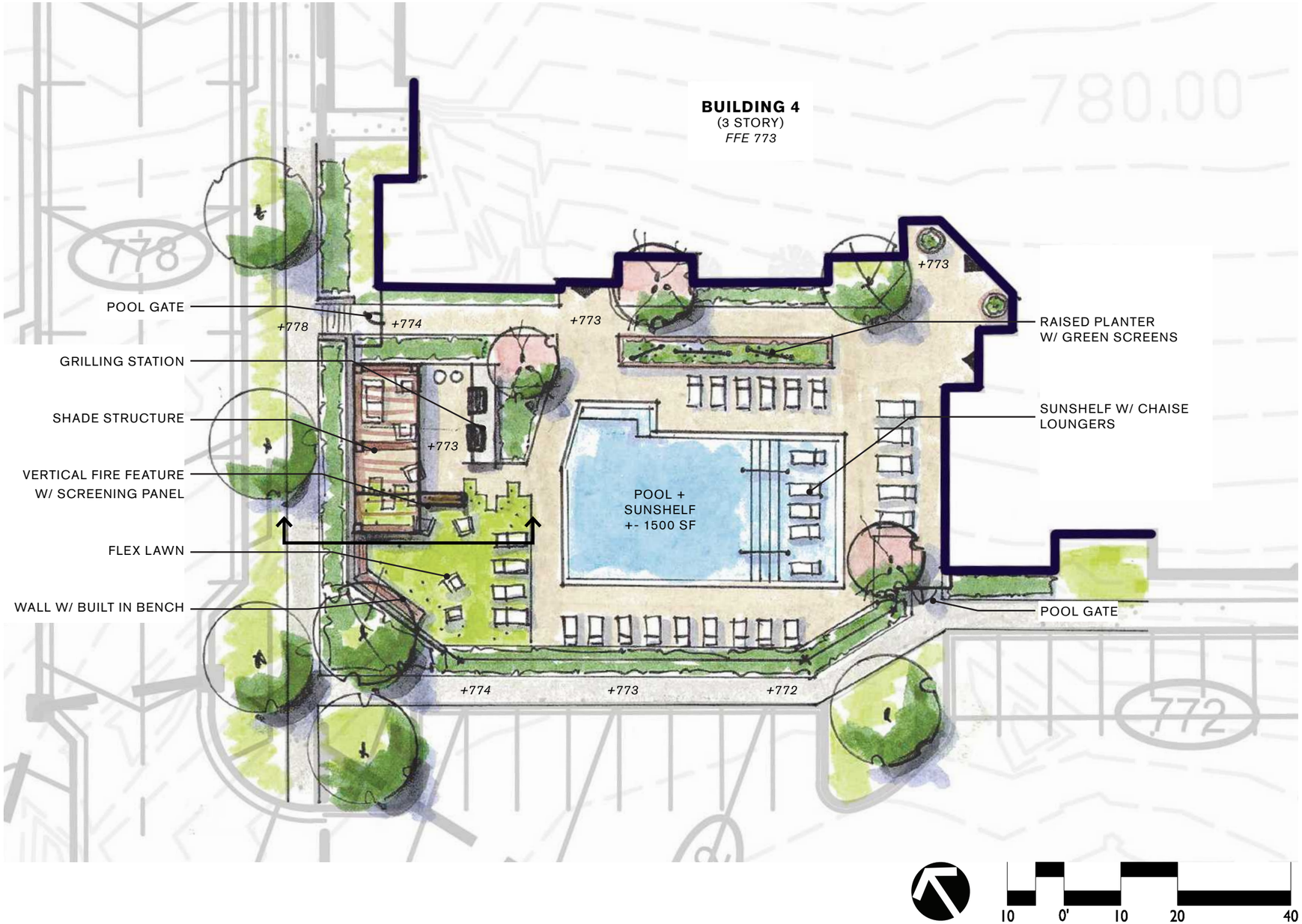
VERMILLION VILLAGE

AMENITY CONCEPT C

LandDesign.

VERMILLION VILLAGE

AMENITY CONCEPT C



LandDesign.

Bowman Development Group, Inc.

October 19, 2020

SUBJECT: Notice of neighborhood meeting for a subdivision rezoning and sketch plan review of approximately +/- 30.43 acres located on North Church Street and Huntersville-Concord Road.

To Whom It May Concern:

The property was previously rezoned Town Center Conditional District with Town of Huntersville approval as of 7/20/2017.

Site plan provided for: 400 Residential Units (Apartments and Townhomes)
6 mixed use/live work units
165,000 square feet of non residential

The current rezoning and sketch plan request is for Town Center Conditional District.

This site plan shows a maximum of: 374 Residential Units (Apartments & Townhomes)
22,000 square feet Commercial

Recipients of this letter meet the notification requirements of the Town of Huntersville as being either adjacent landowners or neighborhood organizations with at least a portion of their residents located within 250 ft. of the subject property.

MEETING DETAIL:

6:00 p.m.
October 29th, 2020
Via: Zoom
Meeting ID: 829 9013 2317
Meeting Password: 9LDdAd
Invite Link: https://us02web.zoom.us/j/82990132317?pwd=Sk96WW8zUEdSdTBWYXQwem5ZY1dyQT09

You are welcome to attend the above-mentioned neighborhood meeting. There will be an opportunity to ask questions about the proposed subdivision.

Sincerely,

Robert Bowman

Sign In

1- Kathy Stewart - 10816 Drake Hill Dr - 843-439-0715 - krws77@yahoo.com

2- Mary Fitzgerald - 14705 Glendale Dr - 704-408-6356 - Miffran@aol.com

3- Dan Boone (Commissioner)

4- Sierra (Planning Staff)

5- Lindsay Krone - 10416 Drake Hill Dr - 704-351-7032 - Lindsay.Krone@gmail.com

6- Stacey Scott Walker - 204 Walker St - 704-947-0230 - swalker442@gmail.com

7- Diana Taylor - 100 Steele St - 704-728-6317 - diana5858@gmail.com

8- Kathy Jones - 104 Walters St - kathymariejones@bellsouth.net

9- Kathleen Loudon - 216 Fourth St - 704.948.4004 - kloudonpayroll@gmail.com

10- Billy & Kari Robinette - 201 A Second St - 704-840-7382 - prechalamb@aol.com

11- Jack Simoneau (Planning Director)

12- Charles Gelsanliter - 201 Third St - 704-957-9257 - cgeosanliter@yahoo.com

13- Janet Webb - 109 Joyce Ave - 704-947-2784 - janet4b8webb@gmail.com

14- Nick Walsh (Commissioner)

15- Melinda Bales (Commissioner)

16- Lance Munger (Commissioner)

17- Hitesh Bhandi - 217 Fourth St - 980-722-8997 - HiteBhandi@gmail.com

- Started Zoom Meeting at 5:40pm to sign in participants
- Began Presentation at 6:10pm

Questions & Comments

- Kathy Stewart - We already have a traffic problem.

- We are widening Huntersville Concord Rd along frontage and Main Street project is moving forward
- Jack updates on projects in the area

- Mary Fitzgerald - Glad to see the circle at Glendale. What does the buffer look like? What do THs look like? What type of commercial?

- Larger buffers than before and townhomes are lower so we have more room to plant for screening.
- Will blend with existing Vermillion townhomes.
- Neighborhood oriented needs & brewery/restaurant is what we will target first.

- Dan Boone - Originally 165,000 SF commercial and now 23,000 SF. Where did the rest go?

- We asked for the most and without an anchor we had to scale back. Having an anchor grocery store drives the retail up and we were unable to get that anchor.

- Lindsay Krone - Curious about traffic concerns and schools?

- We have done TIA and are doing what the Town and NCDOT is requiring.

- Stacy and Scott Walker - Concerned about traffic. We are adding more people and nothing for people to do. Also a school crowding concern.

- We hope this spurs more downtown development and the density puts more people to draw interest downtown for additional commercial and things to do.
- Apartments/Townhomes don't add a lot to schools as much as single family does

- Diana Taylor - Is all this land vacant? When is public hearing? When will construction start?

- Yes it is vacant except for the water Tower.
- Public hearing is 12/7/20
- Early summer 2021 would be earliest start date.

- Kathy Jones - What type of retail are we thinking? Traffic between the 2 curves and Warfield and Glendale is very dangerous. Who is doing the apartments? What will TH price be? What will apartment rents be?

- Neighborhood oriented needs & brewery/restaurant is what we will target first.
- Between this project and Vermillion front we are improving and widening from Glendale all the way to Warfield and will have turn lanes.
- Embrey will be developing and building the apartments.
- THs will start in the mid 250's and up
- Average apt rent will be between $1450 and $1500

- Kathleen Loudon - What is the buffer between the THs and Fourth St properties?

- The buffer between the alley and the neighboring properties is a 10' planted buffer.

- Billy and Kari Robinette - How much is cleared next to property?

- We are across the creek from your property.

- Charles Gelsanliter - The pole is close to church realignment. Greenway is tight along power company property.

- We will have the engineer look at this. We are only in sketch and will get into more detail when we start engineering.

- Nick Walsh - Would you pave the trail?

- We don't currently have a good relationship with Meck Co and they are not easy to work with. We have not been treated fairly in our opinion and don't plan on paving the trail. We will turn over the property for them to make improvements in the future.

- Hitesh Bhandi - Are townhomes and apartments owned or rented?

- Townhomes will be sold and the apartments will be rented.

- Kathy Jones - How many stories are the apartments?

- Three stories

- Lindsay Krone - Apartment demographics and target?

- With covid people are moving out of cities. Our target is young professionals and empty nesters.
- Density downtown we hope to spur development in the future.

- Pat Childers - Concerned about Second St development at church.

- This project is not doing anything there. We are working separately on doing some infill single family houses on the adjacent block from the church property.

- Hitesh Bhandi - When is the anticipated approval and completion date?

- We are scheduled for a town board vote in January.

- 2 years of development from start to finish.

November 17, 2020

Vermillion Anchor Mill Village, LLC
13815 Cinnabar Place
Huntersville, NC 28078

Re: Adequate Public Facilities (APF) Application – Vermillion Village (File #2020-11)

To Whom It May Concern:

The Town has completed its review of the above referenced APF Application and deemed it to be complete, per Article 13.6.3 of the Zoning Ordinance. Based upon your request for an allocation of capital facilities for the above-referenced development proposal, consisting of up to 23,100 sf of Commercial, 300 Multi-Family Units, 61 Townhomes. I am issuing a "Determination of Adequacy (DOA)" for the following public facilities:

- Fire Vehicles
- Fire Facilities
- Police Facilities
- Police Vehicles
- Parks & Recreation Facilities

Please be advised that this DOA is valid for one (1) year, or until November 17, 2021, by which date this development proposal must have achieved vesting, per Section 2.2 of the Zoning Ordinance.

Please feel free to contact me with any questions @ brichards@huntersville.org or by phone: (704) 766-2218.

Sincerely,

Brian Richards

Brian Richards
Assistant Planning Director

Cc: Jack Simoneau, AICP, Planning Director
Anthony Roberts, Town Manager
Emily Sloop, Town Attorney
Sierra Saumenig AICP Candidate, Senior Planner

Planning Services
4421 Stuart Andrew Blvd.
Charlotte, NC 28217
Phone: 980-343-6246
Email: planning@cms.k12.nc.us

Town of Huntersville: Vermillion Village

IMPACT OF THE PROPOSED DEVELOPMENT

Proposed Housing Units: 300 multi-family dwellings and 61 single- family attached townhomes under TC(CD) zoning.

CMS Planning Area: North

Average Student Yield per Unit: 0.1225 (multi-family) = 37
0.1812 (single-family attached) = 11

This development may add 48 students to the schools in this area.

The following data is as of 20th Day of the 2019-20 school year.

Schools Affected	*Total Classroom Teachers*	*Building Classrooms/ Teacher Stations*	*20th Day, Enrollment (non-ec)*	*Building Classroom/ Adjusted Capacity (Without Mobiles)*	*20th Day, Building Utilization (Without Mobiles)*	*Additional Students As a result of this development*	*Utilization As of result of this development (Without Mobiles)*
BLYTHE ELEMENTARY	55	50	918	866	110%	22	**112%**
J. M. ALEXANDER MIDDLE	47.2	54	964	1103	87%	12	**87%**
NORTH MECKLENBURGH HIGH	123.5	108	2151	1881	114%	14	**115%**

The total estimated capital cost of providing the additional school capacity for this new development is $1,364,000; calculated as follows:

Elementary School: **22** x $34,000 = $748,000

High School: **14** x $44,000 = $616,000

RECOMMENDATION

Adequacy of existing school capacity is a significant problem. We are particularly concerned about a case where school utilization exceeds 100% since the proposed development may exacerbate the situation. Approval of this petition may increase overcrowding and/or reliance upon mobile classrooms at the schools listed above.

Town of Huntersville
Town Board
December 7, 2020

To: Town Board

From: David Peete, Principal Planner

Date: December 7, 2020

Subject: Conduct continuation of public hearing on Petition #R20-03 - Huntersville Town Center Mixed-Use, a request by North State Development, LLC to rezone +/- 9.947-acres located south of Gilead Road (just west of NC 115), north of Greenway Street and east of Hillcrest Drive (Parcel #s 01711616, 017116699, 01711617, 01711618, 01711643, 01711619, 01711627, 01711626, 01711625, 01711632, 01711633, 01711634, 01711637, 01711638, 01711639, 01711640, 01711801, 01711811) from Town Center, Neighborhood Residential and General Residential to Town Center - Conditional District to permit a mixed-use development with 138 apartments, 53 townhomes, 7 detached-homes and12,000 sq. ft. of non-residential space. *(David Peete)*

EXPLAIN REQUEST:

Conduct 2nd CONTINUED Public Hearing on Petition #R20-03 - Huntersville Town Center Mixed-Use, a request by NorthState Development, LLC to rezone +/- 9.947-acres located south of Gilead Road (just west of NC 115), north of Greenway Street and east of Hillcrest Drive (Parcel #s 01711616, 017116699, 01711617, 01711618, 01711643, 01711619, 01711627, 01711626, 01711625, 01711632, 01711633, 01711634, 01711637, 01711638, 01711639, 01711640, 01711801, 01711811) from Town Center (TC), Neighborhood Residential (NR) & General Residential (GR) to Town Center - Conditional District (TC-CD) to permit a mixed-use development with 138 apartments, 53 townhomes, 7 detached-homes and12,000 sq. ft. of non-residential space.

ACTION RECOMMENDED:

Conduct CONTINUED Public Hearing

FINANCIAL IMPLICATIONS:

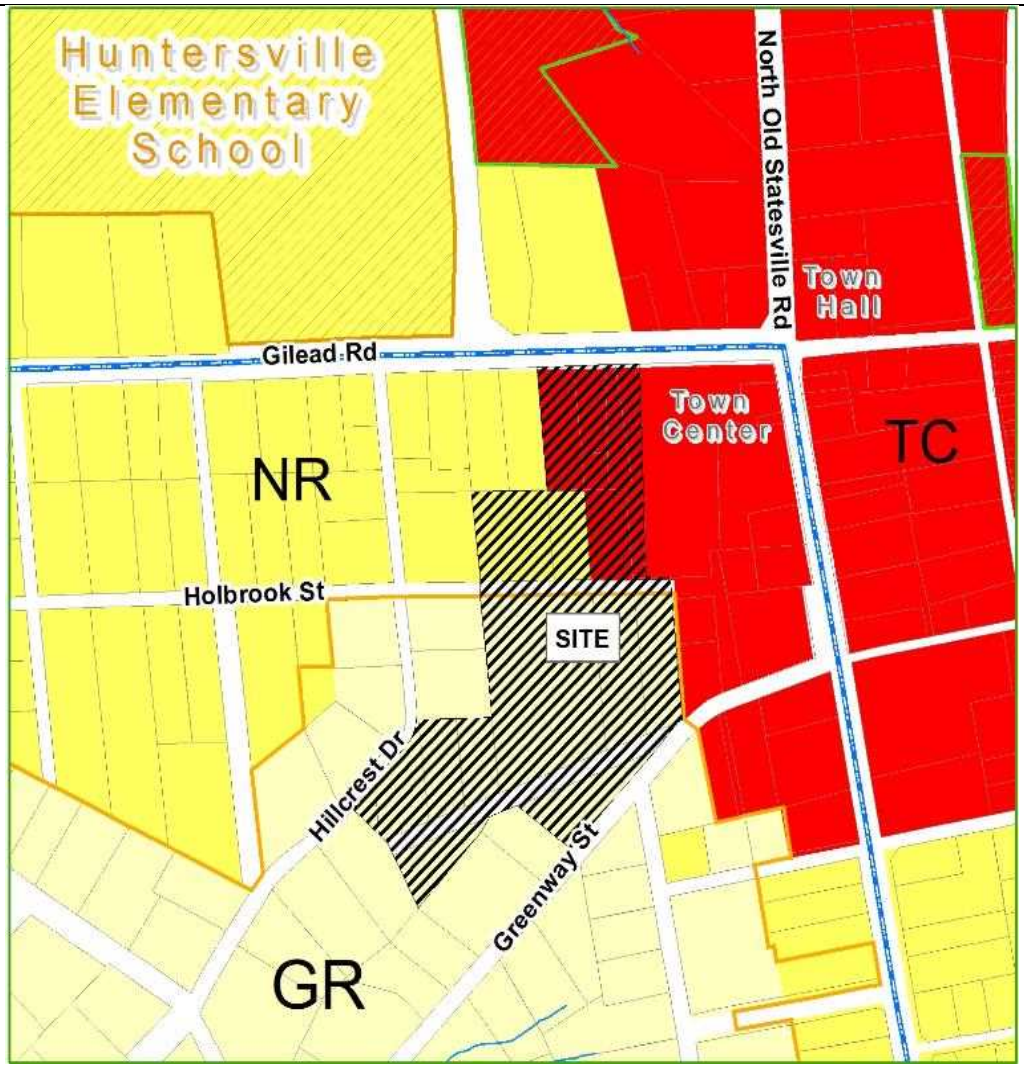
ATTACHMENTS:

1. R20-03 2nd CONTINUED Public Hearing Staff Report 12-07-20
2. Attachment A - Rezoning Application

3. Attachment B - Town Center Mixed-Use CD Rezoning Plan (4th version)
4. Attachment C - Neighborhood Meetings Reports from 8-26-20 and 9-23-20
5. Attachment D - APF Letter of Determination
6. Attachment E - CMS Report 10-21-20
7. Attachment F - Submittal 3 changes - Susan Irvin memo 10-22-20
8. Attachment G - Development Analysis from Downtown Master Plan
9. Attachment H - Citizen comments
10. Attachment H - Citizen comments 2
11. Attachment I - 3rd Neighborhood Mtg. summary

Petition R20-03
Town Center Mixed-Use Conditional District Rezoning
(UPDATES IN RED)

PART 1: PROJECT SUMMARY



Applicant: NorthState Development, LLC

Property Owner: Town of Huntersville, NorthState HTC, LLC & Gilead Bowman, LLC (see Attachment A).

Property Address: 109 Gilead Road

Project Size: (+/-) 9.947-acres

Parcel Numbers:

01711616, 01711699, 01711617, 01711618, 01711643, 01711619,

01711627, 01711626, 01711625, 01711632, 01711633, 01711634,

01711637, 01711638, 01711639, 01711640, 01711801, 01711811

Current Zoning: General Residential (GR), Neighborhood Residential (NR) & Town Center (TC).

Current Land Use: vacant.

Proposed Zoning: Town Center—Conditional District (TC-CD).

Proposed Land Use: 134 ~~138~~ apartments, 50 ~~53~~ townhomes, 7 detached homes & 12,000 sq. ft. non-residential uses (TC permitted uses).

1. Purpose: Petition to rezone 9.947-acres generally located at 109 Gilead Road from General Residential (GR), Neighborhood Residential (NR) and Town Center (TC) Zoning Districts to Town Center – Conditional District (TC-CD) to create a mixed-use development consisting of 134 ~~138~~ apartments, 50 ~~53~~ townhomes, 7 detached homes and 12,000 sq. ft. of non-residential (Town Center permitted) uses (see Attachments B). <u>If the CD Rezoning Plan is approved, a corresponding Subdivision Sketch Plan will be reviewed by staff for compliance.</u>

2. Adjoining Zoning and Land Uses.

   North: *Neighborhood Residential (NR) & Town Center (TC) – Gilead Road, a daycare, two single-family homes & Town of Huntersville-owned buildings (Bob Blythe Building)(across Gilead Road).*

   South: *General Residential (GR) – single-family.*

   East: *Town Center (TC) – Town of Huntersville Town Center (3-story building(DPK) & parking garage), Fire Station #1 & Bellsouth Telecommunication Building.*

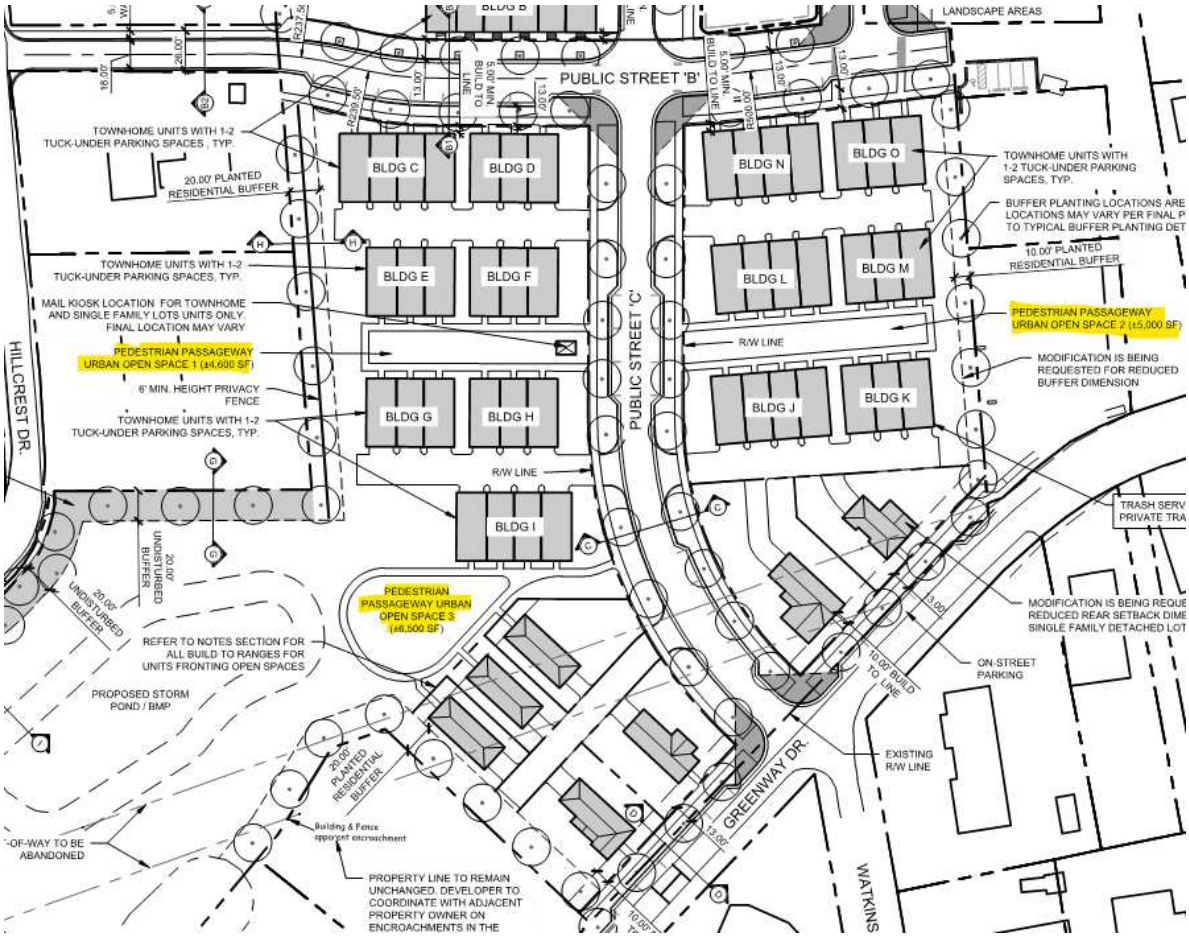
   West: *General Residential (GR) & Neighborhood Residential (NR) – single-family homes (Greenfield Community).*

3. Three (3) neighborhood meetings were held: a virtual meeting on Aug. 26, 2020 and on-site meetings on Sept. 23, 2020 and Oct. 28, 2020. Summaries of all meetings are available in Attachment C & I.
4. Notice of the CD-Rezoning request was provided twice via postcards sent to all property owners within 250 ft. of the project; a legal ad placed in the Charlotte Observer; and posting of public hearing signs on the property in three (3) locations (Gilead Road, Greenway Street & Hillcrest Drive).

PART 2: REZONING/SITE PLAN ISSUES

The proposed Conditional District Rezoning Plan is generally compliant with the Zoning Ordinance and Subdivision Regulations. Significant elements include:

- Proposed Uses: 134 ~~138~~ Apartments, 50 ~~53~~ Townhomes, 7 Detached Homes and 12,000 sq. ft. of first floor, non-residential space.
- Three (3) Urban Open Spaces are proposed – all three are "Pedestrian Passageway" spaces (see below).



- Additional right-of-way to be dedicated along Gilead Road, as required by NCDOT and Town. New public streets (and all required right-of-way) are proposed: the street west of 3-story building (DPK) is to be extended south; Holbrook Street is to be extended to the east (from Hillcrest Dr.); and a new "Street C" to be added from the new section of Holbrook Drive to Greenway Street. (see Part 3 for details). "Street C" was revised to have a more traditional cross-section by eliminating the large open space in the middle of the street (see above plan excerpt).
- Minimum Tree Preservation for Specimen Trees in the Town Center zoning district is 30%. The proposed TC-CD Rezoning Plan saves 2% ~~11.7%~~ of existing specimen trees, with a proposal to mitigate the rest of the trees per the Zoning Ordinance.
- If the Rezoning Plan is approved, Staff, at the construction document phase, will review the plans for compliance with the Water Quality Ordinance, Erosion Control Ordinance and Stream Buffer Requirements, as found in the Zoning Ordinance.
- The subdivision is to be developed as one (1) phase.

The Conditional District Rezoning Plan has several issues that must be addressed:

- Seven (7) Ordinance Modifications are proposed (see Sheet RZ-06):
    1. Article 4 Shopfront Building – "A note in the Permitted Height and Uses chart indicates "residential up to 50% of first floor or non-residential only."
       PROPOSED – "Residential uses may constitute more than 50%, but no more than 66% of the first floor area in the portion of Building A located on Gilead Road. The applicant has proposed to provide 12,000 sq. ft. of non-residential space from the approx. 35,497 total sq. ft. of the mixed-use building (approx. 34% of ground-floor square footage).
       STAFF COMMENT – The applicant has increased the amount of non-residential space from an initial 6,100 sq. ft. to 12,000 sq. ft. and has excluded the leasing office and other apartment-related uses from this space. Now that a minimum of 34% of the first-floor square footage is to be non-residential in use, Staff can support this modification.

    2. **PROPOSED** – "The reduction in the width from 20 feet to 10 feet of the western residential buffer yard north of Public Street B, as more particularly depicted on the Rezoning Plan. Buffer yards along the western boundary of the site shall serve as parking lot landscaping and screening requirements in those locations."
       STAFF COMMENT: The proposed buffers along the western edge are supported as presented. ~~with the exception of the buffer option closest to Gilead Road. If the buffer abutting 115 Gilead Road is only proposed to be 10 ft. wide, it is recommended to also include a screen wall – similar to the other buffers~~. The reduced buffer along the western edge has a 6 ft. fence through the entire edge.

    3. **PROPOSED** - "In accordance with Town Center regulations, on-street parking on all new public streets to be constructed on the Site shall count toward the off-street parking requirements for the multi-family residential and non-residential uses on the Site.
       STAFF COMMENT: Article 6 (Off-Street Parking Design Standards) Exemption B already provides for this, therefore this modification is not required. [This modification is still shown on plan.]

    4. **PROPOSED** - "Urban open space typology, as shown, may be refined based on determinations made during the Preliminary Plan design so long as the final typology meets the requirements of the Ordinance.
       STAFF COMMENT: ~~Full Urban Open Space designs must be submitted as part of Sketch Plan review, which this Rezoning Plan will influence. Staff cannot support this modification~~. A note on Sheet RZ-06

indicates "All (Urban) open space areas shall incorporate fixtures such as (but not limited to) fountains, benches, landscape materials, sculptures and other decorative elements per the Ordinance requirements". Staff finds this note acceptable, rather than requiring full design as part of the Rezoning Plan, however, the term "public" must be added to the Urban Open Space note.

5. PROPOSED – "Petitioner shall install a fence in the 20' buffer south of Holbrook and in the buffer north of public Street B as shown on the Rezoning Plan."
   STAFF COMMENT – Buffers are permitted, by Ordinance, to be planted or undisturbed. If they are planted, they may incorporate fences or walls, assuming there is adequate room to do so. The proposed fences within the buffers listed are permitted and do not require an Ordinance modification. [This modification is still shown on plan.]

6. PROPOSED – "The maximum height of the mixed-use building shown on the Rezoning Plan is 53' at the Gilead Road frontage."
   STAFF COMMENT – Permitted height for a Shopfront Building type is 48 ft. The Rezoning Plan labels the mixed-use building as "Apartment Type", which will not work for this development. Assuming the development uses the Shopfront Building Type, Staff can support the five additional feet in height at this location.

7. PROPOSED – "The Build-to line for the single-family lot dimensions may be reduced to 15' ~~5'~~ ~~and the rear setback line may be reduced to 20'~~. The rear setback request is eliminated.
   STAFF COMMENT – Staff can support this modification request.

- A compliant parking plan must be provided. A note has been added to the Plan stating "final parking counts shall meet or exceed the amount required per the Town of Huntersville Ordinance". (see Sheet RZ-06)
  STAFF COMMENT: While the Rezoning Plan must show that all Ordinance-required parking can be provided on site, the number of units versus number of parking spaces shown would dictate that 118 units would be one-bedroom (88%) and 16 units would be two-bedroom (12%). Is this an appropriate unit mix for an apartment building downtown?

- The Town's storm water review indicates that the size of the proposed BMP can be reduced, thereby altering the impact to the adjoining property owners and providing additional area for larger buffers.
  STAFF COMMENT: The BMP must meet all Ordinance requirements. The applicant will continue to review storm water BMP size options and will comply with required regulations, however, the BMP area has been reduced to accommodate a (min.) 20 ft. wide planted buffer along the western project boundary.

- The storm water bypass-system is shown in the vegetated buffers along the project boundaries (see Sheet RZ-12).
  STAFF COMMENT: This system cannot be located in vegetated buffers - unless they are large enough to accommodate both plantings and the bypass system. Pipes will need to be re-routed. All storm water pipes are removed from all buffers (see Sheet RZ-12).

- The BMP access path, as shown, does not connect to a public street.
  STAFF COMMENT: While there is a note that the "conceptual access path (is) to be determined during design", it is important to show that viable options exist to connect the path to public Street C. Concerns relate to whether the route to the public street will fit between the proposed townhomes and the mail kiosk. In addition, on-street parking, which is highly recommended, is located along this section of street. A clearer understanding of how the BMP will-be-accessed is required. An access easement has been added connecting the BMP to the public street, per Ordinance (see Sheet RZ-12).

- Tree preservation data is provided. ~~is not clear~~. The summary of tree preservation in Sheet RZ-02 does not show compliance for specimen tree-save. The plan states "applicant will provide mitigation based on final trees to be saved – to be determined" "~~reserves the right to mitigate/buyout of tree preservation requirements according to the Ordinance". While there is a mitigation provision in the Ordinance, it is to be applied when "site conditions are not conducive for healthy tree replacement"~~. ~~Buffer areas are identified on the plan, as well as open spaces where trees can be saved and the tree preservation plan should be updated to minimize mitigation.~~

- A public sidewalk should be added to the east side of Hillcrest Drive along the frontage of the project.
  STAFF COMMENT: A five (5) feet-wide public sidewalk is shown along the project frontage of Hillcrest Drive.

- Site plan provisions to handle roll-out garbage collection have not been provided.
  STAFF COMMENT: A site plan that explains and provides for the orderly collection of trash roll-out cans must be provided, as this could impact the new public streets. UPDATE (11/01/20) – Note on Rezoning Plan indicates that "trash service will be provided by a private trash collection service" (see Sheet RZ-06). Staff and applicants still in discussion on this issue.

PART 3: TRANSPORTATION ISSUES

Traffic Impact Analysis (TIA)

A TIA Determination of Need was completed for the proposed Conditional District Rezoning and based on the land uses and intensities proposed, a TIA Scoping was required. After completion of the TIA scoping process, no intersections were determined to be above the threshold for study that were not already included in a current TIP project. As no intersections were required to be studied, a TIA was not required. The TIA Scoping was updated to reflect the intensity change with regard to non-residential square footage and a TIA was found to be required. A TIA was submitted on Nov. 30, 2020 and is under review by staff.

PART 4: ADEQUATE PUBLIC FACILITIES (APF)

Under the provisions of the APF Ordinance, all residential development greater than twenty (20) lots are required to receive a "Determination of Adequacy (DOA)" for the following public facilities: fire vehicles, fire facilities, police facilities, police vehicles, and Park and Recreation facilities. The proposed CD Rezoning met the required threshold for submission of an APF application, and the proposed Rezoning Plan (and associated subdivision) is subject to the requirements of the APFO.

A Determination of Adequacy (DOA) has been issued for the following public facilities: Fire Vehicles, Fire Facilities, Police Facilities, Police Vehicles and Parks and Recreation Facilities (see Attachment C). No mitigation is required.

PART 5: REZONING CRITERIA

Article 11.4.7(d) of the Zoning Ordinance states that "in considering any petition to reclassify property, the Planning Board in its recommendation and the Town Board in its decision shall take into consideration any identified relevant adopted land-use plans for the area including, but not limited to, comprehensive plans, strategic plans, district plans, area plans, neighborhood plans, corridor plans, and other land-use policy documents".

STAFF COMMENT – The 2030 Huntersville Community Plan DOES SUPPORT this project through the following sections:

- **Policy H-1 & H-9: Development Pattern**. Continue to follow existing residential development pattern as reflected in "Map of Zoning Districts," focusing higher intensity development generally within two miles of the I-77/NC 115 corridor.

Comment: The proposed CD Rezoning Plan is located entirely within the High Intensity Area of the 2030 Community Plan, which is the area the Comprehensive Plan supports considering increases in density.

- **Policy H-3: Mixed-Use Development**. Support and encourage self-sustained developments, where commercial and employment uses are in close proximity to residential uses.
  Comment: 12,000 square feet of the first floor of the mixed-use building is proposed to be non-residential and will not be used for apartment-related uses, such as leasing office, gym or clubhouse. The 12,000 sq. ft. represents 34% of the first floor area.
- **Policy H-7: Housing Affordability**. Support appropriate mix of housing for all income levels.
  Comment: Proposed rezoning plan provides a mix of housing types that includes apartments, townhomes and detached homes that will add additional variety of housing types, as well as increase the number of apartments and townhomes in the Town Center District.
- **Policy H-10: Redevelopment Areas**: Support redevelopment of older established residential areas, consistent with adopted plans, Zoning Ordinance and Subdivision regulations.
  Comment: This project is located along the edge of one of the oldest residential communities in Huntersville and while re-development in this area is supported by the Town's long-range plans, it is also important to transition from the proposed higher density, mixed-use development into the existing fabric of the adjoining neighborhood. Buffer widths, location of housing types, and screening techniques are all methods to effectively transition from this project to the neighboring homes. The housing units fronting along Greenway Street are limited to four (4) detached homes, buffers along the western edge south of Holbrook Street have been increased to 20 feet and a six-feet, opaque fence will be installed within the buffer north of Holbrook Street.
- **Policy T-5: Context-sensitive Design of Streets**: Continue to support "context-sensitive" design of streets and the selection of appropriate street section designs for residential, commercial and industrial developments.
  Comment: The internal streets are appropriately sized and create short blocks to encourage pedestrian activity. On-street parking is provided to accommodate guests and visitors, and additional on-street spaces are recommended, where feasible. The proposed streets also provide adequate lane widths, green zones for street trees and sidewalks.
- **Policy T-6: Pedestrian Connections**: Support the installation of sidewalks, bikeways and greenway trails connecting residential, commercial, employment, recreational and institutional uses.
  Comment: The proposed site plan provides sidewalks along all public streets. The 2014 Greenway and Bikeway Master Plan does not call for a trail through this property, however, the Town is building a public greenway just north of Gilead Road that the project residents may access.
- **Policy T-8: Street Connectivity**: Promote and require street connectivity in the Town of Huntersville among residential, employment, recreational and institutional uses.
  Comment: The proposed development provides one (1) connection to an existing thoroughfare (Gilead Road) and two (2) connections to existing Town streets: one to the western boundary to connect to Hillcrest Street and one to the southern boundary to connect to Greenway Street. Another stub will be provided to the eastern boundary to a Town-owned private drive.
- **Policy CD-2: Commercial Development Pattern**: Promote a mixed-use development pattern that focuses higher intensity development generally within two miles of the I-77/NC-115 core.
  Comment: As the project is located in the southeast quadrant of Gilead Road and Old Statesville Road (NC-115), it is completely within the I-77/NC-115 core.
- **Policy CD-3: Commercial Development Principles**: Encourage mixed-use development pattern at key nodes as identified in Small Area Plans, insuring an appropriate mix of residential, commercial and employment uses to maximize land use and transportation efficiencies, while minimizing environmental impacts.

Comment: The downtown area around the future rail station is an identified mixed-use node in the 2030 Community Plan. A significant portion of this project is located within the node and a mix of uses and housing types are proposed for development.

- **Policy CD-5: Infrastructure**: Continue to require that adequate public infrastructure (roads, utilities, etc.) either exist or will be made available to support all new development.
  Comment: The proposed development must provide all required improvements to create three (3) connections to existing streets and one (1) stub for future connection. This project will also tie into existing public water and sewer.
- **Policy CD-6: Architecture and Place-Making**: Consistent with Zoning and Subdivision Ordinances (as well as "Town of Huntersville Design Manual") maintain high design standards for development.
  Comment: Elevations are shown on Sheet RZ-18 and provides a good indication as to what the mixed-use building will look like. As stated in the Article 3.2.6.d.1 (Town Center District General Requirements), "New buildings which exceed the scale and volume of existing buildings may demonstrate compatibility by varying the massing of buildings to reduce perceived scale and volume. The definition of massing in Article 12 illustrates the application of design techniques to reduce the visual perception of size and integrate larger buildings with pre-existing smaller buildings". A vehicular drive-thru has been added , mid-block along Street A, to help break the overall length of the building.
- **Policy DT-1: Downtown Development**: Continue to use the Downtown Master Plan, Gilead Road/US -21 Transportation and Land Use Vision Small Area Plan and East Huntersville Area Development Plan to guide future development in downtown.
  Comment: The proposed project is generally consistent with the Downtown Master Plan, as referenced below. The pending Gilead Road improvements by NCDOT should refer to the Gilead Road/US-21 Transportation Plan; however, the East Huntersville Area Plan does not address these parcels directly.
- **Policy DT-2: Architectural Design Standards**: Promote high-quality architectural design standards for new development and redevelopment projects in the downtown.
  Comment: The overall proposed architecture for the mixed-use building is appealing and complimentary to the existing Town Center / DPK building located to the east. Elevations for both the Gilead Road and Street A side are provided on Sheet RZ-18. Fine-grain review of the building's architecture would come at Construction Plan stage. In addition, the first floor, non-residential space has incorporated high-ceilings, to facilitate effective utilization of the ground floor spaces.
- **Policy PF-2: Adequate Public Facilities Ordinance**: Continue use of "Adequate Public Facilities Ordinance" to ensure that demand generated by existing and future growth and development for police, fire and parks & recreation capital facilities can be met by available supply of facilities.
  Comment: see Part 4 of this report.

STAFF COMMENT – The Downtown Master Plan Small Area Plan (SAP) DOES SUPPORT this project through the following Implementation Strategies:

- **Extend existing streets into new development**.
  Comment: Three (3) new streets are proposed to connect to existing streets near the project: Street A will connect to Gilead Road, a new section of Holbrook Street will connect to Hillcrest Drive and Street C will connect to Greenway Street. In addition, a new street stub will be provided to the private drive located to the east along the AT&T building.
- **Encourage sensitive redevelopment/infill that maintains the urbanism of the Downtown while permitting new/modern architectural styles**.
  Comment: The proposed project has located an architecturally modern building along the edge of the project furthest from the adjoining single-family residential and closest to the existing three-story Town Center / DPK building. By locating the most intense use along Gilead Road and providing townhomes in

the middle and detached homes along Greenway Street, the project is "stepping down" the intensity as it moves from northeast to southwest to transition from high-density to lower density residential.

- **Require buildings within 800 feet of the intersection of Gilead Road and Old Statesville Road (NC 115) to be a minimum of 2 stories**.
  Comment: The proposed mixed-use building along Gilead Road is 350 feet from the intersection of Gilead Road and Old Statesville Road (NC-115) and is proposed to be four stories in height.
- **Permit and encourage infill development consistent with the Master Plan**.
  Comment: The Downtown Master Plan "represents the conceptual build-out of the planning area" and in its recommendations, calls for higher density "infill residential/mixed use" in the southwest quadrant of the Gilead Road and Old Statesville Road (NC-115) intersection (see image below). While the Plan calls for townhomes and single-family homes in this quadrant, and not specifically apartments, the proposed apartments are located furthest away from the adjoining single-family residential. Aside from the apartments, the location of townhomes and detached homes are consistent.

The Town Center – Southwest Quadrant (see Plan pages 34-35 in Attachment F and illustration below):

Map of the Town Center area

Further sections of the Downtown Master Plan that refer to the Southwest Quadrant:

- "To the rear of this block, the Plan recommends the tapering of development towards Greenway Drive and Hillcrest Drive. This area is presently vacant with two undeveloped right-of-ways (a portion of Holbrook Street and an extension of Greenway Drive) and twelve individual lots. The Plan shows an opportunity for the development of an urban residential infill neighborhood with a variety of housing types and a public open space."
  Comment**:** ~~Except for the townhomes along Greenway Street~~, The Downtown Plan's build-out scenario is generally provided in the proposed plan, with the exception of the mixed-use apartment building.

- "The Plan shows the connection of the two north/south streets with the developed extension of Holbrook Street and the new east/west street crafting a green square surrounded by townhomes. One building of the new townhomes terminates the vista at the end of the Holbrook Street extension."
  Comment**:** Expanded north/south and east/west street connections are proposed, as well as townhomes fronting on green spaces. The proposed Rezoning Plan is generally consistent with the illustrative Downtown Master Plan**.**

- "On the north and south sides of the square, townhome buildings enclose the space and create a comfortable outdoor room. In the southern half, the realigned right-of-way off Greenwood (Greenway) Street provides the opportunity for single-family homes and a small open space. This open space includes the preservation of trees behind the existing homes fronting Greenway Street, behind the proposed single-family homes."
  Comment**:** All of these components are generally provided in the proposed Rezoning Plan**.**

- "To help foster this pedestrian environment, it is necessary to improve the block structure in the area to give both pedestrians and automobiles more choice for circulation."
  Comment: The proposed Rezoning Plan establishes new, pedestrian-friendly blocks, consisting of local streets with sidewalks throughout.

- **When the Downtown Master Plan was approved in 2005, a market study was performed to evaluate the feasibility of future development**. That Plan included a Development Analysis identifying new development opportunities for the downtown area: In that analysis, 180,950 sq. ft. of retail, 208,400 sq. ft. of office, 79 single-family residential units, 178 attached single-family units and 459 multi-family residential units were identified for build-out of the downtown area (see Attachment G).
  Comment: While the Development Analysis estimates were established in 2005 and are for the entire downtown area, the proposed densities and unit counts, with regard to housing type and non-residential square footage, are within the build-out projections provided in the Plan.

Article 11 Section 11.4.7(e) of the Zoning Ordinance states that: "in considering any petition to reclassify property the Planning Board in its recommendation and the Town Board in its decision should consider:

1. **Whether the proposed reclassification is consistent with the overall character of existing development in the immediate vicinity of the subject property.**
   STAFF COMMENT:
   The proposed Conditional District Rezoning for the Town Center Mixed-Use Conditional District Rezoning is supported by the 2030 Comprehensive Plan and the Downtown Master Plan, as the property is located within the area eligible for higher intensity. Proposed density is 19.2 ~~19.9~~ units per acre, which is higher than nearby developments, however the stated goals of the referenced Plans are to permit increased density, where appropriate, while ensuring that adequate transitions in land use and densities are provided. The Town Center zoning district, if applied to the entire project, does not have a density limit, and is permitted to have 100% attached units, as the project is within a ¼ mile of the future downtown rail transit station (per Article 3.2.6.d.4.). This, combined with a transition in housing types as the project moves from Gilead Road to Greenway Street, provide transitions from higher to lower intensity.

2. **The adequacy of public facilities and services intended to serve the subject property, including but not limited to roadways, transit service, parks and recreational facilities, police and fire protection, hospitals and medical services, schools, storm water drainage systems, water supplies, and wastewater and refuse disposal.**

STAFF COMMENT:

- A Transportation Impact Analysis was not initially required, however the increase in commercial space required a TIA – see Part 3 of this report.
- The APF Ordinance Determination of Adequacy was required and issued – see Part 4 of this report.
- Storm water plan approval, water and sewer plans and refuse disposal and a Willingness-to-serve from Charlotte Water, must all be provided.
- The Conditional District Rezoning site plan was reviewed by Charlotte-Mecklenburg School District (CMS). CMS indicates the proposed Rezoning Plan would add approximately 27 students to the schools in this area and indicate approval of the project "may increase overcrowding and/or reliance upon mobile classrooms at the schools listed above". (see below & see Attachment E for the full CMS report).
  While CMS schools are over-crowded, the proposal is consistent with the 2030 Community Plan call for higher intensity downtown, as well as the Downtown Master Plan redevelopment recommendations.

The following report from CMS was updated on October 21, 2020 to reflect the revised housing types. The distribution of estimated students changed, but not the overall number of students.

This development may add 27 students to the schools in this area.

The following data is as of 20th Day of the 2019-20 school year.

Schools Affected	*Total Classroom Teachers*	*Building Classrooms/ Teacher Stations*	*20th Day, Enrollment (non-ec)*	*Building Classroom/ Adjusted Capacity (Without Mobiles)*	*20th Day, Building Utilization (Without Mobiles)*	*Additional Students As a result of this development*	*Utilization As of result of this development (Without Mobiles)*
HUNTERSVILLE ELEMENTARY	44	37	818	688	119%	16	**122%**
BAILEY MIDDLE	80.35	57	1673	1187	141%	8	**141%**
WILLIAM A. HOUGH HIGH	120.0	100	2493	2078	120%	3	**120%**

The total estimated capital cost of providing the additional school capacity for this new development is $972,000; calculated as follows:

Elementary School: 16 x $34,000 = $544,000
Middle School: 8 x $37,000 = $296,000
High School: 3 x $44,000 = $132,000

RECOMMENDATION
Adequacy of existing school capacity is a significant problem. We are particularly concerned about a case where school utilization exceeds 100% since the proposed development may exacerbate the situation. Approval of this petition may increase overcrowding and/or reliance upon mobile classrooms at the schools listed above.

3. **Whether the proposed reclassification will adversely affect a known archeological, environmental, historical or cultural resource."**
   STAFF COMMENT:

Planning staff has no indication that the request will adversely affect known archeological, environmental, historical or cultural resources.

PART 6: STAFF RECOMMENDATION

Staff could support approval of the Town Center Mixed-Use CD-Rezoning with the following addressed:

- Modification # 1 to provide less than 50% non-residential square footage on the ground floor of the Gilead Road Mixed-Use building can be supported by Staff. 12,000 sq. ft. (34% of first-floor area) has been designated for non-residential and non-apartment use (see Part 2);
- Modification # 2 to allow the 10 ft. buffer north of Holbrook Street to count for parking lot landscaping can be supported by Staff.
- Modification # 3 to allow on-street parking to count for minimum required parking is permitted by Ordinance. This modification is not required – should be removed from plan.
- Modification # 4 to provide Urban Open Space plans at Construction Plan stage is NOT supported by Staff and must be provided during the Rezoning Plan review. A note has been provided on Sheet RZ-06 outlining what each Urban Open Space will contain. Staff can support this Modification.
- Modification # 5 to place a fence within external buffers is permitted by Ordinance. This modification is not required – should be removed from plan.
- Modification # 6 to permit a maximum height for the mixed-use building of 53 ft. can be supported by Staff.
- Modification # 7 to reduce front and side yard setbacks for the seven (7) detached-homes along Greenway Street can be supported by Staff, however the appropriate Build-to is still being discussed with Staff.
- Provide data to ensure required parking is provided; Required parking cannot be evaluated without unit type breakdown.
- Provide details on how/where roll-out garbage & recycling bins will be handled and located on collection days so as not to impact public streets;
- All outstanding redline comments must be addressed.

PART 7: PUBLIC HEARING COMMENTS

A Public Hearing was held on Monday, October 05, 2020 and was continued to Monday, November 2, 2020 regular Board meeting. The minutes of the first Public Hearing are available at www.huntersville.org. The November 2, 2020 Public Hearing was not held and was continued to December 7, 2020.

PART 8: PLANNING BOARD RECOMMENDATION

Planning Board discussed the CD Rezoning on October 27, 2020, but since the Public Hearing has been held open, they did not make a recommendation.

PART 9: ATTACHMENTS/ENCLOSURES

Attachments

A – Rezoning Application.
B – Proposed CD Rezoning Plan – version 4.
C - Neighborhood Meeting Reports from Aug. 26 & Sept. 23, 2020.
D – APF Letter of Determination.
E – CMS Report.
F – Plan UPDATES email from Susan Irvin (10/22/20)
G – Downtown Master Plan Development Analysis.
H – Citizen comments
I – Neighborhood Meeting Report from Oct. 28, 2020.

Town of Huntersville
NORTH CAROLINA

General Application

INCOMPLETE SUBMISSIONS WILL NOT BE ACCEPTED. PLEASE CHECK ALL ITEMS CAREFULLY.

1. Application Type

Please indicate the type of application you are submitting. In addition to the application, the submission process for each application type can be found at https://www.huntersville.org/528/Permits-Process

☐ Change of Use ☐ Commercial Site Plan ■ Conditional Rezoning ☐ General Rezoning ☐ Master Signage Program ☐ Special Use Permit ☐ Revision to Original Project # _____ ☐ Other _____	SUBDIVISION CATEGORIES: Per the Huntersville Subdivision Ordinance ■ Sketch Plan ☐ Preliminary Plan ☐ Final Plat (Includes Minor Subdivision) ☐ Exempt Subdivision ☐ Final Plat Revision ☐ Farmhouse Cluster

2. Project Data

Date of Application: July 1, 2020

Name of Project: Huntersville Town Center Mixed-Use Development Phase # (if subdivision): N/A

Project Address: 109 Gilead Road, Huntersville

Parcel Identification Number(s) (PIN): See Exhibit A

Current Zoning District: See Exhibit A Proposed District (for rezoning only): TC (CD)

Property Size (acres): 9.947 acres Street Frontage (feet): See Exhibit A

Current Land Use: Vacant

Proposed Land Use(s): Non-residential uses, multifamily residential, and single family attached

Is the project within Huntersville's corporate limits?
Yes ☑ No ☐ If no, does the applicant intend to voluntarily annex? _____

3. Description of Request

Explain the nature of this request. If a separate sheet is necessary, please attach to this application.
To accommodate development of a mixed-use project on the site that could contain up to 6,200 SF of non-residential uses, up to 140 multi-family dwelling units, and up to 65 single-family attached dwelling units, as more particularly depicted on the Rezoning Plan.

4. Site Plan Submittals

Consult the particular type of *Review Process* for the application type selected above. These can be found at https://www.huntersville.org/528/Permits-Process.

5. Outside Agency Information

Other agencies may have applications and fees associated with the land development process. The *Review Process* list includes plan documents needed for most town and county reviewing agencies. For major subdivisions, commercial site plans, and rezoning petitions please enclose a copy of the Charlotte-Mecklenburg Utility *Willingness to Serve* letter for the subject property.

6. Applicant

Printed Name NorthState Development, LLC

☐ Corporation ■ Limited Liability Company ☐ Trust ☐ Partnership ☐ Other: _____

☐ By signature below, I hereby acknowledge, as/on behalf of (circle one) the applicant my understanding this application will be considered in a quasi-judicial proceeding and that neither I, nor anyone on my behalf, may contact the Board of Commissioners except through sworn testimony at the public hearing. (Applicable if box is checked.)

Signature _____

Title MEMBER Email sseagle@northstatedevelopment.com

Address of Applicant 18825 W. Catawba Ave., Suite 250, Cornelius, NC 28031

7. Property Owner (if different than applicant)

* Printed Name See attached Property Owner signature pages

☐ Corporation ☐ Limited Liability Company ☐ Trust ☐ Partnership ☐ Other: _____

☐ By signature below, I hereby acknowledge, as/on behalf of (circle one) the owner my understanding this application will be considered in a quasi-judicial proceeding and that neither I, nor anyone on my behalf, may contact the Board of Commissioners except through sworn testimony at the public hearing. (Applicable if box is checked.)

Signature _____

Title _____ Email _____

Address of Property Owner _____

* Property owner hereby grants permission to the Town of Huntersville personnel to enter the subject property for any purpose required in processing this application.

Every owner of each parcel included in this application, or the owner (s) duly authorized agent, must sign this application. If signed by an agent on behalf of the Owner, this petition MUST be accompanied by a Limited Power of Attorney signed by the property owner (s) and notarized, specifically authorizing the agent to act on the owner (s) behalf in signing this application. Failure of each owner, or their duly authorized agent, to sign, or failure to include the authority of the agent signed by the property owner, will result in an INVALID APPLICATION. **If additional space is needed for signatures, attach the Town of Huntersville Signature Addendum Form.**

7. Development/Design Firm Contact Information

Development Firm	Name of Contact	Phone	Email
LandDesign	Richard Petersheim	704-333-0325	rpetersheim@landdesign.com
Design Firm	**Name of Contact**	**Phone**	**Email**
BB+M Architecture	Robbie Weast	704-334-1716	rweast@bbm-arch.com

Contact Information

Town of Huntersville	Phone:	704-875-7000
Planning Department	Fax:	704-992-5528
PO Box 664	Physical Address:	105 Gilead Road, Third Floor
Huntersville, NC 28070	Website:	https://www.huntersville.org/228/Planning-Department

Town of Huntersville
NORTH CAROLINA

General Application
Owner/Applicant Signature Addendum

Application Information

Date of Application _____ Application Number _____

Name of Project _____ Phase # (if subdivision) _____

Additional Owners/Applicants: (Signature indicates intent that this page be affixed to Application.)

* ^ Printed Name Town of Huntersville as Owner, not Applicant Phone Number 704-875-6541

☐ Corporation ☐ Limited Liability Company ☐ Trust ☐ Partnership ☒ Other: North Carolina Municipality

☐ By signature below, I hereby acknowledge, as/on behalf of (circle one) the applicant/owner (circle one) my understanding this application will be considered in a quasi-judicial proceeding and that neither I, nor anyone on my behalf, may contact the Board of Commissioners except through sworn testimony at the public hearing. (Applicable for Special Use Permits and Subdivisions)

Signature _____ Parcel ID(s): 01711616, 01711617, 01711618, 01711619, 01711627, 01711643, 01711699

Title Town Manager Email aroberts@huntersville.org

Address of Property Owner/Applicant 101 Huntersville-Concord Road, Huntersville, NC 28078

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* ^ Printed Name _____ Phone Number _____

☐ Corporation ☐ Limited Liability Company ☐ Trust ☐ Partnership ☐ Other: _____

☐ By signature below, I hereby acknowledge, as/on behalf of (circle one) the applicant/owner (circle one) my understanding this application will be considered in a quasi-judicial proceeding and that neither I, nor anyone on my behalf, may contact the Board of Commissioners except through sworn testimony at the public hearing. (Applicable for Special Use Permits and Subdivisions)

Signature _____ Parcel ID(s): _____

Title _____ Email _____

Address of Property Owner/Applicant _____

---

* ^ Printed Name _____ Phone Number _____

☐ Corporation ☐ Limited Liability Company ☐ Trust ☐ Partnership ☐ Other: _____

☐ By signature below, I hereby acknowledge, as/on behalf of (circle one) the applicant/owner (circle one) my understanding this application will be considered in a quasi-judicial proceeding and that neither I, nor anyone on my behalf, may contact the Board of Commissioners except through sworn testimony at the public hearing. (Applicable for Special Use Permits and Subdivisions)

Signature _____ Parcel ID(s): _____

Title _____ Email _____

Address of Property Owner/Applicant _____

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* Property owner hereby grants permission to the Town of Huntersville personnel to enter the subject property for any purpose required in processing this application.

^ If signed by an agent on behalf of the Owner, this petition MUST be accompanied by a Limited Power of Attorney signed by the property owner (s) and notarized, specifically authorizing the agent to act on the owner (s) behalf in signing this application. Failure of each owner, or their duly authorized agent, to sign, or failure to include the authority of the agent signed by the property owner, will result in an INVALID APPLICATION.

Town of Huntersville NORTH CAROLINA

General Application
Owner/Applicant Signature Addendum

Application Information

Date of Application _____ Application Number _____

Name of Project _____ Phase # (if subdivision) _____

Additional Owners/Applicants: (Signature indicates intent that this page be affixed to Application.)

* ^ Printed Name Cecil D. Bradford, III Phone Number 704-576-0513

☐ Corporation ☐Limited Liability Company ☐ Trust ☐ Partnership ☒ Other: Individual

☐ By signature below, I hereby acknowledge, as/on behalf of (circle one) the applicant/owner (circle one) my understanding this application will be considered in a quasi-judicial proceeding and that neither I, nor anyone on my behalf, may contact the Board of Commissioners except through sworn testimony at the public hearing. (Applicable for Special Use Permits and Subdivisions)

Signature _____ Parcel ID(s): 01711625, 01711626, 01711632, 01711633, 01711634, 01711637, 01711638, 01711639

Title _____ Email bbidee@aol.com

Address of Property Owner/Applicant 14601 Huntersville-Concord Road, Huntersville, NC 28078

---

* ^ Printed Name _____ Phone Number _____

☐ Corporation ☐Limited Liability Company ☐ Trust ☐ Partnership ☐ Other: _____

☐ By signature below, I hereby acknowledge, as/on behalf of (circle one) the applicant/owner (circle one) my understanding this application will be considered in a quasi-judicial proceeding and that neither I, nor anyone on my behalf, may contact the Board of Commissioners except through sworn testimony at the public hearing. (Applicable for Special Use Permits and Subdivisions)

Signature _____ Parcel ID(s): _____

Title _____ Email _____

Address of Property Owner/Applicant _____

---

* ^ Printed Name _____ Phone Number _____

☐ Corporation ☐Limited Liability Company ☐ Trust ☐ Partnership ☐ Other: _____

☐ By signature below, I hereby acknowledge, as/on behalf of (circle one) the applicant/owner (circle one) my understanding this application will be considered in a quasi-judicial proceeding and that neither I, nor anyone on my behalf, may contact the Board of Commissioners except through sworn testimony at the public hearing. (Applicable for Special Use Permits and Subdivisions)

Signature _____ Parcel ID(s): _____

Title _____ Email _____

Address of Property Owner/Applicant _____

---

* Property owner hereby grants permission to the Town of Huntersville personnel to enter the subject property for any purpose required in processing this application.

^ If signed by an agent on behalf of the Owner, this petition MUST be accompanied by a Limited Power of Attorney signed by the property owner (s) and notarized, specifically authorizing the agent to act on the owner (s) behalf in signing this application. Failure of each owner, or their duly authorized agent, to sign, or failure to include the authority of the agent signed by the property owner, will result in an INVALID APPLICATION.

Town of Huntersville
NORTH CAROLINA

General Application
Owner/Applicant Signature Addendum

Application Information

Date of Application _____ Application Number _____

Name of Project _____ Phase # (if subdivision) _____

Additional Owners/Applicants: (Signature indicates intent that this page be affixed to Application.)

* ^ Printed Name Gilead Bowman LLC c/o Nate Bowman Phone Number 704-875-9704

☐ Corporation ☒ Limited Liability Company ☐ Trust ☐ Partnership ☐ Other: _____

☐ By signature below, I hereby acknowledge, as/on behalf of (circle one) the applicant/owner (circle one) my understanding this application will be considered in a quasi-judicial proceeding and that neither I, nor anyone on my behalf, may contact the Board of Commissioners except through sworn testimony at the public hearing. (Applicable for Special Use Permits and Subdivisions)

Signature _____ Parcel ID(s): 01711640, 0711801, 0711811

Title MANAGER Email natebowman15@gmail.com

Address of Property Owner/Applicant 13815 Cinnebar Place, Huntersville, NC 28078

---

* ^ Printed Name _____ Phone Number _____

☐ Corporation ☐ Limited Liability Company ☐ Trust ☐ Partnership ☐ Other: _____

☐ By signature below, I hereby acknowledge, as/on behalf of (circle one) the applicant/owner (circle one) my understanding this application will be considered in a quasi-judicial proceeding and that neither I, nor anyone on my behalf, may contact the Board of Commissioners except through sworn testimony at the public hearing. (Applicable for Special Use Permits and Subdivisions)

Signature _____ Parcel ID(s): _____

Title _____ Email _____

Address of Property Owner/Applicant _____

---

* ^ Printed Name _____ Phone Number _____

☐ Corporation ☐ Limited Liability Company ☐ Trust ☐ Partnership ☐ Other: _____

☐ By signature below, I hereby acknowledge, as/on behalf of (circle one) the applicant/owner (circle one) my understanding this application will be considered in a quasi-judicial proceeding and that neither I, nor anyone on my behalf, may contact the Board of Commissioners except through sworn testimony at the public hearing. (Applicable for Special Use Permits and Subdivisions)

Signature _____ Parcel ID(s): _____

Title _____ Email _____

Address of Property Owner/Applicant _____

---

* Property owner hereby grants permission to the Town of Huntersville personnel to enter the subject property for any purpose required in processing this application.

^ If signed by an agent on behalf of the Owner, this petition MUST be accompanied by a Limited Power of Attorney signed by the property owner (s) and notarized, specifically authorizing the agent to act on the owner (s) behalf in signing this application. Failure of each owner, or their duly authorized agent, to sign, or failure to include the authority of the agent signed by the property owner, will result in an INVALID APPLICATION.

Exhibit A to Rezoning Application
Additional Project Data

Project Addresses, Parcel IDs and Current Zoning District

Tax Parcel #017-116-16
Address: N/A
Owner: Town of Huntersville
PO Box 664
Huntersville, NC 28070
Zoning: TC (CD)

Tax Parcel #017-116-17
Address: N/A
Owner: Town of Huntersville
PO Box 664
Huntersville, NC 28070
Zoning: TC (CD)

Tax Parcel #017-116-18
Address: 111 GILEAD RD HUNTERSVILLE NC 28078
Owner: Town of Huntersville
PO Box 664
Huntersville, NC 28070
Zoning: TC (CD)

Tax Parcel #017-116-19
Address: 113 GILEAD RD HUNTERSVILLE NC 28078
Owner: Town of Huntersville
PO Box 664
Huntersville, NC 28070
Zoning: TC (CD)

Tax Parcel #017-116-27
Address: 220 HOLBROOK ST HUNTERSVILLE NC 28078
Owner: Town of Huntersville
PO Box 664
Huntersville, NC 28070
Zoning: TC (CD)

Tax Parcel #017-116-43
Address: N/A
Owner: Town of Huntersville
PO Box 664
Huntersville, NC 28070
Zoning: TC (CD)

Tax Parcel #017-116-99
Address: 109 GILEAD RD HUNTERSVILLE NC 28078
Owner: Town of Huntersville
PO Box 664
Huntersville, NC 28070
Zoning: TC (CD)

Tax Parcel #017-116-25
Address: 310 HOLBROOK ST HUNTERSVILLE NC 28078
Owner: Cecil D. Bradford, III
14610 Huntersville-Concord Road
Huntersville, NC 28078
Zoning: NR

Tax Parcel #017-116-26
Address: 228 HOLBROOK ST HUNTERSVILLE NC 28078
Owner: Cecil D. Bradford, III
14610 Huntersville-Concord Road
Huntersville, NC 28078
Zoning: NR

Tax Parcel #017-116-32
Address: 102 GREENWAY ST HUNTERSVILLE NC 28078
Owner: Cecil D. Bradford, III
14610 Huntersville-Concord Road
Huntersville, NC 28078
Zoning: GR

Tax Parcel #017-116-33
Address: 104 GREENWAY ST HUNTERSVILLE NC 28078
Owner: Cecil D. Bradford, III
14610 Huntersville-Concord Road
Huntersville, NC 28078
Zoning: GR

Tax Parcel #017-116-34
Address: N/A
Owner: Cecil D. Bradford, III
14610 Huntersville-Concord Road
Huntersville, NC 28078
Zoning: GR

Tax Parcel #017-116-37
Address: N/A
Owner: Cecil D. Bradford, III
14610 Huntersville-Concord Road
Huntersville, NC 28078
Zoning: GR

Tax Parcel #017-116-38
Address: 205 HILLCREST DR HUNTERSVILLE NC 28078
Owner: Cecil D. Bradford, III
14610 Huntersville-Concord Road
Huntersville, NC 28078
Zoning: GR

Tax Parcel #017-116-39
Address: 207 HILLCREST DR HUNTERSVILLE NC 28078
Owner: Cecil D. Bradford, III
14610 Huntersville-Concord Road
Huntersville, NC 28078
Zoning: GR

Tax Parcel #017-116-40
Address: N/A
Owner: Gilead Bowman LLC
13815 Cinnabar Place
Huntersville, NC 28078
Zoning: GR

Tax Parcel #017-118-01
Address: N/A
Owner: Gilead Bowman LLC
13815 Cinnabar Place
Huntersville, NC 28078
Zoning: GR

Tax Parcel #017-118-11
Address: 200 GREENWAY ST HUNTERSVILLE NC 28078
Owner: Gilead Bowman LLC
13815 Cinnabar Place
Huntersville, NC 28078
Zoning: GR

Rezoning Site Street Frontage (approximate)

+/- 245 feet of frontage on Gilead Road
+/- 245 feet of frontage on Hillcrest Drive
+/- 379 feet of frontage on Greenway Street

RE-ZONING / SKETCH PLAN

HUNTERSVILLE TOWN CENTER

MIXED- USE DEVELOPMENT

109 GILEAD ROAD, HUNTERSVILLE, NC

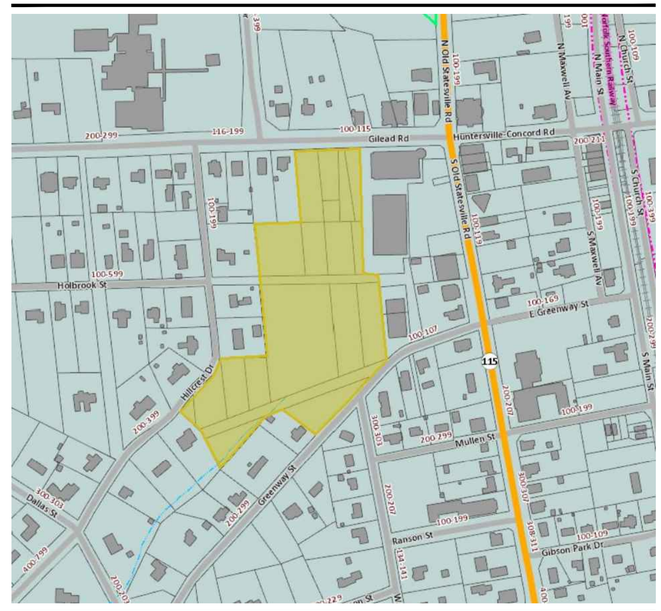
DATE: 11/23/2020

EPM# 411298

CHAPTER INDEX

Sheet Number	Sheet Title
RZ-00	Cover Sheet
RZ-01	Sealed Survey, Tree Survey, and Existing Conditions
RZ-02	Tree Preservation and Canopy
RZ-03	Existing Conditions
RZ-04	Existing Topography Slope Analysis
RZ-05	Adjacent Parcel Zoning Districts
RZ-06	Re-Zoning Site Plan
RZ-07	Re-Zoning Sections
RZ-08	Re-Zoning Sections
RZ-09	Re-Zoning Sections
RZ-10	Re-Zoning Sections
RZ-11	Re-Zoning Grading Plan
RZ-12	Re-Zoning Stormwater-Water Quality Plan
RZ-13	Re-Zoning Storm Pond Enlargement
RZ-14	Conceptual Impervious Area Map
RZ-15	Re-Zoning Notes
RZ-16	Re-Zoning Notes
RZ-17	Architectural Elevations
RZ-18	Architectural Elevations

VICINITY MAP



PROJECT TEAM

OWNER/DEVELOPER
NORTH STATE DEVELOPMENT, LLC
18825 W. CATAWBA AVE
SUITE 250
CORNELIUS, NC, 28031
704.997.8255

LANDSCAPE ARCHITECT
LANDDESIGN
223 NORTH GRAHAM STREET
CHARLOTTE, NC 28202
704.333.0325
CONTACT NAME:

CIVIL ENGINEER
LANDDESIGN
223 NORTH GRAHAM STREET
CHARLOTTE, NC 28202
704.333.0325
CONTACT NAME:

ARCHITECT
STUDIO ARCHITECTS
1000 MARIETTA ST. NW
SUITE 244
ATLANTA, GA 30318
678.705.7904

11/23/2020

11/23/2020

PLANS ISSUED FOR
RE-ZONING PURPOSES ONLY.
NOT ISSUED FOR
CONSTRUCTION

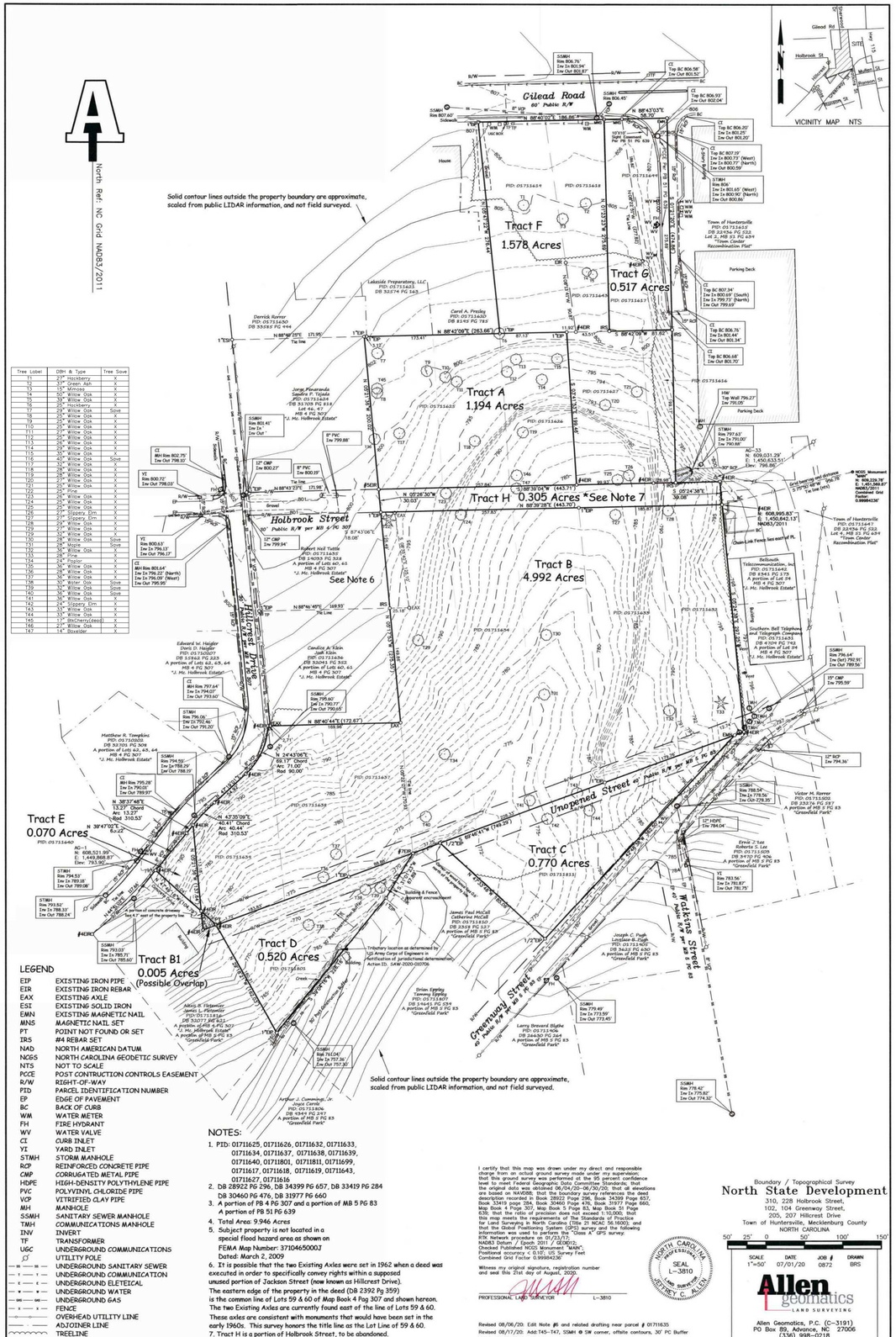
HUNTERSVILLE TOWN CENTER

LD PN 1018017

COVER SHEET

LandDesign.

11/23/2020 10:55 AM CHRIS COOK N:_2018\1018017\CAD\ENTITLEMENTS\1018017_RZN_COVR.DWG



Tree Label	DBH & Type	Tree Save
T1	27" Hackberry	X
T2	33" Green Ash	X
T3	15" Mimosa	X
T4	30" Willow Oak	X
T5	36" Willow Oak	X
T6	29" Hackberry	X
T7	29" Willow Oak	Save
T8	25" Willow Oak	X
T9	25" Willow Oak	X
T10	25" Willow Oak	X
T11	27" Willow Oak	X
T12	25" Willow Oak	X
T13	26" Willow Oak	X
T14	29" Willow Oak	X
T15	40" Willow Oak	Save
T16	40" Willow Oak	Save
T17	32" Willow Oak	X
T18	26" Willow Oak	X
T19	28" Willow Oak	X
T20	27" Willow Oak	X
T21	25" Willow Oak	X
T22	25" Pine	X
T23	26" Willow Oak	X
T24	25" Willow Oak	X
T25	25" Willow Oak	X
T26	25" Slippery Elm	X
T27	25" Slippery Elm	X
T28	27" Willow Oak	X
T29	32" Willow Oak	X
T30	28" Willow Oak	Save
T31	28" Maple	Save
T32	36" Willow Oak	X
T33	28" Pine	X
T34	24" Poplar	X
T35	36" Willow Oak	X
T36	28" Willow Oak	X
T37	36" Willow Oak	X
T38	30" Willow Oak	Save
T39	32" Willow Oak	Save
T40	36" Willow Oak	Save
T41	36" Willow Oak	X
T42	24" Slippery Elm	X
T43	33" Willow Oak	X
T44	33" Willow Oak	X
T45	17" Blackcherry(dead)	X
T46	27" Willow Oak	X
T47	14" Boxelder	X

LEGEND

EIP	EXISTING IRON PIPE
EIR	EXISTING IRON REBAR
EAX	EXISTING AXLE
ESI	EXISTING SOLID IRON
EMN	EXISTING MAGNETIC NAIL
MNS	MAGNETIC NAIL SET
PT	POINT NOT FOUND OR SET
IR5	#4 REBAR SET
NAD	NORTH AMERICAN DATUM
NCGS	NORTH CAROLINA GEODETIC SURVEY
NTS	NOT TO SCALE
PCCE	POST CONTRUCTION CONTROLS EASEMENT
R/W	RIGHT-OF-WAY
PID	PARCEL IDENTIFICATION NUMBER
EP	EDGE OF PAVEMENT
BC	BACK OF CURB
WM	WATER METER
FH	FIRE HYDRANT
WV	WATER VALVE
CI	CURB INLET
YI	YARD INLET
STMH	STORM MANHOLE
RCP	REINFORCED CONCRETE PIPE
CMP	CORRUGATED METAL PIPE
HDPE	HIGH-DENSITY POLYTHYLENE PIPE
PVC	POLYVINYL CHLORIDE PIPE
VCP	VITRIFIED CLAY PIPE
MH	MANHOLE
SSMH	SANITARY SEWER MANHOLE
TMH	COMMUNICATIONS MANHOLE
INV	INVERT
TF	TRANSFORMER
UGC	UNDERGROUND COMMUNICATIONS
	UTILITY POLE
— SS — SS —	UNDERGROUND SANITARY SEWER
— T — T —	UNDERGROUND COMMUNICATION
— E — E —	UNDERGROUND ELETEICAL
— W — W —	UNDERGROUND WATER
— GS — GS —	UNDERGROUND GAS
— X — X —	FENCE
	OVERHEAD UTILITY LINE
	ADJOINER LINE
	TREELINE

NOTES:

1. PID: 01711625, 01711626, 01711632, 01711633, 01711634, 01711637, 01711638, 01711639, 01711640, 01711801, 01711811, 01711699, 01711617, 01711618, 01711619, 01711643, 01711627, 01711616
2. DB 28922 PG 296, DB 34399 PG 657, DB 33419 PG 284 DB 30460 PG 476, DB 31977 PG 660
3. A portion of PB 4 PG 307 and a portion of MB 5 PG 83 A portion of PB 51 PG 639
4. Total Area: 9.946 Acres
5. Subject property is not located in a special flood hazard area as shown on FEMA Map Number: 3710465000J Dated: March 2, 2009
6. It is possible that the two Existing Axles were set in 1962 when a deed was executed in order to specifically convey rights within a supposed unused portion of Jackson Street (now known as Hillcrest Drive). The eastern edge of the property in the deed (DB 2392 Pg 359) is the common line of Lots 59 & 60 of Map Book 4 Pag 307 and shown hereon. The two Existing Axles are currently found east of the line of Lots 59 & 60. These axles are consistent with monuments that would have been set in the early 1960s. This survey honors the title line as the Lot Line of 59 & 60.
7. Tract H is a portion of Holbrook Street, to be abandoned.

Solid contour lines outside the property boundary are approximate, scaled from public LIDAR information, and not field surveyed.

I certify that this map was drawn under my direct and responsible charge from an actual ground survey made under my supervision; that this ground survey was performed at the 95 percent confidence level to meet Federal Geographic Data Committee Standards; that the original data was obtained 06/04/20–06/30/20; that all elevations are based on NAVD88; that the boundary survey references the deed descriptions and plats of record in Deed Book 2392 Page 359, Book 28922 Page 657, Book 34399 Page 284, Book 30460 Page 476, Book 31977 Page 660, Map Book 4 Page 307, Map Book 5 Page 83, Map Book 51 Page 639; that the ratio of precision does not exceed 1:10,000; that this map meets the requirements of The Standards of Practice for Land Surveying in North Carolina (Title 21 NCAC 56.1600); and that the Global Positioning System (GPS) survey and the following information was performed to meet the "Class A" GPS survey: RTN Network procedure on 01/23/13 NAD83 Datum / Epoch 2011 / GEOID12; Checked Published NGS Monument "MAN"; Positional accuracy < 0.10'; US Survey Feet Combined Grid Factor 0.99984236'

Witness my original signature, registration number and seal this 21st day of August, 2020.

PROFESSIONAL LAND SURVEYOR L-3810

NORTH CAROLINA PROFESSIONAL SEAL L-3810 LAND SURVEYOR JEFFREY C. ALLEN

Revised 08/06/20: Edit Note #6 and related drafting near parcel # 01711635
Revised 08/17/20: Add T45-T47, SSMH @ SW corner, offsite contours, 30' PC Buffer
Revised 08/21/20: Edit note regarding Wetlands

Boundary / Topographical Survey
North State Development
310, 228 Holbrook Street,
102, 104 Greenway Street,
205, 207 Hillcrest Drive
Town of Huntersville, Mecklenburg County
NORTH CAROLINA

50' 25' 0 50' 100' 150'

SCALE	DATE	JOB #	DRAWN
1"=50'	07/01/20	0872	BRS

Allen geomatics LAND SURVEYING
Allen Geomatics, P.C. (C-3191)
PO Box 89, Advance, NC 27006
(336) 998-0218
www.AllenGeomatics.com

GENERAL NOTE:

1. THE SITE IS LOCATED IN THE MCDOWELL CREEK WATERSHED, MOUNTAIN ISLAND LAKE WATERSHED DISTRICT - PA2

LandDesign.
223 NORTH GRAHAM STREET
CHARLOTTE, NC 28202
704.333.0325
WWW.LANDDESIGN.COM
NC ENG. FIRM LICENSE # C-0658

KEY MAP

SEAL

PLANS ISSUED FOR RE-ZONING PURPOSES ONLY. NOT ISSUED FOR CONSTRUCTION

PROJECT

HUNTERSVILLE TOWN CENTER

NORTH STATE DEVELOPMENT, LLC

109 GILEAD ROAD
HUNTERSVILLE, NC

LANDDESIGN PROJ.#
1018017

REVISION / ISSUANCE

NO.	DESCRIPTION	DATE

DESIGNED BY:
DRAWN BY:
CHECKED BY:

SCALE NORTH

VERT:
HORZ: NOT TO SCALE - FOR REFERENCE ONLY

SHEET TITLE

SEALED SURVEY, TREE SURVEY, AND EXISTING CONDITIONS

SHEET NUMBER

RZ-01

ORIGINAL SHEET SIZE: 24" X 36"

CAD SURVEY BASE INFORMATION IS FROM MECKLENBURG COUNTY GIS LIBRARY

TREE PRESERVATION AND CANOPY

HERITAGE TREES:

- NUMBER OF HERITAGE TREES ON-SITE = 0
- NUMBER OF HERITAGE TREES SAVED = N/A
- PERCENTAGE OF HERITAGE TREES REQUIRED TO SAVE = N/A
- PERCENTAGE OF HERITAGE TREES SAVED = N/A

TREE CANOPY

- PERCENTAGE OF SITE COVERED BY TREE CANOPY = ±88%
- PERCENTAGE OF TREE CANOPY PRESERVATION REQUIRED = 0%
- PERCENTAGE OF TREE CANOPY SAVED = ±1%

SPECIMEN TREES:

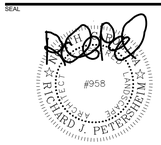
- NUMBER OF SPECIMEN TREES ON-SITE = 45
- NUMBER OF SPECIMEN TREES SAVED = 1
- PERCENTAGE OF SPECIMEN TREES REQUIRED TO SAVE = 30%
- PERCENTAGE OF SPECIMEN TREES SAVED = 2%
- APPLICANT WILL PROVIDE MITIGATION BASED ON FINAL TREES TO BE SAVED - TO BE DETERMINED

Tree Label	DBH & Type	Tree Save
T1	27" Hackberry	X
T2	37" Green Ash	X
T3	15" Mimosa	X
T4	50" Willow Oak	X
T5	39" Willow Oak	X
T6	25" Hackberry	X
T7	29" Willow Oak	X
T8	25" Willow Oak	X
T9	25" Willow Oak	X
T10	25" Willow Oak	X
T11	27" Willow Oak	X
T12	25" Willow Oak	X
T13	26" Willow Oak	X
T14	29" Willow Oak	X
T15	35" Willow Oak	X
T16	40" Willow Oak	X
T17	32" Willow Oak	X
T18	28" Willow Oak	X
T19	28" Willow Oak	X
T20	27" Willow Oak	X
T21	25" Willow Oak	X
T22	25" Pine	X
T23	26" Willow Oak	X
T24	25" Willow Oak	X
T25	25" Willow Oak	X
T26	27" Slippery Elm	X
T27	27" Slippery Elm	X
T28	29" Willow Oak	X
T29	27" Willow Oak	X
T29	32" Willow Oak	X
T30	28" Willow Oak	X
T31	28" Maple	X
T32	36" Willow Oak	X
T33	28" Pine	X
T34	24" Poplar	X
T35	36" Willow Oak	X
T36	28" Willow Oak	X
T37	36" Willow Oak	X
T38	30" Water Oak	X
T39	32" Willow Oak	X
T40	36" Willow Oak	Save
T41	36" Willow Oak	X
T42	24" Slippery Elm	X
T43	33" Willow Oak	X
T44	33" Willow Oak	X
T45	27" Willow Oak	X

LandDesign.
223 NORTH GRAHAM STREET
CHARLOTTE, NC 28202
704.333.0325
WWW.LANDDESIGN.COM
NC ENG. FIRM LICENSE # C-0658

KEY MAP

SEAL



PLANS ISSUED FOR RE-ZONING PURPOSES ONLY. NOT ISSUED FOR CONSTRUCTION

PROJECT

HUNTERSVILLE TOWN CENTER

NORTH STATE DEVELOPMENT, LLC

109 GILEAD ROAD
HUNTERSVILLE, NC

LANDDESIGN PROJ.#
1018017

REVISION / ISSUANCE

NO.	DESCRIPTION	DATE

DESIGNED BY:
DRAWN BY:
CHECKED BY:

SCALE
VERT:
HORZ: 1" = 60'
0 30 60 120

NORTH

SHEET TITLE
TREE PRESERVATION AND CANOPY

SHEET NUMBER
RZ-02

EXISTING PARCEL OWNER / IDENTIFICATION:

1. PARCEL ID: 01710808
OWNER: PHILLIP MORGAN / COLLEEN MORGAN
2. PARCEL ID: 01710803
OWNER: EVELYN M BURGESS
3. PARCEL ID: 01710811
OWNER: WAYNE H / CAROL D BALLARD
4. PARCEL ID: 01710804
OWNER: WAYNE H BALLARD / CAROL D BALLARD
5. PARCEL ID: 01710807
OWNER: MANSUKHLAL KOTHADIA / VILAS KOTHADIA
6. PARCEL ID: 01710812
OWNER: JMPH PROPERTIES LLC
7. PARCEL ID: 01710806
OWNER: JOSE NOEL CELIS
8. PARCEL ID: 01711623
OWNER: ANN P BERRIER
9. PARCEL ID: 01711622
OWNER: JAMES H MOON / PAMELA P MOON
10. PARCEL ID: 01711630
OWNER: DERRICK RORRER
11. PARCEL ID: 01711624
OWNER: JORGE PENARANDA / SANDRA P TEJADA
12. PARCEL ID: 01711625
OWNER: BRADFORD D III CECIL
13. PARCEL ID: 01711621
OWNER: LAKESIDE PREPARATORY LLC
14. PARCEL ID: 01711620
OWNER: CAROL A PRESLEY
15. PARCEL ID: 01711619
OWNER: TOWN OF HUNTERSVILLE
16. PARCEL ID: 01711626
OWNER: CECIL D III BRADFORD
17. PARCEL ID: 01711627
OWNER: TOWN OF HUNTERSVILLE
18. PARCEL ID: 01711643
OWNER: TOWN OF HUNTERSVILLE
19. PARCEL ID: 01711618
OWNER: TOWN OF HUNTERSVILLE
20. PARCEL ID: 01711617
OWNER: TOWN OF HUNTERSVILLE
21. PARCEL ID: 01711699
OWNER: TOWN OF HUNTERSVILLE
22. PARCEL ID: 01711616
OWNER: TOWN OF HUNTERSVILLE
23. PARCEL ID: 01711615
OWNER: TOWN OF HUNTERSVILLE
24. PARCEL ID: 01711645
OWNER: TOWN OF HUNTERSVILLE
25. PARCEL ID: 01711611
OWNER: TOWN OF HUNTERSVILLE
26. PARCEL ID: 01711606
OWNER: TOWN OF HUNTERSVILLE
27. PARCEL ID: 01711605
OWNER: TOWN OF HUNTERSVILLE
28. PARCEL ID: 01711601
OWNER: SWANSTONE PARTNERS LLC
29. PARCEL ID: 01711603
OWNER: TOWN OF HUNTERSVILLE
30. PARCEL ID: 01711647
OWNER: TOWN OF HUNTERSVILLE
31. PARCEL ID: 01711631
OWNER: SOUTHERN BELL TELEPHONE & TELEGRAPH CO.
32. PARCEL ID: 01711642
OWNER: BELLSOUTH TELECOMMUNICATION INC.
33. PARCEL ID: 01711632
OWNER: CECIL D III BRADFORD
34. PARCEL ID: 01711633
OWNER: CECIL D III BRADFORD
35. PARCEL ID: 01711634
OWNER: CECIL D III BRADFORD
36. PARCEL ID: 01711635
OWNER: ROBERT NEIL TUTTLE
37. PARCEL ID: 01711636
OWNER: CANDICE A KLEIN / JOSH KLEIN
38. PARCEL ID: 01710204
OWNER: COLLEEN REDMOND
39. PARCEL ID: 01710208
OWNER: KATHERINE DAVIS DICKINSON
40. PARCEL ID: 01710201
OWNER: GARY MICHAEL TOMPKINS
41. PARCEL ID: 01710207
OWNER: W EDWARD HAIGLER
42. PARCEL ID: 01710202
OWNER: MATTHEW R TOMPKINS
43. PARCEL ID: 01710205
OWNER: CHURCH TRUSTEES OF HUNTERSVILLE METHODIST
44. PARCEL ID: 01711813
OWNER: KATHRYN K DOUGHTY / OLIVER G H PETERS
45. PARCEL ID: 01711816
OWNER: ALEXIS B FLETEMIER / JAMES L FLETEMIER
46. PARCEL ID: 01711640
OWNER: GILEAD BOWMAN LLC
47. PARCEL ID: 01711639
OWNER: CECIL D III BRADFORD
48. PARCEL ID: 01711638
OWNER: CECIL D III BRADFORD
49. PARCEL ID: 01711637
OWNER: CECIL D III BRADFORD
50. PARCEL ID: 01711801
OWNER: GILEAD BOWMAN LLC
51. PARCEL ID: 01711807
OWNER: BRIAN EPPLEY / TAMMY EPPLEY
52. PARCEL ID: 01711810
OWNER: JAMES PAUL MCCALL / CATHERINE MCCALL
53. PARCEL ID: 01711811
OWNER: GILEAD BOWMAN LLC
54. PARCEL ID: 01711905
OWNER: JOSEPH C PUGH / LOVELACE B PUGH
55. PARCEL ID: 01711906
OWNER: LARRY BREVARD BLYTHE
56. PARCEL ID: 01711904
OWNER: ERNIE J LEE / ROBERTA S LEE
57. PARCEL ID: 01711402
OWNER: THE GATHERING CENTER LLC / BEVERLY SMITH MINISTRIES
58. PARCEL ID: 01711504
OWNER: ERNIE J LEE / ROBERTA S LEE
59. PARCEL ID: 01711505
OWNER: HOLDINGS OAK
60. PARCEL ID: 01711503
OWNER: ERNIE J LEE / ROBERTA S LEE
61. PARCEL ID: 01711502
OWNER: VICTOR M RORRER
62. PARCEL ID: 01711501
OWNER: TERRY F MCKNIGHT / DEBORAH P MCKNIGHT
63. PARCEL ID: 01711510
OWNER: COOPER BELL LLC
64. PARCEL ID: 01711513
OWNER: ANGELO N PONCE / LIVING TRUST ANGELO N PONCE REVOCABLE
65. PARCEL ID: 01711506
OWNER: ARAJO INVESTMNETS LLC
66. PARCEL ID: 01711507
OWNER: TERRY E DEWESE / REBECCA A DEWESE
67. PARCEL ID: 01711405
OWNER: PHYLLIS LYNCH UNDERHILL
68. PARCEL ID: 01711404
OWNER: CHARLES H IV WELLS / REBECCA DICKINSON WELLS
69. PARCEL ID: 01904402
OWNER: DOROTHY B FLORENTINE / TRUST DOROTHY B FLORENTINE FAMILY LEGACY
70. PARCEL ID: 01904401
OWNER: DOROTHY B CANADAY
71. PARCEL ID: 01904304
OWNER: CHURCH HUNTERSVILLE PRESBYTERIAN
72. PARCEL ID: 01904303
OWNER: CHURCH HUNTERSVILLE PRESBYTERIAN
73. PARCEL ID: 01904220
OWNER: JAMES RITCHIE DAVIS / JENNIFER DAVIS
74. PARCEL ID: 01904211
OWNER: RENE W SMALL
75. PARCEL ID: 01904213
OWNER: SIDNEY V JR BOONE / TAMLA M BOONE
76. PARCEL ID: 01904210
OWNER: LEMUEL J GARDNER / BRENDA J GARDNER
77. PARCEL ID: 01904209
OWNER: LEMUEL J GARDNER / BRENDA J GARDNER
78. PARCEL ID: 01904214
OWNER: JACKIE CURRANT / GINA MICHELLE STEWART
79. PARCEL ID: 01904215
OWNER: LAYTON P HOLSINGER / JAN W HOLSINGER
80. PARCEL ID: 01904208
OWNER: LAYTON P HOLSINGER / JAN W HOLSINGER
81. PARCEL ID: 01904222
OWNER: LAYTON P HOLSINGER / JAN W HOLSINGER
82. PARCEL ID: 01904206
OWNER: TOWN OF HUNTERSVILLE
83. PARCEL ID: 01904216
OWNER: CHARLES S GUIGNARD
84. PARCEL ID: 01904217
OWNER: CHARLES S GUIGNARD
85. PARCEL ID: 01904205
OWNER: CHARLES S GUIGNARD
86. PARCEL ID: 01904204
OWNER: CHARLES S GUIGNARD
87. PARCEL ID: 01904203
OWNER: CHARLES S GUIGNARD
88. PARCEL ID: 01904201
OWNER: CHARLES S GUIGNARD
89. PARCEL ID: 01904218
OWNER: CHARLES S GUIGNARD
90. PARCEL ID: 01904219
OWNER: CYNDEE PROPERTIES LLLP
91. PARCEL ID: 01903117
OWNER: AMANI S TADROSS / RAFIK M HANNA
92. PARCEL ID: 01903116
OWNER: TOWN OF HUNTERSVILLE
93. PARCEL ID: 01903115
OWNER: TOWN OF HUNTERSVILLE
94. PARCEL ID: 01712212
OWNER: CASHION PROPERTIES LLC
95. PARCEL ID: 01712211
OWNER: TOWN OF HUNTERSVILLE
96. PARCEL ID: 01712210
OWNER: TOWN OF HUNTERSVILLE
97. PARCEL ID: 01712245
OWNER: TOWN OF HUNTERSVILLE
98. PARCEL ID: 01712208
OWNER: MARTHA M RAWDON / FRANCES M GARNER / LARRY W GARNER
99. PARCEL ID: 01712207
OWNER: GERALD L INGALLS / RACHEL H INGALLS
100. PARCEL ID: 01712113
OWNER: MECKLENBURG BOARD OF EDUCATION CHARLOTTE

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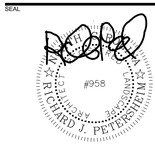
KEY MAP

SEAL



11/23/2020

PLANS ISSUED FOR RE-ZONING PURPOSES ONLY. NOT ISSUED FOR CONSTRUCTION

PROJECT

HUNTERSVILLE TOWN CENTER

NORTH STATE DEVELOPMENT, LLC

109 GILEAD ROAD
HUNTERSVILLE, NC

LANDDESIGN PROJ.# 1018017

REVISION / ISSUANCE

NO.	DESCRIPTION	DATE

DESIGNED BY:
DRAWN BY:
CHECKED BY:

SCALE

VERT:
HORZ: 1" = 60'

0 30 60 120

NORTH

SHEET TITLE

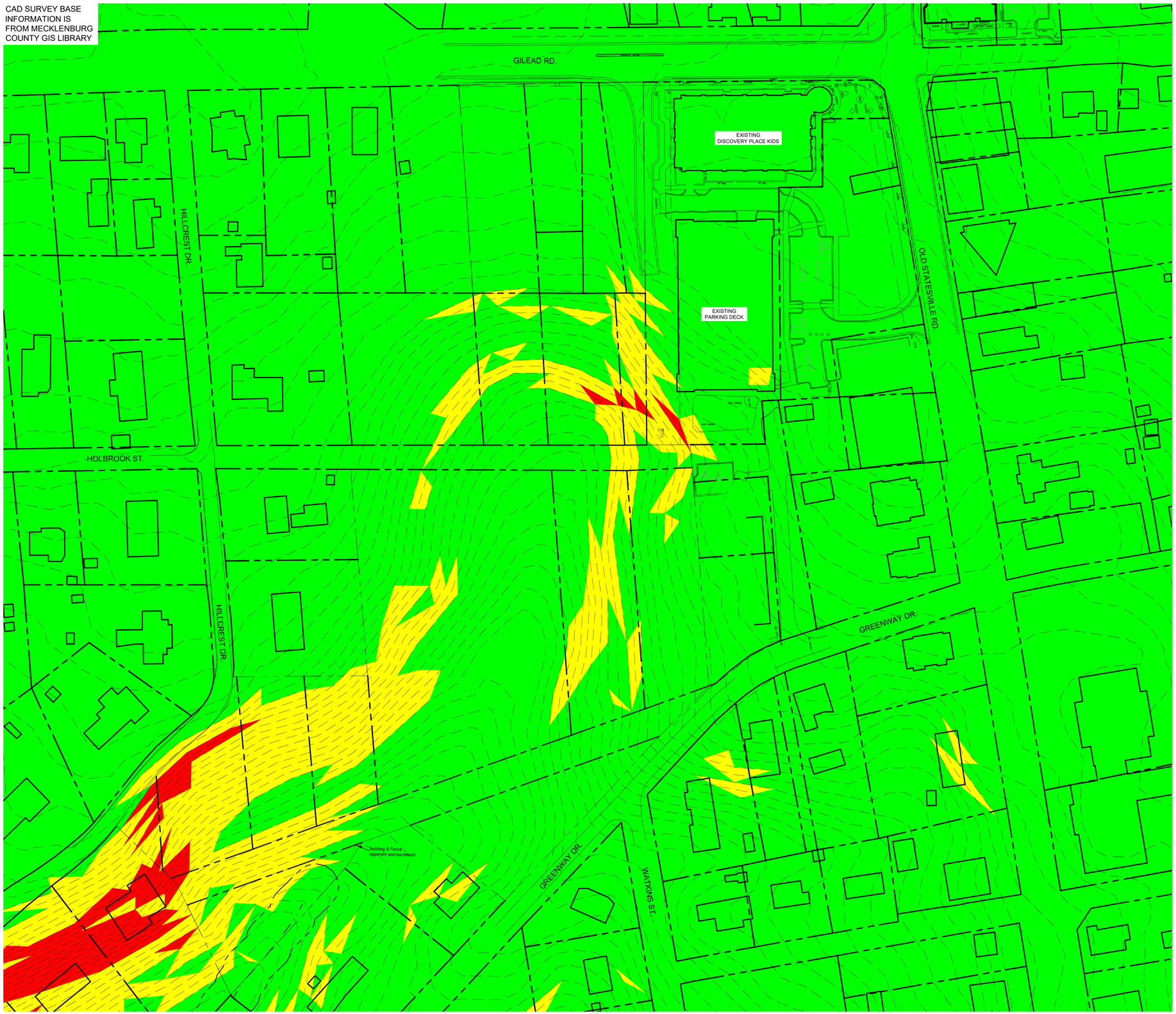
EXISTING CONDITIONS

SHEET NUMBER

RZ-03

ORIGINAL SHEET SIZE: 24" X 36"

CAD SURVEY BASE INFORMATION IS FROM MECKLENBURG COUNTY GIS LIBRARY



Slope Analysis Legend			
Number	Minimum Slope	Maximum Slope	Color
1	0.00%	10.00%	
2	10.00%	15.00%	
3	15.00%	25.00%	
4	25.00%	33.01%	

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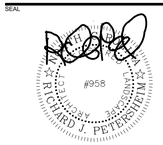
KEY MAP

SEAL



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PROJECT

HUNTERSVILLE TOWN CENTER

NORTH STATE DEVELOPMENT, LLC

109 GILEAD ROAD
HUNTERSVILLE, NC

LANDDESIGN PROJ.#
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REVISION / ISSUANCE

NO.	DESCRIPTION	DATE

DESIGNED BY:
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SCALE

NORTH

VERT:
HORZ: 1" = 60'

0 30 60 120

SHEET TITLE

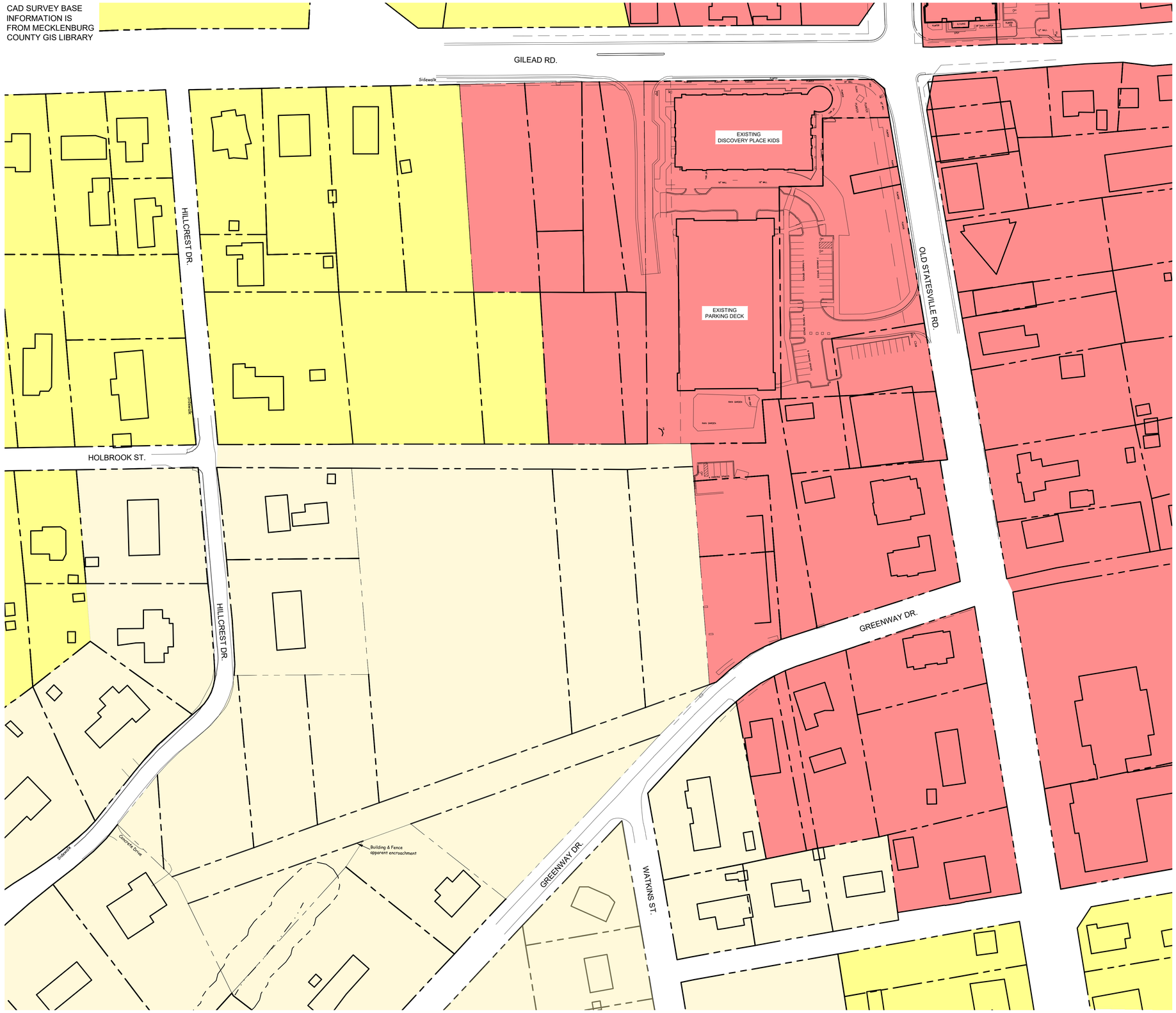
EXISTING TOPOGRAPHY SLOPE ANALYSIS

SHEET NUMBER

RZ-04

ORIGINAL SHEET SIZE: 24" X 36"

CAD SURVEY BASE INFORMATION IS FROM MECKLENBURG COUNTY GIS LIBRARY



ZONING LEGEND

- GENERAL RESIDENTIAL (GR)
- NEIGHBORHOOD RESIDENTIAL (NR)
- TOWN CENTER (TC)

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KEY MAP

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RICHARD J. PETERSEN
11/23/2020

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PROJECT

HUNTERSVILLE TOWN CENTER

NORTH STATE DEVELOPMENT, LLC

109 GILEAD ROAD
HUNTERSVILLE, NC

LANDDESIGN PROJ.#
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NO.	DESCRIPTION	DATE

DESIGNED BY:
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CHECKED BY:

SCALE

VERT:
HORZ: 1" = 60'

0 30 60 120

NORTH

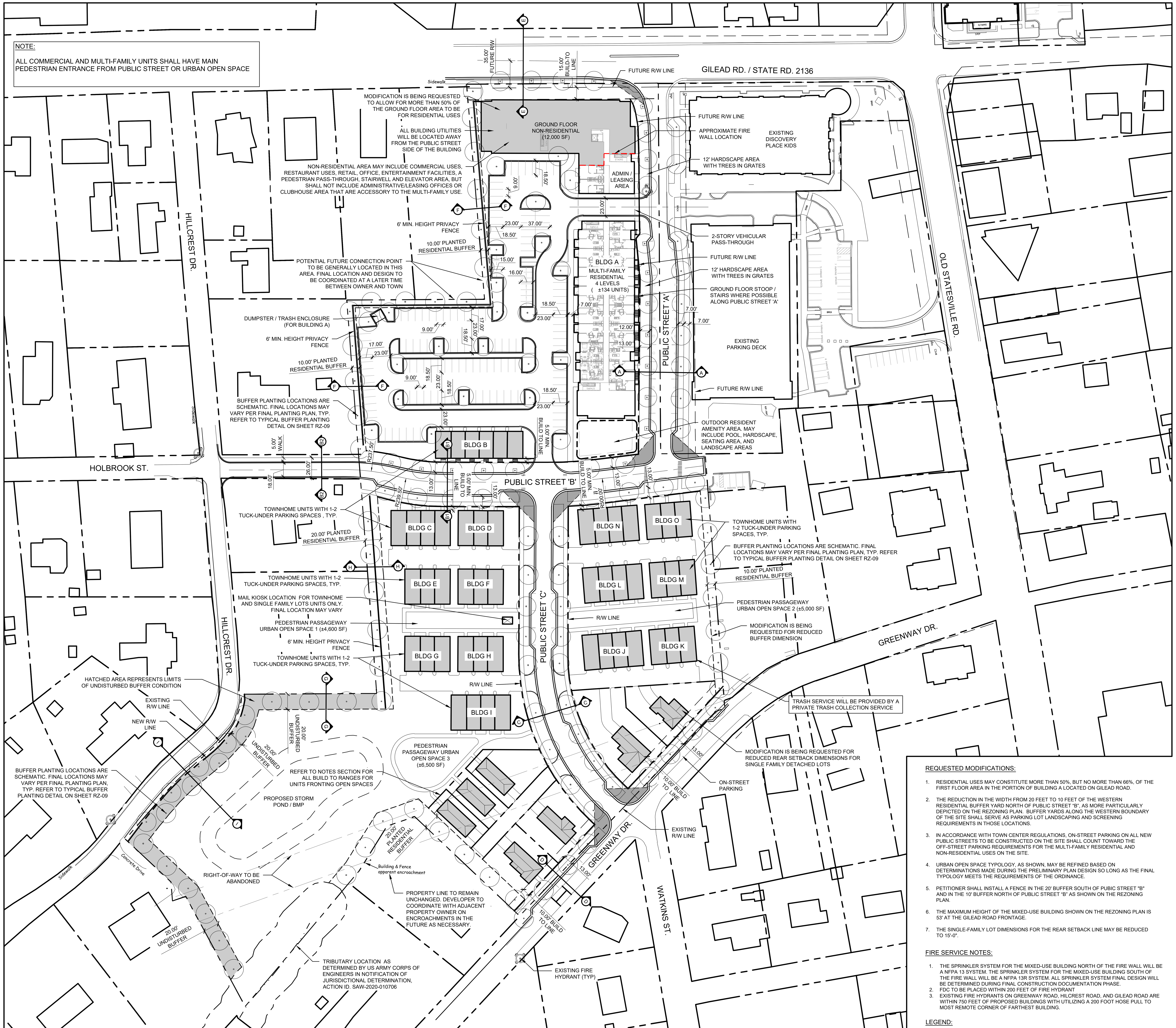
SHEET TITLE

ADJACENT PARCEL ZONING DISTRICTS

SHEET NUMBER

RZ-05

ORIGINAL SHEET SIZE: 24" X 36"



REQUESTED MODIFICATIONS:

1. RESIDENTIAL USES MAY CONSTITUTE MORE THAN 50%, BUT NO MORE THAN 66%, OF THE FIRST FLOOR AREA IN THE PORTION OF BUILDING A LOCATED ON GILEAD ROAD.
2. THE REDUCTION IN THE WIDTH FROM 20 FEET TO 10 FEET OF THE WESTERN RESIDENTIAL BUFFER YARD NORTH OF PUBLIC STREET "B", AS MORE PARTICULARLY DEPICTED ON THE REZONING PLAN. BUFFER YARDS ALONG THE WESTERN BOUNDARY OF THE SITE SHALL SERVE AS PARKING LOT LANDSCAPING AND SCREENING REQUIREMENTS IN THOSE LOCATIONS.
3. IN ACCORDANCE WITH TOWN CENTER REGULATIONS, ON-STREET PARKING ON ALL NEW PUBLIC STREETS TO BE CONSTRUCTED ON THE SITE SHALL COUNT TOWARD THE OFF-STREET PARKING REQUIREMENTS FOR THE MULTI-FAMILY RESIDENTIAL AND NON-RESIDENTIAL USES ON THE SITE.
4. URBAN OPEN SPACE TYPOLOGY, AS SHOWN, MAY BE REFINED BASED ON DETERMINATIONS MADE DURING THE PRELIMINARY PLAN DESIGN SO LONG AS THE FINAL TYPOLOGY MEETS THE REQUIREMENTS OF THE ORDINANCE.
5. PETITIONER SHALL INSTALL A FENCE IN THE 20' BUFFER SOUTH OF PUBIC STREET "B" AND IN THE 10' BUFFER NORTH OF PUBLIC STREET "B" AS SHOWN ON THE REZONING PLAN.
6. THE MAXIMUM HEIGHT OF THE MIXED-USE BUILDING SHOWN ON THE REZONING PLAN IS 53' AT THE GILEAD ROAD FRONTAGE.
7. THE SINGLE-FAMILY LOT DIMENSIONS FOR THE REAR SETBACK LINE MAY BE REDUCED TO 15'-0".

FIRE SERVICE NOTES:

1. THE SPRINKLER SYSTEM FOR THE MIXED-USE BUILDING NORTH OF THE FIRE WALL WILL BE A NFPA 13 SYSTEM. THE SPRINKLER SYSTEM FOR THE MIXED-USE BUILDING SOUTH OF THE FIRE WALL WILL BE A NFPA 13R SYSTEM. ALL SPRINKLER SYSTEM FINAL DESIGN WILL BE DETERMINED DURING FINAL CONSTRUCTION DOCUMENTATION PHASE.
2. FDC TO BE PLACED WITHIN 200 FEET OF FIRE HYDRANT
3. EXISTING FIRE HYDRANTS ON GREENWAY ROAD, HILCREST ROAD, AND GILEAD ROAD ARE WITHIN 750 FEET OF PROPOSED BUILDINGS WITH UTILIZING A 200 FOOT HOSE PULL TO MOST REMOTE CORNER OF FARTHEST BUILDING.

LEGEND:

EXISTING FIRE HYDRANT

SITE DEVELOPMENT DATA:

TOTAL SITE AREA =	9.947
EXISTING ZONING DISTRICTS	TOWN CENTER / NEIGHBORHOOD RESIDENTIAL / GENERAL RESIDENTIAL
PROPOSED ZONING DISTRICT	TOWN CENTER - CONDITIONAL DISTRICT (TC-CD)

TOTAL LOT COUNT:

MULTI-FAMILY LOTS =	1
TOWNHOME LOTS =	50
SINGLE FAMILY LOTS =	7
TOTAL LOTS =	58

TOTAL NUMBER OF DWELLINGS:

MULTI-FAMILY DWELLINGS =	134 TOTAL UNITS (MAX)
TOWNHOME UNITS =	50 TOTAL UNITS (MAX)
SINGLE FAMILY UNITS =	7
TOTAL DWELLING UNITS =	191 TOTAL UNITS (MIX OF DWELLING TYPES MAY VARY - NOT TO EXCEED 191 TOTAL UNITS)

MULTI-FAMILY UNITS (APARTMENT BUILDING TYPE):

TOTAL MULTI-FAMILY UNITS =	134 TOTAL UNITS (UNIT MIX MAY VARY - NOT TO EXCEED 134 UNITS) (TOTAL NUMBER OF UNITS MAY BE REDUCED TO ACCOMMODATE FINAL PARKING REQUIREMENTS PER THE ORDINANCE)
MULTI-FAMILY PARKING REQUIRED =	142 PARKING SPACES (MAY VARY DEPENDING ON FINAL UNIT COUNT AND MIX)
MULTI-FAMILY PARKING PROVIDED =	142 PARKING SPACES

NON-RESIDENTIAL USES (APARTMENT BUILDING TYPE):

TOTAL NON-RESIDENTIAL AREA =	12,000 SF (±34%)
NON-RESIDENTIAL PARKING REQUIRED =	1 SPACE / 500 SF = 24 PARKING SPACES
NON-RESIDENTIAL PARKING PROVIDED =	24 PARKING SPACES
TOTAL PARKING REQUIRED = (FOR MULTI-FAMILY LOT)	166 PARKING SPACES (MAY VARY DEPENDING ON FINAL UNIT COUNT AND MIX OF MULTI-FAMILY UNITS)
TOTAL PARKING PROVIDED = (FOR MULTI-FAMILY LOT)	166 PARKING SPACES (FINAL PARKING COUNTS SHALL MEET OR EXCEED THE AMOUNT REQUIRED PER THE TOWN OF HUNTERSVILLE ORDINANCE)

TOWNHOME UNITS (ATTACHED HOUSE BUILDING TYPE):

TOTAL TOWNHOME UNITS =	50 TOWNHOME UNITS (MAX)
TOWNHOME PARKING REQUIRED =	1.5 SPACES / UNIT = 75 PARKING SPACES (MAY VARY DEPENDING ON FINAL UNIT COUNT AND MIX)
TOWNHOME PARKING PROVIDED =	98 PARKING SPACES (FINAL PARKING COUNTS SHALL MEET OR EXCEED THE AMOUNT REQUIRED PER THE TOWN OF HUNTERSVILLE ORDINANCE)

ON-STREET PARKING (GREENWAY ST.):

ON-STREET PARKING SPACES =	10 PARKING SPACES
TOTAL SITE PARKING REQUIRED =	**241 PARKING SPACES**
TOTAL SITE PARKING PROVIDED =	**274 PARKING SPACES**

PROPOSED ROAD MAINTENANCE RESPONSIBILITIES

- PUBLIC STREET 'A' =	PUBLIC STREET MAINTAINED BY TOWN OF HUNTERSVILLE
- PUBLIC STREET 'B' =	PUBLIC STREET MAINTAINED BY TOWN OF HUNTERSVILLE
- PUBLIC STREET 'C' =	PUBLIC STREET MAINTAINED BY TOWN OF HUNTERSVILLE

SITE IMPERVIOUS %

TOTAL SITE AREA =	±433,291 SF (9.95 AC)
TOTAL SITE IMPERVIOUS =	±249,611 SF (±5.73 AC)
TOTAL PERCENT IMPERVIOUS (ON THIS PLAN) =	±58% (FINAL AMOUNT WILL VARY DEPENDING ON FINAL DESIGN. PERCENTAGE NOT TO EXCEED 70% MAX. PER ORDINANCE)
PERCENTAGE OF OF IMPERVIOUS ALLOWED =	70% MAX (HIGH DENSITY OPTION, MOUNTAIN ISLAND LAKE WATERSHED PROTECTED AREA 2 (PA-2))

BUILDING TYPE SIDEYARD AND BUILD-TO LINE DIMENSIONS

- APARTMENT TYPE = (1 LOT)	SIDE YARD: 8' MIN. BUILD TO: 0'- 0" MIN - ±14'- 6" MAX.
- ATTACHED HOUSE TYPE (AT STREET R/W) = (20 TOTAL LOTS)	SIDEYARD: 0'-0" MIN. - ±20'-0" MAX. BUILD TO: ±5'- 0" MIN - ±13'-0" MAX.
- ATTACHED HOUSE TYPE (AT OPEN SPACE) = (30 TOTAL LOTS)	SIDEYARD: 0'-0" MIN. - ±27'-0" MAX. BUILD TO: 5'- 0"
- SINGLE FAMILY DETACHED TYPE = (7 TOTAL LOTS)	SIDEYARD: 5'-0" MIN. - ±51'-0" MAX. BUILD TO: 10'-0" REAR SETBACK: 15'-0" MIN.

OPEN SPACE SUMMARY:

**ALL OPEN SPACE AREAS SHALL INCORPORATE FIXTURES SUCH AS (BUT NOT LIMITED TO) FOUNTAINS, BENCHES, LANDSCAPE MATERIALS, SCULPTURES, AND OTHER DECORATIVE ELEMENTS PER THE ORDINANCE REQUIREMENTS.

1. PEDESTRIAN PASSAGEWAY 1 = ±4,600 SF
2. PEDESTRIAN PASSAGEWAY 2 = ±5,000 SF
3. PEDESTRIAN PASSAGEWAY 3 = ±6,500 SF

GENERAL NOTES:

1. THIS DEVELOPMENT FALLS WITHIN THE 1/4 MILE DISTANCE TO A RAIL TRANSIT STATION AS CALLED OUT IN THE ORDINANCE (ARTICLE 3.2.6 SECTION D) WHICH ALLOWS FOR MORE THAN 30% ATTACHED UNITS
2. ALL BUILDINGS WILL FRONT EITHER THE PUBLIC STREET OR AN URBAN OPEN SPACE AREA
3. FINAL ADDRESS VERIFICATION LETTER IS FORTHCOMING. LETTER TO BE SUBMITTED AFTER COORDINATION TAKES PLACE BETWEEN THE TOWN OF HUNTERSVILLE AND MECKLENBURG COUNTY TO RESOLVE THE NAMING AND ADDRESSING FOR THE PORTION OF HOLBROOK STREET LOCATED ON THIS SITE.
4. ALL DEVELOPMENT AND CONSTRUCTION SHALL COMPLY WITH ALL ZONING AND SUBDIVISION STANDARDS OF THE TOWN OF HUNTERSVILLE, MECKLENBURG COUNTY, AND NCDOT, AS APPLICABLE.
5. THIS PROPERTY MAY BE SUBJECT TO ANY EASEMENTS AND / OR RIGHT-OF-WAY OF RECORD.
6. ALL AREAS DESIGNATED AS COMMON AND / OR URBAN OPEN SPACE SHALL BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION AND DEDICATED FOR PERPETUITY.
7. ACCESS (INGRESS / EGRESS) LOCATION AND DESIGN SHOWN ON THIS SKETCH PLAN ARE SUBJECT TO ACHIEVING VERTICAL AND HORIZONTAL SIGH DISTANCES, TURN LANE IMPROVEMENTS (INCLUDING) RIGHT-OF-WAY AND INTERSECTION WITH ADJACENT AND OPPOSING ACCESS POINTS. MODIFICATIONS TO PLAN MAY RESULT.
8. LARGE MATURING TREES WILL BE PLANTED 40'-0" O.C. WITHIN THE REQUIRED PLANTING STRIP ALONG ALL STREETS. SMALL MATURING TREES ARE TO BE USED WHERE OVERHEAD POWER LINES EXIST.
9. PROPOSED GARBAGE PICK-UP SHALL BE PROVIDED BY A PRIVATE TRASH SERVICE. ALL GARBAGE PICK-UP REQUIREMENTS SHALL BE LAID AND ENFORCED THROUGH FUTURE HOA DOCUMENTS.
10. ALL MAIL DELIVERY FOR BUILDING 'A' WILL HANDLED VIA A MAIL ROOM LOCATED INSIDE THE BUILDING. ALL MAIL DELIVERY FOR THE TOWNHOME UNITS AND SINGLE FAMILY DETACHED LOTS WILL BE HANDLED BY A CENTRALLY LOCATED MAIL KIOSK.
11. NOTE ARTICLE 8.16.1 AND 2 OF THE TOWN OF HUNTERSVILLE ZONING ORDINANCE ONLY IF THE SUBDIVISION IS RESIDENTIAL.
12. DIRECT ACCESS FROM LOTS TO A THOROUGHFARE IS PROHIBITED.
13. LOTS SUBJECT TO FLOODING SHOULD NOT BE ESTABLISHED IN SUBDIVISIONS EXCEPT AS PROVIDED IN SECTION 7.280
14. ANY CONSTRUCTION OR USE WITHIN THE AREAS DELINEATED BY FLOODWAY FRINGE DISTRICT BOUNDARY LINE AND FLOODWAY DISTRICT ENCROACHMENT LINE IS SUBJECT TO THE RESTRICTIONS IMPOSED BY FLOODWAY REGULATIONS.
15. BUILD-TO LINE (DEFINITION): A LINE EXTENDING THROUGH A LOT WHICH IS GENERALLY PARALLEL TO THE FRONT PROPERTY LINE AND MARKS THE LOCATION FROM WHICH THE PRINCIPLE VERTICAL PLANE OF THE FRONT BUILDING ELEVATION, EXCLUSIVE OF PORCHES, BAY WINDOWS AND SIMILAR APPURTENANCES, MUST BE ERECTED; INTENDED TO CREATE AN EVEN BUILDING FACADE LINE ON A STREET. THE BUILD-TO LINE IS ESTABLISHED ON THE RECORD PLAT (FINAL PLAT).

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KEY MAP

SEAL

#958 RICHARD J. PETERSHEIM

11/23/2020

PLANS ISSUED FOR RE-ZONING PURPOSES ONLY. NOT ISSUED FOR CONSTRUCTION

PROJECT

HUNTERSVILLE TOWN CENTER

NORTH STATE DEVELOPMENT, LLC

109 GILEAD ROAD
HUNTERSVILLE, NC

LANDDESIGN PROJ.# 1018017

REVISION / ISSUANCE

NO.	DESCRIPTION	DATE

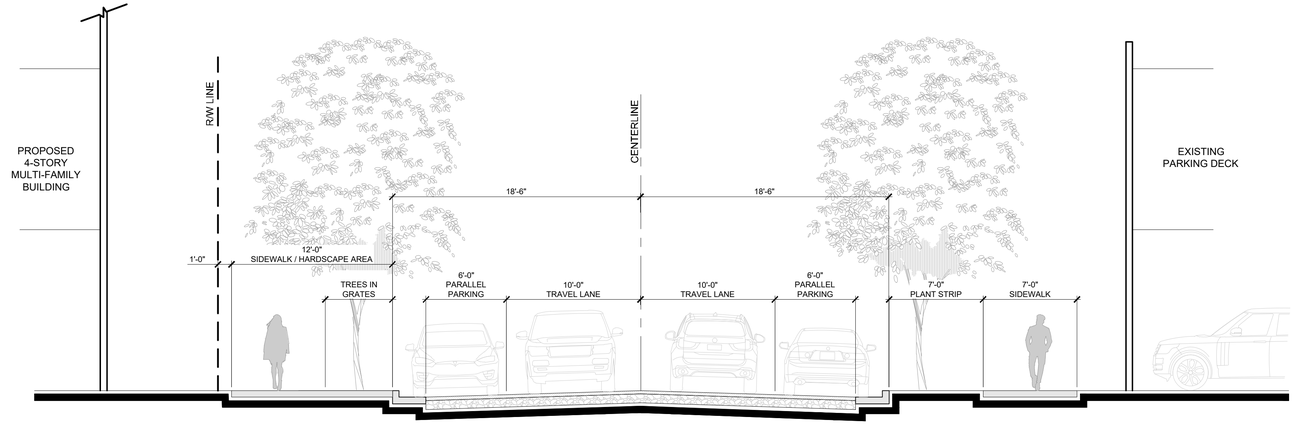
DESIGNED BY:
DRAWN BY:
CHECKED BY:

SCALE
VERT:
HORZ: 1" = 60'
0 30 60 120

NORTH

SHEET TITLE
RE-ZONING SITE PLAN

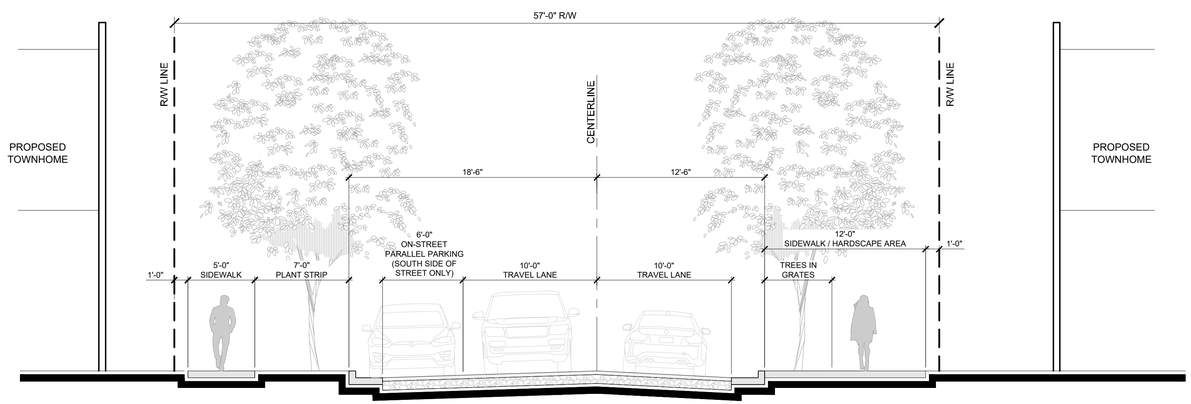
SHEET NUMBER
RZ-06



01 SECTION A - PUBLIC STREET 'A'

RESIDENTIAL LOCAL STREET - PARKING ON ONE SIDE OF STREET TYPICAL SECTION

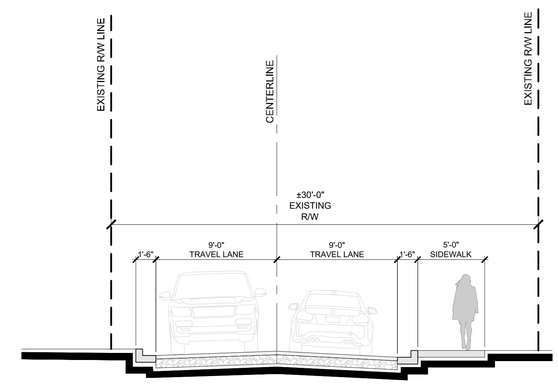
3/16" = 1'-0"



02 SECTION B1 - PUBLIC STREET 'B'

RESIDENTIAL LOCAL STREET - PARKING ON ONE SIDE OF STREET TYPICAL SECTION - DETAIL 200.2

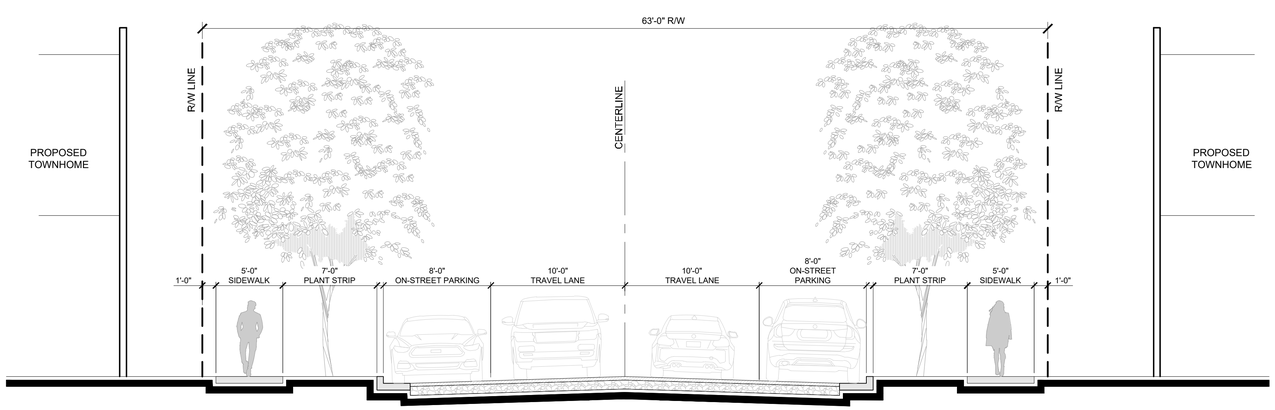
3/16" = 1'-0"



03 SECTION B2 - PUBLIC STREET 'B'

RESIDENTIAL LOCAL STREET

3/16" = 1'-0"



04 SECTION C - PUBLIC STREET 'C'

RESIDENTIAL LOCAL STREET - PARKING ON BOTH SIDES OF STREET TYPICAL SECTION

3/16" = 1'-0"

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KEY MAP

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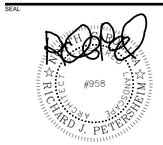

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SCALE — NORTH

VERT:
HORZ: AS NOTED

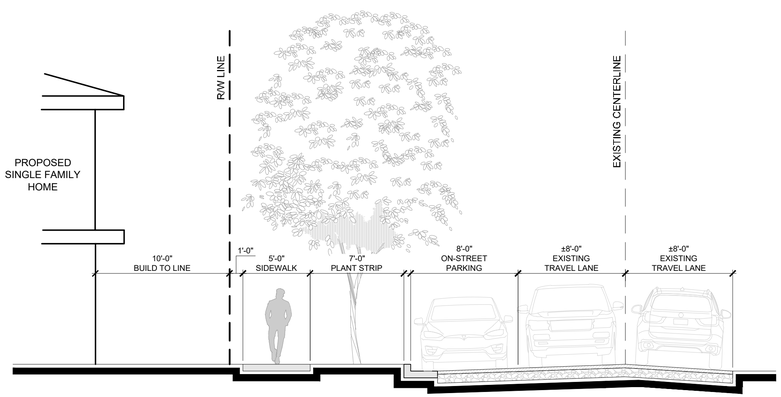
SHEET TITLE

RE-ZONING SECTIONS

SHEET NUMBER

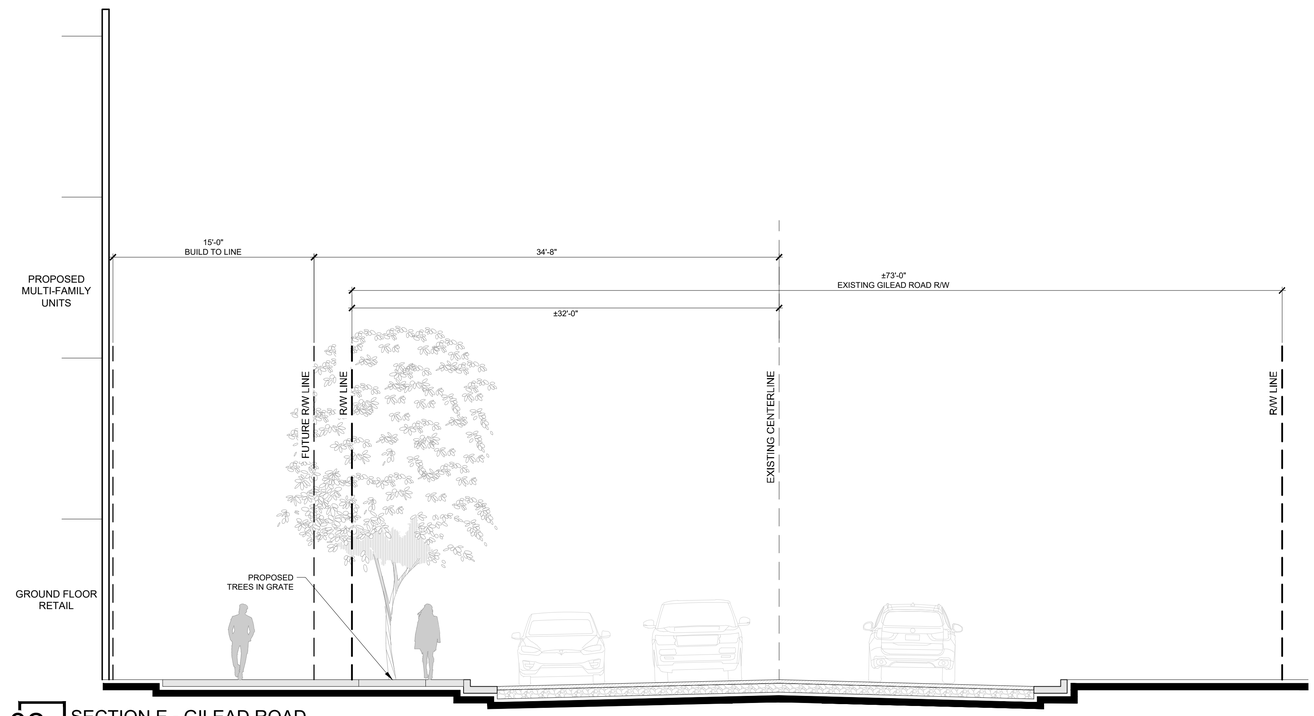
RZ-07

ORIGINAL SHEET SIZE: 24" X 36"



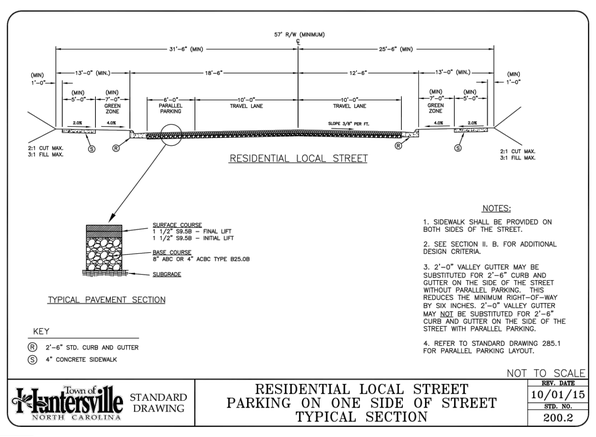
01 SECTION D - GREENWAY DRIVE

3/16" = 1'-0"



02 SECTION E - GILEAD ROAD

3/16" = 1'-0"



03 RESIDENTIAL LOCAL STREET TYPICAL SECTION

NOT TO SCALE

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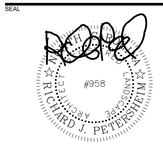
KEY MAP

SEAL



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PROJECT

HUNTERSVILLE TOWN CENTER

NORTH STATE DEVELOPMENT, LLC

109 GILEAD ROAD
HUNTERSVILLE, NC

LANDDESIGN PROJ.#
1018017

REVISION / ISSUANCE

NO.	DESCRIPTION	DATE

DESIGNED BY:
DRAWN BY:
CHECKED BY:

SCALE NORTH

VERT:
HORZ: AS NOTED

SHEET TITLE

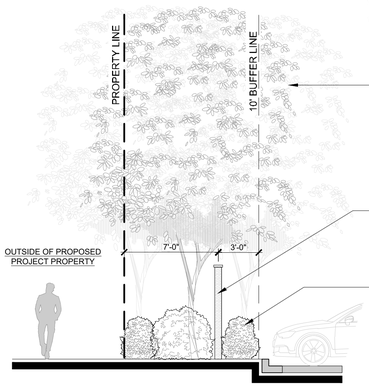
RE-ZONING SECTIONS

SHEET NUMBER

RZ-08

11/20/2020 9:15 AM C:\BIM\BIS\CODKN-N3\2018\1018017\KZ\CADENTITLEMENTS\1018017 | RZ\RZ-SECTIONS.DWG

ORIGINAL SHEET SIZE: 24" X 36"



GENERAL NOTES:

1. FINAL PLANT SPECIES AND SELECTION MAY VARY. FINAL DESIGN AND SELECTION OF ALL BUFFER LANDSCAPE PLANTING TO HAPPEN DURING CONSTRUCTION DOCUMENTATION PHASE OF PROJECT.

ALL PROPOSED BUFFER TREES SHALL BE PLANTED ACCORDING TO ORDINANCE REQUIREMENTS:

- 3 TREES PER 1,000 SF OF BUFFER AREA
- 25% LARGE MATURING TREES
- 25% SMALL MATURING TREES
- 25% EVERGREEN TREES
- TREES TO BE MIN. 2" CAL. AND 8'-0"-10'-0" TALL AT TIME OF PLANTING

6'-0" MIN. HEIGHT PRIVACY FENCE

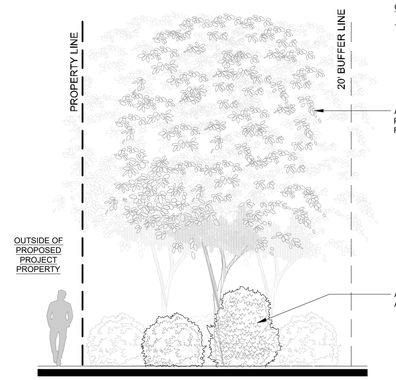
INSIDE OF PROPOSED PROJECT PROPERTY

ALL PROPOSED BUFFER SHRUBS SHALL BE PLANTED ACCORDING TO ORDINANCE REQUIREMENTS:

- 10 SHRUBS PER 1,000 SF OF BUFFER AREA
- 100% EVERGREEN SHRUBS
- SHRUBS SHALL BE PLANTED AT MIN. HEIGHT OF 3'-0" AT INSTALLATION AND EXPECTED TO REACH 6'-0" AT MATURITY

01 SECTION F - TYPICAL 10' PLANTED RESIDENTIAL BUFFER W/ FENCE

PLANTED RESIDENTIAL TYPE BUFFER 3/16" = 1'-0"



GENERAL NOTES:

1. FINAL PLANT SPECIES AND SELECTION MAY VARY. FINAL DESIGN AND SELECTION OF ALL BUFFER LANDSCAPE PLANTING TO HAPPEN DURING CONSTRUCTION DOCUMENTATION PHASE OF PROJECT.

ALL PROPOSED BUFFER TREES SHALL BE PLANTED ACCORDING TO ORDINANCE REQUIREMENTS:

- 3 TREES PER 1,000 SF OF BUFFER AREA
- 25% LARGE MATURING TREES
- 25% SMALL MATURING TREES
- 25% EVERGREEN TREES
- TREES TO BE MIN. 2" CAL. AND 8'-0"-10'-0" TALL AT TIME OF PLANTING

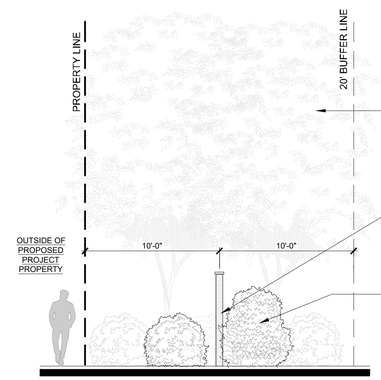
INSIDE OF PROPOSED PROJECT PROPERTY

ALL PROPOSED BUFFER SHRUBS SHALL BE PLANTED ACCORDING TO ORDINANCE REQUIREMENTS:

- 10 SHRUBS PER 1,000 SF OF BUFFER AREA
- 100% EVERGREEN SHRUBS
- SHRUBS SHALL BE PLANTED AT MIN. HEIGHT OF 3'-0" AT INSTALLATION AND EXPECTED TO REACH 6'-0" AT MATURITY

02 SECTION G - TYPICAL 20' PLANTED RESIDENTIAL BUFFER

PLANTED RESIDENTIAL TYPE BUFFER 3/16" = 1'-0"



GENERAL NOTES:

1. FINAL PLANT SPECIES AND SELECTION MAY VARY. FINAL DESIGN AND SELECTION OF ALL BUFFER LANDSCAPE PLANTING TO HAPPEN DURING CONSTRUCTION DOCUMENTATION PHASE OF PROJECT.

ALL PROPOSED BUFFER TREES SHALL BE PLANTED ACCORDING TO ORDINANCE REQUIREMENTS:

- 3 TREES PER 1,000 SF OF BUFFER AREA
- 25% LARGE MATURING TREES
- 25% SMALL MATURING TREES
- 25% EVERGREEN TREES
- TREES TO BE MIN. 2" CAL. AND 8'-0"-10'-0" TALL AT TIME OF PLANTING

6'-0" MIN. HEIGHT PRIVACY FENCE

INSIDE OF PROPOSED PROJECT PROPERTY

ALL PROPOSED BUFFER SHRUBS SHALL BE PLANTED ACCORDING TO ORDINANCE REQUIREMENTS:

- 10 SHRUBS PER 1,000 SF OF BUFFER AREA
- 100% EVERGREEN SHRUBS
- SHRUBS SHALL BE PLANTED AT MIN. HEIGHT OF 3'-0" AT INSTALLATION AND EXPECTED TO REACH 6'-0" AT MATURITY

03 SECTION H - TYPICAL 20' PLANTED RESIDENTIAL BUFFER W/ FENCE

PLANTED RESIDENTIAL TYPE BUFFER 3/16" = 1'-0"

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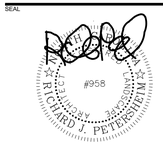
KEY MAP

SEAL



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PROJECT

HUNTERSVILLE TOWN CENTER

NORTH STATE DEVELOPMENT, LLC

109 GILEAD ROAD
HUNTERSVILLE, NC

LANDDESIGN PROJ.#
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REVISION / ISSUANCE

NO.	DESCRIPTION	DATE

DESIGNED BY:
DRAWN BY:
CHECKED BY:

SCALE NORTH

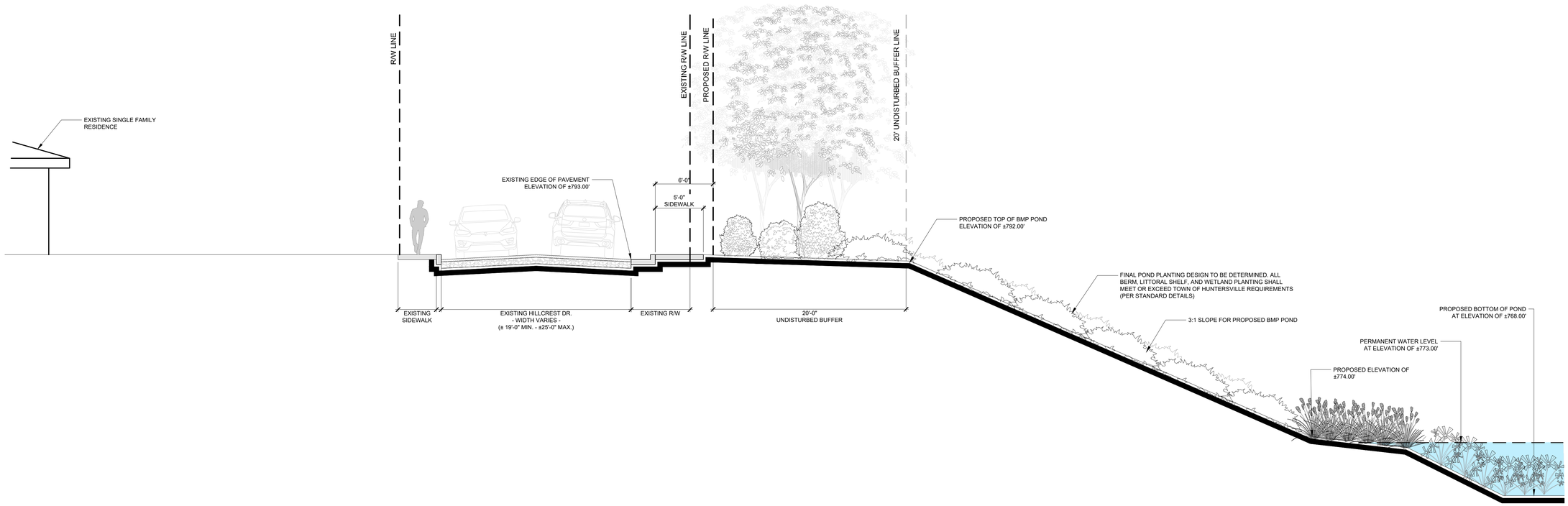
VERT:
HORZ: AS NOTED

SHEET TITLE

RE-ZONING SECTIONS

SHEET NUMBER

RZ-09



01 SECTION I - TYPICAL SECTION AT HILLCREST DRIVE AND STORMWATER POND

3/16" = 1'-0"

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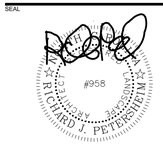
KEY MAP

SEAL



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HUNTERSVILLE TOWN CENTER

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109 GILEAD ROAD
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NO.	DESCRIPTION	DATE

DESIGNED BY:
DRAWN BY:
CHECKED BY:

SCALE NORTH

VERT:
HORZ: AS NOTED

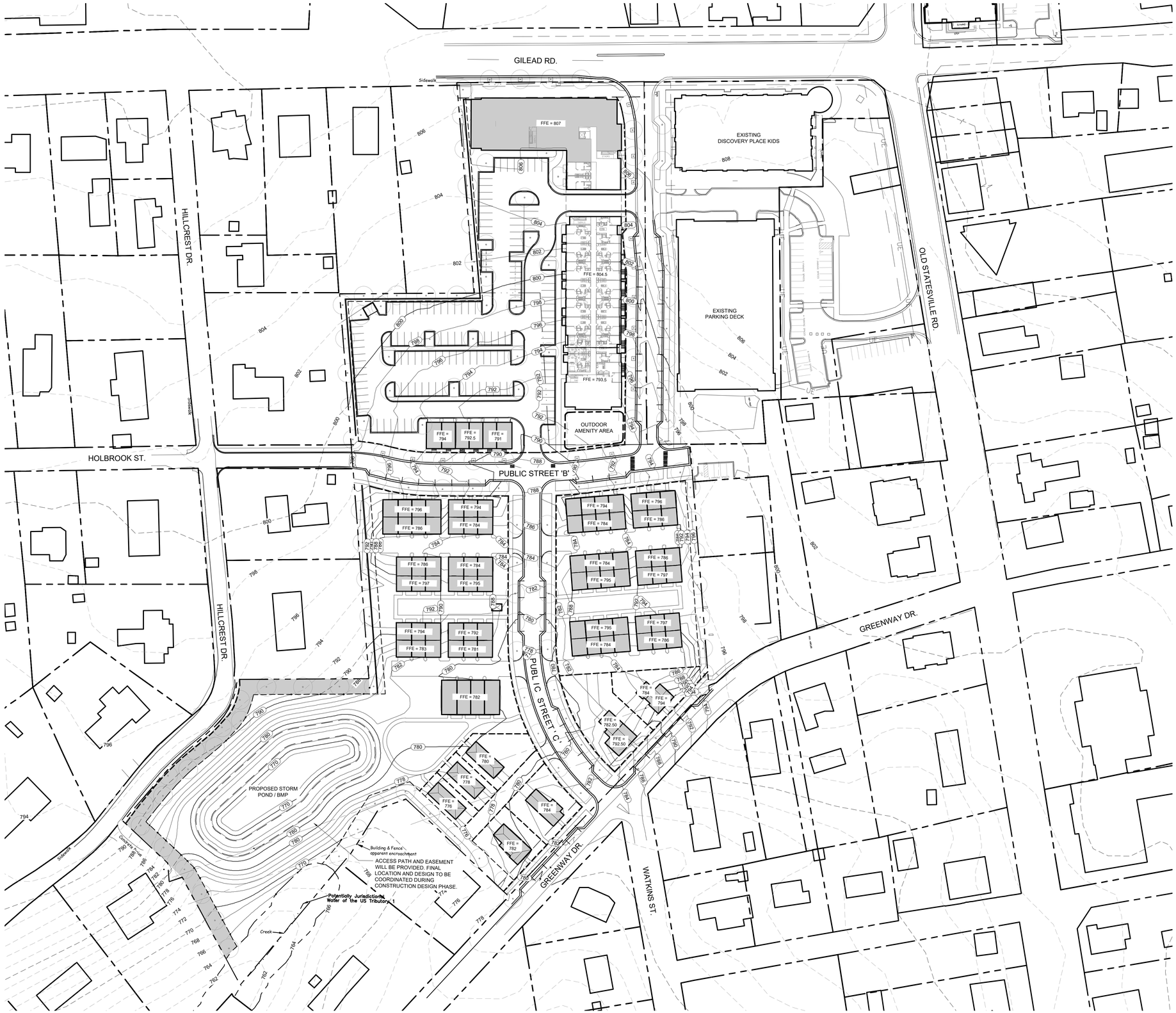
SHEET TITLE

RE-ZONING SECTIONS

SHEET NUMBER

RZ-10

ORIGINAL SHEET SIZE: 24" X 36"



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KEY MAP

SEAL

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NORTH STATE DEVELOPMENT, LLC

109 GILEAD ROAD
HUNTERSVILLE, NC

LANDDESIGN PROJ.#
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REVISION / ISSUANCE

NO.	DESCRIPTION	DATE

DESIGNED BY:
DRAWN BY:
CHECKED BY:

SCALE
VERT:
HORZ: 1" = 60'
0 30 60 120

NORTH

SHEET TITLE
RE-ZONING GRADING PLAN

SHEET NUMBER
RZ-11

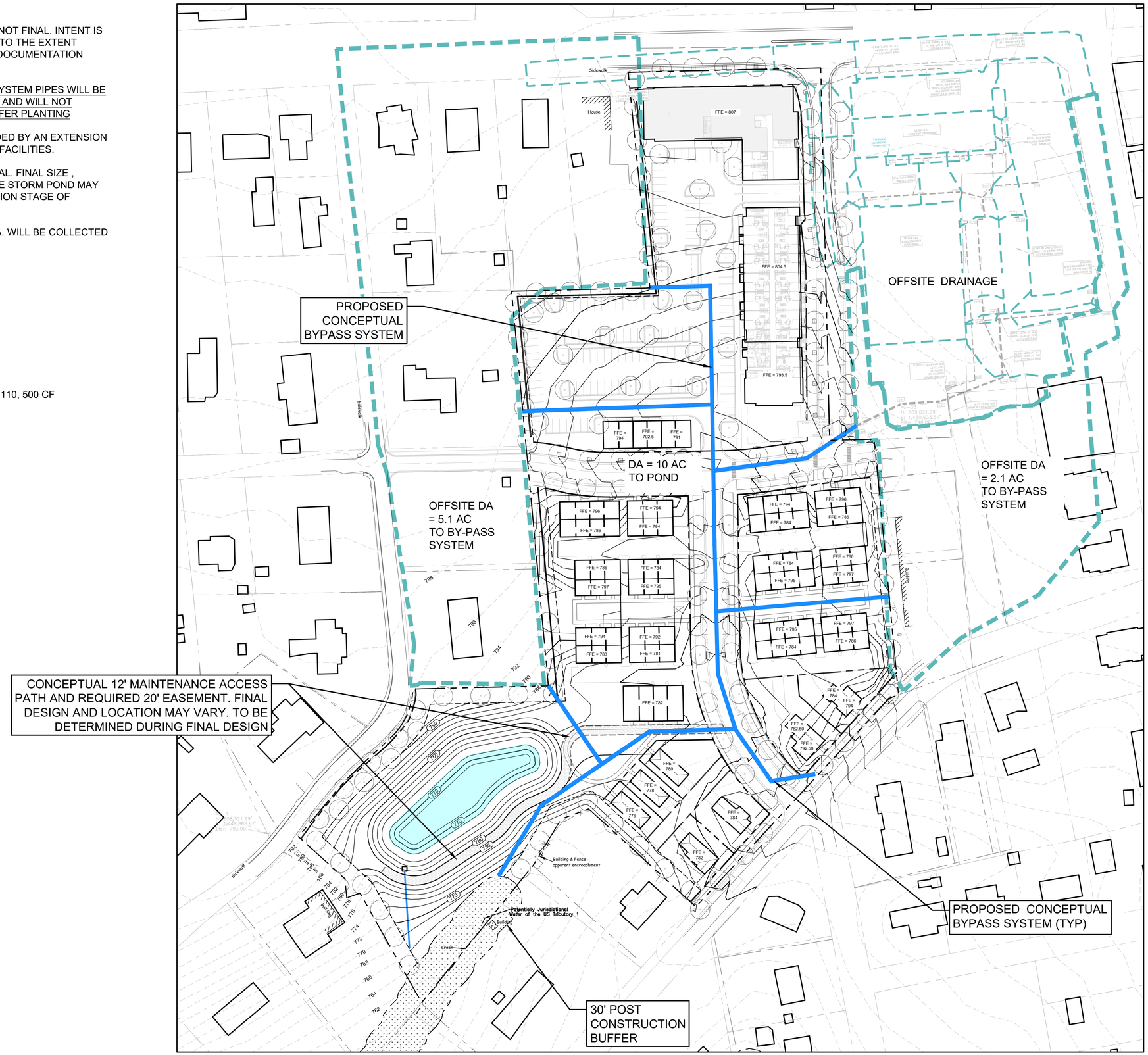
ORIGINAL SHEET SIZE: 24" X 36"

NOTES:

1. STORM POND SIZE AND SHAPE ARE NOT FINAL. INTENT IS TO REDUCE THE SIZE OF THE POND TO THE EXTENT POSSIBLE DURING CONSTRUCTION DOCUMENTATION PHASE.
2. ALL FUTURE STORM AND BY-PASS SYSTEM PIPES WILL BE LOCATED OUTSIDE OF ALL BUFFERS AND WILL NOT CONFLICT WITH ANY REQUIRED BUFFER PLANTING
3. WATER AND SEWER WILL BE PROVIDED BY AN EXTENSION OF THE CHARLOTTE WATER PUBLIC FACILITIES.
4. STORM POND DESIGN IS CONCEPTUAL. FINAL SIZE , SHAPE, AND CALCULATIONS FOR THE STORM POND MAY CHANGE DURING FINAL CONSTRUCTION STAGE OF DESIGN.
5. ALL RUNOFF FROM PROPOSED B.U.A. WILL BE COLLECTED AND TREATED.

STORM POND DATA:

- TOP OF DAM = 780.5
- BOTTOM OF POND = 768
- PERMANENT POOL ELEVATION = 773
- E.S. = 779
- TOTAL STORAGE VOLUME PROVIDED = 110, 500 CF



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KEY MAP

SEAL

NORTH CAROLINA PROFESSIONAL SEAL 21102 ENGINEER KEVIN W. VOGEL

11/23/2020

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PROJECT

HUNTERSVILLE TOWN CENTER

NORTH STATE DEVELOPMENT, LLC

109 GILEAD ROAD
HUNTERSVILLE, NC

LANDDESIGN PROJ #
1018017

REVISION / ISSUANCE

NO.	DESCRIPTION	DATE

DESIGNED BY:
DRAWN BY:
CHECKED BY:

SCALE
VERT:
HORZ: 1" = 60'
0 30 60 120

NORTH

SHEET TITLE
RE-ZONING STORMWATER-WATER QUALITY PLAN

SHEET NUMBER
RZ-12

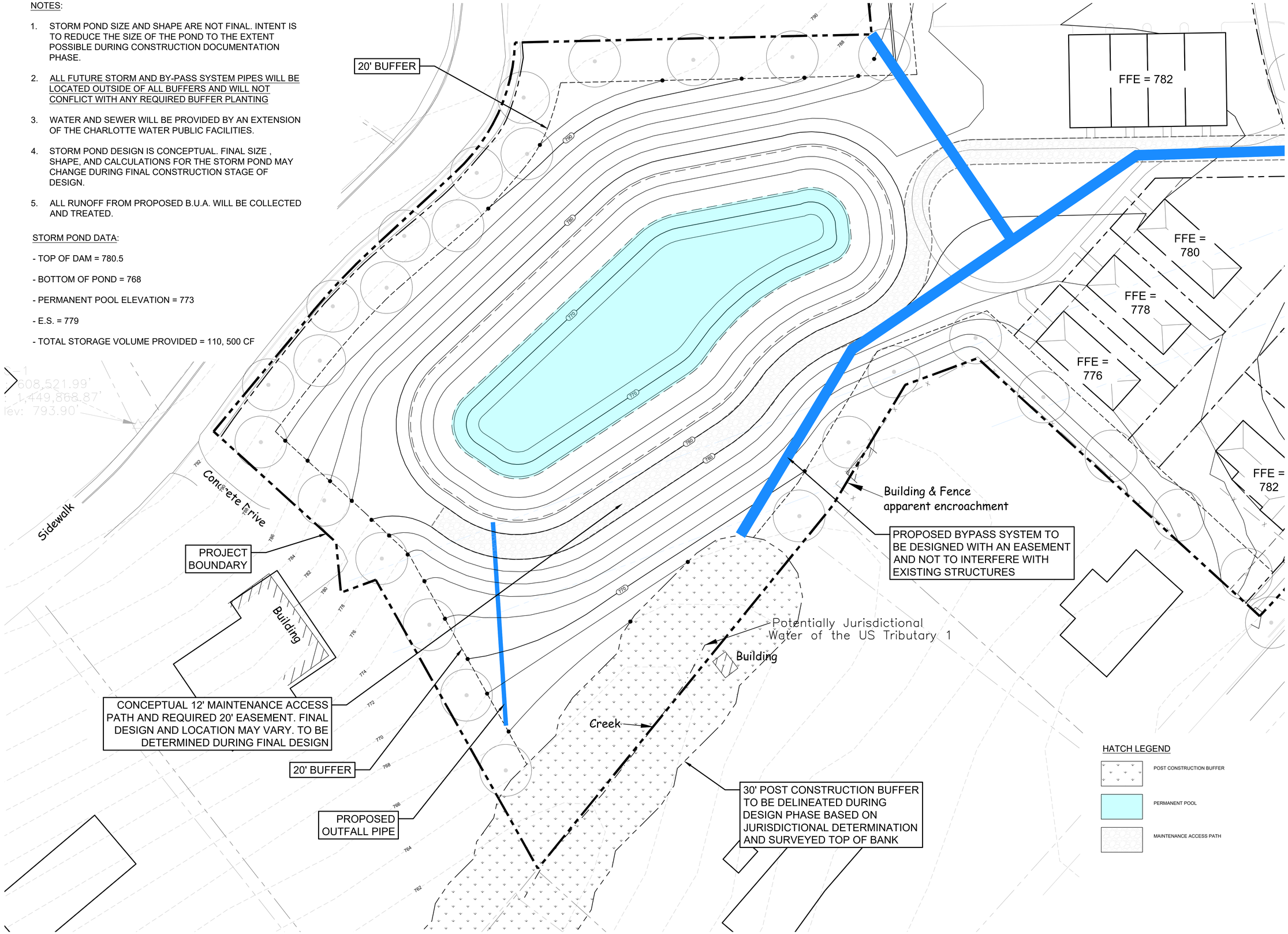
ORIGINAL SHEET SIZE: 24" X 36"

NOTES:

1. STORM POND SIZE AND SHAPE ARE NOT FINAL. INTENT IS TO REDUCE THE SIZE OF THE POND TO THE EXTENT POSSIBLE DURING CONSTRUCTION DOCUMENTATION PHASE.
2. ALL FUTURE STORM AND BY-PASS SYSTEM PIPES WILL BE LOCATED OUTSIDE OF ALL BUFFERS AND WILL NOT CONFLICT WITH ANY REQUIRED BUFFER PLANTING
3. WATER AND SEWER WILL BE PROVIDED BY AN EXTENSION OF THE CHARLOTTE WATER PUBLIC FACILITIES.
4. STORM POND DESIGN IS CONCEPTUAL. FINAL SIZE , SHAPE, AND CALCULATIONS FOR THE STORM POND MAY CHANGE DURING FINAL CONSTRUCTION STAGE OF DESIGN.
5. ALL RUNOFF FROM PROPOSED B.U.A. WILL BE COLLECTED AND TREATED.

STORM POND DATA:

- TOP OF DAM = 780.5
- BOTTOM OF POND = 768
- PERMANENT POOL ELEVATION = 773
- E.S. = 779
- TOTAL STORAGE VOLUME PROVIDED = 110, 500 CF



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KEY MAP

SEAL

NORTH CAROLINA PROFESSIONAL SEAL 2104 ENGINEER KEVIN W. VOGEL

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HUNTERSVILLE TOWN CENTER

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NO.	DESCRIPTION	DATE

DESIGNED BY:
DRAWN BY:
CHECKED BY:

SCALE

VERT:
HORZ: 1" = 20'

0 10 20 40

NORTH

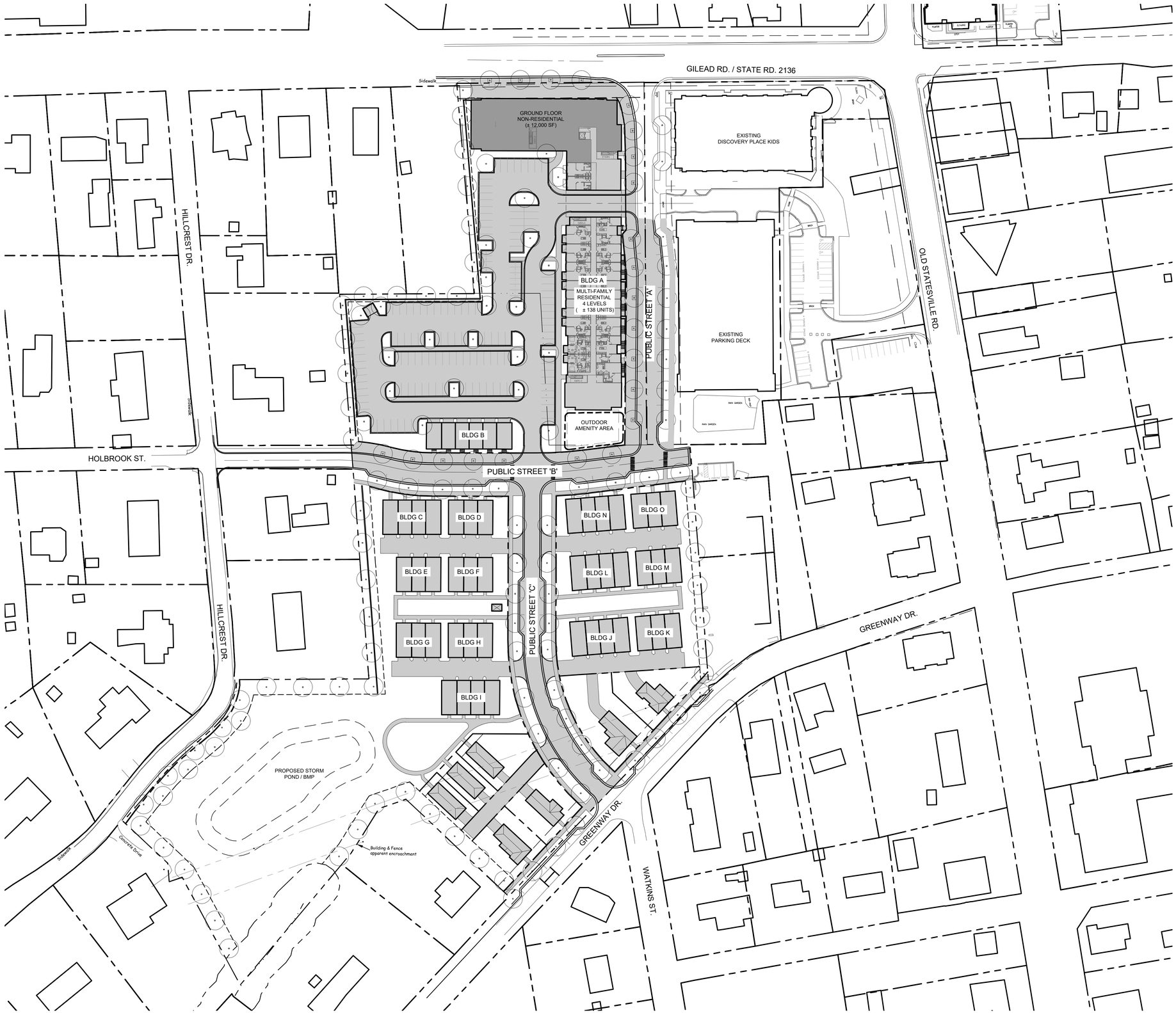
SHEET TITLE

RE-ZONING STORM POND ENLARGEMENT

SHEET NUMBER

RZ-13

ORIGINAL SHEET SIZE: 24" X 36"



SITE IMPERVIOUS %

TOTAL SITE AREA =	±433,291 SF (9.95 AC)
TOTAL SITE IMPERVIOUS (ON THIS PLAN) =	±249,611 SF (±5.73 AC)
TOTAL PERCENT IMPERVIOUS (ON THIS PLAN) =	±58% (FINAL AMOUNT WILL VARY DEPENDING ON FINAL DESIGN. PERCENTAGE NOT TO EXCEED 70% MAX. PER ORDINANCE.)
PERCENTAGE OF OF IMPERVIOUS ALLOWED =	70% MAX (HIGH DENSITY OPTION, MOUNTAIN ISLAND LAKE WATERSHED PROTECTED AREA 2 (PA-2))

LEGEND

IMPERVIOUS AREA

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KEY MAP

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NO.	DESCRIPTION	DATE

DESIGNED BY:
DRAWN BY:
CHECKED BY:

SCALE

VERT:
HORZ: 1" = 60'

0 30 60 120

NORTH

SHEET TITLE

CONCEPTUAL IMPERVIOUS AREA MAP

SHEET NUMBER

RZ-14

ORIGINAL SHEET SIZE: 24" X 36"

DEVELOPMENT STANDARDS

General Provisions

1. These Development Standards form a part of the Rezoning Plan associated with the Rezoning Application filed by NorthState Development, LLC (the "Petitioner") for an approximately 9.947 acre site located between Gilead Road and Greenway Street, east of Hillcrest Drive, in Huntersville, North Carolina, which site is more particularly depicted on the Rezoning Plan (the "Site"). The Site is comprised of Tax Parcel Nos. 01711616, 01711617, 01711618, 01711619, 01711627, 01711643, 01711699, 01711625, 01711626, 01711632, 01711633, 01711634, 01711637, 01711638, 01711639, 01711640, 01711801, and 01711811.

2. Development of the Site will be governed by the Rezoning Plan, these Development Standards and the applicable provisions of the Town of Huntersville Zoning Ordinance in place on July 1, 2020, the date of the filing of the application for approval of the Rezoning Plan with the Town of Huntersville (the "Ordinance").

3. Unless the Rezoning Plan or these Development Standards establish more stringent standards, the regulations established under the Ordinance for the Town Center ("TC") zoning district shall govern all development taking place on the Site.

4. The configuration, placement and size of the building, parking areas, streets, driveways, common areas and storm ponds depicted on the Rezoning Plan are schematic in nature and, subject to the terms of these Development Standards and the Ordinance, may be altered or modified during design development and construction document phases so long as such modifications are compatible with the approximate layout and location of lots and improvements shown on the Rezoning Plan. Townhomes north of Public Street B may be relocated to the area south of Public Street B and townhomes south of Public Street B may be relocated to the area north of Public Street B so long as parking requirements are met and the total number of single-family detached and townhomes does not exceed 57. The exact alignments of the internal drives and internal public streets have not been determined and are subject to final design and engineering plans, and minor modifications or alterations of these alignments may take place during design development and construction phases. The development of the Site as generally depicted on the Rezoning Plan may be phased. Any proposed phasing must align with required infrastructure and stormwater improvements; provided, however, each phase or sequence of improvements in the Site will meet all Ordinance requirements. Utilities, infrastructure and grading shall be delivered to each individual phase as each is developed.

5. The parcels of land that comprise the Site may be recombined or further subdivided provided that any such recombination or subdivision meets the requirements of the Ordinance. Single-family attached (townhome) lots are subdivided lots and association property and common areas may be subdivided without rezoning. In addition, condominiumization or reduction in the number of parcels may occur in accordance with the regulations of the Ordinance.

6. Future amendments to the Rezoning Plan and/or these Development Standards may be applied for by the then owner or owners of the Site in accordance with the provisions of the Ordinance; provided, however, in the event any portion of the Site is conveyed to a third party, Petitioner may request an amendment to the Rezoning Plan without the written consent of any other owner of all or any portion of the Site unless such amendment constitutes a change in the building or use of the portion of the Site owned by such owner, provided Petitioner provides for such amendment right in the recorded private restrictive covenants that govern the Site. All requirements in connection with the amendment will be calculated on the Site as a whole in the same manner such requirements were calculated at the time of the initial approval. This note shall be shown on the final plat when recorded.

7. Approval of this conditional rezoning shall constitute establishment of vested rights in the landowner (and its successors or assigns) for a period of five years pursuant to N.C. Gen. Stat. § 160A-385.1.

Permitted Uses

The Site may be devoted to the following uses that are permitted by right or permitted with conditions under the Ordinance in the Town Center zoning district, and to any incidental and accessory uses associated therewith that are allowed in the Town Center zoning district:

1. Commercial uses, restaurants and entertainment facilities permitted in the Town Center zoning district, and, provided the required conditions are met pursuant to 3.2.6 a), temporary mobile food sales, outdoor sales and markets and parks.

2. Multi-family homes, not to exceed 134 such dwelling units, as more particularly depicted on the Rezoning Plan.

3. Single-family attached houses (townhomes), not to exceed 50 such dwelling units, as more particularly depicted on the Rezoning Plan.

4. Single-family detached houses, not to exceed 7 such dwelling units, as more particularly depicted on the Rezoning Plan; provided, however, single-family detached homes may replace one or more townhomes provided the total unit count for single-family detached homes and townhomes does not exceed 57 and trip generation as a result of such change is at or below the total trip generation for the development as utilized in the traffic impact study.

Transportation/Access/Parking

1. Vehicular access to the Site shall be as generally depicted on the Rezoning Plan. The placement and configuration of each vehicular access point are subject to any minor modifications required to accommodate final site and construction plans and designs and to any adjustments required for approval by the Town of Huntersville and/or the North Carolina Department of Transportation.

2. Off-street vehicular parking will meet the minimum standards established under the Ordinance, subject to the Modifications to Standards identified below.

3. Petitioner shall dedicate and convey to the Town of Huntersville that portion of the Site located immediately adjacent to the proposed realigned public street that is identified on the Rezoning Plan as "Public Street "B"," as required to provide right-of-way measuring, where feasible, to one foot behind the back of sidewalk, as more particularly depicted on the Rezoning Plan; provided, however, that the Town of Huntersville shall first have abandoned the existing right-of-way on the Site reserved for the future extension of Public Street "B". Off-site construction and all streetscape requirements for Public Street "B" shall be subject to the Modifications to Standards identified below.

4. Petitioner shall dedicate and convey to the Town of Huntersville that portion of the Site located immediately adjacent to the proposed public street to be constructed on the Site that is identified on the Rezoning Plan as "Public Street "A"," as required to provide right-of-way measuring, where feasible, to one foot behind the back of sidewalk, as more particularly depicted on the Rezoning Plan. Petitioner shall be responsible for and bear the cost of construction of Public Street "A", which shall include but not be limited to installation of on-street parking, curb and gutter, planting strip, street trees, utilities, and sidewalk.

5. Petitioner shall dedicate and convey to the Town of Huntersville that portion of the Site located immediately adjacent to the proposed public street to be constructed on the Site that is identified on the Rezoning Plan as "Public Street C," as required to provide right-of-way measuring, where feasible, to one foot behind the back of sidewalk, as more particularly depicted on the Rezoning Plan.

6. The Town of Huntersville shall abandon existing right-of-way in the area more particularly depicted on the Rezoning Plan.

7. Streetscape improvements shall be installed along all road frontages in accordance with the requirements of the Ordinance, subject to the Modifications to Standards identified below.

8. The alignments of the internal drives and parking areas to be located on the Site are subject to any minor modifications or alterations required during the design development and construction permitting processes.

9. Petitioner, shall, at its own expense, construct all transportation and streetscape improvements for all portions of the new Public Street "B" beginning at the western boundary of the Site and intersecting Hillcrest Drive (the "Off-Site Holbrook St."). The streetscape requirements for that portion of the new Public Street "B" to be constructed on the Site shall be the same as those constructed by the Town of Huntersville for the Off-Site Holbrook St.

10. Petitioner shall be responsible for and bear the cost of construction of the extension of Public Street "A" as shown on the Rezoning Plan, which shall include installation of on – street parking, curb and gutter, planting strip, street trees, utilities, and sidewalk.

11. Petitioner's improvements along Hillcrest shall include curb and gutter and sidewalk on the east side and a 20' undisturbed buffer east of the sidewalk; provided, however, modification of the sidewalk design to a rolled curb shall be made if permitted by the Town.

Landscaping and Screening

Development of the Site shall comply with the landscaping and screening requirements of the Ordinance; provided, however, the buffer yards along the western boundary of the Site shall serve as parking lot landscaping and screening requirements in those locations.

Buffer Yard

As more particularly depicted on the Rezoning Plan, the Site shall include 10-foot wide buffer yards along all western property lines of the Site north of Public Street "B" and 20-foot wide buffer yards along the western property lines of the Site south of Public Street "B". The width of the buffer yard has been reduced from 20 feet to 10 feet north of Public Street "B" as described below under Modifications to Standards.

Lighting

Lighting installed on the Site shall comply with Article 8.26 of the Ordinance unless otherwise specifically approved herein.

Signs

All signs installed on the Site shall comply with the requirements of the Ordinance.

Water and Sewer.

The Site shall be served with public water and sewer.

Requested Modifications to Standards

Pursuant to Section 11.4.7(k) of the Ordinance, the standards of the Ordinance are modified to permit the following:

1. Residential uses may constitute more than 50%, but no more than 66%, of the first floor area in the portion of Building A located on Gilead Road.

2. The reduction in the width from 20 feet to 10 feet of the western residential buffer yard north of Public Street "B", as more particularly depicted on the Rezoning Plan. Buffer yards along the western boundary of the Site shall serve as parking lot landscaping and screening requirements in those locations.

3. In accordance with Town Center regulations, on-street parking on all new public streets to be constructed on the Site shall count toward the off-street parking requirements for the multi-family residential and non-residential uses on the Site.

4. Urban open space typology, as shown, may be refined based on determinations made during the preliminary plan design so long as the final typology meets the requirements of the Ordinance.

5. Petitioner shall install a fence in the 20' buffer south of Public Street "B" and in the 10' buffer north of Public Street "B" as shown on the Rezoning Plan.

6. The maximum height of the mixed-use building shown on the Rezoning Plan is 53' at the Gilead Road frontage.

7. For the single-family lots, the rear setback line may be reduced to 15'.

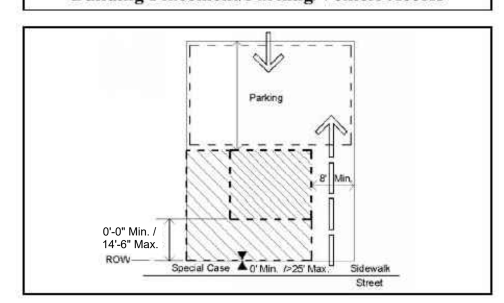
Binding Effect of the Rezoning Documents and Definitions

1. If this Rezoning Application is approved, all conditions applicable to the use and development of the Site imposed under these Development Standards and the Rezoning Plan will, unless amended in the manner provided under the Ordinance, be binding upon and inure to the benefit of Petitioner and the current and subsequent owners of the Site and their respective successors in interest and assigns.

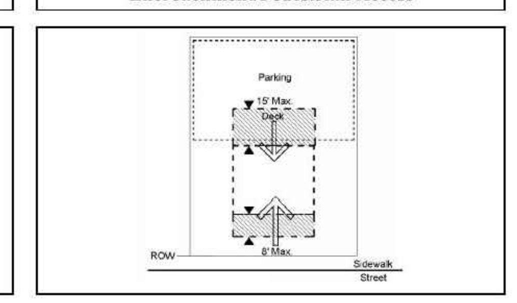
2. Throughout these Development Standards, the term "Petitioner" shall be deemed to include the heirs, devisees, personal representatives, successors in interest and assigns of Petitioner or the owner or owners of the Site from time to time who may be involved in any future development thereof.

Lot Type / Apartment Building

Building Placement/Parking/Vehicle Access

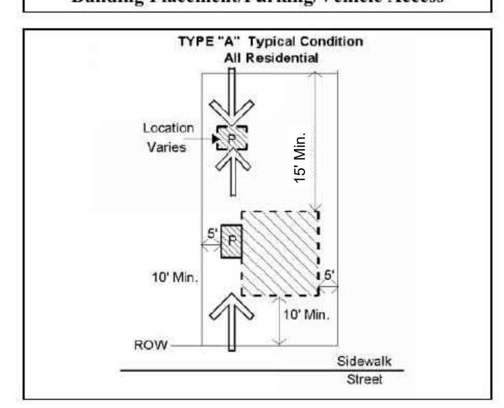


Encroachment/Pedestrian Access

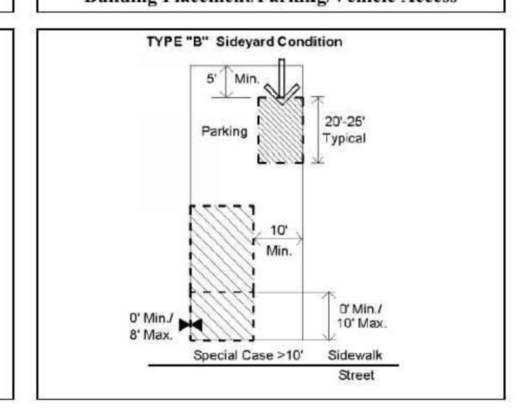


Lot Types / Detached House

Building Placement/Parking/Vehicle Access

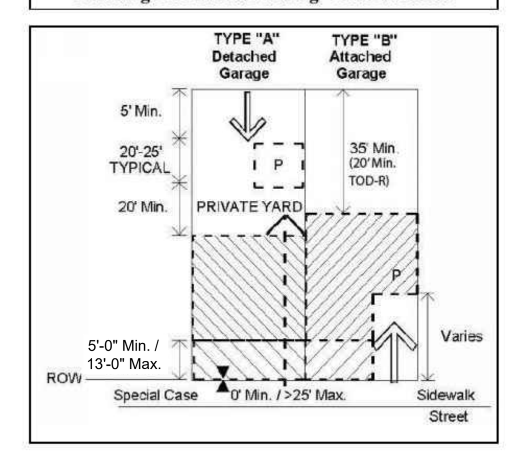


Building Placement/Parking/Vehicle Access

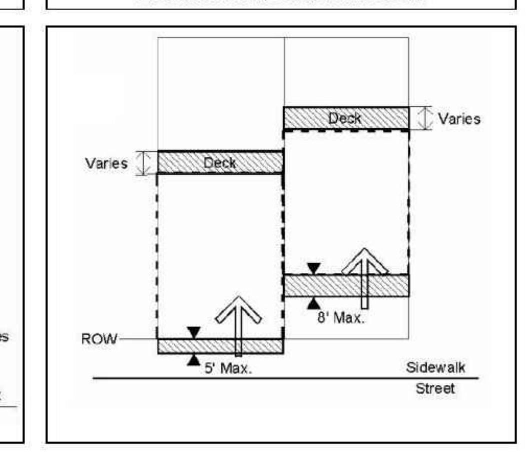


Lot Type / Attached House (Facing Public Street R/W)

Building Placement/Parking/Vehicle Access

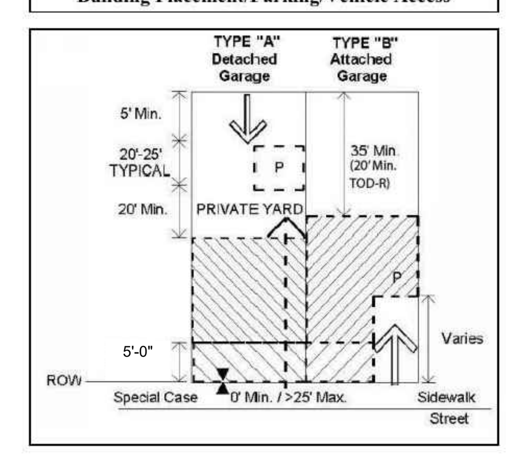


Encroachment/Pedestrian Access

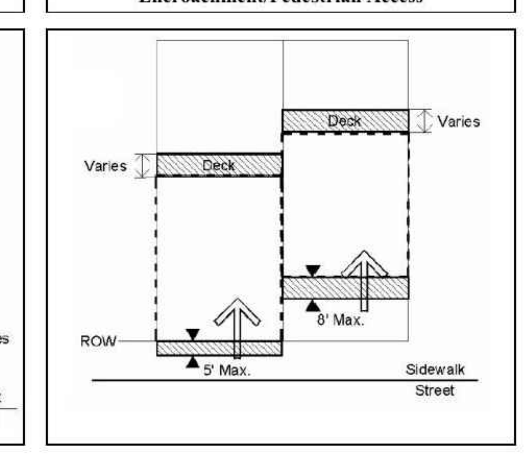


Lot Type / Attached House (Facing Urban Open Space)

Building Placement/Parking/Vehicle Access



Encroachment/Pedestrian Access



STORMWATER/WATER QUALITY:

1. During design development, other BMP/Detention storage options will be explored upland in the drainage area to reduce the size of the pond as shown in this plan.
2. This site is located in the Mountain Island Lake Watershed Protected Area 2 (PA2), which requires a maximum of 70% impervious area for High Density. High density option is chosen for this site, and the % impervious calculated for this site is less than 70% impervious and therefore the High Density Option is selected for this project.

RESIDENTIAL LOT TREE REQUIREMENT:

All lots shall satisfy the ordinance requirements for residential lot trees based on the following ratios:

Lot Size	Required Number of Canopy Trees
Less than 10, 000 sq./ft.	1 Front yard, 1 Rear Yard
10,000 –15,000 sq./ft.	1 Front yard, 2 Rear Yard
15,001 – 20,000 sq./ft.	2 Front yard, 2 Rear Yard
More than 20,000 sq./ft.	3 Front yard, 3 Rear Yard

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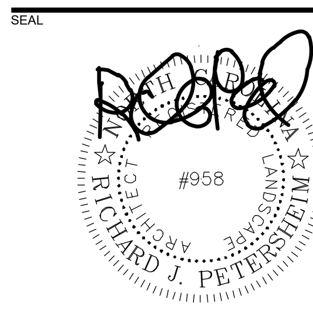
KEY MAP

SEAL



11/23/2020

PLANS ISSUED FOR RE-ZONING PURPOSES ONLY. NOT ISSUED FOR CONSTRUCTION

PROJECT

HUNTERSVILLE TOWN CENTER

NORTH STATE DEVELOPMENT, LLC

109 GILEAD ROAD
HUNTERSVILLE, NC

LANDDESIGN PROJ.# 1018017

REVISION / ISSUANCE

NO.	DESCRIPTION	DATE

DESIGNED BY:
DRAWN BY:
CHECKED BY:

SCALE NORTH

VERT:
HORZ: AS NOTED

SHEET TITLE

RE-ZONING NOTES

SHEET NUMBER

RZ-15

Adjacent Property Owner Listing

Properties petitioned for rezoning

Tax Parcel #017-116-16
Town of Huntersville
PO Box 664
Huntersville, NC 28070

Tax Parcel #017-116-17
Town of Huntersville
PO Box 664
Huntersville, NC 28070

Tax Parcel #017-116-18
Town of Huntersville
PO Box 664
Huntersville, NC 28070

Tax Parcel #017-116-19
Town of Huntersville
PO Box 664
Huntersville, NC 28070

Tax Parcel #017-116-27
Town of Huntersville
PO Box 664
Huntersville, NC 28070

Tax Parcel #017-116-43
Town of Huntersville
PO Box 664
Huntersville, NC 28070

Tax Parcel #017-116-99
Town of Huntersville
PO Box 664
Huntersville, NC 28070

Tax Parcel #017-116-25
Cecil D. Bradford, III
14610 Huntersville-Concord Road
Huntersville, NC 28078

Tax Parcel #017-116-26
Cecil D. Bradford, III
14610 Huntersville-Concord Road
Huntersville, NC 28078

Tax Parcel #017-116-32
Cecil D. Bradford, III
14610 Huntersville-Concord Road
Huntersville, NC 28078

Tax Parcel #017-116-33
Cecil D. Bradford, III
14610 Huntersville-Concord Road
Huntersville, NC 28078

Tax Parcel #017-116-34
Cecil D. Bradford, III
14610 Huntersville-Concord Road
Huntersville, NC 28078

Tax Parcel #017-116-37
Cecil D. Bradford, III
14610 Huntersville-Concord Road
Huntersville, NC 28078

Tax Parcel #017-116-38
Cecil D. Bradford, III
14610 Huntersville-Concord Road
Huntersville, NC 28078

Tax Parcel #017-116-39
Cecil D. Bradford, III
14610 Huntersville-Concord Road
Huntersville, NC 28078

Tax Parcel #017-116-40
Gilead Bowman LLC
13815 Cinnabar Place
Huntersville, NC 28078

Tax Parcel #017-118-01
Gilead Bowman LLC
13815 Cinnabar Place
Huntersville, NC 28078

Tax Parcel #017-118-11
Gilead Bowman LLC
13815 Cinnabar Place
Huntersville, NC 28078

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Page 1

Owner of each abutting (touching) property

Tax Parcel #017-116-20
Carol A. Presley
115 Gilead Road
Huntersville, NC 28078

Tax Parcel #017-116-21
Lakeside Preparatory LLC
117 Gilead Road
Huntersville, NC 28078

Tax Parcel #017-116-30
Derrick Rorrer
101 Hillcrest Drive
Huntersville, NC 28078

Tax Parcel #017-116-24
Jorge Penaranda
Sandra P. Tejada
103 Hillcrest Drive
Huntersville, NC 28078

Tax Parcel #017-116-35
Robert Neil Tuttle
201 Hillcrest Drive
Huntersville, NC 28078

Tax Parcel #017-116-36
Candice A. Klein
Josh Klein
203 Hillcrest Drive
Huntersville, NC 28078

Tax Parcel #017-118-16
Alexis B. Fletemier
James L. Fletemier
209 Hillcrest Drive
Huntersville, NC 28078

Tax Parcel #017-118-06
Arthur J. Cummings, Jr.
Joyce Carole
210 Greenway Drive
Huntersville, NC 28078

Tax Parcel #017-118-07
Brian Eppley
Tammy Eppley
208 Greenway Drive
Huntersville, NC 28078

Tax Parcel #017-118-10
James Paul McCall
Catherine McCall
PO Box 59
Huntersville, NC 28070

Tax Parcel #017-116-31
Southern Bell Telephone & Telegraph Co
PO Box 30188
Charlotte, NC 28230

Tax Parcel #017-116-42
Bellsouth Telecommunication Inc.
675 W Peachtree St NW
Atlanta, GA 30375

Tax Parcel #017-116-47
Town of Huntersville
PO Box 664
Huntersville, NC 28078

Tax Parcel #017-116-15
Town of Huntersville
PO Box 664
Huntersville, NC 28078

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Owner of each property within 250'

Tax Parcel #017-121-13
Charlotte Mecklenburg Board of Education
701 E 2nd Street
Charlotte, NC 28202

Tax Parcel #017-122-07
Rachel H. Ingalls
Gerald L. Ingalls
PO Box 2786
Huntersville, NC 28070

Tax Parcel #017-122-08
Larry W. Garner
Martha M. Rawdon
Frances M. Garner
189 Scalybark Trail
Concord, NC 28027

Tax Parcel #017-122-10
Town of Huntersville
PO Box 664
Huntersville, NC 28070

Tax Parcel #017-122-45
Town of Huntersville
101 Huntersville-Concord Road
Huntersville, NC 28078

Tax Parcel #017-122-11
Town of Huntersville
PO Box 633
Huntersville, NC 28078

Tax Parcel #017-122-12
Cashion Properties LLC
PO Box 520
Cornelius, NC 28031

Tax Parcel #017-122-13
E Lorraine W. Penninger
Frank M. Penninger
PO Box 662
Huntersville, NC 28070

Tax Parcel #017-116-11
Town of Huntersville
PO Box 664
Huntersville, NC 28078

Tax Parcel #017-116-45
Town of Huntersville
PO Box 664
Huntersville, NC 28070

Tax Parcel #017-116-06
Town of Huntersville
PO Box 664
Huntersville, NC 28078

Tax Parcel #017-116-03
Town of Huntersville
PO Box 664
Huntersville, NC 28078

Tax Parcel #017-116-05
Town of Huntersville
PO Box 664
Huntersville, NC 28078

Tax Parcel #017-116-01
Swanstone Partners LLC
4308 Whispering Oaks Drive
Charlotte, NC 28213

Tax Parcel #017-115-02
Victor M. Rorrer
PO Box 1509
Huntersville, NC 28070

Tax Parcel #017-115-03
Ernie J. Lee
Roberta S. Lee
PO Box 143
Huntersville, NC 28078

Tax Parcel #017-115-04
Ernie J. Lee
Roberta S. Lee
PO Box 143
Huntersville, NC 28078

Tax Parcel #017-115-05
Holdings Oak
PO Box 2252
Huntersville, NC 28070

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Page 3

Owner of each property within 250'

Tax Parcel #017-115-06
ARAJO Investments LLC
6320 McAuley Road
Huntersville, NC 28078

Tax Parcel #017-115-07
Rebecca A. Dewese
Terry E. Dewese
107 Nista Lane
Huntersville, NC 28078

Tax Parcel #017-115-13
Angelo N. Ponce
Angelo N. Ponce Revocable Living Trust
202 Old Statesville Road
Huntersville, NC 28078

Tax Parcel #017-115-10
Cooper Bell LLC
11215 Warfield Drive
Huntersville, NC 28078

Tax Parcel #017-115-01
Deborah P. McKnight
Terry F. McKnight
PO Box 189
Huntersville, NC 28070

Tax Parcel #017-115-11
Victor M. Rorrer
PO Box 1509
Huntersville, NC 28070

Tax Parcel #017-114-02
The Gathering Center LLC
Beverly Smith Ministries
3423 Hatwynn Road
Charlotte, NC 28269

Tax Parcel #017-114-03
Jennifer Abercrombie
Josiah D. Abercrombie
304 South Old Statesville Road
Huntersville, NC 28078

Tax Parcel #017-114-04
Charles H. Wells, IV
Rebecca Dickinson Wells
302 South Old Statesville Road
Huntersville, NC 28070

Tax Parcel #017-114-05
Phyllis Lynch Underhill
696 Old Zebulon Road
Wendell, NC 27591

Tax Parcel #017-119-16
Jan L A Von Peterffy
PO Box 1306
Huntersville, NC 28070

Tax Parcel #017-119-15
The Southlake Company LLC
207 Greenway Street
Huntersville, NC 28078

Tax Parcel #017-119-07
Jerry C. Hager
Amee N. Miller
203 Greenway Street
Huntersville, NC 28078

Tax Parcel #017-119-06
Larry Brevard Blythe
201 Greenway Street
Huntersville, NC 28078

Tax Parcel #017-119-05
Lovelace B. Pugh
Joseph C. Pugh
PO Box 320
Huntersville, NC 28070

Tax Parcel #017-119-04
Roberta S. Lee
Ernie J. Lee
PO Box 143
Huntersville, NC 28070

Tax Parcel #017-119-03
Thelma W. Reid
Jack G. Reid
PO Box 173
Huntersville, NC 28070

Tax Parcel #017-118-03
Paul Lingoes
Nicole Lingoes
202 Dallas Street
Huntersville, NC 28078

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Page 4

Owner of each property within 250'

Tax Parcel #017-118-02
Everette Pigg
Claire M. Pigg
10000 Highway 601
Midland, NC 28107

Tax Parcel #017-118-13
Kathryn K. Doughty
Oliver G. H. Peters
211 Hillcrest Drive
Huntersville, NC 28078

Tax Parcel #017-118-04
Town of Huntersville
PO Box 664
Huntersville, NC 28078

Tax Parcel #017-118-14
James Harry Puckett
Jo Ellen Inman-Puckett
216 Greenway Street
Huntersville, NC 28078

Tax Parcel #017-118-05
Huang Shao Chun
Richard W. Ranson
PO Box 196
Huntersville, NC 28078

Tax Parcel #017-118-15
Richard W. Ranson
Miao C. Ranson
212 Greenway Street
Huntersville, NC 28070

Tax Parcel #017-103-01
Taylor Brock
Edward Hutto
107 Holbrook Street
Huntersville, NC 28078

Tax Parcel #017-103-02
Donald K. Holbrook
2104 Pinefield Court
Gastonia, NC 28056

Tax Parcel #017-103-03
Gayle Sutton Badgett
2233 Setliff Drive
High Point, NC 27265

Tax Parcel #017-103-04
Jesse A. Goodwin, Jr.
Kimberly A. Goodwin
123 Holbrook Street
Huntersville, NC 28078

Tax Parcel #017-103-05
Matthew Taylor Fox
105 Holbrook Street
Huntersville, NC 28078

Tax Parcel #017-102-01
Sheree D. Tompkins
Gary Michael Tompkins
PO Box 618
Huntersville, NC 28070

Tax Parcel #017-102-05
Trustees of the Huntersville Methodist Church
PO Box 378
Huntersville, NC 28078

Tax Parcel #017-102-02
Matthew R. Tomkins
204 Hillcrest Drive
Huntersville, NC 28078

Tax Parcel #017-102-07
Doris D. Haigler
W. Edward Haigler
PO Box 83
Huntersville, NC 28070

Tax Parcel #017-102-04
Colleen Redmond
John Kirby
200 Hillcrest Drive
Huntersville, NC 28078

Tax Parcel #017-102-08
Katherine Davis Dickinson
PO Box 1292
Huntersville, NC 28070

Tax Parcel #017-108-11
Carol D. Ballard
Wayne H. Ballard
102 Hillcrest Drive
Huntersville, NC 28078

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Page 5

Owner of each property within 250'

Tax Parcel #017-108-04
Carol D. Ballard
Wayne H. Ballard
102 Hillcrest Drive
Huntersville, NC 28078

Tax Parcel #017-108-12
JMPH Properties LLC
8715 Preserve Pond Road
Cornelius, NC 28031

Tax Parcel #017-108-06
Jose Noel Celis
201 Gilead Road
Huntersville, NC 28078

Tax Parcel #017-108-07
Mansukhlal Kothadia
Vilas Kothadia
19500 Stough Farm Road
Cornelius, NC 28031

Tax Parcel #017-116-23
Ann P. Berrier
19929 Oak Leaf Circle
Cornelius, NC 28031

Tax Parcel #017-116-22
James H. Moon
Pamela P. Moon
PO Box 502
Huntersville, NC 28070

Tax Parcel #017-108-02
Adrienne K. Boucher
Joseph R. Boucher
102 Holbrook Street
Huntersville, NC 28078

Tax Parcel #017-108-03
Evelyn M. Burgess
PO Box 612
Huntersville, NC 28070

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Page 6

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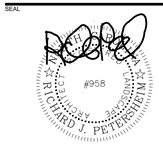
KEY MAP

SEAL



11/23/2020

PLANS ISSUED FOR RE-ZONING PURPOSES ONLY. NOT ISSUED FOR CONSTRUCTION

PROJECT

HUNTERSVILLE TOWN CENTER

NORTH STATE DEVELOPMENT, LLC

109 GILEAD ROAD
HUNTERSVILLE, NC

LANDDESIGN PROJ.#
1018017

REVISION / ISSUANCE

NO.	DESCRIPTION	DATE

DESIGNED BY:
DRAWN BY:
CHECKED BY:

SCALE NORTH

VERT:
HORZ: AS NOTED

SHEET TITLE

RE-ZONING NOTES

SHEET NUMBER

RZ-16

PROPOSED TOWNHOME ELEVATION / PRECEDENT IMAGERY

PROPOSED MULTI-FAMILY BUILDING PERSPECTIVE

NOTE:

THESE ELEVATIONS / IMAGES ARE SCHEMATIC IN NATURE ONLY AND ARE PROVIDED TO SHOW INTENT OF DESIGN. FINAL BUILDING MATERIALS AND ELEVATIONS WILL BE DETERMINED DURING THE BUILDING PERMIT PROCESS AND SHALL MEET THE REQUIREMENTS OF THE ORDINANCE

LandDesign.

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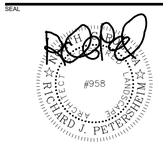
KEY MAP

SEAL



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SCALE NORTH

VERT:
HORZ: AS NOTED

SHEET TITLE

ARCHITECTURAL ELEVATIONS

SHEET NUMBER

RZ-17

ORIGINAL SHEET SIZE: 24" X 36"

GILEAD ROAD BUILDING ELEVATION

PUBLIC STREET 'A' BUILDING ELEVATION

PUBLIC STREET 'A' BUILDING HEIGHT EXHIBIT

LandDesign.

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KEY MAP

SEAL

11/23/2020

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NO.	DESCRIPTION	DATE

DESIGNED BY:
DRAWN BY:
CHECKED BY:

SCALE NORTH

VERT:
HORZ: AS NOTED

SHEET TITLE

ARCHITECTURAL ELEVATIONS

SHEET NUMBER

RZ-18

ORIGINAL SHEET SIZE: 24" X 36"

Huntersville Town Center Mixed-Use

Neighborhood Meeting Report

FIRST NEIGHBORHOOD MEETING – 8.26.20

<u>Summary of Main Topics & Questions</u>

- Development Process
  - This Neighborhood Meeting Report will be submitted to the Town and be made available to attendees.
  - This is a conceptual plan that is under review at the Town right now; there is still room for revisions and changes.
- Traffic and Transportation
  - What improvements will this development provide to help traffic?
  - Besides improvements to HWY 115 and Gilead Rd., are there any planned improvements to the smaller neighborhood roads?
  - Can you provide traffic information on impacts to neighborhood streets?
  - Greenway and Hillcrest streets are already narrow and allowing this project to connect to these streets would burden those streets even more.
  - The Town Ordinance and plans require connections to these roads
  - The Greenfield Park neighborhood is already being used as a cut through to traffic in downtown Huntersville.
  - Cars, school buses, and trucks all speed through the neighborhood already, and nothing has been done to stop this.
- Housing Types
  - Neighbors do not want transient families and people moving into the homes because they may not have a stake in the community.
  - Neighbors do not want Section 8 or affordable housing.
  - Single-family homes are desired on the back of the property to provide a better transition to the townhome and multi-family portion of the project in the front.
  - What are the price ranges for the townhomes?
- Mixed-Use Commercial Element
  - Neighbors would like to see more retail/commercial options such as restaurants and boutique shops on Gilead, but don't want any more residential.
  - What is the square footage of the retail element?
- Stormwater
  - Flooding is already an issue in the neighborhood and this project will add to the problem. What guidelines is the project using to protect against this?
  - How will the development mitigate the stormwater runoff?
  - Concerned that Dallas St. specifically and others could be flooded.
- Property Values
  - How will this project impact the future property values of adjoining property owners?

SECOND NEIGHBORHOOD MEETING – 9.23.20

Summary of Main Topics & Questions

- Traffic
  - What improvements will be done to the smaller/narrower streets in the Greenfield Park Neighborhood?
  - How will cars driving westbound on Gilead Rd. access the project? One way cars driving westbound on Gilead Rd. can access the project is to turn left onto Hillcrest then left onto the Holbrook extension, which will be built by the developer.
  - What other connections will be made to the property?
  - What will the typical cross section of Gilead Rd. look like once the improvements to Gilead Rd. are completed?
  - Are the improvements to Main St. one-way? No, it is a two-way road.
- Building Details (Apartments, Townhomes, etc.)
  - What is the height of the apartment building on Gilead Rd. compared to that of the Discovery Place Kids. It is approximately the same.
  - Are those the final designs for the townhomes? The townhome design is not finalized and there is still time for planning and modifications.
  - Building design will keep with the overall aesthetic of the downtown area.
- Town Center Zoning
  - Are apartments allowed in the current zoning? Yes, apartments are allowed. This property has been zoned Town Center (TC) for many years.
  - The contemplated vision for this area includes a mixed-use walkable development.
- Neighborhood Notes
  - The surrounding neighborhood is an old neighborhood and some of the people have lived there their entire lives.
  - Historically, there has been some opposition to apartments in the area.
  - The neighbors are not against growth, they just want sensible development with some amenities that the neighbors can enjoy.
  - Neighbors would like to be involved in a more collaborative process.

Appendix I

First Neighborhood Meeting

Attendees

- Rick Ranson – 215 Greenway Dr.
- Jim Puckett – 216 Greenway Dr. – jhpucket@bellsouth.net (may be misspelled missing a "t")
- Robert and Elaine Kerns – 301 Hillcrest Dr.
- Jeff and Amee Hager – 203 Greenway Dr.
- Robert and Amber Kovacs – 207 Greenway Dr.
- Mike Wilborn – 303 Greenway Dr.
- Oliver Peters and Kathryn Doughty – 211 Hillcrest Dr. – Kathryn.k.doughty@gmail.com
- Pat Hymes – 100 Hillcrest Dr.
- Kathy Jones – 104 Walters St. – kathrynmariejones@bellsouth.net
- Pam Ussery – 126 Holbrook St.
- Marie Hicks – 400 Greenway St.
- Janet Pierson – 104 Dallas St.
- Tim and Zach Kendra-Dill – 300 Mt. Holly-Huntersville Rd.
- Roberta and Ernie Lee – 302 Watloms St. – bertandernielee@bellsouth.net
- Thresa and Mike Howard – 104 Mullen St.
- John Calhoun
- Stephen Swanick
- Kevin Belk – 117 Gilead Rd.
- Josh and Candice Klein – 203 Hillcrest Dr. – topsub@gmail.com
- Gary and Sheree Tompkins – 115 Holbrook St.
- Matt Tompkins – 204 Hillcrest Dr.
- Erik Hopkins and Ashley Adams – 302 Hillcrest Dr. – eshopkin@gmail.com
- Lee and Amy Hallman (representative for Pam Moon) – 119 Gilead Rd.
- Taylor Brock and Eddie Hutto – 127 Holbrook St.
- Brittany and Taylor Fox – 119 Holbrook St. (represented by Taylor Brock and Eddie Hutto)
- Tammy Eppley – 208 Greenway Dr.
- Myrna Mowrey – 108 Virginia Ave. – myrna@homechords.com
- Username: kritzinger – 103 Hillcrest Dr.

Developer Presentation

- Susan Irvin – Irvin Law Group
- Shane Seagle – North State Development
- David Watson – Land Design

Questions

- Jim Fletemier
    - How are the results reported to the Town of Huntersville?

    - Is there any way to get the meeting reported verbatim?
    - How will these questions and reports be reported/filed?
        - **You can send a chat message with your email in order to receive updates.**
- Stephen Swanick, Planning Board
    - Is this conceptual or is this what will be reviewed by planning board for approval?
    - How many revisions?
    - Are there any more relevant plans or changes?
        - **This is a conceptual plan of the plan that is under review at the Town right now.**
        - **There was an original plan that they revised based on Town comments, the main one being to include commercial on the entire Gilead Rd. frontage**
    - Is there room to make any more changes?
        - **Would love to make changes and work with the Town**
- Jeff Hager
    - Is there a signed contract of any type? Public record?
        - **This is public record but they can figure this out**
    - Where do we get a copy of the study of the watershed? Water flows to 1.3 million people, want to make sure the water quality is maintained.
        - **Town of Huntersville adopted a water quality ordinance before any other Towns around here and all developments are required to comply with water quality and quantity. Every project must retain its water and is responsible for the project's water quality.**
    - Traffic Study? Traffic on the main streets? Are any upgrades included in the traffic?
        - **State and Town projects funded to improve the area of the project**
        - **If an area of improvement is being done by the Town and State then the developer would not need to improve those**
    - Where can I get the water quality plan?
        - **Town of Huntersville will have this**
        - **Huntersville Post Construction Ordinance includes this information about water quality and quantity objectives that must be met**
    - Is the water study flawed? Can it be tweaked?
        - **It is in the conceptual stage; there will be more detailed plans during the engineering phase of the projecy**
    - We need further conjunction for the study. When will any future meetings be held?
        - **The preliminary study is filed with the plan**
        - **The Town Engineer has this**
    - He asked people that were out doing surveys and they didn't give him any answers.
- Amber Kovacs
    - Traffic on the small/narrow streets
    - Streets are already narrow (Greenway and Hillcrest),
        - **Town Ordinance and plans require connection to existing streets and the improvements to 115, Main Street, and Gilead Rd. are intended to be more attractive to those people rather than the smaller narrower roads.**
    - Back entrance into the neighborhood, this will increase traffic. The people living in the development will have to use those streets for entrance.

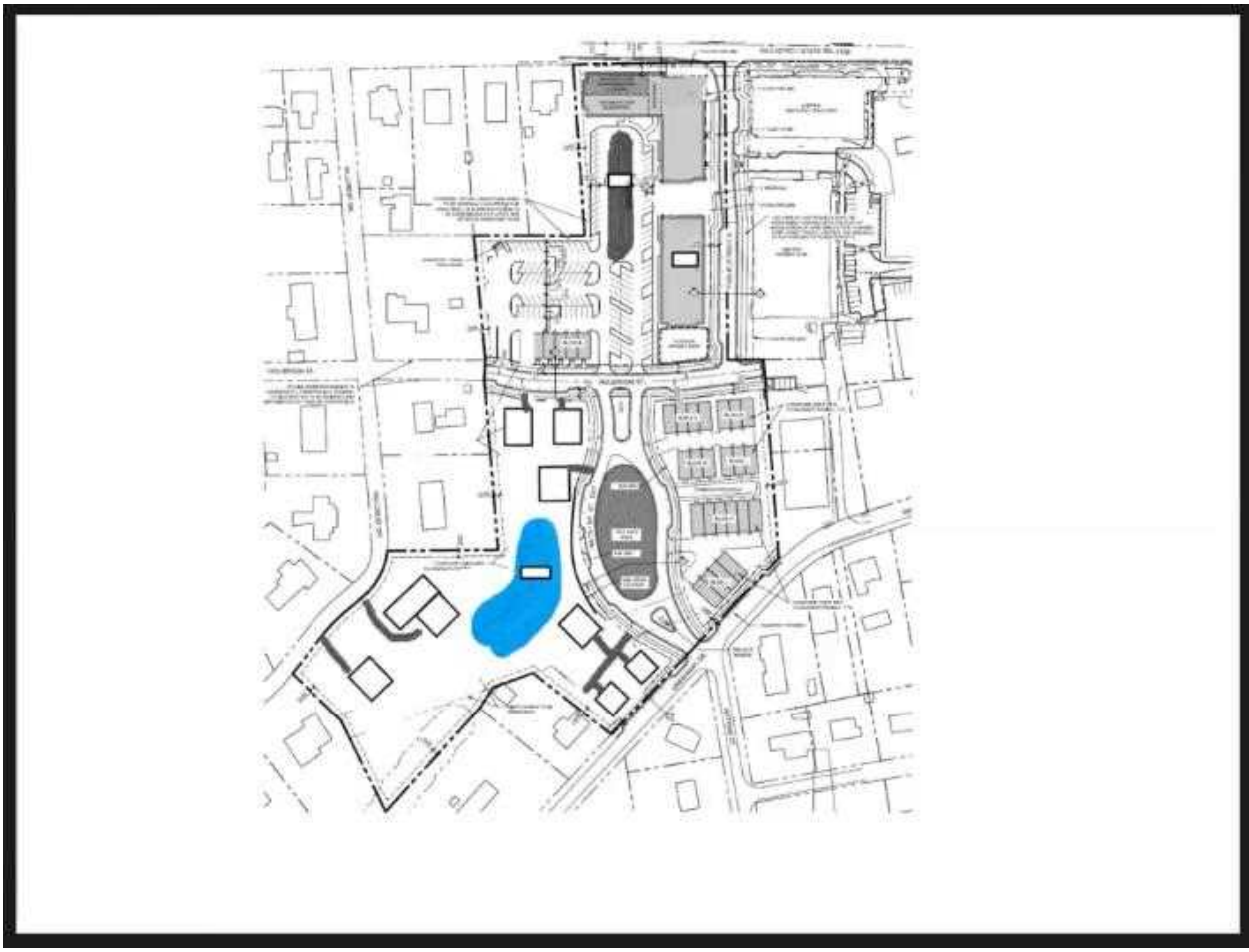
        - **The Town Ordinance and plans require these connections to these streets and the developer**
    - *My concern here is not about the Town, its about my street. They moved from Florida and built a house here for the way it is now. They purposely avoided Vermillion and moved here because it is a community.
        - **This infill development has already been planned by the Town really since 2005 and one of the main things they require is connection to existing streets.**
    - Doesn't sound like the Town has the best interest for the people, they are looking at numbers.
    - Are these developers or the Town going to be buying any more land? Will additional right of way be purchased? Houses that are for sale, is there any chance that these developers will buy up those lands and increase the development. There was a house purchased recently, was that the developer?
        - **No, there are no such plans**
- Candice and Josh Klein
    - Plan/rendering says 3 stories but then the buildings on the street are 4 story. Where will these be located and what is the height of the property?
        - **Townhomes are in the southern portion of the site, taller townhomes are in the center, and the 2-story townhomes are intended to be along the boundary of the project**
    - Distance of the buildings on the back of the property? They live at 203 Hillcrest and are concerned with this and the density and proximity of the townhomes?
        - **Please send some contact information so we can get in touch with them and discuss**
- Oliver Peters
    - Has the Town already sold the parcel of land to the developer?
        - **This is a question for the Town to see where the negotiations are, believe that the Town still owns some of the property.**
    - If Town has already sold a portion of this land to the developer and the developer in turn needs some rezoning is there a conflict of interest for the Town? What are the legalities?
        - **Not sure about the legalities.**
- John Calhoun
    - Is the traffic along with the construction of whatever is built, do people realize that Greenfield is going to get kicked out of access in the 21 area?
    - Traffic cut through will add the extra traffic to get to Wendy's and back? Along with construction along Statesville and Gilead. I can get there and back in 5 minutes but with this traffic it will take 30 minutes to get to Wendy's and back.
    - Question about hospitals and healthcare and what the height of buildings relates to.
- Mike WIlborne
    - Lives on Greenway
    - Traffic – if there are developments on 115 etc. it keeps encroaching on the original Huntersville, is there a traffic study?

        - **This project did not do a specific study because of all of the other road improvements that are going in from the Town and State. There is a requirement in the Ordinance that says if there are roadway improvements funded by the Town or State those improvements are considered complete for traffic purposes.**
    - Small town roads that have not changed much. This is a kid and family-oriented area and the old and established neighborhood is being encroached on.
    - What is the impact on the small neighborhoods? Traffic? Etc.? Today these areas are quiet and have limited traffic so what impact will there be on these neighborhood roads?
    - If there must be access, and Town requires it, what about extending Holbrook out into 115? Limit access to Greenway Dr. Can we keep this a quaint neighborhood?
        - **There is a plan to extend Holbrook out onto 115, we can ask this question, but the Town will most likely require connection.**
    - Is the developer willing to work with the community to preserve it instead of creating more traffic?
        - **Shane – we will commit to working with the Town & NCDOT etc. to work this thing out.**
- Alexis Fletemier
    - Are you an attorney with the Town or North State?
        - **Zoning attorney representing the applicant**
    - In water studies and retention pond, did you look at a wetlands or rain garden or wet pond? Something that can increase the value and increase the passive recreation for the development and the surrounding neighborhoods.
        - **David Watson – have looked into many stormwater retention methods, looked into reducing the size of the pond. Also taking input from the Town and residents. Have a note in the latest plans to look at those options as they get further into designs.**
    - Mentioned that the developer would be taking suggestions from the community, this is her suggestion? Add value to the neighborhood, eventually something will happen with the parcels. There is the potential to add value to the community, add recreation, and create something that is pleasing to the eye.
- Robert and Elaine Kerns
    - Lived in the neighborhood 60 years
    - Similar concerns to Amber and Mike
    - Concerned about the Greenfield park neighborhood – doesn't think the improvements to Gilead and 15 will do very much to mitigate the impact of the development
    - Concerned with the increased cut through traffic
    - Streets are very narrow, 1 sidewalk, it is a walkable bikeable neighborhood. Would this change with the development?
    - Could be a Dilworth or an Elizabeth type neighborhood eventually?
    - Water runoff and loss of tree canopy along with other ecological effects
    - What is the upside of this project to the single-family owner in the area?

    - Elaine Kerns – school kids walk through the neighborhood to the bus stop, concerned about them walking to school, they already get run off the road when two cars drive by
    - Mostly concerned with the part of the project that is on Greenway.
    - This project would make the community less bikeable and less walkable
        - **We will look into these issues.**
- Erik Hopkins
    - Understands it will move through in some capacity, Town will be able to bring in money and revitalize the area for more businesses etc. This is good for the community to bring in more money and get more activation.
    - Biggest concern is the population density as this development adds all these units
    - Do we have the numbers on the current population density before and after for Greenfield Park?
    - Is there any way to lower the number of townhomes so they don't back up directly to the properties?
    - Wants to keep the small-town feel, make a conscious decision to change some of the townhomes so they don't encroach as much, limit the traffic.
- Rick Ranson
    - Land was in the family, he has lived here forever
    - Entrance from Watkins runs right over the creek and there are springs that are being run over for the development, there is another spring under one of the buildings
    - From Huntersville Elem. To 115 to Mt. Holly-Huntersville to 21 is well over 1 square mile that feeds into 1 creek, creek converges at Puckett and Kerns property
    - Dallas Street can become under water, floods regularly, who will pay for these services?
    - Tax revenue, beautification?
    - Do not want apartments because they are for ***transients***, people don't care about the Town because they do not have a stake in the community. These people will decrease the quality of life for the community, condominiums would be better.
    - He has talked to well over 100 people in the community and they are hearing about a bait and switch, there is a small amount of retail space. Is the leasing office part of the retail element?
    - Some of this feels like Wal-Mart, bad aesthetic?
    - How many retail spaces, the entire first floor of the building on Gilead.
    - Commercial/retail looked stingy
    - Main concern – concerned that Dallas St. will get washed away, similar to Ranson Rd., don't want this to happen. What is the developer doing to mitigate this process, and what are the specifications that they must meet?
        - **All water created by this project will be retained on site per the Ordinance.**
        - **David Watson – all this information is in the Stormwater Post Construction Ordinance. Main objective is to have the stormwater runoff to be less than or equal to the pre-developed discharge, in addition to this treating the water quality. There is rainfall data in the area as well to look at the rainfall for the site that is used for designing stormwater systems.**
    - Will any other water be coming onto the site from another site?
    - Water may be cleaner now but what are the requirements for stormwater?

    - **Property on Gilead Rd. is in the Town Center zoning district and apartments and retail element of the property can already be built.**
    - **Developer is not sure what the types of retail will be but the first floor on Gilead is not just a leasing office.**
    - **Because the property is already allowed in Town Center the Town Ordinance has requirements for tree canopy and tree save, there is also a Stormwater Ordinance to be dealt with on-site.**
    - **Retail space would be the entire 1st floor of the building on Gilead Rd. and the pedestrian access from the street will be the 1st building.**
    - **We need the square footage of the retail element of the project.**
- Jeff Hager
    - He knows Shane, is there any way that the concept can be changed so that the townhomes on the back side that exit on the Greenway, is there any way this can be changed, and still make a profit?
    - He knows that Shane is looking out for Huntersville and not trying to take advantage of the Town.
    - Is there any way to get rid of the townhomes and make a multi-family, single family residence? Can you put 20-30 homes on the property and still recoup losses.
        - **Shane is his hometown, he looked at the Town's approved community plans to see what developments the Town wanted to revitalize downtown. The Town's plans reflect this type of mixed-use development.**
    - The 6 board members and the Mayor and everyone else in the Town is not speaking for the people that he knows of in the Greenfield community, this is not in their best interest. More traffic is not beneficial.
    - Amber Kovacs
        - She spent $100k more to live in this community, this could take
        - How does this work with the school? She is an employee of CMS, how will this impact the school numbers – ***transient*** population. How does this project take that into account?
            - **The apartment element is already zoned for apartments.**
    - Town members don't live in this area, these people live here because they like the quiet community feel, don't want the explosion of traffic
    - Speeding on Greenway is an issue right now, nothing has been done about it. School buses and FedEx trucks speed down the road
    - Says the residential element will not help the community at all
    - Lights "blowing into" the home of Ernie Lee for every car that exits the property, and he has grandkids
    - This does not provide safety
- Roxanne Broadway
    - Wondering who the apartments will be appealing to? Concerned about section 8 housing moving into the suburbs, this would be disturbing. She is concerned with stuff she has seen on TV about Section 8 housing moving into he suburbs.
    - Is this affordable housing?
        - **No there are no plans for affordable housing.**

    - Her husband – everybody in the neighborhood wants to say is that NO we don't want this (this is the Hill, the original neighborhood that started Huntersville), everybody should know the history of the Hill and why the neighbors like it, if Huntersville wanted to do some improvement and development they should put the neighborhood sign back up at Dallas, would like everyone to know the history of the Hill? What is the Hill? Have common sense, water will run down the hill?
    - There are already problems getting out on Dallas
    - Single-family homes on this hill are worth plenty
    - Spent too much money to buy the property and now they are overcompensating, Mr. Seagle is negligent of this and Mr. Seagle did not grow up on the Hill.
    - None of these properties want any of this, retention pond, parking lot, no one wants a 3rd story apartment looking into their windows
    - While the developer continues to work on their plan, we will continue to work on our plan for compensation for devalue of our property.
- Taylor Brock
    - Looking at the renderings and maps the Holbrook Extension? Is this planned out? Neighbors have a ROW from Gilead to Hilcrest Dr. has this been considered using in this?
    - With more traffic on Holbrook will this affect the property as far as widening the street.
- James Fletemier
    - Says Susan Irvin is a very high-priced high-horsed attorney representing developers
    - Last thing he wants to do is spend $100k to fight this
    - If this gets developed, he would be in the swamp lands? And he would apparently lose $100k in value.
    - He wants to be 100% clear that there is not a member of this neighborhood who is in favor of the plan in its current resemblance or any resemblance.
    - The property with high density property is already zoned for this, the southwest quadrant could be developed as high or medium density single-family homes
    - Only reason to have rezoning is for planned over development
    - There are other ways to develop this property that would be profitable. There is room to partner with local and regional developers to make a single-family development, that would not shove this down their throats, he feels like he is being bent over his fence whether it is polite or not
    - Mr. Fletemier shares his screen to show a sketch he made of a potential development – says that his plan can meet all the requirements without a rezoning



- Oliver Peters
    - He has the concerns of many
    - Main concern – what are the average values for the houses/apartments etc. how will this impact the current house property in the area? Is there any data to look into this?
        - **Shane thinks the prices for the units will be high compared to the area**
    - Can they provide the neighbors with a range of pricing? Major concern
    - How will this affect the property values moving forward?
        - **Believes the development will have a positive impact on the surrounding property values**
    - How could the developer address these concerns? If they are confident that this will raise prices how can they reach an agreement to make sure this happens?
        - **Open to discussing options/agreements**

ADDITIONAL QUESTIONS/COMMENTS FROM THE CHAT

- James Fletemier – How will the results of this meeting be reported to the Town?
- Oliver Peters – How much of the development is dedicated to mixed-use? Retail space?
- Stephen Swanick – Is this plan still subject to input/change, or is this what is being submitted for approval?

- April (No last name) – My concerns are for the environmental impact and traffic in the Hillcrest/Greenway/Gilead Rd. areas.
- Oliver Peters – Has or will there be an environmental assessment or impact study?
- Janet Pierson – Is a traffic analysis required?
- James Fletemier – Can you please speak to flooding concerns with creating roughly 4.9 acres of impervious space?
- Kathy Jones – How will homeowners on Greenway, Dallas, Hillcrest, Holbrook Streets be impacted by the possible road widening to accommodate increased traffic?
- Lee Hallman – Intersection of Gilead and Highway 115 is a dead intersection according to NCDOT, nothing can be done to add lanes etc. All the road improvements are just to catch up with the problems, adding 200+ families will crush traffic
- Kevin Belk – I note the parking area is proposed backed up to our property. What is being done or required as screening between the properties? Anything more than shrubs?
- Kathy Jones – Can David Peete address the right of way subject. Will homeowners be affected by road widening of Greenway, Hillcrest, Holbrook, etc. Can anyone address the road widening?
- Stephen Swanick – since the proposed BMP is so different from the other uses on Hillcrest, can you describe what enhanced buffering is being used?
- Candice/Josh Klein – What are the price targets of these townhomes?
- Jack Simoneau – The Town has not sold the land to the developer at this time. There is a contract to purchase only.
- James Fletemier – Is that contract contingent on the rezoning; and how do we get a copy? (FOI)
    - Jack says the Planning Department will get a copy of that from the Manager's office and make it available to whoever wants one. The records are public and you can contact David Peete at 704-766-2216.
- Jim Puckett – With traffic dumping onto Greenway form back of the project there needs to be a projection of percentage increase on Greenway, I suspect the Town and NCDOT road improvements had no reflection of a development dumping onto residential especially since they were developed prior to this project coming to fruition.
- Erik Hopkins – Could you let us know what the current population density of Greenfield Park is and what the approximate population density will be after the development? What will be the average price of the townhomes?
- Tammy Eppley – When Discovery Place Kids was built we were told they would redirect the water runoff, our back yard floods anytime it rains, this will only make it worse and we are up creek from Mr. Ranson. This project will add possibly 600 more cars on our small quiet roads.
- Kritzinger – Huntersville needs a downtown not another neighborhood. Huntersville needs restaurants and businesses.
- David Peete – The first draft of the plan only looks to widen Greenway Drive along the project frontage. Any future widening will not be decided until a traffic analysis is finished.

Appendix II

Second Neighborhood Meeting

Attendees:

- David Peete – 105 Gilead Rd. – dpeete@huntersville.org
- Brian Richards – 105 Gilead Rd. – brichards@huntersville.org
- Kevin Belk – 8936 Parkcrest St. – kbelk13@yahoo.com
- Frances M. Garner – 7417 Foxchase Dr., Trinity, NC 27370
- Martha M. Rawdon – 189 Scalybark Trail, Concord, NC 28027
- Joanne Miller – 13980 Asbury Chapel Rd. – jmiller.etj@aol.com
- Jack Simoneau – 105 Gilead Rd. – jsimoneau@huntersville.org
- John H. Calhoun, Jr. – 402 Hillcrest Dr. – trainmanjc@yahoo.com
- Jeff Hager – 203 Greenway Dr. – jhager18@live.com
- Janet Pierson – 104 Dallas St. – chloesnini@yahoo.com
- Dan Boone – 317 Southland Rd. – danboonenc@aol.com
- Amy Hallman – 119 Gilead Rd. – amytyler@roadrunner.com
- Tammy G. Eppley – 208 Greenway Dr. – teppley@bellsouth.net
- B. Eppley – 208 Greenway Dr. – b.eppley@palfingen.com
- Amber Kovacs – 207 Greenway St. – alhauk@gmail.com
- Katie Dickinson – 101 Holbrook St. – mommiekat@aol.com
- Rick Ranson
- Sierra Saumenig – 8618 New Oak Ln. – ssaumenig@huntersville.org
- Jorge Penaranda – 103 Hillcrest Dr. – homesclt@gmail.com
- William Latta – 20009 Verlaidie
- Austin Eppley – 208 Greenway Dr. – Austin.15@me.com
- Michala Turner – 105 Dogwood Terrace – mltcrazy4horses@gmail.com
- Deborah McKnight – 103 Greenway Dr. – dpmcknight87@yahoo.com
- Terry McKnight – 103 Greenway Dr. – dpmcknight87@yahoo.com
- Charles – 14538 Holly Springs Dr.
- Abraham Van Wingarden – 15726 Huntersville-Concord Rd. – abe@metrolinagreenhouses.com
- Cyntha Van Wingerde – 16400 Huntersville-Concord Rd. – cindivanw@outlook.com
- Joseph Pierson – 104 Dallas St.

Developer Presentation:

- Same presentation as the first Neighborhood Meeting
  - Susan Irvin, Irvin Law Group
  - Shane Seagle, North State Development, LLC
  - Land Design Team
- The development team was present to ask questions regarding the project to all neighbors in attendance.
- Project site plans were displayed on boards for people to take a closer look at the project.

September 24, 2020

North State Development Group
18825 W. Catawba Ave, Suite 250
Cornelius, NC 28031

Re: Adequate Public Facilities (APF) Application – Town Center Mixed Use (File #2020-08)

To Whom It May Concern:

The Town has completed its review of the above referenced APF Application and deemed it to be complete, per Article 13.6.3 of the Zoning Ordinance. Based upon your request for an allocation of capital facilities for the above-referenced development proposal, consisting of up to 12,040 sf of Commercial, 140 Multi-Family Units, 61 Townhomes. I am issuing a "Determination of Adequacy (DOA)" for the following public facilities:

- Fire Vehicles
- Fire Facilities
- Police Facilities
- Police Vehicles
- Parks & Recreation Facilities

Please be advised that this DOA is valid for one (1) year, or until September 24, 2021, by which date this development proposal must have achieved vesting, per Section 2.2 of the Zoning Ordinance.

Please feel free to contact me with any questions @ brichards@huntersville.org or by phone: (704) 766-2218.

Sincerely,

Brian Richards

Brian Richards
Assistant Planning Director

Cc: Jack Simoneau, AICP, Planning Director
Anthony Roberts, Town Manager
Angela Beeker, Town Attorney
David Peete AICP, Principal Planner

Planning Services
4421 Stuart Andrew Blvd.
Charlotte, NC 28217
Phone: 980-343-6246
Email: planning@cms.k12.nc.us

Town of Huntersville: 2020-10-21 Huntersville Town Center - Revised

IMPACT OF THE PROPOSED DEVELOPMENT

Proposed Housing Units: Up to 198 total dwelling units (138 multi-family units, 53 townhome units, and seven single family dwelling units) under Town Center - Conditional district (TC-DC) zoning

CMS Planning Area: North

Average Student Yield per Unit: 0.1209 (multi-family) = 16
0.1577 (townhomes) = 8
0.4623 (single family) = 3

This development may add 27 students to the schools in this area.

The following data is as of 20th Day of the 2019-20 school year.

Schools Affected	*Total Classroom Teachers*	*Building Classrooms/ Teacher Stations*	*20th Day, Enrollment (non-ec)*	*Building Classroom/ Adjusted Capacity (Without Mobiles)*	*20th Day, Building Utilization (Without Mobiles)*	*Additional Students As a result of this development*	*Utilization As of result of this development (Without Mobiles)*
HUNTERSVILLE ELEMENTARY	44	37	818	688	119%	16	**122%**
BAILEY MIDDLE	80.35	57	1673	1187	141%	8	**141%**
WILLIAM A. HOUGH HIGH	120.0	100	2493	2078	120%	3	**120%**

The total estimated capital cost of providing the additional school capacity for this new development is $972,000; calculated as follows:

Elementary School: **16** x $34,000 = $544,000

Middle School: **8** x $37,000 = $296,000

High School: **3** x $44,000 = $132,000

RECOMMENDATION

Adequacy of existing school capacity is a significant problem. We are particularly concerned about a case where school utilization exceeds 100% since the proposed development may exacerbate the situation. Approval of this petition may increase overcrowding and/or reliance upon mobile classrooms at the schools listed above.

Below is a list of major changes that have been made to the Huntersville Downtown Mixed-Use Rezoning Plan in the third submittal:

1. Added a fence to the 10' buffer on the western boundary of the property north of Holbrook and extending to the daycare property.
2. Increased the size of the southern buffer on the western boundary of the property from 10' to 20'.
3. Added a fence to the 20' buffer on the western boundary of the property south of Holbrook.
4. Removed the townhomes along Greenway St. and replaced with seven detached single-family homes.
5. Reduced townhome count from 64 to 53.
6. Modified the mixed-use building footprint to include a vehicular pass through that is two stories high.
7. Increased height of first floor non-residential to 19' on Gilead Road, with a building height of 53'.
8. Increased the non-residential space on Gilead road to 12,000 sf, removing multi-family accessory uses from that area.
9. Included street access to ground floor units on Public Street A.
10. Revised the parking lot layout and parking counts.
11. Reduced the size of the BMP pond.
12. Moved the mail kiosk in order to avoid conflicts with any potential future pond access path / easement.
13. Modified sidewalk and planting strip on the western side of Public Street A to include a 7' wide sidewalk.
14. Added on-street parking and a planting strip to the eastern side of Public Street A.
15. All improvements to Public Street A paid by developer.
16. Holbrook St. extension from property to Hillcrest Dr. paid by developer.
17. Added new curb and gutter / sidewalk with 20' buffer east of sidewalk along Hillcrest Dr. and along the pond frontage.
18. Added / revised a number of notes on the plans to address various comments from Town Staff, including:
    a. Added / clarified the information regarding trash pickup
    b. Added / clarified the information regarding the buffers
    c. Added/clarified the information regarding open space
    d. Updated the development data table to reflect the plan updates and to add additional information requested by the Town
    e. Added in additional sections to illustrate the various buffer conditions
    f. Updated the bypass pipe system so as not to conflict with any buffers

IRVIN LAW GROUP

SUSAN IRVIN | ATTORNEY

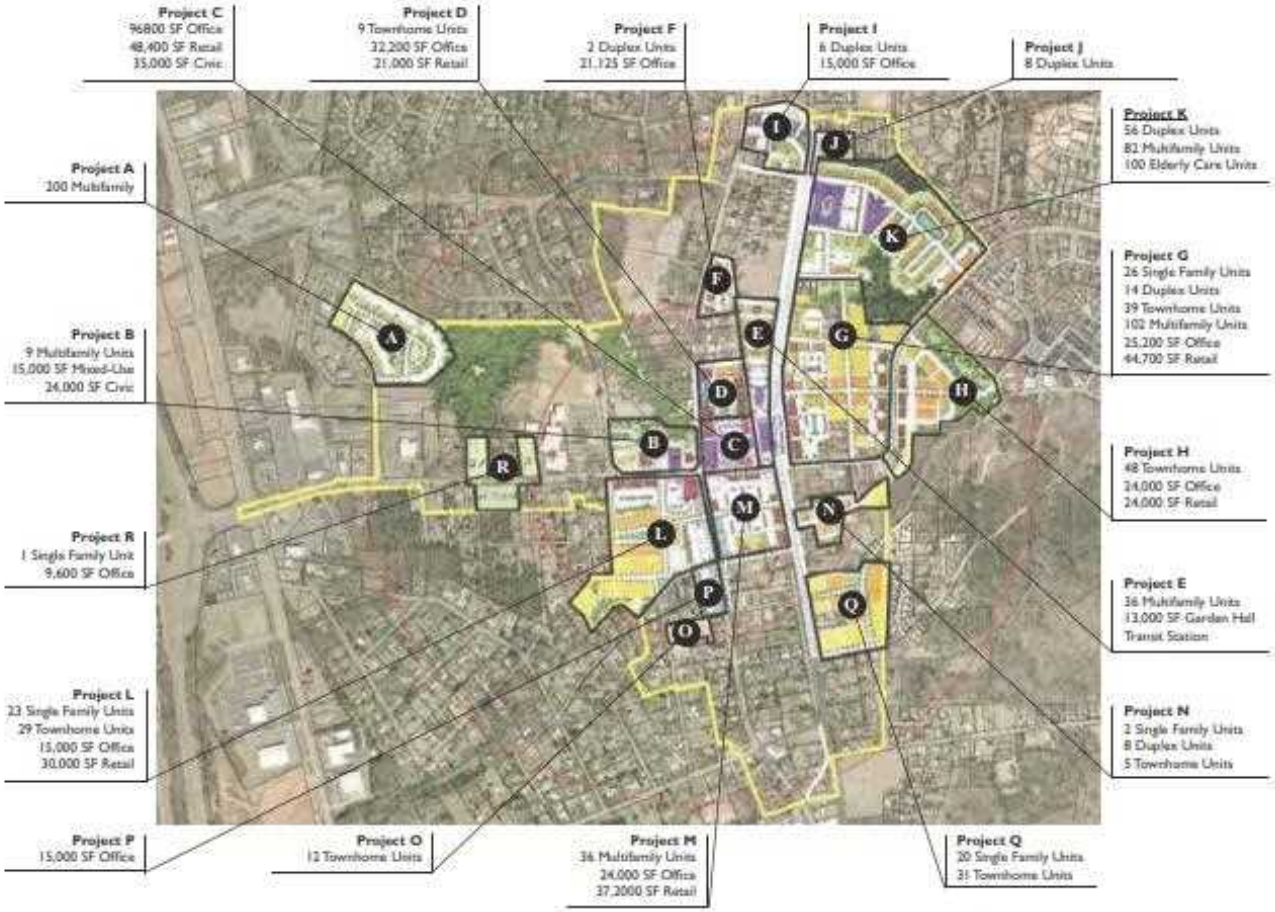
office: 19726 ZION AVENUE, CORNELIUS, NC 28031
mailing: P.O. BOX 2376, DAVIDSON, NC 28036
p: 704.896.0820 **f:** 704.896.0875 **e:** susan@irvinlawgroup.com
cell: 704.724.6763 http://www.irvinlawgroup.com/

Development Analysis

Downtown Plan New Development Totals

At build-out, the Downtown Huntersville Plan proposes the following new development opportunities for the study area:

- 180,950 square feet of Retail
- 208,400 square feet of Office
- 82,000 square feet of Civic / Institutional
- 100 Elderly Care Units
- 79 Single Family Residential Units
- 178 Attached Single Family Residential Units
- 459 Multi-family Residential Units
- Bed & Breakfast Inn Expansion
- 27,600 square foot Civic Plaza



Huntersville DOWNTOWN

Attachment H

Citizen Comments

(received as of the Town Board agenda packet deadline – 9/29/20)

David Peete

From: Marie Hicks <mhicks7528@yahoo.com>
Sent: Monday, August 3, 2020 4:31 PM
To: David Peete
Subject: R20-03 Rezoning

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

I am a resident of the Greenfield Park neighborhood and I am writing to you regarding the proposed Rezoning R20-03. This Mixed Use Plan will have a negative impact on our home values, safe neighborhood, traffic, and erosion issues. This is one of the oldest and established areas of Huntersville and if multi housing units are brought in, the added traffic and people will impact our current ability to enjoy walks on the streets and the safety of a small neighborhood. General Erosion and and creek erosion has been an ongoing issue and we definitely don't need any more buildings to add to this, as well as reducing the wildlife that is running out of green space in our town.

Regards,

Marie Hicks

Sent from my iPhone

David Peete

From: C Mahoney <carriemmahoney@gmail.com>
Sent: Tuesday, August 4, 2020 9:41 AM
To: David Peete
Subject: Town center plans

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning,

I live in Greenfield Park and would like to stay updated on future meetings regarding the rezoning. I'm not against it, but don't think there should be any parking on Greenway.

Thank you
Carrie

David Peete

From: Amber Hauk <alhauk@gmail.com>
Sent: Friday, September 18, 2020 9:39 PM
To: David Peete
Subject: Opposition

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear David Peete,
I'm live at Greenway St. and am writing to express my opposition to the proposed Rezoning R20-03 Huntersville Town Center Mixed Use. The proposed facility is will form a nuisance of noise, light, traffic, and environmental issues that will not only devalue my property, but severely degrade my quality of life in the neighborhood.

I support the effort of the citizens of Greenfield Park in their efforts to maintain the character of our community. I firmly ask that you deny the proposed rezoning.
Sincerely,
Amber Kovacs

David Peete

From: Jones, Kathy <Kathy_Jones@PremierInc.com>
Sent: Sunday, September 20, 2020 4:12 PM
To: Board Members
Cc: John Aneralla; Jack Simoneau; Anthony Roberts; David Peete; Jennifer Davis; Stephen Swanick; Janet Pierson
Subject: North State Development Project

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

All,

I would like to express my concern regarding the North State Development Project. Based on the town's vision for the downtown area, this project significantly restricts and basically prohibits that vision from being accomplished. Below are a few bullet points, but by all means there are plenty other reasons this project isn't a good move. I'm just trying to keep it short to hold your attention.

- Without this project Gilead, 115, Greenway and all streets in the Greenfield Park neighborhood are already at, or close to capacity. If built, travel through that area will be nearly impossible and make life miserable for the Greenfield community, not to mention the safety issues it will create. Cut through traffic has already negatively impacted this neighborhood where parents and children routinely walk on streets that aren't wide enough for two cars to pass without one going off the side of the road. I personally won't take my grandson to the neighborhood park (where I played as a child) because I'm afraid if he were to get into the road he'd get run over before I could grab him. The park is already dangerous for younger children and really should be surrounded by a fence. What about when the children go back to school? Will they still be able to walk to the bus stop and be safe? Probably not.

- This project is touted as creating retail/commercial that will bring people to a walkable, unique, bustling downtown, but it doesn't offer anything for people to look at, much less visit. The apartment leasing office and apartment gym amenity don't count as a destination. By using this land for apartments and apartment related services, you significantly decrease the space you have to actually have those shops, restaurants and places that will achieve your goal of a vibrant downtown. The people in those apartments can only eat at Slice House or have lunch at Café 100 so many times before they're over it. Currently, those are our only 2 options for dining downtown. Wouldn't recruiting more businesses in the food service industry be a better choice than apartments?

- There has ALWAYS been problems with flooding in the Greenfield area. Always. This project will intensify the issue and cause devastating problems for homeowners property.

- From what I've been told, this developer does a lot of college housing projects. What's the range of the rent? What will be the quality of these buildings? Will they become easily run down due to inexpensive building materials? How will they age? Will they be allowed to become dilapidated without consequences like other properties in downtown?

- Based on the design of the parking lot, will people opt to park in the Discovery Kids parking deck instead of driving down and around to get to their parking area? Will this increase crime? Who wants to be in a dark parking deck at night. Perfect breeding ground for crime. I guess we'll need those auxiliary police officers to handle it.

- During the community meeting the attorney for the developer said that the Main St and 21 road projects will alleviate some of the traffic, thereby the neighborhood would be able to accommodate the increase in traffic from this project. Yeah, ok. Tell me another one. She really should've rethought that before she said it. Utterly ridiculous. Don't even get me started on the Holbrooks Rd extension. Crazy. Hillcrest? Oh, yeah. Narrow, curvy, perfect for accidents.

- The citizens in Greenfield Park and surrounding communities do not want this type of project in downtown. People move here for the small hometown atmosphere. Not the Birkdale experience. We want the quaint, walkable, unique downtown with cute shops, restaurants, murals/art, etc. This area would be an awesome spot for a combination of these types of shops and greenspace where people can come sit, socialize and have a sense of being part of a community. Grab a bite to eat and hang out with friends and family or just sit and read a book. Other towns have managed to achieve this (Davidson, Mt Holly, Kannapolis, Mooresville.) Why can't we? Don't let dollar signs cloud your judgment and lead you to make poor design decisions.

Remember, bad design only takes one irresponsible vote to go forward, but the results last a lifetime. The citizens of Huntersville shouldn't have to suffer for that irresponsibility. Just take a minute and ask yourself, would you want this type of development dumping into your older, established neighborhood where some families have lived for several generations?

Thank you for listening.

Kathy Jones
704-575-1414

David Peete

From: Amy Hallman <atmhallman@gmail.com>
Sent: Sunday, September 20, 2020 5:51 PM
To: David Peete; Jennifer Davis; Stephen Swanick
Subject: No to North State plan

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Sir or Madam,

I am writing to make you aware I'm asking the Town Board to vote no to extend the North State contract.

If you feel inclined to say they are moving forward in good faith, please consider that the downtown population is also moving in good faith to ask you to not rezone the Greenfield Park neighborhood nor to sell the parcels necessary to complete such an unnecessary project.

I get that "we" want development, but I'd rather wait a little longer and get development that reflects the current population's idea of development—not more apartments and townhouses, especially not within the downtown area. Congestion alone at our schools, in our roads, and at the total of three restaurants (two open part time) does not support such construction. And if you cannot encourage the downtown commercial property owner(s) to make any modifications to his/her current properties already, this construction boom will not help.

PLEASE take a pause.

Thank you,

Amy Hallman

David Peete

From: melissab@customsights.com
Sent: Monday, September 21, 2020 7:50 AM
To: John Aneralla; Board Members
Subject: Please do not allow apartments to replace premium retail space in downtown Huntersville

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Please do not allow apartments to replace premium retail space in downtown Huntersville

David Peete

From: Elise Demeter <elisedemeter@gmail.com>
Sent: Monday, September 21, 2020 1:47 PM
To: David Peete; Stephen Swanick; Jennifer Davis
Subject: R20-03 Huntersville Town Center Mixed Use - concerned about proposed rezoning

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear David Peete, Stephen Swanick, and Jennifer Davis,

I am writing to express my concerns about the proposed rezoning + development plans by NorthState Development in downtown Huntersville (R20-03 Huntersville Town Center Mixed Use).

1. I am specifically concerned that the proposed development will add seriously to the traffic congestion in the area. I am concerned there is not a traffic impact study or a plan to widen roads that would remediate the traffic in this area at peak times.
2. I am concerned about the potential added pressures on our local schools. Our schools are struggling to keep up with enrollment as it is.
3. There is a large parking lot proposed for the residents of the multifamily housing units. The parking lot is a waste of valuable space. I am also concerned that it could negatively impact water runoff in the area.

I ask that you strongly urge NorthState to lessen their housing and parking lot allocations in favor of greater retail and green space allocations. I would also like to see NorthState conduct a proper, thorough traffic study.

The right mix of housing, retail, and green space is critical to making a vibrant downtown. I have sincerely appreciated Huntersville's vision for long-term development and vision. Town planning is important. I ask that you consider if the current rezoning and development proposals are truly in line with our vision for what downtown Huntersville should be in the years to come.

Sincerely,

Elise Demeter
Resident of Huntersville, NC
elisedemeter@gmail.com

David Peete

From: Rachel Haungs <racheljhaungs@gmail.com>
Sent: Monday, September 21, 2020 2:42 PM
To: John Aneralla; Board Members; David Peete; Stephen Swanick; Jennifer Davis
Subject: Commentary to be included as official record re: Rezoning of R20-03 Huntersville Town Center Mixed Use

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor and commissioners, and other town staff,

I live in Shepherd's Vineyard on Glenora Dr. As you may recall, I am a native to Huntersville of 30 years. I am writing to express my extreme opposition to the proposed Rezoning R20-03 Huntersville Town Center Mixed Use. The proposed facility will form a nuisance of noise, light, **traffic**, and environmental issues that will not only devalue my property, but severely degrade my quality of life in the surrounding neighborhoods.

I support the citizens of Greenfield Park in their efforts to maintain the character of our community. I do not believe the proposed rezoning is aligned with the long-term vision of Huntersville, nor does it foster development that creates a vibrant and desirable downtown, let alone prioritize quality of life, green spaces, environmental safety, or boosting economic development.

Downtown Huntersville deserves to be developed with STABILITY and preserving green space in mind over corporate profits. With so little remaining of our small town charm, it is imperative that all of this be considered when determining the future of the few areas of green space left in our area. The addition of several hundred additional residents will have major impact and burden placed on our inadequate transportation infrastructure (ie: Gilead Rd // Old Statesville Rd at 7AM or 6PM every single weekday), schools, and storm water systems (expanding development in critical flood area with estimated 3MIL+ annual gallons of runoff into local creeks that feed our drinking water system).

Additionally, the approval of this rezoning and completion of this project virtually eliminates the ability to develop downtown Huntersville into a vibrant and desirable location by extinguishing opportunity for retail/commercial property development that is thriving in other neighboring communities like Cornelius and Davidson.

Four years ago, the Vermillion Village project (Anchor Mill) on Church St, just 3 or 4 blocks away from this site, was originally billed as town center. It was going to consist of a grocer, retail/commercial and 400 townhomes/apartments. Those plans have changed (no grocer will sign on) and the new plans (from what we've heard through the grapevine) are no retail/commercial, just 500 townhomes/apartments**. An increase of 100 townhomes/apartments.**

The Vermillion Front project on Huntersville-Concord Rd, just 3 blocks from this site has been approved and work has begun. **It's going to add another 99 townhomes/apartments to this area.**

We have other property in the Walters/First/Second St neighborhood, 3 blocks from the NS project, **where the Vermillion developer and a current commissioner have plans to built more townhomes/apartments. So these North State apartments aren't needed**. Much to our dismay, they'll be plenty of townhomes/apartments within walking distance of downtown without *taking precious land in the middle of town and basically throwing it away and creating problems.*

If you look at the 2040 plan, everything on the east side of the railroad is projected to be high-density townhome/apartment type buildings. **Just how many townhomes/apartments does Huntersville need?**

Given the explosive development of residential neighborhoods in our area with a lack of transportation infrastructure and retail network, where do you anticipate these new residents to shop and spend their time? The answer is pretty simple... they will take their money to our neighboring towns. When this plan so blatantly follows the voices raised in recent surveys for the 2040 plan, I feel the answer to this rezoning request is crystal cleared. If this is allowed, however, it will further enforce the existing notion that **no consideration for what the citizens want or suggest is ever taken into account when these decisions are made.**

I firmly ask that you deny the proposed rezoning.

Sincerely,
Rachel Johnson Haungs

David Peete

From: Jones, Kathy <Kathy_Jones@PremierInc.com>
Sent: Monday, September 21, 2020 3:41 PM
To: David Peete; Board Members
Cc: John Aneralla; Jack Simoneau; Anthony Roberts; Jennifer Davis; Stephen Swanick; Janet Pierson
Subject: RE: North State Development Project

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Mr. Peete,

Something I just thought of that should be taken into account when the town is considering this project. Four years ago, Vermillion Village project (Anchor Mill) on Church St, just 3 or 4 blocks away from this site, was originally billed as "town center." It was going to consist of a grocer, retail/commercial and 400 townhomes/apartments. Those plans have changed (no grocer will sign on) and the new plans (from what we've heard through the grapevine) are no retail/commercial, just 500 townhomes/apartments. An increase of 100 townhomes/apartments over the original plan.

The Vermillion Front project on Huntersville-Concord Rd, just 3 blocks from the North State site has been approved and work has begun. It's going to add another 99 townhomes/apartments to this area.

We have additional properties in the Walters/First/Second St neighborhood, 3 blocks from the North State project, where the Vermillion developer and a current commissioner have plans to build more townhomes/apartments. So these North State apartments aren't needed. Much to our dismay, they'll be plenty of townhomes/apartments within walking distance of downtown without taking precious land in the middle of town and basically throwing it away and creating more problems than anything good.

If you look at the 2040 plan, everything on the east side of the railroad is projected to be high-density townhome/apartment type buildings. Just how many townhomes/apartments does Huntersville need? It seems no consideration for what the citizens want or suggest is ever taken into account when these decisions are made.

Kathy Jones
704-575-1414

From: David Peete <dpeete@huntersville.org>
Sent: Monday, September 21, 2020 11:13 AM
To: Jones, Kathy <Kathy_Jones@PremierInc.com>; Board Members <BoardMembers@huntersville.org>
Cc: John Aneralla <janeralla@huntersville.org>; Jack Simoneau <jsimoneau@huntersville.org>; Anthony Roberts <aroberts@huntersville.org>; Jennifer Davis <jenniferdavis078@gmail.com>; Stephen Swanick <stephen.swanick@gmail.com>; Janet Pierson <jpierson@huntersville.org>
Subject: RE: North State Development Project

Mrs. Jones,
Thank you for your input regarding the proposed development.
Your comments have been added to the project file and will be shared with the Town Board & Planning Board at the Public Hearing.

Thank you for your participation in the process!

David F. Peete, AICP
Principal Planner
Town of Huntersville
105 Gilead Road
PO Box 664
Huntersville, NC 28078
Phone: 704.766.2216
Fax: 704.992.5528
Email: dpeete@huntersville.org
Website: www.huntersville.org

Connect with Town of Huntersville!

Pursuant to North Carolina General Statutes, Chapter 132, email correspondence to and from this address may be considered public record under the North Carolina Public Records Law and may be disclosed to third parties.

From: Jones, Kathy <Kathy_Jones@PremierInc.com>
Sent: Sunday, September 20, 2020 4:12 PM
To: Board Members <BoardMembers@huntersville.org>
Cc: John Aneralla <janeralla@huntersville.org>; Jack Simoneau <jsimoneau@huntersville.org>; Anthony Roberts <aroberts@huntersville.org>; David Peete <dpeete@huntersville.org>; Jennifer Davis <jenniferdavis078@gmail.com>; Stephen Swanick <stephen.swanick@gmail.com>; Janet Pierson <jpierson@huntersville.org>
Subject: North State Development Project

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.
All,
I would like to express my concern regarding the North State Development Project. Based on the town's vision for the downtown area, this project significantly restricts and basically prohibits that vision from being accomplished. Below are a few bullet points, but by all means there are plenty other reasons this project isn't a good move. I'm just trying to keep it short to hold your attention.

- Without this project Gilead, 115, Greenway and all streets in the Greenfield Park neighborhood are already at, or close to capacity. If built, travel through that area will be nearly impossible and make life miserable for the Greenfield community, not to mention the safety issues it will create. Cut through traffic has already negatively impacted this neighborhood where parents and children routinely walk on streets that aren't wide enough for two cars to pass without one going off the side of the road. I personally won't take my grandson to the neighborhood park (where I played as a child) because I'm afraid if he were to get into the road he'd get run over before I could grab him. The park is already dangerous for younger children and really should be surrounded by a fence. What about when the children go back to school? Will they still be able to walk to the bus stop and be safe? Probably not.

- This project is touted as creating retail/commercial that will bring people to a walkable, unique, bustling downtown, but it doesn't offer anything for people to look at, much less visit. The apartment leasing office and apartment gym amenity don't count as a destination. By using this land for apartments and apartment related services, you significantly decrease the space you have to actually have those shops, restaurants and places that will achieve your goal of a vibrant downtown. The people in those apartments can only eat at Slice House or have lunch at Café 100 so many times before they're over it. Currently, those are our only 2 options for dining downtown. Wouldn't recruiting more businesses in the food service industry be a better choice than apartments?

- There has ALWAYS been problems with flooding in the Greenfield area. Always. This project will intensify the issue and cause devastating problems for homeowners property.

- From what I've been told, this developer does a lot of college housing projects. What's the range of the rent? What will be the quality of these buildings? Will they become easily run down due to inexpensive building materials? How will they age? Will they be allowed to become dilapidated without consequences like other properties in downtown?

- Based on the design of the parking lot, will people opt to park in the Discovery Kids parking deck instead of driving down and around to get to their parking area? Will this increase crime? Who wants to be in a dark parking deck at night. Perfect breeding ground for crime. I guess we'll need those auxiliary police officers to handle it.

- During the community meeting the attorney for the developer said that the Main St and 21 road projects will alleviate some of the traffic, thereby the neighborhood would be able to accommodate the increase in traffic from this project. Yeah, ok. Tell me another one. She really should've rethought that before she said it. Utterly ridiculous. Don't even get me started on the Holbrooks Rd extension. Crazy. Hillcrest? Oh, yeah. Narrow, curvy, perfect for accidents.

- The citizens in Greenfield Park and surrounding communities do not want this type of project in downtown. People move here for the small hometown atmosphere. Not the Birkdale experience. We want the quaint, walkable, unique downtown with cute shops, restaurants, murals/art, etc. This area would be an awesome spot for a combination of these types of shops and greenspace where people can come sit, socialize and have a sense of being part of a community. Grab a bite to eat and hang out with friends and family or just sit and read a book. Other towns have managed to achieve this (Davidson, Mt Holly, Kannapolis, Mooresville.) Why can't we? Don't let dollar signs cloud your judgment and lead you to make poor design decisions.

Remember, bad design only takes one irresponsible vote to go forward, but the results last a lifetime. The citizens of Huntersville shouldn't have to suffer for that irresponsibility. Just take a minute and ask yourself, would you want this type of development dumping into your older, established neighborhood where some families have lived for several generations?

Thank you for listening.

Kathy Jones
704-575-1414

David Peete

From: Iaiela Dumitrescu <biola1994@yahoo.com>
Sent: Monday, September 21, 2020 3:45 PM
To: David Peete
Subject: North State Capital Development

As new neighbor and owner in Vermillion, the news that there is a development planned for downtown Huntersville does sit very well with me and my family.
Therefore, I recommend that you take a good look at those the requests sent by the citizens affected and make sure that we keep the downtown area looking as such without the extra residences and traffic that will congest the area. We need more walking friendly businesses and commercial development instead of more cars to make traffic unbearable.

Thanks for taking the time to give this your attention.

Iaiela Dumitrescu
BS Business Admin.

David Peete

From: Marian Dumitrescu <mdu1987@yahoo.com>
Sent: Wednesday, September 23, 2020 12:57 PM
To: David Peete
Subject: Re: Please Sign the petition

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mr. David Peete,

As new neighbor and owner in Vermillion, the news that there is a development planned for downtown Huntersville doesn't sit very well with me and my family.
Therefore, I recommend that you take a good look at the requests sent by the citizens affected and make sure that we keep the downtown area looking as such without the extra residences and traffic that will congest the area. We need more walking friendly businesses and commercial development instead of more cars to make traffic unbearable.

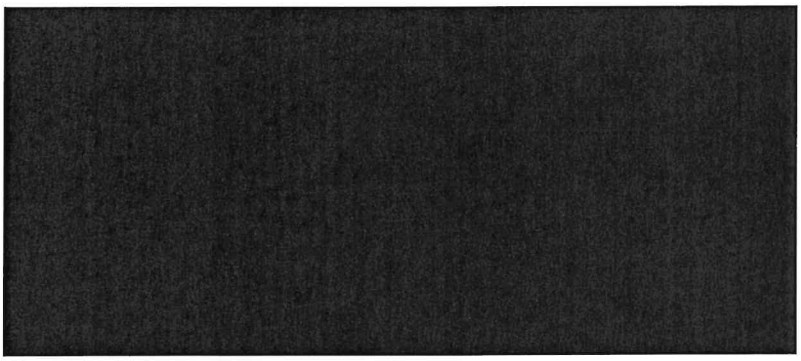
Thanks for taking the time to give this your attention.

Regards,
Marian Dumitrescu
704-778-2026

On Mon, Sep 21, 2020 at 12:40 PM, Iaiela Dumitrescu <biola1994@yahoo.com> wrote:

This is to stop a developer from adding over 200 homes in the heart of Huntersville by Dicovery Place,

Sign the Petition



Sign the Petition

Save Downtown Huntersville

David Peete

From: rsbdirect@bellsouth.net
Sent: Friday, September 25, 2020 8:57 AM
To: David Peete
Subject: NO! to Apts. in Downtown Huntersville

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning, Mr. Peete.

I am against rezoning downtown Huntersville to "Town Center Mixed Use."

We don't need the congestion that will occur from the addition of 140 apartments, 61 town homes, and all of the ugliness (260 parking spaces) that will accompany them.

Let's turn downtown Huntersville into something charming and intimate, such as what you have in Davidson. Let's attract small businesses and restaurants and create a really beautiful town.

Thank you.

Regards,

Robert Blumenthal
8828 Oakham St.
Huntersville, NC 28078

10/1/2020

Town Planners and Commissioners

RE: Proposed Conditional Rezoning application 20-03 , Town Center

Dear Sir(s) and Madam(s)

My name is Jim Fletemier;

My wife and I are Huntersville residents, as well as longtime residents of North Mecklenburg County, and live at 209 Hillcrest Drive, one of the properties adjacent to and directly affected by this proposed conditional rezoning.

Professionally, I am the Assistant Director in charge of Curriculum and Educational Technology for Canopy Real Estate Institute, a subsidiary of the Canopy Realtor© Association and Canopy MLS. I'm one of less than 60 people Nationwide to hold both DREI and CDEI certifications, which are Internationally recognized professional certifications that allow me to teach real estate, and to train instructors, in over 30 states. I'm also a longstanding member of ARELLO (The International Association of Real Estate Licensing Law Officials).

By education, I'm an Applied Industrial Engineering Technologist with a minor in Supply Chain and Logistics design. Although I'm a licensed Broker in Charge in North Carolina, as part of my employment agreement, I don't currently actively practice Real Estate; as that would create a potential conflict of interest if I were to serve as an expert witness in real property ligation, or become directly involved in professional ethics investigations within the Real Estate industry. My wife has been a Commercial Property Manager for one of the most respected and successful commercial development and Property Management companies in the Carolinas for over 18 years, is the former President of the Charlotte region of BOMA International (Business Owners and Managers Association) , and is currently the Director of Facilities for a large International company.

I tell you all of that just to say that our opinions and views are backed by significant expertise and experience related to this proposed rezoning. Between the two of us, we're very fortunate and blessed to fully understand many of the components of this proposed project.

Like most residents; we're both very supportive, and excited, about the creation of a vibrant and successful "downtown" Huntersville.

And like most residents, we both implore you to vote "NO" on the proposed conditional rezoning.

The proposed rezoning and associated sketch plans not only don't provide for, or take initial steps for, a vibrant, walkable, successful downtown core; this rezoning makes reaching that goal significantly more difficult. The developer believes, and would like for you to believe, that this plan is the "only workable alternative." That's just not true. It's the best plan for the developer, simply because Northstate Builds high density multifamily housing. It's their 'bread and butter', their true core competency, so it's the thing that they want to do. It's a simple as that.

The request for rezoning, and the associated sketch plan, should be denied for the following primary reasons:

The proposed rezoning constitutes illegal "spot zoning" and opens the Town of Huntersville to liability at the State Level.

I'm very confident that should this request for rezoning be approved, legal action will be brought against the Town of Huntersville at the State level, that seeks to prove this as Illegal spot zoning. When that case is eventually won, it could literally become the next "textbook case" of spot zoning. I say that without hyperbole, since I could very well be a primary author of the next textbook.

This proposed plan injures the property values and quality of life of all the adjacent homes currently zoned single family residential, and places a retention pond well inside an established neighborhood in order to allow for the runoff from additional multifamily attached housing. This is being proposed at a time when significant residential input (61% of respondents from the last town survey) prioritized single family homes on large lots; which is the current makeup of the area of proposed rezoning There are several attached multi family housing projects already underway within 5 miles of the proposed site, and supply for detached single family homes in the North Mecklenburg/ Lake Norman region is at an all time low. Additionally, the developer was given two alternate proposed plans that would NOT require rezoning of 8 of the parcels in question, and better meet the needs of the town as a whole. BOTH OF THOSE ALTERNATIVE PLANS ARE ATTACHED.

The proposed rezoning is in opposition to the Town's vision, and intentionally misinterprets the town plan (both current and proposed long term Master plans.)

The master plan and "vision" for Huntersville includes a vibrant, walkable downtown, centralized retail and restaurant space, and protected mature tree canopy, and a "destination" feel to the downtown area. However, the proposed rezoning would eliminate the largest section of mature trees in existence within the downtown or surrounding area, and focus primarily on creating an area for people to ***leave from, rather than arrive to.*** There is a finite amount of space available within the downtown core area that's already zoned Town Center, and the proposed plan dedicates the majority of that space to high density residential. This would kill the tree canopy, increase traffic, increase the noise level, and provide very little "destination" impetus for residents or visitors.

The logic being used to justify this plan is flawed.

While it's true to some extent that "you have the population to get the big retail and development" ; that's a gross oversimplification, makes a great sound bite for the developer, and ignores the actual demographic, economic, and logistical factors along the Gilead Rd Corridor.

The downtown Huntersville area is a unique economic challenge, and applying blanket statements makes dangerous assumptions about the current, and future, state of retail and residential living in the area. There are currently 3 large grocery spaces along Gilead Rd, on the West Side of I77, and two more on the East side. One of those 5 grocery stores is currently closed and empty due to poor sales.

According to current population demographics and the models most often used by national grocery chains like Kroger (owns Harris Teeter), and the National Grocers Association, the 4 to 6 square block area of downtown Huntersville would have to increase it's population by an estimated 8,000-12,000 residents before a "Town Center location" would be seriously considered by a National Chain, as an additional location over and above those already in existence. Well before that happened, though, that increase in population would implode the town infrastructure, completely overwhelming schools, first responders, water, sewer, and town services. In short, that just isn't going to happen.

Therefore, the only path to develop a vibrant downtown MUST BE to create a "destination" location; that focuses the available square footage primarily on retail and restaurants/ dining, provides plenty of parking, and allows for walkability. That can all be done under the existing zoning, while preserving the currently zoned lots for the highly sought-after single family detached residential space it was designed for.

Right now, because of current COVID and political unrest, it is one of the worst times in history to consider building speculative retail or Commercial, and the developer well knows this. Their plan, therefor, involves such a small portion of retail that its success or failure has little bearing on their financial goals.

"Scaling back" the retail due to lack of concerns for support of that retail, as the developer has stated on many occasions, is flawed at best. It's a long-standing tenant of *basic* retail development that "retail drives retail, which drives restaurants. " In other words, the retail portion needs to be large enough, well done enough, and located properly to have people come there.. not leave from there to go somewhere else.

It's also true that once people get in their cars to dine or shop, whether they drive ½ mile or 5 miles plays virtually no part in their location choice. Right now, because the proposed plan will make Huntersville so much less walkable, those 500+ additional residents will be FAR more likely to get in their cars (further causing traffic problems). Once in their cars, there is nothing keeping them in Huntersville to spend their dollars.

Also, during a meeting with Northstate Development that my wife and I had fairly early in the process, their "required" rental rates that they stated, based on the cost of acquisition and development that they had, put their commercial space at 25-30% higher than already available empty retail space along Gilead Rd, and over twice the cost of the older retail locations on the Southwest corner of Gilead and Old Statesville.

What the proposed plan will effectively create is a very small, unoccupied or unsuccessful retail pocket, surrounded by high density housing, in an already high traffic area, and economically seal the fate of

what could have been a vibrant downtown experience, while simultaneously injuring the surrounding properties, for the benefit of North state Development, at the cost of our Town.

A far better approach would be to delay the development of those core parcels at least 2 years until the economy and retail market realign and stabilize themselves with the parcels already zoned Town Center, and develop the parcels currently zoned for Neighborhood Residential in a way that both has very high demand and would protect the interests of the residents- as single family detached dwellings on larger lots.

Let's get creative

The absolute best location for attached multifamily housing, with ground floor retail, that would maintain and create continuity within the new downtown "park" and mill area, is the current location of the Town Hall. Conversely, the best usage for the properties under consideration with this plan may very well be a new town hall, with Town Park and wooded trail way, adjacent to the existing and underutilized parking deck; if a truly creative and positive approach was the goal. See attached.

Thank you for your time

Jim and Alexis Fletemier

10/2/2020

Town of Huntersville Town Council, Planning Board, and Legal staff;

In regards to the proposed conditional rezoning R20-03

I'd like to respectfully ask that Councilman Hines recuse himself from the vote on this item, that he be excused from any public or private meetings in regards to this proposed rezoning, and that he abstains from any commentary or offering of opinion to other Councilmembers or Planning Board members in regards to this proposed rezoning outside of public forums available to all residents.

I'd also like to respectfully request that any input Councilman Hines has provided to other councilmembers in regards to this plan, dating from the property being sold to Northstate Development, be eliminated from consideration.

It appears that Councilman Hines was one of the listing Brokers that marketed several of the parcels involved; and utilized the attitude of the Town of Huntersville as being receptive to rezoning of these parcels, in the marketing materials to procure the sale of these parcels.

Excerpts from the advertising and marketing materials, authored by Invest Properties, a Firm with Councilman Hines as a principle:

"The property is ideally situated for high density residential, whether apartments, townhomes, or a mixed use. Huntersville staff is willing to review all potential plans and excited about the development."

• The property is zoned TC-CD and GR. Huntersville Staff has indicated support in rezoning the property to higher density residential.

• Site plan supports 100 apartment units and 20 townhome units with structured parking. There is also some possible interest in joint/shared parking with the Town of Huntersville with their parking deck.

Councilman Hines may have a conflict of interest in regards to the upcoming vote; and may be highly disincentivized to vote on the basis of the best interests of the town residents. *Should this rezoning application be denied, the purchasing party may have some legal or financial recourse against Mr. Hines' advertising strategy, and the advertising would indicate potential motivations for a manipulation of that vote, in order to legitimize the statements made in marketing of the properties.*

It also *appears*, but may not be the case, that initial application renderings of the site plan along Gilead and Old Statesville Roads are the identical drawings used in the marketing materials of the property to procure the sale to Northstate Development.

I'm confident that Councilman Hines, a well-respected member of our community and a freshman Councilman, may be consciously unaware of this conflict of interest between his personal business dealings and serving as a representative of the town's residents. I'm also confident that, having brought that conflict to light, the steps outlined above can be easily taken to eliminate any concerns over apparent improprieties.

Additionally, I have grave government functionality and ethical concerns, if Huntersville staff did in fact "indicate support for rezoning" prior to any application for rezoning having been filed. I would like to clearly understand which Huntersville staff positions would be in a position of decision making to offer that support; as it's my understanding that conditional rezoning decisions are to be made by the elected Town Council only after careful consideration of public input and a review by the planning board, not predetermined by staff members prior to any application being filed or public knowledge of a proposed redevelopment. I hope that you can clarify my concerns and misunderstanding for me, to avoid any escalation of concerns over ethical violations having taken place.

I look forward to your prompt response, and also ask that this be included as a part of the public comments in regards to rezoning application 20-03, Town Center.

Thank you.

Jim Fletemier

David Peete

From: Jeff Boyer <jlboyer@bellsouth.net>
Sent: Saturday, October 3, 2020 11:12 AM
To: mbales@Huntersvile.org; Dan Boone; Brian Hines; Nick Walsh; Stacy Phillips; Lance Munger; John Aneralla; Stephen Swanick; David Peete
Subject: North State Development Rezoning-Yes Please!

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I have been a Huntersville resident since 1987 and have seen a great deal of transformation in that time. As such I want to express support for the North State project and related rezoning. The voices of residents opposing this project are stuck in the past, and hopefully will not stifle this project and others to come which will take the town into the future. We are quite fortunate to be attracting investment into the area, and a favorable view by the town on projects such as this is imperative to such investments continuing going forward.

David Peete

From: Ross Howard <wrhoward21@gmail.com>
Sent: Sunday, October 4, 2020 4:31 PM
To: David Peete
Cc: Board Members
Subject: Zoning Change R20-03

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi, David.

Good Evening, sir. I wanted to send you a quick email documenting my opposition to the proposed rezoning in downtown Huntersville. As a resident of Huntersville and HPD Officer I believe a large apartment building would be an incredible detriment to the downtown area in the near term and long term. I am all for positive development to enrich the downtown area but this is not the direction it should go.

I know your time is valuable and I thank you for your consideration.

Respectfully,

Ross Howard
(828) 244-3599

David Peete

From: Janet Pierson <chloesnini@yahoo.com>
Sent: Sunday, October 4, 2020 9:45 PM
To: Board Members
Cc: David Peete; Janet Pierson
Subject: Petition R20-03

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please note that I am sending this email as a taxpaying resident that lives at 104 Dallas Street. It is being sent on my personal time, from my personal email address and my personal iPhone.

I am writing this email to oppose Petition #R20-03 for the reasons outlined below:

1. I feel the proposed plan includes too much residential. I would like to see more retail/restaurants/offices.

2. The proposed plan does not fit in with the existing Greenfield Park neighborhood. Single family residential ranch-type houses with larger lots would be in keeping with the character of Greenfield Park. I would prefer no apartments....Huntersville has enough apartments.

3. Concern with traffic. My understanding is a TIA was not required. What I understood at the community meeting is the developer does not think the development will affect the neighborhood roads. I have lived in the neighborhood all of my life (except for 3 years when I first got married, but even then I was in the neighborhood about every day), and it will increase the traffic. People will find they can cut through the neighborhood roads. Our roads are narrow and cannot handle that kind of traffic. If the plan is approved, I would suggest there be no entry/exit at Greenway. They would still have several entry/exit points for connectivity.

4. I did sign the online petition opposing this project. I asked about signing the paper petition representatives from the neighborhood were circulating, but was told since I signed the online, I didn't need to sign the paper one. I didn't quite agree with that, but wasn't going to argue, so I just want to confirm I support their petition.

5. There will be representatives from the neighborhood speaking at the hearing Monday night. I have not heard all of what they plan to present, but heard some proposed concerns a few weeks ago that they were going to bring up. I agree with their concerns related to water run off, safety, traffic, etc. However, I do not agree with any personal attacks against any commissioners.

Thank you for your time.

Janet Pierson
104 Dallas Street

Sent from Yahoo Mail for iPhone

David Peete

From: Janet Pierson
Sent: Monday, October 5, 2020 9:58 AM
To: Board Members
Cc: David Peete
Subject: FW: Opposing the rezoning of downtown property

From: E J <ellamarjo23@gmail.com>
Sent: Monday, October 05, 2020 9:45 AM
To: Janet Pierson <jpierson@huntersville.org>
Subject: Opposing the rezoning of downtown property

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Huntersville board:

I would like to object to the rezoning of the land adjacent to Discovery Place. This land needs to be used to help develop Huntersville's downtown into a walkable area with retail, restaurants, etc- not multifamily housing. I'm also very concerned about the connection of Brian Hines to the property and the conflict of interest that arises with him having sold the property and voting on the rezoning. He should recuse himself from this vote.

Please consider the immense opposition as people are learning the developer's true intentions which go against everything we would like to see in Huntersville.

Thank you for your consideration.

Why are apartments included in the Town Center Plan?

The Downtown 2030 Community Plan states that Downtown will be a thriving, mixed-use town center with a variety of housing types (single family, townhomes, live work, and apartments). Including apartments will help diversify the downtown economy and also help encourage more businesses to open downtown by increasing demand for eating and drinking establishments, personal services, retail shopping, etc. The current concept calls for a downtown with people living, working and playing within walking distance

Why development now?

To be proactive with development. Several developers have expressed interest in doing a mixed-use project in the downtown area. Instead of letting them develop whatever zoning permits, the Town wants to be proactive and let the community drive, shape and form what the downtown will look like in 10-20 years.

To stimulate economic growth. The Town wants to diversify its public investment throughout the Town while providing additional options for housing, retail and entertainment in the downtown area. This investment in downtown is critical to continued growth and vitality of Huntersville.

To encourage downtown renewal. Downtown is the heart of any community. The Town wants to reinvest in and renew downtown by making it an active destination. Activity will create opportunities for existing businesses while attracting new businesses as well.

To create an identity for Huntersville. The Town wants to develop an identity for our downtown by encouraging a walkable, "village" type environment. A revitalized downtown will create a sense of place and renewed pride in Huntersville.

Will apartments decrease my property value?

Concerns that the presence of apartments will lower the value of single-family houses have driven many people to oppose new apartment developments. The property is currently zoned to allow apartments. Unlike apartments of old, current apartment choices can provide luxury lifestyles for young professionals, empty nesters and others. The Town is working with the developer to alleviate this concern by requiring buffers, planting strips, street and sidewalk improvements, adequate parking opportunities, and insisting upon a high-quality design. This project will lead to a renewed interest in the downtown area which may, in fact, increase property values of the surrounding homes.

Will the apartments attract transients?

Multifamily rental housing has long been an important part of the collection of housing choices for families and individuals. High quality apartments will attract new residents to town, many of whom either prefer apartment living or rent before buying in the community. In addition, rental housing has been crucial to provide homes for our nation’s teachers, firefighters, police officers, health care workers, and public employees.

What is the commercial component of the Plan?

12, 000 square feet of the ground floor space of the building that fronts Gilead Road will be used for commercial space. This space will be designed for commercial, retail and restaurants or other active

commercial use and will include a pedestrian pass-through from Gilead Road and a stairwell area. The club house and administrative offices for the apartments are not included in the 12,000 square feet.

What is the impact on local schools?

According to the projections provided by CMS, the impact will be minimal. Huntersville Elementary School will increase by approximately 16 students, Bailey Middle School by 8 students, and William A. Hough High School by 3 students.

How will the development mitigate stormwater run-off?

The Greenfield neighborhood was developed without stormwater regulations in effect.
Now, all development must follow regulations that protect watersheds & control stormwater.
Stormwater controls will be put in place to meet or exceed applicable laws:

Soil Erosion and Sedimentation Control ordinances require builders and developers to implement structural Best Management Practices (BMPs) like perimeter sediment fence, construction entrances, and sediment basins to control sedimentation and protect surface water quality.

Post-Construction Stormwater Control ordinances ensure that new developments are designed to minimize impacts to surface water quality and that structural Best Management Practices (also called stormwater control measures) are built and then maintained after development is complete.

Surface Water Improvement & Management (SWIM) ordinances require vegetated buffers along streams to protect the natural functions of the stream system. Additional buffer requirements are found in Post-Construction Stormwater Control ordinances and Water Supply Watershed ordinances.

Watershed Supply Watersheds ordinances regulate the development and land use density in certain watersheds to protect the water quality of lakes that supply drinking water.

Floodplain regulations limit development within the floodplain, minimize public and private losses due to flood conditions, and control the alteration of natural floodplains.

Stormwater Pollution Control ordinances prohibits illicit connections and discharges to the storm drainage system and outlines the steps for responding to violations and enforcement actions.

What are the general details of the apartment building? (Height, Number of apartments, final design?)

The total building height at the Gilead Road frontage is 52.5', approximately the same height as the Discovery Place for Kids building. The number of units will not exceed 134. A rendering of the mixed use (commercial/apartment) building has been presented at each public meeting and can be found at https://www.huntersville.org/DocumentCenter/View/6244/R20-03-Planning-Board-Staff-Report-10-27-20---w-Attachments-for-WEBSITE (Page 41)

The final design must meet the standards set forth in Article 4 of the Zoning Ordinance, including ARCHITECTURAL STANDARDS PRINCIPLES.

Will there be more opportunities for neighbors to collaborate with the developer?

There have been a pre-development ~~meeting, 3~~meeting, 3 community meetings, 2 meetings with Greenpark HOA and Save Downtown Huntersville representatives and their attorney, a planning board meeting, and a public hearing. Based on feedback from these public meetings and the recent Greenpark HOA and Save Downtown Huntersville meetings, the developer has agreed to substantial revisions to the original plan. The revisions include:

1. Removed 17 Townhomes south of Holbrook. The project started at 61 Townhomes south of Holbrook, and it is now at 44 Townhomes south of Holbrook and 7 Single-Family Detached Homes.

2. Larger lots along Greenway.

3. Larger setbacks for homes along Greenway.

4. Fewer Houses on Greenway. The project started with townhome buildings along Greenway and was modified to 7 single-family homes on Greenway. The most recent revisions reduced the 7 single-family homes on Greenway to 4 single-family homes on Greenway.

5. Southernmost TH building. Converting one of the southernmost townhome buildings on the west side of Street C to 3 single-family homes.

6. Second TH Building. Reduced unit count in second TH from 5 to 4 and moved it to the east to provide more open space.

7. Buffers. If possible, in the design phase, the 20' undisturbed buffer adjacent to the stormwater detention pond along Hillcrest Dr. will be increased.

Another public hearing is scheduled for December 7.

Will crime increase in the vicinity of these apartments?

From August 28, 2020, to October 25, 2020, there were 9 aggravated assaults in Huntersville. Only 1 of 9 aggravated assaults occurred in an apartment complex.

Should we be concerned about traffic impacts?

Intersections and roads which will be affected by future growth, including the growth that comes with the Town Center Plan, will be improved (funded) either through Huntersville's CIP or the State's STIP program. These major improvements include widening of Gilead Road, Main Street realignment and improvements, Holbrook Road Extension and various other intersection improvements. The developer will also pay for construction of new streets and road improvements within the project that will facilitate traffic flow.

Will there be cars on Greenway?

Per the Institute of Transportation Engineers Trip Generation Manual,10th ed., based on the most recent revisions to the plan, only 3% of the trips generated by the residential units will result in a right turn onto Greenway.

Town of Huntersville
Town Board
December 7, 2020

To: Town Board

From: Emily Sloop, Town Attorney

Date: December 7, 2020

Subject: Consider approving Agreement to Amend Due Diligence Period of Negotiated Offer. *(Emily Sloop)*

EXPLAIN REQUEST:

North State Development, LLC has requested to extend the due diligence period of its negotiated offer executed on May 20, 2019 through March 15, 2021.

ACTION RECOMMENDED:

FINANCIAL IMPLICATIONS:

ATTACHMENTS:

1. Second Amendment To Offer
2. Exhibit A to Amendment

AGREEMENT TO AMEND DUE DILIGENCE PERIOD

This AGREEMENT TO AMEND DUE DILIGENCE PERIOD ("Second Amendment") is made and entered into to be effective December 7, 2020 by and between the Town of Huntersville, NC ("Seller") and North State Development, LLC ("Buyer").

Background.

Buyer and Seller are parties to that certain Negotiated Offer Received Pursuant to NCGS 160A-269 dated May 20, 2019 and accepted by the Town of Huntersville on June 17, 2019 (the "Original Contract"), as amended by Agreement to Amend Due Diligence Period, dated September 21, 2020 (collectively, the "Contract") pursuant to which Buyer has agreed to buy from Seller and Seller has agreed to sell to Buyer, all of those certain tracts or parcels of land consisting of those parcels described on Exhibit A attached hereto and incorporated by reference. Buyer and Seller have agreed to an amend the Contract to extend Buyer's Due Diligence Period as provided herein.

Agreement

NOW THEREFORE, in consideration of the premises and for other good and valuable consideration, the receipt of which is hereby acknowledged, Buyer and Seller agree for themselves, their heirs, personal representatives, successors and assigns and follows:

1. **Due Diligence Period Extended.** The Parties agree that the Due Diligence Period will be extended to March 15, 2021.

2. **Definition of Contract; Capitalized Terms.** All capitalized terms not otherwise defined in this Second Amendment shall have the meanings given to them in the Contract.

3. **Unmodified Terms.** Terms and provisions of the Contract which are not expressly modified by this Second Amendment shall remain in full force and effect.

4. **Counterparts.** This Second Amendment may be executed in any number of counterparts, each of which shall be deemed to be an original and all of which together shall comprise but one and the same instrument.

[signatures on following page]

IN WITNESS WHEREOF, the parties do hereby execute this Second Amendment for the purposes above stated.

Seller: Huntersville, NC

By: _____

Its: _____

Buyer: North State Development, LLC

By: _____

Its: _____

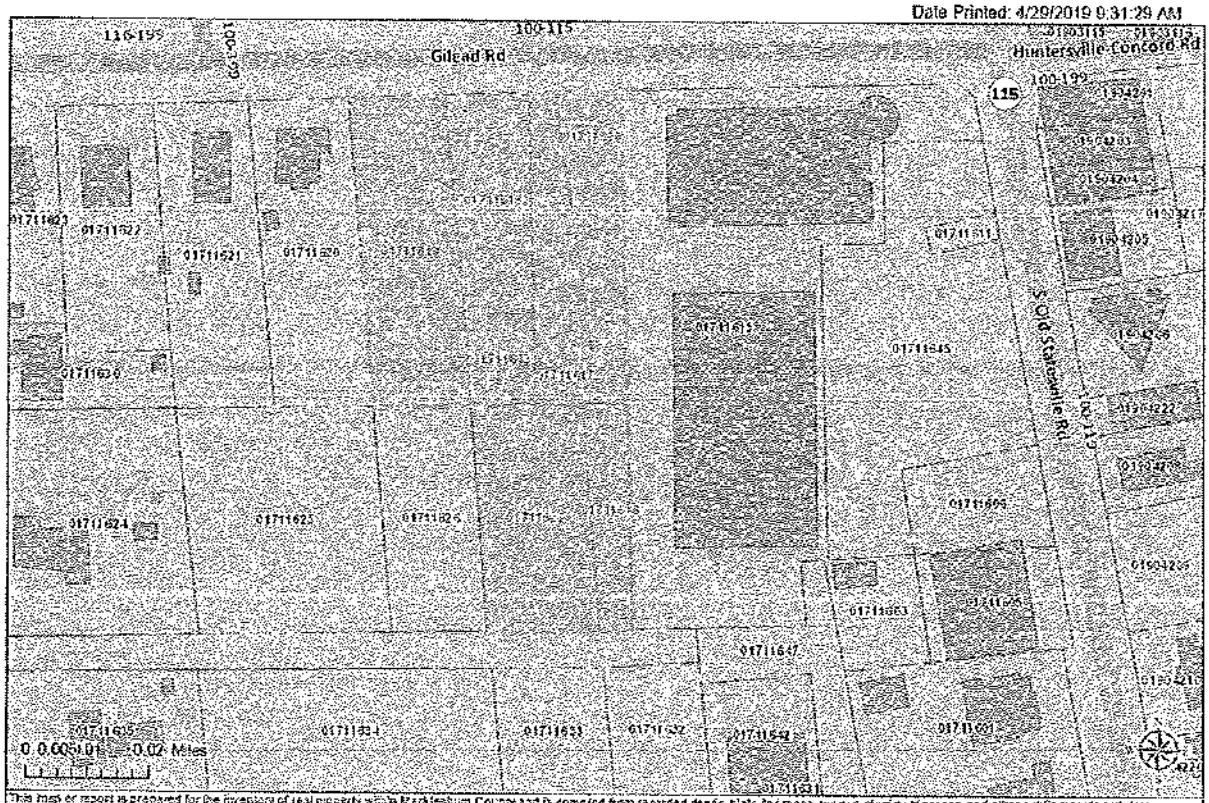
Approved as to Form:

_____
Emily Sloop,
Board Attorney

EXHIBIT A
MAP OF THE PROPERTY

Polaris 3G Map – Mecklenburg County, North Carolina
EXHIBIT A

Date Printed: 4/29/2019 9:31:29 AM



This map or report is prepared for the inventory of real property within Mecklenburg County and is compiled from recorded deeds, plats, tax maps, surveys, planimetric maps, and other public records and data. Users of this map or report are hereby notified that the aforementioned public primary information sources should be consulted for verification. Mecklenburg County and the mapping contractors assume no legal responsibility for the information contained herein.

Town of Huntersville
Town Board
December 7, 2020

To: Town Board

From: Michael Jaycocks, Director

Date: December 7, 2020

Subject: Consider appointments to the Huntersville Parks & Recreation Commission. *(Michael Jaycocks)*

EXPLAIN REQUEST:

The Parks & Recreation Commission has three 3-year terms that need to be filled. We have a total of thirteen applications including two current members (Deanna Baumgardner and John Mielke) that have reapplied for another term.

ACTION RECOMMENDED:

Appoint three members to the Parks & Recreation Commission for three year terms.

FINANCIAL IMPLICATIONS:

None

ATTACHMENTS:

1. PRC Applications
2. PRC Map - 2021 Term

Town of Huntersville
NORTH CAROLINA

Advisory Board Application

Applicant must be a Huntersville Resident

Please check the boxes next to the Advisory Boards in which you are interested in applying for:

☑ **Park and Recreation Commission**
☑ **Greenway, Trail and Bikeway Commission**
☐ **Public Art Commission**

Background Information:

Name Chris Anderson Home Phone 248-515-5782

Home Address 14226 Morningate Zip Code 28078

E-Mail Address Chris@bottomlinerealestate.net

Present Occupation Real Estate Broker Work Phone 248-515-5782

Place of Employment Bottom Line Real Estate (self-employed)

Approximate Hours Available Per Month for Serving On Advisory Board Whatever is needed

Name of Any Town or County Boards/Committees/Commissions You Are Presently Serving On:

_____ Expiration Date _____

_____ Expiration Date _____

Education Bachelor of Science in Management Information Systems.

Business and Civic Experience Volunteer at the local food bank, participant in fund-raising runs/walks, youth football/basketball/baseball coach, member of the Board of Realtors assisted in setting up food drives & toys for tots.

Areas of Expertise and Interests/Skills Areas of expertise include realestate & excellent people skills. Interests include: spending time w/my family, hiking, vacationing, golf and learning more about the community.

I, undersigned, understand this application will be kept on the active file for a two (2) year period

(Signature of Applicant) 11/16/20 (Date)

Applications may be mailed to:
Huntersville Parks and Recreation Department
P.O. Box 2879
Huntersville, NC 28070

Applications may also be hand delivered to:
Huntersville Parks and Recreation Department
Town Center Building
105 Gilead Road, 3rd Floor
Huntersville, NC 28078

For more information about these advisory board openings, please call 704-766-2228

Parks&Recreation

Post Office Box 2879 • 105 Gilead Road, Third Floor • Huntersville, NC 28070
phone 704.766.2220 • fax 704.992.5528 • www.huntersville.org

Town of Huntersville
NORTH CAROLINA

Advisory Board Application

Applicant must be a Huntersville Resident

Please check the boxes next to the Advisory Boards in which you are interested in applying for:

☒ **Park and Recreation Commission**
☐ **Greenway, Trail and Bikeway Commission**
☐ **Public Art Commission**

Background Information:

Name Deanna Baumgardner Home Phone 9804227953

Home Address 14403 Baytown Ct Zip Code 28078

E-Mail Address deanna@employersadvantagellc.com

Present Occupation Self Employed Work Phone

Place of Employment Employers Advantage LLC

Approximate Hours Available Per Month for Serving On Advisory Board

Name of Any Town or County Boards/Committees/Commissions You Are Presently Serving On:

Park + Rec Commission Expiration Date 12/31/20

Human Resources Advisory Council / county Expiration Date 10/2021

Education

Bachelor – HR management

Business and Civic Experience Small business owner since 2010
former volunteer @ Angels + Sparrow Soup Kitchen

Areas of Expertise and Interests/Skills Operations, business, community engagement

I, undersigned, understand this application will be kept on the active file for a two (2) year period

(Signature of Applicant) (Date) 11/12/20

Applications may be mailed to:
Huntersville Parks and Recreation Department
P.O. Box 2879
Huntersville, NC 28070

Applications may also be hand delivered to:
Huntersville Parks and Recreation Department
Town Center Building
105 Gilead Road, 3rd Floor
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Town of Huntersville
NORTH CAROLINA

Advisory Board Application

Applicant must be a Huntersville Resident

Please check the boxes next to the Advisory Boards in which you are interested in applying for:

- ☒ **Park and Recreation Commission**
- ☒ **Greenway, Trail and Bikeway Commission**
- ☒ **Public Art Commission**

Background Information:

Name Alexandra Capecci Home Phone 610 730 7092

Home Address 9326 Old Barnette Pl Zip Code 28078

E-Mail Address alexandraccapecci@gmail.com

Present Occupation Sr Supply Planner Work Phone

Place of Employment Newell Rubbermaid / Also small business owner

Approximate Hours Available Per Month for Serving On Advisory Board 10 hours

Name of Any Town or County Boards/Committees/Commissions You Are Presently Serving On:

Serve on Ursus Institute Board Expiration Date 3+years - present

Expiration Date

Education MBA - Shippensburg University
Bachelors - Supply Chain Management

Business and Civic Experience Coordinated volunteer events for work - such as food pantry donations and building animal shelters. My small business sponsors Carolina Wildlife Rehab.

Areas of Expertise and Interests/Skills Logistics / Project Management - Planning Fundraising - Public Speaking - educational outreach

I, undersigned, understand this application will be kept on the active file for a two (2) year period

Alexandra Capecci 11/17/2020
(Signature of Applicant) (Date)

Applications may be mailed to:
Huntersville Parks and Recreation Department
P.O. Box 2879
Huntersville, NC 28070

Applications may also be hand delivered to:
Huntersville Parks and Recreation Department
Town Center Building
105 Gilead Road, 3rd Floor
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For more information about these advisory board openings, please call 704-766-2228

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Town of Huntersville
NORTH CAROLINA

Advisory Board Application

Applicant must be a Huntersville Resident

Please check the boxes next to the Advisory Boards in which you are interested in applying for:

- [x] **Park and Recreation Commission**
- [x] **Greenway, Trail and Bikeway Commission**
- [x] **Public Art Commission**

Background Information:

Name KALYAN CHINTALAPATI Home Phone 6315121073

Home Address 11211 VANGUARD PKWY HUNTERSVILLE, NC Zip Code 28078

E-Mail Address KALYAN359@gmail.com

Present Occupation Network Security Engineer Work Phone 6315121073

Place of Employment (Remote) @ Home

Approximate Hours Available Per Month for Serving On Advisory Board 8 hours

Name of Any Town or County Boards/Committees/Commissions You Are Presently Serving On: NA

Expiration Date

Expiration Date

Education Masters in Science, Computer Science.

Business and Civic Experience ✓ Hosted over 100+ Badminton sessions in Mooresville Parks and Rec (from 2016-2018) ✓ Volunteered to help organize multiple Run races

Areas of Expertise and Interests/Skills ✓ Computer Science (virtual events) ✓ Team player ✓ Diligent ✓ Accountable

I, undersigned, understand this application will be kept on the active file for a two (2) year period

C. Kalyan 11/30/2020.

(Signature of Applicant) (Date)

Applications may be mailed to:
Huntersville Parks and Recreation Department
P.O. Box 2879
Huntersville, NC 28070

Applications may also be hand delivered to:
Huntersville Parks and Recreation Department
Town Center Building
105 Gilead Road, 3rd Floor
Huntersville, NC 28078

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Town of Huntersville
NORTH CAROLINA

Advisory Board Application

Applicant must be a Huntersville Resident

Please check the boxes next to the Advisory Boards in which you are interested in applying for:

☑ **Park and Recreation Commission**
☑ **Greenway, Trail and Bikeway Commission**
☐ **Public Art Commission**

Background Information:

Name Benjamin Alton Fischer Home Phone 910-650-9992

Home Address 7424 Gilead Rd Huntersville NC Zip Code 28078

E-Mail Address benjamin.f.654@gmail.com

Present Occupation Engineering Manager Work Phone 704 360 5820 3043

Place of Employment WEBER Screwdriving Systems Inc

Approximate Hours Available Per Month for Serving On Advisory Board 5-10 hrs

Name of Any Town or County Boards/Committees/Commissions You Are Presently Serving On:

_____ Expiration Date_____

_____ Expiration Date_____

Education B.S. Mechanical engineering from UNCC

Business and Civic Experience

Areas of Expertise and Interests/Skills Outdoors, Mechanics, Leadership

I, undersigned, understand this application will be kept on the active file for a two (2) year period

(Signature of Applicant) 11/17/2020 (Date)

Applications may be mailed to:
Huntersville Parks and Recreation Department
P.O. Box 2879
Huntersville, NC 28070

Applications may also be hand delivered to:
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Parks&Recreation

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Town of Huntersville
NORTH CAROLINA

Advisory Board Application

Applicant must be a Huntersville Resident

Please check the boxes next to the Advisory Boards in which you are interested in applying for:

☑ **Park and Recreation Commission**
☑ **Greenway, Trail and Bikeway Commission**
☐ **Public Art Commission**

Background Information:

Name Lauren Gorowski Home Phone 704-516-1532

Home Address 8125 Rolling Meadows Lane Zip Code 28078

E-Mail Address Lauren.gorowski@gmail.com

Present Occupation Sr. Supply Planner Work Phone —

Place of Employment Newell Brands / Rubbermaid Commercial Products

Approximate Hours Available Per Month for Serving On Advisory Board 10 hours

Name of Any Town or County Boards/Committees/Commissions You Are Presently Serving On:

N/A Expiration Date

Expiration Date

Education UNCC - BSBA Operations & Supply Chain Management

~~Colorado~~ Colorado State University - Equine Science

Business and Civic Experience Team building committee for Lowe's & Newell Brands

Areas of Expertise and Interests/Skills Interests - anything outdoors - avid hiker, camper, dog owner, cyclist

I, undersigned, understand this application will be kept on the active file for a two (2) year period

Lauren Gorowski (Signature of Applicant) November 16, 2020 (Date)

Applications may be mailed to:
Huntersville Parks and Recreation Department
P.O. Box 2879
Huntersville, NC 28070

Applications may also be hand delivered to:
Huntersville Parks and Recreation Department
Town Center Building
105 Gilead Road, 3rd Floor
Huntersville, NC 28078

For more information about these advisory board openings, please call 704-766-2228

Parks&Recreation

Post Office Box 2879 • 105 Gilead Road, Third Floor • Huntersville, NC 28070
phone 704.766.2220 • fax 704.992.5528 • www.huntersville.org

Town of Huntersville
NORTH CAROLINA

Advisory Board Application

Applicant must be a Huntersville Resident

Please check the boxes next to the Advisory Boards in which you are interested in applying for:

- ☑ **Park and Recreation Commission**
- ☐ **Greenway, Trail and Bikeway Commission**
- ☐ **Public Art Commission**

Background Information:

Name SCOTT M. HARRINGTON Home Phone

Home Address 13314 WATER SQUARE DR. Zip Code 28078

E-Mail Address Scottharrington1808@gmail.com

Present Occupation Commercial Real Estate Work Phone 917-445-5137

Place of Employment CCA Commercial Real Estate Group

Approximate Hours Available Per Month for Serving On Advisory Board 10 - 15 hours

Name of Any Town or County Boards/Committees/Commissions You Are Presently Serving On:

Huntersville Community Plan Steering Committee Expiration Date Fall, 2020

Expiration Date

Education Bachelor of Arts & Masters of Business of Administrations

Business and Civic Experience 30+ years in Institutional Asset Management & now commercial real estate brokerage. Currently Bellington HOA Board VP & Treasurer

Areas of Expertise and Interests/Skills Budgets, Finance, Management and avid outdoorsman, hiker and biker

I, undersigned, understand this application will be kept on the active file for a two (2) year period

Scott M. Harrington (Signature of Applicant) 11/27/20 (Date)

Applications may be mailed to:
Huntersville Parks and Recreation Department
P.O. Box 2879
Huntersville, NC 28070

Applications may also be hand delivered to:
Huntersville Parks and Recreation Department
Town Center Building
105 Gilead Road, 3rd Floor
Huntersville, NC 28078

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Town of Huntersville
NORTH CAROLINA

Advisory Board Application

Applicant must be a Huntersville Resident

Please check the boxes next to the Advisory Boards in which you are interested in applying for:

☒ Park and Recreation Commission
☐ Greenway, Trail and Bikeway Commission
☒ Public Art Commission

Background Information:

Name Jessica Horton Home Phone Cell: 9196195071

Home Address 400 Mt. Holly Huntersville Rd Zip Code 28078

E-Mail Address info@jjhortonphotography.com

Present Occupation Event Coordinator/Photographer Work Phone 7048780000

Place of Employment NC Grange / JJ Horton Photography

Approximate Hours Available Per Month for Serving On Advisory Board 5-10 possibly more

Name of Any Town or County Boards/Committees/Commissions You Are Presently Serving On:

_____ Expiration Date _____

_____ Expiration Date _____

Education UNC- Greensboro, BS Recreation, Parks & Tourism
Concentration: Travel, Tourism & Commercial Recreation

Business and Civic Experience Worked in the nonprofit sector as an event manager 12 years
Owned and operated my own photography business for the last 10 years

Areas of Expertise and Interests/Skills Event management, Artistic Composition

I, undersigned, understand this application will be kept on the active file for a two (2) year period

Jessica Horton — November 13, 2020
(Signature of Applicant) (Date)

Applications may be mailed to:
Huntersville Parks and Recreation Department
P.O. Box 2879
Huntersville, NC 28070

Applications may also be hand delivered to:
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Town Center Building
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Town of Huntersville
NORTH CAROLINA

Advisory Board Application

Applicant must be a Huntersville Resident

Please check the boxes next to the Advisory Boards in which you are interested in applying for:

☑ **Park and Recreation Commission**
☐ **Greenway, Trail and Bikeway Commission**
☐ **Public Art Commission**

Background Information:

Name John Mielke Home Phone 704 222-2822

Home Address 6048 Lotta Springs Circle Zip Code 28078

E-Mail Address JohnpMielke@Yahoo.com

Present Occupation Product Manager Work Phone 704 222-2822

Place of Employment TRUIST

Approximate Hours Available Per Month for Serving On Advisory Board 5

Name of Any Town or County Boards/Committees/Commissions You Are Presently Serving On:

Park and Recreation Commission Expiration Date 12/31/2020

Expiration Date

Education BA Economics Dowling College

Business and Civic Experience Park and Recreation Commission, US Coast Guard, Project Management,

Areas of Expertise and Interests/Skills Management

I, undersigned, understand this application will be kept on the active file for a two (2) year period

(Signature of Applicant) 11/28/2020 (Date)

Applications may be mailed to:
Huntersville Parks and Recreation Department
P.O. Box 2879
Huntersville, NC 28070

Applications may also be hand delivered to:
Huntersville Parks and Recreation Department
Town Center Building
105 Gilead Road, 3rd Floor
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Town of Huntersville
NORTH CAROLINA

Advisory Board Application

Applicant must be a Huntersville Resident

Please check the boxes next to the Advisory Boards in which you are interested in applying for:

☑ **Park and Recreation Commission**
☐ **Greenway, Trail and Bikeway Commission**
☐ **Public Art Commission**

Background Information:

Name Andrew "Ash" Munro Home Phone (704) 201-9055

Home Address 14214 Century View Drive Zip Code 28078

E-Mail Address munro.ash@gmail.com

Present Occupation Managing Dir., Production Operations Work Phone (704) 454-4533

Place of Employment CSM Production

Approximate Hours Available Per Month for Serving On Advisory Board 16-20

Name of Any Town or County Boards/Committees/Commissions You Are Presently Serving On:

n/a Expiration Date

Expiration Date

Education B.A - Catawba College; M.F.A - UNC-Chapel Hill

Professional Continuing Ed - Live Event Production & Event Safety; BSA - Outdoor Leadership Skills

Business and Civic Experience AVIXA Live Events Council member

BSA Pack 19 - Committee Member; BSA Troop 19 - Assistant Scoutmaster & Merit Badge Counselor

Areas of Expertise and Interests/Skills Event Logistics & Operations Planning, Project Budgeting & Mgmt

Camping, Hiking, Outdoor Ethics. Encouraging youth outdoor activity & education. Father of youth athletes.

I, undersigned, understand this application will be kept on the active file for a two (2) year period

(Signature of Applicant) November 14, 2020 (Date)

Applications may be mailed to:
Huntersville Parks and Recreation Department
P.O. Box 2879
Huntersville, NC 28070

Applications may also be hand delivered to:
Huntersville Parks and Recreation Department
Town Center Building
105 Gilead Road, 3rd Floor
Huntersville, NC 28078

For more information about these advisory board openings, please call 704-766-2228

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Town of Huntersville
NORTH CAROLINA

Advisory Board Application

Applicant must be a Huntersville Resident

Please check the boxes next to the Advisory Boards in which you are interested in applying for:

☒ **Park and Recreation Commission**
☐ **Greenway, Trail and Bikeway Commission**
☐ **Public Art Commission**

Background Information:

Name Stacia Phifer Home Phone 3045215164

Home Address 15185 TracyBeth Rd Zip Code 28078

E-Mail Address sl_parkins@yahoo.com

Present Occupation Business Manager Work Phone 704930 2907

Place of Employment CJA Catalyst Holdings

Approximate Hours Available Per Month for Serving On Advisory Board 4-8

Name of Any Town or County Boards/Committees/Commissions You Are Presently Serving On:

N/A Expiration Date

N/A Expiration Date

Education Some college @ West Virginia University

Business and Civic Experience 16 years in residential property management and development.

Areas of Expertise and Interests/Skills mom of two boys who very frequently use Parks & Rec facilities.

I, undersigned, understand this application will be kept on the active file for a two (2) year period

(Signature of Applicant) 11-16-2020 (Date)

Applications may be mailed to:
Huntersville Parks and Recreation Department
P.O. Box 2879
Huntersville, NC 28070

Applications may also be hand delivered to:
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Town of Huntersville
NORTH CAROLINA

Advisory Board Application

Applicant must be a Huntersville Resident

Please check the boxes next to the Advisory Boards in which you are interested in applying for:

☒ **Park and Recreation Commission**
☐ **Greenway, Trail and Bikeway Commission**
☒ **Public Art Commission**

Background Information:

Name Thomas Rumpf Jr. (T.J.) Home Phone 419-340-5286

Home Address 7615 Wynstone Ridge Cir. Zip Code 28078

E-Mail Address tjrumpf3@gmail.com

Present Occupation Buyer Work Phone 419-340-5286

Place of Employment Ilmor Marine

Approximate Hours Available Per Month for Serving On Advisory Board 30

Name of Any Town or County Boards/Committees/Commissions You Are Presently Serving On:

N/A Expiration Date N/A

N/A Expiration Date N/A

Education B.S. - Michigan State University ('13)
CFP - Florida State University ('16 - present)

Business and Civic Experience MRO procurement & planning, value added assets & Sales, labor planning, project mgmt (new product launches)

Areas of Expertise and Interests/Skills Sportfishing, public water recreation, host city economic impact of sportfishing tournaments, budgeting, non-endemic marketing

I, undersigned, understand this application will be kept on the active file for a two (2) year period

(Signature of Applicant) 11/16/2020 (Date)

Applications may be mailed to:
Huntersville Parks and Recreation Department
P.O. Box 2879
Huntersville, NC 28070

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Huntersville Parks and Recreation Department
Town Center Building
105 Gilead Road, 3rd Floor
Huntersville, NC 28078

For more information about these advisory board openings, please call 704-766-2228

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Town of Huntersville
NORTH CAROLINA

Advisory Board Application

Applicant must be a Huntersville Resident

Please check the boxes next to the Advisory Boards in which you are interested in applying for:

- ☒ **Park and Recreation Commission**
- ☒ **Greenway, Trail and Bikeway Commission**
- ☒ **Public Art Commission**

Background Information:

Name MANASA VANGALA Home Phone 3147247248

Home Address 11211 VANGUARD PKWY HUNTERSVILLE, N Zip Code 28078

E-Mail Address MVANGALA25@GMAIL.COM

Present Occupation Senior Auditor Work Phone

Place of Employment Centene Corporation (Remote @ Home)

Approximate Hours Available Per Month for Serving On Advisory Board 8 hours

Name of Any Town or County Boards/Committees/Commissions You Are Presently Serving On: NA

Expiration Date

Expiration Date

Education MS in Forensic Accounting
Certified Public Accountant (CPA)

Business and Civic Experience → Public auditor/accountant for 3+ years
→ Organized multiple classical dance programs for large crowds
→ Served different non profit organizations with their accounting needs

Areas of Expertise and Interests/Skills → Audit → Accounting → Classical dance
→ Go Getter

I, undersigned, understand this application will be kept on the active file for a two (2) year period

Vangala (Signature of Applicant) 11/30/2020 (Date)

Applications may be mailed to:
Huntersville Parks and Recreation Department
P.O. Box 2879
Huntersville, NC 28070

Applications may also be hand delivered to:
Huntersville Parks and Recreation Department
Town Center Building
105 Gilead Road, 3rd Floor
Huntersville, NC 28078

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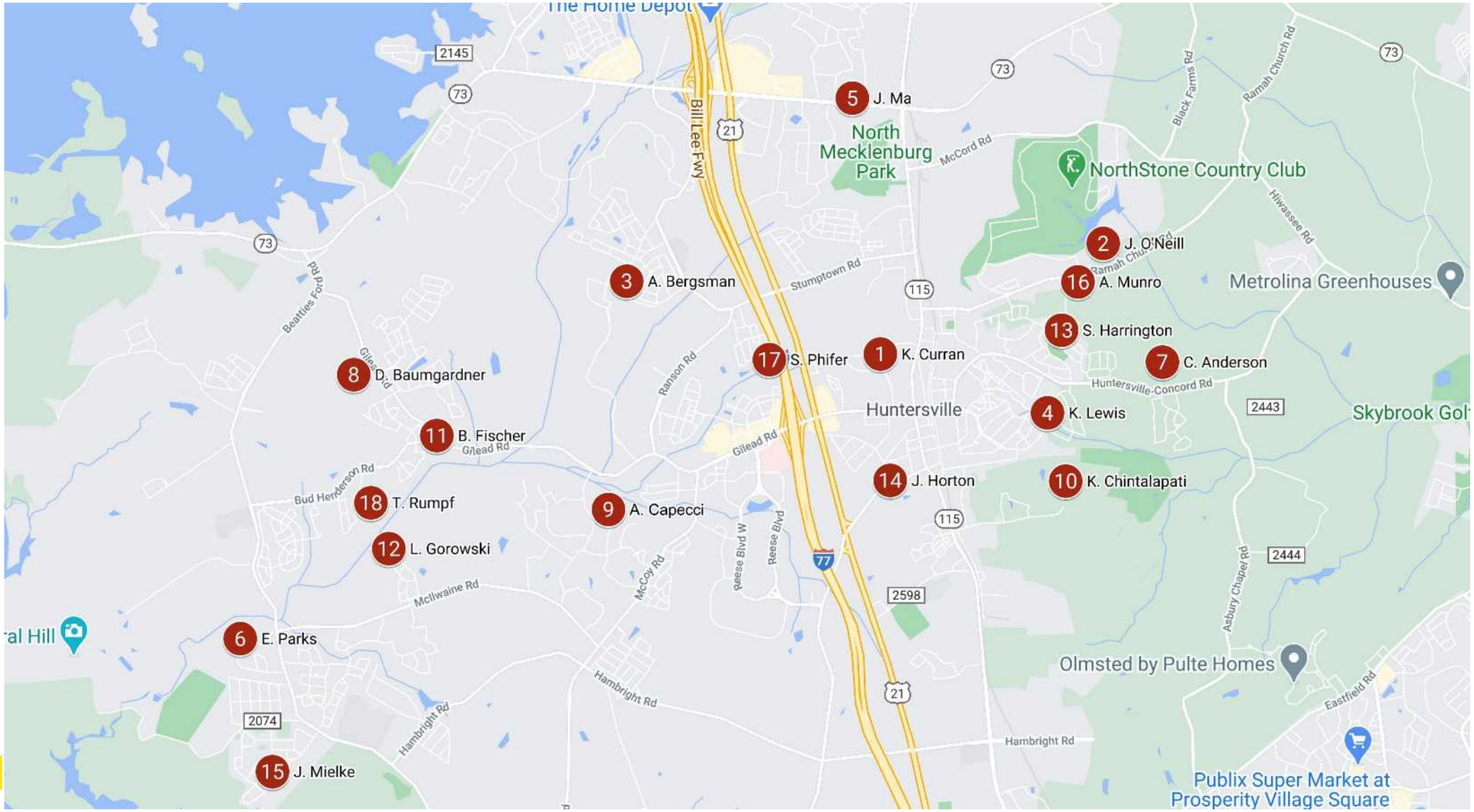
phone 704.766.2220 • fax 704.992.5528 • www.huntersville.org

2020 Parks and Recreation Commission & Candidates

PRC & Candidates

1. Kent Curran
2. John O'Neill
3. Alisia Bergsman
4. Kathy Lewis
5. Jason Ma
6. Edward Parks
7. Chris Anderson
8. Deanna Baumgardner
9. Alexandra Capecci
10. Kalyan Chintalapati/Manasa Vangala
11. Benjamin Fischer
12. Lauren Gorowski
13. Scott Harrington
14. Jessica Horton
15. John Mielke
16. Andrew Munro
17. Stacia Phifer
18. Thomas Rumpf

New Applicants Highlighted in Yellow



Town of Huntersville
Town Board
December 7, 2020

To: Town Board

From: Michael Jaycocks, Director

Date: December 7, 2020

Subject: Consider appointments to the Public Art Commission. *(Michael Jaycocks)*

EXPLAIN REQUEST:
The Public Art Commission has two 3-year terms to be filled. We have received six applications, including one current member (April Dunn) who has reapplied for a new term.

ACTION RECOMMENDED:
Appoint two members to the Public Art Commission for 3-year terms.

FINANCIAL IMPLICATIONS:
None

ATTACHMENTS:
1. PAC Applications
2. PAC Map - 2021 Term

Town of Huntersville
NORTH CAROLINA

Advisory Board Application

Applicant must be a Huntersville Resident

Please check the boxes next to the Advisory Boards in which you are interested in applying for:

☒ **Park and Recreation Commission**
☒ **Greenway, Trail and Bikeway Commission**
☒ **Public Art Commission**

Background Information:

Name Alexandra Capecci Home Phone 610 730 7092

Home Address 9326 Old Barnette Pl Zip Code 28078

E-Mail Address alexandraccapecci@gmail.com

Present Occupation Sr Supply Planner Work Phone

Place of Employment Newell Rubbermaid / Also small business owner

Approximate Hours Available Per Month for Serving On Advisory Board 10 hours

Name of Any Town or County Boards/Committees/Commissions You Are Presently Serving On:

Serve on Ursus Institute Board Expiration Date 3+ years - present

Expiration Date

Education MBA - Shippensburg University
Bachelors - Supply Chain Management

Business and Civic Experience Coordinated volunteer events for work - such as food pantry donations and building animal shelters. My small business sponsors Carolina Wildlife Rehab.

Areas of Expertise and Interests/Skills Logistics / Project Management - Planning Fundraising - Public Speaking - educational outreach

I, undersigned, understand this application will be kept on the active file for a two (2) year period

Alexandra Capecci 11/17/2020
(Signature of Applicant) (Date)

Applications may be mailed to:
Huntersville Parks and Recreation Department
P.O. Box 2879
Huntersville, NC 28070

Applications may also be hand delivered to:
Huntersville Parks and Recreation Department
Town Center Building
105 Gilead Road, 3rd Floor
Huntersville, NC 28078

For more information about these advisory board openings, please call 704-766-2228

Parks&Recreation

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phone 704.766.2220 • fax 704.992.5528 • www.huntersville.org

Town of Huntersville
NORTH CAROLINA

Advisory Board Application

Applicant must be a Huntersville Resident

Please check the boxes next to the Advisory Boards in which you are interested in applying for:

- [x] **Park and Recreation Commission**
- [x] **Greenway, Trail and Bikeway Commission**
- [x] **Public Art Commission**

Background Information:

Name KALYAN CHINTALAPATI Home Phone 6315121073

Home Address 11211 VANGUARD PKWY HUNTERSVILLE, NC Zip Code 28078

E-Mail Address KALYAN359@gmail.com

Present Occupation Network Security Engineer Work Phone 6315121073

Place of Employment (Remote) @ Home

Approximate Hours Available Per Month for Serving On Advisory Board 8 hours

Name of Any Town or County Boards/Committees/Commissions You Are Presently Serving On: NA

Expiration Date

Expiration Date

Education Masters in Science, Computer Science.

Business and Civic Experience ✓ Hosted over 100+ Badminton sessions in Mooresville Parks and Rec (from 2016-2018) (A
✓ Volunteered to help organize multiple Run races

Areas of Expertise and Interests/Skills ✓ Computer Science (Virtual events)
✓ Team player ✓ Diligent ✓ Accountable

I, undersigned, understand this application will be kept on the active file for a two (2) year period

C. Kalyan 11/30/2020.
(Signature of Applicant) (Date)

Applications may be mailed to:
Huntersville Parks and Recreation Department
P.O. Box 2879
Huntersville, NC 28070

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Town Center Building
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Town of Huntersville
NORTH CAROLINA

Advisory Board Application

Applicant must be a Huntersville Resident

Please check the boxes next to the Advisory Boards in which you are interested in applying for:

☐ **Park and Recreation Commission**
☐ **Greenway, Trail and Bikeway Commission**
☑ **Public Art Commission**

Background Information:

Name April K. Dunn Home Phone 864-567-9583

Home Address 12530 Pecan Hill ct. Zip Code 28078

E-Mail Address aprilkdunn@yahoo.com

Present Occupation CPA/homeschool mom Work Phone 864-567-9583

Place of Employment self-employed

Approximate Hours Available Per Month for Serving On Advisory Board 10+

Name of Any Town or County Boards/Committees/Commissions You Are Presently Serving On:

Huntersville Public Art Comission Expiration Date 12/2020

Expiration Date

Education B.S. in Accounting, Minor in Public Speaking

Business and Civic Experience Toastmasters International, Volunteer with Junior Achievement, CPA for Almost 20 years, Board Member with Catalyst Academy and the Cornelius Youth Orchestra (Non profits)

Areas of Expertise and Interests/Skills Studied Art history extensively in North America, Europe and Asia. Routinely travel for Art Exhibits.

I, undersigned, understand this application will be kept on the active file for a two (2) year period

(Signature of Applicant) 11/11/2020 (Date)

Applications may be mailed to:
Huntersville Parks and Recreation Department
P.O. Box 2879
Huntersville, NC 28070

Applications may also be hand delivered to:
Huntersville Parks and Recreation Department
Town Center Building
105 Gilead Road, 3rd Floor
Huntersville, NC 28078

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Town of Huntersville
NORTH CAROLINA

Advisory Board Application

Applicant must be a Huntersville Resident

Please check the boxes next to the Advisory Boards in which you are interested in applying for:

☒ **Park and Recreation Commission**
☐ **Greenway, Trail and Bikeway Commission**
☒ **Public Art Commission**

Background Information:

Name Jessica Horton Home Phone Cell: 9196195071

Home Address 400 Mt. Holly Huntersville Rd Zip Code 28078

E-Mail Address info@jjhortonphotography.com

Present Occupation Event Coordinator/Photographer Work Phone 7048780000

Place of Employment NC Grange / JJ Horton Photography

Approximate Hours Available Per Month for Serving On Advisory Board 5-10 possibly more

Name of Any Town or County Boards/Committees/Commissions You Are Presently Serving On:

_____ Expiration Date _____

_____ Expiration Date _____

Education UNC- Greensboro, BS Recreation, Parks & Tourism
Concentration: Travel, Tourism & Commercial Recreation

Business and Civic Experience Worked in the nonprofit sector as an event manager 12 years
Owned and operated my own photography business for the last 10 years

Areas of Expertise and Interests/Skills Event management, Artistic Composition

I, undersigned, understand this application will be kept on the active file for a two (2) year period

Jessica Horton — November 13, 2020
(Signature of Applicant) (Date)

Applications may be mailed to:
Huntersville Parks and Recreation Department
P.O. Box 2879
Huntersville, NC 28070

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Town of Huntersville
NORTH CAROLINA

Advisory Board Application

Applicant must be a Huntersville Resident

Please check the boxes next to the Advisory Boards in which you are interested in applying for:

☒ **Park and Recreation Commission**
☐ **Greenway, Trail and Bikeway Commission**
☒ **Public Art Commission**

Background Information:

Name Thomas Rumpf Jr. (T.J.) Home Phone 419-340-5286

Home Address 7615 Wynstone Ridge Cir. Zip Code 28078

E-Mail Address tjrumpf3@gmail.com

Present Occupation Buyer Work Phone 419-340-5286

Place of Employment Ilmor Marine

Approximate Hours Available Per Month for Serving On Advisory Board 30

Name of Any Town or County Boards/Committees/Commissions You Are Presently Serving On:

N/A Expiration Date N/A

N/A Expiration Date N/A

Education B.S. - Michigan State University ('13)
CFP - Florida State University ('16 - present)

Business and Civic Experience MRO procurement & planning, value added assets & Sales, labor planning, project mgmt (new product launches)

Areas of Expertise and Interests/Skills Sportfishing, public water recreation, host city economic impact of sportfishing tournaments, budgeting, non-endemic marketing

I, undersigned, understand this application will be kept on the active file for a two (2) year period

(Signature of Applicant) 11/16/2020 (Date)

Applications may be mailed to:
Huntersville Parks and Recreation Department
P.O. Box 2879
Huntersville, NC 28070

Applications may also be hand delivered to:
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Town of Huntersville
NORTH CAROLINA

Advisory Board Application

Applicant must be a Huntersville Resident

Please check the boxes next to the Advisory Boards in which you are interested in applying for:

- ☒ **Park and Recreation Commission**
- ☒ **Greenway, Trail and Bikeway Commission**
- ☒ **Public Art Commission**

Background Information:

Name MANASA VANGALA Home Phone 3147247248

Home Address 11211 VANGUARD PKWY HUNTERSVILLE, N Zip Code 28078

E-Mail Address MVANGALA25@GMAIL.COM

Present Occupation Senior Auditor Work Phone

Place of Employment Centene Corporation (Remote @ Home)

Approximate Hours Available Per Month for Serving On Advisory Board 8 hours

Name of Any Town or County Boards/Committees/Commissions You Are Presently Serving On: NA

Expiration Date

Expiration Date

Education MS in Forensic Accounting
Certified Public Accountant (CPA)

Business and Civic Experience → Public auditor/accountant for 3 + years
→ Organized multiple classical dance programs for large crowds
→ Served different non profit organizations with their accounting needs

Areas of Expertise and Interests/Skills → Audit → Accounting → Classical dance
→ Go Getter

I, undersigned, understand this application will be kept on the active file for a two (2) year period

Vangala 11/30/2020
(Signature of Applicant) (Date)

Applications may be mailed to:
Huntersville Parks and Recreation Department
P.O. Box 2879
Huntersville, NC 28070

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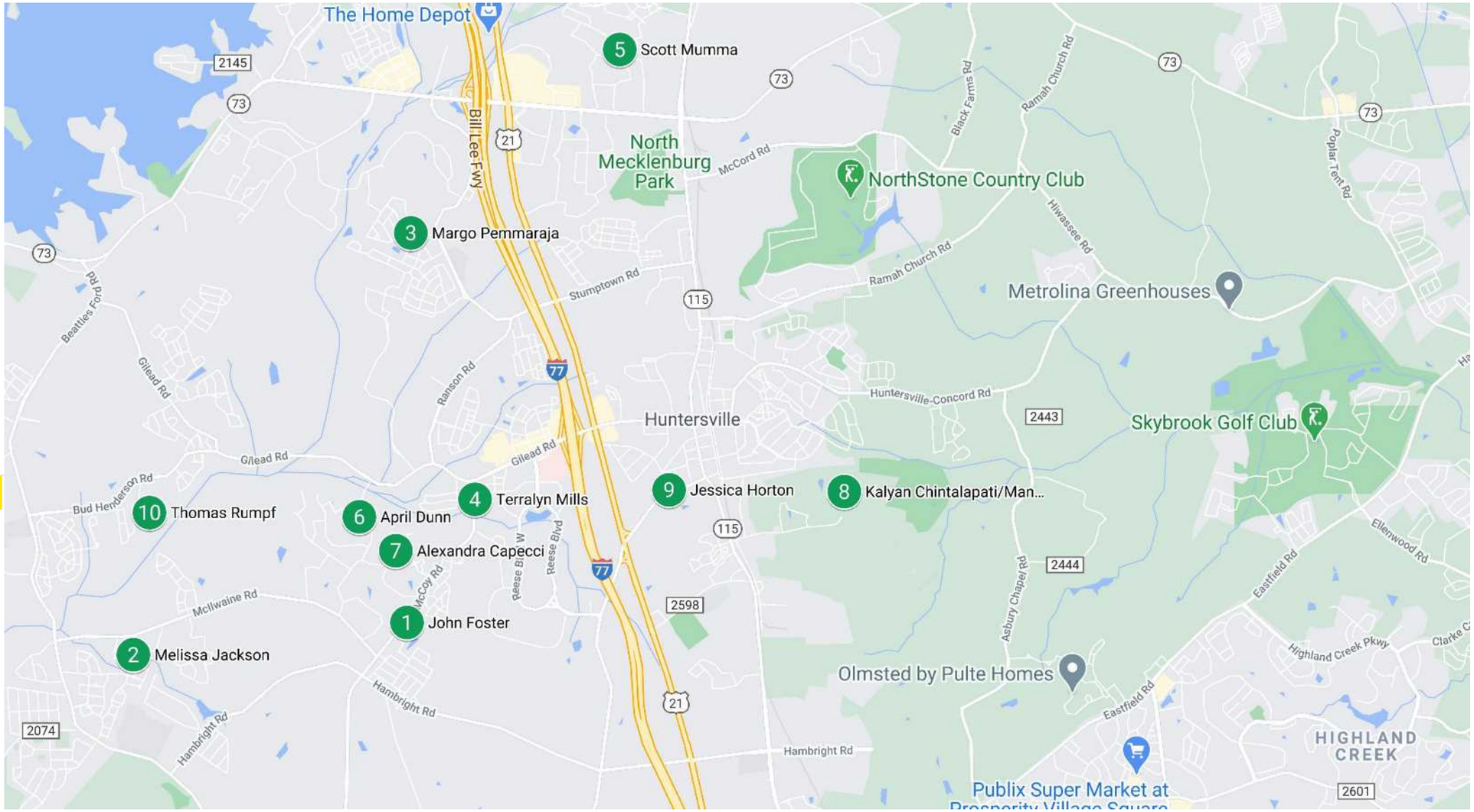
2020 Public Art Commission

PAC Candidates

1. John Foster
2. Melissa Jackson
3. Margo Pemmaraja
4. Terralyn Mills
5. Scott Mumma
6. April Dunn
7. Alexandra Capecci
8. Kalyan Chintalapati/Manasa Vangala
9. Jessica Horton
10. Thomas Rumpf

New Applicants Highlighted in Yellow



Town of Huntersville
Town Board
December 7, 2020

To: Town Board

From: Michael Jaycocks, Director

Date: December 7, 2020

Subject: Consider appointments to the Greenway, Trail and Bikeway Commission. *(Michael Jaycocks)*

EXPLAIN REQUEST:

The Greenway, Trail and Bikeway Commission has four three year terms that need to be filled. We are recommending the Board appoint three members to three year terms and one member to a two year term. This will address the issue of having more than three terms ending in the same year. We have received sixteen applications, including three current members (Tim Sandborn, Maria Reese, and Kim Van Sickler) who have all reapplied for new terms.

ACTION RECOMMENDED:

Appoint three members to three year terms and one member to a two year term.

FINANCIAL IMPLICATIONS:

None

ATTACHMENTS:

1. GTB Applications
2. GTB Map - 2021 Term

Town of Huntersville
NORTH CAROLINA

Advisory Board Application

Applicant must be a Huntersville Resident

Please check the boxes next to the Advisory Boards in which you are interested in applying for:

☑ **Park and Recreation Commission**
☑ **Greenway, Trail and Bikeway Commission**
☐ **Public Art Commission**

Background Information:

Name Chris Anderson Home Phone 248-515-5782

Home Address 14226 Morningate Zip Code 28078

E-Mail Address Chris@bottomlinerealestate.net

Present Occupation Real Estate Broker Work Phone 248-515-5782

Place of Employment Bottom Line Real Estate (self-employed)

Approximate Hours Available Per Month for Serving On Advisory Board Whatever is needed

Name of Any Town or County Boards/Committees/Commissions You Are Presently Serving On:

Expiration Date

Expiration Date

Education Bachelor of Science in Management Information Systems.

Business and Civic Experience Volunteer at the local food bank, participant in fund-raising runs/walks, youth football/basketball/baseball coach, member of the Board of Realtors assisted in setting up food drives & toys for tots.

Areas of Expertise and Interests/Skills Areas of expertise include realestate & excellent people skills. Interests include: spending time w/my family, hiking, vacationing, golf and learning more about the community.

I, undersigned, understand this application will be kept on the active file for a two (2) year period

(Signature of Applicant) 11/16/20 (Date)

Applications may be mailed to:
Huntersville Parks and Recreation Department
P.O. Box 2879
Huntersville, NC 28070

Applications may also be hand delivered to:
Huntersville Parks and Recreation Department
Town Center Building
105 Gilead Road, 3rd Floor
Huntersville, NC 28078

For more information about these advisory board openings, please call 704-766-2228

Parks&Recreation

Post Office Box 2879 • 105 Gilead Road, Third Floor • Huntersville, NC 28070
phone 704.766.2220 • fax 704.992.5528 • www.huntersville.org

Town of Huntersville
NORTH CAROLINA

Advisory Board Application

Applicant must be a Huntersville Resident

Please check the boxes next to the Advisory Boards in which you are interested in applying for:

☒ **Park and Recreation Commission**
☒ **Greenway, Trail and Bikeway Commission**
☒ **Public Art Commission**

Background Information:

Name Alexandra Capecci Home Phone 610 730 7092

Home Address 9326 Old Barnette Pl Zip Code 28078

E-Mail Address alexandraccapecci@gmail.com

Present Occupation Sr Supply Planner Work Phone

Place of Employment Newell Rubbermaid / Also small business owner

Approximate Hours Available Per Month for Serving On Advisory Board 10 hours

Name of Any Town or County Boards/Committees/Commissions You Are Presently Serving On:

Serve on Ursus Institute Board Expiration Date 3+ years - present

Expiration Date

Education MBA - Shippensburg University
Bachelors - Supply Chain Management

Business and Civic Experience Coordinated volunteer events for work - such as food pantry donations and building animal shelters. My small business sponsors Carolina Wildlife Rehab.

Areas of Expertise and Interests/Skills Logistics / Project Management - Planning Fundraising - Public Speaking - educational outreach

I, undersigned, understand this application will be kept on the active file for a two (2) year period

Alexandra Capecci 11/17/2020
(Signature of Applicant) (Date)

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Town of Huntersville
NORTH CAROLINA

Advisory Board Application

Applicant must be a Huntersville Resident

Please check the boxes next to the Advisory Boards in which you are interested in applying for:

- [x] **Park and Recreation Commission**
- [x] **Greenway, Trail and Bikeway Commission**
- [x] **Public Art Commission**

Background Information:

Name KALYAN CHINTALAPATI Home Phone 6315121073

Home Address 11211 VANGUARD PKWY HUNTERSVILLE, NC Zip Code 28078

E-Mail Address KALYAN359@gmail.com

Present Occupation Network Security Engineer Work Phone 6315121073

Place of Employment (Remote) @ Home

Approximate Hours Available Per Month for Serving On Advisory Board 8 hours

Name of Any Town or County Boards/Committees/Commissions You Are Presently Serving On: NA

_____ Expiration Date _____

_____ Expiration Date _____

Education Masters in Science, Computer Science.

Business and Civic Experience ✓ Hosted over 100+ Badminton sessions in Mooresville Parks and Rec (from 2016-2018) ✓ Volunteered to help organize multiple Run races

Areas of Expertise and Interests/Skills ✓ Computer Science (Virtual events) ✓ Team player ✓ Diligent ✓ Accountable

I, undersigned, understand this application will be kept on the active file for a two (2) year period

C. Kalyan Ch. 11/30/2020.

(Signature of Applicant) (Date)

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Town of Huntersville
NORTH CAROLINA

Advisory Board Application

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Please check the boxes next to the Advisory Boards in which you are interested in applying for:

☐ **Park and Recreation Commission**
☑ **Greenway, Trail and Bikeway Commission**
☐ **Public Art Commission**

Background Information:

Name Daniel Dilton Chrisner Jr. Home Phone 217-725-5040

Home Address 11126 Herbert Rd. Zip Code 28078

E-Mail Address DDC85@CORNELL.EDU

Present Occupation University Staff Work Phone 704-687-0907

Place of Employment UNC-Charlotte

Approximate Hours Available Per Month for Serving On Advisory Board 10 hours

Name of Any Town or County Boards/Committees/Commissions You Are Presently Serving On:

N/A Expiration Date N/A

N/A Expiration Date N/A

Education Northwestern University, BA in English, 2009
Cornell University, Masters in Urban and Regional Planning, 2013

Business and Civic Experience I worked as an intern in the planning Dept. in Arlington County in Virginia, served in the US. Peace Corps, and have worked in the education industry for ~7 years.

Areas of Expertise and Interests/Skills Planning & Zoning; urban economics; transit modes and systems; economic development; avid cyclist/commuter w/ excellent quantitative skills (GIS, STATA etc.)

I, undersigned, understand this application will be kept on the active file for a two (2) year period

Daniel Dilton Chrisner Jr. 11/17/2020
(Signature of Applicant) (Date)

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I would like to serve on greenway commissi-
but I am happy to apply for the others if
help is needed
J.

Town of Huntersville
NORTH CAROLINA

Advisory Board Application

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Please check the boxes next to the Advisory Boards in which you are interested in applying for:
☐ **Park and Recreation Commission**
☑ **Greenway, Trail and Bikeway Commission** ☐ **Public Art Commission**

Background Information:

Name Jessica Carney Home Phone 214 918 2001
Home Address 10206 Linksland Zip Code 28078
E-Mail Address Jessicalynncarney@gmail.com
Present Occupation project mgr Work Phone
Place of Employment Lowe's Corp - Mooresville
Approximate Hours Available Per Month for Serving On Advisory Board 5-10
Name of Any Town or County Boards/Committees/Commissions You Are Presently Serving On:
Rutherford & Hickory Expiration Date member
Nut Gorge Chamber Expiration Date

we have a property in Lake Lure, NC

Education MBA
Southern Methodist Univ. Dallas TX
Business and Civic Experience community garden (Cornelius & Primt brewery). previous board appointments working w/ disabilities
Areas of Expertise and Interests/Skills Strong planning and project mgmt skills

I, undersigned, understand this application will be kept on the active file for a two (2) year period

(Signature of Applicant) 11/17/2020 (Date)

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Town of Huntersville
NORTH CAROLINA

Advisory Board Application

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Please check the boxes next to the Advisory Boards in which you are interested in applying for:

☐ **Park and Recreation Commission**
☒ **Greenway, Trail and Bikeway Commission**
☐ **Public Art Commission**

Background Information:

Name Kelly S. Coleman Home Phone 540.449.1673

Home Address 13030 Fen Court Zip Code 28078

E-Mail Address colemanfamily94@gmail.com

Present Occupation Environmental Planner Work Phone 540.449.1673

Place of Employment ATCS, P.L.C. (Consultants/Engineering/Environmental)

Approximate Hours Available Per Month for Serving On Advisory Board 8-10

Name of Any Town or County Boards/Committees/Commissions You Are Presently Serving On:

_____ Expiration Date_____

_____ Expiration Date_____

Education BS Environmental Science, Virginia Commonwealth University, Richmond, VA

Training in NEPA, wetlands,Threatened and Endangered Species, 4(f), 6(f) & other aspects of NEPA.

Business and Civic Experience 24-years as an Environmental Planner for localities, state and federal government; I have also past served on board of the Virginia Wetlands Association and am a volunteer for the Women in Transportation Seminar. I am also a Cub Scout Leader for Pack 447.

Areas of Expertise and Interests/Skills National Environmental Policy Act and grant writer with knowlege and understanding of greenways/trails/bikeways, comprehensive plans and all aspects of NEPA. I can expand on this (purpose and need, traffic, environmental constraints, etc.)

I, undersigned, understand this application will be kept on the active file for a two (2) year period

Kelly Col 11/13/2020

(Signature of Applicant) (Date)

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Town of Huntersville
NORTH CAROLINA

Advisory Board Application

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☑ **Park and Recreation Commission**
☑ **Greenway, Trail and Bikeway Commission**
☐ **Public Art Commission**

Background Information:

Name Benjamin Alton Fischer Home Phone 910-650-9992

Home Address 7424 Gilead Rd Huntersville NC Zip Code 28078

E-Mail Address benjamin.f.654@gmail.com

Present Occupation Engineering Manager Work Phone 704 360 5820 3043

Place of Employment WEBER Screwdriving Systems Inc

Approximate Hours Available Per Month for Serving On Advisory Board 5-10 hrs

Name of Any Town or County Boards/Committees/Commissions You Are Presently Serving On:

_____ Expiration Date_____

_____ Expiration Date_____

Education B.S. Mechanical engineering from UNCC

Business and Civic Experience

Areas of Expertise and Interests/Skills Outdoors, Mechanics, Leadership

I, undersigned, understand this application will be kept on the active file for a two (2) year period

(Signature of Applicant) 11/17/2020 (Date)

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Town of Huntersville
NORTH CAROLINA

Advisory Board Application

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Please check the boxes next to the Advisory Boards in which you are interested in applying for:

☑ **Park and Recreation Commission**
☑ **Greenway, Trail and Bikeway Commission**
☐ **Public Art Commission**

Background Information:

Name Lauren Gorowski Home Phone 704-516-1532

Home Address 8125 Rolling Meadows Lane Zip Code 28078

E-Mail Address Lauren.gorowski@gmail.com

Present Occupation Sr. Supply Planner Work Phone —

Place of Employment Newell Brands / Rubbermaid Commercial Products

Approximate Hours Available Per Month for Serving On Advisory Board 10 hours

Name of Any Town or County Boards/Committees/Commissions You Are Presently Serving On:

N/A Expiration Date

Expiration Date

Education UNCC - BSBA Operations & Supply Chain Management

~~Colorado~~ Colorado State University - Equine Science

Business and Civic Experience Team building committee for Lowe's & Newell Brands

Areas of Expertise and Interests/Skills Interests - anything outdoors - avid hiker, camper, dog owner, cyclists

I, undersigned, understand this application will be kept on the active file for a two (2) year period

Lauren Gorowski (Signature of Applicant) November 16, 2020 (Date)

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Huntersville Parks and Recreation Department
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Town of Huntersville
NORTH CAROLINA

Advisory Board Application

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☐ **Park and Recreation Commission**
☒ **Greenway, Trail and Bikeway Commission**
☐ **Public Art Commission**

Background Information:

Name Maria Reese Home Phone 828-291-4753

Home Address 13616 Alston Forest Drive Zip Code 28078

E-Mail Address mariagiareese@gmail.com

Present Occupation Community Health Work Phone

Place of Employment Atrium Health

Approximate Hours Available Per Month for Serving On Advisory Board 5-6 hours

Name of Any Town or County Boards/Committees/Commissions You Are Presently Serving On:

Greenway Commission Expiration Date 12/31/20

Expiration Date

Education Bachelor of Sciences at SUNY Brockport, NY

Master of Sciences at James Madison University, VA

Business and Civic Experience Support Community Service At Med Assist, Second Harvest Food Bank, and Salvation Army. On Med Link and Healthy Charlotte committees.

Areas of Expertise and Interests/Skills Interested in expanding new greenways in Huntersville as well as promoting the current and future work of the committee.

I, undersigned, understand this application will be kept on the active file for a two (2) year period

Maria Reese — 11/23/20

(Signature of Applicant) (Date)

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Town of Huntersville
NORTH CAROLINA

Advisory Board Application

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☐ **Park and Recreation Commission**
☒ **Greenway, Trail and Bikeway Commission**
☐ **Public Art Commission**

Background Information:

Name TIM SANBORN Home Phone 704-930-9171

Home Address 8616 TAYBROOK DR. Zip Code 28078

E-Mail Address tim.p.sanborn@gmail.com

Present Occupation PRODUCT STEWARD Work Phone 704-930-9171

Place of Employment MASTER BUILDERS SOLUTIONS

Approximate Hours Available Per Month for Serving On Advisory Board 10

Name of Any Town or County Boards/Committees/Commissions You Are Presently Serving On:

HUNTERSVILLE GREENWAY, TRAIL & BKWY Expiration Date DEC. 2020

MECKLENBURG CTY GREENWAY ADVISORY COUNCIL Expiration Date

Education BACHELORS in CHEMISTRY

Business and Civic Experience R&D CHEMIST, TECHNICAL SERVICE MANAGER, PRODUCT MARKETING MANAGER, PRODUCT STEWARD

Areas of Expertise and Interests/Skills EAGLE SCOUT; COMMUNICATIONS, MARKETING; HIKING; OUTDOOR ACTIVITIES; CONCERT PROMOTER; PHOTOGRAPHER; WRITER

I, undersigned, understand this application will be kept on the active file for a two (2) year period

Timothy P. Sanborn 11/15/20
(Signature of Applicant) (Date)

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Huntersville Parks and Recreation Department
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Huntersville, NC 28070

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Town of Huntersville
NORTH CAROLINA

Advisory Board Application

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Please check the boxes next to the Advisory Boards in which you are interested in applying for:

☐ **Park and Recreation Commission**
☒ **Greenway, Trail and Bikeway Commission**
☐ **Public Art Commission**

Background Information:

Name Kyle Schackert Home Phone 704 737 9284

Home Address 12333 Kane Alexander Drive Zip Code 28078

E-Mail Address marching@me.com

Present Occupation Sports Marketing Work Phone 704 737 9284

Place of Employment Red Bull North America

Approximate Hours Available Per Month for Serving On Advisory Board 15 - 20 hours

Name of Any Town or County Boards/Committees/Commissions You Are Presently Serving On:

n/a Expiration Date

n/a Expiration Date

Education Clemson University Graduate

NOLS Wilderness First Aid Certified

Business and Civic Experience Marketing leader responsible for delivering large scale consumer initiatives in major metros, on national tv and global webcasts to drive sales. Board member & trail boss @Tarheel Trailblazers/wildlife rehab member @NC State.

Areas of Expertise and Interests/Skills Consumer & Brand marketing strategy, MTB trail stewardship, event production, content capture, digital marketing

I, undersigned, understand this application will be kept on the active file for a two (2) year period

Kyle Schackert — November 27, 2020
(Signature of Applicant) (Date)

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Huntersville Parks and Recreation Department
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Huntersville, NC 28070

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Town of Huntersville
NORTH CAROLINA

Advisory Board Application

Applicant must be a Huntersville Resident

Please check the boxes next to the Advisory Boards in which you are interested in applying for:

☐ **Park and Recreation Commission**
☒ **Greenway, Trail and Bikeway Commission**
☐ **Public Art Commission**

Background Information:

Name DEAN TENER Home Phone 704.564.9077

Home Address 12108 HUNTSON RESERVE Zip Code 28078

E-Mail Address HELLO@DEANTENER.COM

Present Occupation CONSULTANT, SELF-EMPLOY Work Phone SAME AS ABOVE

Place of Employment TENFOLD, LLC

Approximate Hours Available Per Month for Serving On Advisory Board 8

Name of Any Town or County Boards/Committees/Commissions You Are Presently Serving On:

_____ Expiration Date_____

_____ Expiration Date_____

Education BA, COMMUNICATIONS, UNIVERSITY OF NC AT GREENSBORO

Business and Civic Experience HOME OWNER'S REPRESENTATIVE, ACTIVE PARTICIPANT IN SEVERAL PARKS + RECS ACTIVITIES

Areas of Expertise and Interests/Skills I'M VERY INTERESTED IN GREENWAY EXPANSION, BECAUSE I AM A NEW RESIDENT IN A NEW NEIGHBORHOOD.

I, undersigned, understand this application will be kept on the active file for a two (2) year period

Dean Tener — 11/30/20
(Signature of Applicant) (Date)

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HUNTERSVILLE
NORTH CAROLINA

Advisory Board Application

Applicant must be a Huntersville Resident

Please check the boxes next to the Advisory Boards in which you are interested in applying for:

☐ **Park and Recreation Commission**
☒ **Greenway, Trail and Bikeway Commission**
☐ **Public Art Commission**

Background Information:

Name Theodore Turner Home Phone 858 603 8125

Home Address 8824 Thornbury Lane Zip Code 28078

E-Mail Address ted@turner.org

Present Occupation Cloud Solutions Archit Work Phone

Place of Employment Kentik

Approximate Hours Available Per Month for Serving On Advisory Board 8-16

Name of Any Town or County Boards/Committees/Commissions You Are Presently Serving On:

N/A Expiration Date N/A

N/A Expiration Date N/A

Education Fullerton College - AA Foreign Language

Business and Civic Experience 14 yrs Community College instructor
30 yrs Technology implementation for business

Areas of Expertise and Interests/Skills Computers, Data Networks, Internet
Mountain Biking, PCT trail maintenance Lead

I, undersigned, understand this application will be kept on the active file for a two (2) year period

(Signature of Applicant) 11/13/2020 (Date)

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Town of Huntersville
NORTH CAROLINA

Advisory Board Application

Applicant must be a Huntersville Resident

Please check the boxes next to the Advisory Boards in which you are interested in applying for:

- ☒ **Park and Recreation Commission**
- ☒ **Greenway, Trail and Bikeway Commission**
- ☒ **Public Art Commission**

Background Information:

Name MANASA VANGALA Home Phone 3147247248

Home Address 11211 VANGUARD PKWY HUNTERSVILLE, N Zip Code 28078

E-Mail Address MVANGALA25@GMAIL.COM

Present Occupation Senior Auditor Work Phone

Place of Employment Centene Corporation (Remote @ Home)

Approximate Hours Available Per Month for Serving On Advisory Board 8 hours

Name of Any Town or County Boards/Committees/Commissions You Are Presently Serving On: NA

Expiration Date

Expiration Date

Education MS in Forensic Accounting
Certified Public Accountant (CPA)

Business and Civic Experience → Public auditor/accountant, for 3+ years
→ Organized multiple classical dance programs for large crowds
→ Served different non profit organizations with their accounting needs

Areas of Expertise and Interests/Skills → Audit → Accounting → Classical dance
→ Go Getter

I, undersigned, understand this application will be kept on the active file for a two (2) year period

Vangala (Signature of Applicant) 11/30/2020 (Date)

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Advisory Board Application

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Please check the boxes next to the Advisory Boards in which you are interested in applying for:

☐ **Park and Recreation Commission**
X **Greenway, Trail and Bikeway Commission**
☐ **Public Art Commission**

Background Information:

Name: Kim Van Sickler **Home Phone:**704-953-1560 **Home Address:** 8601 Flanagan Court, Huntersville, NC. **Zip Code:** 28078 **E-Mail Address:** kimvansickler@gmail.com **Present Occupation:** regional sales manager **Work Phone:** same as home **Place of Employment:** Van-Griner Learning **Approximate Hours Available Per Month for Serving on Advisory Board:** 10. **Name of Any Town or County Boards/ Committees/ Commissions You Are Presently Serving on:** Huntersville Greenway, Trail and Bikeway Commission. **Expiration Date:** 12/31/20 **Education:** J.D. Capital University Law School. B.S. Miami University

Business and Civic Experience: Rotarian. Current treasurer of the Happy Hour Rotary Club. Former Girl Scout Executive. Former Boy Scout executive.

Areas of Expertise and Interests/Skills: Frequent Greenway user and outdoor enthusiast. Biker.

I, undersigned, understand this application will be kept on the active file for a two (2) year period

(Signature of Applicant) Kimberly Van Sickler (Date) 11/28/20

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Town of Huntersville
NORTH CAROLINA

Advisory Board Application

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Please check the boxes next to the Advisory Boards in which you are interested in applying for:

☐ **Park and Recreation Commission**
☒ **Greenway, Trail and Bikeway Commission**
Public Art Commission

Background Information:

Name Annie Will Home Phone 704-763-4407 (mobile)

Home Address 14439 Henry Harrison Shillwell Zip Code 28078

E-Mail Address annie.k.will@gmail.com

Present Occupation Co-owner / treasurer Work Phone

Place of Employment CIC, Inc.

Approximate Hours Available Per Month for Serving On Advisory Board 10-20

Name of Any Town or County Boards/Committees/Commissions You Are Presently Serving On:

— Expiration Date

— Expiration Date

Education BA. UNC-Chapel Hill, 1987

Business and Civic Experience 30 years CFO - small business owner. / Family Life Commission Chair, St. Mark Catholic Chuch / PTO chair - St. Mark / PTO Chair - Torrence Creek Elem. / SLT - Hopewell High School / PTO board - St. Patrick's Elem. School.

Areas of Expertise and Interests/Skills Having grown up in Huntersville when it was a small town of 1500, I am passionate about the town and our way of life and our beautiful community. I love hiking our trails with my dogs. I am organized and efficient.

I, undersigned, understand this application will be kept on the active file for a two (2) year period

Annie K Will 11-13-2020

(Signature of Applicant) (Date)

Applications may be mailed to:
Huntersville Parks and Recreation Department
P.O. Box 2879
Huntersville, NC 28070

Applications may also be hand delivered to:
Huntersville Parks and Recreation Department
Town Center Building
105 Gilead Road, 3rd Floor
Huntersville, NC 28078

For more information about these advisory board openings, please call 704-766-2228

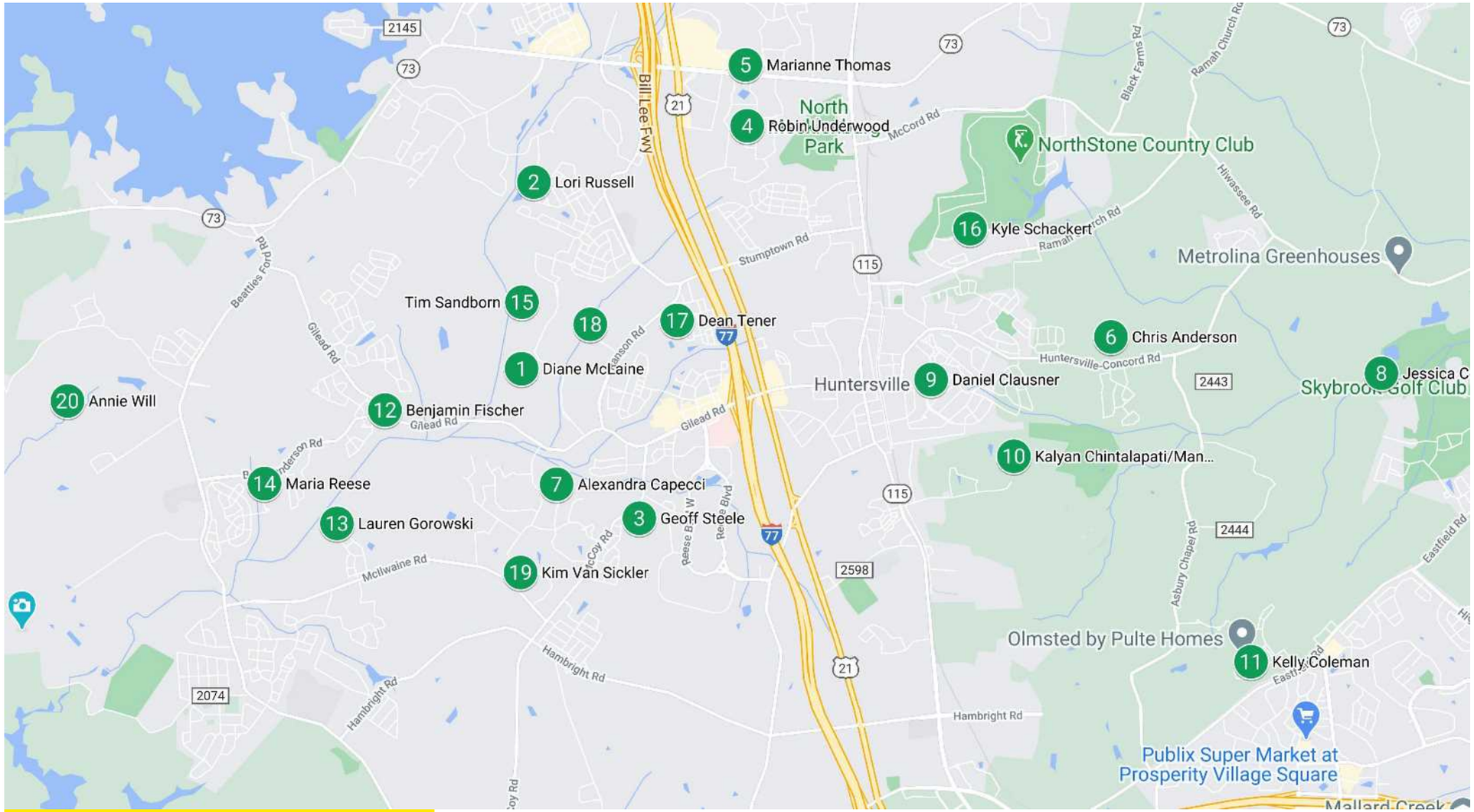
Parks&Recreation

Post Office Box 2879 • 105 Gilead Road, Third Floor • Huntersville, NC 28070
phone 704.766.2220 • fax 704.992.5528 • www.huntersville.org

2020 Greenway, Trail and Bikeway Commission & Candidates

GTBC Commissioners and Candidates

1. Diane McLaine
2. Lori Russell
3. Geoff Steele
4. Robin Underwood
5. Marianne Thomas
6. Chris Anderson
7. Alexandra Capecci
8. Jessica Cerney
9. Daniel Clausner
10. Kalyan Chintalapati/Manasa Vangala
11. Kelly Coleman
12. Benjamin Fischer
13. Lauren Gorowski
14. Maria Reese
15. Tim Sandborn
16. Kyle Schackert
17. Dean Tener
18. Theodore Turner
19. Kim Van Sickler
20. Annie Will



New Candidates Highlighted in Yellow

Town of Huntersville
Town Board
December 7, 2020

To: Town Board

From: Tracy Houk, Assistant Director

Date: December 7, 2020

Subject: Consider Approving the 2020 Bike Plan. *(Tracy Houk)*

EXPLAIN REQUEST:
The 2020 Bike Plan final draft has been completed, presented, and recommended for Town Board approval by the Greenway, Trail, & Bikeway Commission on September 15, 2020, as well as the Planning Board on November 17, 2020.

ACTION RECOMMENDED:
Consider approving final draft of 2020 Bike Plan

FINANCIAL IMPLICATIONS:
2019 NCDOT Bicycle & Pedestrian Planning Grant Initiative

ATTACHMENTS:
1. Huntersville_BikePlan_final

HUNTERSVILLE
BIKE PLAN UPDATE

A Plan for Huntersville's Bikeways + Greenways

Huntersville
NORTH CAROLINA

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

DRAFT October 2020

Acknowledgments

The Huntersville Bike Plan: A Plan for Huntersville's Bikeways + Greenways was prepared for the Town of Huntersville by Alta Planning + Design. The Town acknowledges the Project Steering Committee and Stakeholders and agency staff who provided valuable input throughout the study:

Project Steering Committee

Bret Baronack, Carolina Thread Trail

Michelle Bennett, resident

Christopher Boyd, GTBC member

Bill Coxe, Friend of the Committee

Roger Diedrich, GTBC member

Dan Fesperman, resident

Dave Hill, Town Staff– Senior Planner- Transportation

Kasper Holm, youth resident

Melissa Horton, resident

Tracy Houk, Town Staff– Parks and Recreation Assistant Director

Cathy Mathews, resident + Spirited Cyclist Employee

Diane McLaine, Chair of the Greenways, Trails, and Bikeways Committee (GTBC)

David Peete, Town Staff– Principal Planner

Maria Reese, GTBC member

Tammy Rojas, resident

Lori Russell, GTBC member

Tim Sandborn, GTBC member

Ravishankar Sivasubramaniam, resident

Geoff Steele, GTBC member

Stephen Trott, Town Staff– Engineering Director

Robin Underwood, GTBC member

Kim Van Sickler, GTBC member

Nick Walsh, Town Commissioner

Liesl West, Novant Health- Huntersville Employee

Consultant Team

Alta Planning + Design

John Cock, Principal-In-Charge

Heather Maloney Seagle, Project Manager

Emily Condon, Designer

Marlee Henninge, Planner

Juan Morales, Engineer

Town staff would like to thank all interested stakeholders and members of the public who provided valuable input, comments, and suggestions to this plan. We would also like to thank NCDOT for the funding to support this project.

PREPARED FOR:

PREPARED BY:

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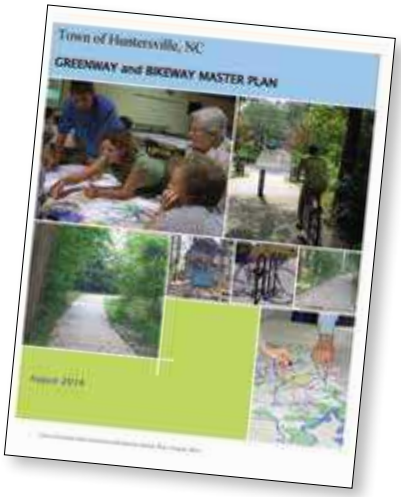
1. Introduction

Purpose

The Town of Huntersville developed the Huntersville Bike Plan: A Plan for Huntersville's Bikeways + Greenways *to guide the implementation of a safe, enjoyable, and connected bikeway network.*

The plan provides ***a framework for increased accessibility and safety for residents of all ages and abilities who want to bicycle in Huntersville****.*



This plan was developed as an update to the Town of Huntersville's Greenway and bikeway Plan of 2014.

TORRANCE CREEK GREEENWAY NEAR BRADFOD HILL LANE

Huntersville: By the Numbers

PEOPLE

57,098
Huntersville's population[1]

37.0
Town of Huntersville median age[2]

SAFETY

32
Total bicyclist crashes[3]

0
Total bicyclist fatalities[3]

3
average annual bicyclist crashes[3]

0.56
average bicyclist crashes per 1,000 residents[3]

81%
% of bicyclist crashes occurred along arterial roads[3]

MOBILITY

2014
Year last bike plan was adopted

3.25
Miles of existing greenways

12.4
Miles of existing bike lane

4.6%
Bicycle network as a percentage of overall road network

0.0%
Average % of commutes to work by bike, compared to 0.1% and 0.2% for Mecklenburg County and NC, respectively[2]

1.1%
% of households without access to a vehicle, compared to 2.2% in Mecklenburg County and NC[2]

1.4
Huntersville's Index of Bicycle Friendliness on a scale of 3.0, compared to 1.5 for Mecklenburg County[5]

HEALTH

19%
% of adults over the age of 20 in Mecklenburg County who report no leisure-time physical activity, compared to 24% for NC [4]

8%
% of Mecklenburg County residents without adequate access to locations for physical activity, compared to 26% for NC [4]

---

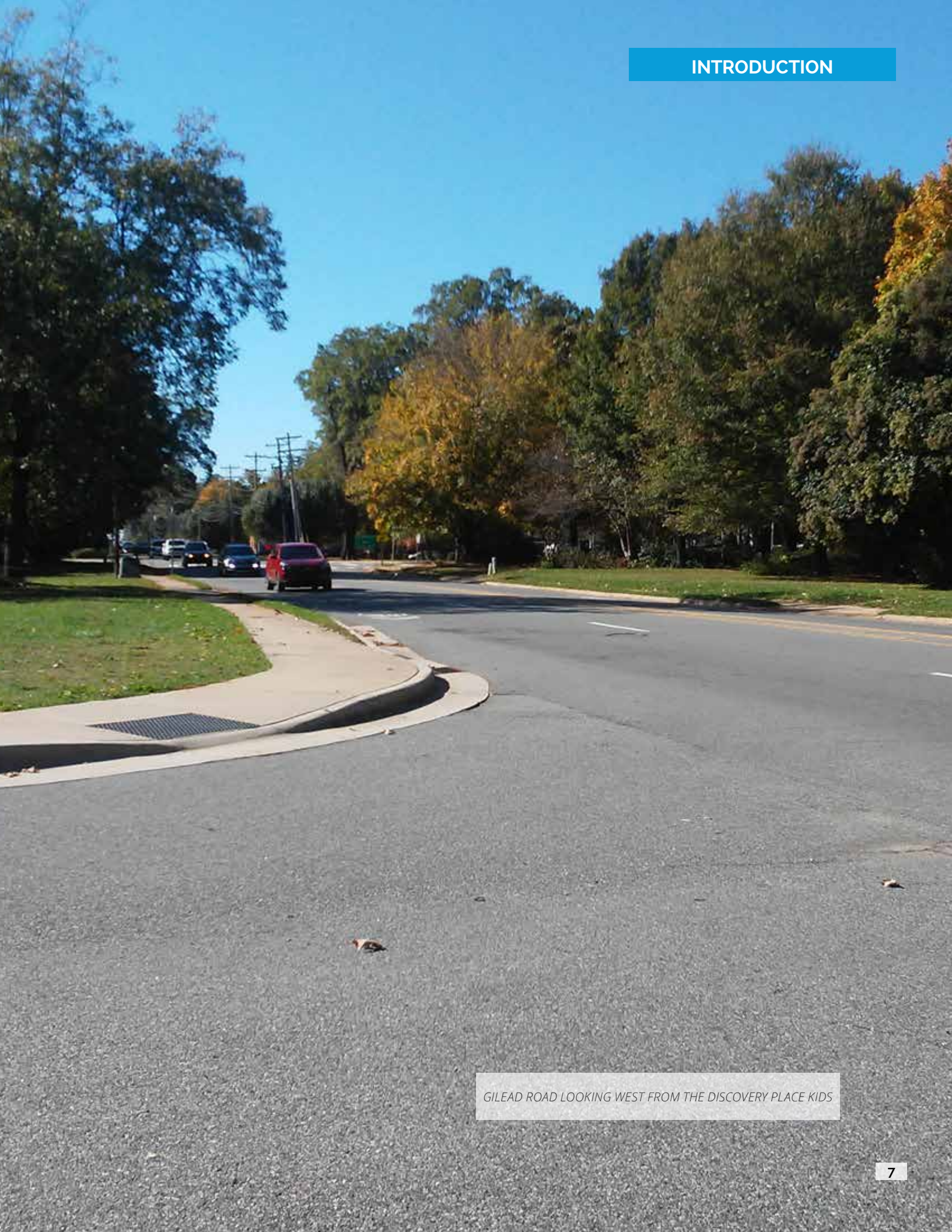
1 QuickFacts Huntersville, North Carolina. April 1, 2010 to July 1, 2019. U.S. Census Bureau, Population Division

2 U.S. Census Bureau, 2014-2018 American Community Survey 5-Year Estimates

3 North Carolina Department of Transportation Pedestrian and Bicycle Crash Data,, 2007-2018, available at http://www.pedbikeinfo.org/pbcat_nc/index.cfm

4 CDC 2020 County Health Rankings: https://www.countyhealthrankings.org/app/north-carolina/2020/rankings/mecklenburg/county/outcomes/overall/snapshot

5 Charlotte/Mecklenburg Quality of Life Explorer: https://mcmap.org/qol/#34/



GILEAD ROAD LOOKING WEST FROM THE DISCOVERY PLACE KIDS

II. Existing Conditions

Huntersville has a solid foundation to build a more bicycle-friendly town. The Town of Huntersville has a significant bicycling community, a growing greenway system, and a Greenways, Trails and Bikeways Commission working to make Huntersville even better for people on bike. There is strong demand for greenways and biking infrastructure throughout the town; however, there are limited existing facilities that meet the needs of cyclists of all ages and abilities.

OLD STATESVILLE ROAD LOOKING NORTH TOWARD GILEAD ROAD

The Torrence Creek Greenway forms the foundation of the greenway system in Huntersville, and there are some relatively limited stretches of bike lanes that afford users with dedicated space for biking along key corridors such as Highway 115, Wynfield Creek Parkway, Hugh Torrence Parkway, Reese Boulevard, Stratton Farm Road, Verhoeff Drive, and Hambright Road. However, **gaps in the bikeway network create significant challenges for current and potential future users**—especially users that have concerns about safety. Additionally, some of the existing facilities do not meet the needs of cyclists of all ages and abilities. The existing conditions analyses presented in this chapter represent the foundation for the recommendations and implementation strategy.

Existing Bike Network

12.4 miles of bike lanes

+ 3.25 miles of greenways

15.65 miles of dedicated bikeways

Huntersville's existing network of bikeways is characterized by a greenway, a section of another greenway, and short sections of bike lanes that lack of connectivity. The map shows roughly 12 miles of bike lanes and 5.5 miles of greenway. There are bike lanes on several streets, including:

- Birkdale Commons Parkway
- Gilead Road
- Beatties Ford Road
- Bud Henderson Road
- Stratton Farm Road
- McCoy Road
- Reese Boulevard
- Lindley Drive
- Verhoeff Drive
- Hambright Road
- NC 115 (Old Statesville Road)
- Alexandriana Road
- Stumptown Road
- Hugh Torance Parkway
- Wynfield Creek Parkway

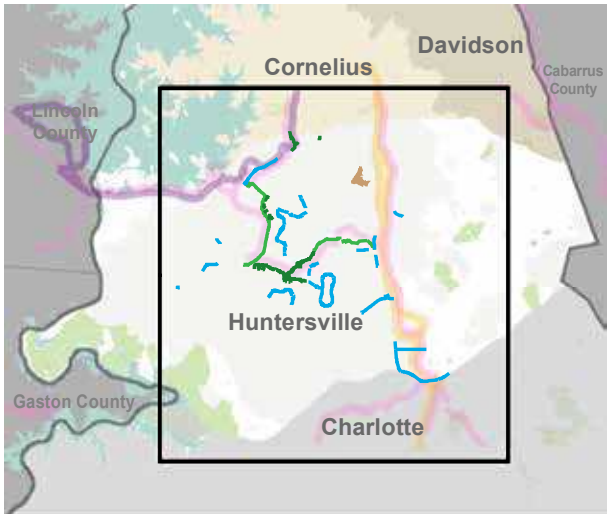
The existing greenway segments include long sections of the Torrence Creek Greenway and the southern section of the McDowell Creek Greenway.

Huntersville also has a couple of natural surface mountain bike trails at the North Mecklenburg Park and at the Huntersville Athletic Park that provide access to exercise and natural areas.

The route for the Lake Norman Regional Bike Route is also indicated on the map with a purple line.

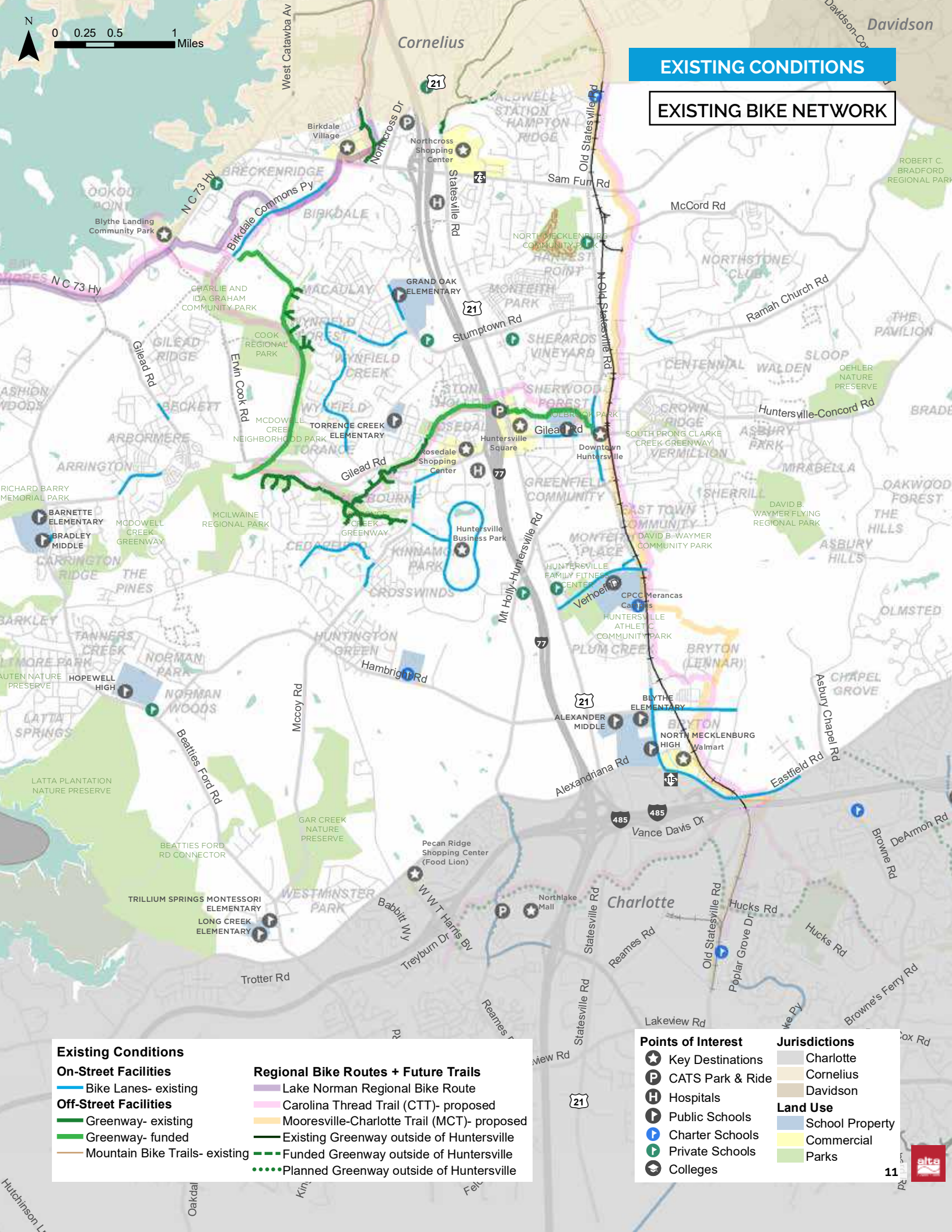
There are two greenway alignments shown on the map indicating previously approved alignments for the Carolina Thread Trail (CTT) and the Mooresville to Charlotte Trail (MCT). The MCT alignment mostly follows the Norfolk Southern Railroad corridor from Charlotte to Mooresville, but deviates from that corridor in various places (see light orange and pink lines on map). This railroad corridor has the potential to serve as a major north-south connection for bicyclists and pedestrians; however, at the time of this report, this corridor is privately owned by Norfolk Southern Railway, and currently does not allow the use of this right-of-way for a greenway. A number of studies conducted by the Charlotte Regional Transportation Planning Organization (CRTPO) and Charlotte Area Transit System (CATS) have explored the possible use of this corridor for commuter rail service and/or bus rapid transit (BRT) service. All such uses of this corridor would require the purchase of, or contractual use rights for, the corridor from Norfolk Southern.

Extent of Existing Conditions Map shown with BLACK square



EXISTING CONDITIONS

EXISTING BIKE NETWORK

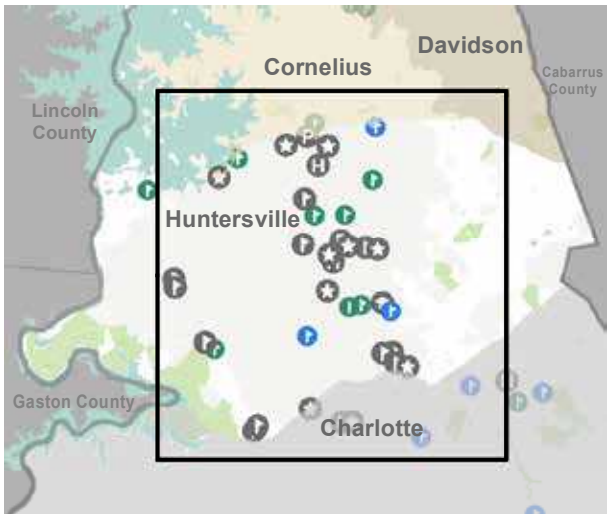


Points of Interest

The map highlights Huntersville destinations that attract bicycling trips, including parks, schools, commercial and retail centers, and cultural destinations. Huntersville is home to Latta Plantation, Historic Rural Hill, Central Piedmont Community College- Merancas Campus, 11 public schools, 9 private schools, 3 charter schools, plus many daycares and early education providers. Huntersville has four primary retail and commercial centers: Birkdale Village, Northcross Shopping Center, Rosedale Shopping Center, Huntersville Square, and the Walmart Shopping Center. The Park-Huntersville business park is home to eight buildings and over 750,000 square feet of office space.

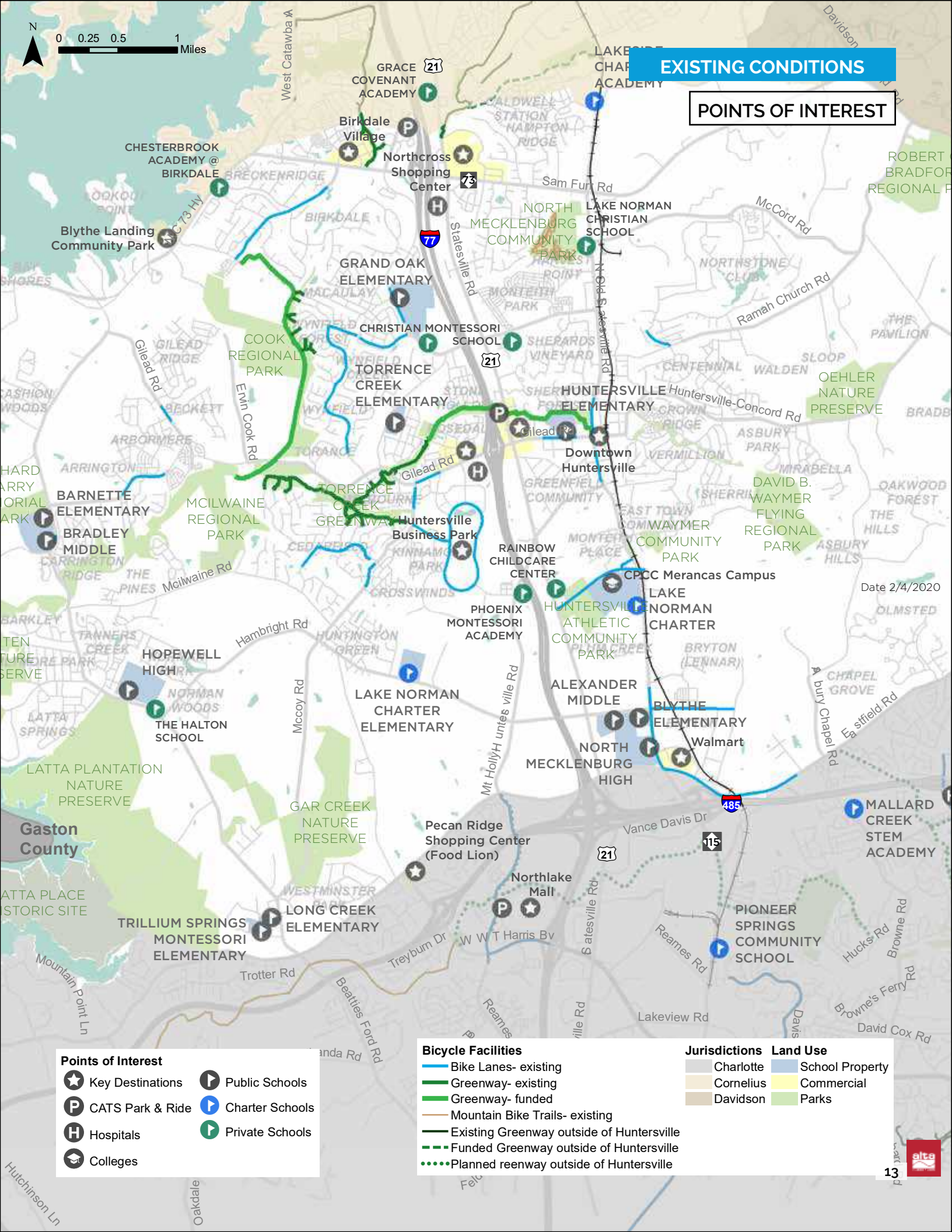
Huntersville is home to more than 6,550 acres of parkland. Its largest park, Latta Plantation Nature Preserve, is 1,460 acres and includes the Historic Latta Plantation, a Nature Center, the Carolina Raptor Center, as well as hiking and horseback riding trails, picnic areas, shelters, butterfly gardens, and paddling launch sites into Mountain Island Lake.

Extent of Points of Interest Map shown with BLACK square



EXISTING CONDITIONS

POINTS OF INTEREST



Equity Analysis

For many people, walking, biking or taking transit for some trips is a choice. For others, walking, bicycling, and taking transit are a necessity for transportation. Those who use these modes out of necessity may be disadvantaged populations that rely on walking, bicycling and transit to meet their daily needs. Other populations—such as children, many older adults, and people with disabilities—are also dependent on these modes and are more vulnerable to traffic-related injuries or deaths. Approximately 30% of the population do not drive due to age, income, or physical disability.

PROCESS

The equity analysis considers demographic factors that indicate locations in Huntersville where there are concentrations of vulnerable populations that are more reliant on walking and biking for transportation. These areas were considered in project development and project prioritization in order to identify projects that connect areas of need to the town's key destinations and resources. **Active transportation investments in these areas are likely to improve safe mobility choices that and will improve access to jobs, education, healthcare, and other important destinations**.

The equity analysis conducted for the Huntersville Bike Plan used a combination of six socioeconomic characteristics as indicators to identify populations that are vulnerable to unsafe, disconnected, or incomplete active transportation facilities. The map on the facing page displays a composite map that combines all of these factors for an overall Equity score.

The indicators include:

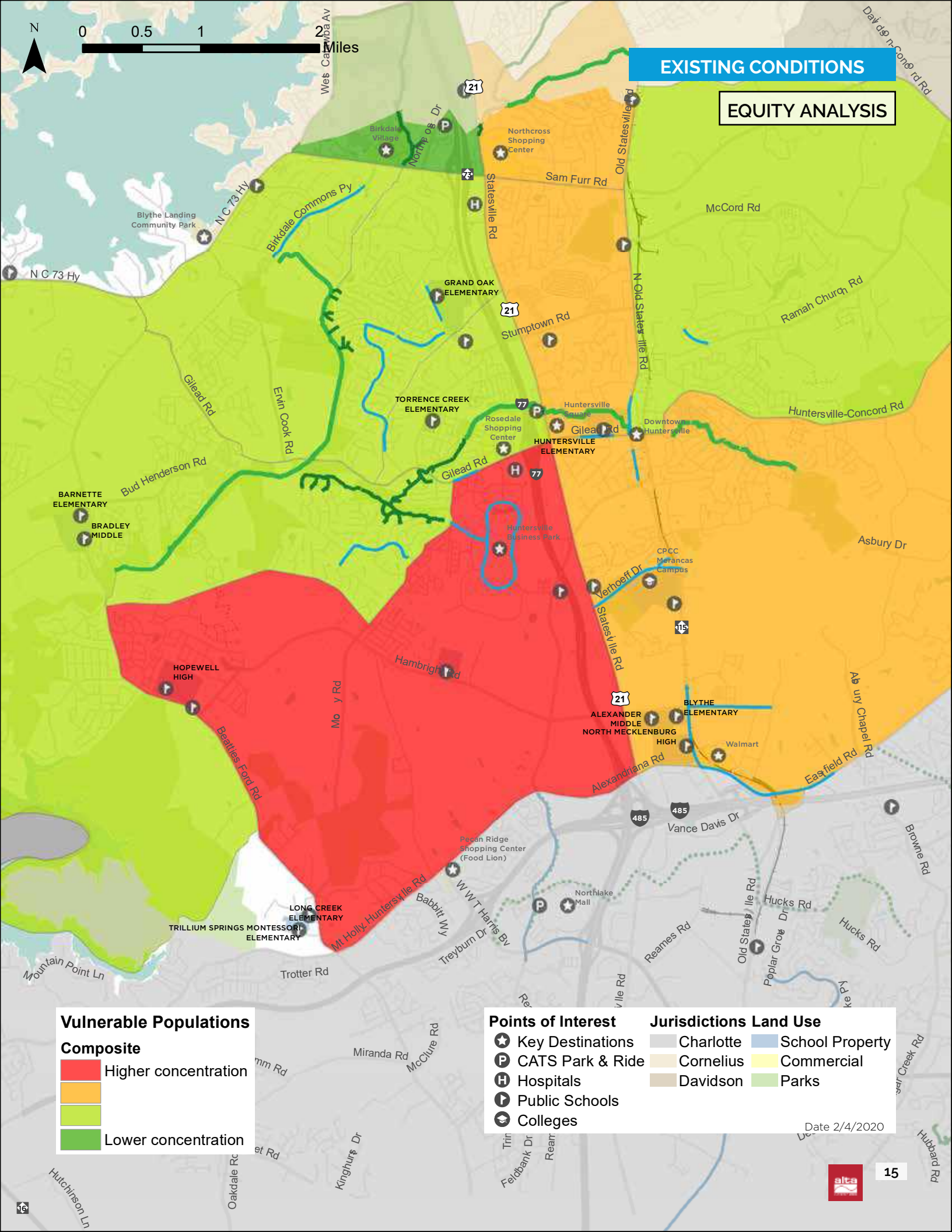
- **Age:** Individuals under the age of 18 and over the age of 65 comprise this indicator.
- **Race:** This indicator measures the percentage of the population that identifies as non-white.
- **Public Assistance:** This indicator measures the percentage of households receiving public assistance in the past 12 months.
- **Educational Attainment:** This indicator represents the percentage of the population over 25 years of age that does not have a high school diploma or equivalent.
- **Limited English Proficiency** (LEP): This indicator measures the percentage of the population that identifies as not speaking English well or at all.
- **Disability:** This indicator measures the percentage of the population that is disabled.

KEY FINDINGS

The equity analysis indicates that vulnerable populations tend to be concentrated in the southern half of Huntersville, especially the southwest corner. The southeastern corner, as well as the corridor along Highway 115 also have relatively higher concentrations of these populations.

The development of the bike network should consider that the people who live in these areas may be more likely to bike out of necessity, rather than by choice, and have practical needs for safe and comfortable bicycling facilities.

Extent of Vulnerable Populations Map shown with BLACK square


EXISTING CONDITIONS
EQUITY ANALYSIS
N
0 0.5 1 2 Miles
Vulnerable Populations
Composite
Higher concentration
Lower concentration
Points of Interest
Key Destinations
CATS Park & Ride
Hospitals
Public Schools
Colleges
Jurisdictions
Charlotte
Cornelius
Davidson
Land Use
School Property
Commercial
Parks
Date 2/4/2020
Birkdale Village
Northcross Shopping Center
Blythe Landing Community Park
GRAND OAK ELEMENTARY
TORRENCE CREEK ELEMENTARY
Rosedale Shopping Center
Huntersville Square
Downtown Huntersville
HUNTERSVILLE ELEMENTARY
Huntersville Business Park
CPCC Merancas Campus
BARNETTE ELEMENTARY
BRADLEY MIDDLE
HOPEWELL HIGH
ALEXANDER MIDDLE
NORTH MECKLENBURG HIGH
BLYTHE ELEMENTARY
Walmart
Pecan Ridge Shopping Center (Food Lion)
Northlake Mall
LONG CREEK ELEMENTARY
TRILLIUM SPRINGS MONTESSORI ELEMENTARY
Sam Furr Rd
McCord Rd
Ramah Church Rd
Stumptown Rd
Gilead Rd
Huntersville-Concord Rd
Bud Henderson Rd
Asbury Dr
Verhoeff Dr
Statesville Rd
Old Statesville Rd
N Old Statesville Rd
Hambright Rd
Beatties Ford Rd
Alexandriana Rd
Vance Davis Dr
Easfield Rd
Asbury Chapel Rd
Browne Rd
Hucks Rd
Reames Rd
Poplar Grove Dr
Mt Holly-Huntersville Rd
Babbitt Wy
W W T Harris Bv
Treyburn Dr
Trotter Rd
Mountain Point Ln
Miranda Rd
McClure Rd
Kinghurst Dr
Feldbank Dr
Hutchinson Ln
Hubbard Rd
Davidson-Concord Rd
Wes Catawba Av
Northcross Dr
Birkdale Commons Py
N C 73 Hy
Gilead Rd
Erwin Cook Rd
Moy Rd
Oakdale Rd

Safety Analysis

PROCESS

This section summarizes the findings of the bicycle safety analysis. The following bullets provide a summary of the findings associated with reported crashes involving people bicycling between 2007 and 2018 in Huntersville. There were 32 reported crashes involving bicyclists during this study period.

KEY FINDINGS

The good news:

- **There were no fatal crashes involving people bicycling during the study period.**

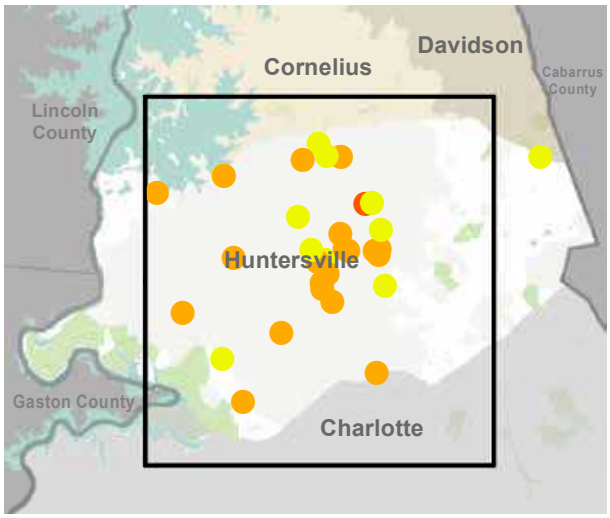
The bad news:

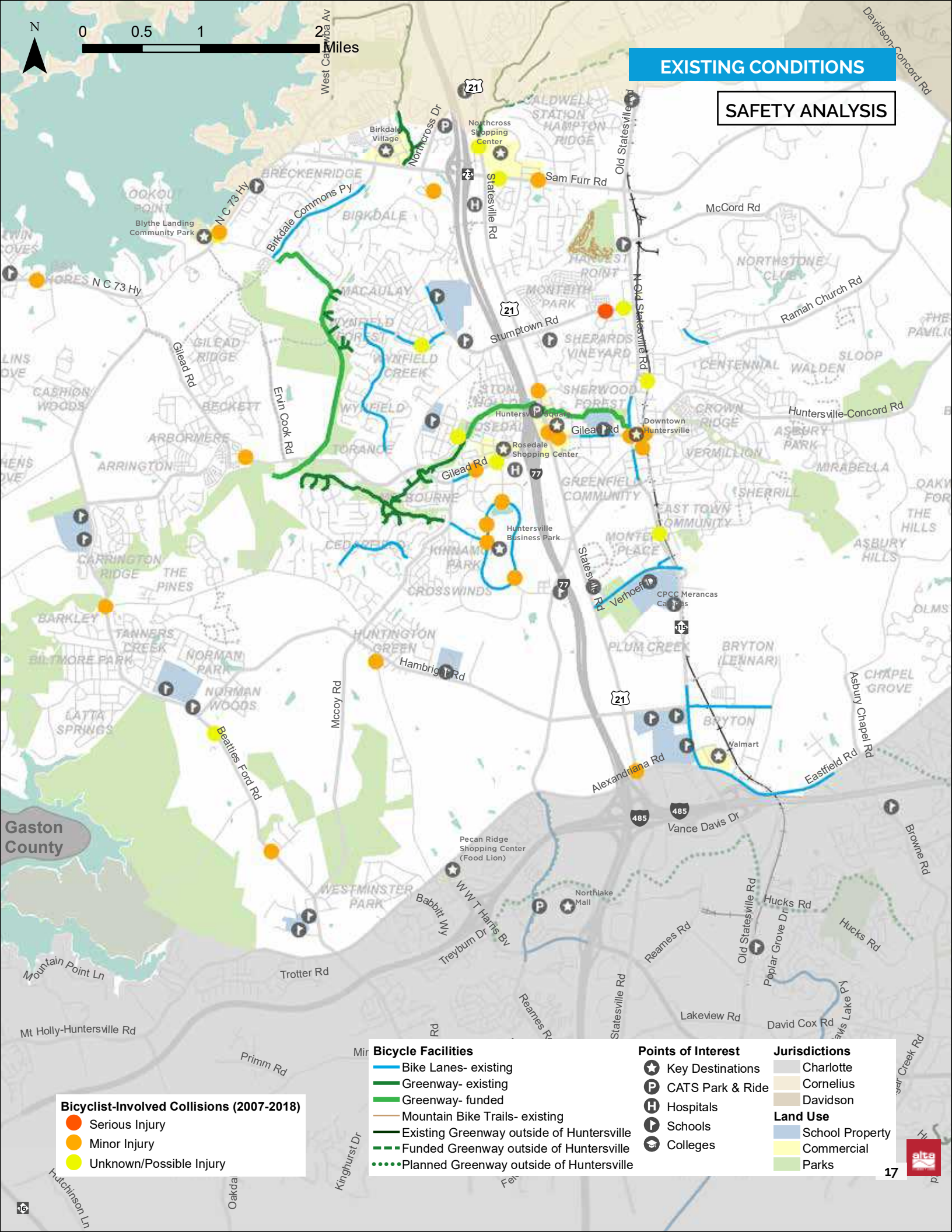
- A majority of crashes are attributed to motorists failing to yield to bicyclists within the roadway.
- More than half of crashes involving people bicycling resulted in injury.

Other relevant findings:

- Crashes involving people bicycling, and in particular involving reported injuries are occurring primarily on roadways classified as arterials.
- **The greatest concentration of bicyclist crashes occurred in close proximity to Gilead Road. Some of these crashes resulted in minor injury.**
- Another concentration of crashes is found along the business park loop- Reese Boulevard. All four of these crashes resulted in a serious injury

Extent of Bicyclist-Involved Collisions Map shown with BLACK square




EXISTING CONDITIONS
SAFETY ANALYSIS
N
0 0.5 1 2 Miles
Bicyclist-Involved Collisions (2007-2018)
Serious Injury
Minor Injury
Unknown/Possible Injury
Bicycle Facilities
Bike Lanes- existing
Greenway- existing
Greenway- funded
Mountain Bike Trails- existing
Existing Greenway outside of Huntersville
Funded Greenway outside of Huntersville
Planned Greenway outside of Huntersville
Points of Interest
Key Destinations
CATS Park & Ride
Hospitals
Schools
Colleges
Jurisdictions
Charlotte
Cornelius
Davidson
Land Use
School Property
Commercial
Parks
Gaston County
Birkdale Village
Northcross Shopping Center
Blythe Landing Community Park
Downtown Huntersville
Rosedale Shopping Center
Huntersville Business Park
CPCC Merancas Campus
Walmart
Pecan Ridge Shopping Center (Food Lion)
Northlake Mall
Statesville Rd
Old Statesville Rd
N Old Statesville Rd
Sam Furr Rd
McCord Rd
Ramah Church Rd
Stumptown Rd
Huntersville-Concord Rd
Gilead Rd
Birkdale Commons Py
N C 73 Hy
Northcross Dr
Erwin Cook Rd
Hambright Rd
Mccoy Rd
Beatties Ford Rd
Alexandriana Rd
Vance Davis Dr
Eastfield Rd
Asbury Chapel Rd
Browne Rd
Hucks Rd
Poplar Grove Dr
Reames Rd
Lakeview Rd
David Cox Rd
Statesville Rd
Treybum Dr
Babbitt Wy
W W T Harris Bv
Trotter Rd
Mountain Point Ln
Mt Holly-Huntersville Rd
Primm Rd
Kinghurst Dr
Hutchinson Ln
Davidson-Concord Rd
West Catawba Av
Verhoeff Dr
21
73
77
115
485
16

Bicycle Level of Traffic Stress (BLTS) Analysis

PROCESS

This analysis reveals the relative level of traffic stress bicyclists experience across Huntersville's roadway network. The approach used for assessing bicycle level of traffic stress (BLTS) is based on the Mineta Transportation Institute's (MTI) 2012 report 11-19: *Low-Stress Bicycling and Network Connectivity*. The MTI approach uses **posted speed limit, the number of travel lanes, and the presence and character of bicycle lanes as a proxy for bicyclist comfort level**. The BLTS analysis presented here builds on the MTI approach by **incorporating the impact of traffic volumes on risk exposure**.

Roadways with the lowest level of bicycle stress are shown in green on the Bicycle Level of Traffic Stress map on the facing page. Only one major roadway in Huntersville falls in this low-stress category: Gilead Road/Huntersville-Concord Road between US 21 and 2nd Street. This rating reflects that this section of roadway 1) is low-speed 2) has partial bike lanes, and 3) has traffic volumes of under 20,000 cars per day. Despite the low-stress rating, this particular corridor would not be tolerable for most potential bicyclists, including school-age children. It is important to note that **almost all local streets that are shown in gray due to lack of data to score on the BLTS scale are low-speed, low traffic-volume streets that are comfortable for biking**.

Moderate stress segments for bicyclists are shown in yellow, and highlight corridors that could be comfortably ridden by the mainstream adult population. The higher levels of traffic stress, identified as orange and red streets, correspond to types of bicyclists characterized by Portland's bicycle coordinator Roger Geller in his Four Types of Cyclists report[1]. Roads shown in orange would likely be acceptable to current "enthusiastic and confident" bicyclists, while roads shown in red are only acceptable to "strong and fearless" bicyclists, who will tolerate riding on roadways with higher motorized traffic volumes and/or speeds. It is estimated the "strong and fearless" group makes up only 1-2 percent of the population.

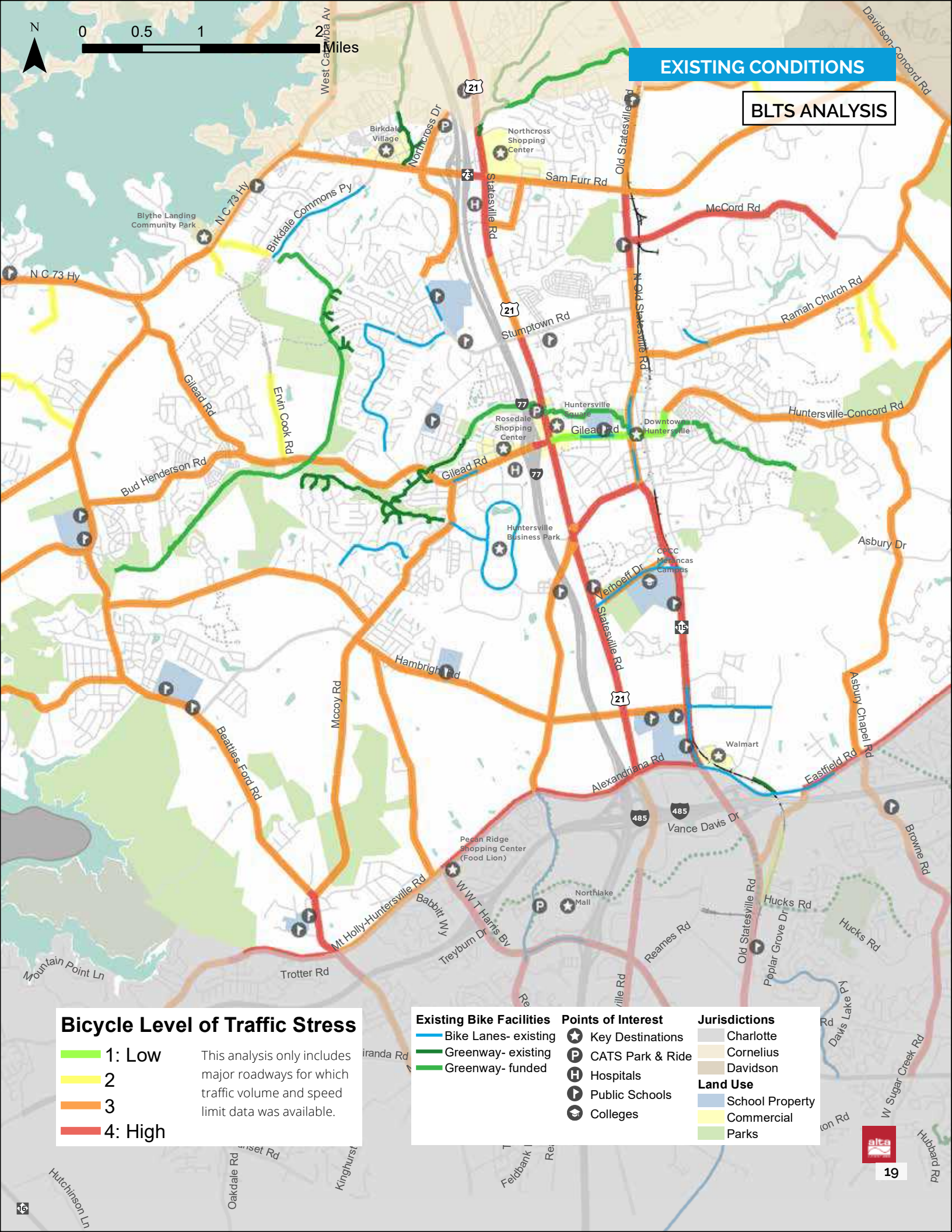
1 Source: Roger Geller. Four Types of Cyclists. http://www.portlandoregon.gov/transportation/article/237507

KEY FINDINGS

Key findings from the BLTS analysis include:

- **The local streets that make up the majority of the roadway network are generally comfortable places to ride a bike, but major roadways are barriers between pockets of low-stress neighborhood streets.**
- Bicyclist traffic stress is relatively high on all collector and arterial roadways. These areas are uncomfortable for biking either because they lack bicycle facilities, or because conventional bike lanes don't provide comfortable separation from high-speed, high-volume vehicle traffic.

Extent of Bicycle Level of Stress Map shown with BLACK square


EXISTING CONDITIONS
BLTS ANALYSIS
N
0 0.5 1 2 Miles
Bicycle Level of Traffic Stress
1: Low
2
3
4: High
This analysis only includes major roadways for which traffic volume and speed limit data was available.
Existing Bike Facilities
Bike Lanes- existing
Greenway- existing
Greenway- funded
Points of Interest
Key Destinations
CATS Park & Ride
Hospitals
Public Schools
Colleges
Jurisdictions
Charlotte
Cornelius
Davidson
Land Use
School Property
Commercial
Parks
Birkdale Village
Northcross Shopping Center
Blythe Landing Community Park
Rosedale Shopping Center
Huntersville Square
Downtown Huntersville
Huntersville Business Park
CPCC Merancas Campus
Walmart
Pecan Ridge Shopping Center (Food Lion)
Northlake Mall
Statesville Rd
Old Statesville Rd
N Old Statesville Rd
Sam Furr Rd
McCord Rd
Ramah Church Rd
Stumptown Rd
Huntersville-Concord Rd
Gilead Rd
Erwin Cook Rd
Bud Henderson Rd
Asbury Dr
Verhoeff Dr
Hambright Rd
Mccoy Rd
Beatties Ford Rd
Asbury Chapel Rd
Alexandriana Rd
Eastfield Rd
Vance Davis Dr
Browne Rd
Mt Holly-Huntersville Rd
Babbitt Wy
W W T Harris Bv
Treyburn Dr
Reames Rd
Hucks Rd
Poplar Grove Dr
Davis Lake Pk
Trotter Rd
Mountain Point Ln
Davidson-Concord Rd
West Catawba Av
Birkdale Commons Py
N C 73 Hy
Oakdale Rd
Kinghurst
Feldbank
Hutchinson Ln
W Sugar Creek Rd
Hubbard Rd

Previous Plan Review

The following section summarizes the recommendations in previously adopted plans.

TOWN OF HUNTERSVILLE DOWNTOWN MASTER PLAN (2005)

The *Huntersville Downtown Master Plan* contains the Town's first formal detailing of bicycle facilities within the downtown area. Recommendations in this plan include the "Green Trail," or a system of off-road paths and wide sidewalks connecting the downtown core/ Vermillion neighborhood with Rosedale by way of Holbrook Park. The main objective is to enhance Holbrook Park's connection to Huntersville's existing greenway system in order to enhance downtown connectivity as well as recreation and park space within the Town of Huntersville.

Relevance to this plan:

- Portions of the proposed greenway have since been incorporated in the Mecklenburg County Greenway Master Plan, and will serve as extensions to the existing Torrence Creek Greenway and planned Clarke Creek Greenway
- Recommendations include on-road connections along Church Street and Huntersville-Concord Road to provide a link between the two greenways (the current plan will develop these recommendations in further detail)

Sampling of coverpages from previous planning reports

TOWN OF HUNTERSVILLE GREENWAY + BIKEWAY MASTER PLAN (2014)

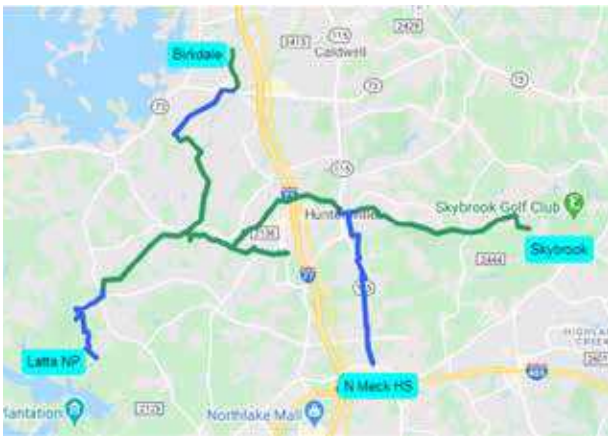
The *Huntersville Greenway and Bikeway Master Plan* identifies a core set of goals, strategies, and actions to work toward connecting the community through greenway and bikeway corridors. The plan is accompanied by a map that identifies existing and proposed greenways and bikeways by facility type. The plan incorporates the existing and proposed greenways as identified by other area plans including the Mecklenburg County Greenway Plan.

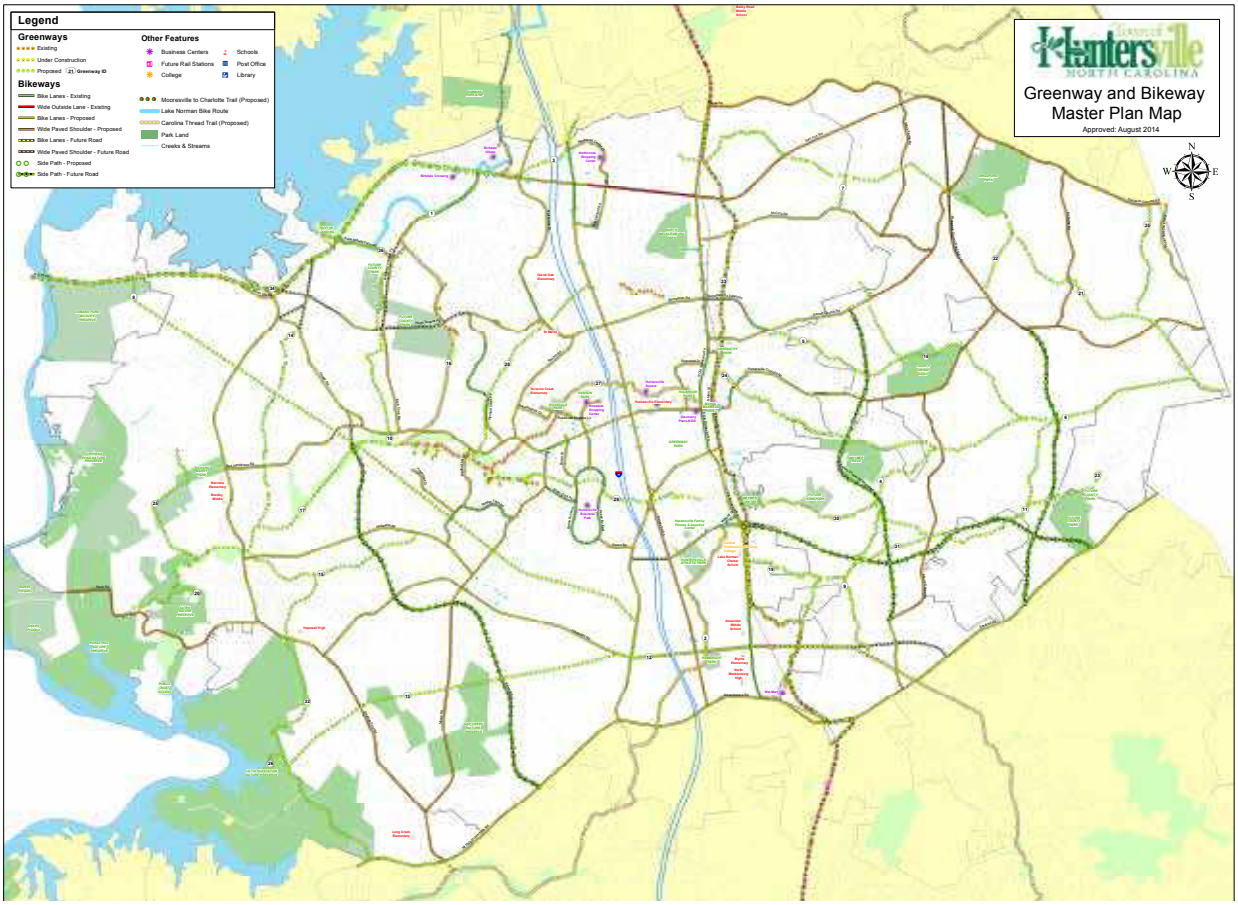
Relevance to this plan:

- Outlines facility types contextually appropriate for the Town, including design guidance and standards
- Includes set of ranking criteria for both greenways and bikeways in order to identify project priorities

GREENWAYS 30X30 VISION PLAN

The Huntersville Greenway, Trail, and Bikeway Commission has developed a 30x30 Vision Plan to connect 30,000 residents via greenway and sidewalks by 2030. The map below shows the "Spine of the Vine," a prioritized spine of 14 miles of greenways to maximize active connectivity throughout Huntersville.





MECKLENBURG COUNTY COMPREHENSIVE PARKS + RECREATION MASTER PLAN: 2015 GREENWAY MASTER PLAN UPDATE

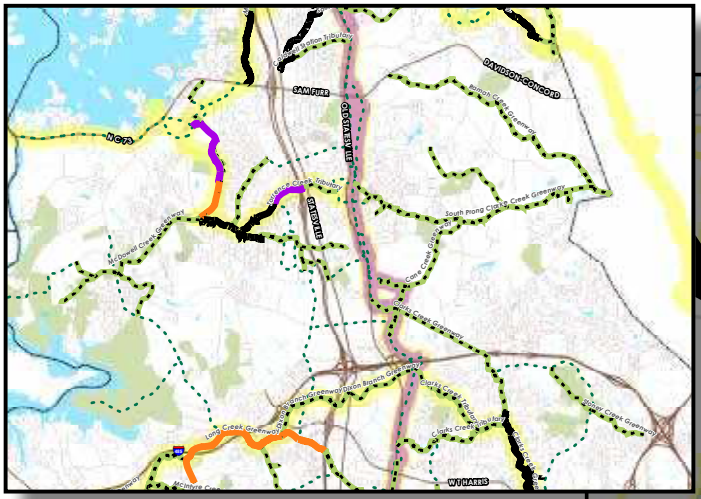
The first Greenway Master Plan was published in 1980. The most recent plan update, published in April 2015, outlines the importance of greenways to quality of life in Mecklenburg County. The plan compares Mecklenburg County to its peer communities, identifies project priorities, management policies and recommendations, as well as detailed ranking criteria.

Relevance to this plan:

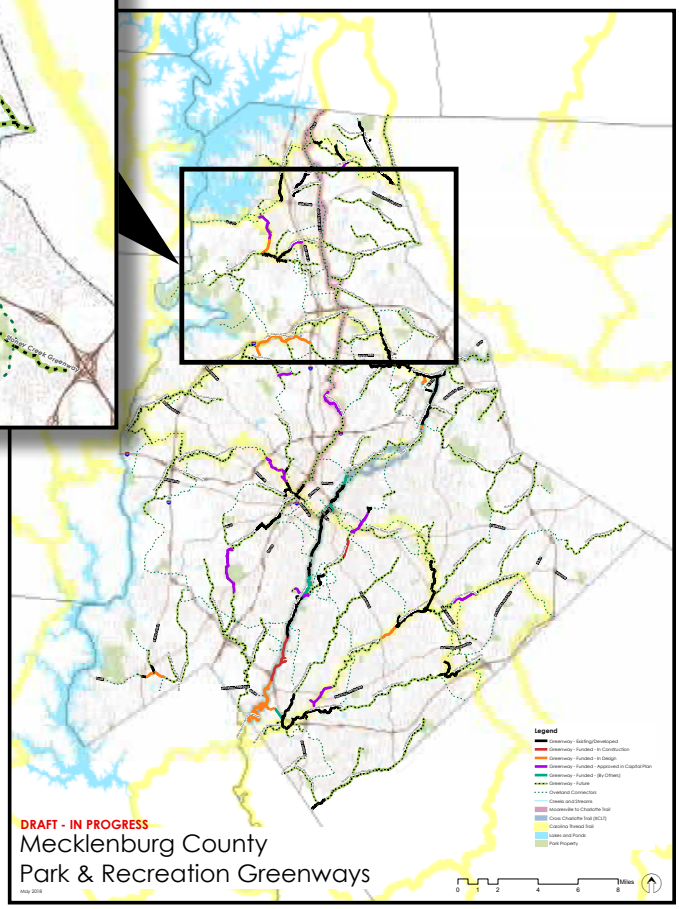
- The McDowell and Torrence Creek Greenways are products of the Mecklenburg County Greenway Master Plan, and will continue to be extended as funding becomes available. These greenways are part of the Carolina Thread Trail network, a regional trail system across North and South Carolina
- Connections between existing and planned greenways to existing roads and neighborhoods are prioritized within this plan in order to increase access and functionality of the bikeway network

2019 GREENWAY MASTER PLAN UPDATE

In June 2019, Mecklenburg County Park and Recreation updated its Greenways map to reflect the greenways existing, funded, in design, and future at the time of its publishing.



(Above) The most recent version of the Mecklenburg County Greenways Master Plan. The inset map covers the town limits of Huntersville.



Legend

- Greenway - Existing/Developed
- Greenway - Funded - In Construction
- Greenway - Funded - In Design
- Greenway - Funded - Approved in Capital Plan
- Greenway - Funded - (By Others)
- Greenway - Future
- Overland Connectors
- Creeks and Streams
- Mooresville to Charlotte Trail
- Cross Charlotte Trail (XCLT)
- Carolina Thread Trail
- Lakes and Ponds
- Park Property

SMALL AREA PLANS

The Town of Huntersville has a series of Small Area Plans (SAPs) throughout its jurisdiction, which detail the existing and future land and transportation development for each area. These plans contain a higher level of detail than the Town of Huntersville 2030, highlighting each area's assets and future development. The greenway and bikeway recommendations outlined in the SAPs originate from other plans detailed in this plan review.

Beatties Ford Road Corridor Small Area Plan

A multi-use path is proposed along the corridor, making use of the 100-foot buffer along both sides of Beatties Ford Rd. This plan emphasizes the McDowell Creek Greenway as an important connection in this study area, as well as other connections to the Carolina Thread Trail system. This plan endorses the Huntersville Bikeway Plan, which designates Beatties Ford Road as a Tier One priority for bikeway improvements. Finally, this plan supports a "Bikeway Loop," a signed and enhanced clockwise loop incorporating the triangle created by Beatties Ford, Hambright, and McCoy Roads. Please refer to https://www.huntersville.org/570/Beatties-Ford-Road-Corridor-Small-Area-P for more details.

Clarke Creek Small Area Plan

The Clarke Creek Small Area Plan was adopted in March 2018 and is intended to be a long-range land use and transportation plan that will guide future land use, transportation, and infrastructure investment decisions by the Town, developers, and property owners. The plan contains the planned Clark Creek and North Prong Creek greenways

Please see https://www.huntersville.org/582/Clarke-Creek-Small-Area-Plan for more details.

East Huntersville Area Development Plan

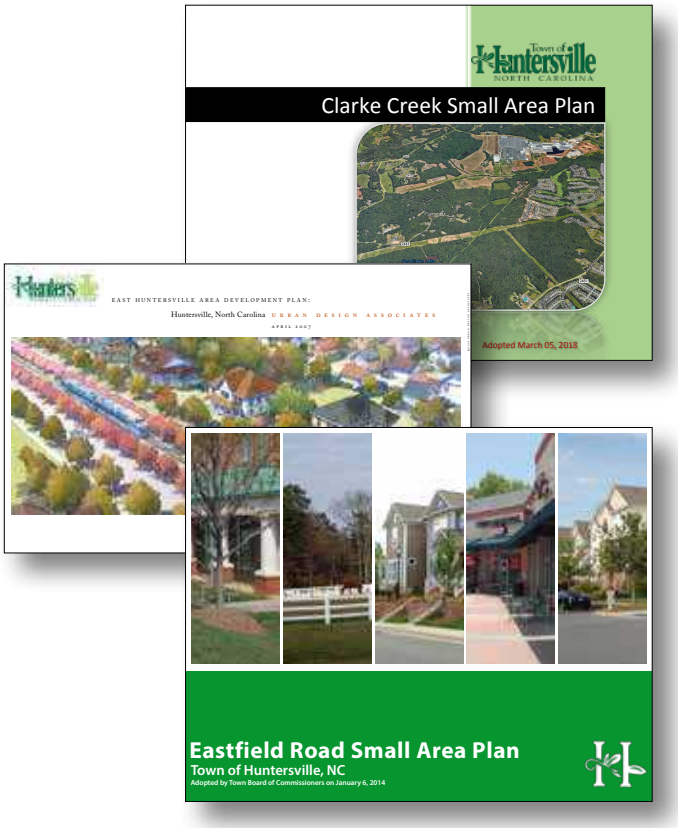
The East Huntersville Area Development Plan, published in April 2007, makes recommendations for the development of East Huntersville as it grows and changes. Recommendations promote transit-oriented development, bike and pedestrian connectivity to open space and adjacent neighborhoods, and a more connected street network within residential neighborhoods.

Please see https://www.huntersville.org/DocumentCenter/View/1004/East-Huntersville-Area-Development-Plan-Details-PDF?bidId= for more details.

Eastfield Road Small Area Plan

Adopted in January 2014, the Eastfield Road Small Area Plan details existing conditions and recommendations for land use and major roads within the study area. Bike facilities are recommended for major corridors, including Eastfield Road, Asbury Chapel Road, Hambright Road, Verhoeff Drive, and Prosperity Church Road.

Please refer to https://www.huntersville.org/DocumentCenter/View/1006/Eastfield-Road-Small-Area-Final-Plan-PDF?bidId= for more information.



Sampling of coverpages from previous Small Area Plans.

TOWN OF HUNTERSVILLE 2030 COMMUNITY PLAN (2011)

The 2030 Community Plan was adopted by the Town Board of Commissioners on June 20, 2011. The plan details the Town's priorities as it develops in the subsequent decades. One of its top priorities is to establish a multi-modal interconnected transportation system, which will be enhanced by encouraging higher density development. The bikeway- and greenway-specific portions of the document are derived from the 2007 version of the Town's Greenway and Bikeway Master Plan.

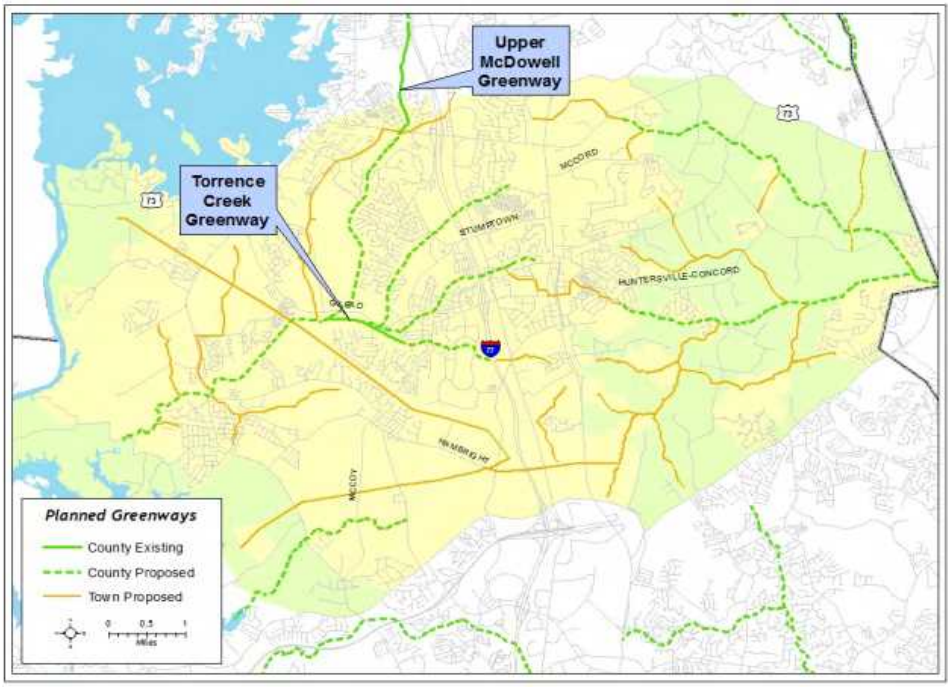
Relevance to this plan:

- Identifies Action T-6.2: Greenways and Bikeways "Implement 'Greenway and Bikeway Master Plan,' including the prioritization and funding of greenway trails and bikeways through a combination of public and private funding"
- Recommends Town-wide wayfinding signage, and other policy changes that support increased connectivity
- Action items related to bikeway and greenway development will inform the priorities and objectives of the current plan

TOWN OF HUNTERSVILLE 2040 COMMUNITY PLAN (underway)

The update to the 2030 plan, the 2040 Community Plan, is currently underway during the writing of this report (summer 2020). Its preliminary findings from the study's public survey include:

- 32% of respondents to the survey consider creating safe, attractive walking, biking, and transit options a top issue
- **80% would like the Town to focus on bicycle, pedestrian, and greenway/trail facilities**
- While only 6% of respondents walk to work, and 1% bike; 19% would like to walk and 14% would like to bike. Similarly larger proportions of people would like to walk and bike to shop and access services and parks than currently do.
- 76% would like to walk or bike more if it was safer and more enjoyable. 83% would like it to be safer for kids to walk and bike to schools and parks.



(Below) The Planned Greenways Map developed as part of the Huntersville 2030 Community Plan.

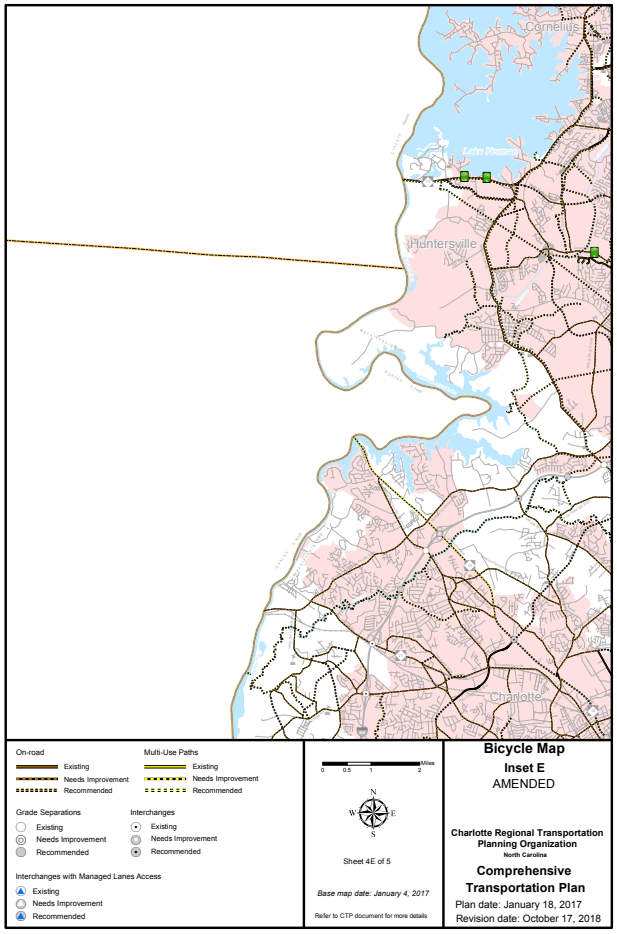
CRTPO COMPREHENSIVE TRANSPORTATION PLAN (2017)

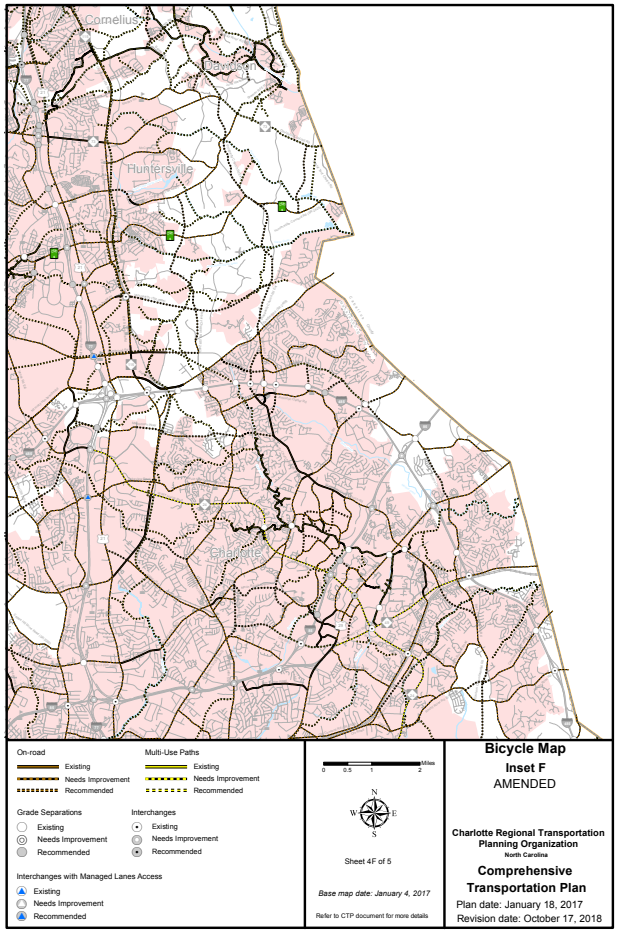
The Charlotte Regional Transportation Planning Organization (CRTPO) developed a Comprehensive Transportation Plan (CTP) that details multi-modal transportation system improvements across Iredell, Mecklenburg, and Union Counties. An update was approved in October 2018 and again in January 2020. A large portion of this plan discusses improvements to bicycle facilities throughout the study area.

Relevance to this plan:

- Includes a map of existing, needs improvement, and recommended bicycle facilities. (Recommended facility types differentiate between on-road and multi-use paths, but do not provide any further detail or recommendations)
- Identifies interchanges, grade separations, and interchanges with managed lanes access as existing, needs improvement, or recommended. The classifications and recommendations offered by the CTP will help inform the current plan's survey of existing conditions, needed facilities, and facilities needing improvement.

(Below) The Bicycle Map developed as part of the CRTPO Comprehensive Transportation Plan.

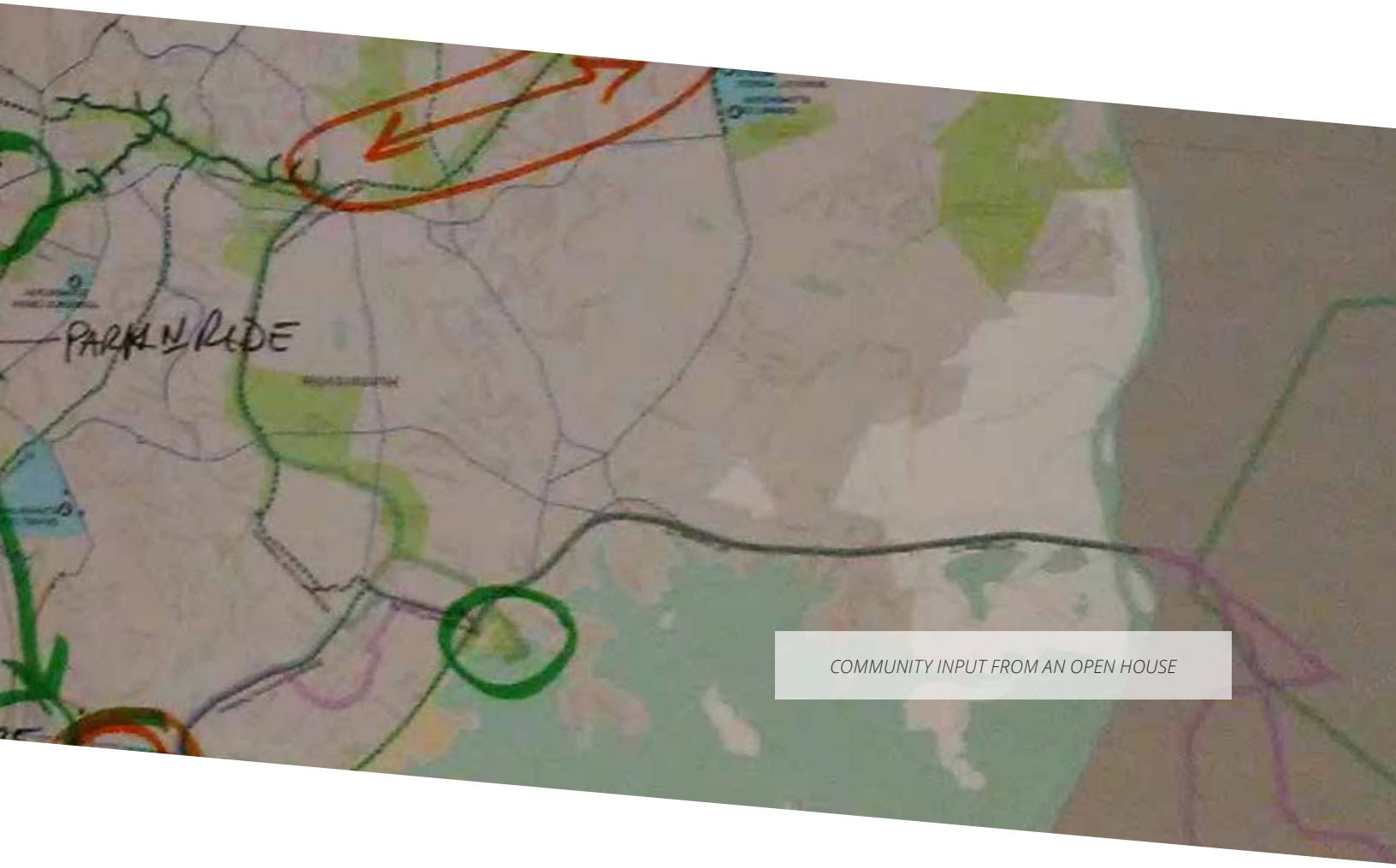




II. Community Engagement

Extensive public and stakeholder engagement was conducted by the project team to help identify bicycling-related needs and priorities of Huntersville residents. This was achieved through a mix of in-person meetings, online data collection, and written feedback. The primary methods for gathering public input for the Huntersville Bike Plan included the following, which are summarized in this section:

- *Project Steering Committee + Stakeholder Team Meetings*
- *Open Houses*
- *Online Interactive Map*
- *Online and hard-copy surveys*



COMMUNITY INPUT FROM AN OPEN HOUSE

The Project Steering Committee and Stakeholder Team and open house provided an opportunity for stakeholders and community members to ask questions and provide direct feedback to the project team. By holding the open houses at different venues in town, the project team was able to capture a variety of feedback and a diverse set of opinions. At all events, **Huntersville residents expressed a strong desire for more bikeways that directly connect to major destinations**, particularly the Huntersville area parks and between neighborhoods.

The in-person feedback was supplemented by online interactive maps and an online survey, which were available through the town's website and also promoted through social media outlets and through project business cards placed at local shops and community centers. Hundreds of comments were collected over several months, which were analyzed to inform the overall project list and project prioritization.

Engagement Process

PROJECT STEERING COMMITTEE + STAKEHOLDER TEAM

The Project Steering Committee and Stakeholder Team was comprised of key stakeholders from multiple town departments and local institutions, including the Town's Greenway, Trail, and Bikeway Commission. It also included a group of resident volunteers who were approved by the Town Board to serve on the committee.

The Committee met three times during the project—a kickoff meeting in September 2019, a meeting in December 2019 to present the initial analysis findings, and a meeting in January 2020 to present the draft recommendations. The Committee was instrumental in assisting with outreach efforts and reviewing materials at each step of the process.

OPEN HOUSES

The project team held an open house in Huntersville on November 6, 2019, at the Town Hall. Approximately 25 people attended the open house, and Town staff engaged with residents and presented boards showing planned greenway routes, bikeway recommendations from previous plans, program and policy recommendations, and an overview of the analysis process and proposed facility types.

The second Open House was held on February 4, 2020, at the Huntersville Recreation Center. Approximately 20 people attended. Feedback on all the draft recommendations was collected to inform the final recommendations.

Business cards were used to promote the project website, public meetings, and the online map and survey.

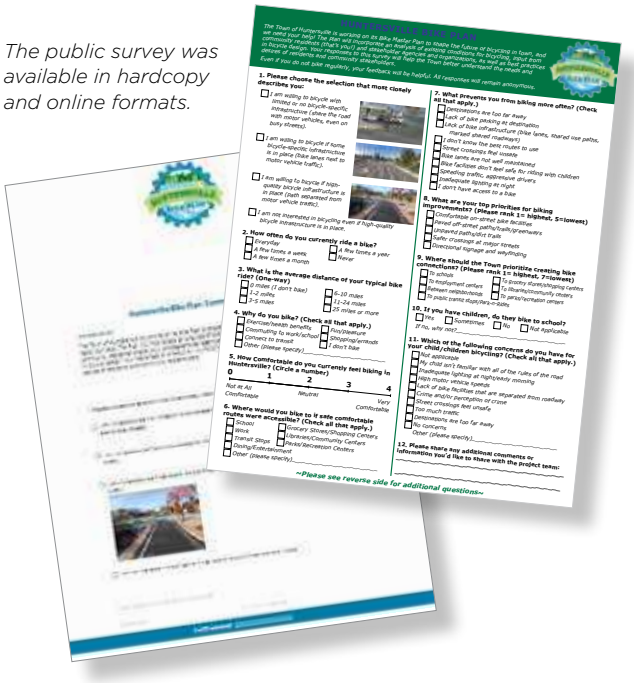
ONLINE INTERACTIVE MAP

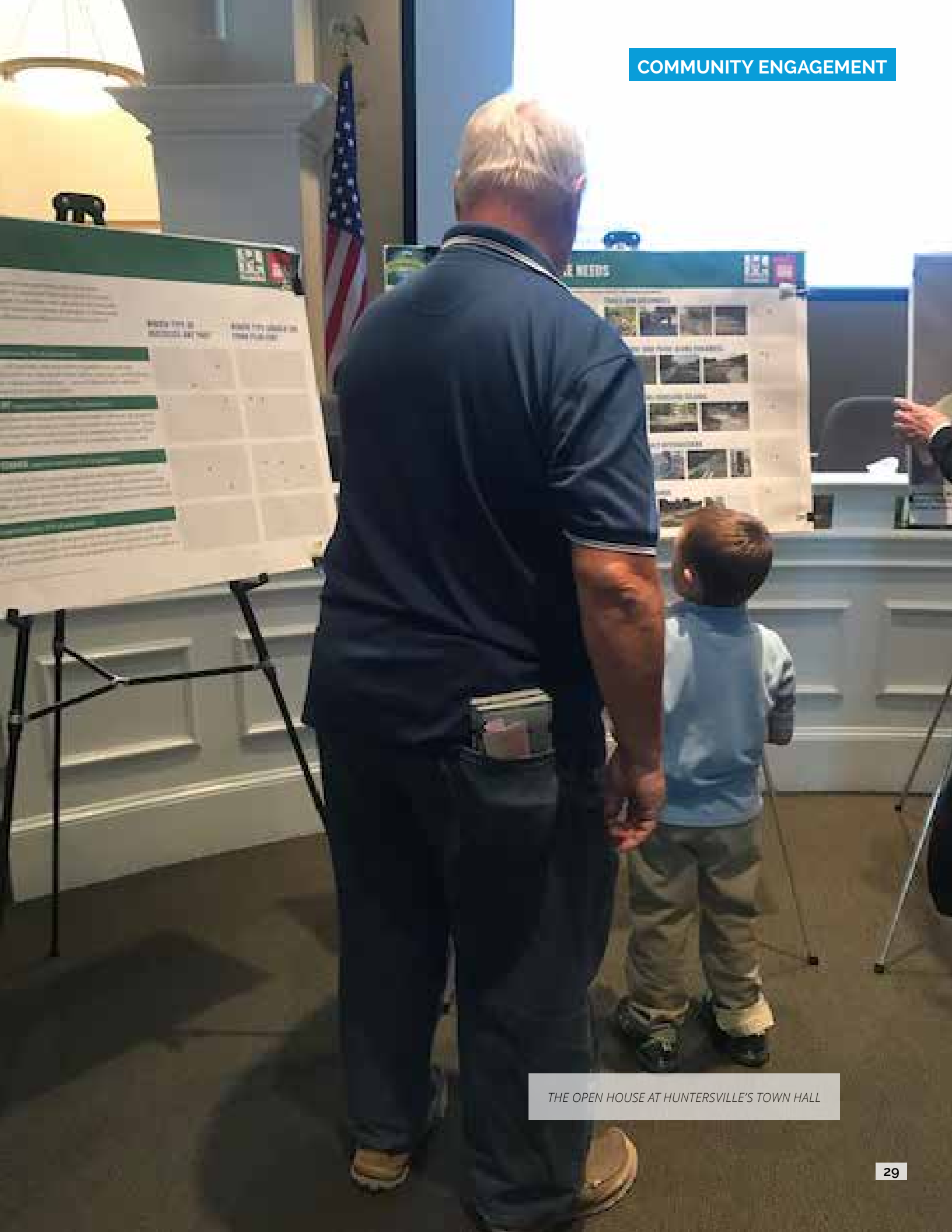
An online interactive mapping tool was shared through the Town's website to gather feedback from residents who were unable to attend the open house. The online map allowed residents to add points or lines to the map showing where they would like to see bikeways or greenways, with the ability to zoom in on specific streets. **Over 200 individual comments were placed on the interactive map.**

PUBLIC SURVEY

To complement the online interactive maps, a public survey was developed and distributed online through the town's website and in hard-copy form at Town Hall. The survey sought feedback on residents' bicycling habits and their preferences for improving bicycling infrastructure. **More than 400 surveys were completed.** The results of the survey findings are summarized on pages 30-31.

The public survey was available in hardcopy and online formats.

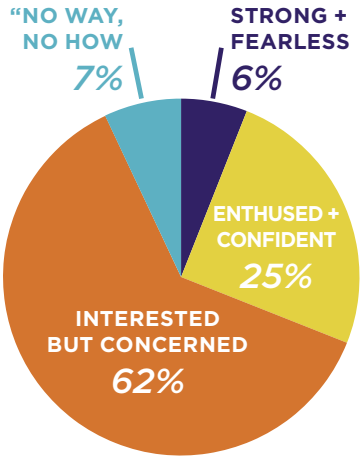




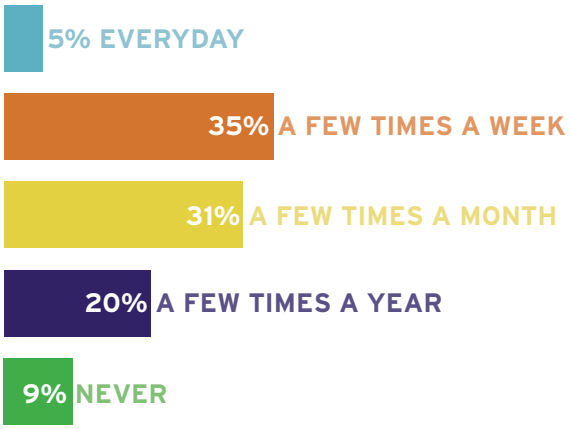
THE OPEN HOUSE AT HUNTERSVILLE'S TOWN HALL

Public Input Summary

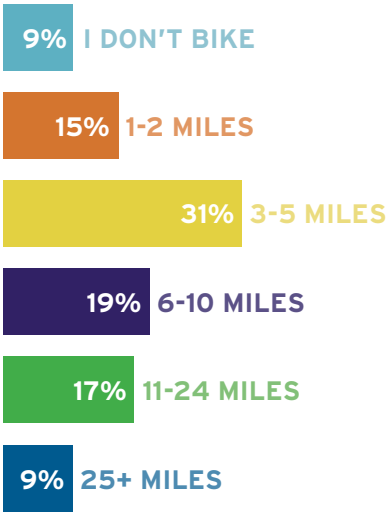
WHICH TYPE OF BICYCLIST ARE YOU?



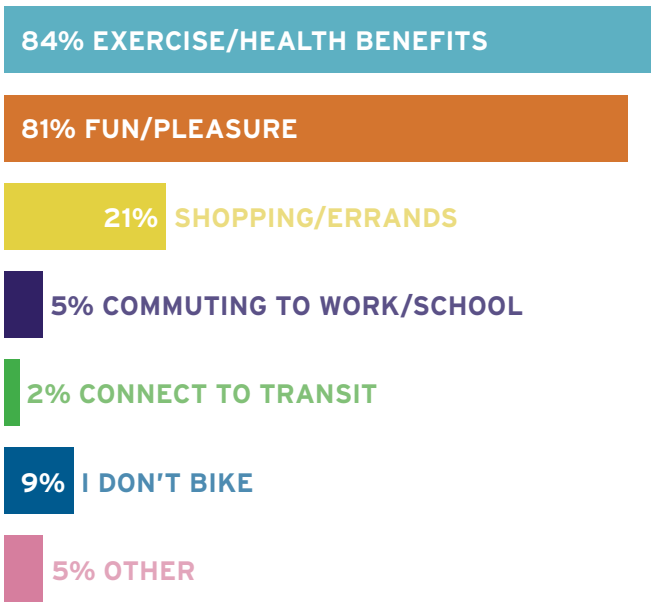
HOW OFTEN DO YOU BIKE?



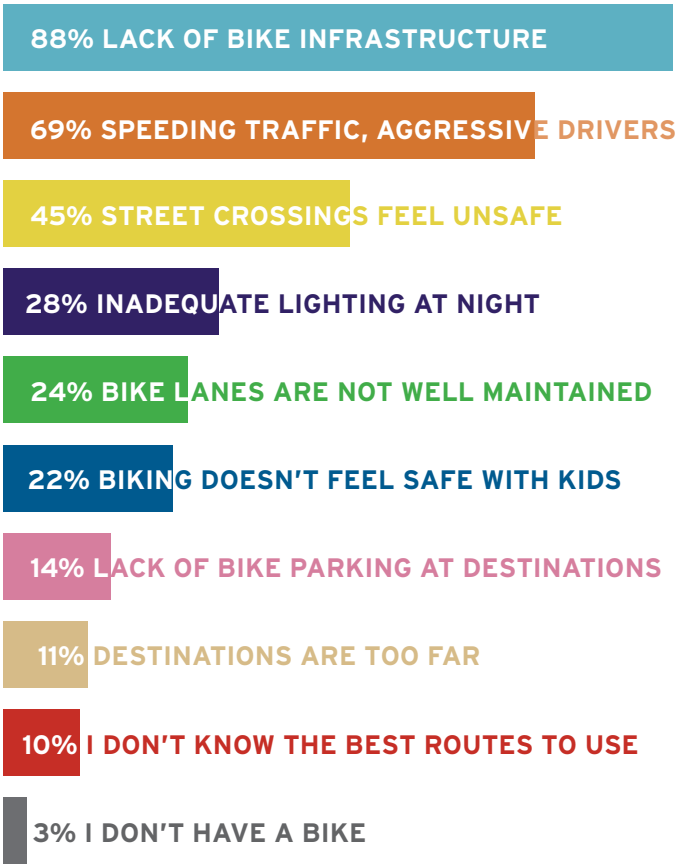
HOW FAR DO YOU TYPICALLY BIKE?



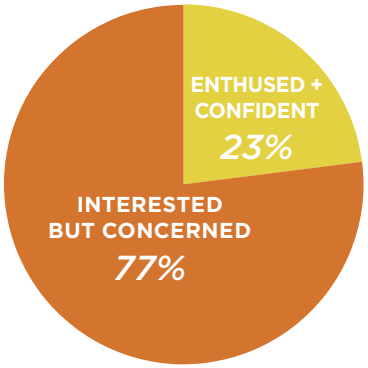
WHY DO YOU BIKE?



WHAT PREVENTS YOU FROM BIKING MORE OFTEN?



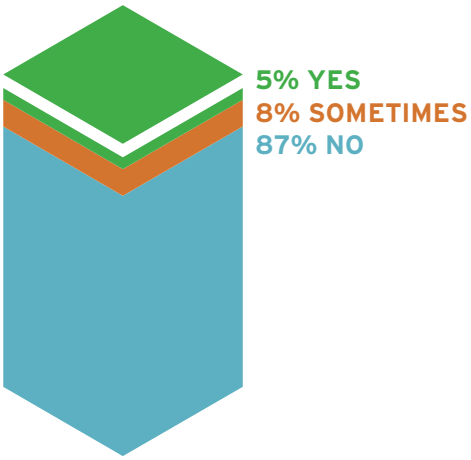
WHICH TYPE OF BICYCLIST SHOULD THE TOWN PLAN FOR?



Enthused + Confident: *People willing to bicycle if some bicycle-specific infrastructure is in place*

Interested but Concerned: *People willing to bicycle if high-quality bicycle infrastructure is in place*

DO YOUR CHILDREN BIKE TO SCHOOL?



WHERE SHOULD THE TOWN PRIORITIZE BIKE CONNECTIONS?

Needs + Opportunities

A multi-tiered analysis was conducted in order to identify needs and opportunities for bicycle facility connections that meet the needs of cyclists of All Ages + Abilities (AAA). AAA bike facilities are those that are safe, comfortable, and equitable for a broad set of potential bicyclists, including children, seniors, and low-income riders.[1]

The analyses included those described in the previous chapter (Bicycle Level of Traffic Stress, Points of Interest, Safety, Equity, Previous Plans + Recommendations). The team then also incorporated the following information:

- School Attendance Zones
- Major Employment + Commercial centers
- Strava (C) Global Heatmaps of current bicycling activity
- Huntersville's 30x30 Greenway Priorities
- Public input from the online mapping activity and public engagement process

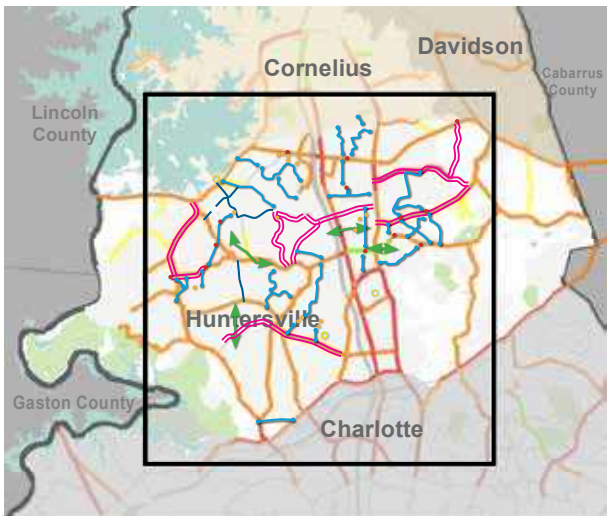
The map at right highlights the needs and opportunities identified through this analysis.

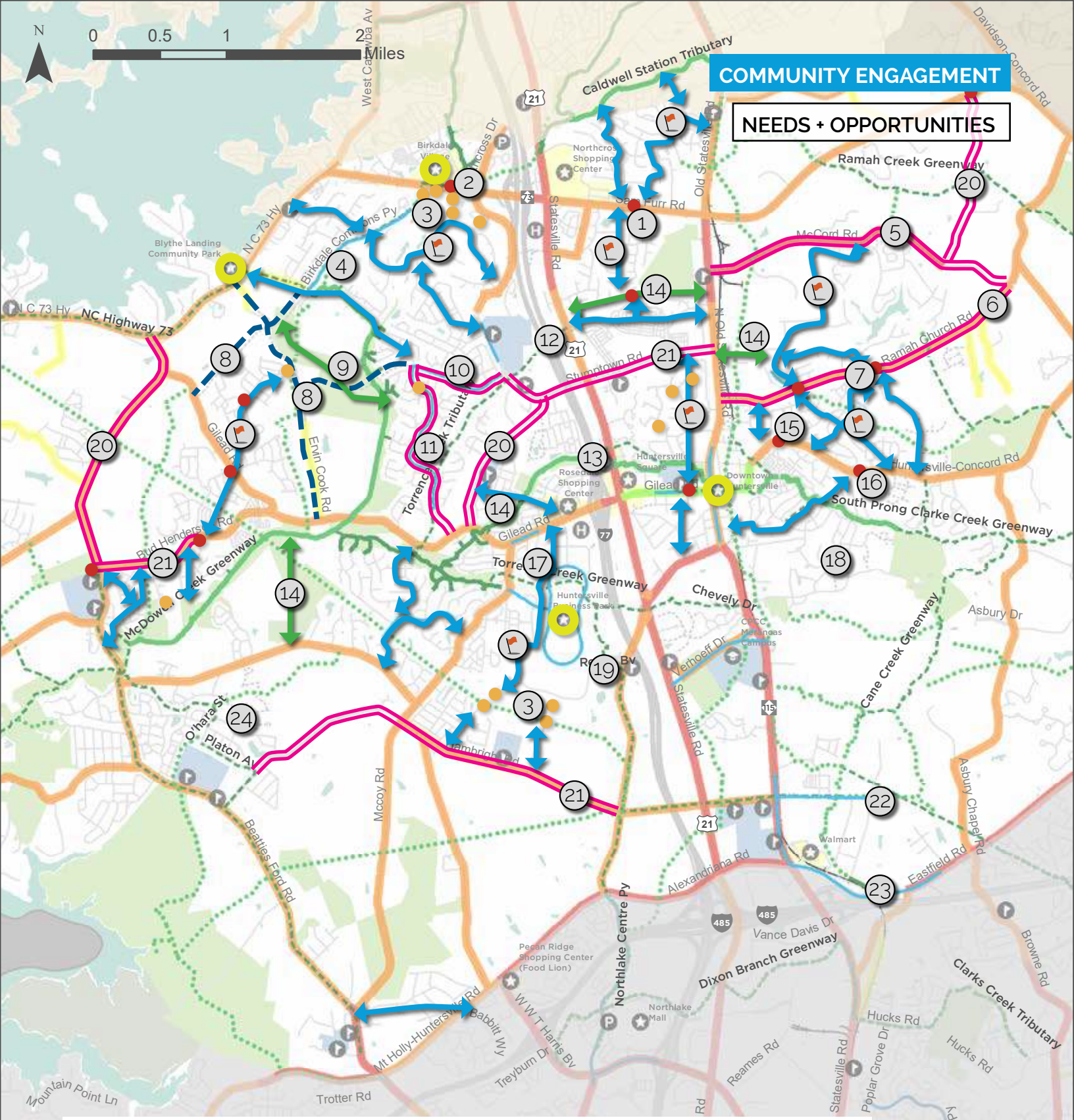
1 National Association of City Transportation Officials. (2017) Designing for All Ages & Abilities: Contextual Guidance for High-Comfort Bicycle Facilities.

NEEDS + OPPORTUNITIES MAPPED:

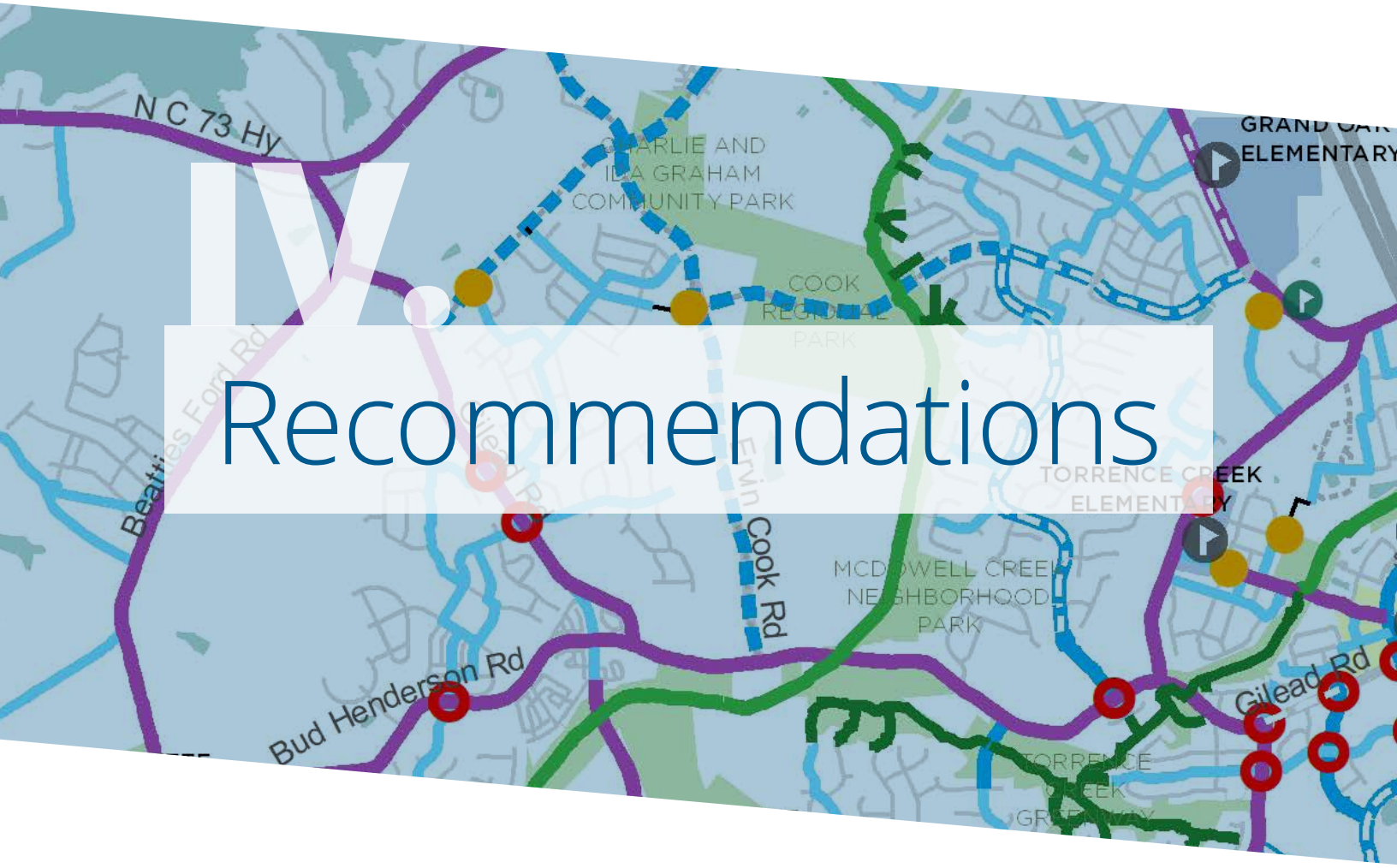
- Wayfinding needed
- 1 Need safe bike crossing between Hampton Ridge and Hamptons
- 2 Need safe bike/greenway crossing at Lindholm
- 3 Potential opportunity for Bike/Ped connector(s)?
- 4 Birkdale Commons Parkway: 36' wide, partial bike lanes, overland connector
- 5 McCord Rd: Narrow, recently repaved, 10' lanes
- 6 Ramah Church Rd: Narrow, recently repaved, 10' lanes
- 7 Need safe crossing at Bramborough and connection to Fred Brown
- 8 Planned roadway connection - opportunity for improved bike facility?
- 9 Potential for greenway connection through Graham and Cook Parks?
- 10 Hugh Torance Pkwy: 35', needs AAA facility
- 11 Wynfield Creek Pkwy: 35', needs upgrade to AAA facility
- 12 Unlikely 77 crossing
- 13 New 77 crossing (tunnel)
- 14 Potential greenway connection
- 15 Need safe crossing and connection from Glendale Drive to Crown Ridge Rd
- 16 Need safe crossing at Centennial Forest/Eastgate Dr
- 17 Need bike facility on either Boren Street or Reese
- 18 Berkley Avenue: Is this going to connect 3-ways eventually?
- 19 Need east/west bike facility on Reese
- 20 Critical N/S connection
- 21 Critical E/W connection
- 22 Bike lanes exist on new section of Hambright Road
- 23 Lots of debris in bike lanes and wide shoulders

Extent of Needs + Opportunities Map shown in BLACK square

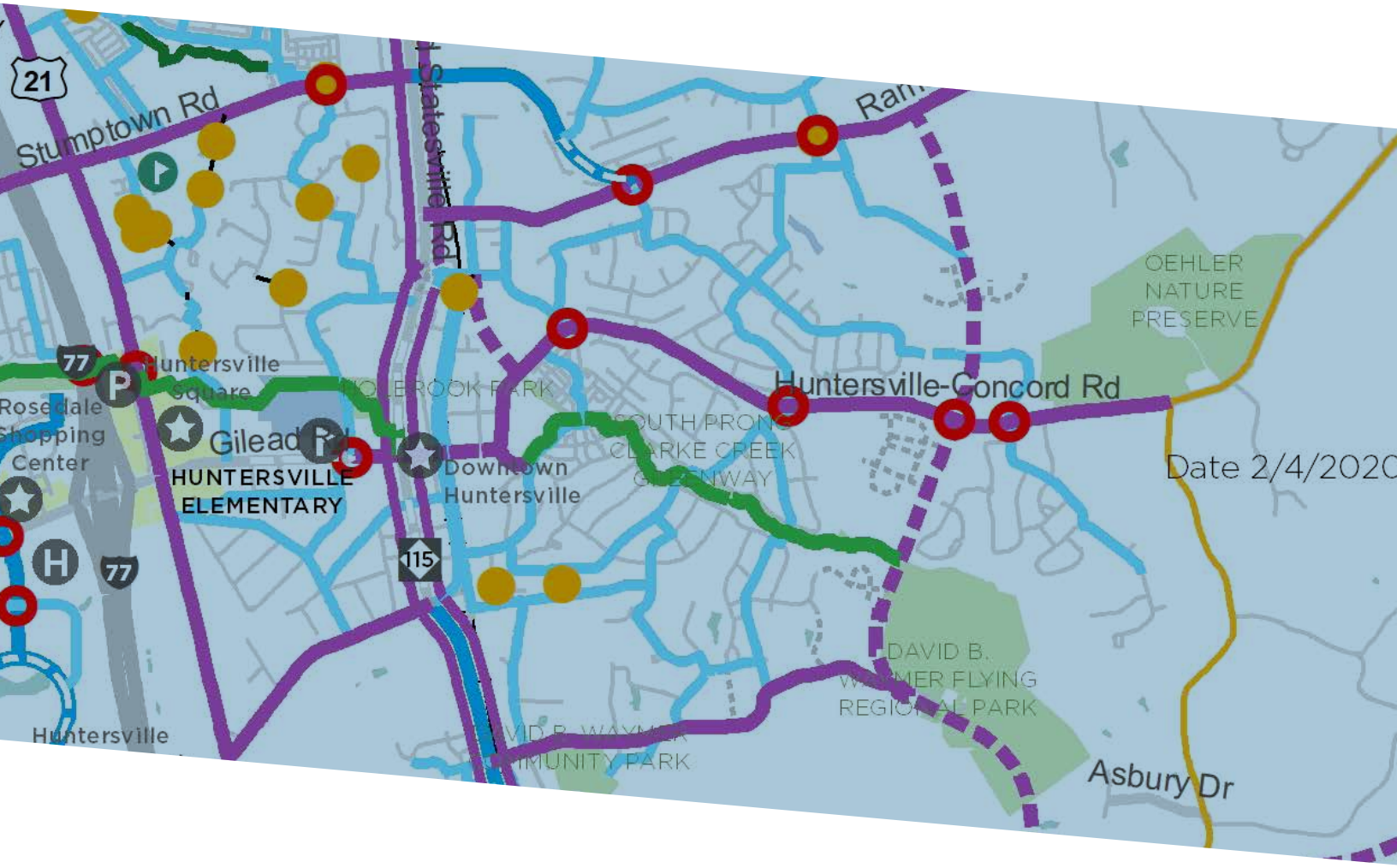



COMMUNITY ENGAGEMENT
NEEDS + OPPORTUNITIES
N
0 0.5 1 2 Miles
Caldwell Station Tributary
Ramah Creek Greenway
McCord Rd
Ramah Church Rd
Huntersville-Concord Rd
South Prong Clarke Creek Greenway
Stumptown Rd
Statesville Rd
Old Statesville Rd
Sam Furr Rd
Northcross Shopping Center
Birkdale Village
Birkdale Commons Py
Blythe Landing Community Park
NC Highway 73
N C 73 Hy
Gilead Rd
Erwin Cook Rd
Torrence Creek Tributary
Torrence Creek Greenway
McDowell Creek Greenway
Bud Henderson Rd
Rosedale Shopping Center
Huntersville Square
Downtown Huntersville
Huntersville Business Park
Chevely Dr
Verhoeff Dr
Cane Creek Greenway
Asbury Dr
Asbury Chapel Rd
Eastfield Rd
Walmart
Alexandriana Rd
Vance Davis Dr
Dixon Branch Greenway
Northlake Centre Py
Northlake Mall
Pecan Ridge Shopping Center (Food Lion)
Clarks Creek Tributary
Browne Rd
Hucks Rd
Poplar Grove Dr
Reames Rd
Mt Holly-Huntersville Rd
Babbitt Wy
W W T Harris Bv
Treyburn Dr
Trotter Rd
Mountain Point Ln
Mccoy Rd
Beatties Ford Rd
O'hara St
Platon Av
Fairbright Rd
West Catawba Av
Davidson-Concord Rd
Davis Lake Pk
W Sugar Creek Rd
Deerton Rd
Hubbard Rd
Hutchinson Ln
Oakdale
Feldbe
IDENTIFIED NEEDS + OPPORTUNITIES
Key Destinations
Crossing Improvement Needed
Bike/Ped Connection Needed
Potential Greenway Connection
Future Roadway
Critical Biking Corridor
Quiet Street Bike Routes (Add Wayfinding)
LEVEL OF TRAFFIC STRESS
1 Low
2
3
4 High

IV. Recommendations



This chapter presents a comprehensive set of bikeway recommendations which Huntersville will use to guide the development of its bike network.

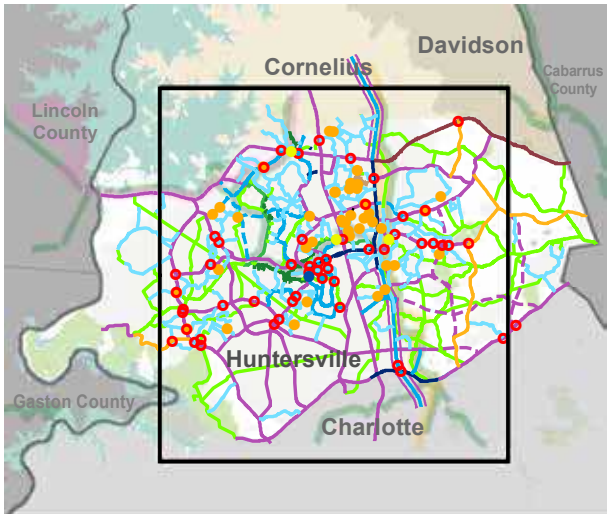

21
Stumptown Rd
Statesville Rd
Ram
77
Huntersville Square
Rosedale Shopping Center
Gilead
HUNTERSVILLE ELEMENTARY
Downtown Huntersville
HOLBROOK PARK
SOUTH PRONG CLARKE CREEK GREENWAY
Huntersville-Concord Rd
OEHLER NATURE PRESERVE
Date 2/4/2020
115
DAVID B. WARNER FLYING REGIONAL PARK
DAVID B. WARNER COMMUNITY PARK
Huntersville
Asbury Dr

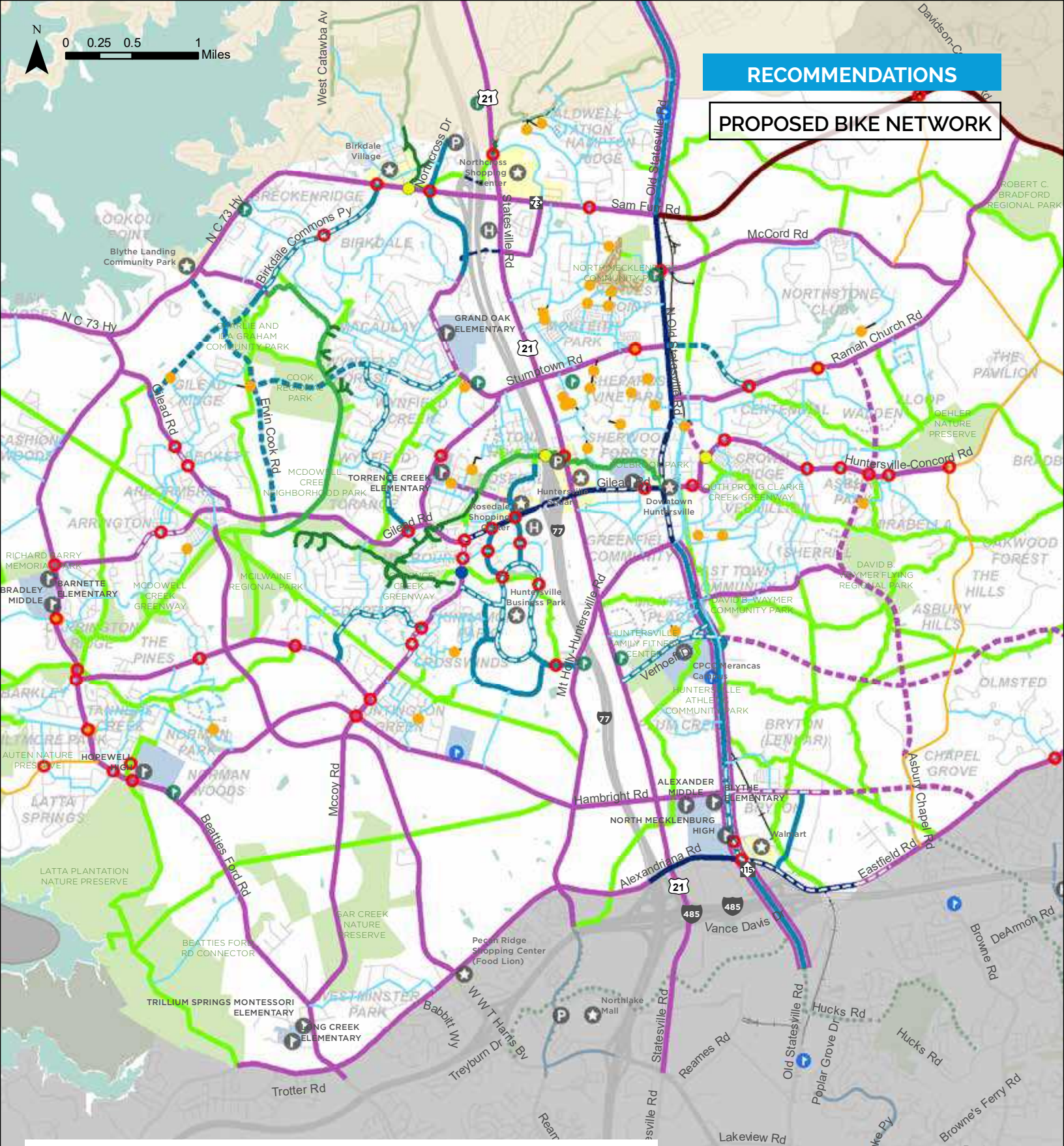
Proposed Bikeways: Long Term Vision

The Bike Network map shown at right represents the long-term vision for townwide bicycle access. It aims to provide a connected network of high quality bikeways that provide a comfortable experience for a wide array of users. The recommendations build on the existing network, and broadens the spectrum of bicycle facility types.

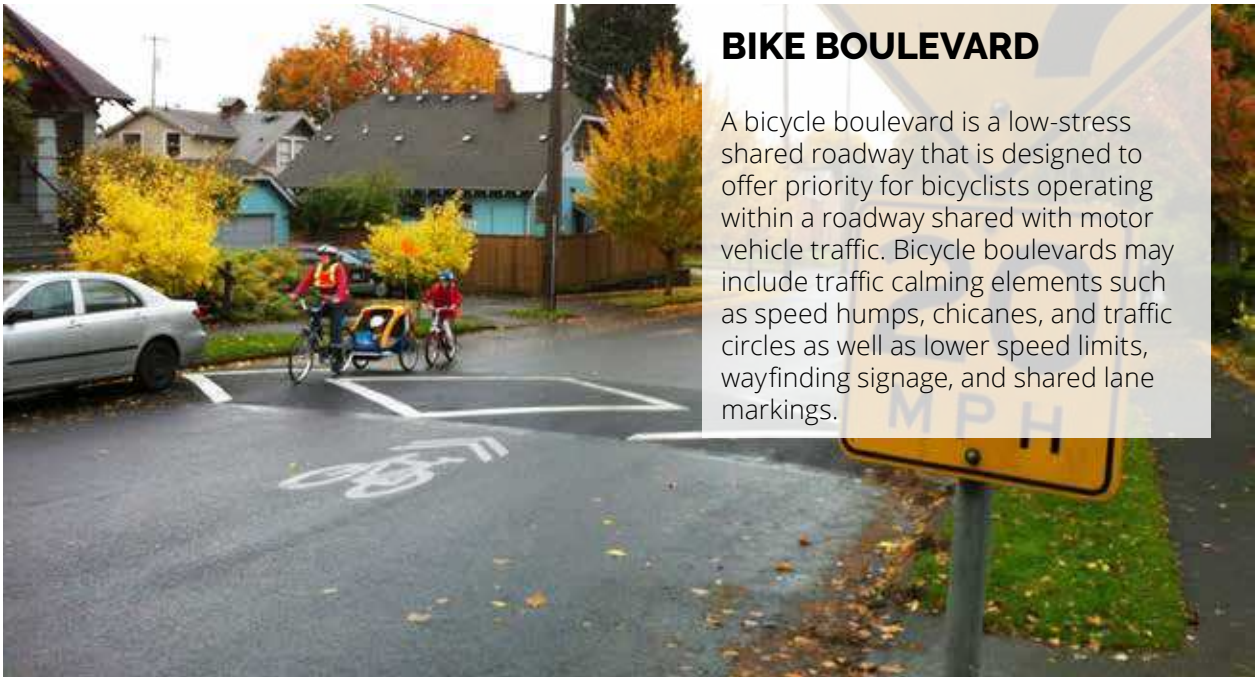
FACILITY TYPE	EXISTING (MI)	PROPOSED (MI)
Bike-Ped Connector	0	2.7
Bike Boulevard	0	90.8
Paved Shoulder	0	10.5
Bike Lanes	12.4	0
Buffered Bike Lanes	0	14.3
Separated Bike Lanes	0	13.7
Sidepath	0	88.0
Greenways	5.5	71.9
Total	**44.4**	**331.2**

Extent of Proposed Bikeways Map shown in BLACK square




RECOMMENDATIONS
PROPOSED BIKE NETWORK
N
0 0.25 0.5 1 Miles
West Catawba Av
Birkdale Village
Northcross Shopping Center
Northcross Dr
Statesville Rd
Old Statesville Rd
Sam Furr Rd
McCord Rd
Ramah Church Rd
Birkdale Commons Py
N C 73 Hy
Blythe Landing Community Park
GRAND OAK ELEMENTARY
Stumptown Rd
Gilead Rd
Erwin Cook Rd
TORRENCE CREEK ELEMENTARY
Rosedale Shopping Center
Huntersville Creek
Downtown Huntersville
Huntersville-Concord Rd
SOUTH PRONG CLARKE CREEK GREENWAY
OEHLER NATURE PRESERVE
DAVID B. WAYMER FLYING REGIONAL PARK
DAVID B. WAYMER COMMUNITY PARK
Huntersville Business Park
Mt Holly-Huntersville Rd
Verhoeff Dr
CPCC Merancas Campus
HUNTERSVILLE ATHLETIC COMMUNITY PARK
ROBERT C. BRADFORD REGIONAL PARK
RICHARD BARRY MEMORIAL PARK
BARNETTE ELEMENTARY
BRADLEY MIDDLE
MCDOWELL CREEK GREENWAY
MCILWAINE REGIONAL PARK
HOPEWELL HIGH
AUTEN NATURE PRESERVE
LATTA PLANTATION NATURE PRESERVE
Mccoy Rd
Beatties Ford Rd
Hambright Rd
ALEXANDER MIDDLE
BLYTHE ELEMENTARY
NORTH MECKLENBURG HIGH
Walmart
Alexandriana Rd
Eastfield Rd
Asbury Chapel Rd
Vance Davis
GAR CREEK NATURE PRESERVE
BEATTIES FORD RD CONNECTOR
Pecan Ridge Shopping Center (Food Lion)
TRILLIUM SPRINGS MONTESSORI ELEMENTARY
LONG CREEK ELEMENTARY
Northlake Mall
Babbitt Wy
W W T Harris Bv
Treyburn Dr
Trotter Rd
Reames Rd
Old Statesville Rd
Poplar Grove Dr
Hucks Rd
Browne Rd
DeArmon Rd
Browne's Ferry Rd
Lakeview Rd
Proposed Bikeways
On-Street Facilities
Bike Lanes- existing (white dash)
Buffered Bike Lanes
Buffered Bike Lanes [future road]
Separated Bike Lanes
Separated Bike Lanes [future road]
Bike Blvd + Wayfinding
Bike Blvd- [future road]
Paved Shoulders
Off-Street Facilities
Greenway- existing
Mountain Bike Trails- existing
Greenway- funded
Greenway
Sidepath
Sidepath- funded
Sidepath- [future road]
B+P Connector
Crossing Treatments
At-Grade Crossing
Bike + Ped Tunnel
Bike + Ped Bridge
Key Destinations
Key Destinations
CATS Park & Ride
Hospitals
Public Schools
Charter Schools
Private Schools
Colleges
Jurisdictions
Charlotte
Cornelius
Davidson
Land Use
School Property
Commercial
Parks

Bike Facility Types



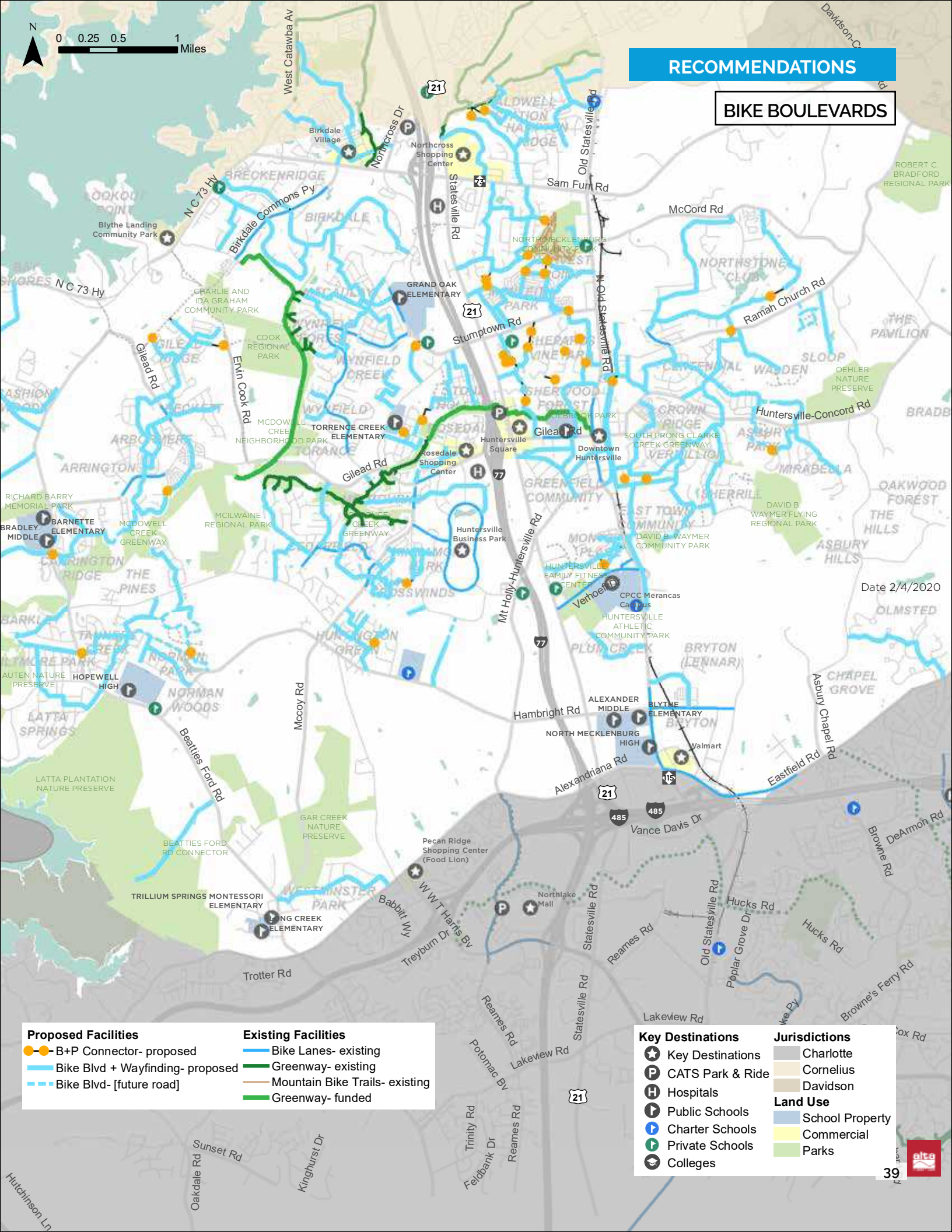
BIKE BOULEVARD

A bicycle boulevard is a low-stress shared roadway that is designed to offer priority for bicyclists operating within a roadway shared with motor vehicle traffic. Bicycle boulevards may include traffic calming elements such as speed humps, chicanes, and traffic circles as well as lower speed limits, wayfinding signage, and shared lane markings.

BIKE + PED CONNECTOR

A bicycle + pedestrian connector (bike + ped connector) is a multi-use path that connects bicycle and/or pedestrian facilities across short distances.

Bike/ped connectors provide residential areas with direct pedestrian and bicycle access to parks, trails, greenspaces, and other recreational areas, connecting to and from the larger bicycle/pedestrian network. Additionally, these smaller paths can be used to provide bicycle and pedestrian connections between dead-end streets, cul-de-sacs, and access to nearby destinations not provided by the street network.

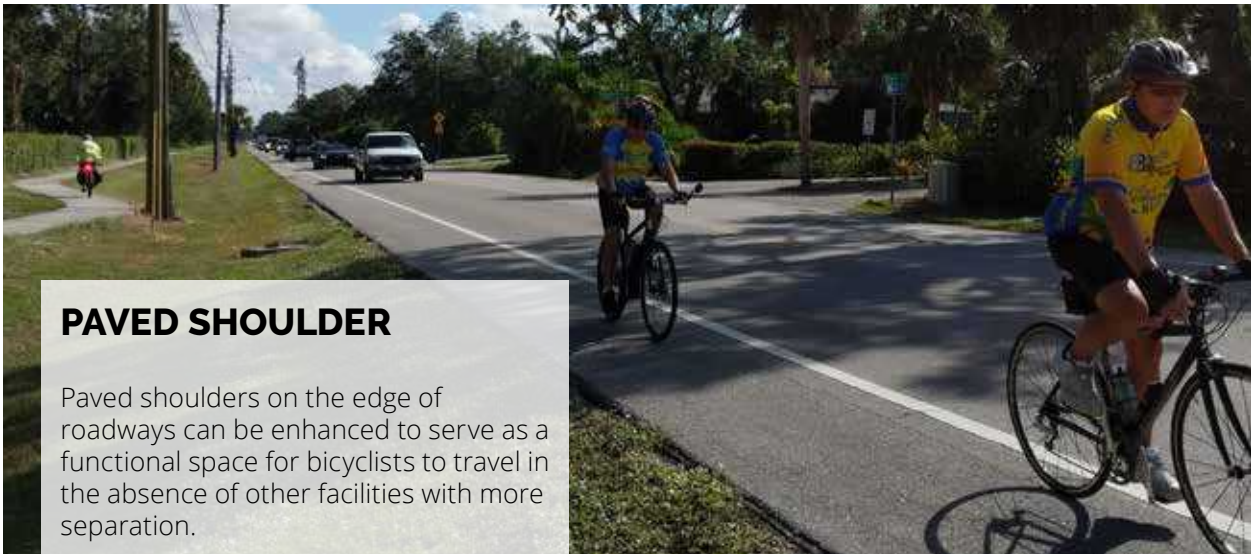

RECOMMENDATIONS
BIKE BOULEVARDS
N
0 0.25 0.5 1 Miles
Date 2/4/2020
West Catawba Av
Davidson-C
Birkdale Village
Northcross Dr
Northcross Shopping Center
Statesville Rd
Old Statesville Rd
N Old Statesville Rd
Sam Furr Rd
McCord Rd
ROBERT C. BRADFORD REGIONAL PARK
N C 73 Hy
Birkdale Commons Py
Blythe Landing Community Park
NORTH MECKLENBURG COMMUNITY PARK
NORTHSTONE CLUB
GRAND OAK ELEMENTARY
CHARLIE AND IDA GRAHAM COMMUNITY PARK
Ramah Church Rd
Stumptown Rd
COOK REGIONAL PARK
Gilead Rd
Ervin Cook Rd
THE PAVILION
SLOOP
WADDEN
OEHLER NATURE PRESERVE
Huntersville-Concord Rd
MCDOWELL CREEK NEIGHBORHOOD PARK
TORRENCE CREEK ELEMENTARY
Huntersville Square
Downtown Huntersville
SOUTH PRONG CLARKE CREEK GREENWAY
Rosedale Shopping Center
ARRINGTON
RICHARD BARRY MEMORIAL PARK
BARNETTE ELEMENTARY
BRADLEY MIDDLE
MCDOWELL CREEK GREENWAY
MCILWAINE REGIONAL PARK
Huntersville Business Park
DAVID B. WAYMER REGIONAL PARK
DAVID B. WAYMER COMMUNITY PARK
OAKWOOD FOREST
THE HILLS
ASBURY HILLS
THE PINES
HUNTERSVILLE FAMILY FITNESS CENTER
Verhoeff
CPCC Merancas Campus
HUNTERSVILLE ATHLETIC COMMUNITY PARK
Mt Holly-Huntersville Rd
OLMSTED
BRYTON (LENNAR)
CHAPEL GROVE
HOPEWELL HIGH
NORMAN WOODS
LATTA SPRINGS
Mccoy Rd
Hambright Rd
ALEXANDER MIDDLE
BLYTHE ELEMENTARY
NORTH MECKLENBURG HIGH
Walmart
Asbury Chapel Rd
Beatties Ford Rd
Alexandriana Rd
Eastfield Rd
LATTA PLANTATION NATURE PRESERVE
Vance Davis Dr
DeArmon Rd
Browne Rd
GAR CREEK NATURE PRESERVE
BEATTIES FORD RD CONNECTOR
Pecan Ridge Shopping Center (Food Lion)
TRILLIUM SPRINGS MONTESSORI ELEMENTARY
LONG CREEK ELEMENTARY
Babbitt Wy
W W T Harris Bv
Treyburn Dr
Northlake Mall
Statesville Rd
Reames Rd
Hucks Rd
Old Statesville Rd
Poplar Grove Dr
Trotter Rd
Lakeview Rd
Potomac Bv
Browne's Ferry Rd
Trinity Rd
Feldbank Dr
Sunset Rd
Oakdale Rd
Kinghurst Dr
Hutchinson Ln
Proposed Facilities
B+P Connector- proposed
Bike Blvd + Wayfinding- proposed
Bike Blvd- [future road]
Existing Facilities
Bike Lanes- existing
Greenway- existing
Mountain Bike Trails- existing
Greenway- funded
Key Destinations
Key Destinations
CATS Park & Ride
Hospitals
Public Schools
Charter Schools
Private Schools
Colleges
Jurisdictions
Charlotte
Cornelius
Davidson
Land Use
School Property
Commercial
Parks

BIKE LANES

Bike lanes designate an exclusive space for bicyclists through the use of pavement markings and signage. Bike lanes make bicycling a more visible and comfortable option for people who usually would drive or walk.

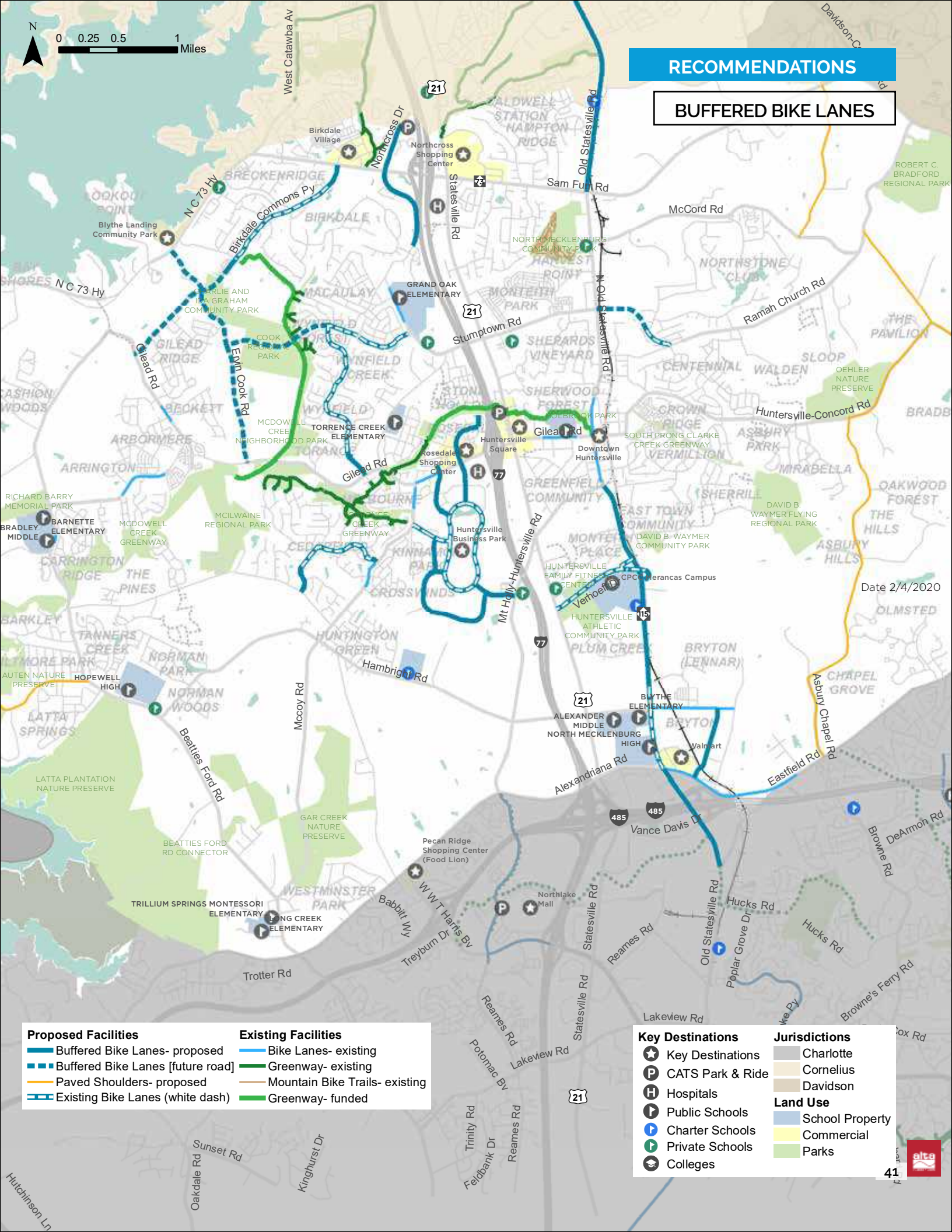
BUFFERED BIKE LANES

Buffered bike lanes are conventional bike lanes (see "Bike Lanes" definition above) with a painted buffer between the bike lane and the travel lane. Buffered bike lanes provide added safety and comfort by further separating bicyclists from motorists.



PAVED SHOULDER

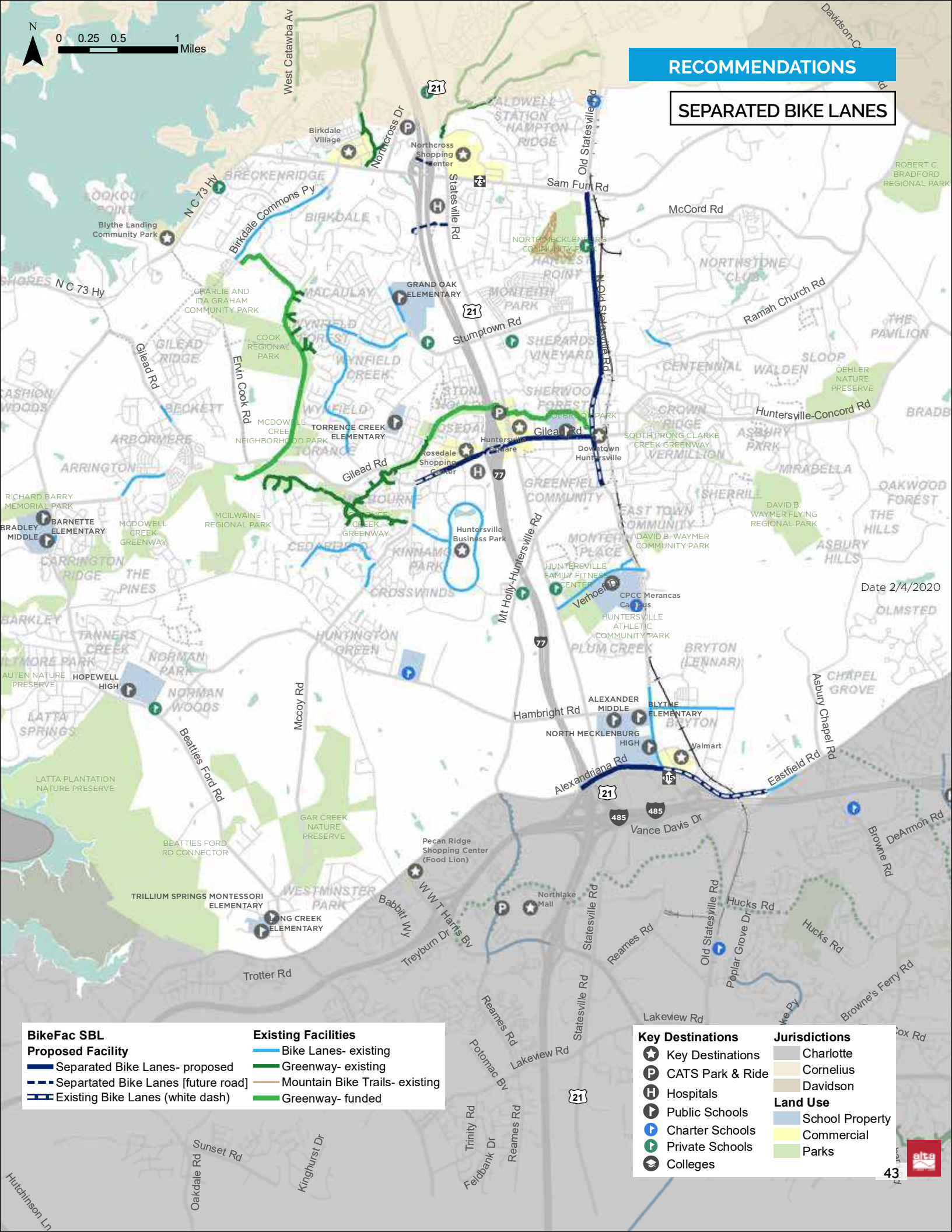
Paved shoulders on the edge of roadways can be enhanced to serve as a functional space for bicyclists to travel in the absence of other facilities with more separation.


RECOMMENDATIONS
BUFFERED BIKE LANES
N
0 0.25 0.5 1 Miles
Date 2/4/2020
West Catawba Av
Birkdale Village
Northcross Dr
Northcross Shopping Center
Statesville Rd
Old Statesville Rd
Sam Furr Rd
McCord Rd
N C 73 Hy
Birkdale Commons Py
Blythe Landing Community Park
GRAND OAK ELEMENTARY
Stumptown Rd
Ramah Church Rd
Gilead Rd
Erwin Cook Rd
TORRENCE CREEK ELEMENTARY
Huntersville Square
Downtown Huntersville
Rosedale Shopping Center
Huntersville-Concord Rd
RICHARD BARRY MEMORIAL PARK
BARNETTE ELEMENTARY
BRADLEY MIDDLE
MCILWAINE REGIONAL PARK
Huntersville Business Park
Mt Holly-Huntersville Rd
Vermont Rd
Hambright Rd
HOPEWELL HIGH
Mccoy Rd
Beatties Ford Rd
ALEXANDER MIDDLE
NORTH MECKLENBURG HIGH
BLYTHE ELEMENTARY
Walmart
Alexandriana Rd
Eastfield Rd
Asbury Chapel Rd
Vance Davis Dr
Pecan Ridge Shopping Center (Food Lion)
TRILLIUM SPRINGS MONTESSORI ELEMENTARY
Northlake Mall
Hucks Rd
Reames Rd
Trotter Rd
Lakeview Rd
Browne's Ferry Rd
Proposed Facilities
Buffered Bike Lanes- proposed
Buffered Bike Lanes [future road]
Paved Shoulders- proposed
Existing Bike Lanes (white dash)
Existing Facilities
Bike Lanes- existing
Greenway- existing
Mountain Bike Trails- existing
Greenway- funded
Key Destinations
Key Destinations
CATS Park & Ride
Hospitals
Public Schools
Charter Schools
Private Schools
Colleges
Jurisdictions
Charlotte
Cornelius
Davidson
Land Use
School Property
Commercial
Parks

SEPARATED BIKE LANES

Separated Bike Lanes, sometimes called "Cycle Tracks," or "Protected Bike Lanes" are dedicated bikeways that use a vertical element to provide separation from motor vehicle traffic. The vertical separation discourages drivers from parking or idling in the bikeway.

Provo, Utah Separated Bike Lanes,

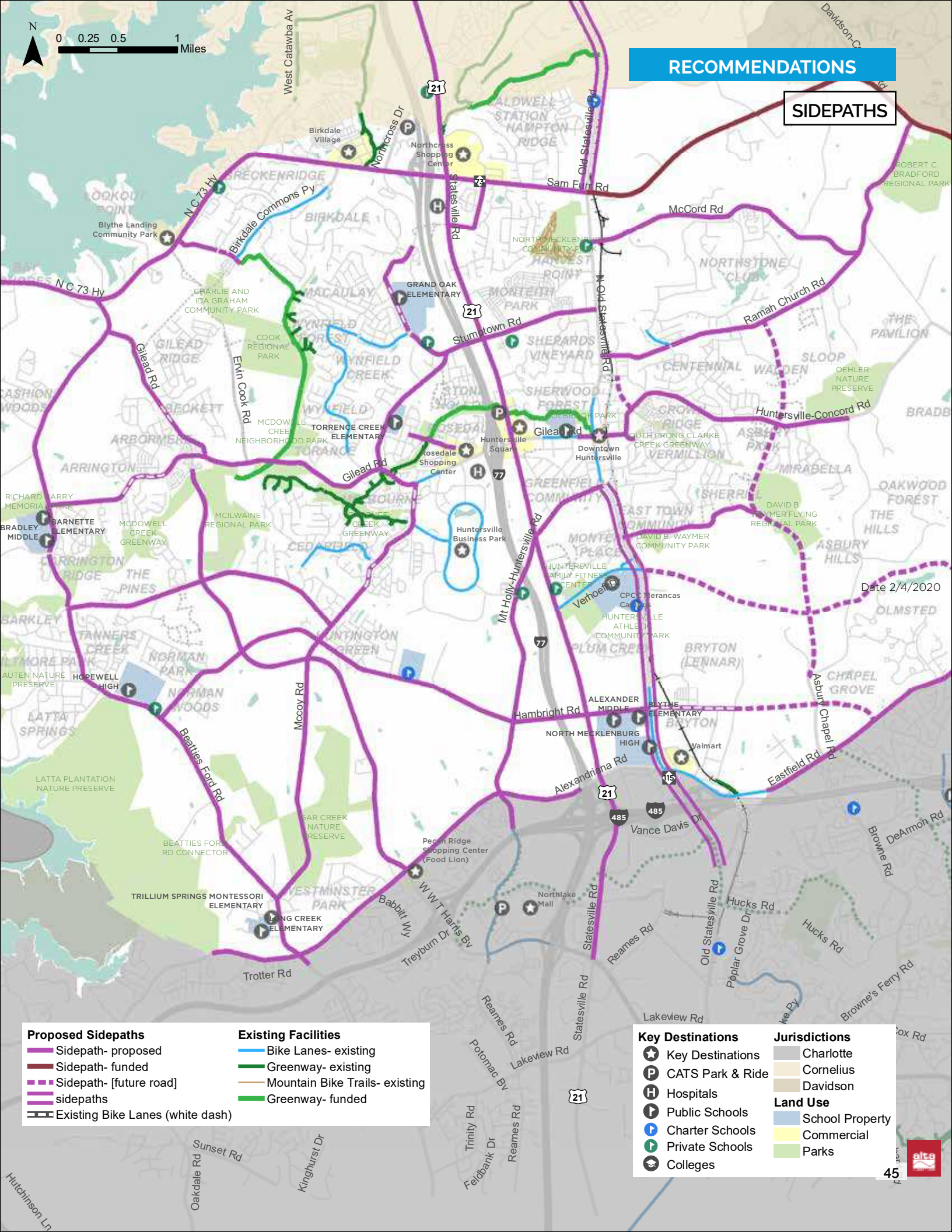

RECOMMENDATIONS
SEPARATED BIKE LANES
N
0 0.25 0.5 1 Miles
Date 2/4/2020
West Catawba Av
Davidson-C
Birkdale Village
Northcross Dr
Northcross Shopping Center
Statesville Rd
Old Statesville Rd
Sam Furr Rd
McCord Rd
ROBERT C. BRADFORD REGIONAL PARK
BRECKENRIDGE
BIRKDALE
Birkdale Commons Py
N C 73 Hy
Blythe Landing Community Park
NORTH MECKLENBURG COMMUNITY PARK
NORTHSTONE CLUB
GRAND OAK ELEMENTARY
CHARLIE AND IDA GRAHAM COMMUNITY PARK
MACAULAY
MONTEITH PARK
Ramah Church Rd
Stumptown Rd
SHERARDS VINEYARD
THE PAVILION
GILEAD RIDGE
COOK REGIONAL PARK
WYNFIELD FOREST
WYNFIELD CREEK
Gilead Rd
Ervin Cook Rd
CENTENNIAL
WALDEN
SLOOP
OEHLER NATURE PRESERVE
BECKETT
SHERWOOD FOREST
MCDOWELL CREEK NEIGHBORHOOD PARK
TORRENCE CREEK ELEMENTARY
Huntersville Square
Downtown Huntersville
Huntersville-Concord Rd
SOUTH PRONG CLARKE CREEK GREENWAY
CROWN RIDGE
ASBURY PARK
ARBORMERE
Rosedale Shopping Center
ARRINGTON
MIRABELLA
GREENFIELD COMMUNITY
RICHARD BARRY MEMORIAL PARK
BARNETTE ELEMENTARY
BRADLEY MIDDLE
MCDOWELL CREEK GREENWAY
MCILWAINE REGIONAL PARK
CREEK GREENWAY
Huntersville Business Park
EAST TOWN COMMUNITY
SHERRILL
DAVID B. WAYMER FLYING REGIONAL PARK
OAKWOOD FOREST
THE HILLS
ASBURY HILLS
DAVID B. WAYMER COMMUNITY PARK
CARRINGTON RIDGE
THE PINES
KINNAMON PARK
CROSSWINDS
Mt Holly-Huntersville Rd
HUNTERSVILLE FAMILY FITNESS CENTER
Verhoeff
CPCC Merancas Campus
HUNTERSVILLE ATHLETIC COMMUNITY PARK
OLMSTED
TANNERS CREEK
HUNTINGTON GREEN
PLUM CREEK
BRYTON (LENNAR)
AUTEN NATURE PRESERVE
HOPEWELL HIGH
NORMAN PARK
NORMAN WOODS
Mccoy Rd
CHAPEL GROVE
Asbury Chapel Rd
LATTA SPRINGS
Hambright Rd
ALEXANDER MIDDLE
BLYTHE ELEMENTARY
NORTH MECKLENBURG HIGH
Walmart
Beatties Ford Rd
LATTA PLANTATION NATURE PRESERVE
Alexandriana Rd
Eastfield Rd
Vance Davis Dr
GAR CREEK NATURE PRESERVE
BEATTIES FORD RD CONNECTOR
Pecan Ridge Shopping Center (Food Lion)
Browne Rd
DeArmon Rd
TRILLIUM SPRINGS MONTESSORI ELEMENTARY
WESTMINSTER PARK
Northlake Mall
Hucks Rd
Babbitt Wy
W W T Harris Bv
Treyburn Dr
Reames Rd
Poplar Grove Dr
Trotter Rd
Browne's Ferry Rd
Lakeview Rd
Potomac Bv
Trinity Rd
Feldbank Dr
Sunset Rd
Oakdale Rd
Kinghurst Dr
Hutchinson Ln
BikeFac SBL
Proposed Facility
Separated Bike Lanes- proposed
Separated Bike Lanes [future road]
Existing Bike Lanes (white dash)
Existing Facilities
Bike Lanes- existing
Greenway- existing
Mountain Bike Trails- existing
Greenway- funded
Key Destinations
Key Destinations
CATS Park & Ride
Hospitals
Public Schools
Charter Schools
Private Schools
Colleges
Jurisdictions
Charlotte
Cornelius
Davidson
Land Use
School Property
Commercial
Parks

SIDEPATH

A sidepath is a multi-use path along a roadway that provides a travel area separate from motorized traffic. Sidepaths are desirable for bicyclists of all skill levels preferring separation from traffic. Multi-use paths may be implemented immediately adjacent and parallel to a roadway, or in their own independent right-of-way.

On some roadways where different user types are anticipated, sidepaths are recommended along with an on-street bike facility. For example, bike lanes and a sidepath are recommended for Highway 115 because of two very different expected user types: parents and their young children accessing the schools, and recreational cyclists who are more comfortable on-street.

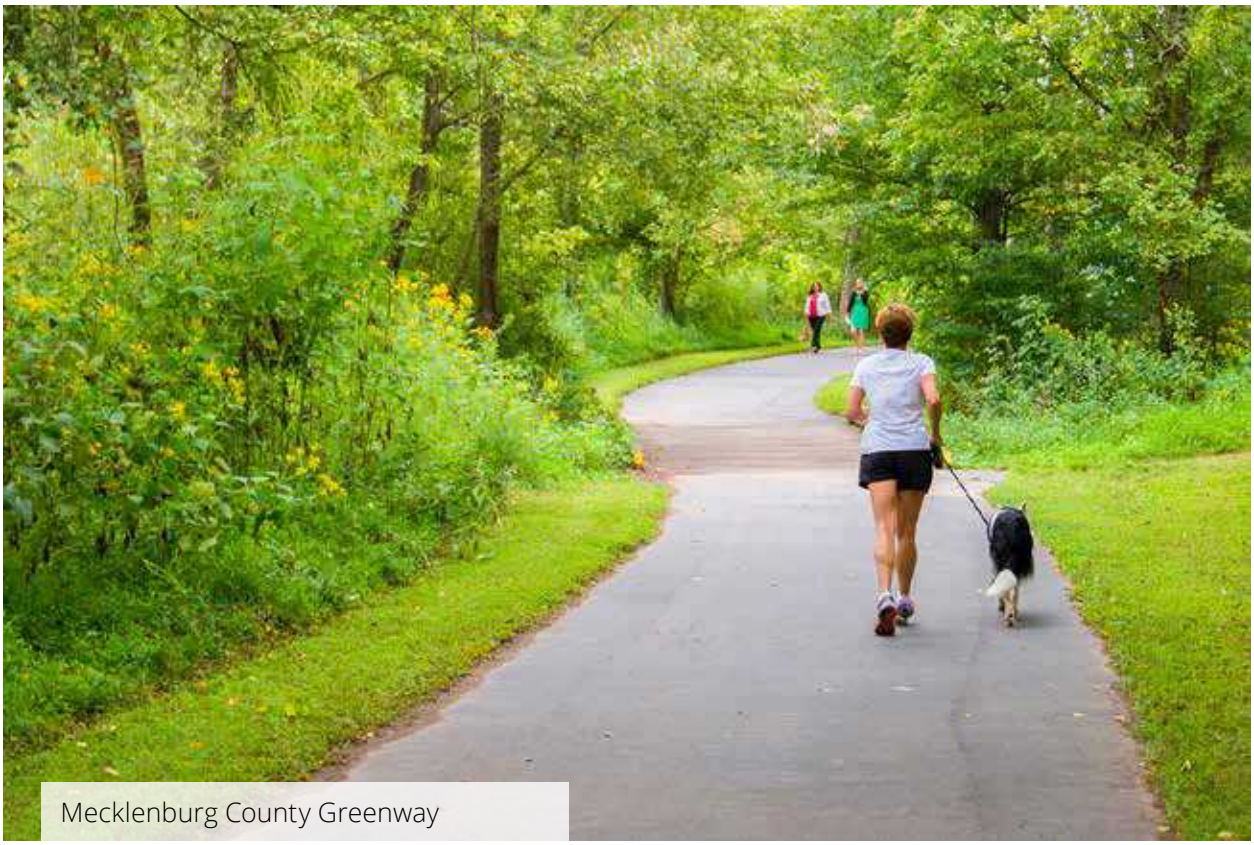
Sidepath on W. Catawba Avenue, Cornelius, NC


RECOMMENDATIONS
SIDEPATHS
N
0 0.25 0.5 1 Miles
Date 2/4/2020
Proposed Sidepaths
Sidepath- proposed
Sidepath- funded
Sidepath- [future road]
sidepaths
Existing Bike Lanes (white dash)
Existing Facilities
Bike Lanes- existing
Greenway- existing
Mountain Bike Trails- existing
Greenway- funded
Key Destinations
Key Destinations
CATS Park & Ride
Hospitals
Public Schools
Charter Schools
Private Schools
Colleges
Jurisdictions
Charlotte
Cornelius
Davidson
Land Use
School Property
Commercial
Parks
West Catawba Av
Birkdale Village
Northcross Dr
Northcross Shopping Center
Statesville Rd
Old Statesville Rd
Sam Furr Rd
McCord Rd
N C 73 Hy
Birkdale Commons Py
Blythe Landing Community Park
GRAND OAK ELEMENTARY
Stumptown Rd
Ramah Church Rd
Gilead Rd
Ervin Cook Rd
TORRENCE CREEK ELEMENTARY
Huntersville Square
Downtown Huntersville
Rosedale Shopping Center
Huntersville-Concord Rd
Huntersville Business Park
Mt Holly-Huntersville Rd
Verhoeff
CPCC Merancas Campus
BARNETTE ELEMENTARY
BRADLEY MIDDLE
HOPEWELL HIGH
Mccoy Rd
Beatties Ford Rd
Hambright Rd
ALEXANDER MIDDLE
BLYTHE ELEMENTARY
NORTH MECKLENBURG HIGH
Walmart
Alexandriana Rd
Eastfield Rd
Asbury Chapel Rd
Vance Davis Dr
Pecan Ridge Shopping Center (Food Lion)
TRILLIUM SPRINGS MONTESSORI ELEMENTARY
Northlake Mall
Hucks Rd
Reames Rd
Trotter Rd
Lakeview Rd
Browne's Ferry Rd
Sunset Rd
Oakdale Rd
Kinghurst Dr
Hutchinson Ln
Feldbank Dr
Trinity Rd
Potomac Bv
Poplar Grove Dr
Browne Rd
DeArmon Rd
ROBERT C. BRADFORD REGIONAL PARK
NORTHSTONE CLUB
THE PAVILION
OEHLER NATURE PRESERVE
DAVID B. WAYMER FLYING REGIONAL PARK
DAVID B. WAYMER COMMUNITY PARK
HUNTERSVILLE FAMILY FITNESS CENTER
HUNTERSVILLE ATHLETIC COMMUNITY PARK
CHARLIE AND IDA GRAHAM COMMUNITY PARK
COOK REGIONAL PARK
MCDOWELL CREEK NEIGHBORHOOD PARK
MCILWAINE REGIONAL PARK
MCDOWELL CREEK GREENWAY
RICHARD BARRY MEMORIAL PARK
LATTA PLANTATION NATURE PRESERVE
BEATTIES FORD RD CONNECTOR
SOUTH PRONG CLARKE CREEK GREENWAY
21
73
77
485
115

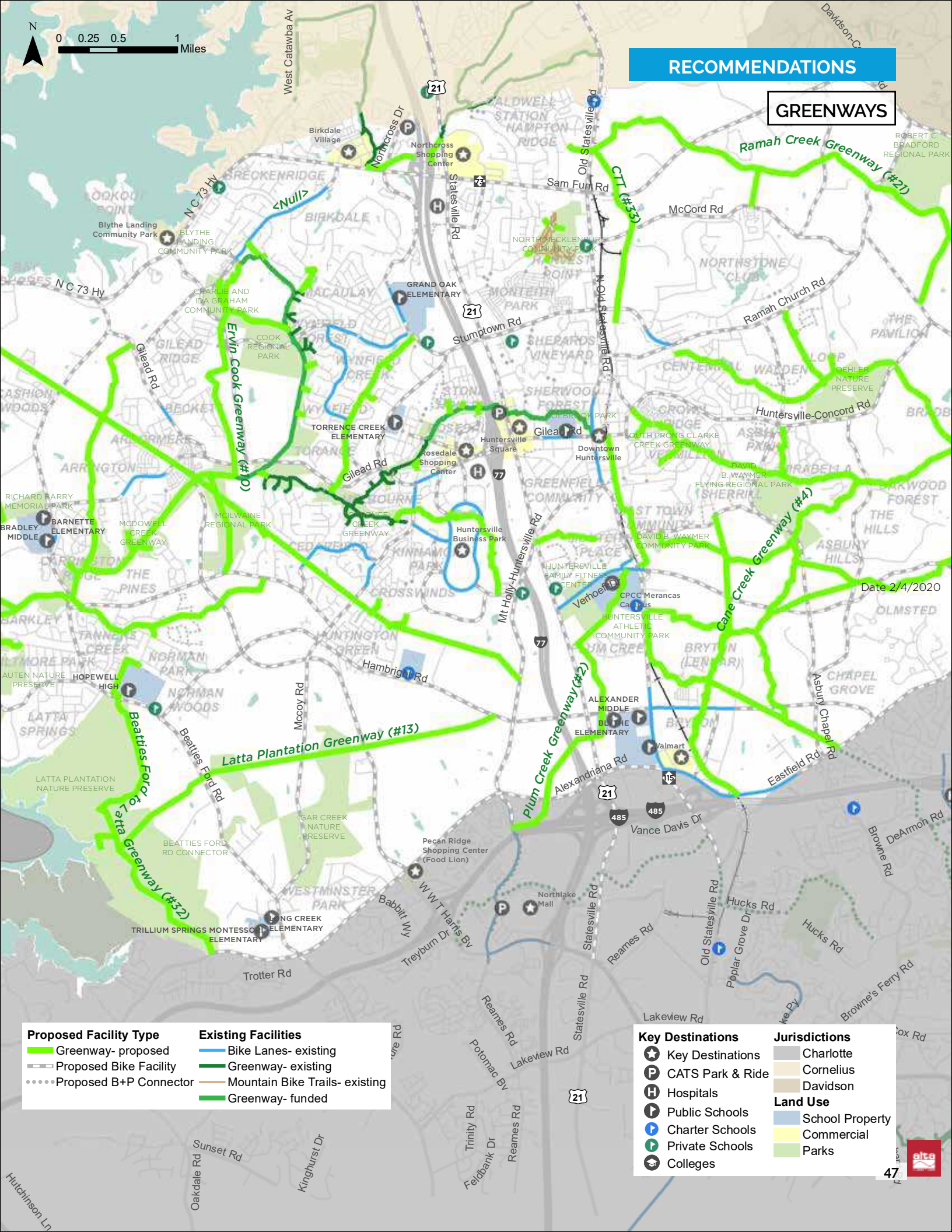
Torrence Creek Greenway, Huntersville

GREENWAYS

A greenway is a multi-use that is not along a roadway, but instead along utility corridors, railroad alignments, and greenway/stream corridors. These facilities are frequently found in parks, along rivers, beaches, and in greenbelts where there are few conflicts with motorized vehicles. Greenways allow for low-stress transportation or recreational bicycle use and also may be used by pedestrians, skaters, wheelchair users, joggers and other non-motorized users. Path facilities can include amenities such as lighting, signage, and fencing (where appropriate).

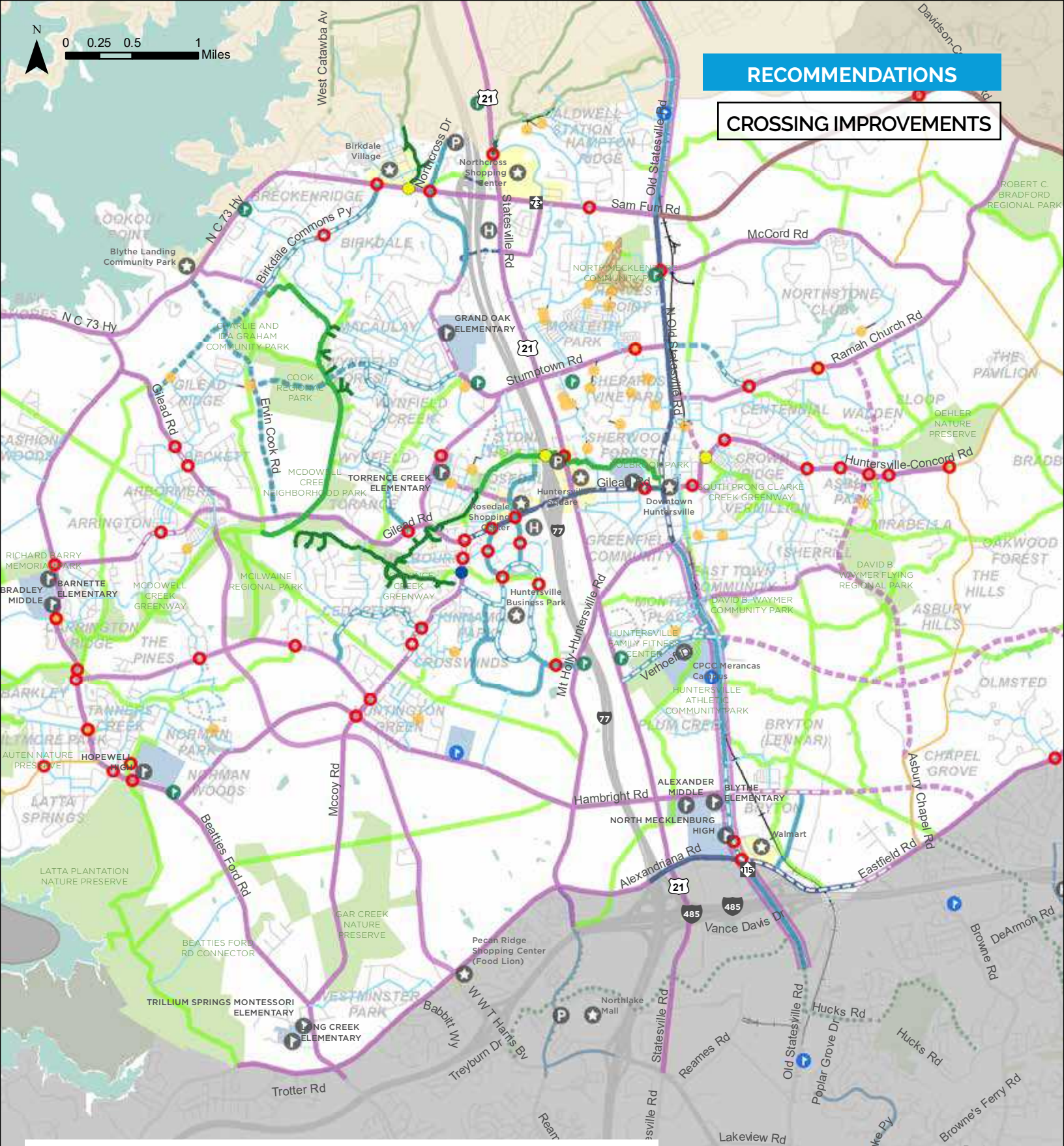


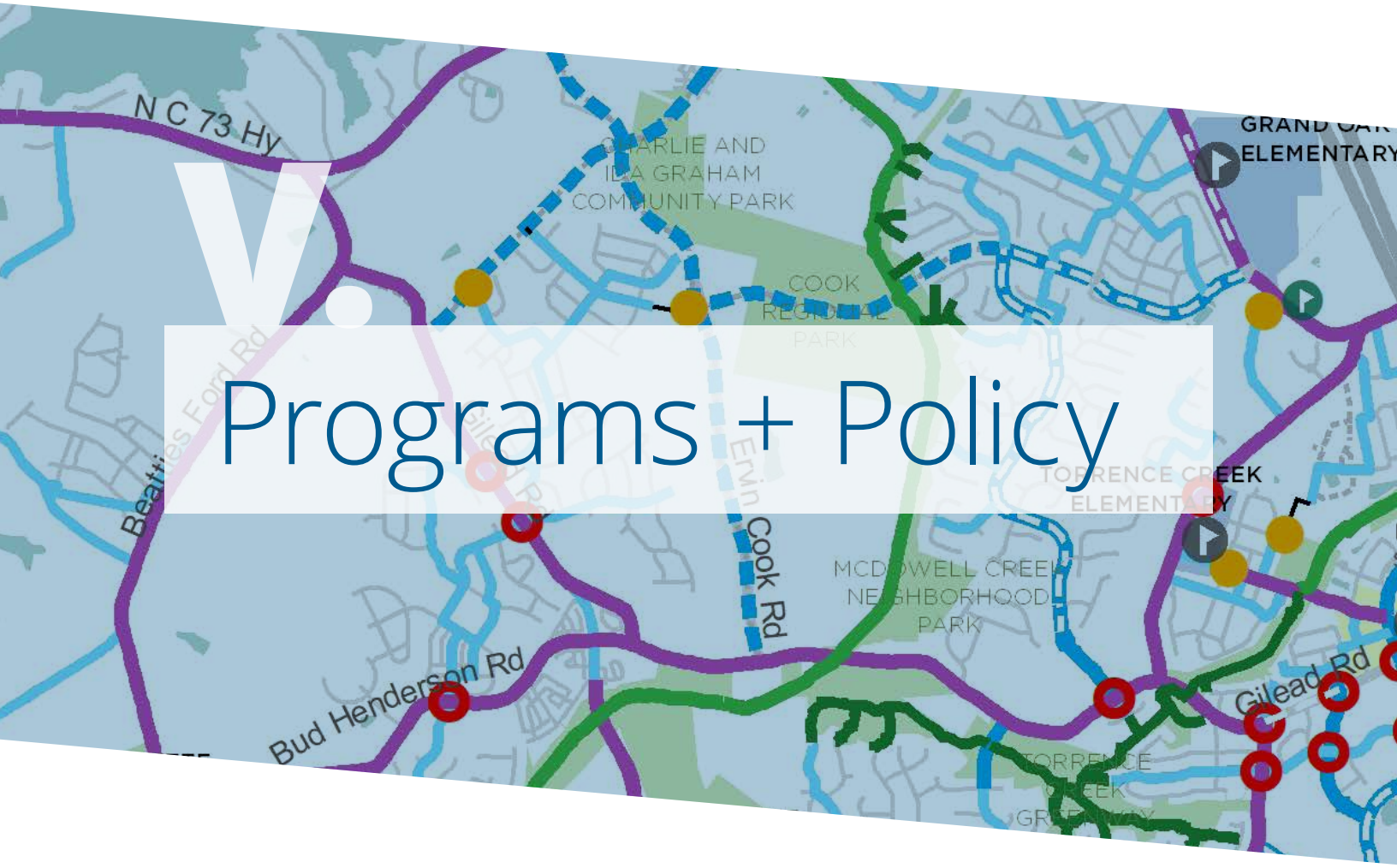
Mecklenburg County Greenway


RECOMMENDATIONS
GREENWAYS
N
0 0.25 0.5 1 Miles
Ramah Creek Greenway (#21)
Ervin Cook Greenway (#10)
Cane Creek Greenway (#4)
Plum Creek Greenway (#2)
Latta Plantation Greenway (#13)
Beatties Ford to Latta Greenway (#32)
CTT (#33)
<Null>
Date 2/4/2020
Proposed Facility Type
Greenway- proposed
Proposed Bike Facility
Proposed B+P Connector
Existing Facilities
Bike Lanes- existing
Greenway- existing
Mountain Bike Trails- existing
Greenway- funded
Key Destinations
Key Destinations
CATS Park & Ride
Hospitals
Public Schools
Charter Schools
Private Schools
Colleges
Jurisdictions
Charlotte
Cornelius
Davidson
Land Use
School Property
Commercial
Parks

CROSSING IMPROVEMENTS

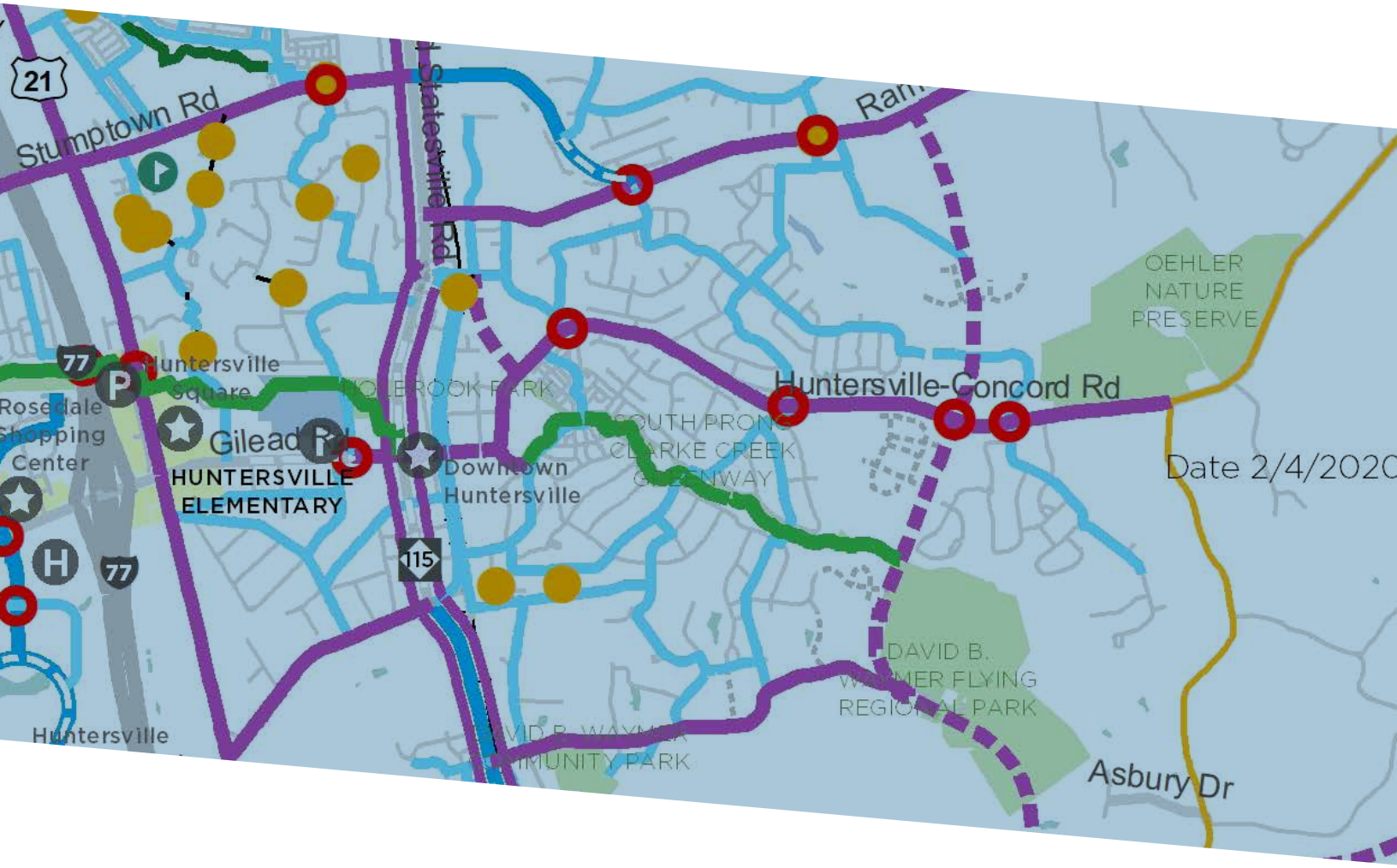
Roadway crossings represent a key safety challenge for bicyclists, especially at non-signalized intersections, greenway crossings, or across streets lacking bicycle and pedestrian infrastructure. **A combination of actuated signals and traffic controls can increase driver awareness of bike crossings.** Crossing treatments are based on trail and roadway characteristics. Key roadway factors influencing the selected treatment include the posted speed limit, traffic volume, line of sight, street width, roadway and greenway geometry, and intersection configuration.


RECOMMENDATIONS
CROSSING IMPROVEMENTS
N
0 0.25 0.5 1 Miles
West Catawba Av
Birkdale Village
Northcross Shopping Center
Northcross Dr
Statesville Rd
Old Statesville Rd
Sam Furr Rd
McCord Rd
Birkdale Commons Py
N C 73 Hy
Blythe Landing Community Park
GRAND OAK ELEMENTARY
CHARLIE AND IDA GRAHAM COMMUNITY PARK
COOK REGIONAL PARK
Stumptown Rd
Ramah Church Rd
Gilead Rd
Erwin Cook Rd
MCDOWELL CREEK NEIGHBORHOOD PARK
TORRENCE CREEK ELEMENTARY
Huntersville Square
Downtown Huntersville
Rosedale Shopping Center
Huntersville-Concord Rd
SOUTH PRONG CLARKE CREEK GREENWAY
OEHLER NATURE PRESERVE
ROBERT C. BRADFORD REGIONAL PARK
RICHARD BARRY MEMORIAL PARK
BRADLEY MIDDLE
BARNETTE ELEMENTARY
MCDOWELL CREEK GREENWAY
MCILWAINE REGIONAL PARK
Huntersville Business Park
DAVID B. WAYMER FLYING REGIONAL PARK
DAVID B. WAYMER COMMUNITY PARK
HUNTERSVILLE FAMILY FITNESS CENTER
Verhoeff Dr
CPCC Merancas Campus
HUNTERSVILLE ATHLETIC COMMUNITY PARK
Mt Holly-Huntersville Rd
HOPEWELL HIGH
AUTEN NATURE PRESERVE
Mccoy Rd
Beatties Ford Rd
Hambright Rd
ALEXANDER MIDDLE
BLYTHE ELEMENTARY
NORTH MECKLENBURG HIGH
Walmart
Asbury Chapel Rd
Eastfield Rd
Alexandriana Rd
Vance Davis Dr
LATTA PLANTATION NATURE PRESERVE
GAR CREEK NATURE PRESERVE
BEATTIES FORD RD CONNECTOR
Pecan Ridge Shopping Center (Food Lion)
TRILLIUM SPRINGS MONTESSORI ELEMENTARY
LONG CREEK ELEMENTARY
Northlake Mall
Babbitt Wy
W W T Harris Bv
Treyburn Dr
Reames Rd
Hucks Rd
Poplar Grove Dr
Browne Rd
DeArmon Rd
Browne's Ferry Rd
Trotter Rd
Lakeview Rd
Hutchinson Ln
Proposed Bikeways
On-Street Facilities
Bike Lanes- existing (white dash)
Buffered Bike Lanes
Buffered Bike Lanes [future road]
Separated Bike Lanes
Separated Bike Lanes [future road]
Bike Blvd + Wayfinding
Bike Blvd- [future road]
Paved Shoulders
Off-Street Facilities
Greenway- existing
Mountain Bike Trails- existing
Greenway- funded
Greenway
Sidepath
Sidepath- funded
Sidepath- [future road]
B+P Connector
Crossing Treatments
At-Grade Crossing
Bike + Ped Tunnel
Bike + Ped Bridge
Key Destinations
Key Destinations
CATS Park & Ride
Hospitals
Public Schools
Charter Schools
Private Schools
Colleges
Jurisdictions
Charlotte
Cornelius
Davidson
Land Use
School Property
Commercial
Parks



V. Programs + Policy

This chapter presents recommendations for programs and policies to support the development of Huntersville's bike network and to promote safe bicycling in town.


21
Stumptown Rd
Statesville Rd
Ram
77
Huntersville Square
Rosedale Shopping Center
Gilead
HUNTERSVILLE ELEMENTARY
Downtown Huntersville
HOLBROOK PARK
SOUTH PRONG CLARKE CREEK GREENWAY
Huntersville-Concord Rd
OEHLER NATURE PRESERVE
Date 2/4/2020
115
DAVID B. WARNER FLYING REGIONAL PARK
DAVID B. WARNER COMMUNITY PARK
Huntersville
Asbury Dr

Bicycle Programs

To bolster Huntersville's odds of becoming a more bicycle-friendly community, a set of program recommendations are outlined here that directly address many of the town's shortcomings and needs identified through the public input process. Recommendations are sorted by the 5 Es.

ENGINEERING

1. IMPLEMENT RECENTLY UPDATED PLAN

This plan builds off of recommendations from the Greenway and Bikeway Master Plan of 2014 and contains an action-oriented set of infrastructure recommendations that can be moved into design and implementation. This includes on-street projects on major arterials as well as greenway trail improvements throughout the town.

Strategy

- **Fast track low-hanging fruit** such as bicycle boulevards and low-impact road diet and traffic-calming projects that can be implemented quickly, at low costs. Examples include the network of recommended bike boulevards inside the Shepard's Vineyard and Sherwood Forest neighborhoods, connecting these neighborhoods with short bike-ped connectors, and re-striping Reese Boulevard with buffered bike lanes. The Implementation Plan described on pages 82-83 was crafted with this strategy in mind.
- **Deliver 3-5 high impact Complete Streets projects** from this plan. Examples of such projects include sidepaths on Stumptown Road, Mt. Holly-Huntersville Road, McCoy Road, and Huntersville-Concord Road.
- Make progress on the **implementation of Huntersville's Vision 30x30 Greenway network**, including the Park-Huntersville Greenway.
- **Identify bike routes** that create direct connections to schools and partner with efforts to kickstart Safe Routes to School infrastructure improvements in Huntersville.
- Consider using temporary, low cost materials to quickly implement planned projects. Info on low cost materials can be found at: http://tacticalurbanismguide.com/materials/

2. INSTALL A DEMONSTRATION PROJECT OF A HIGH-QUALITY BIKE FACILITY

Temporary pop-up or "demonstration projects" represent opportunities for residents to experience innovative, high-quality bicycling infrastructure without a long-term commitment or big budget. Pop-up projects can include temporary separated bike lanes, protected intersection demonstrations, green pavement marking treatments, and traffic calming techniques.

Demonstration projects should respond to community needs and should be easy to implement. Ideas for transforming spaces and projects may emerge from community conversations or neighborhood association

A demonstration project can build excitement for a proposed bikeway using low-cost, temporary materials

meetings. Typically, the most effective demonstration projects are grassroots efforts by passionate citizens that know what problems exist but don't have the resources for permanent solutions. However, these projects can also be used to demonstrate the viability of a planned infrastructure improvements, particularly those that may be controversial. By gathering before/after data and observing behaviors, demonstration projects can assist with identifying modifications to the final design before a permanent installation.

Strategy

- Start with a small-scale project, such as separated bike lanes around the Huntersville Business Park loop or another project that is recommended in this plan. Partner with local festivals or implement as part of a potential Open Street event (see Encouragement ideas) to set up the project while streets are closed to vehicle traffic. Choose a visible area with heavy foot and bike traffic such as downtown Huntersville. Gather feedback from people using the facility. Organize an implementation group that is charged with finding materials and volunteers to setup and take down the pop-up project.

3. DEVELOP BICYCLE WAYFINDING

Bike-oriented wayfinding elements, such as signage and mile markers, can enhance resident and visitor orientation, and will give users a unique experience while improving comfort and predictability by alerting both bicyclists and motorists of the presence of bicycle routes. The proposed bikeway network includes **over 80 miles of projects where wayfinding signage is one of the only needed improvements**. The bicycle wayfinding program could be focused on implementing these projects in addition to adding signage to existing bikeways.

Wayfinding systems integrate bicycle route signage and trail maps with local street signage to create a comprehensive navigation system. Bike-oriented wayfinding elements will:

- Help users to identify the best routes, and enhance their ability to connect to major destinations
- Contribute to economic development by pointing visitors to key destinations within a community

Strategy

- Begin by implementing a basic wayfinding system to help people bicycling navigate existing bike-friendly streets and planned signed bike routes. Develop signage that conveys distance and time and direction to major destinations.

4. UPDATE BIKE PARKING DESIGN STANDARDS

Bicycle parking is an essential element of a bicycle friendly community and must be provided in adequate supply – and in the right locations – in order to make bicycling a safe, accessible, and convenient choice. Currently, Huntersville does not specify under what conditions or how much bicycle parking is required in its zoning code.

A broader set of parking design standards should be created to include specific requirements for the type of bike parking allowed for given development types and zoning districts. It should include requirements and design standards for long term secure/covered parking for workers, students, and residents as well as short term parking for visitors. For specific recommendations related to updating the Town's Zoning Code, see the Bicycle Policy + Regulatory Review in Appendix A.3.

Strategy

- The Town of Huntersville should update its development regulations with bicycle parking design standards. Bike parking requirements should be explicitly required for all commercial, multi-family, and civic developments. The Association of Pedestrian and Bicycle Professionals Bicycle Parking Guidelines should be used as a resource for best practices related to site design, construction, and number of bike parking spaces to require.

Bicycle staple racks at a school

EDUCATION

5. DEVELOP A SAFE STREETS EDUCATION PROGRAM

Safety education campaigns target motorists and those walking, biking, and taking transit to create a shared sense of responsibility among all roadway users, rather than singling out one user group. In Huntersville, safety campaigns can be coordinated with the Police Department, NCDOT, local advocacy groups, and the Charlotte Regional Transportation Planning Organization (CRTPO). Examples may include education campaigns on the 3-foot law for passing bicyclists, or the requirement to yield to pedestrians in crosswalks, whether marked or unmarked.

Strategy

Implement a comprehensive safety campaign that includes education, encouragement, and enforcement components. Implement safety campaign in conjunction with statewide safety efforts and include Safe Routes to School programming.

ENCOURAGEMENT

6. ORGANIZE AN OPEN STREETS EVENT

Open Street initiatives temporarily close the streets to automobiles so people may use them for fun, healthy activities like walking, jogging, bicycling, skating, dancing, and other social activities. Local businesses open doors and set up tables along sidewalks to support the event and generate foot and bike traffic for their businesses. The events can be centered in Huntersville's historic downtown or across neighborhoods. They should be located on roadways that feature key destinations but also reach into a variety of neighborhoods, including under-served communities.

Strategy

- Huntersville should work with partner organizations to build off of national open street best practices. There are many potential models. The event may take place on roads that are successful and vibrant thoroughfares or roads with significant safety issues but that provide vital connections. A street with planned bikeway improvements can provide an opportunity to demonstrate proposed improvements during the event. The Town of Huntersville may host the event or other stakeholders may also sponsor and organize the events with support from the town. Consider starting with one event a year, and eventually expanding to multiple events during the spring, summer, and fall. Examples of small towns with successful events include Salisbury, NC and Carrboro, NC.

7. SUPPORT A BIKE TRAIN FOR SAFE ROUTES TO SCHOOL

Safe Routes to School (SRTS) is a national effort to encourage students and families to walk and bicycle to school, improving transportation safety through targeted infrastructure improvements and enforcement, walking and biking safety education, and encouragement programs.

Support for SRTS in Huntersville may be initiated by organizing a Bike Train on Bike to School Day. This may take the form of a single ride led by parent-advocates to an area elementary or middle school, or a competition between schools. A bike train may also be led by city staff to showcase bikeways and other improvements near schools.

Strategy

- Establish a Safe Routes to School Task Force to coordinate efforts with and across local schools. Identify a few dedicated parents or district staff to assist with organizing a Bike Train on Bike to School Day and regularly thereafter. Use participation by interested parents and students to kickstart the dialogue on improving bicycle infrastructure around schools and expanding programming.

A bike train can encourage biking by students and parents

9. ADD A BIKE CHALLENGE DURING BIKE MONTH

Organizing an online, team-based bike challenge can create opportunity for cyclists to ride the streets of Huntersville. Cyclists can participate and compete for prizes on a team, with a group, club, school, or organization, or as an individual.

Strategy

- Use an existing model such as Atlanta's Bike Challenge "Biketober", which separates teams and employers by size. Offer points to encourage new riders and for biking to work or school, with fewer points given for leisure biking. Consider focusing initially on the Huntersville Business Park before broadening the bike challenge. Offer fun awards to encourage more people to ride.

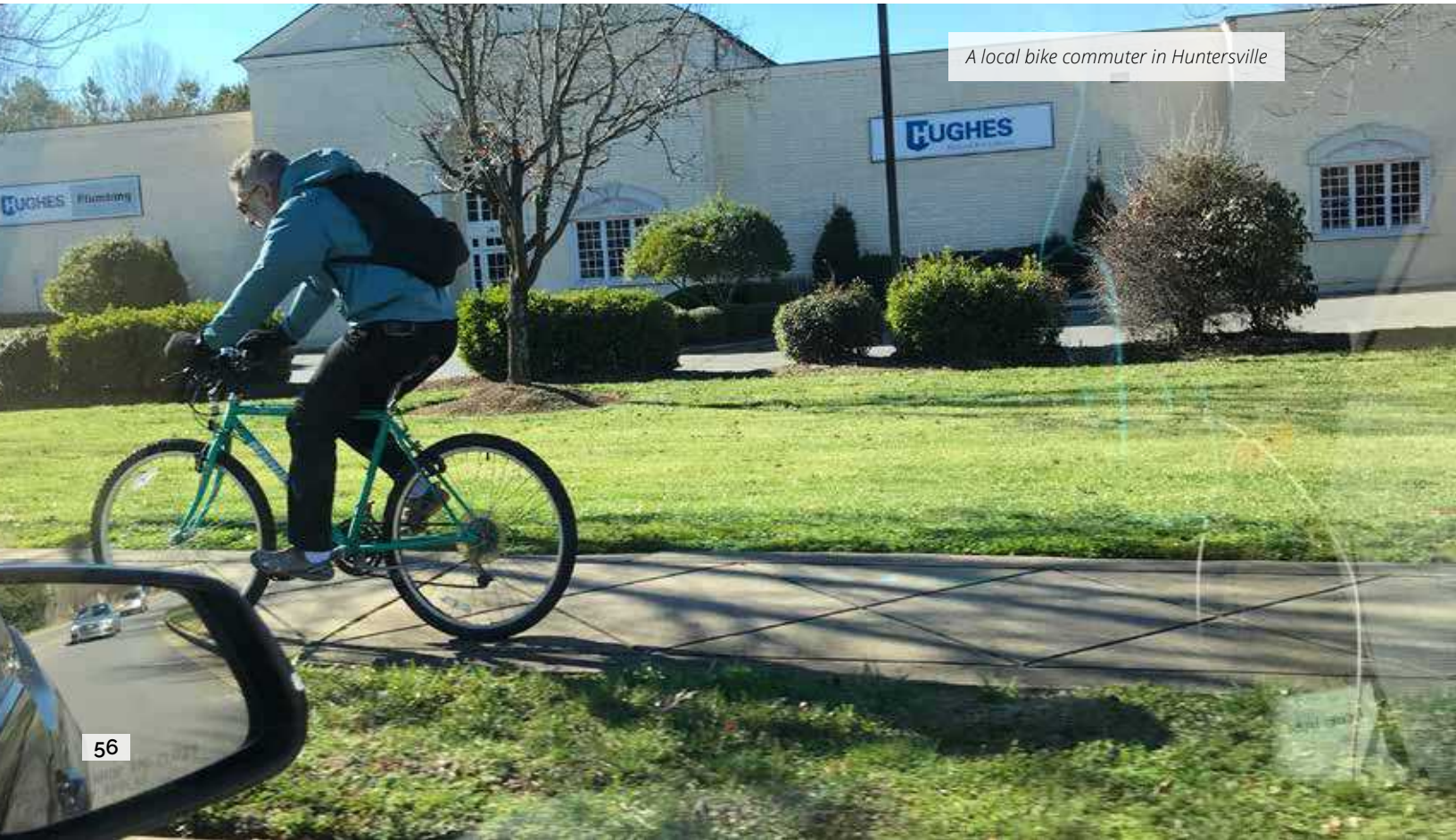
ENGAGEMENT

10. INITIATE POLICE TRAININGS ON CURRENT BIKE LAWS

As Huntersville develops new laws to improve the safety of vulnerable roadway users, partner with the Huntersville Police Department and to improve the PD curriculum on bicyclist safety laws. A curriculum on existing laws around sharing the road can be oriented towards enforcement of bicyclists and drivers. This may include updating course material to include laws around new forms of micromobility, such as e-bikes.

Strategy

- Work with the Huntersville Police Department and local bike advocates to review any existing training materials and to develop new course material. Create a brief presentation that can be incorporated in a training, with a presentation that lasts no more than 20 minutes. Create pamphlets on applicable laws (with the enforcement codes listed) that police officers can quickly reference and pass out when enforcing bicycle safety laws. Consider including additional information on reporting bicycle crashes that is based on best practices.



A local bike commuter in Huntersville

A police training focused on bicycle safety laws

11. DEVELOP A DIVERSION PROGRAM

Enforcement of bicycle safety laws is critical to demonstrating basic respect for all users of the road, as well as a serious commitment to cycling as a safe and enjoyable means of transportation. Effective and equitable enforcement of laws to protect cyclists can be difficult due to local politics, limited police resources, bias in enforcement efforts, differing priorities, or poor communication between agencies.

A townwide Diversion Program has the potential to increase adherence to Huntersville bicycle traffic laws for bicyclists and drivers, as well as decrease cumulative violations. For lower income populations, a violation often brings with them the burden of a costly ticket. A Diversion Program offers an alternative and less expensive bicyclist safety class for bicyclists or drivers in-lieu of the full violation fine, as well as an opportunity to educate residents about applicable rules and responsibilities.

Strategy

- Open the program to residents of all ages who violate a bicycle law. Funding is required for HPD staffing and preparation of course materials. However, costs might be offset in part by enrolling participants at a reduced fee schedule.

12. DEVELOP A DEDICATED BIKEWAYS FUNDING STREAM

Communities that are successful in expanding their bicycling network leverage funds from a variety of sources and consistently make investments in capital and maintenance projects. A dedicated funding source is one mechanism to ensure sustainability and consistent expansion of bikeways.

Local governments can create a dedicated funding source by setting aside portions of general transportation revenue, public school bonds, county health department funding, parking fees, and traffic violation revenue for upgrades to biking facilities.

Strategy

- Partner with other area governmental agencies, such as the CRTPO and Mecklenburg County to identify potential funding mechanisms. As an example, the City of Columbia, SC implements bikeways through Richland County, which created a 1% sales tax for transportation, one-third of which goes to funding greenways and trails.

13. DEVELOP A ROBUST BIKE COUNTING PROGRAM

Bicycle count programs provide data on bicyclist behavior that can enable analysis trends, such as increase/decrease in facility usage, peak travel periods, and high activity locations. Counts can be conducted manually or with automatic sensors. Manual counts are low-cost, easy to implement, and can provide additional data such as gender and percentage of people who bike that wear helmets or have bike lights at night. However, manual counts require significant volunteer time and do not provide a continual, 24-hour picture of usage.

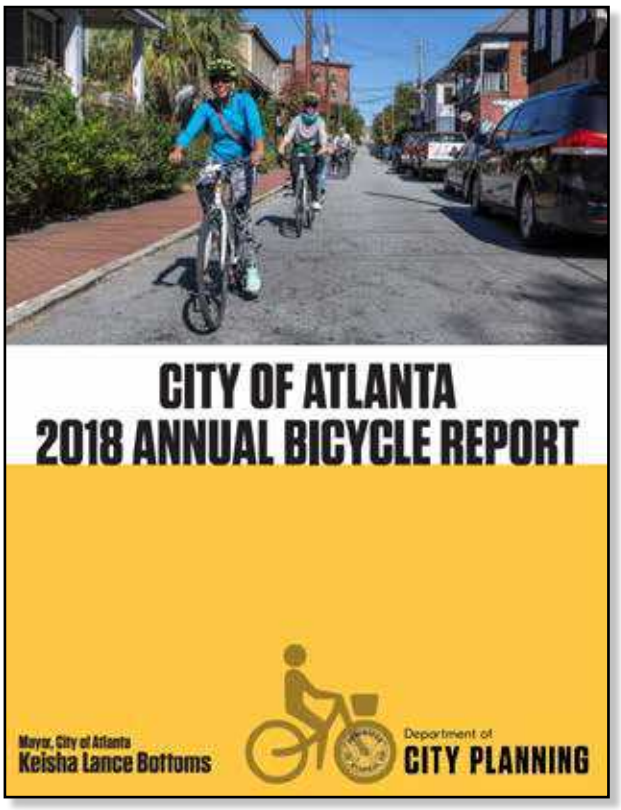
Automatic bike counting technology has advanced rapidly in recent years. In-pavement sensors, computer vision, infrared beams, radar, and tube counters can all detect people who walk and bike. However, devices vary considerably in terms of cost, accuracy, data collection, and ease of deployment. It is important to choose counting

A bike count program can evaluate the impact of new facilities on ridership

devices that are best suited for the type of data needed (short term or long term) and the site characteristics where counts will take place.

Strategy

- Seek funding for a bicycle count pilot program that focuses on before and after counts of one or two priority projects (balance a recreational project with a transportation project), and assign staff to manage counts program. Determine key locations for manual and/or automatic bicycle counts and identify the appropriate count technology. Regularly review count data to evaluate trends.



The City of Atlanta releases an annual bike report summarizing the year's bike events, programs, and new developments in the network.

14. START A HUNTERSVILLE BIKE + GREENWAY REPORT

A Huntersville Bike Report can provide a public-facing document that highlights the Town's efforts and progress towards becoming a bicycle friendly community. This may include transparent data on funding and bike share ridership, as well as growth in infrastructure and events.

Strategy

- Focus on key infrastructure goals and progress, with before/after pictures and data showing major successes. Include a section on efforts to expand biking as a viable transportation option in under-served communities. Showcase events and give out awards for bike friendly businesses, schools, and local advocates. Update the report every 2 – 5 years.

Bicycle Policy + Regulatory Review

One of the most cost-effective bicycle plan implementation strategies for the Town of Huntersville is to establish land development regulations and street design policies that promote bikeable new development and capital projects. As part of a comprehensive approach to developing recommendations for a more bikeable community, the Town of Huntersville ordinances, development standards and policies were reviewed to identify general issues and opportunities impacting the bicycling environment. The recommendations in this section generally fall under the six E's category of "Evaluation and Planning." Regulatory standards and policies were analyzed through the lens of the project visions and goals, and to be consistent with the Town's vision for the street network:

> *"Streets in Huntersville are to be inviting public space and integral components of community design. A hierarchical street network should have a rich variety of types, including bicycle, pedestrian, and transit routes.* **All streets should connect to help create a comprehensive network of public areas to allow free movement of automobiles, bicyclists and pedestrians.** *In order for this street network to be safe for motorists and pedestrians, all design elements must consistently be applied to calm automobile traffic." (Town Zoning Ordinance)*

Model regulatory and policy language from around North Carolina and the U.S. was identified for elements including land use/transportation integration, connectivity, Complete Streets, and bicycle parking, enabling the Town to maximize on-road bicycle and multi-use trail improvements in conjunction with new development, redevelopment, and corridor improvement projects.

The recommendations are organized into three major categories of "Complete Streets and Greenways", "Bicycle-oriented Urban Design Elements", and "Connectivity." All of the major categories are interrelated, but based on the existing conditions analysis, and the goals of this plan, the following key recommendations from the table below should be implemented first.

Priority Policy and Regulatory Recommendations:

1. Update Subdivision and Engineering Standards to reflect Complete Streets policy in the Zoning Ordinance (Strategies 1.1 – 1.3)
2. Require dedication or reservation of greenway corridors (Strategy 1.5.)
3. Adopt Bicycle Parking requirements and Standards (Strategies 2.1)
4. Revise and update Connectivity requirements (Strategies 3.1 and 3.2)

These approaches will complement other specific capital projects, and education, enforcement, and evaluation recommendations provided elsewhere in this planning document. The full policy and regulatory review is in the Appendix.

THE OPEN HOUSE AT THE HUNTERSVILLE REC CENTER

VI. Implementation

The implementation strategy presents a work plan for the first steps in a long commitment to building the townwide bicycle network. ***This chapter presents a ten-year vision for building out the highest priority projects*** *that is achievable given the funding and political support needed to make these projects a reality.*

MCCOY ROAD LOOKING NORTH TOWARDS GILEAD ROAD

Near-Term Bicycle Project Prioritization

PRIORITY CRITERIA

PROVIDES EAST-WEST CONNECTION, ESPECIALLY ACROSS I-77

PROVIDES NORTH-SOUTH CONNECTION ON EAST SIDE OF I-77

FILLS GREENWAY GAPS

OPPORTUNITY FOR PARTNERSHIP
(e.g., COUNTY-OWNED LAND FOR GREENWAY CONNECTIONS)

FILLS BIKE NETWORK GAPS ON-STREET

SERVES THE TOWN CORE

CONNECTS TO MAJOR DESTINATIONS
(e.g., BIRKDALE, DOWNTOWN, HUNTERSVILLE BUSINESS PARK)

The Steering Committee and project team developed a set of criteria for identifying priority projects based on analysis, public input, and goals for biking in Huntersville. The list of seven (7) criteria were then used to identify priority corridors for bikeway/greenway improvements.

Taking into consideration the 30x30 priority greenways network, a summary list of 16 proposed priority projects was developed and submitted to the project Steering Committee (which includes the Greenway, Trail & Bikeway Commission) in order to help identify the top priority projects for the development of project cutsheets to move the projects towards near-term implementation.

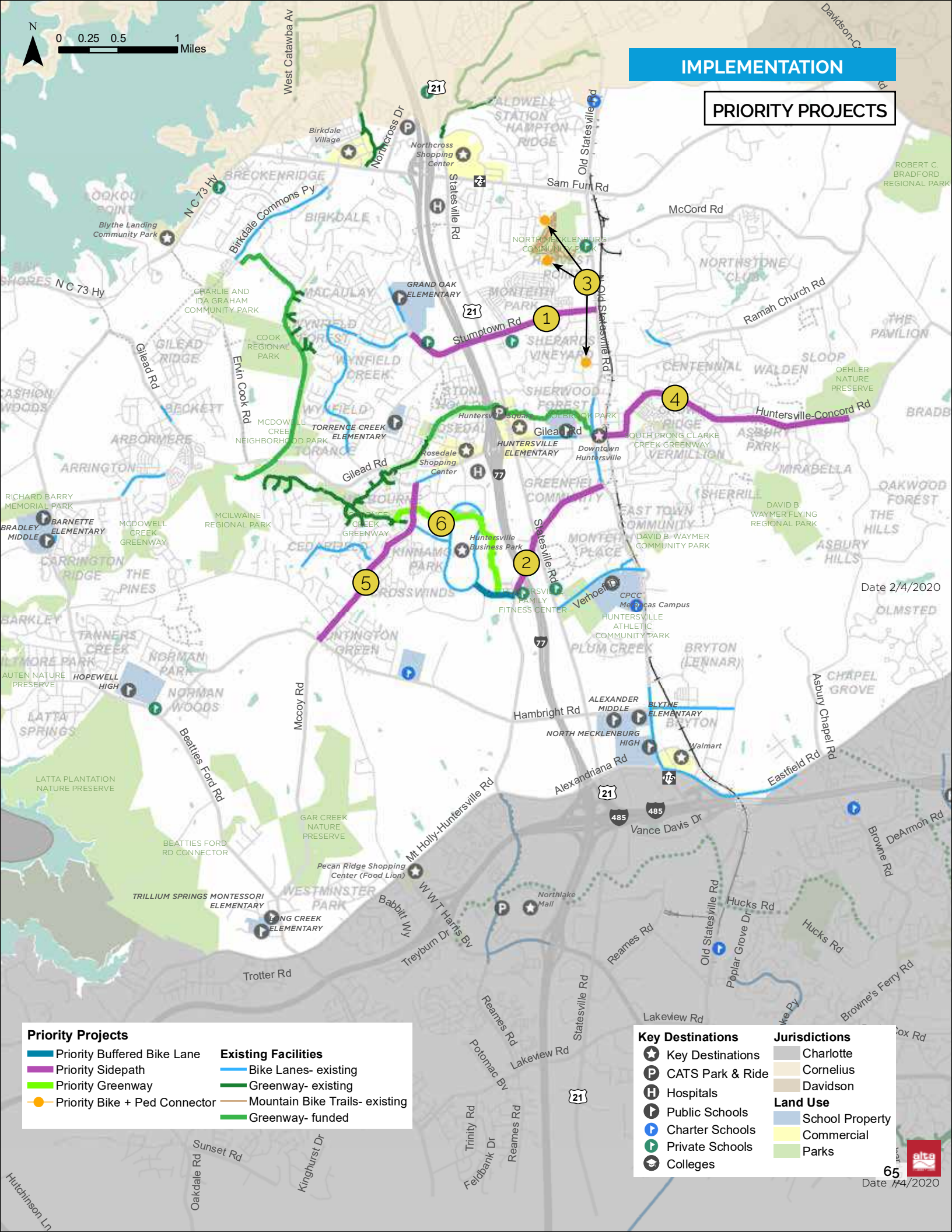
Through this review, six projects rose to the top of the list. These top ranked priority projects emphasize the priority criteria of providing East-West connections, filling on-street network gaps, serving the town core, and connecting points of interest, while also providing an equitable provision of facilities throughout the town and connecting a diverse number of neighborhoods to downtown and job centers.

The top 6 priority projects are as follows (numbers correspond to labels on the map and do not reflect ranking):

1. Stumptown Road: sidepath between Hugh Torance Parkway and NC 115
2. Mt Holly-Huntersville Road/Reese Boulevard: sidepath between the business park loop and NC 115
3. Bike + Ped Connections: short multi-use paths between and within Monteith Park, Shepards Vineyard, Ashton Acres, North Mecklenburg Park, Northcross Downs, Hamptons
4. Huntersville-Concord Road: sidepath between Downtown Huntersville and Asbury Chapel Road
5. McCoy Road: sidepath between Gilead Road and Hambright Road
6. The Park-Huntersville Greenway: between McCoy Road and Mt. Holly Huntersville Road

IMPLEMENTATION

PRIORITY PROJECTS



UPCOMING ROADWAY PROJECTS

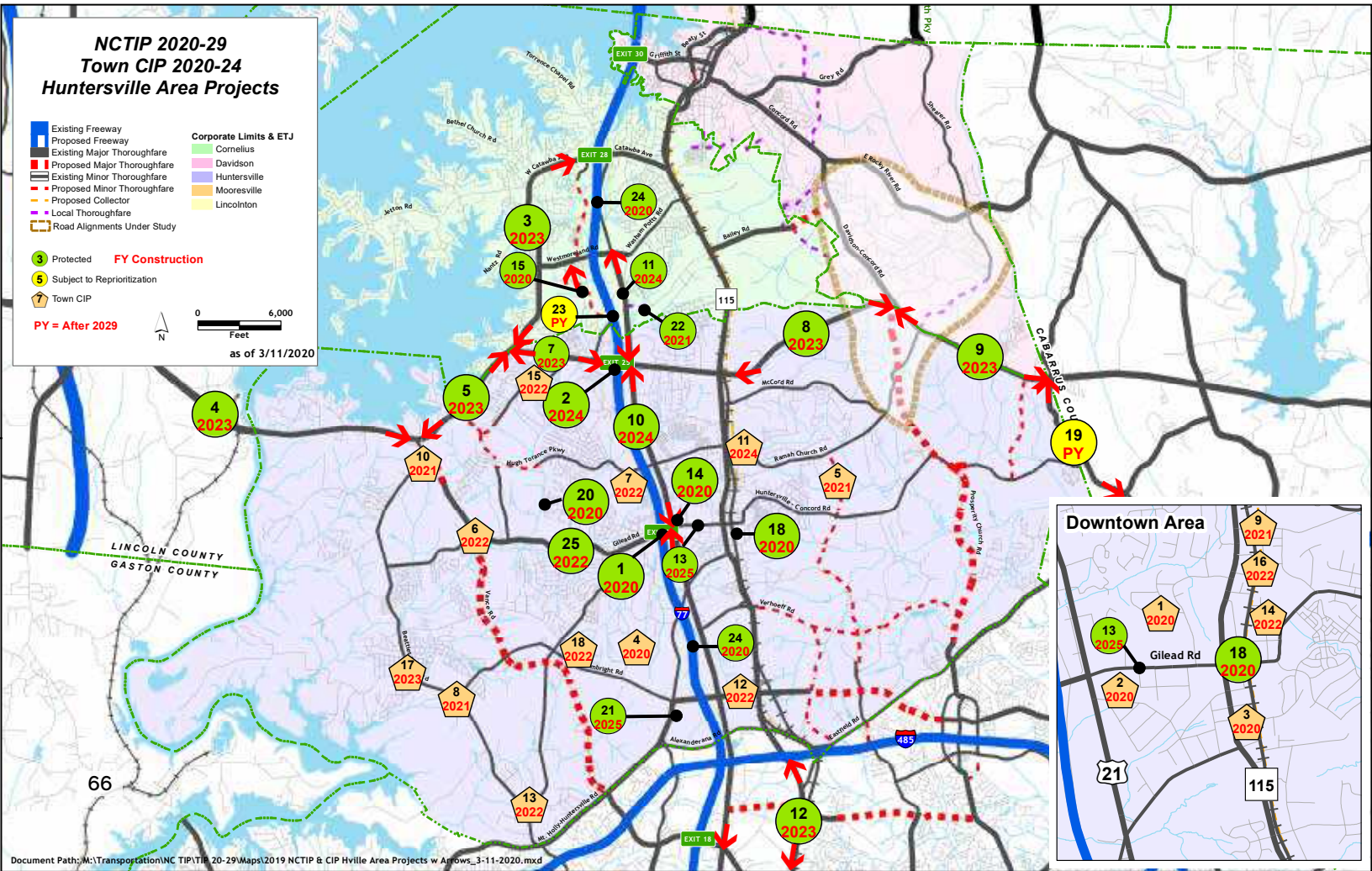
The bike facility projects outlined on the previous pages are those that are prioritized for near-term funding and implementation by the Town of Huntersville. Not included in those priorities are bike facility projects that fall along state-maintained roadways, such as NC Highway 115, NC Highway 73, and US Highway 21. These projects were not included as Town priorities because the funding and timing of maintenance and upgrades to these roadways are under the control of the North Carolina Department of Transportation (NCDOT). The Town will continue to advocate for the implementation of bike facilities along NCDOT roadways such as NC 115, NC 73, and US 21.

Based on recent updates to NCDOT's Complete Streets Policy, the bicycle facilities recommended in this plan along state-maintained roadways may be funded and built by NCDOT. NCDOT's Complete Streets Policy was updated in August 2019, and its Implementation Guide, which can be accessed here: https://connect.ncdot.gov/projects/BikePed/Pages/Complete-Streets.aspx, states that,

> Bicycle, pedestrian and public transportation facilities that appear in an adopted Plan directly or by references as described in Section 1.1. will be included as part of the proposed roadway project...NCDOT will fully fund the cost of designing, acquiring right of way, and constructing facilities, not including elements identified as betterments as defined in Section 6.3.

The project map below show projects in the North Carolina Transportation Improvement Plan (NCTIP, also known as the Statewide Transportation Improvement Plan or STIP), as well as those in the Huntersville Capital Improvement Program (CIP) for 2018-2022, and the details of these projects are provided in the tables on the facing page. For more on the NCTIP or on Huntersville's CIP, visit: https://www.huntersville.org/672/Capital-Improvement-Program-CIP.

The map below show projects in the North Carolina Transportation Improvement Plan (NCTIP, also known as the Statewide Transportation Improvement Plan or STIP), as well as those in the Huntersville Capital Improvement Program (CIP) for 2018-2022. The numbers correspond to the tables on the facing page. For a larger version of this map and these tables, visit: https://www.huntersville.org/DocumentCenter/View/5458/handout-final-NCTIP-Town-CIP-3_11_2020?bidId=

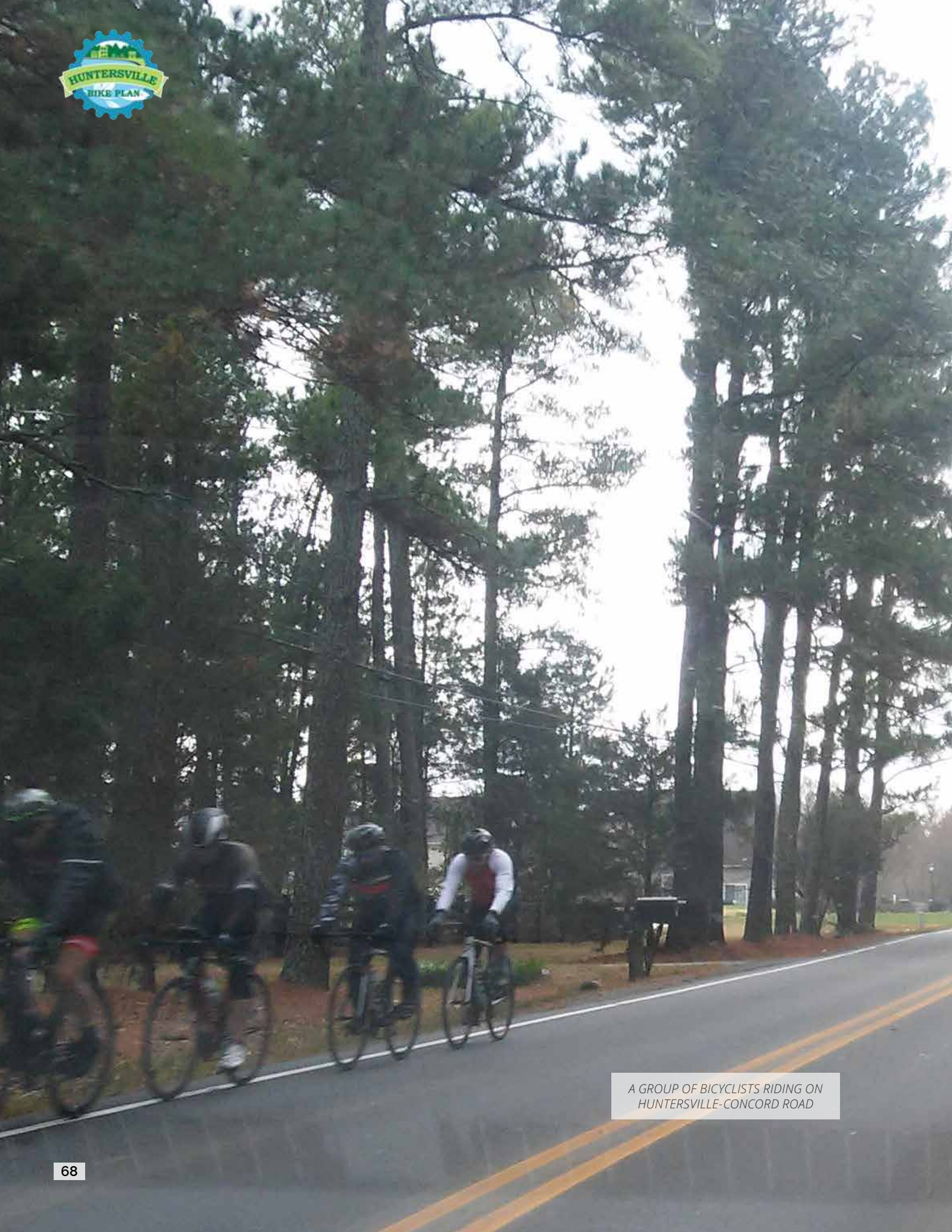


Approved NCTIP/STIP, 2020-29, Huntersville Area Projects						
Map ID #	Project Name*	Project Limits	Project Description (and Huntersville Bike Plan recommended bike facility)	STIP #	Right-of-way Fiscal Year	Construction Fiscal Year
1	I-77/Gilead Rd interchange	interchange	upgrade interchange to double diverging diamond (separated bike lanes)	I-5714	done	2020
2	I-77/Sam Furr Rd interchange	interchange	"upgrade interchange to split diamond" (sidepaths)	I-5715	2020	2024
3	W. Catawba Ave*	NC 73 to Jetton Rd	widen to 4 lane divided	R-2555 B	done	2023
4	NC 73	Business NC 16 (Lincoln Co.) to Vance Rd Ext	widen to multi-lanes (sidepaths)	R-5721 A	2021	2023
5	NC 73	Vance Rd Ext to Catawba Ave	widen to multi-lanes (sidepaths)	R-5721 B	2021	2023
6	I-77/Hambright Rd interchange*	new interchange	provide direct connections to managed lanes	I-5405B	done	under construction
7	NC 73	W Catawba Ave to Northcross Dr	widen existing roadway (sidepaths)	U-5765	2020	2023
8	NC 73	NC 115 to Davidson- Concord Rd	widen to multi-lanes (sidepaths)	R-2632 AB	2020	2023
9	NC 73	Davidson-Concord Rd to Poplar Tent Rd	widen to multi-lanes (sidepaths)	R-5706A	2020	2023
10	US 21 (Statesville Rd)	Gilead Rd to Holly Point Dr	widen to multi-lanes (sidepaths)	U-5771	2019	2024
11	US 21 (Statesville Rd)*	Northcross Center Ct to Westmoreland Rd	widen to multi-lanes	U-5767	2019	2024
12	NC 115 (Old Statesville Rd)*	Harris Bv to I-485	widen to multi-lanes	U-5772	2021	2023
13	Gilead Rd	Statesville Rd to Old Statesville Rd	widen to multi-lanes (separated bike lanes)	U-5807	2022	2025
14	US 21/Gilead Rd	intersection	intersection improvements	U-5114	done	2020
15	Northcross Dr Ext*	current end to Westmoreland Rd	road on new location	U-5108	2019	2020
18	Main Street	Mt. Holly-Huntersville Rd to south of Ramah Church Rd.	widen Main St. and connect to NC 115 (bike boulevard)	U-5908	done	2020
19	Poplar Tent Rd	Derita Rd. to NC 73	widen to four lanes (sidepaths)	U-6029	2029	post 2029
20	McDowell Creek Greenway	NC 73 to Chilgrove Ln.	construct multi use trail (greenway)	EB-5785	n/a	2020
21	Hambright Rd Park & Ride	southwest corner I-77 & Hambright Rd	construct regional park and ride lot & transfer facility	TA-6724	n/a	2025
22	Bailey Rd Ext*	Poole Place Dr to US 21	road on new location	U-6105	2020	2021
23	Bailey Rd Ext*	US 21 to Northcross Dr including I-77 bridge	road on new location	U-6171	2029	post 2029
24	I-77 North	I-485 to NC 150	construct peak period shoulder lanes	I-6065	2020	2020
25	Gilead Rd West	McCoy Rd to Wynfield Creek Pkwy	widen to multi-lanes (sidepaths)	U-6106	2020	2022

*Indicates that the project is not in Huntersville

Projected Huntersville Capital Improvement Program Major Projects, Fiscal Year 2018-2022		
Map ID #	Project	Construction Fiscal Year
1	Downtown greenway	2020
2	Holbrook Street extension	2020
3	Gibson Park Drive improvements	2020
4	Patterson Road extension	2021
5	Ferrelltown Parkway partnership	2021
6	Vance Road/Gilead Road (connection)	2022
7	Ranson Road widening	2022
8	Beatties Ford Rd/Hambright Rd intersection	2021

Map ID #	Project	Construction Fiscal Year
9	Seagle Street improvements	2021
10	Beatties Ford Rd/Gilead Rd intersection	2022
11	Stumptown Rd extension	2024
12	Hambright Road widening	2022
13	Beatties Ford Road/McCoy Road	2022
14	Walters Street improvements	2022
15	David Kenney Farm Rd connection	2022
16	4th Street improvements	2022
17	Beatties Ford Rd/Neck Rd intersection	2023
18	Huntington Green Sidewalk	2022



A GROUP OF BICYCLISTS RIDING ON HUNTERSVILLE-CONCORD ROAD

Priority Project Cutsheets

For each of the priority projects outlined at right (and on pages 64 and 65), preliminary engineering feasibility assessments and cost estimates were developed. These are summarized on the detailed project cutsheets, which include photo simulations and/or plan/design concepts for the top six priority projects.

The cost estimates were developed based on a set of assumptions that are detailed on the pages that follow, as well as in the full cost-estimate figures in Appendix 4 on page 118. It is important to note that the priority projects where a sidepath is the recommended bike facility, the cost estimates are based on the construction of a sidepath on one side of the street. The side of the roadway that was selected for each sidepath project was based on the preliminary engineering feasibility assessments, which took into account right-of-way availability, the presence of utility poles, and connectivity and access to nearby destinations. However, this determination of which side of the roadway to construct the sidepaths is not prescriptive and is subject to the findings of more detailed feasibility studies.

Should further study result in the construction of a sidepath project on the opposite side of the roadway from where it is stated in these cutsheets, the costs may differ slightly but should be on the same order of magnitude as the estimates provided herein.

Top 6 Priority Projects:

- **Stumptown Road: sidepath between Hugh Torance Parkway and NC 115**
- **Mt Holly-Huntersville Road/Reese Boulevard: sidepath between the business park loop and NC 115**
- **Bike + Ped Connections: short multi-use paths between and within Monteith Park, Shepards Vineyard, Ashton Acres, North Mecklenburg Park, Northcross Downs, Hamptons**
- **Huntersville-Concord Road: sidepath between Downtown Huntersville and Asbury Chapel Road**
- **McCoy Road: sidepath between Gilead Road and Hambright Road**
- **The Park-Huntersville Greenway: between McCoy Road and Mt. Holly Huntersville Road**

BIKE + PEDESTRIAN CONNECTORS

HARVEST POINT + NORTHCROSS DOWNS/HAMPTONS TO NORTH MECKLENBURG PARK; SHERASHTON ACRES TO ASHTON ACRES

These three bike + ped connectors have been prioritized in order to:

- Leverage the existing pockets of quiet streets to be a broader, connected network of low-stress, bikeable streets
- Create a continuous North-South corridor of bikeable streets from Gilead Road and Huntersville Elementary School to North Mecklenburg Park and Sam Furr Road
- Provide more direct access for bicyclists and pedestrians to key destinations, including the future North Mecklenburg Park

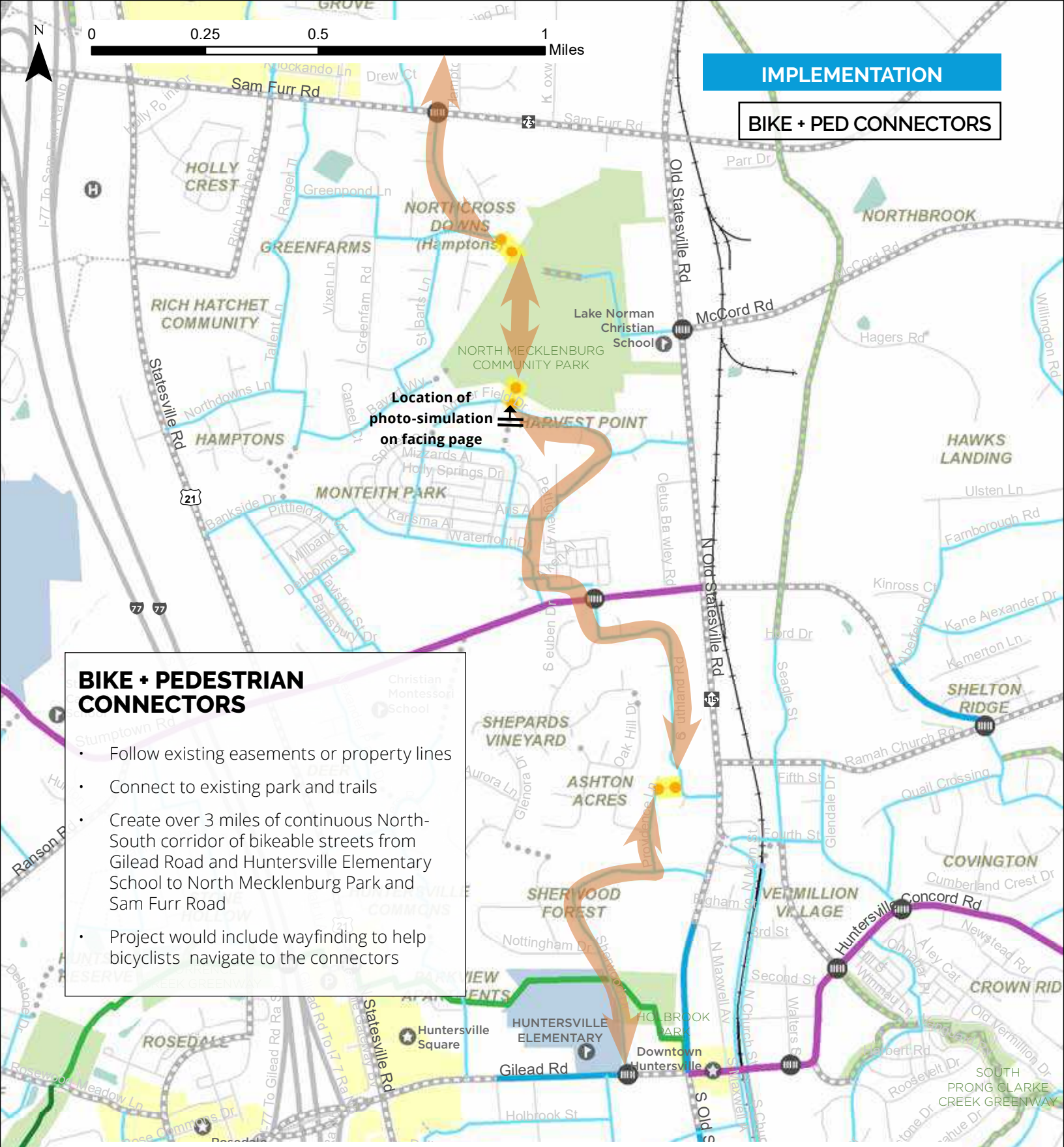
Details

- Estimated cost for construction: $617,000*
- Formalize the 225-foot path between Amber Field Drive and the trails within North Mecklenburg Park
- Formalize the 130-foot path between the Hamptons neighborhood pool parking lot and North Mecklenburg Park
- Create a 275-foot path between Providence Lane and Southland Road

A view of the current dirt trail access to the North Mecklenburg Park

*Detailed cost estimates are provided in the Appendix, reflecting 2022 prices, assuming a 5% annual inflation. Costs do not include right-of-way acquisition, if necessary.

BIKE + PED CONNECTORS



BIKE + PEDESTRIAN CONNECTORS

- Follow existing easements or property lines
- Connect to existing park and trails
- Create over 3 miles of continuous North-South corridor of bikeable streets from Gilead Road and Huntersville Elementary School to North Mecklenburg Park and Sam Furr Road
- Project would include wayfinding to help bicyclists navigate to the connectors

Priority Project Highlight

- Priority Project: Bike + Ped Connectors
- Priority Buffered Bike Lanes
- Priority Sidepath
- Priority Greenway
- Priority Bike + Ped Connector
- Proposed Bike Facility
- Proposed Greenway
- Proposed B+P Connector
- Proposed Crossing Improvement
- Bike Lanes- existing
- Greenway- existing
- Greenway- funded
- Quiet Streets (Proposed Bike Blvd + Wayfinding)

STUMPTOWN ROAD SIDEPATH

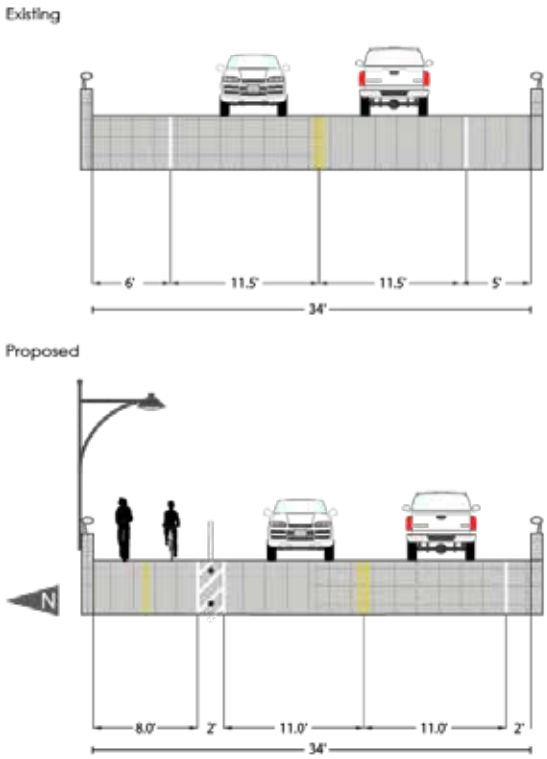
BETWEEN HUGH TORANCE PARKWAY AND NC 115

This sidepath will:

- Create East-West corridor, connecting the MacAulay neighborhood to NC Highway 115, providing access across Interstate 77 and US Highway 21.
- Provide access to the numerous existing and planned schools along Stumptown Road.
- Fill gap in pedestrian facilities as well.
- Connect to the quiet streets on either side of the highways to leverage a wider network of streets that are bikeable for all ages and abilities.

Details

- Estimated cost for construction: $3,917,000.*
- Approximately 8,500 feet of a 10-foot wide concrete sidepath on north side of Stumptown Road, with a planted buffer.
- 380-foot bridge crossing- re-striping and shifting of lanes to create 8-foot** multi-use path with 2-foot buffer on north shoulder of bridge (see bridge cross-section at right).
- Extend school zone speed limit (30 mph) to NC 115.



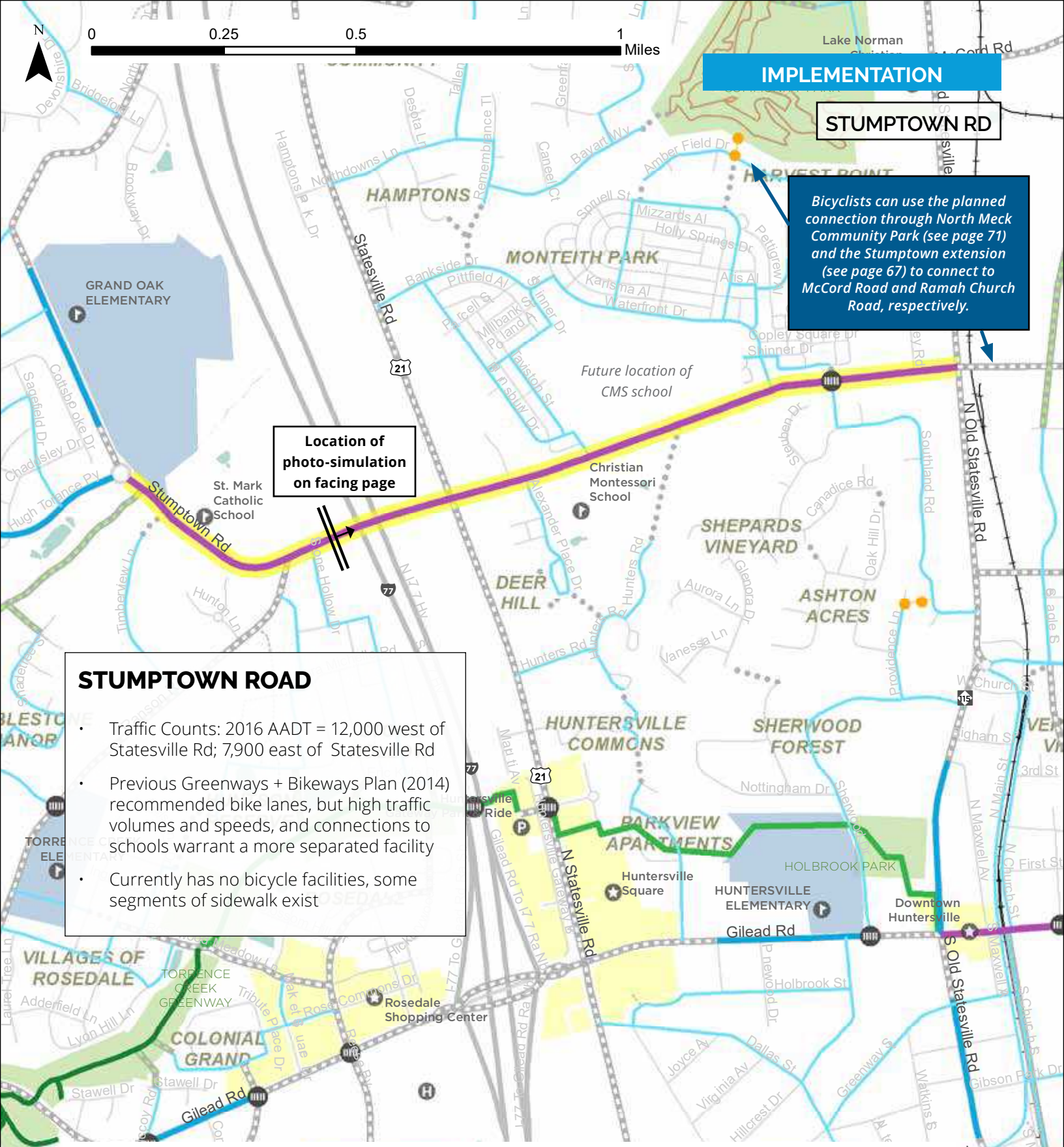
Existing and Proposed Cross-Section

*Detailed cost estimates are provided in the Appendix, reflecting 2022 prices, assuming a 5% annual inflation. Costs do not include right-of-way acquisition, if necessary, and assume sidepath is built on north side. Sidepath could be built on opposite side; costs would change if sidepath is constructed on opposite side of the roadway.

** 8-ft is an AASHTO-approved facility width in constrained conditions. Bridge cross-section is subject to NCDOT approval.

STUMPTOWN RD

Bicyclists can use the planned connection through North Meck Community Park (see page 71) and the Stumptown extension (see page 67) to connect to McCord Road and Ramah Church Road, respectively.



STUMPTOWN ROAD

- Traffic Counts: 2016 AADT = 12,000 west of Statesville Rd; 7,900 east of Statesville Rd
- Previous Greenways + Bikeways Plan (2014) recommended bike lanes, but high traffic volumes and speeds, and connections to schools warrant a more separated facility
- Currently has no bicycle facilities, some segments of sidewalk exist

Priority Project Highlight

- Priority Project: Stumptown Road
- Priority Buffered Bike Lanes
- Priority Sidepath
- Priority Greenway
- Priority Bike + Ped Connector
- Proposed Bike Facility
- Proposed Greenway
- Proposed B+P Connector
- Proposed Crossing Improvement
- Bike Lanes- existing
- Greenway- existing
- Greenway- funded
- Natural Surface Trail
- Quiet Streets (Proposed Bike Blvd + Wayfinding)

MT. HOLLY-HUNTERSVILLE ROAD SIDEPATH + REESE BOULEVARD BUFFERED BIKE LANES

BETWEEN THE BUSINESS PARK LOOP AND NC 115

This project will:

- Include a sidepath along Mt. Holly-Huntersville Road, connecting to buffered bike lanes along Reese Boulevard.
- Provide a critical East-West link across US Highway 21 and Interstate 77,
- Improve access between neighborhoods on the east side to the business park loop
- Connect to future sections of the Torrence Creek Greenway, also providing a missing facility for pedestrians along Mt. Holly-Huntersville Road
- Constitute a near-term solution with an on-road sidepath under US 21. Long-term recommendation is to coordinate with US-21 widening project to accommodate a separated, off-street facility.

Details

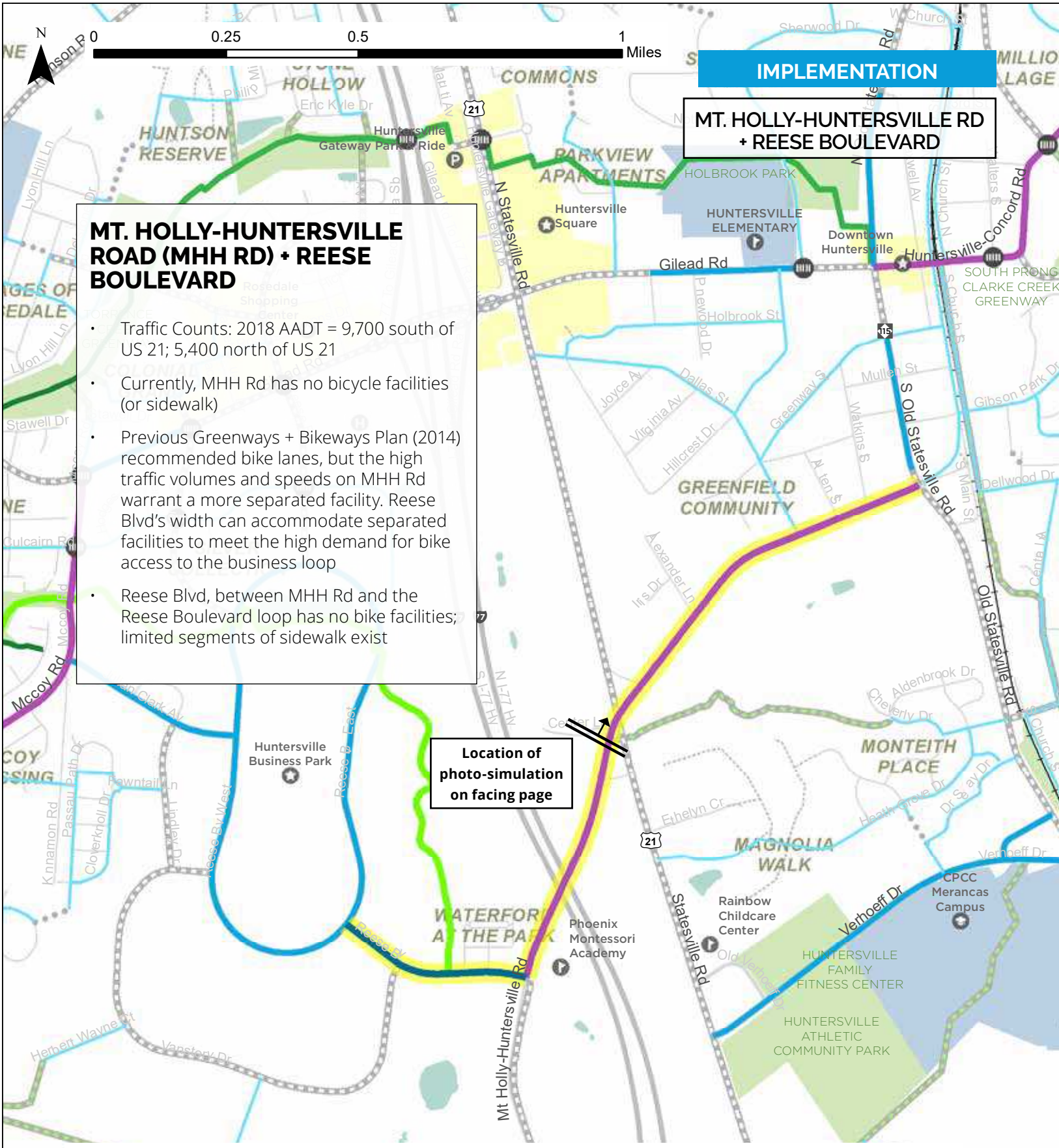
- Estimated cost for construction: $4,120,000*
- Approximately 1.25 miles of a 10-foot wide concrete sidepath on south/east side of Mt. Holly-Huntersville Road, with a planted buffer.
- 415-foot bridge crossing of I-77 and 70-foot underpass of US 21: re-striping and shifting of lanes to create 8-foot multi-use path with 3-foot buffer on south shoulder (similar to cross-section for Stumptown Rd, shown on previous pages)
- Conversion of outside lane on Reese Boulevard to separated bike lane

*Detailed cost estimates are provided in the Appendix, reflecting 2022 prices, assuming a 5% annual inflation. This project's cost estimate includes the cost of vertical separators (bollards) that would create separated bike lanes on Reese Blvd. A buffered bike lane does not include vertical separators so the cost would be lower. Costs do not include right-of-way acquisition, if necessary, and assume sidepath is built on south/east side. Sidepath could be built on opposite side; costs would change if sidepath is constructed on opposite side of the roadway.

MT. HOLLY-HUNTERSVILLE RD + REESE BOULEVARD

MT. HOLLY-HUNTERSVILLE ROAD (MHH RD) + REESE BOULEVARD

- Traffic Counts: 2018 AADT = 9,700 south of US 21; 5,400 north of US 21
- Currently, MHH Rd has no bicycle facilities (or sidewalk)
- Previous Greenways + Bikeways Plan (2014) recommended bike lanes, but the high traffic volumes and speeds on MHH Rd warrant a more separated facility. Reese Blvd's width can accommodate separated facilities to meet the high demand for bike access to the business loop
- Reese Blvd, between MHH Rd and the Reese Boulevard loop has no bike facilities; limited segments of sidewalk exist



Priority Project Highlight

- Priority Project: Mt Holly-Huntersville Rd/Reese Blvd
- Priority Buffered Bike Lanes
- Priority Sidepath
- Priority Greenway
- Priority Bike + Ped Connector
- Proposed Bike Facility
- Proposed Greenway
- Proposed B+P Connector
- Proposed Crossing Improvement
- Bike Lanes- existing
- Greenway- existing
- Greenway- funded
- Quiet Streets (Proposed Bike Blvd + Wayfinding)

HUNTERSVILLE-CONCORD ROAD SIDEPATH

BETWEEN DOWNTOWN HUNTERSVILLE AND ASBURY CHAPEL ROAD

This sidepath will:

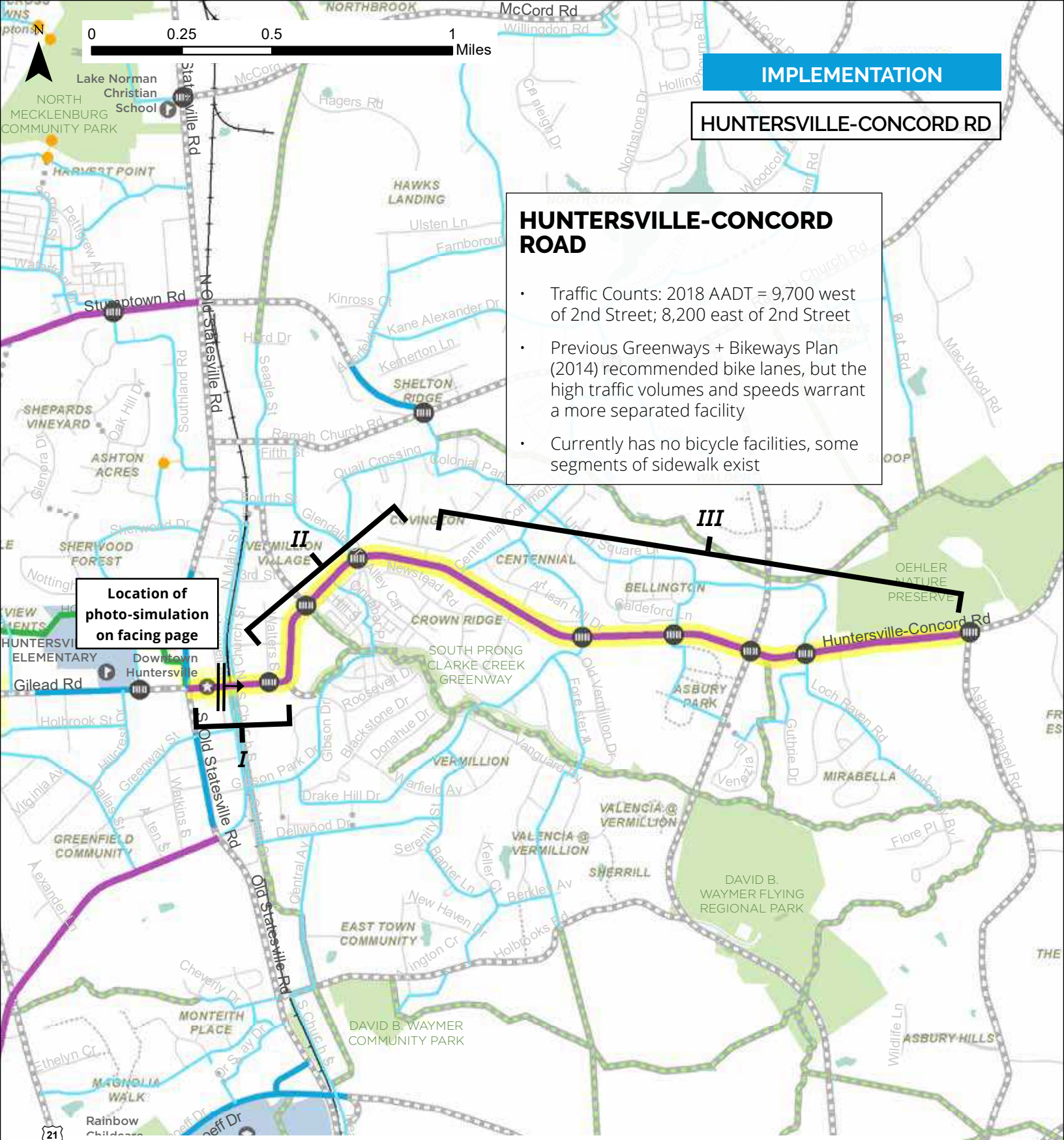
- Create an East-West corridor, connecting historic downtown Huntersville with Vermillion, Crown Ridge, Centennial, Asbury Park, and other East Huntersville neighborhoods
- Provide access to Veterans Park, Oehler Nature preserve, Huntersville Elementary School
- Fill gap in pedestrian facilities
- Can be implemented in stages, depending on funding availability: Downtown to Vermillion (I), Vermillion to Covington Crest (II), and Covington Crest to Asbury Church Road (III)

Details

- Estimated cost for construction: $8,140,000*
- Approximately 2.5 miles of sidepath on south sides of Huntersville-Concord Road from the railroad tracks to Asbury Chapel Road.
- Approximately 0.5 miles of sidepath on the north side between Second Street and Covington Crest Drive
- High-visibility crosswalk at Veteran's Park,

*Detailed cost estimates are provided in the Appendix, reflecting 2022 prices, assuming a 5% annual inflation. Costs do not include right-of-way acquisition, if necessary, and assume sidepath is built on south side, with a partial section on the north side. Sidepath could be built on opposite side; costs would change if sidepath is constructed on opposite side of the roadway.

HUNTERSVILLE-CONCORD RD



HUNTERSVILLE-CONCORD ROAD

- Traffic Counts: 2018 AADT = 9,700 west of 2nd Street; 8,200 east of 2nd Street
- Previous Greenways + Bikeways Plan (2014) recommended bike lanes, but the high traffic volumes and speeds warrant a more separated facility
- Currently has no bicycle facilities, some segments of sidewalk exist

Priority Project Highlight

- Priority Project: Huntersville-Concord Road
- Priority Buffered Bike Lanes
- Priority Sidepath
- Priority Greenway
- Priority Bike + Ped Connector
- Proposed Bike Facility
- Proposed Greenway
- Proposed B+P Connector
- Proposed Crossing Improvement
- Bike Lanes- existing
- Greenway- existing
- Greenway- funded
- Quiet Streets (Proposed Bike Blvd + Wayfinding)

MCCOY ROAD SIDEPATH

BETWEEN GILEAD ROAD AND HAMBRIGHT ROAD

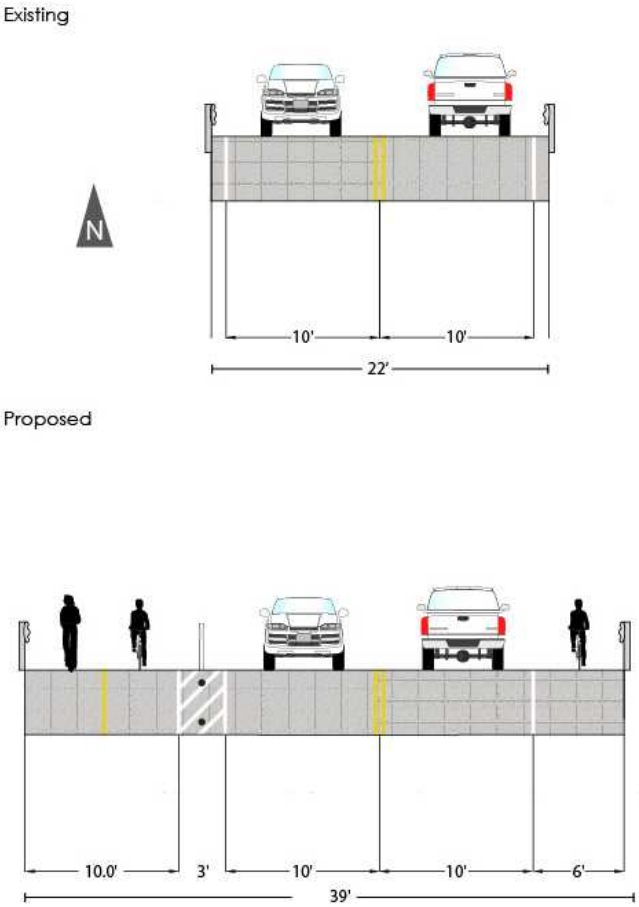
This sidepath will:

- Create a North-South corridor, connecting Cedarfield, Huntington Green, Melbourne, and Hambright Woods neighborhoods to the Huntersville Business Park and Rosedale Shopping Center
- Provide access to the Torrence Creek Greenway
- Fill gap in pedestrian facilities

Details

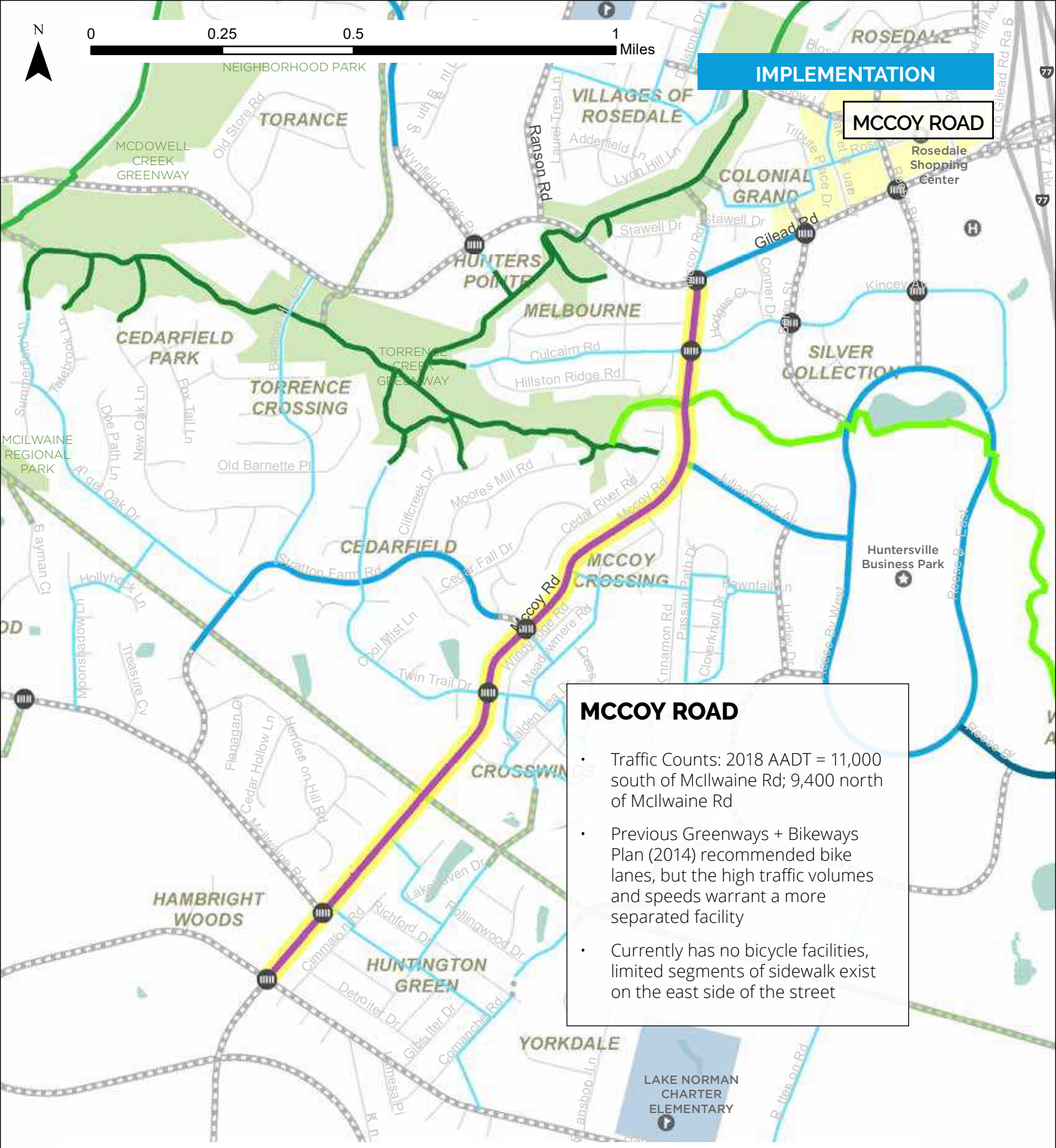
- Estimated cost for construction: $4,752,000*
- Approximately 8,600 feet of a 10-foot wide concrete sidepath with a planted buffer, on west side of McCoy Road.
- Includes approximately 215 feet of an on-street bike facility on the bridge over Torrance Creek, to be completed when the bridge is replaced and widened as planned. (The bridge reconstruction is not included in the cost estimate.)

*Detailed cost estimates are provided in the Appendix, reflecting 2022 prices, assuming a 5% annual inflation. Costs do not include right-of-way acquisition, if necessary, and assume sidepath is built on west side. Sidepath could be built on opposite side; costs would change if sidepath is constructed on opposite side of the roadway. NCDOT has not reviewed these, and they are subject to their approval.



Existing and Proposed Cross-Section

MCCOY ROAD



MCCOY ROAD

- Traffic Counts: 2018 AADT = 11,000 south of McIlwaine Rd; 9,400 north of McIlwaine Rd
- Previous Greenways + Bikeways Plan (2014) recommended bike lanes, but the high traffic volumes and speeds warrant a more separated facility
- Currently has no bicycle facilities, limited segments of sidewalk exist on the east side of the street

Priority Project Highlight

- Priority Project: McCoy Rd
- Priority Buffered Bike Lanes
- Priority Sidepath
- Priority Greenway
- Priority Bike + Ped Connector
- Proposed Bike Facility
- Proposed Greenway
- Proposed B+P Connector
- Proposed Crossing Improvement
- Bike Lanes- existing
- Greenway- existing
- Greenway- funded
- Quiet Streets (Proposed Bike Blvd + Wayfinding)

THE PARK – HUNTERSVILLE GREENWAY

BETWEEN MCCOY ROAD AND MT. HOLLY HUNTERSVILLE ROAD

This greenway will:

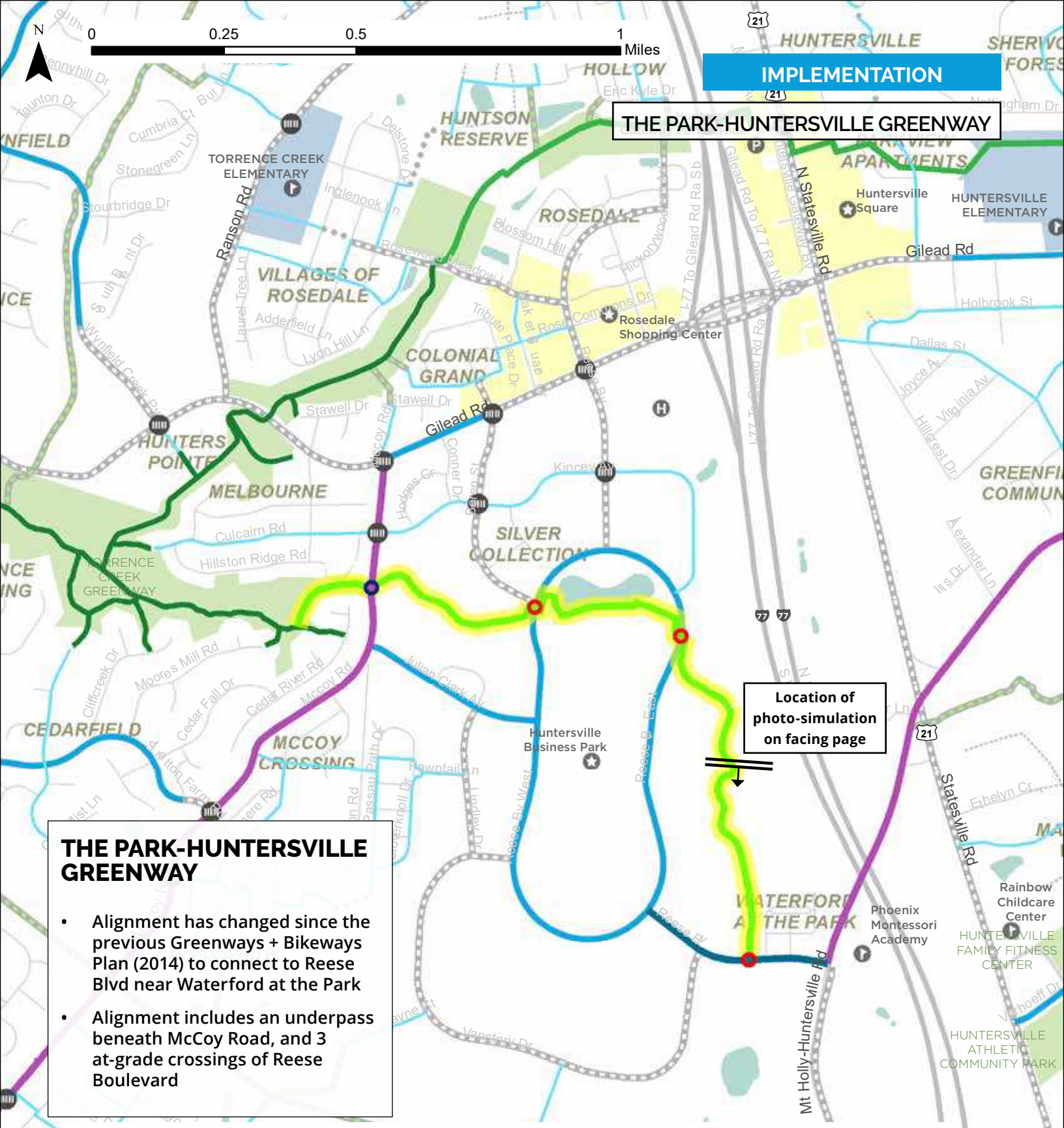
- Create an off-road connection between the existing Torrence Creek Greenway and the Huntersville Business Park and Reese Boulevard
- Connect the Cedarfield and Melbourne neighborhoods to the Huntersville Business Park and to the McCoy Road and Reese Boulevard + Mt. Holly-Huntersville priority projects (see previous pages)
- Complete a Vision 30x30 Priority I section of greenway

Details

- Estimated cost for construction: $3,173,000*
- Approximately 1.6 miles of greenway
- One underpass beneath McCoy Road
- Three at-grade crossings of Reese Boulevard

*Detailed cost estimates are provided in the Appendix, reflecting 2022 prices, assuming a 5% annual inflation. Costs do not include right-of-way acquisition, if necessary.

THE PARK-HUNTERSVILLE GREENWAY



THE PARK-HUNTERSVILLE GREENWAY

- Alignment has changed since the previous Greenways + Bikeways Plan (2014) to connect to Reese Blvd near Waterford at the Park
- Alignment includes an underpass beneath McCoy Road, and 3 at-grade crossings of Reese Boulevard

Priority Project Highlight

- Priority Project: The Park-Huntersville Gwy
- Priority Buffered Bike Lanes
- Priority Sidepath
- Priority Greenway
- Priority Bike + Ped Connector
- Greenway Underpass
- At-Grade Crossing
- Proposed Bike Facility
- Proposed Greenway
- Proposed B+P Connector
- Proposed Crossing Improvement
- Bike Lanes- existing
- Greenway- existing
- Greenway- funded
- Quiet Streets (Proposed Bike Blvd + Wayfinding)

10-Year Phasing Plan for High-Priority Projects

The map at right depicts the phased implementation strategy for Huntersville's greenway and bikeway network. The phased implementation is **designed to build the network over time to connect more and more neighborhoods with facilities for bicyclists of all ages and abilities**.

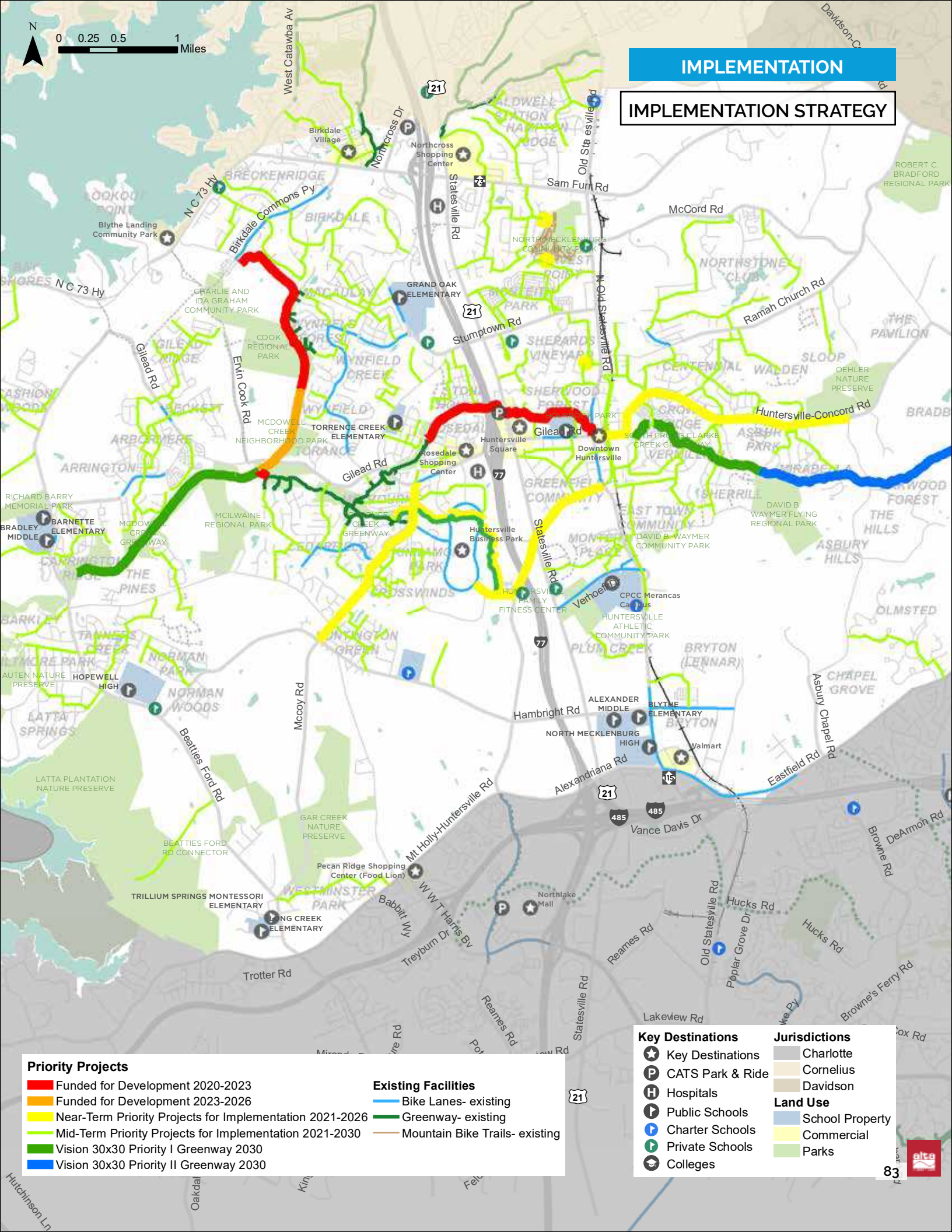
- The projects shown in RED are greenways that are already funded for construction between 2020 and 2023.
- Those shown in ORANGE are funded and scheduled for construction between 2023 and 2026.
- The priority projects that are highlighted on the preceding pages are shown in YELLOW, indicating that these should be the next projects that should be funded and scheduled for implementation over the next five years.
- Next the Priority I and Priority II greenways from the 30x30 Vision Plan, which envisions 30 miles of greenways built by 2030, are shown in GREEN and BLUE, respectively. (Note that the Park-Huntersville Greenway is a Priority Project for this Bike Plan AND a 30x30 Vision Plan Priority I Greenway)

The map also shows streets that are recommended for bike boulevard and wayfinding in **LIGHT GREEN as mid-term priorities for implementation in the next 10 years**, as these type of projects are generally easier to implement because they do not include a dedicated bikeway, but rather they re-prioritize the shared space to make it more comfortable for biking. Upgrading quiet streets to bike boulevards with wayfinding, traffic calming, and pavement markings can be done on an ongoing basis as funding and roadway maintenance schedules allow.

In addition to these projects that are prioritized for funding by the Town of Huntersville and Mecklenburg County (some sections of the greenways), other bike facility projects along State-maintained roadways will funded through NCDOT roadway projects scheduled for improvements in the next 10 years, as outlined in the map and tables provided on pages 66 and 67. These include projects along Sam Furr Road (NC 73), Statesville Road (US 21), Old Statesville Road (NC 115), and others.

The Town of Huntersville should coordinate with the Charlotte Regional Transportation Planning Organization (CRTPO) on project implementation. **Huntersville should work with CRTPO to amend its Comprehensive Transportation Plan (CTP) to include the recommendations from this Huntersville Bike Plan**. While this local plan, the Huntersville Bike Plan, will be referenced, NCDOT's Integrated Mobility Division strongly encourages municipalities to incorporate recommendations from recently adopted plans into the regional CTPs to ensure that NCDOT covers the full cost of these bike/pedestrian projects. As stated in the North Carolina Department of Transportation (NCDOT) Complete Streets Policy, CTPs will be the defining planning document when determining NCDOT/local cost share for projects.

IMPLEMENTATION STRATEGY



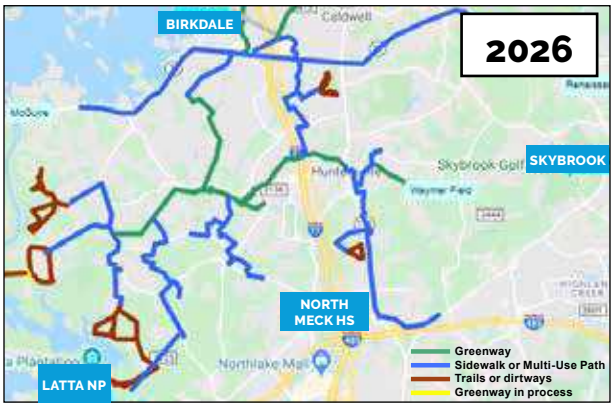
30x30 Vision Plan: "Spine of the Vine"

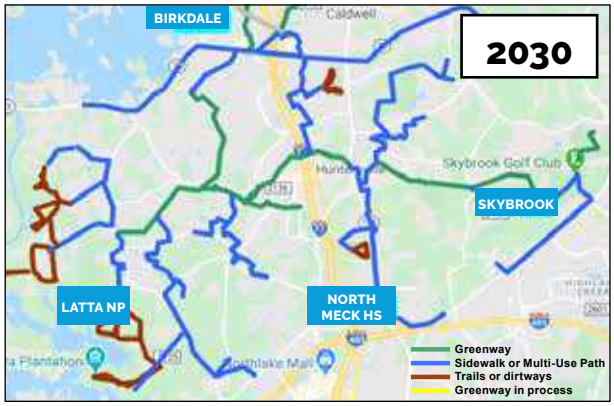
The Huntersville Greenways, Trail, and Bikeway Commission (GTBC) has a vision to connect 30,000 residents via greenways and sidewalks by 2030. A total of 14 miles of greenways are planned to create the "Spine of the Vine" of Huntersville's greenway network. To that end, the committee has prioritized the proposed network of greenways and identified the following sections for near-term implementation. These priorities are reflected in the 10-year phased plan outlined on the previous page. The GTBC will be a critical leader in carrying out the vision of this plan and the Vision 30x30 plan.

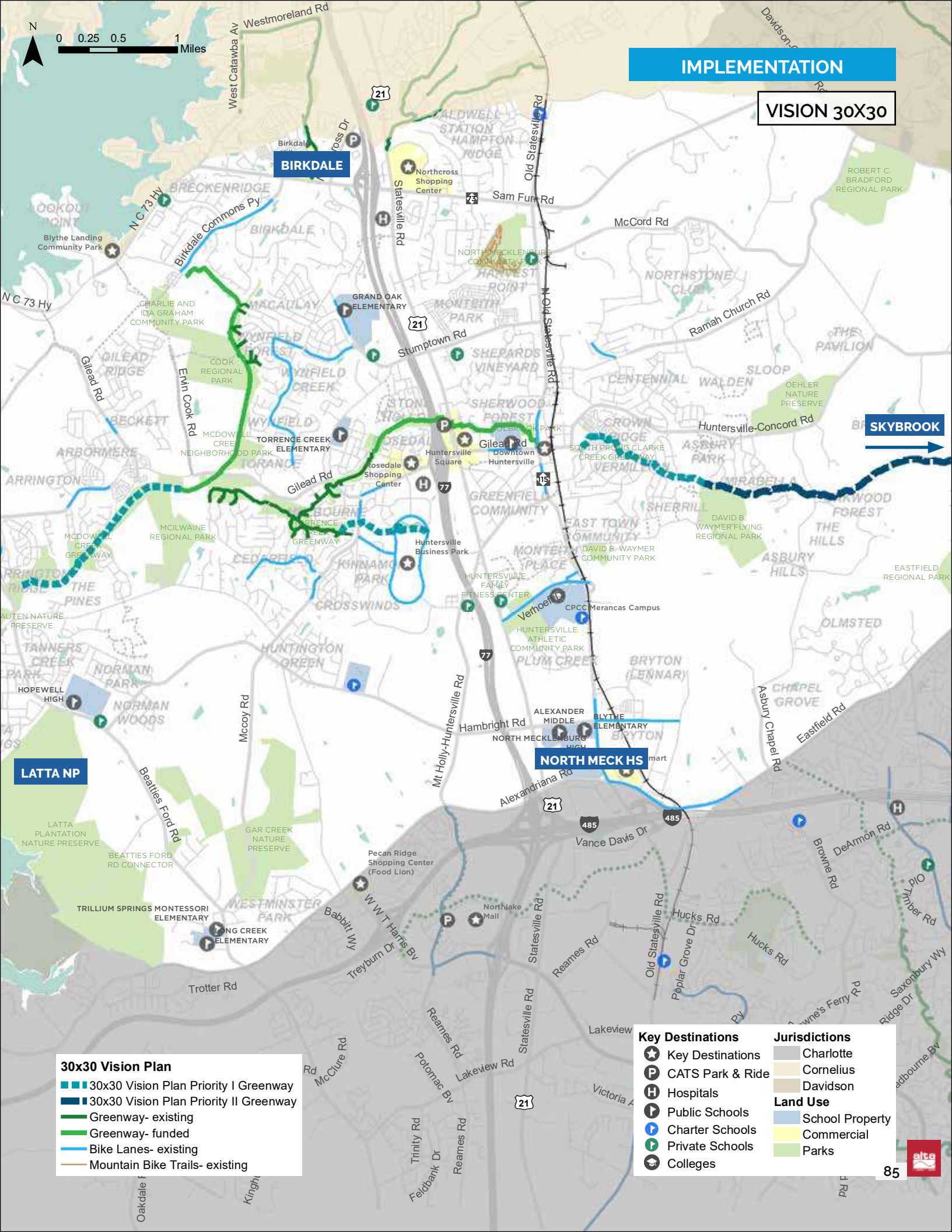
By 2030, with the implementation of these Vision 30x30 priority greenways, and with the existing network of sidewalks and bike facilities, virtually all the neighborhoods and residences in the Town of Huntersville will be connected and bikeable. The maps at right, and the table below depict an analysis completed by the GTBC showing how many miles of greenway and sidewalks are projected to be built over the next 10 years to connect all the homes in Huntersville via greenways and sidewalks.

Year	Greenway (mi.)	Sidewalk (mi.)	% Homes Connected
2020	3.25		31%
2020-2023	+2.9 funded	+1.6	70%
2023-2026	+4.0	+2.6	91%
2026-2030	+3.8	+4.0	100%
Totals	13.95	+8.2	100%

Note: The small 2030 map at right includes sidewalks (in blue), in addition to the "Spine of the Vine" greenways as shown in the larger 2030 Vision map on the facing page. Sidewalks are not considered bike facilities.






IMPLEMENTATION
VISION 30X30
N
0 0.25 0.5 1 Miles
BIRKDALE
SKYBROOK
LATTA NP
NORTH MECK HS
30x30 Vision Plan
30x30 Vision Plan Priority I Greenway
30x30 Vision Plan Priority II Greenway
Greenway- existing
Greenway- funded
Bike Lanes- existing
Mountain Bike Trails- existing
Key Destinations
Key Destinations
CATS Park & Ride
Hospitals
Public Schools
Charter Schools
Private Schools
Colleges
Jurisdictions
Charlotte
Cornelius
Davidson
Land Use
School Property
Commercial
Parks
Westmoreland Rd
West Catawba Av
Statesville Rd
Old Statesville Rd
N Old Statesville Rd
Sam Furr Rd
McCord Rd
Ramah Church Rd
Stumptown Rd
Gilead Rd
Huntersville-Concord Rd
Birkdale Commons Py
N C 73 Hy
Erwin Cook Rd
Mt Holly-Huntersville Rd
Hambright Rd
Alexandriana Rd
Vance Davis Dr
Asbury Chapel Rd
Eastfield Rd
Mccoy Rd
Beatties Ford Rd
Hucks Rd
Reames Rd
Lakeview Rd
Trotter Rd
Northcross Shopping Center
Blythe Landing Community Park
GRAND OAK ELEMENTARY
TORRENCE CREEK ELEMENTARY
Huntersville Square
Downtown Huntersville
Rosedale Shopping Center
Huntersville Business Park
CPCC Merancas Campus
ALEXANDER MIDDLE
BLYTHE ELEMENTARY
NORTH MECKLENBURG HIGH
HOPEWELL HIGH
Pecan Ridge Shopping Center (Food Lion)
Northlake Mall
TRILLIUM SPRINGS MONTESSORI ELEMENTARY
LONG CREEK ELEMENTARY
ROBERT C. BRADFORD REGIONAL PARK
CHARLIE AND IDA GRAHAM COMMUNITY PARK
COOK REGIONAL PARK
MCDOWELL CREEK NEIGHBORHOOD PARK
MCILWAINE REGIONAL PARK
MCDOWELL CREEK GREENWAY
TORRENCE CREEK GREENWAY
SOUTH PROONG CLARKE CREEK GREENWAY
DAVID B. WAYMER FLYING REGIONAL PARK
DAVID B. WAYMER COMMUNITY PARK
HUNTERSVILLE FAMILY FITNESS CENTER
HUNTERSVILLE ATHLETIC COMMUNITY PARK
OEHLER NATURE PRESERVE
EASTFIELD REGIONAL PARK
LATTA PLANTATION NATURE PRESERVE
BEATTIES FORD RD CONNECTOR
GAR CREEK NATURE PRESERVE
AUTEN NATURE PRESERVE
85

VI. Appendices

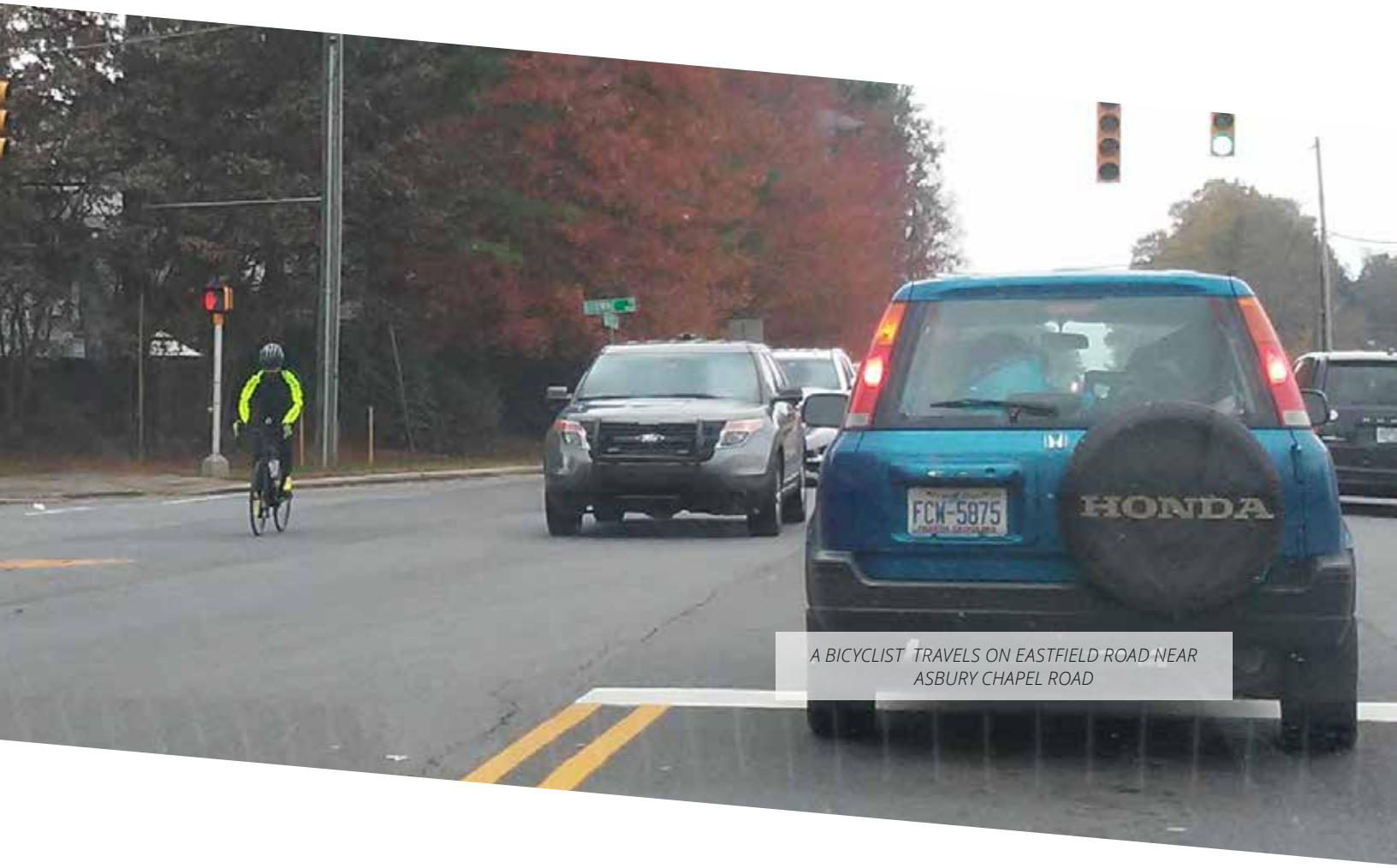
A.1. Needs + Opportunities Maps

A.2. Detailed Public Input Survey Results

A.3. Bicycle Policy + Regulatory Review

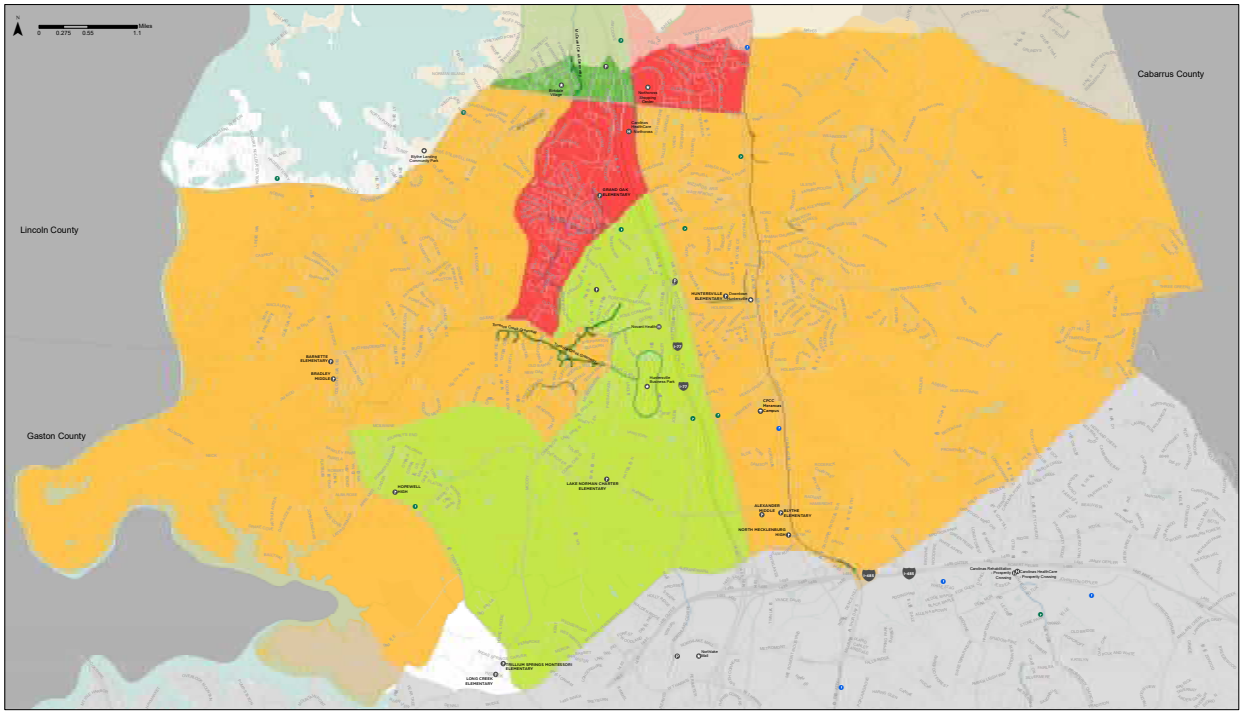
A.4. Detailed Cost Estimates for Priority Projects

A.5. Funding Sources



A BICYCLIST TRAVELS ON EASTFIELD ROAD NEAR ASBURY CHAPEL ROAD

A.1 Needs + Opportunities Maps



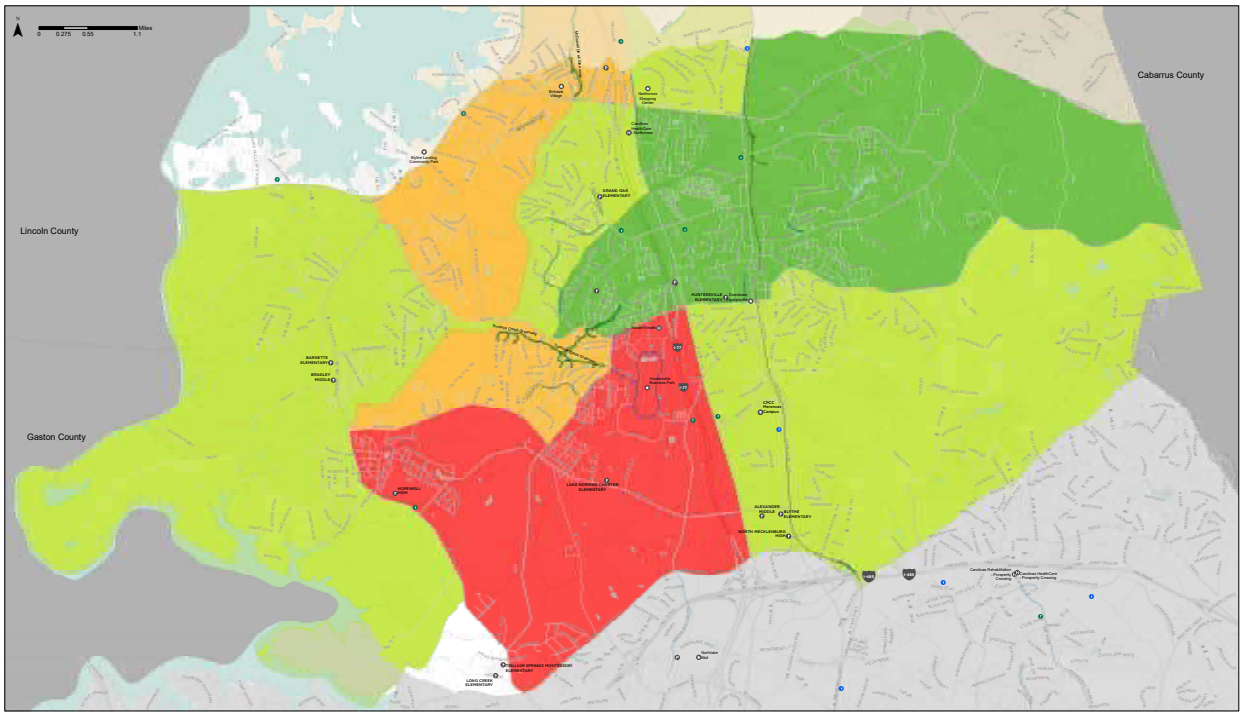
Huntersville Bicycle Plan: Children Under 18 years

Children under 18 yrs
- Higher concentration
- Lower concentration

Existing Bike Facilities
- Bike Lane - One Side
- Bike Lanes
- Sharrows
- Greenway/Multi-use Path

- Key Destinations
- CATS Park & Ride
- Hospitals
- Public Schools
- Charter Schools
- Private Schools
- Colleges
- Railroads
- Creeks and Streams
- Water
- Huntersville Town Limits
- Charlotte
- Cornelius
- Davidson

Draft date 9/23/2019



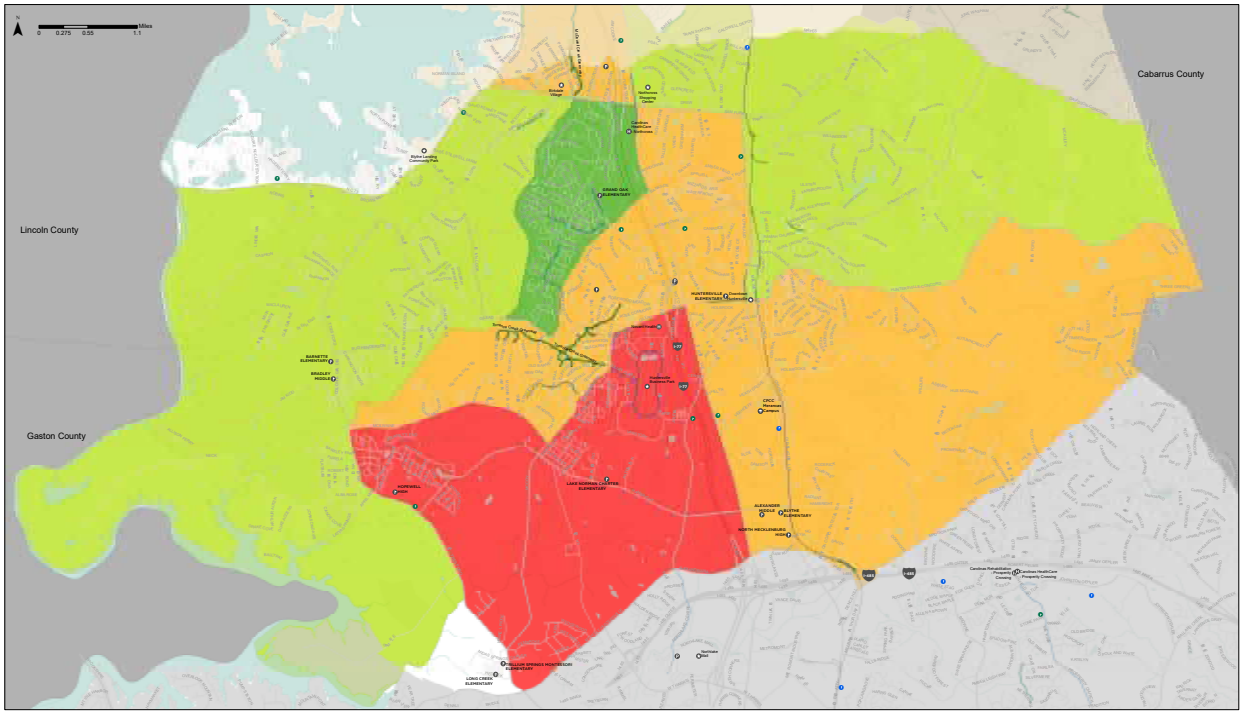
Huntersville Bicycle Plan: Percentage of Households Without a Vehicle

Percentage of Households without a Vehicle
- 2.9% - 5.4%
- 1.7% - 2.9%
- 0.7% - 1.7%
- < 0.7%

Existing Bike Facilities
- Bike Lane - One Side
- Bike Lanes
- Sharrows
- Greenway/Multi-use Path

- Key Destinations
- CATS Park & Ride
- Hospitals
- Public Schools
- Charter Schools
- Private Schools
- Colleges
- Railroads
- Creeks and Streams
- Water
- Huntersville Town Limits
- Charlotte
- Cornelius
- Davidson

Draft date 9/23/2019



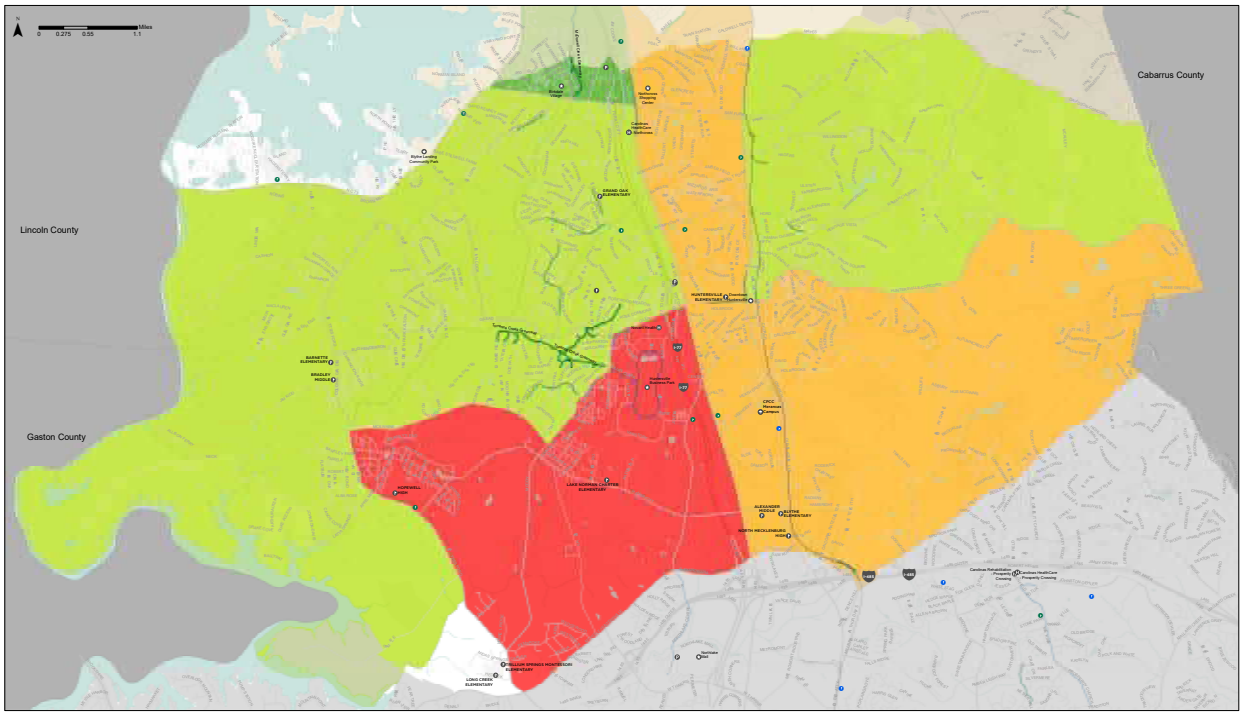
Huntersville Bicycle Plan: Percentage of Households Below 200% Poverty Level

Percentage of Households Below 200% Poverty
- 6.15% and higher
- 3.10% - 6.15%
- 2.11% - 3.09%
- < 2.1%

Existing Bike Facilities
- Bike Lane - One Side
- Bike Lanes
- Sharrows
- Greenway/Multi-use Path

- Key Destinations
- CATS Park & Ride
- Hospitals
- Public Schools
- Charter Schools
- Private Schools
- Colleges
- Railroads
- Creeks and Streams
- Water
- Huntersville Town Limits
- Charlotte
- Cornelius
- Davidson

Draft date 9/23/2019



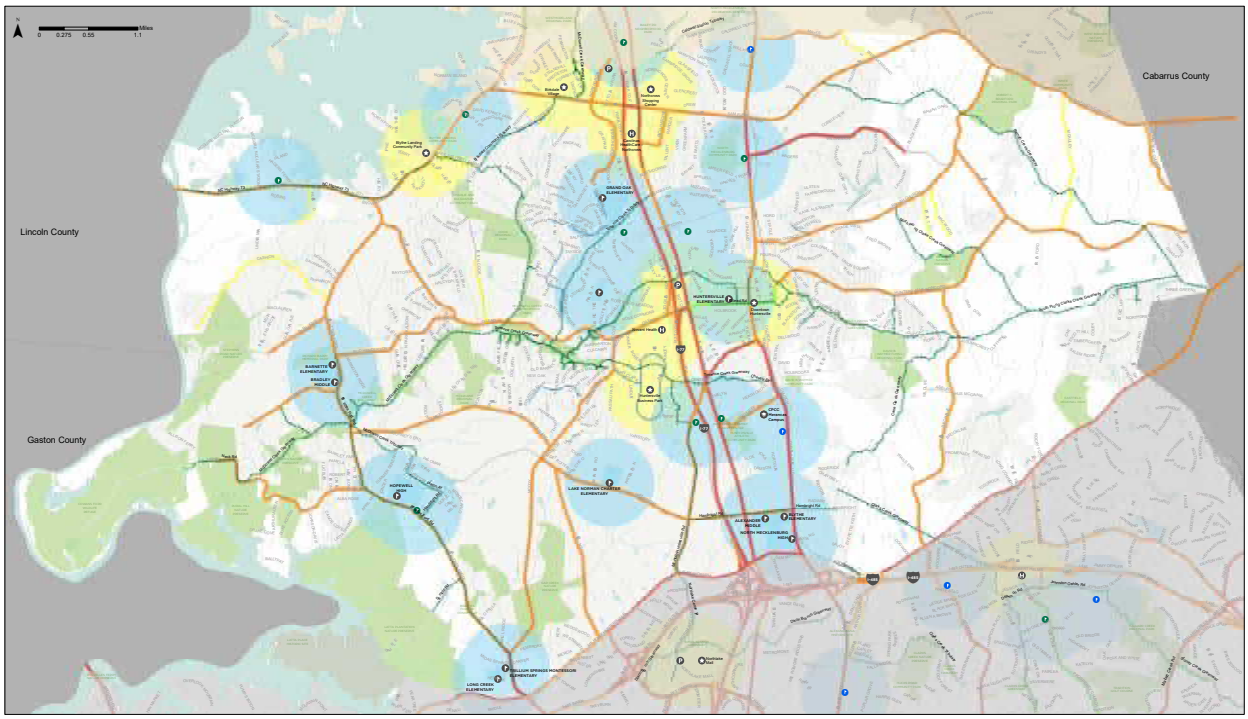
Huntersville Bicycle Plan: Concentration of Populations that are More Reliant on Biking + Walking

Composite
- Higher concentration
- Lower concentration

Existing Bike Facilities
- Bike Lane - One Side
- Bike Lanes
- Sharrows
- Greenway/Multi-use Path

- Key Destinations
- CATS Park & Ride
- Hospitals
- Public Schools
- Charter Schools
- Private Schools
- Colleges
- Railroads
- Creeks and Streams
- Water
- Huntersville Town Limits
- Charlotte
- Cornelius
- Davidson

Draft date 9/23/2019



Huntersville Bicycle Plan: Level of Traffic Stress Map (Travel Barriers)

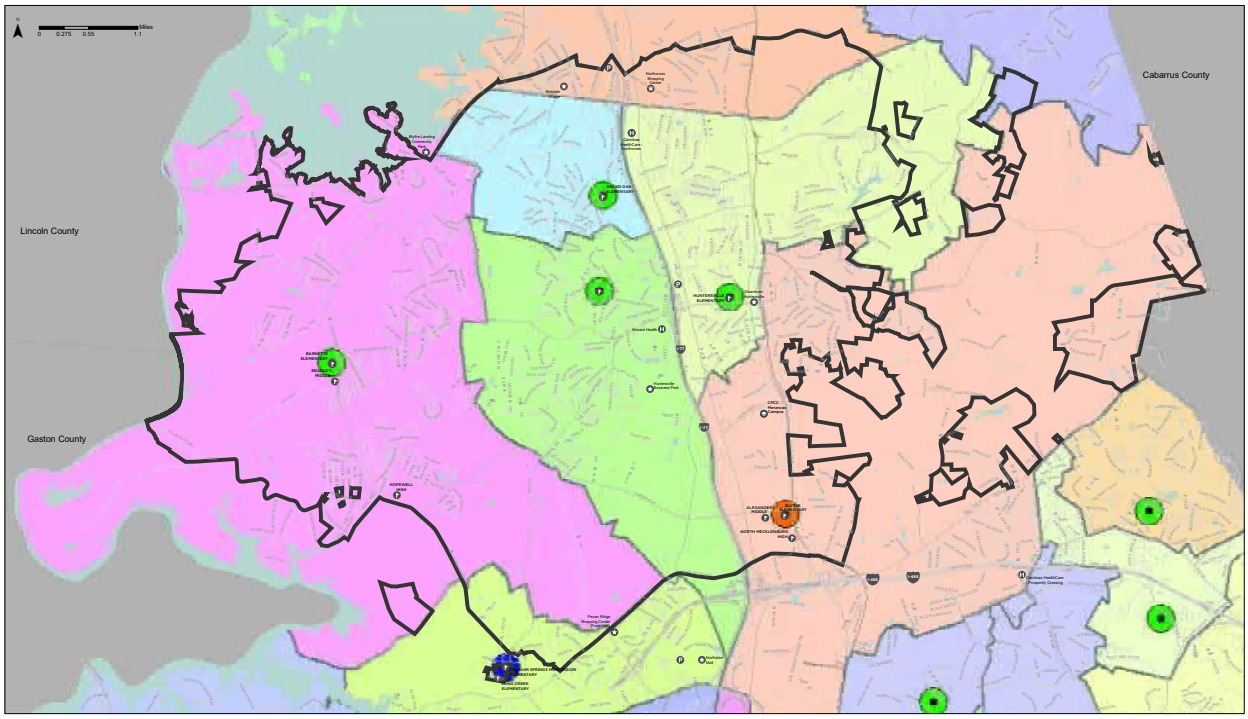
Level of Traffic Stress
- 1: Low
- 2
- 3
- 4: High

Existing Bike Facilities
- Bike Lane - One Side
- Bike Lanes
- Sharrows

Greenway/Multi-use Path
- Existing
- Planned

- Key Destinations
- CATS Park & Ride
- Hospitals
- Public Schools
- Charter Schools
- Private Schools
- Colleges
- Schools
- Parks
- Water
- Huntersville Town Li
- Charlotte
- Cornelius
- Davidson

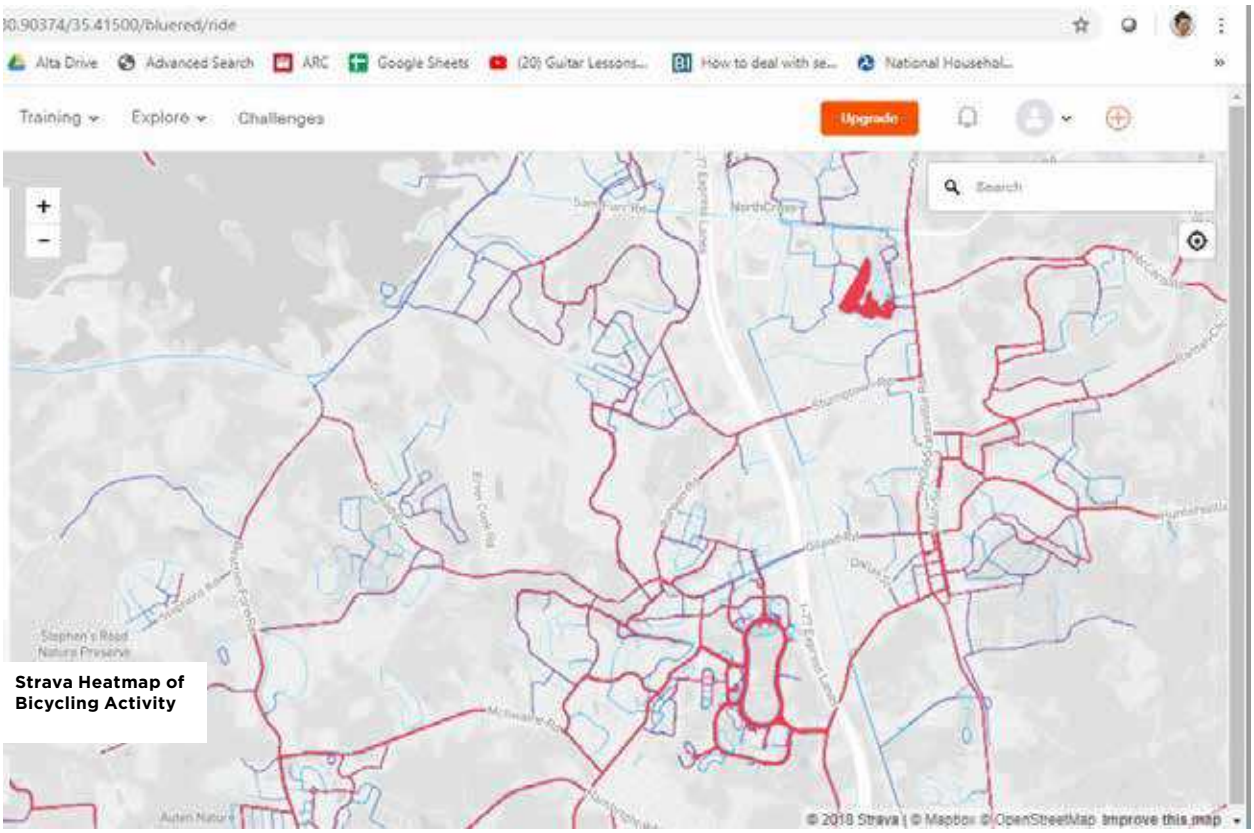
Date 11/4/2019



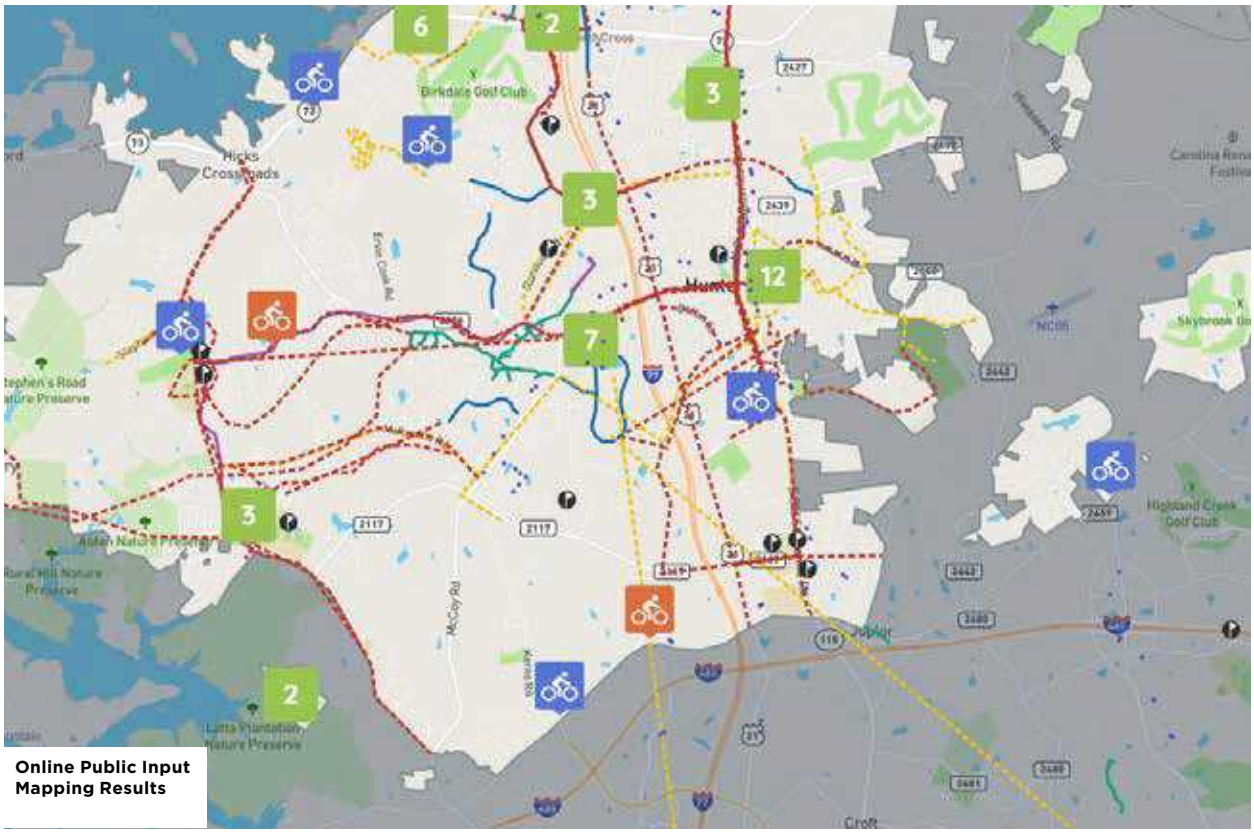
School Enrollment Boundary Map

- Key Destinations
- CATS Park & Ride
- Hospitals
- Public Schools
- Colleges

Date 11/4/2019



Strava Heatmap of Bicycling Activity



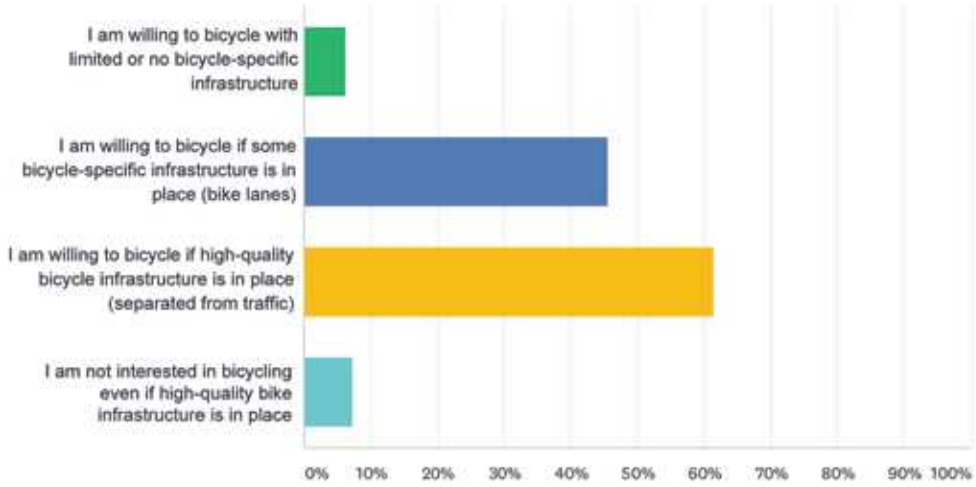
Online Public Input Mapping Results

A.2. Detailed Public Input Survey Results

Huntersville Bike Plan- Community Survey

Q1 Please choose the selection that most closely describes you:

Answered: 427 Skipped: 1

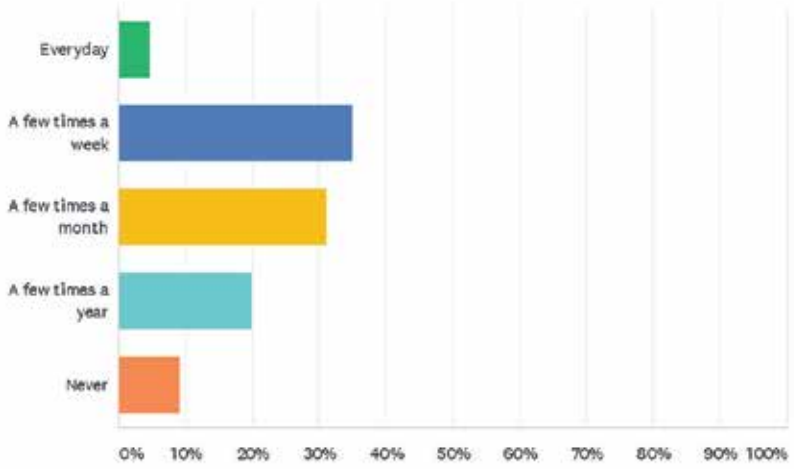


ANSWER CHOICES	RESPONSES	
	6.32%	27
	45.67%	195
	61.59%	263
I am not interested in bicycling even if high-quality bicycle infrastructure is in place.	7.26%	31
Total Respondents: 427		

Huntersville Bike Plan- Community Survey

Q2 How often do you currently ride a bike?

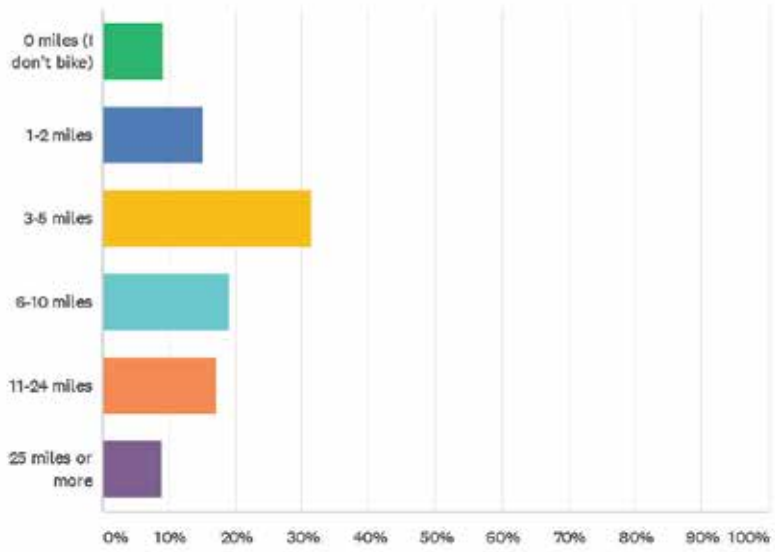
Answered: 426 Skipped: 2



ANSWER CHOICES	RESPONSES	
Everyday	4.69%	20
A few times a week	34.98%	149
A few times a month	31.22%	133
A few times a year	19.95%	85
Never	9.15%	39
TOTAL		426

Q3 What is the average distance of your typical bike ride? (One-way)

Answered: 425 Skipped: 3

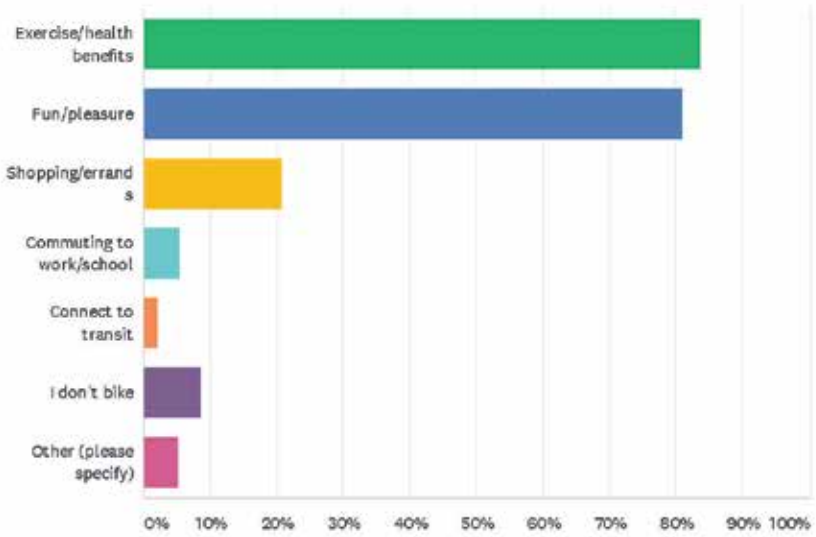


ANSWER CHOICES	RESPONSES	
0 miles (I don't bike)	8.94%	38
1-2 miles	15.06%	64
3-5 miles	31.29%	133
6-10 miles	19.06%	81
11-24 miles	16.94%	72
25 miles or more	8.71%	37
TOTAL		425

Huntersville Bike Plan- Community Survey

Q4 Why do you bike? (Check all that apply)

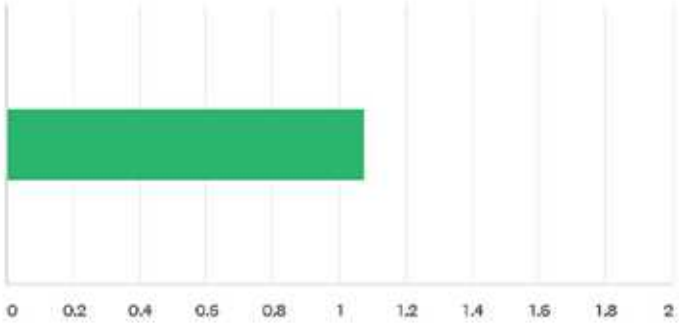
Answered: 427 Skipped: 1



ANSWER CHOICES	RESPONSES	
Exercise/health benefits	83.61%	357
Fun/pleasure	81.03%	346
Shopping/errands	20.61%	88
Commuting to work/school	5.39%	23
Connect to transit	2.11%	9
I don't bike	8.67%	37
Other (please specify)	5.15%	22
Total Respondents: 427		

Q5 How comfortable do you currently feel biking in Huntersville?

Answered: 419 Skipped: 9

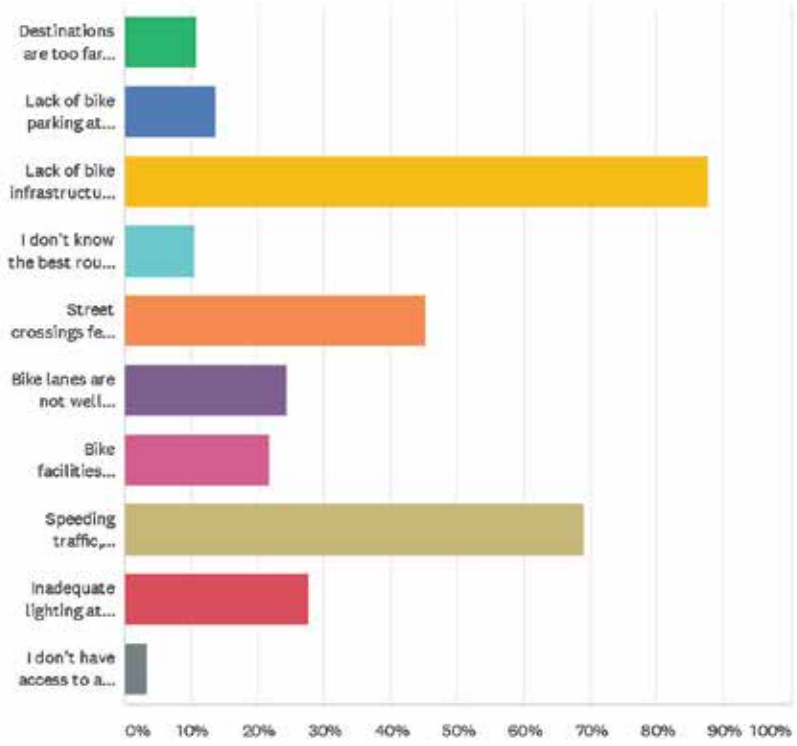


ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	1	450	419
Total Respondents: 419			

Huntersville Bike Plan- Community Survey

Q6 What prevents you from biking more often? (Check all that apply)

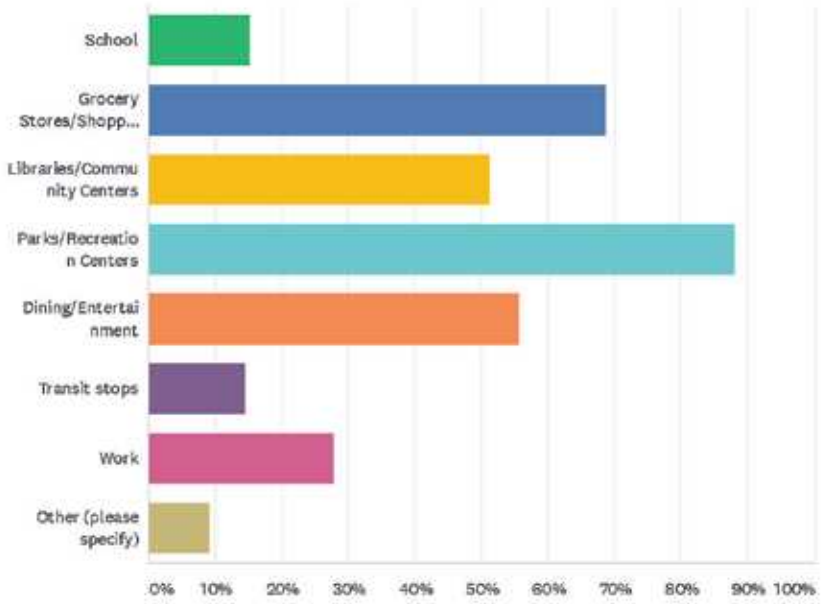
Answered: 421 Skipped: 7



ANSWER CHOICES	RESPONSES	
Destinations are too far away	10.69%	45
Lack of bike parking at destination	13.54%	57
Lack of bike infrastructure (bike lanes, shared use paths, marked shared roadways)	87.65%	369
I don't know the best routes to use	10.45%	44
Street crossings feel unsafe	45.13%	190
Bike lanes are not well maintained	24.23%	102
Bike facilities don't feel safe for riding with children	21.85%	92
Speeding traffic, aggressive drivers	69.12%	291
Inadequate lighting at night	27.55%	116
I don't have access to a bike	3.33%	14
Total Respondents: 421		

Q7 Where would you bike to if safe, comfortable routes were accessible? (Check all that apply)

Answered: 420 Skipped: 8

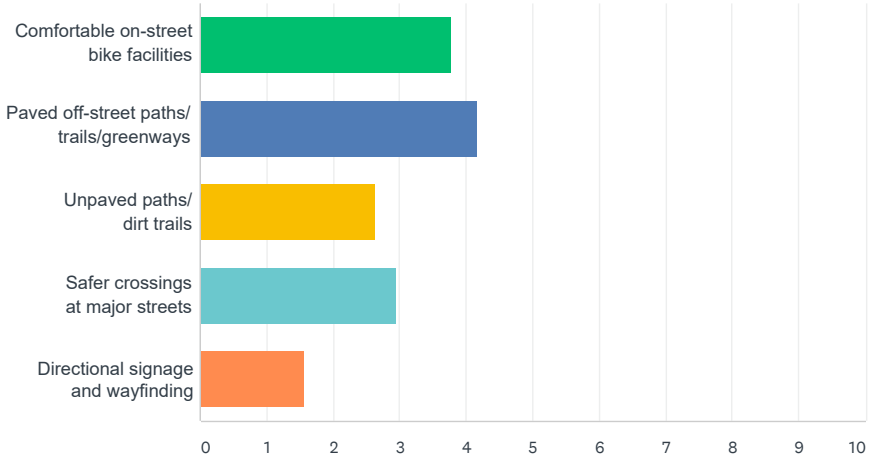


ANSWER CHOICES	RESPONSES	
School	15.24%	64
Grocery Stores/Shopping Centers	68.57%	288
Libraries/Community Centers	51.19%	215
Parks/Recreation Centers	88.10%	370
Dining/Entertainment	55.71%	234
Transit stops	14.52%	61
Work	27.86%	117
Other (please specify)	9.29%	39
Total Respondents: 420		

Huntersville Bike Plan- Community Survey

Q8 What are your top priorities for biking improvements? (Please rank in order of preference.)

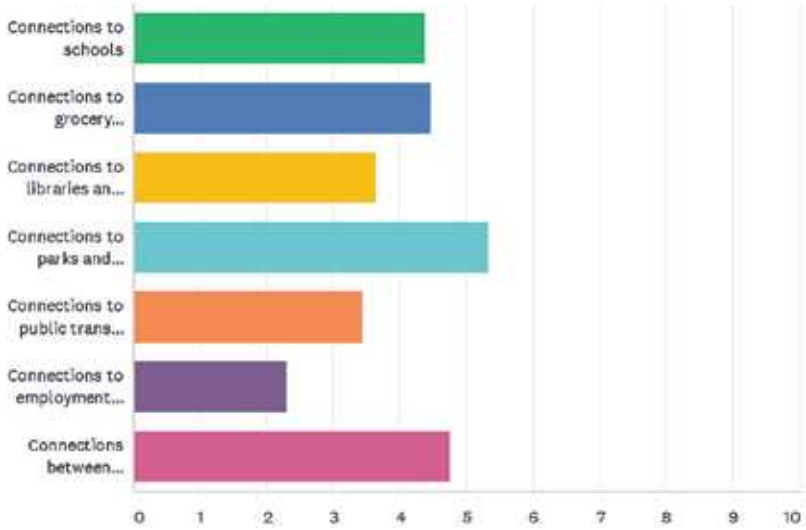
Answered: 424 Skipped: 4



	1	2	3	4	5	TOTAL	SCORE
	38.31% 154	26.12% 105	16.42% 66	12.94% 52	6.22% 25	402	3.77
	47.55% 194	30.88% 126	13.97% 57	6.13% 25	1.47% 6	408	4.17
	6.00% 24	17.75% 71	31.25% 125	24.00% 96	21.00% 84	400	2.64
	8.29% 34	23.90% 98	28.78% 118	32.93% 135	6.10% 25	410	2.95
	1.75% 7	2.49% 10	10.72% 43	20.70% 83	64.34% 258	401	1.57

Q9 Where should the Town prioritize creating bike connections? (Please rank in order of preference.)

Answered: 420 Skipped: 8

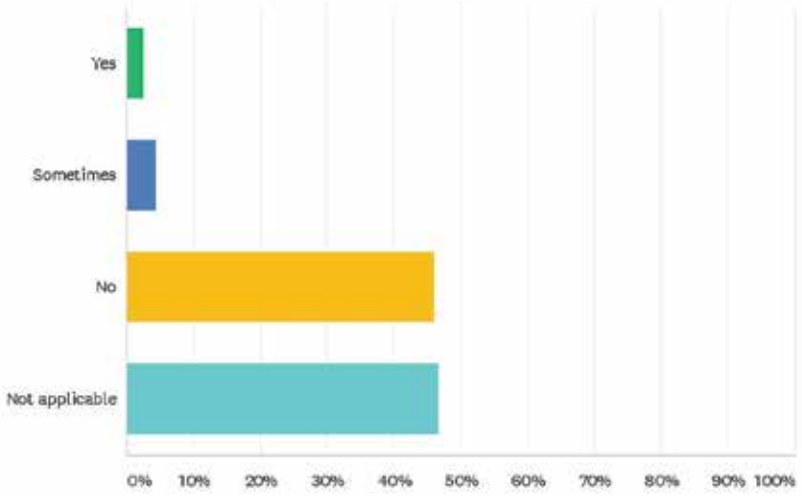


	1	2	3	4	5	6	7	TOTAL	SCORE
Connections to schools	20.21% 78	13.99% 54	14.77% 57	14.51% 56	18.13% 70	8.29% 32	10.10% 39	386	4.38
Connections to grocery stores/shopping centers	16.28% 64	18.32% 72	17.56% 69	17.05% 67	12.47% 49	9.92% 39	8.40% 33	393	4.46
Connections to libraries and community centers	3.60% 14	7.46% 29	19.79% 77	20.82% 81	22.62% 88	19.02% 74	6.68% 26	389	3.85
Connections to parks and recreation centers	31.78% 130	23.96% 98	14.91% 61	15.16% 62	6.85% 28	4.65% 19	2.69% 11	409	5.34
Connections to public transit stops/Park-n-Rides	4.57% 18	10.66% 42	14.47% 57	13.71% 54	19.04% 75	25.89% 102	11.68% 46	394	3.44
Connections to employment centers	3.07% 12	4.86% 19	3.84% 15	9.21% 36	10.74% 42	24.04% 94	44.25% 173	391	2.31
Connections between neighborhoods	24.50% 99	22.28% 90	16.58% 67	9.16% 37	8.17% 33	5.94% 24	13.37% 54	404	4.75

Huntersville Bike Plan- Community Survey

Q10 If you have children, do they bike to school?

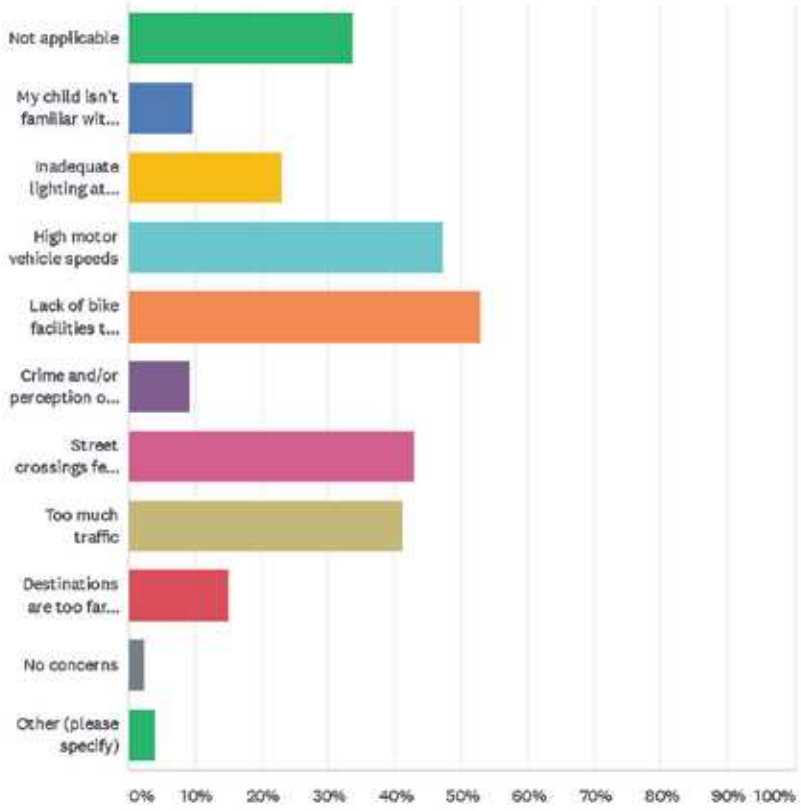
Answered: 423 Skipped: 5



ANSWER CHOICES	RESPONSES	
Yes	2.60%	11
Sometimes	4.49%	19
No	46.10%	195
Not applicable	46.57%	197
TOTAL		423

Q11 Which of the following concerns do you have for your child/children bicycling? (Check all that apply)

Answered: 419 Skipped: 9



A.3. Bicycle Policy + Regulatory Review

Huntersville's regulatory standards and policies were analyzed and compared to model regulatory and policy language from around North Carolina and the U.S. in order to identify areas to improve the regulatory language and enable the Town to maximize on-road bicycle and multi-use trail improvements in conjunction with new development, redevelopment, and corridor improvement projects.

The recommendations are organized into three major categories of "Complete Streets and Greenways", "Bicycle-oriented Urban Design Elements", and "Connectivity." All of the major categories are interrelated, but based on the existing conditions analysis, and the goals of this plan, the following key recommendations from the table below should be implemented first.

Priority Policy and Regulatory Recommendations:

1. Update Subdivision and Engineering Standards to reflect Complete Streets policy in the Zoning Ordinance (Strategies 1.1 – 1.3)
2. Require dedication or reservation of greenway corridors (Strategy 1.5.)
3. Adopt Bicycle Parking requirements and Standards (Strategies 2.1)
4. Revise and update Connectivity requirements (Strategies 3.1 and 3.2)

These approaches will complement other specific capital projects, and education, enforcement, and evaluation recommendations provided elsewhere in this planning document. The full policy and regulatory review continues on the following pages.

Topics/Strategies	Comments/Recommendations		
	Zoning Ordinance	Subdivision Ordinance	
Complete Streets and Greenways			
1.1. Implement Complete Streets Policy A complete streets policy allows cities and towns to work towards creating a street network that encourages pedestrian and bicycle travel and provides safe and comfortable roadways for all users. Huntersville has one of the best complete street policy statements of any community in NC. The opportunity for Huntersville is to effectively integrate and coordinate the implementation details, guidance, and standards of such policy in the Subdivision ordinance and the Engineering and Design Standards.	**EXCELLENT Complete Streets Statement.** *Streets in Huntersville are to be inviting public space and integral components of community design. A hierarchical street network should have a* ***rich variety of types, including bicycle, pedestrian, and transit routes****. All streets should connect to help create a comprehensive network of public areas to* ***allow free movement of automobiles, bicyclists and pedestrians****. In order for this street network to be safe for motorists and pedestrians, all design elements must consistently be applied to calm automobile traffic.* From the Street Design Specifications subsection (page 5-6): *Designs should permit* ***comfortable use of the street by motorists, pedestrians, and bicyclists.*** *Pavement widths, design speeds, and the number of motor travel lanes should be minimized to* ***enhance safety for motorists and non-motorists alike.***	Not addressed directly.	
1.2 Develop Complete Street Design Guidelines for a variety of contexts and all street/roadway user groups The subsections below include recommendations for bicycle-related elements of Complete Streets. Designated bikeways and trails and end-of trip facilities such as bicycle parking are some most fundamental elements of Complete Streets for bicycle users. Access management, multi-modal level of service assessments, and traffic calming are also critical for developing complete street networks through the development review and capital project implementation process. The NCDOT *Complete Street Guidelines* and the design guidelines that accompany this plan also include detailed recommendations on complete street design elements.	**Good.** However, could be improved to provide more types of bikeways as specified in the Bike Plan Update recommendations. Currently, Article 5, Street Design Specifications, only shows wide outside lanes and bike lanes on some sections.	Not addressed. (Only right of way widths are addressed in the Subdivision Ordinance.)	

	Comments/Recommendations	
	Engineering + Design Standards	**General Recommendations**
	Consider adding as acceptable references for street design: - *NCDOT Complete Street Implementation Guide* - *NCDOT Complete Streets Policy Guidance memo* - *NCDOT Roadway Design Manual* - *NCDOT Complete Streets Planning and Design Guidelines* - *NCDOT Traditional Neighborhood Street Design Guidelines* - *FHWA Bikeway Selection Guide* - *FHWA Separated Bike Lane Guide* - *AASHTO Guide for the Design of Bicycle Facilities (latest edition; in the process of being updated at time of plan adoption.)* - *NACTO Urban Street Design Guide* - *NACTO Urban Bikeway Design Guide* - *Other State and national guidance, as relevant*	In addition to the very thorough NCDOT's Complete Streets Policy documents and Complete Streets Planning and Design Guidelines*, Smart Growth America provides great resources for designing streets that cater to all users, including a best practices guide co-authored with APA. (*NCDOT's Planning & Design Guidelines were developed to provide planners, designers and decision makers with a framework for evaluating and incorporating various design elements into transportation projects and processes. For NCDOT's policy on implementation and funding of Complete Streets, see NCDOT's 2019 Complete Streets Policy Guidance memo and the NCDOT Complete Street Implementation Guide and NCDOT Roadway Design Manual.)
	Good. However, could be improved to provide more types of bikeways. Currently, bike lanes are the only type of bikeway included.	Huntersville could adopt and endorse the NCDOT guidelines and other national guidelines, Including the NACTO *Urban Bikeway Design Guide*. The design guidelines would then need to be integrated into subdivision and zoning standards for new development, as was done with the *Raleigh Street Design Manual* and the *Charlotte Urban Street Design Guidelines*.

Topics/Strategies	Comments/Recommendations		
	Zoning Ordinance	Subdivision Ordinance	
1.3. Require bike accommodations by roadway type	**Needs improvement.** Bike lanes or wide outside lanes are shown on some street typologies. The range of bikeway types should be expanded and specified based on the types of bikeways recommended in this plan and the plan's design guidance. Also, **the street typology – from nomenclature to design guidance – is not consistent with the Engineering and Design Standards** in terms of lane widths, bikeway typologies, or dimensions. The street sections show a number of inappropriate elements for bikeway design: 1. The Boulevard section shows wide outside lanes for bicycling, which is no longer considered an appropriate treatment for this type of street. 2. The Commercial Town street shows a wide outside lane on one side of the street, which appears to indicate that bikeway provisions are optional. 3. The Residential Town Street shows a 4 ft bike lane next to parked cars, which is counter to best practice and national guidance. Typically, a bike lane of 5-6 ft should be provided next to parked cars and the wider dimension is preferred.	Not addressed.	
1.4. Require designated bikeways (bike lanes, shoulders, greenways, etc) during new development or redevelopment or capital projects.	**Needs Improvement.** Bike lanes are shown on some street sections, but it is not clear if it is optional or required in all cases.	Not addressed.	

	Comments/Recommendations	
	Engineering + Design Standards	**General Recommendations**
	Good, but could be improved. Bike lanes are required on collector streets (only). Requirements for arterial streets are not addressed. The range of bikeway types should be expanded and specified based on the types of bikeways consistent with the Zoning Ordinance and as recommended in this plan and the plan's design guidance. **The Engineering Standard sections and the sections in the Zoning Ordinance need to be consistent.**	The design guidelines recommended as part of the Huntersville Bicycle Plan Update could be incorporated or included by reference in the City's Engineering and Design Standards and Subdivision Ordinance. NACTO *Urban Bikeway Design Guide* provides additional design details for various on-street bikeway treatments and could be adopted by reference in the ordinance and/or the Engineering Standards. Many cities have taken this approach: *http://nacto.org/cities-for-cycling/design-guide/* See also the 2019 FHWA *Bikeway Selection Guide* and other current bikeway design guidance by AASHTO and NCDOT.
	Needs Improvement. Collector street standards include bike lanes. However, the standards only require 4 ft bike lanes, when required. State of the practice and national guidance recommends bike lanes of at least 5 ft and as wide as 6.5 ft to provide additional horizontal separation and comfort for cyclists. Per NCDOT Complete Street guidance, travel lane widths can be as little as 10 ft. (currently specified as 11 ft per Town standards). The Town's Zoning Ordinance also show's 10 ft lanes on most street types.	Generally, as traffic volumes exceed 3,000 vehicles per day and traffic speeds exceed 25mph, facilities to separate bicycle and motor vehicle traffic are recommended. See Chapter 4 of the NCDOT *Complete Streets Planning and Design Guidelines* for examples of facility types by roadway context. Also, see: Chapter 6 of Wake Forest, NC UDO for recommendations for bikeways and greenways, esp. sections 6.8.2, 6.9, 6.10. Chapter 7 of the Wilson, NC UDO regarding greenways.

Topics/Strategies	Comments/Recommendations		
	Zoning Ordinance	Subdivision Ordinance	
1.5. Require dedication, reservation or development of greenways	**Good, but could be improved.** Greenways are not addressed in detail, but are included in types of Open Space in Article 7. An incentive for greenway dedication is included in Article 7: *"Greenways dedicated to the Town/County as identified on the adopted greenway plan will be counted toward tree save area, if relevant."*	**Could be improved.** Greenways are not addressed in detail. Section 6.2.1, Consistency with Adopted Plans and Policies, does require consistency "with the most recently adopted public plans. . .". Section 6.2.11, Public School and Public Park Sites, **does require a subdivider to "reserve", but not dedicate or construct publicly adopted greenway corridors.** The section presumes that reserved areas will typically be purchased by implementing agencies.	
1.6. Require new bike lanes, greenways, etc., to connect to existing facilities	**Good.** From Article 7 Subsection 13.1(m): *All roadside footpaths **should connect with off-road trails**, which in turn should link with potential open space on adjoining undeveloped parcels (or with existing open space on adjoining developed parcels, where applicable).*	Not addressed. **Needs improvement**	

	Comments/Recommendations	
	Engineering + Design Standards	**General Recommendations**
	Needs Improvement. No greenway design specifications are included. At a minimum, greenway design should be consistent with Mecklenburg County standards for consistency and future maintenance.	Consider expanding requirements for greenway reservation, dedication, or provision in new developments where a greenway or trail is shown on an adopted plan or where a property connects to an existing or proposed greenway. See requirements in Wake Forest, NC UDO Chapter 6, Section 6.8.2 Greenways: *"When required by Wake Forest Open Space & Greenways Plan or the Wake Forest Transportation Plan, greenways and multi-use paths **shall be provided** according to the provisions [that follow in the section cited above]."* Where greenway construction cannot politically or legally be required, consider offering additional incentives in the form of reduced fees, cost sharing, density bonuses, or reduction in other open space requirements when adopted greenways are constructed through private development. For additional examples of incentives, see also: https://www.law.ufl.edu/_pdf/academics/centers-clinics/clinics/conservation/resources/incentive_strategies.pdf
	Not addressed. **Needs improvement**	Connectivity of facilities is critical for walking and biking conditions. New development should be required to connect to or extend existing facilities bicycle and pedestrian facilities. See: • Chapter 6 of Wake Forest, NC UDO for recommendations for bikeways and greenways, esp. sections 6.5.3, 6.8.2, 6.9, 6.10. • Chapter 7 of the Wilson, NC UDO regarding greenways.

Topics/Strategies	Comments/Recommendations		
	Zoning Ordinance	Subdivision Ordinance	
1.7. Consider bicycle concerns and Level of Service (LOS) in Traffic Impact Analyses and other engineering studies .	**Needs improvement** No specific guidelines for bicycle or pedestrian LOS analysis or mitigation are included in the detailed TIA requirements and procedures included in Article 14 or the manual below. TIA Process and Procedures Manual.	Not addressed	
1.8. Adopt traffic calming programs, policies, and standards Traffic calming on local streets increases safety and comfort for all roadway users, including cyclists. It also increases neighborhood livability.	**Good.** From the Streets chapter: *"Design speeds should not exceed 30 miles per hour on any neighborhood street. Only arterials and town boulevards may exceed this design speed."* This chapter should also reference the Town's excellent Neighborhood Traffic Calming Policy.	**Good.** But more specific details are needed, including references to the Town's traffic calming policy. *6.2.7. Discourage through traffic. Methods to discourage high volume, high speed through traffic should consider street geometry, intersection design, and other traffic calming measures.*	

	Comments/Recommendations	
	Engineering + Design Standards	**General Recommendations**
	Not addressed.	Huntersville should consider adopting multi-modal of service standards where active transportation and transit use are expected to be high. Consideration of bicycle and pedestrian levels of service assure adequate facilities for bicyclists and pedestrians in new development and capital improvements. This also helps promote walking and bicycling as a legitimate means of transportation. The NCDOT *Complete Streets Planning and Design Guidelines* provides factors of "Quality of Service " and LOS for bicycle, pedestrian, and transit modes (See Chapter 3, page 39 and Chapter 5). The City of Raleigh's Street Design Manual uses multimodal level of service approach in determining road improvements and traffic mitigation. Charlotte, NC uses Pedestrian LOS and Bicycle LOS Methodologies for intersection improvements in their *Urban Street Design Guidelines*.
	Very Good. Huntersville has an excellent neighborhood traffic calming policy that is a great model for other communities. The traffic calming measures can be used to enhance bike boulevard treatments in the community. The designs in this policy should be referenced and specifications for various traffic calming measures can be included in the Engineering Manual.	FHWA has developed a comprehensive Traffic Calming ePrimer. See also the NACTO *Urban Bikeway Design Guide* section on Bicycle Boulevards, which includes traffic calming measures.

Topics/Strategies	Comments/Recommendations		
	Zoning Ordinance	Subdivision Ordinance	
Bicycle-oriented Urban Design Elements			
2.1. Adopt bicycle parking requirements	**Needs Improvement** From Article 6: ***Bicycle Parking*** *All non-residential buildings should include an area for parking bicycles. This area may be a designated parking space within the parking lot near the building or an area outside the parking lot adjacent to the building. The bike parking area must include a bike rack with locking area.* The current standards do not include enough detail on the amount, location, or types of bicycle parking to be provided. The Engineering Manual includes specifications for long term (lockers) and short term (racks) bike parking. The Zoning Ordinance should specify under what conditions each should be used and how much bicycle parking should be provided.	Not addressed.	

	Comments/Recommendations	
	Engineering + Design Standards	General Recommendations
	Good, but some changes necessary. The Engineering Standards includes specifications for inverted-U racks, wave racks, and bike lockers. This plan suggests that **wave racks not be allowed** as they do not provide adequate security, capacity, or balance for bicycles. Consider performance standards for bike parking.	Bicycles should receive equal consideration when calculating parking needs with specific calculations provided for determining the amount of bicycle parking provided by district type. Design and location standards for bicycle parking should be clearly stated to provide for safe and convenient access to destinations. Different standards of bicycle parking are needed for short-term visitors and customers and for longer term users like employees, residents, and students. See City of Wilson UDO, Chapter 9: Parking & Driveways, Section 9.4 and 9.6. The City of Charlotte has excellent standards for long-term and short-term bicycle parking it its Zoning Ordinance. Bicycle Parking Model Ordinance, Change Lab Solutions.

Topics/Strategies	Comments/Recommendations		
	Zoning Ordinance	Subdivision Ordinance	
Connectivity Requirements			
3.1. Revise block size requirements *"[A] **Good [street] network provides more direct (shorter) routes for bicyclists and pedestrians to gain access to the thoroughfares and to the land uses along them (or allows them to avoid the thoroughfare altogether).** Likewise, good connections can also allow short-range, local [motor] vehicular traffic more direct routes and access, resulting in less traffic and congestion on the thoroughfares. This can, in turn, help make the thoroughfare itself function as a better, more complete street. For all of these reasons, **a complete local street network should generally provide for multiple points of access, short block lengths, and as many connections as possible."*** (NCDOT Complete Streets Planning and Design Guidelines, p 59)	**Good.** *From Streets chapter Summary: "Blocks Street blocks defined by public streets are the fundamental design elements of traditional neighborhoods. In urban conditions, any dimension of a block may range from **250 to 500 linear feet** between cross streets."* *Permitted block sizes range from 250 to 1500 feet, depending on development type.*	**Good.** *7.180 BLOCK LENGTHS AND WIDTHS Block lengths may generally **not exceed 500 feet**, except as hereinafter provided. Where a longer block will reduce the number of railroad grade crossings, major stream crossings, or where longer blocks will result in an arrangement of lots and public space more consistent with Articles 5 and 7 of the Huntersville Zoning Ordinance, the Town Board may authorize greater block lengths.*	
3.2. Limit dead end streets or cul-de-sacs Dead end streets or Cul-de-sacs, while good at limiting motor vehicular traffic in an area, are a severe hindrance pedestrian and bicycle connectivity and over all neighborhood accessibility, including for emergency access and other services.	Not addressed.	**Good.** *7.150 CUL-DE-SAC Cul-de-sacs (streets designed to be permanently closed at one end), **may not be longer than 350 feet** and must be terminated by a vehicular turnaround design as accepted by the Town Engineering Department; provided, however, that this requirement may be waived where topographical or other unusual conditions exist.*	

	Comments/Recommendations	
	Engineering + Design Standards	General Recommendations
	Good. ***Minimum distance between intersections is 350 ft*** *unless otherwise stated by Zoning Ordinance.* ***Could be as little as 200 feet*** *in more walkable districts to promote connectivity, which is beneficial for bicycling and other modes.*	Huntersville has good minimum dimensions for block size, however, **the various design/regulatory manuals are not wholly consistent.** Development density should determine the length of a block, with shorter blocks being more appropriate in areas of higher density. **Maximum block length in any situation should rarely exceed 800-1000 feet for good connectivity. In areas with highest development density (urbanized, mixed use centers and high density neighborhoods) block lengths can be as little as 200 feet.** In areas with blocks as long as 800 feet or greater, a pedestrian and/or bicycle path of 6-8 feet in width should be required, with an easement of 15-20 feet wide. See the example table on page 59 of the NCDOT *Complete Streets Planning and Design Guidelines* for a context-based approach to block size. Requiring connectivity or cross-access between adjacent developments is a great tool for reducing the amount of traffic on major roads while increasing connectivity for pedestrians, bicycles, service vehicles, and neighborhood access. For good model language, see City of Wilson, NC UDO, Section 6.4: Connectivity. Or City of Wake Forest, NC UDO, Section 6.5, Connectivity. Both codes above also **provide requirements for when bicycle/pedestrian connections between parcels, public open space, and between cul-de-sacs is required**.
	Not addressed.	Provide quantifiable connectivity standards (see above) based on land use context and other guidelines for when cul-de-sacs would be allowed. For good model language, see City of Wilson, NC UDO, Section 6.4: Connectivity. Or City of Wake Forest, NC UDO, Section 6.5, Connectivity.

Topics/Strategies	Comments/Recommendations		
	Zoning Ordinance	Subdivision Ordinance	
Resources			
The documents noted in the columns to the right were referenced for this policy and regulatory review. Other references for best practices are listed in the column on the far right.	Town of Huntersville *Zoning Ordinance*:	Town of Huntersville *Subdivision Ordinance*.	

	Comments/Recommendations	
	Engineering + Design Standards	General Recommendations
	Engineering Standards and Procedures Manual, Town of Huntersville *Neighborhood Traffic Calming Policy*.	REFERENCED DOCUMENTS AND OTHER RESOURCES: 1. NCDOT Complete Streets Policy Memo and Implementation Guide (2019) and NCDOT Roadway Design Manual. 2. NCDOT *Complete Streets Planning and Design Guidelines* (July 2012 ; reference for planning and process only. This document is superseded by subsequent NCDOT Complete Streets policy guidance where noted): 3. NCDOT *Traditional Neighborhood Development (TND) Guidelines*. 4. City of Wilson, NC UDO. 5. Town of Wendell, NC UDO. 6. City of Wake Forest, NC UDO. 7. See Town of Davidson, NC Planning Ordinance. 8. Association of Pedestrian and Bicycle Professionals' *Bicycle Parking Guidelines*. (www.apbp.org) *9. Making Neighborhoods More Walkable and Bikeable*, ChangeLab Solutions. *10. Getting the Wheels Rolling: A Guide to Using Policy to Create Bicycle Friendly Communities*, ChangeLab Solutions And other documents noted in this column in the rows above.

A.4. Detailed Cost Estimates for Priority Projects

alta ENGINEERING
NC License #P-1301

PLANNING COST ESTIMATE

DESCRIPTION AND LOCATION: BIKE-PED CONNECTORS: 12-FEET WIDE TRAIL FROM CANADICE RD. TO OAK HILL DR., 10-FEET WIDE TRAIL FROM PROVIDENCE LN. TO SOUTHLAND RD., 10-FEET WIDE GRAVEL PATH FROM AMBER FIELD DR. TO NORTH MECK COMMUNITY PARK, AND 10-FEET WIDE GRAVEL PATH FROM VIXEN LN. TO NORTH MECK HUNTERSVILLE

TIP: N/A COUNTY: MECKLENBURG DIVISION: N/A

WBS NUMBER: N/A

ITEM NO.			ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	AMOUNT
LINE. NO.	DESC. NO.	SECT. NO.					
			ROADWAY ITEMS				
0001	0000100000-N	800	MOBILIZATION	1	LS	$35,900.00	$35,900.00
	0000400000-N	801	CONSTRUCTION SURVEYING	1	LS	$10,000.00	$10,000.00
	0043000000-N	226	GRADING	1	LS	$193,850.00	$193,850.00
	0372000000-E	310	18" RC PIPE CULVERTS, CLASS III	60	LF	$120.00	$7,200.00
	1523000000-E	610	ASPHALT CONC SURFACE COURSE, TYPE S9.5C	60	TON	$225.00	$13,500.00
	1575000000-E	620	ASPHALT BINDER FOR PLANT MIX	5	TON	$1,000.00	$5,000.00
	2220000000-E	838	REINFORCED ENDWALLS	5	CY	$2,000.00	$10,000.00
	2605000000-N	848	CONCRETE CURB RAMP	6	EA	$3,000.00	$18,000.00
	3360000000-E	863	REMOVE EXISTING GUARDRAIL	45	LF	$15.00	$675.00
	3420000000-E	SP	GENERIC GUARDRAIL ITEM (METAL SAFETY RAIL)	180	LF	$75.00	$13,500.00
	4399000000-N	1105	TEMPORARY TRAFFIC CONTROL	1	LS	$40,000.00	$40,000.00
	6000000000-E	1605	TEMPORARY SILT FENCE	840	LF	$4.00	$3,360.00
	6012000000-E	1610	GENERIC PAVING ITEM GRAVEL SURFACE	90	TON	$45.00	$4,050.00
			WALL ITEMS				
	8801000000-E	SP	MSE RETAINING WALL NO ****	200	SF	$150.00	$30,000.00

		SUBTOTAL	$385,035.00
MINOR ITEMS		10%	$38,503.50
CONSTRUCTION SUBTOTAL			$423,538.50
INFLATION FACTOR	2 Years	5%	$43,412.70
CONSTRUCTION COST (2022)			$466,951.20
CONTINGENCIES		20%	$93,390.24
UTILITIES			$0.00
ESTIMATED CONTRACT COST (2022)			$560,341.44
E. & C.		10%	$56,034.14
CONSTRUCTION COST (2022)			$616,375.58
		SAY	**$617,000.00**

NOTE: E&C IS AN NCDOT ITEM AND WILL BE REQUIRED ONLY IF THE PROJECT IS FUNDED BY NCDOT
OFF-STREET TRAIL TYPICAL SECTION CONSIST OF 10 TO 12-FEET WIDE PATH WITH 2-FEET SHOULDERS.
REAL ESTATE COST IS NOT INCLUDED.

COMPUTED BY JM
DATE 7/23/2020

alta ENGINEERING
NC License #P-1301

PLANNING COST ESTIMATE

DESCRIPTION AND LOCATION: 10-FEET WIDE SIDEPATH ON THE LEFT SIDE OF STUMPTOWN RD. FROM HUGH TORANCE PKWY. TO OLD STATESVILLE RD.
HUNTERSVILLE

TIP: N/A COUNTY: MECKLENBURG DIVISION: N/A

WBS NUMBER: N/A

ITEM NO. LINE. NO.	DESC. NO.	SECT. NO.	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	AMOUNT
			ROADWAY ITEMS				
0001	0000100000-N	800	MOBILIZATION	1	LS	$132,900.00	$132,900.00
	0000400000-N	801	CONSTRUCTION SURVEYING	1	LS	$40,000.00	$40,000.00
	0043000000-N	226	GRADING	1	LS	$290,250.00	$290,250.00
	0372000000-E	310	18" RC PIPE CULVERTS, CLASS III	6312	LF	$100.00	$631,200.00
	1489000000-E	610	ASPHALT CONC BASE COURSE, TYPE B25.0B	1020	TON	$120.00	$122,400.00
	1498000000-E	610	ASPHALT CONC INTERMEDIATE COURSE, TYPE I19.0B	450	TON	$180.00	$81,000.00
	2286000000-N	840	MASONRY DRAINAGE STRUCTURES	15	EA	$3,500.00	$52,500.00
	2374000000-N	840	FRAME WITH GRATE & HOOD, STD 840.03, TYPE **	15	EA	$750.00	$11,250.00
	2549000000-E	846	2'-6" CONCRETE CURB & GUTTER	7550	LF	$35.00	$264,250.00
	2591000000-E	848	4" CONCRETE SIDEWALK	8730	SY	$60.00	$523,800.00
	2605000000-N	848	CONCRETE CURB RAMP	24	EA	$3,000.00	$72,000.00
	3420000000-E	SP	GENERIC GUARDRAIL ITEM (METAL SAFETY RAIL)	480	LF	$75.00	$36,000.00
	4399000000-N	1105	TEMPORARY TRAFFIC CONTROL	1	LS	$88,600.00	$88,600.00
	4520000000-N	1266	TUBULAR MARKERS (FIXED)	13	EA	$75.00	$975.00
	4686000000-E	1205	THERMOPLASTIC PAVEMENT MARKING LINES (4", 120 MILS)	1245	LF	$1.65	$2,054.25
	4690000000-E	1205	THERMOPLASTIC PAVEMENT MARKING LINES (6", 120 MILS)	780	LF	$2.15	$1,677.00
	4702000000-E	1205	THERMOPLASTIC PAVEMENT MARKING LINES (12", 120 MILS)	65	LF	$6.00	$390.00
	4725000000-E	1205	THERMOPLASTIC PAVEMENT MARKING SYMBOL (90 MILS)	2	EA	$300.00	$600.00
	4850000000-E	1205	REMOVAL OF PAVEMENT MARKING LINES (4")	1520	LF	$2.00	$3,040.00
	5672000000-N	1515	RELOCATE FIRE HYDRANT	2	EA	$4,000.00	$8,000.00
	6000000000-E	1605	TEMPORARY SILT FENCE	7860	LF	$4.00	$31,440.00
		SP	GENERIC SIGNAL ITEM (MODIFY EXISTING SIGNAL)	1	LS	$30,000.00	$30,000.00
			STRUCTURE ITEMS				
	8482000000-E	460	THREE BAR METAL RAIL	345	LF	$150.00	$51,750.00

		SUBTOTAL	$2,343,176.25
MINOR ITEMS		10%	$234,317.63
CONSTRUCTION SUBTOTAL			$2,577,493.88
INFLATION FACTOR	2 Years	5%	$264,193.12
CONSTRUCTION COST (2022)			$2,841,687.00
CONTINGENCIES		20%	$568,337.40
UTILITIES			$150,000.00
ESTIMATED CONTRACT COST (2022)			$3,560,024.40
E. & C.		10%	$356,002.44
CONSTRUCTION COST (2022)			$3,916,026.84
		SAY	**$3,917,000.00**

NOTE: E&C IS AN NCDOT ITEM AND WILL BE REQUIRED ONLY IF THE PROJECT IS FUNDED BY NCDOT
SIDEPATH TYPICAL SECTION CONSIST OF 5 TO 8-FOOT PLANTING STRIP AND 10-FOOT WIDE PATH WITH 2-FOOT SHOULDERS.
REAL ESTATE COST IS NOT INCLUDED.

COMPUTED BY JM
DATE 7/23/2020

PLANNING COST ESTIMATE

NC License #P-1301

DESCRIPTION AND LOCATION: PROTECTED BIKE LANES ON BOTH SIDES OF REESE BLVD. FROM THE REESE BLVD LOOP TO MT. HOLLY-HUNTERSVILLE RD AND 10-FEET WIDE SIDEPATH ALONG THE RIGHT SIDE OF MT. HOLLY-HUNTERSVILLE RD FROM REESE BLVD. TO OLD STATESVILLE RD. HUNTERSVILLE

TIP: N/A COUNTY: MECKLENBURG DIVISION: N/A

WBS NUMBER: N/A

ITEM NO. LINE. NO.	DESC. NO.	SECT. NO.	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	AMOUNT
			ROADWAY ITEMS				
0001	0000100000-N	800	MOBILIZATION	1	LS	$134,800.00	$134,800.00
	0000400000-N	801	CONSTRUCTION SURVEYING	1	LS	$30,000.00	$30,000.00
	0043000000-N	226	GRADING	1	LS	$398,400.00	$398,400.00
	0372000000-E	310	18" RC PIPE CULVERTS, CLASS III	4500	LF	$100.00	$450,000.00
	1489000000-E	610	ASPHALT CONC BASE COURSE, TYPE B25.0B	810	TON	$120.00	$97,200.00
	1498000000-E	610	ASPHALT CONC INTERMEDIATE COURSE, TYPE I19.0B	360	TON	$180.00	$64,800.00
	2286000000-N	840	MASONRY DRAINAGE STRUCTURES	15	EA	$3,500.00	$52,500.00
	2374000000-N	840	FRAME WITH GRATE & HOOD, STD 840.03, TYPE **	15	EA	$750.00	$11,250.00
	2542000000-E	846	1'-6" CONCRETE CURB & GUTTER	240	LF	$30.00	$7,200.00
	2549000000-E	846	2'-6" CONCRETE CURB & GUTTER	5970	LF	$35.00	$208,950.00
	2591000000-E	848	4" CONCRETE SIDEWALK	6640	SY	$60.00	$398,400.00
	2605000000-N	848	CONCRETE CURB RAMP	13	EA	$3,000.00	$39,000.00
	2647000000-E	852	5" MONOLITHIC CONCRETE ISLANDS (SURFACE MOUNTED)	30	SY	$80.00	$2,400.00
	3420000000-E	SP	GENERIC GUARDRAIL ITEM (METAL SAFETY RAIL)	1000	LF	$75.00	$75,000.00
	4399000000-N	1105	TEMPORARY TRAFFIC CONTROL	1	LS	$89,900.00	$89,900.00
	4520000000-N	1266	TUBULAR MARKERS (FIXED)	161	EA	$75.00	$12,075.00
	4686000000-E	1205	THERMOPLASTIC PAVEMENT MARKING LINES (4", 120 MILS)	4660	LF	$1.65	$7,689.00
	4690000000-E	1205	THERMOPLASTIC PAVEMENT MARKING LINES (6", 120 MILS)	9640	LF	$2.15	$20,726.00
	4702000000-E	1205	THERMOPLASTIC PAVEMENT MARKING LINES (12", 120 MILS)	775	LF	$6.00	$4,650.00
	4725000000-E	1205	THERMOPLASTIC PAVEMENT MARKING SYMBOL (90 MILS)	16	EA	$300.00	$4,800.00
	4850000000-E	1205	REMOVAL OF PAVEMENT MARKING LINES (4")	7240	LF	$2.00	$14,480.00
	5672000000-N	1515	RELOCATE FIRE HYDRANT	2	EA	$4,000.00	$8,000.00
	6000000000-E	1605	TEMPORARY SILT FENCE	5970	LF	$4.00	$23,880.00
			WALL ITEMS				
	8801000000-E	SP	MSE RETAINING WALL NO ****	2400	SF	$120.00	$288,000.00
			STRUCTURE ITEMS				
	8482000000-E	460	THREE BAR METAL RAIL	380	LF	$150.00	$57,000.00

		SUBTOTAL	$2,501,100.00
MINOR ITEMS		10%	$250,110.00
CONSTRUCTION SUBTOTAL			$2,751,210.00
INFLATION FACTOR	2 Years	5%	$281,999.03
CONSTRUCTION SUBTOTAL COST (2022)			$3,033,209.03
CONTINGENCIES		20%	$606,641.81
UTILITIES			$105,000.00
ESTIMATED CONTRACT COST (2022)			$3,744,850.83
E. & C.		10%	$374,485.08
CONSTRUCTION COST (2022)			$4,119,335.91
		SAY	**$4,120,000.00**

NOTE: E&C IS AN NCDOT ITEM AND WILL BE REQUIRED ONLY IF THE PROJECT IS FUNDED BY NCDOT
SIDEPATH TYPICAL SECTION CONSIST OF 8-FOOT PLANTING STRIP AND 10-FOOT WIDE PATH WITH 2-FOOT SHOULDERS.
REAL ESTATE COST IS NOT INCLUDED.

COMPUTED BY JM

DATE 7/27/2020

alta ENGINEERING
NC License #P-1301

PLANNING COST ESTIMATE

DESCRIPTION AND LOCATION: 10-FEET WIDE SIDEPATH ALONG HUNTERSVILLE-CONCORD ROAD FROM THE HUNTERSVILLE TOWN OFFICE TO ASBURY CHAPEL ROAD HUNTERSVILLE

TIP: N/A COUNTY: MECKLENBURG DIVISION: N/A

WBS NUMBER: N/A

ITEM NO. LINE. NO.	DESC. NO.	SECT. NO.	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	AMOUNT
			ROADWAY ITEMS				
0001	0000100000-N	800	MOBILIZATION	1	LS	$274,400.00	$274,400.00
	0000400000-N	801	CONSTRUCTION SURVEYING	1	LS	$70,000.00	$70,000.00
	0043000000-N	226	GRADING	1	LS	$542,200.00	$542,200.00
	0372000000-E	310	18" RC PIPE CULVERTS, CLASS III	7144	LF	$100.00	$714,400.00
	0402000000-E	310	48" RC PIPE CULVERTS, CLASS III	20	LF	$200.00	$4,000.00
	1489000000-E	610	ASPHALT CONC BASE COURSE, TYPE B25.0B	1450	TON	$120.00	$174,000.00
	1498000000-E	610	ASPHALT CONC INTERMEDIATE COURSE, TYPE I19.0B	640	TON	$180.00	$115,200.00
	1575000000-E	620	ASPHALT BINDER FOR PLANT MIX	15	TON	$600.00	$9,000.00
	2286000000-N	840	MASONRY DRAINAGE STRUCTURES	25	EA	$3,500.00	$87,500.00
	2374000000-N	840	FRAME WITH GRATE & HOOD, STD 840.03, TYPE **	25	EA	$750.00	$18,750.00
	2549000000-E	846	2'-6" CONCRETE CURB & GUTTER	10470	LF	$35.00	$366,450.00
	2591000000-E	848	4" CONCRETE SIDEWALK	15500	SY	$60.00	$930,000.00
	2605000000-N	848	CONCRETE CURB RAMP	31	EA	$3,500.00	$108,500.00
	2738100000-E	SP	GENERIC PAVING ITEM APPLIED SYNTHETIC SURFACE TREATMENT	2538	SF	$30.00	$76,140.00
	3420000000-E	SP	GENERIC GUARDRAIL ITEM (METAL SAFETY RAIL)	1410	LF	$75.00	$105,750.00
		SP	RAILROAD CROSSING	1	LS	$250,000.00	$250,000.00
	4399000000-N	1105	TEMPORARY TRAFFIC CONTROL	1	LS	$183,000.00	$183,000.00
	5672000000-N	1515	RELOCATE FIRE HYDRANT	7	EA	$4,000.00	$28,000.00
	6000000000-E	1605	TEMPORARY SILT FENCE	14655	LF	$4.00	$58,620.00
			WALL ITEMS				
	8801000000-E	SP	MSE RETAINING WALL NO ****	8200	SF	$120.00	$984,000.00

		SUBTOTAL	$5,099,910.00
MINOR ITEMS		5%	$254,995.50
CONSTRUCTION SUBTOTAL			$5,354,905.50
INFLATION FACTOR	2 Years	5%	$548,877.81
CONSTRUCTION COST (2022)			$5,903,783.31
CONTINGENCIES		20%	$1,180,756.66
UTILITIES			$315,000.00
ESTIMATED CONTRACT COST (2022)			$7,399,539.98
E. & C.		10%	$739,954.00
CONSTRUCTION COST (2022)			$8,139,493.97
		SAY	**$8,140,000.00**

NOTES: E&C IS AN NCDOT ITEM AND WILL BE REQUIRED ONLY IF THE PROJECT IS FUNDED BY NCDOT
SIDEPATH TYPICAL SECTION CONSIST OF 5-FEET PLANTING STRIP AND 10-FEET WIDE PATH WITH 2-FEET SHOULDERS.
REAL ESTATE COST IS NOT INCLUDED.

COMPUTED BY JM
DATE 7/23/2020

PLANNING COST ESTIMATE

NC License #P-1301

DESCRIPTION AND LOCATION: 10-FEET WIDE SIDEPATH ALONG THE LEFT SIDE OF MCCOY ROAD FROM HAMBRIGHT RD. TO GILEAD RD

HUNTERSVILLE

TIP: N/A COUNTY: MECKLENBURG DIVISION: N/A

WBS NUMBER: N/A

ITEM NO. LINE. NO.	DESC. NO.	SECT. NO.	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	AMOUNT
			ROADWAY ITEMS				
0001	0000100000-N	800	MOBILIZATION	1	LS	$150,800.00	$150,800.00
	0000400000-N	801	CONSTRUCTION SURVEYING	1	LS	$40,000.00	$40,000.00
	0043000000-N	226	GRADING	1	LS	$390,150.00	$390,150.00
	0372000000-E	310	18" RC PIPE CULVERTS, CLASS III	8386	LF	$100.00	$838,600.00
	1489000000-E	610	ASPHALT CONC BASE COURSE, TYPE B25.0B	1120	TON	$120.00	$134,400.00
	1498000000-E	610	ASPHALT CONC INTERMEDIATE COURSE, TYPE I19.0B	490	TON	$180.00	$88,200.00
	2286000000-N	840	MASONRY DRAINAGE STRUCTURES	20	EA	$3,500.00	$70,000.00
	2374000000-N	840	FRAME WITH GRATE & HOOD, STD 840.03, TYPE **	20	EA	$750.00	$15,000.00
	2549000000-E	846	2'-6" CONCRETE CURB & GUTTER	8270	LF	$35.00	$289,450.00
	2591000000-E	848	4" CONCRETE SIDEWALK	9190	SY	$60.00	$551,400.00
	2605000000-N	848	CONCRETE CURB RAMP	14	EA	$3,000.00	$42,000.00
	3420000000-E	SP	GENERIC GUARDRAIL ITEM (METAL SAFETY RAIL)	690	LF	$75.00	$51,750.00
	4399000000-N	1105	TEMPORARY TRAFFIC CONTROL	1	LS	$100,500.00	$100,500.00
	5672000000-N	1515	RELOCATE FIRE HYDRANT	2	EA	$4,000.00	$8,000.00
	6000000000-E	1605	TEMPORARY SILT FENCE	8270	LF	$4.00	$33,080.00

		SUBTOTAL	$2,803,330.00
MINOR ITEMS		10%	$280,333.00
CONSTRUCTION SUBTOTAL			$3,083,663.00
INFLATION FACTOR	2 Years	5%	$316,075.46
CONSTRUCTION COST (2022)			$3,399,738.46
CONTINGENCIES		20%	$679,947.69
UTILITIES			$240,000.00
ESTIMATED CONTRACT COST (2022)			$4,319,686.15
E. & C.		10%	$431,968.61
CONSTRUCTION COST (2022)			$4,751,654.76
		SAY	**$4,752,000.00**

NOTE: E&C IS AN NCDOT ITEM AND WILL BE REQUIRED ONLY IF THE PROJECT IS FUNDED BY NCDOT
SIDEPATH TYPICAL SECTION CONSIST OF 8-FOOT PLANTING STRIP AND 10-FOOT WIDE PATH WITH 2-FOOT SHOULDERS.
REAL ESTATE COST IS NOT INCLUDED.

COMPUTED BY JM
DATE 7/27/2020

alta ENGINEERING
NC License #P-1301

PLANNING COST ESTIMATE

DESCRIPTION AND LOCATION: 10-FEET WIDE SIDEPATH AND A 12-FEET OFF-STREET TRAIL FROM REESE BLVD. TO TORRENCE CREEK GREENWAY
HUNTERSVILLE

TIP: N/A COUNTY: MECKLENBURG DIVISION: N/A

WBS NUMBER: N/A

ITEM NO. LINE. NO.	DESC. NO.	SECT. NO.	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	AMOUNT
			ROADWAY ITEMS				
0001	0000100000-N	800	MOBILIZATION	1	LS	$137,900.00	$137,900.00
	0000400000-N	801	CONSTRUCTION SURVEYING	1	LS	$40,000.00	$40,000.00
	0043000000-N	226	GRADING	1	LS	$731,750.00	$731,750.00
	1121000000-E	520	AGGREGATE BASE COURSE	3850	TON	$35.00	$134,750.00
	1523000000-E	610	ASPHALT CONC SURFACE COURSE, TYPE S9.5C	1070	TON	$125.00	$133,750.00
	1575000000-E	620	ASPHALT BINDER FOR PLANT MIX	70	TON	$600.00	$42,000.00
	2591000000-E	848	4" CONCRETE SIDEWALK	1390	SY	$60.00	$83,400.00
	2605000000-N	848	CONCRETE CURB RAMP	10	EA	$3,000.00	$30,000.00
	4399000000-N	1105	TEMPORARY TRAFFIC CONTROL	1	LS	$30,000.00	$30,000.00
	5672000000-N	1515	RELOCATE FIRE HYDRANT	2	EA	$4,000.00	$8,000.00
	6000000000-E	1605	TEMPORARY SILT FENCE	8560	LF	$4.00	$34,240.00
			WALL ITEMS				
	8801000000-E	SP	MSE RETAINING WALL NO ****	1010	SF	$120.00	$121,200.00
			STRUCTURE ITEMS				
	8897000000-N	SP	BOARDWALK	240	LF	$1,250.00	$300,000.00

		SUBTOTAL	$1,930,490.00
MINOR ITEMS		10%	$193,049.00
CONSTRUCTION SUBTOTAL			$2,123,539.00
INFLATION FACTOR	2 Years	5%	$217,662.75
CONSTRUCTION SUBTOTAL COST (2022)			$2,341,201.75
CONTINGENCIES		20%	$468,240.35
UTILITIES			$75,000.00
ESTIMATED CONTRACT COST (2022)			$2,884,442.10
E. & C.		10%	$288,444.21
CONSTRUCTION COST (2022)			$3,172,886.31
		SAY	**$3,173,000.00**

NOTE: E&C IS AN NCDOT ITEM AND WILL BE REQUIRED ONLY IF THE PROJECT IS FUNDED BY NCDOT
SIDEPATH TYPICAL SECTION CONSIST OF 5 TO 7-FEET PLANTING STRIP AND 10-FEET WIDE PATH WITH 2-FEET SHOULDERS.
OFF-STREET TRAIL TYPICAL SECTION CONSIST OF 12-FEET WIDE PATH WITH 2-FEET SHOULDERS

COMPUTED BY JM
DATE 7/23/2020

A.5. Funding Sources

OVERVIEW

When considering possible funding sources for bicycle and pedestrian projects, it is important to remember that not all construction activities or programs will be accomplished with a single funding source. It will be necessary to consider several sources of funding that together will support full project completion. Funding sources can be used for a variety of activities, including: programs, planning, design, implementation, and maintenance. This appendix outlines the most likely sources of funding from the federal, state, and local government levels as well as from the private and non-profit sectors. Note that this reflects the funding available at the time of writing. Funding amounts, cycles, and the programs themselves may change over time.

FEDERAL FUNDING SOURCES

Federal funding is typically directed through state agencies to local governments either in the form of grants or direct appropriations. Federal funding typically requires a local match of five percent to 50 percent, but there are sometimes exceptions. The following is a list of possible Federal funding sources that could be used to support construction of pedestrian and bicycle improvements.

FIXING AMERICA'S SURFACE TRANSPORTATION (FAST ACT)

In December 2015, President Obama signed the FAST Act into law, which replaces the previous Moving Ahead for Progress in the Twenty-First Century (MAP-21). The Act provides a long-term funding source of $305 billion for surface transportation and planning for FY 2016-2020. Overall, the FAST Act retains eligibility for big programs - Transportation Investments Generating Economic Recovery (TIGER), Surface Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ), and Highway Safety Improvement Program (HSIP) - and funding levels between highways and transit.

In North Carolina, federal monies are administered through the North Carolina Department of Transportation (NCDOT) and Metropolitan Planning Organizations (MPOs). Most, but not all, of these programs are oriented toward transportation versus recreation, with an emphasis on reducing auto trips and providing inter-modal connections. Federal funding is intended for capital improvements and safety and education programs, and projects must relate to the surface transportation system. For more information, visit: https://www.transportation.gov/fastact.

Transportation Alternatives

Transportation Alternatives (TA) is a funding source under the FAST Act that consolidates three formerly separate programs under SAFETEA-LU: Transportation Enhancements (TE), Safe Routes to School (SRTS), and the Recreational Trails Program (RTP). These funds may be used for a variety of pedestrian, bicycle, and streetscape projects including sidewalks, bikeways, side paths, and rail-trails. TA funds may also be used for selected education and encouragement programming such as Safe Routes to School, despite the fact that TA does not provide a guaranteed set-aside for this activity as SAFETEA-LU did.

Funding for the Surface Transportation Block Grant Program (STPBG) will grow from the current level of $819 million per year to $835 million in 2016 and 2017 and to $850 million in 2018 through 2020.

The FAST Act provides $84 million for the Recreational Trails Program. Funding is prorated among the 50 states and Washington D.C. in proportion to the relative amount of off-highway

recreational fuel tax that its residents paid. To administer the funding, states hold a statewide competitive process. The legislation stipulates that funds must conform to the distribution formula of 30% for motorized projects, 30% for non-motorized projects, and 40% for mixed used projects. Each state governor is given the opportunity to "opt out" of the RTP.

For the complete list of eligible activities, visit: http://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm.

For funding levels, visit: http://trade.railstotrails.org/index.

Surface Transportation Program

The Surface Transportation Program (STP) provides states with flexible funds which may be used for a variety of highway, road, bridge, and transit projects. A wide variety of pedestrian improvements are eligible, including trails, sidewalks, crosswalks, pedestrian signals, and other ancillary facilities. Modification of sidewalks to comply with the requirements of the Americans with Disabilities Act (ADA) is also an eligible activity. Unlike most highway projects, STP-funded pedestrian facilities may be located on local and collector roads which are not part of the Federal-aid Highway System. 50 percent of each state's STP funds are allocated by population to the MPOs; the remaining 50 percent may be spent in any area of the state. For more information, visit http://www.fhwa.dot.gov/specialfunding/stp/.

Highway Safety Improvement Program

HSIP provides $2.4 billion for projects and programs that help communities achieve significant reductions in traffic fatalities and serious injuries on all public roads, bikeways, and walkways. Bicycle and pedestrian safety improvements, enforcement activities, traffic calming projects, and crossing treatments for non-motorized users in school zones are eligible for these funds. For more information: http://www.fhwa.dot.gov/fastact/factsheets/hsipfs.cfm.

Congestion Mitigation/Air Quality Program

The Congestion Mitigation/Air Quality Improvement Program (CMAQ) provides funding for projects and programs in air quality non-attainment and maintenance areas for ozone, carbon monoxide, and particulate matter which reduce transportation related emissions. States with no non-attainment areas may use their CMAQ funds for any CMAQ or STP eligible project. These federal dollars can be used to build bicycle and pedestrian facilities that reduce travel by automobile. Purely recreational facilities generally are not eligible. Communities located in attainment areas who do not receive CMAQ funding apportionments may apply for CMAQ funding to implement projects that will reduce travel by automobile. For more information: http://www.fhwa.dot.gov/fastact/factsheets/cmaqfs.cfm.

Federal Transit Administration Enhanced Mobility of Seniors and Individuals with Disabilities

This program can be used for capital expenses that support transportation to meet the special needs of older adults and persons with disabilities, including providing access to an eligible public transportation facility when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. For more information: https://www.transit.dot.gov/funding/grants/enhanced-mobility-seniors-individuals-disabilities-section-5310.

Safe Routes to School (SRTS) Program

SRTS enables and encourages children to walk and bike to school. The program helps make walking and bicycling to school a safe and more appealing method of transportation for children. SRTS facilitates the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools. Most of the types of eligible SRTS projects include sidewalks or a shared-use path. However, intersection improvements (i.e. signalization, marking/upgrading crosswalks, etc.), on street bicycle facilities (bike lanes,

wide paved shoulders, etc.) or off-street shared-use paths are also eligible for SRTS funds.

For more information: http://saferoutespartnership.org/healthy-communities/policy-change/federal/FAST-act-background-resources

OTHER FEDERAL FUNDING SOURCES

Federal Land and Water Conservation Fund

The Land and Water Conservation Fund (LWCF) provides grants for planning and acquiring outdoor recreation areas and facilities, including trails. Funds can be used for right-of-way acquisition and construction. The program is administered by the Department of Environment and Natural Resources as a grant program for states and local governments. Maximum annual grant awards for county governments, incorporated municipalities, public authorities, and federally recognized Indian tribes are $250,000. The local match may be provided with in-kind services or cash. For more information: http://www.ncparks.gov/About/grants/lwcf_main.php

Rivers, Trails, and Conservation Assistance Program

The Rivers, Trails, and Conservation Assistance Program (RTCA) is a National Parks Service (NPS) program providing technical assistance via direct NPS staff involvement to establish and restore greenways, rivers, trails, watersheds and open space. The RTCA program provides only for planning assistance—there are no implementation funds available. Projects are prioritized for assistance based on criteria including conserving significant community resources, fostering cooperation between agencies, serving a large number of users, encouraging public involvement in planning and implementation, and focusing on lasting accomplishments. This program may benefit trail development in North Carolina locales indirectly through technical assistance, particularly for community organizations, but is not a capital funding source. Annual application deadline is August 1st. For more information: http://www.nps.gov/ncrc/programs/rtca/ or contact the Southeast Region RTCA Program Manager Deirdre "Dee" Hewitt at (404) 507- 5691

Federal Lands Transportation Program (FLTP)

The FLTP funds projects that improve access within federal lands (including national forests, national parks, national wildlife refuges, national recreation areas, and other Federal public lands) on federally owned and maintained transportation facilities. More than $300 million per fiscal year has been allocated to the program for 2017 and 2018. For more information: https://flh.fhwa.dot.gov/programs/fltp/

Energy Efficiency and Conservation Block Grants

The Department of Energy's Energy Efficiency and Conservation Block Grants (EECBG) may be used to reduce energy consumptions and fossil fuel emissions and for improvements in energy efficiency. Section 7 of the funding announcement states that these grants provide opportunities for the development and implementation of transportation programs to conserve energy used in transportation including development of infrastructure such as bike lanes and pathways and pedestrian walkways. Although the current grant period has passed, more opportunities may arise in the future. For more information: https://www.energy.gov/eere/wipo/weatherization-and-intergovernmental-programs-office

TIGER Discretionary Grants

The U.S. Department of Transportation's (DOT) Transportation Investment Generating Economic Recovery (TIGER) discretionary grants are intended to fund capital investments in surface transportation infrastructure. The grant program focuses on "capital projects that generate economic development and improve access to reliable, safe, and affordable transportation for disconnected both urban and rural, while emphasizing improved connection to employment, education, services and other opportunities, workforce development, or community revitalization." Infrastructure improvement projects such as recreational trails and greenways with

an emphasis on multi-modal transit qualify for this grant. Pre-Application deadlines are typically in May, with final application deadlines in June. For more information: https://www.transportation.gov/BUILDgrants

Economic Development Administration

Under Economic Development Administration's (EDA) Public Works and Economic Adjustment Assistance programs, grant applications are accepted for construction, non-construction, technical assistance, and revolving loan fund projects. "Grants and cooperative agreements made under these programs are designed to leverage existing regional assets and support the implementation of economic development strategies that advance new ideas and creative approaches to advance economic prosperity in distressed communities." Application deadlines are typically in March and June. For more information: https://www.eda.gov/funding-opportunities/

Environmental Solutions for Communities Grant Program

The National Fish and Wildlife Foundation (NFWF) and Wells Fargo seek to promote sustainable communities through Environmental Solutions for Communities by supporting highly-visible projects that link economic development and community well-being to the stewardship and health of the environment. Priority for grants to projects that successfully address one or more of the following:

- Support innovative, cost-effective programs that enhance stewardship on private agricultural lands to enhance water quality and quantity and/or improve wildlife habitat for species of concern, while maintaining or increasing agricultural productivity.
- Support community-based conservation projects that protect and restore local habitats and natural areas, enhance water quality, promote urban forestry, educate and train community leaders on sustainable practices, promote related job creation and training, and engage diverse partners and volunteers.
- Support visible and accessible demonstration projects that showcase innovative, cost-effective and environmentally-friendly approaches to improve environmental conditions within urban communities by 'greening' traditional infrastructure and public projects such as storm water management and flood control, public park enhancements, and renovations to public facilities.
- Support projects that increase the resiliency of the Nation's coastal communities and ecosystems by restoring coastal habitats, living resources, and water quality to enhance livelihoods and quality of life in these communities.
- In North Carolina, strong preference will be given to projects located in the regions of Charlotte, Raleigh, or Winston Salem.

For more information: https://www.nfwf.org/environmentalsolutions/Pages/home.aspx

STATE FUNDING SOURCES

There are multiple sources for state funding of bicycle and pedestrian transportation projects. However, beginning July 1, 2015, state transportation funds cannot be used to match federally-funded transportation projects, according to a law passed by the North Carolina Legislature.

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION (NCDOT) STRATEGIC TRANSPORTATION INVESTMENTS (STI)

Passed in 2013, the Strategic Transportation Investments law (STI) allows NCDOT to use its funding more efficiently and effectively to enhance the state's infrastructure, while supporting economic growth, job creation and a higher quality of life. This process encourages thinking from a statewide and regional perspective while also providing flexibility to address local needs.

STI also establishes the Strategic Mobility Formula, a new way of allocating available revenues based on data-driven scoring and local input. It was used for the first time to develop NCDOT's

current construction schedule, the 2016-2025 State Transportation Improvement Program (STIP).

The STIP, which identifies the transportation projects that will receive funding during a 10-year period, is a state and federal requirement. Federal law requires it to be updated at least every four years. NCDOT, however, updates it every two years. Work is currently underway to update the STIP for 2018-2027.

The new Strategic Mobility Formula funds projects in three categories: Division Needs, Regional Impact, and Statewide Mobility. All independent bicycle and pedestrian projects are placed in the "Division Needs" category, and are currently ranked based on 50% data (safety, access, demand, connectivity, and cost effectiveness) and 50% local input, with a breakdown as follows:

Safety 15%

- Definition: Projects or improvements where bicycle or pedestrian accommodations are non-existent or inadequate for safety of users
- How it's measured: Crash history, posted speed limits, and estimated safety benefit
- Calculation:
  - Bicycle/pedestrian crashes along the corridor within last five years: 40% weight
  - Posted speed limits, with higher points for higher limits: 40% weight
  - Project safety benefit, measured by each specific improvement: 20% weight

Access 10%

- Definition: Destinations that draw or generate high volumes of bikes/pedestrians
- How it's measured: Type of and distance to destination

Demand 10%

- Definition: Projects serving large resident or employee user groups
- How its measured: # of households and employees per square mile within 1 ½ mile bicycle or ½ mile pedestrian facility + factor for unoccupied housing units (second homes)

STI Revenue Distribution (Source: www.ncdot.gov/strategictransportationinvestments)

Connectivity 10%

- Definition: Measure impact of project on reliability and quality of network
- How it's measured: Creates score per each Strategic Transportation Investments based on degree of bike/ped separation from roadway and connectivity to similar or better project type

Cost Effectiveness 5%

- Definition: Ratio of calculated user benefit divided by NCDOT project cost
- How it's measured: Safety + Demand + Access + Connectivity)/Estimated Project Cost to NCDOT

Local Input 50%

- Definition: Input from MPO/RPOs and NCDOT Divisions, which comes in the form points assigned to projects.
- How it is measured: Base points + points for population size. A given project is more likely to get funded if it is assigned base points from both the MPO/RPO and the Division, making the need for communicating the importance of projects to these groups critical. Further, projects that have a local match will score higher.

Additional bicycle and pedestrian project requirements:

- Federal funding typically requires a 20% non-federal match
- **State law prohibits state match for bicycle and pedestrian projects (except for Powell Bill). Since state law prohibits state monies from**

being the match for bicycle and pedestrian projects, the Town will need to supply the 20% match from other sources, such as the Town's own funds, matching grants, etc.

» Limited number of project submittals per MPO/RPO/Division
» Minimum project cost requirement is $100,000
» Bike/Ped projects typically include: bicycle lanes, side path/greenway, paved shoulders, sidewalks, pedestrian signals, SRTS infrastructure projects, and other streetscape/multi-site improvements (such as median refuge, signage, etc.)

These rankings largely determine which projects will be included in NCDOT's State Transportation Improvement Program (STIP). The STIP is a federally mandated transportation planning document that details transportation planning improvements prioritized by the stakeholders for inclusion in NCDOT's Work Program over the next 10 years. "More than 900 non-highway construction projects were prioritized for years 2015-2020, totaling an estimated $9 billion. NCDOT will only have an estimated $1.5 billion to spend during this time period." The STIP is updated every 2 years. The STIP contains funding information for various transportation divisions of NCDOT, including, highways, rail, bicycle and pedestrian, public transportation and aviation.

For more information on STIP: https://www.ncdot.gov/initiatives-policies/Transportation/stip/Pages/default.aspx

To access the STIP: https://connect.ncdot.gov/projects/planning/Pages/State-Transportation-Improvement-Program.aspx

For more about the STI process: https://www.ncdot.gov/initiatives-policies/Transportation/stip/Pages/strategic-transportation-investments.aspx

INCIDENTAL PROJECTS

Bicycle and Pedestrian accommodations such as; bike lanes, wide paved shoulders, sidewalks, intersection improvements, bicycle and pedestrian safe bridge design, etc., are frequently included as "incidental" features of larger highway/roadway projects. This is increasingly common with the adoption of NCDOT's "Complete Streets" Policy.

In addition, bicycle safe drainage grates and handicapped accessible sidewalk ramps are now a standard feature of all NCDOT highway construction. Most pedestrian safety accommodations built by NCDOT are included as part of scheduled highway improvement projects funded with a combination of federal and state roadway construction funds, and usually with a local match. On-road bicycle accommodations, if warranted, typically do not require a local match.

"Incidental Projects" are often constructed as part of a larger transportation project, when they are justified by local plans that show these improvements as part of a larger, multi-modal transportation system. Having a local bicycle or pedestrian plan is important, because it allows NCDOT to identify where bike and pedestrian improvements are needed, and can be included as part of highway or street improvement project. It also helps local government identify what their priorities are and how they might be able to pay for these projects. Under "Complete Streets" local governments may be responsible for a portion of the costs for bicycle and pedestrian projects.

DUKE ENERGY WATER RESOURCES FUND

Duke Energy is investing $10 million in a fund for projects that benefit waterways in the Carolinas. The fund supports science-based, research-supported projects and programs that provide direct benefit to at least one of the following focus areas:

» Improve water quality, quantity and conservation;
» Enhance fish and wildlife habitats;

- Expand public use and access to waterways; and
- Increase citizens' awareness about their roles in protecting these resources.

Apex could consider this resource for its proposed creekside greenways. For more information: http://www.duke-energy.com/community/foundation/water-resources-fund.asp

CLEAN WATER MANAGEMENT TRUST FUND

The Clean Water Management Trust Fund is available to any state agency, local government, or non-profit whose primary purpose is the conservation, preservation, and restoration of North Carolina's environmental and natural resources. Grant assistance is provided to conservation projects that:

- enhance or restore degraded waters;
- protect unpolluted waters, and/or
- contribute toward a network of riparian buffers and greenways for environmental, educational, and recreational benefits;
- provide buffers around military bases to protect the military mission;
- acquire land that represents the ecological diversity of North Carolina; and
- acquire land that contributes to the development of a balanced State program of historic properties.

The application deadline is typically in February. For more information: https://nclwf.nc.gov/#appmain.htm

SPOT SAFETY PROGRAM

The Spot Safety Program is a state funded public safety investment and improvement program that provides highly effective low cost safety improvements for intersections, and sections of North Carolina's 79,000 miles of state maintained roads in all 100 counties of North Carolina. The Spot Safety Program is used to develop smaller improvement projects to address safety, potential safety, and operational issues. The program is funded with state funds and currently receives approximately $9 million per state fiscal year. Other monetary sources (such as Small Construction or Contingency funds) can assist in funding Spot Safety projects, however, the maximum allowable contribution of Spot Safety funds per project is $250,000.

The Spot Safety Program targets hazardous locations for expedited low cost safety improvements such as traffic signals, turn lanes, improved shoulders, intersection upgrades, positive guidance enhancements (rumble strips, improved channelization, raised pavement markers, long life highly visible pavement markings), improved warning and regulatory signing, roadside safety improvements, school safety improvements, and safety appurtenances (like guardrail and crash attenuators).

A Safety Oversight Committee (SOC) reviews and recommends Spot Safety projects to the Board of Transportation (BOT) for approval and funding. Criteria used by the SOC to select projects for recommendation to the BOT include, but are not limited to, the frequency of correctable crashes, severity of crashes, delay, congestion, number of signal warrants met, effect on pedestrians and schools, division and region priorities, and public interest. For more information: https://connect.ncdot.gov/resources/safety/Pages/NC-Highway-Safety-Program-and-Projects.aspx

POWELL BILL FUNDS

Annually, State street-aid allocations (Powell Bill Funds) are made to incorporated municipalities which establish their eligibility and qualify as provided by G.S. 136-41.1 through 136-41.4. Powell Bill funds shall be expended only for the purposes of maintaining, repairing, constructing, reconstructing or widening of local streets that are the responsibility of the municipalities or for planning, construction, and maintenance of bikeways or sidewalks along public streets and highways. Beginning July 1, 2015 under the Strategic Transportation Investments initiative, Powell Bill funds may no longer be used to provide a match for federal transportation funds such as Transportation Alternatives. Certified

Statement, street listing, add/delete sheet and certified map from all municipalities are due between July 1st and July 21st of each year. Additional documentation is due shortly after. More information: https://connect.ncdot.gov/municipalities/State-Street-Aid/Pages/default.aspx

HIGHWAY HAZARD ELIMINATION PROGRAM

The Hazard Elimination Program is used to develop larger improvement projects to address safety and potential safety issues. The program is funded with 90 percent federal funds and 10 percent state funds. The cost of Hazard Elimination Program projects typically ranges between $400,000 and $1 million. A Safety Oversight Committee (SOC) reviews and recommends Hazard Elimination projects to the Board of Transportation (BOT) for approval and funding. These projects are prioritized for funding according to a safety benefit to cost (B/C) ratio, with the safety benefit being based on crash reduction. Once approved and funded by the BOT, these projects become part of the department's State Transportation Improvement Program (STIP). For more information: https://connect.ncdot.gov/resources/safety/Pages/NC-Highway-Safety-Program-and-Projects.aspx

GOVERNOR'S HIGHWAY SAFETY PROGRAM

The Governor's Highway Safety Program (GHSP) funds safety improvement projects on state highways throughout North Carolina. All funding is performance-based. Substantial progress in reducing crashes, injuries, and fatalities is required as a condition of continued funding. This funding source is considered to be "seed money" to get programs started. The grantee is expected to provide a portion of the project costs and is expected to continue the program after GHSP funding ends. State Highway Applicants must use the web-based grant system to submit applications. For more information: http://www.ncdot.org/programs/ghsp/

EAT SMART, MOVE MORE NORTH CAROLINA COMMUNITY GRANTS

The Eat Smart, Move More (ESMM) NC Community Grants program provides funding to local communities to support their efforts to develop community-based interventions that encourage, promote, and facilitate physical activity. The current focus of the funds is for projects addressing youth physical activity. Funds have been used to construct trails and conduct educational programs. For more information: http://www.eatsmartmovemorenc.com/Funding/Funding.html

THE NORTH CAROLINA DIVISION OF PARKS AND RECREATION – RECREATIONAL TRAILS AND ADOPT-A-TRAIL GRANTS

The North Carolina Division of Parks and Recreation and the State Trails Program offer funds to help citizens, organizations and agencies plan, develop and manage all types of trails ranging from greenways and trails for hiking, biking, and horseback riding to river trails and off-highway vehicle trails. "The Adopt-a-Trail Grant Program (AAT) awards $108,000 annually to government agencies, non-profit organizations and private trail groups for trail projects. The Recreational Trails Program (RTP) is a $1.3 million grant program funded by Congress with money from the federal gas taxes paid on fuel used by off-highway vehicles. Grant applicants must be able to contribute 20% of the project cost or in-kind contributions. Both grant applications are typically due in January or February. For more information: https://www.ncparks.gov/more-about-us/grants/trail-grants

NC PARKS AND RECREATION TRUST FUND (PARTF)

The Parks and Recreation Trust Fund (PARTF) provide dollar-for-dollar matching grants to local governments for parks and recreational projects to serve the general public. Counties, incorporated municipalities, and public authorities, as defined by G.S. 159-7, are eligible applicants. A local government can request a maximum of $500,000 with each application. An applicant must match

the grant dollar-for-dollar, 50 percent of the total cost of the project, and may contribute more than 50 percent. The appraised value of land to be donated to the applicant can be used as part of the match. The value of in-kind services, such as volunteer work, cannot be used as part of the match. Grant applications are typically due in February. For more information: https://www.ncparks.gov/more-about-us/parks-recreation-trust-fund/parks-and-recreation-trust-fund

COMMUNITY DEVELOPMENT BLOCK GRANT FUNDS

Community Development Block Grant (CDBG) funds are available to local municipal or county governments that qualify for projects to enhance the viability of communities by providing decent housing and suitable living environments and by expanding economic opportunities, principally for persons of low and moderate income. State CDBG funds are provided by the U.S. Department of Housing and Urban Development (HUD) to the state of North Carolina. All North Carolina small cities are eligible to apply for funds except for 23 entitlement cities that receive funds directly from the U.S. Department of Housing and Urban Development (HUD) (Apex does not receive direct funds, so it is eligible to apply). Each year, CDBG provides funding to local governments for hundreds of critically-needed community improvement projects throughout the state. More information: https://www.nccommerce.com/ruraldevelopment/state-cdbg/grant-categories

CLEAN WATER MANAGEMENT TRUST FUND (CWMTF)

This fund was established in 1996 and has become one of the largest sources of money in North Carolina for land and water protection, eligible for application by a state agency, local government, or non-profit. At the end of each year, a minimum of $30 million is placed in the CWMTF. The revenue of this fund is allocated as grants to local governments, state agencies, and conservation non-profits to help finance projects that specifically address water pollution problems. Funds may be used for planning and land acquisition to establish a network of riparian buffers and greenways for environmental, educational, and recreational benefits. Deadlines are typically in February. For more information: https://nclwf.nc.gov/#appmain.htm

SAFE ROUTES TO SCHOOL (SRTS)

SRTS is managed by NCDOT, but is federally funded; See Federal Funding Sources above for more information.

URBAN AND COMMUNITY FORESTRY GRANT

The North Carolina Division of Forest Resources Urban and Community Forestry grant can provide funding for a variety of projects that will help toward planning and establishing street trees as well as trees for urban open space. The goal is to improve public understanding of the benefits of preserving existing tree cover in communities and assist local governments with projects which will lead to a more effective and efficient management of urban and community forests. Grant requests should range between $1,000 and $15,000 and must be matched equally with non-federal funds. Grant funds may be awarded to any unit of local or state government, public educational institutions, approved non-profit 501(c)(3) organizations, and other tax-exempt organizations. First time municipal applicant and municipalities seeking Tree City USA status are given priority for funding. Grant applications are due by March 31 at 5:00 pm and recipients are notified by mid-July each year.

For more about Tree City USA status, including application instructions, visit: https://www.ncforestservice.gov/Urban/urban_grant_program.htm

LOCAL GOVERNMENT FUNDING SOURCES

Municipalities often plan for the funding of pedestrian and bicycle facilities or improvements through development of Capital Improvement Program (CIP) or occasionally, through their annual Operating Budgets. In Raleigh, for example, the greenways system has been developed over many years through a dedicated source of annual funding that has ranged from $100,000 to $500,000, administered through the Recreation and Parks Department. CIPs should include all types of capital improvements (water, sewer, buildings, streets, etc.) versus programs for single purposes. This allows municipal decision-makers to balance all capital needs. Typical capital funding mechanisms include the capital reserve fund, capital protection ordinances, municipal service district, tax increment financing, taxes, fees, and bonds. Each category is described below. A variety of possible funding options available to North Carolina jurisdictions for implementing pedestrian and bicycle projects are also described below. However, many will require specific local action as a means of establishing a program, if not already in place.

CAPITAL RESERVE FUND

Municipalities have statutory authority to create capital reserve funds for any capital purpose, including pedestrian facilities. The reserve fund must be created through ordinance or resolution that states the purpose of the fund, the duration of the fund, the approximate amount of the fund, and the source of revenue for the fund. Sources of revenue can include general fund allocations, fund balance allocations, grants, and donations for the specified use.

CAPITAL PROJECT ORDINANCES

Municipalities can pass Capital Project Ordinances that are project specific. The ordinance identifies and makes appropriations for the project.

LOCAL IMPROVEMENT DISTRICT (LID)

Local Improvement Districts (LIDs) are most often used by cities to construct localized projects such as streets, sidewalks, or bikeways. Through the LID process, the costs of local improvements are generally spread out among a group of property owners within a specified area. The cost can be allocated based on property frontage or other methods such as traffic trip generation.

MUNICIPAL SERVICE DISTRICT

Municipalities have statutory authority to establish municipal service districts, to levy a property tax in the district additional to the town-wide property tax, and to use the proceeds to provide services in the district. Downtown revitalization projects are one of the eligible uses of service districts, and can include projects such as street, sidewalk, or bikeway improvements within the downtown taxing district.

TAX INCREMENT FINANCING

Project Development Financing bonds, also known as Tax Increment Financing (TIF) is a relatively new tool in North Carolina, allowing localities to use future gains in taxes to finance the current improvements that will create those gains. When a public project (e.g., sidewalk improvements) is constructed, surrounding property values generally increase and encourage surrounding development or redevelopment. The increased tax revenues are then dedicated to finance the debt created by the original public improvement project. Streets, streetscapes, and sidewalk improvements are specifically authorized for TIF funding in North Carolina. Tax Increment Financing typically occurs within designated development financing districts that meet certain economic criteria that are approved by a local governing body. TIF funds are generally spent inside the boundaries of the TIF district, but they can also be spent outside the district if necessary to encourage development within it. Although larger cities use this type of financing more often, Woodfin, NC is an example of another small town that has used this type of financing.

OTHER LOCAL FUNDING OPTIONS

- Bonds/Loans
- Taxes
- Impact fees
- Exactions
- Installment purchase financing
- In-lieu fees
- Partnerships

PRIVATE AND NON-PROFIT FUNDING SOURCES

Many communities have solicited funding assistance from private foundations and other conservation-minded benefactors. Below are several examples of private funding opportunities available.

UNION BANK

Union Bank is a community bank serving the north central North Carolina region with a location in Apex. Union Bank strives to make the communities it serves better by providing strong financial and customer service. With its strong commitment to the communities it serves, Union Bank is involved in a variety of different local projects.

LAND FOR TOMORROW CAMPAIGN

Land for Tomorrow is a diverse partnership of businesses, conservationists, farmers, environmental groups, health professionals, and community groups committed to securing support from the public and General Assembly for protecting land, water, and historic places. The campaign was successful in 2013 in asking the North Carolina General Assembly to continue to support conservation efforts in the state. The state budget bill includes about $50 million in funds for key conservation efforts in North Carolina. Land for Tomorrow works to enable North Carolina to reach a goal of ensuring that working farms and forests, sanctuaries for wildlife, land bordering streams, parks, and greenways, land that helps strengthen communities and promotes job growth, and historic downtowns and neighborhoods will be there to enhance the quality of life for generations to come. For more information: http://www.land4tomorrow.org/

THE ROBERT WOOD JOHNSON FOUNDATION

The Robert Wood Johnson Foundation was established as a national philanthropy in 1972 and today it is the largest U.S. foundation devoted to improving the health and health care of all Americans.

Grant making is concentrated in four areas:

» To ensure that all Americans have access to basic health care at a reasonable cost
» To improve care and support for people with chronic health conditions
» To promote healthy communities and lifestyles
» To reduce the personal, social and economic harm caused by substance abuse: tobacco, alcohol, and illicit drugs

Projects considered for funding typically are innovative and aim to create meaningful, transformative change. Project examples include: service demonstrations; gathering and monitoring of health-related statistics; public education; training and fellowship programs; policy analysis; health services research; technical assistance; communications activities; and evaluations. For more specific information about what types of projects are funded and how to apply, visit http://www.rwjf.org/en/how-we-work/grants/what-we-fund.html

NORTH CAROLINA COMMUNITY FOUNDATION

The North Carolina Community Foundation, established in 1988, is a statewide foundation seeking gifts from individuals, corporations, and other foundations to build endowments and ensure financial security for non-profit organizations and institutions throughout the state. Based in Raleigh, the foundation also manages a number of community affiliates throughout North Carolina, that make grants in the areas of human services, education, health, arts, religion, civic affairs, and the conservation and preservation of historical, cultural, and environmental resources. The foundation also manages various scholarship programs statewide. For more information: https://www.nccommunityfoundation.org/

RITE AID FOUNDATION GRANTS

The Rite Aid Foundation is a foundation that supports projects that promote health and wellness in the communities that Rite Aid serves. Award amounts vary and grants are awarded on a one year basis to communities in which Rite Aid operates. The Rite Aid Foundation focuses on three core areas for charitable giving: children's health and well-being; special community health and wellness needs; and Ride Aid's own community of associates during times of special need. Online resource: https://www.riteaid.com/about-us/rite-aid-foundation

Z. SMITH REYNOLDS FOUNDATION

This Winston-Salem-based Foundation has been assisting the environmental projects of local governments and non-profits in North Carolina for many years. The Foundation focuses its grant making on five focus areas: Community Economic Development; Environment; Public Education; Social Justice and Equity; and Strengthening Democracy. Deadline to apply is typically in August. For more information: www.zsr.org

BANK OF AMERICA CHARITABLE FOUNDATION, INC.

The Bank of America Charitable Foundation is one of the largest in the nation. There are numerous different initiatives and grant programs, yet the ones most relevant to increased recreational opportunities and trails are the Revitalizing Neighborhoods and Environment Programs. Starting in 2013, a new 10-year, $50 billion goal to be a catalyst for climate change was launched. This initiative aims to spark the "innovation economy and advance a transition to a low-carbon future." For more information: www.bankofamerica.com/foundation

DUKE ENERGY FOUNDATION

Funded by Duke Energy shareholders, this non-profit organization makes charitable grants to selected non-profits or governmental subdivisions. Each annual grant must have:

- An internal Duke Energy business "sponsor"
- A clear business reason for making the contribution

The grant program has several investment priorities: Education; Environment; Economic and Workforce Development; and Community Impact and Cultural Enrichment. Related to this project, the Foundation would support programs that support conservation, training, and research around environmental and energy efficiency initiatives. For more information: http://www.duke-energy.com/community/foundation.asp

AMERICAN GREENWAYS EASTMAN KODAK AWARDS

The Conservation Fund's American Greenways Program has teamed with the Eastman Kodak Corporation and the National Geographic Society to award small grants ($250 to $2,000) to stimulate the planning, design, and development of greenways. These grants can be used for activities such as mapping, conducting ecological assessments, surveying land, holding conferences, developing brochures, producing interpretive displays, incorporating land trusts, and building trails. Grants cannot be used for academic research, institutional support, lobbying, or political activities. For more information: http://www.rlch.org/funding/kodak-american-greenways-grants

NATIONAL TRAILS FUND

American Hiking Society created the National Trails Fund in 1998, the only privately supported national grants program providing funding to grassroots organizations working toward establishing, protecting and maintaining foot trails in America. 73 million people enjoy foot trails annually, yet many of our favorite trails need major repairs due to a $200 million backlog of badly needed maintenance. National Trails Fund grants help give local organizations the resources they need to secure access, volunteers, tools and materials to protect America's cherished public trails. To date, American Hiking has granted more than $588,000 to 192 different trail projects across the U.S. for land acquisition, constituency building campaigns, and traditional trail work projects. Awards range from $500 to $10,000 per project.

Projects the American Hiking Society will consider include:

» Securing trail lands, including acquisition of trails and trail corridors, and the costs associated with acquiring conservation easements.
» Building and maintaining trails which will result in visible and substantial ease of access, improved hiker safety, and/or avoidance of environmental damage.
» Constituency building surrounding specific trail projects - including volunteer recruitment and support.

For more information: http://www.americanhiking.org/national-trails-fund/

THE CONSERVATION ALLIANCE

The Conservation Alliance is a non-profit organization of outdoor businesses whose collective annual membership dues support grassroots citizen-action groups and their efforts to protect wild and natural areas. Grants are typically about $35,000 each. Since its inception in 1989, The Conservation Alliance has contributed $4,775,059 to environmental groups across the nation, saving over 34 million acres of wild lands.

The Conservation Alliance Funding Criteria:

» The Project should be focused primarily on direct citizen action to protect and enhance our natural resources for recreation.
» The Alliance does not look for mainstream education or scientific research projects, but rather for active campaigns.
» All projects should be quantifiable, with specific goals, objectives, and action plans and should include a measure for evaluating success.
» The project should have a good chance for closure or significant measurable results over a fairly short term (within four years).

For more information: http://www.conservationalliance.com/grants

THE JOHN REX ENDOWMENT

The John Rex Endowment sees environmental, policy, and systems approaches as necessary to achieve long-term, sustainable changes that support healthy weight in children. Learn about their goal to improve policies and implement changes to the built environment that increase children's access to healthy foods and active living opportunities in Wake County municipalities:
http://www.rexendowment.org/what-we-fund/funding-areas/healthy-weight

NATIONAL FISH AND WILDLIFE FOUNDATION (NFWF)

The National Fish and Wildlife Foundation (NFWF) is a private, non-profit, tax exempt organization chartered by Congress in 1984. The National Fish and Wildlife Foundation sustains, restores, and enhances the Nation's fish, wildlife, plants, and habitats. Through leadership conservation investments with public and private partners, the Foundation is dedicated to achieving maximum conservation impact by developing and applying best practices and innovative methods for measurable outcomes.
The Foundation provides grants through more than 70 diverse conservation grant programs. A few of the most relevant programs for bicycle and pedestrian projects include Acres for America, Conservation Partners Program, and Environmental Solutions for Communities. Funding priorities include bird, fish, marine/coastal, and wildlife and habitat conservation. Other projects that are considered include controlling invasive species, enhancing delivery of ecosystem services in agricultural systems, minimizing the impact on wildlife of emerging energy sources, and developing future conservation leaders and professionals.
For more information: http://www.nfwf.org/whatwedo/grants/Pages/home.aspx

THE TRUST FOR PUBLIC LAND

Land conservation is central to the mission of the Trust for Public Land (TPL). Founded in 1972, the TPL is the only national non-profit working exclusively to protect land for human enjoyment and well-being. TPL helps acquire land and transfer it

to public agencies, land trusts, or other groups that have intentions to conserve land for recreation and spiritual nourishment and to improve the health and quality of life of American communities.
For more information: http://www.tpl.org

BLUE CROSS BLUE SHIELD OF NORTH CAROLINA FOUNDATION (BCBS)

Blue Cross Blue Shield (BCBS) focuses on programs that use an outcome approach to improve the health and well-being of residents. Healthy Places grant concentrates on increased physical activity and active play through support of improved build environment such as sidewalks, and safe places to bike. Eligible grant applicants must be located in North Carolina, be able to provide recent tax forms and, depending on the size of the non-profit, provide an audit. For more information: http://www.bcbsncfoundation.org/

ALLIANCE FOR BIKING & WALKING: ADVOCACY ADVANCE GRANTS

Bicycle and pedestrian advocacy organizations play the most important role in improving and increasing biking and walking in local communities. Rapid Response Grants enable state and local bicycle and pedestrian advocacy organizations to develop, transform, and provide innovative strategies in their communities. Since 2011, Rapid Response grant recipients have won $100 million in public funding for biking and walking. The Advocacy Advance Partnership with the League of American Bicyclists also provides necessary technical assistance, coaching, and training to supplement the grants. For more information, visit www.peoplepoweredmovement.org

LOCAL TRAIL SPONSORS

A sponsorship program for trail amenities allows smaller donations to be received from both individuals and businesses. Cash donations could be placed into a trust fund to be accessed for certain construction or acquisition projects associated with the greenways and open space system. Some recognition of the donors is appropriate and can be accomplished through the placement of a plaque, the naming of a trail segment, and/or special recognition at an opening ceremony. Types of gifts other than cash could include donations of services, equipment, labor, or reduced costs for supplies.

CORPORATE DONATIONS

Corporate donations are often received in the form of liquid investments (i.e. cash, stock, bonds) and in the form of land. Municipalities typically create funds to facilitate and simplify a transaction from a corporation's donation to the given municipality. Donations are mainly received when a widely supported capital improvement program is implemented.

PRIVATE INDIVIDUAL DONATIONS

Private individual donations can come in the form of liquid investments (i.e. cash, stock, bonds) or land. Municipalities typically create funds to facilitate and simplify a transaction from an individual's donation to the given municipality. Donations are mainly received when a widely supported capital improvement program is implemented.

FUNDRAISING/CAMPAIGN DRIVES

Organizations and individuals can participate in a fundraiser or a campaign drive. It is essential to market the purpose of a fundraiser to rally support and financial backing. Often times fundraising satisfies the need for public awareness, public education, and financial support.

VOLUNTEER WORK

It is expected that many citizens will be excited about the development of a greenway corridor. Individual volunteers from the community can be brought together with groups of volunteers form church groups, civic groups, scout troops and environmental groups to work on greenway development on special community workdays. Volunteers can also be used for fund-raising, maintenance, and programming needs.

INNOVATIVE FUNDING OPTIONS

Crowdsourcing "is the process of obtaining needed services, ideas, or content by soliciting contributions from a large group of people, and especially from

an online community, rather than from traditional employees or suppliers." An example crowdsourcing tool used locally with some success is "ioby", which offers the ability to organize different forms of capital—cash, social networks, in-kind donations, volunteers, advocacy: https://www.ioby.org/about

BICYCLE/TRAIL PARTNERSHIP CASE STUDIES IN THE CAROLINAS

Apex may be able to partner with the private sector for funding or sponsorship for some aspects of this plan. Some examples of trail partnerships in the Carolinas are provided below.

WILMINGTON/NEW HANOVER COUNTY & BLUE CROSS BLUE SHIELD (BCBS)

BCBSNC and their GO NC! program donated funds to complete the final phase of the 15-mile Gary Shell CrossCity Trail from Wade Park to the drawbridge at Wrightsville Beach. In addition to completing the trail, other enhancements include mile markers along the 15-mile trail and five bicycle fix-it stations along the trail. This partnership came about during development of the WMPO's Wilmington/New Hanover County Comprehensive Greenway Plan in 2012. http://www.bcbsnc.com/content/campaigns/gonc/index.htm

SPARTANBURG, SC & THE MARY BLACK FOUNDATION

The Mary Black Foundation Rail Trail was a collaboration between the Mary Black Foundation, Palmetto Conservation Foundation, City of Spartanburg, Partners for Active Living, SPATS, and local citizens. It extends from downtown Spartanburg at Henry Street, between Union and Pine Streets, and continues 2 miles to Country Club Road. Since its inception there has been buzz about redeveloping the Rail Trail corridor. The commuter and recreational trail brings together all walks of life, and connects neighborhoods, businesses, restaurants, a school, a bike shop, the YMCA, a grocery store, and a skate park. As the Hub City Connector segment of the Palmetto Trail through Spartanburg County, the Rail Trail is an outdoor transportation spine for Spartanburg from which other projects are expected to spin off. One great example is the first phase of B-cycle bicycle-sharing program located at the Henry Street trailhead. Project contact: Lisa Bollinger, Spartanburg Area Transportation Study, Spartanburg, SC.

SWAMP RABBIT TRAIL AND GREENVILLE HEALTH SYSTEM, GREENVILLE, SC

The Greenville Health System Swamp Rabbit Trail is a shared-use-path that runs along the Reedy River through Greenville County, connecting parks, schools, and local businesses. The GHS Swamp Rabbit has become very popular among residents and visitors for recreational and transportation purposes. The Greenville Heath System has become a private sponsor because of the health benefits offered by the trail as well as the branding opportunity achieved by having its name and logo on the trail's signs. The GHS Swamp Rabbit Trail continues to increase in size and popularity, with communities in neighboring counties making plans to extend the trail into their towns. Project contact: Ty Houck, Greenville County Parks, Recreation and Tourism, Taylors, SC.

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Huntersville
NORTH CAROLINA

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PLANNING + DESIGN

Town of Huntersville
Town Board
December 7, 2020

To: Town Board

From: Emily Sloop, Town Attorney

Date: December 7, 2020

Subject: Consider adopting COVID-19 Allowance Policy. *(Anthony Roberts/Emily Sloop)*

EXPLAIN REQUEST:
Consider adopting COVID-19 Policy

ACTION RECOMMENDED:

FINANCIAL IMPLICATIONS:

ATTACHMENTS:
1. Town of Huntersville COVID Allowance Pay Updated

COVID-19 Allowance Policy

I. Purpose:

This policy establishes a one-time COVID-19 pay Allowance ("Allowance") for eligible employees of the Town of Huntersville (the "Town") who are directly involved in responding to the COVID-19 pandemic, who are public facing, or who continue to perform their regular duties and responsibilities in positions, including those where teleworking is not possible, limited in availability, and/or whose work site does not allow for adequate social distancing.

II. Eligibility:

- Allowances will be paid based on the Employee Distribution Scale set forth below.
- The effective date of this policy shall be the date approved by the Town of Huntersville Board of Commissioners.

III. Employee Distribution Scale:

Sworn Police Department Employees. All sworn employees of the Huntersville Police Department ("HPD") serving in a full-time capacity as of the effective date of this policy will receive an Allowance of $1,050.00.

Fire Department Employees. The Huntersville Fire Department ("HFD") will receive a lump-sum payment of $60,000. Allowances will be paid out of the lump sum to HFD employees of record as of the effective date of this policy based on the number of weeks worked as determined by the Fire Chief.

Other Employees. All other Town employees serving in a full-time capacity as of the effective date of this policy will receive an Allowance of $625.00.

IV. Allowance Funding:

Sworn Police Department and Fire Department Employees

On March 27, 2020, the Coronavirus Aid, Relief, and Economic Security Act ("CARES Act") was signed into law. The CARES Act established the Coronavirus Relief Fund to which funds were appropriated for allocation to State and certain local governments for specified expenditures incurred due to COVID-19.

Payroll expenses, including certain hazard pay for performing hazardous duty or work involving physical hardship, incurred between March 1, 2020 and December 30, 2020 for public safety employees whose services are substantially dedicated to mitigating or responding to the COVID-19 public health emergency constitute eligible expenditures of the allocated funds.[1] The Coronavirus Relief Fund Guidance set forth by the United States Treasury Department on September 2, 2020 clarified that local governments "may presume" that public safety employees, including police officers and firefighters, meet the "substantially dedicated" requirement for expenditure of the allocated funds.[2]

The Allowances for sworn HPD and HFD employees substantially dedicated to mitigating or responding to the COVID-19 public health emergency will be funded through the Town's allocation of Coronavirus Relief Funds.

Other Employees

The Allowances for other Town employees will be funded through the Town's general fund balance.

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[1] "Coronavirus Relief Fund Guidance for State, Territorial, Local, and Tribal Governments Updated September 2, 2020" (Guidance), 5-7, https://home.treasury.gov/system/files/136/Coronavirus-Relief-Fund-Guidance-for-State-Territorial-Local-and-Tribal-Governments.pdf, last visited November 24, 2020; *See also* "Coronavirus Relief Fund Frequently Asked Questions Updated as of October 19, 2020" (FAQ), 1, 3,5, https://home.treasury.gov/system/files/136/Coronavirus-Relief-Fund-Frequently-Asked-Questions.pdf, last visited November 24, 2020.

[2] Guidance at 5; FAQ at 1.

V. Administration

- The Town Manager will facilitate the distribution of the Allowance payments in coordination with the Finance and Human Resources Directors, as well as other department directors as necessary.

Effective Date: _____

Town of Huntersville
Town Board
December 7, 2020

To: Town Board

From: Janet Pierson, Town Clerk

Date: December 7, 2020

Subject: Approve the minutes of the November 2, 2020 Regular Town Board Meeting. *(Janet Pierson)*

EXPLAIN REQUEST:
Consider approving the minutes of the November 2, 2020 Regular Town Board Meeting.

ACTION RECOMMENDED:
Approve Minutes

FINANCIAL IMPLICATIONS:
N/A

ATTACHMENTS:
1. Draft Minutes

TOWN OF HUNTERSVILLE
TOWN BOARD MEETING
MINUTES

November 2, 2020 (Virtual)
6:00 p.m. – Hosted From Huntersville Town Hall

PRE-MEETING

The Huntersville Board of Commissioners held a pre-meeting (virtual) hosted at Huntersville Town Hall at 5:15 p.m. on November 2, 2020.

GOVERNING BODY MEMBERS VIRTUALLY PRESENT: Mayor John Aneralla; Commissioners Melinda Bales, Dan Boone, Brian Hines, Lance Munger, Stacy Phillips and Nick Walsh.

Stephen Trott, Director of Engineering, reviewed potential sidewalk projects. *Refer to Exhibit No. 1.*

REGULAR MEETING (VIRTUAL)
TOWN OF HUNTERSVILLE
BOARD OF COMMISSIONERS

The Regular Meeting of the Huntersville Board of Commissioners (Virtual) was hosted at the Huntersville Town Hall at 6:00 p.m. on November 2, 2020.

GOVERNING BODY MEMBERS VIRTUALLY PRESENT: Mayor John Aneralla; Commissioners Melinda Bales, Dan Boone, Brian Hines, Lance Munger, Stacy Phillips and Nick Walsh.

Mayor Aneralla stated this meeting is being held both in person at the Huntersville Recreation Center on Verhoeff Road as well as livestreamed on Facebook Live. The Board of Commissioners are participating remotely. The public has been invited to attend and comment during the public comments or during any of the public hearings (1) in person at the Huntersville Recreation Center or (2) by telephonic communication in accordance with instructions sent to persons who have registered with the Town Clerk no later than 3 p.m. today. The public may also submit comments by e-mail to the Town Clerk at jpierson@huntersville.org.

Mayor Aneralla called the meeting to order.

Mayor Aneralla called for a Moment of Silence.

Mayor Aneralla led the Pledge of Allegiance.

Mayor Aneralla

- The First Lady of the United States visited Huntersville today.
- The Metropolitan Transit Commission met last week. They are doing studies on how to better connect not only within Charlotte and the county, but within the region, with different modes of transportation. CATS is looking at three potential bus stops in Huntersville.

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- Reminded everyone tomorrow is election day.

Commissioner Bales

- Lake Norman Economic Development Corporation announced Big Beverage Manufacturing is now up and running. Huntersville currently has 16 active projects. Kurz is now operational.
- Encouraged residents to vote tomorrow.

Commissioner Boone

- Next virtual meeting of the Huntersville Ordinances Advisory Board is Thursday. The HOAB will be discussing the tree mitigation process and the Adequate Public Facilities Ordinance.
- Provided update on upcoming Lake Norman Chamber of Commerce events.
- The Huntersville Fire Department reported that all Mecklenburg fire stations go on any type of calls now and that is having the members of the Huntersville Volunteer Fire Department to have an increase in number of members that are in quarantine due to the COVID 19 calls.
- The Huntersville Police Department would like to remind everyone that Charlotte-Mecklenburg Schools is going back to school in person and to be mindful of the children that will be walking to school, bus stops and school zones.
- November 11 is the Veterans Day Ceremony.
- Reminded everyone to vote tomorrow.

Commissioner Hines

- The Charlotte Regional Transportation Planning Organization met last Wednesday. Expressed appreciation to Commissioner Boone for filling in for him.

Commissioner Munger

- Wished a speedy recovery to the HPD officer injured today during the rally.
- Reminded everyone that tomorrow is Election Day.
- Consider donating to local non-profits.

Commissioner Phillips

- Read obituary of Summer Erica Heath who recently passed away after her 8-year battle with ocular melanoma.

Commissioner Walsh

- Next virtual meeting of the Public Art Commission is November 11.
- Provided update from Visit Lake Norman.
- Reminded everyone tomorrow is Election Day.

PUBLIC COMMENTS

George Solomon, 13600 Toka Court, said I sat on the 2040 Steering Committee and I had concerns about what's going on with the community and the downtown revitalization. As you know, based upon the input of the community, one of the main themes of the survey was the revitalization of downtown. What was asked was for residential housing, walkable settings, expanded sidewalks and retail shopping, the expansion of the greenway trail, which I know is on its way, and green park-like space for the downtown area. Yes, traffic too was a discussion, as well as the widening of the intersection of Old Statesville Road and Gilead Road. I think the project that we are talking about downtown does answer

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most of the requests of the community. With the downtown not having an investment by a developer in many years, I would urge the commissioners to take the time to make a strong effort to listen to the community and to the developers and work a viable compromise as this is a good start for the downtown revitalization. Consider that if we would stop this project, it will be tough to get other developers to come in and consider having interest in other parcels downtown.

Amber Kovacs, 207 Greenway, I just wanted to speak to the commissioners and ask you to stand firm on your beliefs. I've heard from multiple commissioners that you are having a hard time voting on the concept plan because you're only voting on the front 2 acres without being able to consider the other 8, but realistically it's not possible to ignore those 8 acres because the 2 alone do not have everything that's required for those 2 acres. At the last meeting on October 9, there was a motion set in place and agreed upon by five out of the six commissioners to extend the vote on the concept plan because you were having such a hard time separating those two and my belief is now that that has been extended also, the vote for tonight, that you guys should have the same feelings towards being able to vote tonight for the concept plan. I'm basically requesting that you think about why you voted to extend the vote for the concept plan last time and consider that tonight.

Lee Hallman, 100 Cambridge Road, said I would like to address the concept plan that's being considered tonight. The Town's approval of the concept plan required for the acceptance of the offer should be deferred until after the R20-03 public hearing and vote. The conceptual plan submitted by North State is in fact the current site plan and you are being asked to base your decision on only the 2 acres owned by the Town. To accept this, you would be accepting the concept of a 138-unit apartment building with only 40 parking spaces. If you consider the 2-acre conceptual plan as it relates to the entire current site plan, then you are accepting the concept plan of 47 townhomes on 6 acres south of Holbrook currently zoned for single-family housing. You may, and some of you will argue, that this is just a formality to close the due diligence period and move on with the sale. And I agree it is that. You will do what you've been bent on doing since taking office. But to move on with this sale and ignore the concerns of the public will entrench the division and require the commissioners to pick sides on zoning. I have no doubt this will mirror the rezoning vote. What commissioner would vote for this sale and then turn around and vote down the rezoning. I know the sentiment is to hope that we all kumbaya on some site plan at some point and the commissioners can then vote comfortably on the rezoning knowing their constituents will be disenfranchised. Why not delay this concept plan approval, extend the due diligence period, and let us work out some of these larger issues. Who knows, maybe the TIA comes back and rules that adding 300 cars to downtown will finally be the straw that puts us in gridlock. Maybe the TIA says that the only thing suitable for this is a funeral home. What if North State decides not to go through with the design changes needed to reduce the density. What if the Town comes to the table and offers to exchange their 2 acres with a market value of about $600,000 for 4 acres with the market value of about $600,000. <Inaudible> Holbrook to hold for future municipal needs, you know we are going to need it. What's the rush. Lastly, you can support our cause by coming to the Save Downtown Huntersville group page and contribute to our GoFundMe page.

Roxanne Broadway had signed up to speak, but was not online.

AGENDA CHANGES

Commissioner Bales made a motion to adopt the agenda.

Commissioner Boone seconded motion.

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Mayor Aneralla called for the roll call vote.

Commissioner Bales – Approve
Commissioner Boone - Approve
Commissioner Hines – Approve
Commissioner Munger – Approve
Commissioner Phillips – Approve
Commissioner Walsh – Approve

PUBLIC HEARINGS

Petition #R20-03. Mayor Aneralla called to order continuation of public hearing on Petition #R20-03 – Huntersville Town Center Mixed-use, a request by North State Development, LLC to rezone +/- 9.947-acres located south of Gilead Road (just west of NC 115), north of Greenway Street and east of Hillcrest Drive (Parcel #s 01711616, 017116699, 01711617, 01711618, 01711643, 01711619, 01711627, 01711626, 01711625, 01711632, 01711633, 01711634, 01711637, 01711638, 01711639, 01711640, 01711801, 01711811) from Town Center, Neighborhood Residential & General Residential to Town Center - Conditional District to permit a mixed-use development with 138 apartments, 53 townhomes, 7 detached-homes and12,000 sq. ft. of non-residential space.

Mayor Aneralla noted the attorney for the applicant has asked for a continuance until December 7.

Commissioner Walsh made a motion to continue this public hearing until December 7, 2020 at 6 p.m., which will be held either virtually or at the Huntersville Recreation Center.

Commissioner Hines seconded motion.

Mayor Aneralla called for the roll call vote.

Commissioner Bales – Approve
Commissioner Boone – Approve
Commissioner Hines – Approve
Commissioner Munger – Approve
Commissioner Phillips – Approve
Commissioner Walsh – Approve

OTHER BUSINESS

North State Development Conceptual Plan. Jack Simoneau, Planning Director, said this is the concept plan approved by the Town Board on November 18, 2019. The intent was to have a four-story mixed-use building. The front part on Gilead Road would be non-residential and the "L" shaped section going back to the deck would be residential on the first floor and the upper three floors would also be residential. This was the architectural renderings. On the left-hand side is the Gilead Road elevation and then on the right-hand side is the elevation, the side street that faces the parking deck. The applicants would like to keep this option available in the event that the conditional rezoning is denied, but they do have an alternate plan to match up with the conditional district rezoning. What you see on your screen now is the property that the Town controls is in red and they are asking for concept plan

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approval of a different plan because they have now added more lands to this property and as a result of that are able to spread out the parking and expand the building and so they are asking for this alternate plan to be approved conceptually as part of the sales agreement. Again, they would like to keep the first plan approved in November 2019 in the event that this conditional rezoning plan does not go forward. Just for clarity purposes, this is not involving the conditional rezoning of the other properties. This is just the architectural plan for the building itself. Any building that is built through a concept plan will have to comply with all the Town of Huntersville regulations, including parking and storm water, to name a few.

This is more detail of the actual request. You can see that very front part on Gilead Road is shaded gray. That's the non-residential use. That's about 34 percent of the building. Back behind that is called the leasing area and there is an amenity at the very end of the building towards their recreation area on that property and this is the architectural rendering. The top one is facing Gilead Road and the bottom one is a side street facing the parking deck. You will see that there was a cut-through right here to drive into the parking lot and you were provided in your packet the elevations.

Commissioner Hines said on that initial concept plan that was approved in 2019, I recall we had conversations that it did not have as much commercial space that we were looking for on Gilead Road. They were talking about using it as part of the clubhouse and really no retail space. Can you talk a little about that….how much of the initial plan was committed to commercial.

Mr. Simoneau said the plan wasn't really clear. It says non-residential use on ground floor with residential above and in the back section here it says residential or non-residential use on ground floor with residential above. Bottom-line, the intent was this would be commercial. This was a breezeway which we felt was acceptable to be commercial because with the business that you have out here it's not going to be unusual to have little café tables or something like that in the breezeway that leads you to the parking lot. The plan did note that the non-residential space will not exceed 12,000 sq. ft., which is the same as what the new plan is, but at the time this was done they were thinking that perhaps this back piece would be either commercial or residential, they weren't quite sure at this point.

Commissioner Hines said what they are requesting is, whether or not the concept plan tonight is approved, if the rezoning is denied they could go back to this initial concept plan that we approved prior.

Mr. Simoneau said that is correct.

Commissioner Bales said there's been a lot of conversation around the TIA request that they are now having to do. Can you talk a little bit about whether this concept plan is approved or not and is it connected to the TIA at all.

Mr. Simoneau said it is not. This is strictly for the potential sale of the property from the Town of Huntersville to the developer, North State and the traffic impact analysis will be a function of the conditional rezoning.

Commissioner Bales said one of the concerns has been about the apartment related uses in that 12,000 sq. ft. of non-residential space. Would that be allowed in Town Center zoning?

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Mr. Simoneau said no, what we are doing here is this is all going to be non-residential use, so it's going to be commercial type uses, the kind of ancillary uses for the apartment complex, the leasing space, the indoor workout space or amenity area and also they talked about possibly having maybe some package storage or things of that nature over here. Those plans haven't been worked out, but none of that will be in the 12,000 sq. ft. of non-residential. That will all be a part of the residential side of the development.

Commissioner Bales said but that would apply to either option, correct.

Mr. Simoneau said yes, that's correct.

Commissioner Bales said I would like to reiterate regardless of which plan they choose just making sure that there's enough parking for that non-residential space.

Mr. Simoneau said right, just to be clear the sales agreement that we have states that this approval of the conceptual plan does not absolve them from getting their approvals, whether it's the rezoning approval or commercial site plan approval and that's a point when we would be checking everything you can think of – the buffers, the lighting, the storm water, so all of that will be checked including the traffic impact.

Commissioner Walsh made a motion to approve the conceptual plan as a second alternative to the conceptual plan that was approved on November 18, 2019.

Commissioner Bales seconded motion.

Mayor Aneralla said we are doing this for what reason in particular, and can this plan still be changed and does it affect the actual rezoning.

Mr. Simoneau said why are we doing this….because the Town decided that when we were going to sell the property that the Town Board wanted to reserve the right to understand what was going to be built there, so that was the purpose of it. This does not affect the conditional rezoning, that is also one of the reasons why they wanted to keep the first plan in effect and just do the alternative in the event that the rezoning is approved.

Mayor Aneralla called for the roll call vote.

Commissioner Bales – Approve
Commissioner Boone – Approve
Commissioner Hines – Approve
Commissioner Munger – Approve
Commissioner Phillips – Deny
Commissioner Walsh – Approve

2020-2021 Legislative Goals. Commissioner Bales said I really want to take a moment and thank Commissioner Hines and Commissioner Walsh in addition to staff – Ms. Sloop, Mr. Williams and Ms. Huffman for participating in pulling our legislative agenda items together. If you recall, we met at the beginning of this year to start the conversation about what our legislative goals might be, and this is just one of those steps for us as we work with the League of Municipalities. In your packet you will see the

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items that we discussed. *Refer to Exhibit No. 2.* We wanted to bring forward the five items that we feel would impact not just Huntersville, but municipalities across the state. These are issues that I think you will find there's a commonality within municipalities and the goal would be that as we submit these to the League, they will then take these items through there legislative agenda committees and filter through them. My goal would be for all five of ours to rise to the top and then go to the full membership for a vote for long session that will start next year.

1. Funding for Additional Magistrates Across North Carolina
2. Pension Reform
3. Revenue Options for all Municipalities (Without Creating Winners/Losers).
4. Cancer Registry.
5. Support firmer timelines/deadlines for utility relocation and other related work needed to speed up and support infrastructure projects.

Commissioner Munger noted he would have liked to have seen a few additional items such as allowing municipalities to assess impact fees and allowing them to implement plastic bag bans. In the future I would like to see this be a more open process and involve all commissioners throughout the process.

Commissioner Bales stated we did take those two items that you proposed up and did walk through those with the Town Attorney and at the end of the day those were such heavy lifts that we wanted to make sure that we were putting forward things that we felt like could rise to the top.

Mayor Aneralla noted he has been on the Pension Board for 7 years now and what I'm really trying to get everybody to focus on, and I think the League has a lot of interest in this now, it's not necessarily the current employees, but future employees. We all know that for liabilities the pension systems are pretty much unfundable at this time, even though North Carolina has one of the best pension systems in the country. But just to give you an example, the cost to fund the employer cost for a local government employee, well several years ago, was about 5 percent plus or minus of the salary for a particular employee. Last year fiscal 21 it was 10.15 percent and next year fiscal 22 it will be 11.35 percent. If somebody makes $10,000, the employer is having to put $1,135.00 away to help fund the pension. The Town of Huntersville also funds 5 percent match 401k, so that's really not sustainable unless we are going to start taxing our citizens or asking more money from our new town employees. I think it's the time to really delve into this and hopefully there's some momentum. I just want to reiterate it's for new employees not the current ones.

Commissioner Bales made a motion to adopt these five items to send to the League. Our deadline is November 5, so this Thursday we need to make sure we have everything in.

Commissioner Walsh seconded motion.

Mayor Aneralla called for the roll call vote.

Commissioner Bales – Approve
Commissioner Boone – Approve
Commissioner Hines – Approve
Commissioner Munger – Approve
Commissioner Phillips – Approve
Commissioner Walsh – Approve.

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CONSENT AGENDA

Commissioner Bales made a motion to approve the Consent Agenda. Commissioner Hines seconded motion.

Mayor Aneralla called for a roll call vote.

Commissioner Bales – Approve
Commissioner Boone – Approve
Commissioner Hines – Approve
Commissioner Munger – Approve
Commissioner Phillips – Approve
Commissioner Walsh – Approve

The following items on the Consent Agenda were approved:

- Minutes of the September 8, 2020 Regular Town Board Meeting.
- Resolution authorizing the McCoy Road at Hambright Road and McCoy Road at McIlwaine Road Engineering Services Contract.
- Budget Amendment appropriating Downtown Revitalization revenue of $10,000 to Downtown Revitalization expense of which $5,000 will be allocated to the Ice House Reimagined art piece and the remaining $5,000 will be allocated to the public art bench.
- Call a public hearing for Monday, December 7, 2020 at 6:00 p.m. on Petition #R20-05 Vermillion Village, a request by Vermillion Anchor Mill Village, LLC to revise the +/- 29.58-acre Vermillion Village Rezoning at 404 N. Church Street (PARCEL IDs 01902201 and 01902202) from Town Center - Conditional District to Town Center - Conditional District to include 374 attached residential units (townhomes and apartments) and 22,000 sq. ft. of commercial. This public hearing will be held both in person at the Huntersville Recreation Center located at 11836 Verhoeff Drive, Huntersville, NC, and virtually via livestream at https://www.facebook.com/HuntersvilleNCTown Government. Instructions for speaking at the public hearing will be included in the advertised notice and the December 7, 2020 published agenda.
- Call a public hearing for Monday, December 7, 2020 at 6:00 p.m. on Petition #R20-04 Statesville Road Mixed Use, a request by Palillo Holdings, LLC to Rezone +/-37.19 acres as the Southwest corner of Hambright Rd and Statesville Rd (Parcels: 01704401, 01704402, 01704403,01704404, 01704406, 01704407, 01704409) from Corporate Business to Corporate Business Conditional District, Transit-Oriented Development Residential Conditional District, Highway Commercial Conditional District. This public hearing will be held both in person at the Huntersville Recreation Center located at 11836 Verhoeff Drive, Huntersville, NC, and virtually via livestream at https://www.facebook.com/HuntersvilleNCTownGovernment. Instructions for speaking at the public hearing will be included in the advertised notice and the December 7, 2020 published agenda.

CLOSING COMMENTS

None

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There being no further business, the meeting was adjourned.

Approved this the ____ day of _____, 2020.

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Town of Huntersville
Town Board
December 7, 2020

To: Town Board

From: Don Mitchell, Electric System Manager

Date: December 7, 2020

Subject: Authorize the Town Manager to execute Master Job Order Contracts with Southeastern Consulting Engineers, Inc. and Booth and Associate, LLC. for ongoing engineering and financial services for the electric system. *(Don Mitchell)*

EXPLAIN REQUEST:

A Request for Qualifications(RFQ) for On-going Engineering and Design Services for the electric system was held on October 23, 2020. The RFQ resulted in responses from three engineering firms. After review of the responses we recommend the board approve and authorize the Town Manager to execute Master Job Order Contracts with Southeastern Consulting Engineers, Inc. and Booth and Associate, LLC. for ongoing engineering and financial services for the electric system. Both firms have done work with the Town in the past. Master contracts with these firms will provide for consistency in engineering work and economy for the electric system in that the firms will be able to work from existing system knowledge and incorporate common designs throughout the system.

ACTION RECOMMENDED:

Approve and authorize the Town Manager to execute Master Job Order Contracts with Southeastern Consulting Engineers, Inc., and Booth and Associates, LLC.

FINANCIAL IMPLICATIONS:

ATTACHMENTS:

1. Master Contract Souteastern Consulting
2. Master Contract Booth and Associates

TOWN OF HUNTERSVILLE
MASTER JOB ORDER CONTRACT FOR ENGINEERING SERVICES (SMALL PROJECTS)

This **MASTER JOB ORDER CONTRACT FOR ENGINEERING SERVICES (SMALL PROJECTS)** ("Contract") is made and entered into to be effective _____, 2020 ("Effective Date") between **Town of Huntersville** (the "Town") and Southeastern Consulting Engineers, Inc."the Contractor"). For and in consideration of the mutual promises set forth in this Contract, the parties do mutually agree as follows:

1. Obligations of the Contractor – On an as needed, The Contractor agrees to provide engineering and related consulting services (the "Services") as more particularly described in the scope of work attached hereto and incorporated herein by reference as **Exhibit 1**.

   This Contract does not grant the Contractor the right or the exclusive right to provide specified services to the Town. Similar services may be obtained from sources other than the Contractor (or not at all) at the discretion of the Town.

   Individual tasks will be assigned in writing on a project by project basis by an authorized representative of the Town. Such writing shall be in the form of the work order attached hereto as **Exhibit 2** (or other document mutually agreed upon by Town and Contractor) (a "Work Order"), such Work Order to specify the specific Services desired by the Town; the dates, times and locations that the Contractor shall provide the requested Services; and the compensation that the Contractor will be paid for providing the requested Services.

   The Contractor shall begin work within ten (10) days of issuance of a written notice to proceed, with actual contract time starting on the day within this ten (10) day period when work on site begins.

   The Contractor agrees to perform the Services in a timely, complete, and professional manner and in accordance with the terms and conditions of this Contract. Furthermore, the Contractor represents that (i) it is duly qualified and, if required by law, licensed to provide the Services; (ii) it will provide the Services in a manner consistent with the level of care and skill ordinarily exercised by contractors providing similar Services under similar conditions at the same time and in the same locale; (iii) it possesses sufficient experience, personnel, and resources to provide the Services; (iv) it shall provide the Services in compliance with applicable laws, statutes, ordinances, codes, orders, rules and regulations; and (v) its reports, if any, shall meet the above standard of care.

   The term of this Contract shall be through December 31, 2025.

2. Obligations of the Town. The Town hereby agrees to pay to the Contractor for the faithful performance of this Contract at the rates set forth on Exhibit 1 with a total not to exceed as set forth in the applicable Work Order.

3. The Town's Project Coordinator. The ElectriCities Electric System Manager or his/her designee is designated as the Project Coordinator for the Town. The Project Coordinator shall be the Town's representative in connection with the Contractor's performance under this Contract. The Town has complete discretion in replacing the Project Coordinator with another person of its choosing.

4. Primary Client Contact for the Contractor. A.J. Molnar, PE is designated as the Primary Contact for the Contractor. The Primary Contact is fully authorized to act on behalf of the Contractor in connection with this Contract.

5. Terms and Methods of Payment. Terms and Methods of Payment. The Town will make payment after invoices are approved on a net 30-day basis for work completed. Invoices shall be detailed to the

satisfaction of Town and applicable North Carolina sales tax shall be invoiced as a separate item. Invoices shall be sent to the Town's Chief Finance Officer with a copy to the Town's Project Coordinator. The Town will not pay in advance for Services without the prior approval of the Town's Finance Officer.

6. Standard Terms and Conditions: The Contractor agrees to the Standard Terms and Conditions set forth as **Attachment A** attached hereto and incorporated herein by reference. To the extent the any terms of Exhibit 1 conflict with this Contract or the Standard Terms and Condition, this Contract and the Standard Terms and Conditions set forth in Attachment A shall control.

7. Counterpart Execution. This Contract may be executed and recorded in two or more counterparts, each of which shall be deemed an original and all of which, when taken together, shall constitute one and the same instrument. Each party shall be entitled to rely upon executed copies of this Contract transmitted by facsimile or electronic "PDF" to the same and full extent as the originals.

IN WITNESS WHEREOF, the Town and the Contractor have executed this Contract on the day and year first written above.

Southeastern Consulting Engineers, Inc.
Contractor Name

10-28-2020
Signature of Authorized Representative Date

56-0726859
Contractor's Federal Identification #
[if Contract is with Organization or Social Security Number if individual]

Town of Huntersville

Signature of Authorized Representative Date

This instrument has been preaudited in the manner required by the Local Government Budget and Fiscal Control Act.

Signature of Authorized Finance Officer Date

Attachment A

Standard Terms and Conditions

1. Entire Agreement. The terms and provisions set forth in the Contract Documents shall constitute the entire agreement between the Contractor and the Town with respect to the purchase by the Town of the Services provided or work performed as described in the Contract Documents. The agreements set forth in the Contract Documents are sometimes referred to herein as the "Contract." In the event of any conflict between any terms and conditions of the Contract Documents, the terms and conditions most favorable to the Town shall control. No additional or supplemental provision or provisions in variance herewith that may appear in the Contractor's quotation, acknowledgment, invoice, or in any other communication from the Contractor to the Town shall be deemed accepted by or binding on the Town. The Town hereby expressly rejects all such provisions which supplement, modify or otherwise vary from the terms of the Contract Documents, and such provisions are superseded by the terms and conditions stated in the Contract Documents, unless and until the Town's authorized representatives expressly assent, in writing, to such provisions. Stenographic and clerical errors and omissions by the Town are subject to correction.
2. Nondiscrimination. During the performance of the Contract, the Contractor shall not discriminate against or deny the Contract's benefits to any person on the basis of sexual orientation, national origin, race, ethnic background, color, religion, gender, age or disability.
3. Conflict of Interest. The Contractor represents that no member of the Town or any of its employees or officers who may obtain a direct benefit, personal gain or advantage for themselves or a relative or associate as a result of the Contract, subcontract or other agreement related to the Contract is in a position to influence or has attempted to influence the making of the Contract, has been involved in making the Contract, or will be involved in administering the Contract. The Contractor shall cause this paragraph to be included in all Contracts, subcontracts and other agreements related to the Contract.
4. Gratuities to the Town. The right of the Contractor to proceed may be terminated by written notice if the Town determines that the Contractor, its agent or another representative offered or gave a gratuity to an official or employee of the Town in violation of policies of the Town.
5. No Kickbacks to the Contractor. The Contractor shall not permit any kickbacks or gratuities to be provided, directly or indirectly, to itself, its employees, subcontractors or subcontractor employees for the purpose of improperly obtaining or rewarding favorable treatment in connection with a Town contract or in connection with a subcontract relating to a Town contract. When the Contractor has grounds to believe that a violation of this clause may have occurred, the Contractor shall promptly report to the Town in writing the possible violation.
6. E-Verification. The Contractor shall comply with the requirements of Article 2 of Chapter 64 of the North Carolina General Statutes.
7. Indemnification. The Contractor shall indemnify and hold harmless the Town, its officers, agents, employees and assigns from and against all claims, losses, costs, damages, expenses, reasonable attorneys' fees and liability that any of them may sustain to the extent (a) proximately caused by the Contractor's failure to comply with any applicable law, ordinance, regulation, or the negligent acts, errors or omissions in its performance of its services herein or (b) arising out of the Contractor's breach of the terms and conditions of the Contract. In the event the Contractor, its employees, agents, subcontractors and or lower-tier subcontractors enter premises occupied by or under the control of the Town in the performance of the Contract Documents, the Contractor agrees that it will indemnify and hold harmless the Town, its officers, agents, employees and assigns, from any loss, costs, damage, expense or liability by reason of property damage or personal injury of whatsoever nature or kind arising out of, as a result of, or in connection with such entry.
8. Insurance. Unless such insurance requirements are waived or modified by the Town, the Contractor certifies that it currently has and agrees to purchase and maintain during its performance under the Contract the following insurance from one or more insurance companies acceptable to the Town and authorized to do business in the State of North Carolina: Automobile - the Contractor shall maintain bodily injury and property damage liability insurance covering all owned, non-owned and hired automobiles. The

policy limits of such insurance shall be $1,000,000 combined single limit each person/each occurrence. Commercial General Liability - the Contractor shall maintain commercial general liability insurance that shall protect the Contractor from claims of bodily injury or property damage which arise from performance under the Contract. This insurance shall include coverage for contractual liability. The policy limits of such insurance shall be $1,000,000 combined single limit each occurrence/annual aggregate. Worker's Compensation and Employers' Liability Insurance - If applicable to the Contractor, the Contractor shall meet the statutory requirements of the State of North Carolina for worker's compensation coverage and employers' liability insurance. The Contractor shall also provide any other insurance specifically recommended in writing by the Town or required by applicable law. Certificates of such insurance shall be furnished by the Contractor to the Town and shall contain the provision that the Town be given 30 days' written notice of any intent to cancel or materially change by either the Contractor or the insuring company. Failure to furnish insurance certificates or to maintain such insurance shall be a default under the Contract and shall be grounds for immediate termination of the Contract.

9. Termination for Convenience. In addition to all of the other rights which the Town may have to cancel this Contract, the Town shall have the further right, without assigning any reason therefore, to terminate the Contract, in whole or in part, at any time at its complete discretion by providing 10 days' notice in writing from the Town to the Contractor. If the Contract is terminated by the Town in accordance with this paragraph, the Contractor will be paid in an amount which bears the same ratio to the total compensation as does the Services actually delivered or performed to the total originally contemplated in the Contract.
10. Termination for Default. The Town may terminate the Contract, in whole or in part, upon breach of the Contract by the Contractor upon written notice to the Contractor and the failure of the Contractor to cure such breach within a reasonable time as set forth in the written notice. In addition to any other remedies available to the Town law or equity, the Town may procure upon such terms as the Town shall deem appropriate, Services substantially similar to those so terminated, in which case the Contractor shall be liable to the Town for any excess costs for such similar goods, supplies, or services and any expenses incurred in connection therewith.
11. Contract Funding. It is understood and agreed between the Contractor and the Town that the Town's obligation under the Contract is contingent upon the availability of appropriated funds from which payment for Contract purposes can be made. No legal liability on the part of the Town for any payment may arise until funds are made available to the Town's Finance Officer and until the Contractor receives notice of such availability. Should such funds not be appropriated or allocated, the Contract shall immediately be terminated. The Town shall not be liable to the Contractor for damages of any kind (general, special, consequential or exemplary) as a result of such termination.
12. Improper Payments. The Contractor shall assume all risks attendant to any improper expenditure of funds under the Contract. The Contractor shall refund to the Town any payment made pursuant to the Contract if it is subsequently determined by audit that such payment was improper under any applicable law, regulation or procedure. The Contractor shall make such refunds within 30 days after the Town notifies the Contractor in writing that a payment has been determined to be improper.
13. Contract Transfer. The Contractor shall not assign, subcontract or otherwise transfer any interest in the Contract without the prior written approval of the Town.
14. Contract Personnel. The Contractor agrees that it has, or will secure at its own expense, all personnel required to provide the Services set forth in the Contract.
15. Contract Modifications. The Contract may be amended only by written amendment duly executed by both the Town and the Contractor.
16. Relationship of Parties. The Contractor is an independent contractor and not an employee of the Town. The conduct and control of the work will lie solely with the Contractor. The Contract shall not be construed as establishing a joint venture, partnership or any principal-agent relationship for any purpose between the Contractor and the Town. Employees of the Contractor shall remain subject to the exclusive control and supervision of the Contractor, which is solely responsible for their compensation.
17. Advertisement. The Contract will not be used in connection with any advertising by the Contractor without prior written approval by the Town.
18. No Pre-Judgment or Post-Judgment Interest. In the event of any action by the Contractor for breach of contract in connection with the Contract, any amount awarded shall not bear interest either before or after

any judgment, and the Contractor specifically waives any claim for interest.

19. Background Checks. At the request of the Town's Project Coordinator, the Contractor (if an individual) or any individual employees of the Contractor shall submit to the Town criminal background check and drug testing procedures.
20. Confidential Information. Employee Personnel Information: If, during the Contractor's performance of the Contract, Contractor should obtain any information pertaining to employees of the Town's personnel records, Contractor agrees to keep any such information confidential and to not disclose or permit it to be disclosed, directly or indirectly, to any person or entity. Other Confidential Information: (a) the Contractor agrees that it will at all times hold in confidence for the Town all designs, know-how, techniques, devices, drawings, specifications, patterns, technical information, documents, business plans, item requirements, forecasts and similar data, oral, written or otherwise, conveyed by the Town to the Contractor in connection herewith or procured, developed, produced, manufactured or fabricated by the Contractor in connection herewith or procured, developed, produced, manufactured or fabricated by the Contractor in connection with the Contractor's performance hereunder (collectively, "Information"). The Contractor shall exercise the same degree of care to prevent disclosure of any Information to others as it takes to preserve and safeguard its own proprietary information, but in any event, no less than a reasonable degree of care. The Contractor shall not, without the prior written consent of the Town, reproduce any Information; nor disclose Information to any party; nor use any Information for any purpose other than performance for the benefit of the Contractor hereunder except where such disclosure is required by law, subpoena or other court or administrative order. Any technical knowledge or information of the Contractor which the Contractor shall have disclosed or may hereafter disclose to the Town in connection with the Services or other performance covered by the Contract shall not, unless otherwise specifically agreed upon in writing by the Town, be deemed to be confidential or proprietary information and shall be acquired by the Town free from any restrictions as part of the consideration of the Contract.
21. Intellectual Property. The Contractor agrees, at its own expense, to indemnify, defend and save the Town harmless from all liability, loss or expense, including costs of settlement and attorney's fees, resulting from any claim that the Town's use, possession or sale of the Services or any goods infringes any copyright, patent or trademark or is a misappropriation of any trade secret.
22. Mediation. If a dispute arises out of or relates to the Contract, or the breach of the Contract, and if the dispute cannot be settled through negotiation, the parties agree to try in good faith to settle the dispute by mediation administered by the American Arbitration Association under its Commercial Mediation Rules before resorting to litigation.
23. No Third-Party Benefits. The Contract shall not be considered by the Contractor to create any benefits on behalf of any third party. The Contractor shall include in all contracts, subcontracts or other agreements relating to the Contract an acknowledgment by the contracting parties that the Contract creates no third-party benefits.
24. Force Majeure. If the Town is unable to perform its obligations or to accept the Services because of Force Majeure (as hereinafter defined), the time for such performance by the Town or acceptance of Services will be equitably adjusted by allowing additional time for performance or acceptance of Services equal to any periods of Force Majeure. "Force Majeure" shall mean any delays caused by acts of God, riot, war, terrorism, inclement weather, labor strikes, material shortages and other causes beyond the reasonable control of the Town.
25. Strict Compliance. The Town may at any time insist upon strict compliance with these terms and conditions notwithstanding any previous course of dealing or course of performance between the parties to the contrary.
26. General Provisions. The Town's remedies as set forth herein are not exclusive. Any delay or omission in exercising any right hereunder, or any waiver of any single breach or default hereunder, shall not be deemed to be a waiver of such right or of any other right, breach, or default. If action be instituted by the Contractor hereunder, the Town shall be entitled to recover costs and reasonable attorney's fees. The Contractor may not assign, pledge, or in any manner encumber the Contractor's rights under this Contract, or delegate the performance of any of its obligations hereunder, without the Town's prior, express written consent.
27. Contract Situs. All matters, whether sounding in contract or tort relating to the validity, construction,

interpretation and enforcement of the Contract, will be determined in Mecklenburg County, North Carolina. North Carolina law will govern the interpretation and construction of the Contract.

28. Severability. Any provision of this Contract that is determined by any court of competent jurisdiction to be invalid or unenforceable will not affect the validity or enforceability of any other provision. Any provision of the Contract held invalid or unenforceable only in part or degree will remain in full force and effect to the extent not held invalid or unenforceable.
29. FEDERAL FUNDS: If the source of funds for this contract is federal funds, the following federal provisions apply pursuant to 2 C.F.R. § 200.326 and 2 C.F.R. Part 200, Appendix II (as applicable): Equal Employment Opportunity (41 C.F.R. Part 60); Davis-Bacon Act (40 U.S.C. 3141-3148); Copeland "Anti-Kickback" Act (40 U.S.C. 3145); Contract Work Hours and Safety Standards Act (40 U.S.C. 3701-3708); Clean Air Act (42 U.S.C. 7401-7671q.) and the Federal Water Pollution Control Act (33 U.S.C. 1251-1387); Debarment and Suspension (Executive Orders 12549 and 12689); Byrd Anti-Lobbying Amendment (31 U.S.C. 1352); Procurement of Recovered Materials (2 C.F.R. § 200.322); and Record Retention Requirements (2 CFR § 200.324).

Exhibit 1 – Scope and Price List

Provide Professional Engineering Services in support of the Electric System. The services and projects anticipated may include, but are not limited to; electric engineering analysis; design of electric facilities; system studies; long range work plans; construction plans and specifications; electrical transmission; distribution, and substations design; generation systems; SCADA systems; operational equipment; process improvements; energy consumption analysis; arc flash studies; relay and post fault analysis, rate analysis, financial studies, and other electrical review as required.

Price List see Attachment B

Exhibit 2 – Template of Work Order

Work Order Template

This Work Order incorporates by reference in the ***MASTER JOB ORDER CONTRACT FOR ENGINEERING SERVICES (SMALL PROJECTS)*** *between Southeastern Consulting Engineers, Inc. and Town of Huntersville, dated as of _____ ("Master Agreement"). All capitalized terms used herein and not otherwise defined shall have the meanings set forth in the Contract*

1. **Services:** Contractor will provide the following Services to Town: [insert]
2. **Fees:** [insert]
3. **Term:** [insert]
4. **Performance Standards/Deliverables:** [insert]

Contractor: Southeastern Consulting Engineers, Inc.

By:
Name: _____
Title: _____

Town of Huntersville

By:
Name:_____
Title:_____

TOWN OF HUNTERSVILLE
MASTER JOB ORDER CONTRACT FOR ENGINEERING SERVICES (SMALL PROJECTS)

This **MASTER JOB ORDER CONTRACT FOR ENGINEERING SERVICES (SMALL PROJECTS)** ("Contract") is made and entered into to be effective November 2, , 2020 ("Effective Date") between **Town of Huntersville** (the "Town") and Booth & Associates, LLC."the Contractor"). For and in consideration of the mutual promises set forth in this Contract, the parties do mutually agree as follows:

1. Obligations of the Contractor – On an as needed basis, The Contractor agrees to provide engineering and related consulting services (the "Services") as more particularly described in the scope of work attached hereto and incorporated herein by reference as **Exhibit 1**.

   This Contract does not grant the Contractor the right or the exclusive right to provide specified services to the Town. Similar services may be obtained from sources other than the Contractor (or not at all) at the discretion of the Town.

   Individual tasks will be assigned in writing on a project by project basis by an authorized representative of the Town. Such writing shall be in the form of the work order attached hereto as **Exhibit 2** (or other document mutually agreed upon by Town and Contractor) (a "Work Order"), such Work Order to specify the specific Services desired by the Town; the dates, times and locations that the Contractor shall provide the requested Services; and the compensation that the Contractor will be paid for providing the requested Services.

   The Contractor shall begin work within ten (10) days of issuance of a written notice to proceed, with actual contract time starting on the day within this ten (10) day period when work on site begins.

   The Contractor agrees to perform the Services in a timely, complete, and professional manner and in accordance with the terms and conditions of this Contract. Furthermore, the Contractor represents that (i) it is duly qualified and, if required by law, licensed to provide the Services; (ii) it will provide the Services in a manner consistent with the level of care and skill ordinarily exercised by contractors providing similar Services under similar conditions at the same time and in the same locale; (iii) it possesses sufficient experience, personnel, and resources to provide the Services; (iv) it shall provide the Services in compliance with applicable laws, statutes, ordinances, codes, orders, rules and regulations; and (v) its reports, if any, shall meet the above standard of care.

   The term of this Contract shall be through December 31, 2025.

2. Obligations of the Town. The Town hereby agrees to pay to the Contractor for the faithful performance of this Contract at the rates set forth on Exhibit 1 with a total not to exceed as set forth in the applicable Work Order.

3. The Town's Project Coordinator. The ElectriCities Electric System Manager or his/her designee is designated as the Project Coordinator for the Town. The Project Coordinator shall be the Town's representative in connection with the Contractor's performance under this Contract. The Town has complete discretion in replacing the Project Coordinator with another person of its choosing.

4. Primary Client Contact for the Contractor. Byron Johnson is designated as the Primary Contact for the Contractor. The Primary Contact is fully authorized to act on behalf of the Contractor in connection with this Contract.

5. Terms and Methods of Payment. Terms and Methods of Payment. The Town will make payment after invoices are approved on a net 30-day basis for work completed. Invoices shall be detailed to the

satisfaction of Town and applicable North Carolina sales tax shall be invoiced as a separate item. Invoices shall be sent to the Town's Chief Finance Officer with a copy to the Town's Project Coordinator. The Town will not pay in advance for Services without the prior approval of the Town's Finance Officer.

6. Standard Terms and Conditions: The Contractor agrees to the Standard Terms and Conditions set forth as **Attachment A** attached hereto and incorporated herein by reference. To the extent that any terms of Exhibit 1 conflict with this Contract or the Standard Terms and Condition, this Contract and the Standard Terms and Conditions set forth in Attachment A shall control.

7. Counterpart Execution. This Contract may be executed and recorded in two or more counterparts, each of which shall be deemed an original and all of which, when taken together, shall constitute one and the same instrument. Each party shall be entitled to rely upon executed copies of this Contract transmitted by facsimile or electronic "PDF" to the same and full extent as the originals.

IN WITNESS WHEREOF, the Town and the Contractor have executed this Contract on the day and year first written above.

Booth & Associates, LLC.
Contractor Name

11/03/2020

Signature of Authorized Representative Date

56-0707587

Contractor's Federal Identification #
[if Contract is with Organization or Social Security Number if individual]

Town of Huntersville

Signature of Authorized Representative Date

This instrument has been preaudited in the manner required by the Local Government Budget and Fiscal Control Act.

Signature of Authorized Finance Officer Date

Attachment A

Standard Terms and Conditions

1. Entire Agreement. The terms and provisions set forth in the Contract Documents shall constitute the entire agreement between the Contractor and the Town with respect to the purchase by the Town of the Services provided or work performed as described in the Contract Documents. The agreements set forth in the Contract Documents are sometimes referred to herein as the "Contract." In the event of any conflict between any terms and conditions of the Contract Documents, the terms and conditions most favorable to the Town shall control. No additional or supplemental provision or provisions in variance herewith that may appear in the Contractor's quotation, acknowledgment, invoice, or in any other communication from the Contractor to the Town shall be deemed accepted by or binding on the Town. The Town hereby expressly rejects all such provisions which supplement, modify or otherwise vary from the terms of the Contract Documents, and such provisions are superseded by the terms and conditions stated in the Contract Documents, unless and until the Town's authorized representatives expressly assent, in writing, to such provisions. Stenographic and clerical errors and omissions by the Town are subject to correction.
2. Nondiscrimination. During the performance of the Contract, the Contractor shall not discriminate against or deny the Contract's benefits to any person on the basis of sexual orientation, national origin, race, ethnic background, color, religion, gender, age or disability.
3. Conflict of Interest. The Contractor represents that no member of the Town or any of its employees or officers who may obtain a direct benefit, personal gain or advantage for themselves or a relative or associate as a result of the Contract, subcontract or other agreement related to the Contract is in a position to influence or has attempted to influence the making of the Contract, has been involved in making the Contract, or will be involved in administering the Contract. The Contractor shall cause this paragraph to be included in all Contracts, subcontracts and other agreements related to the Contract.
4. Gratuities to the Town. The right of the Contractor to proceed may be terminated by written notice if the Town determines that the Contractor, its agent or another representative offered or gave a gratuity to an official or employee of the Town in violation of policies of the Town.
5. No Kickbacks to the Contractor. The Contractor shall not permit any kickbacks or gratuities to be provided, directly or indirectly, to itself, its employees, subcontractors or subcontractor employees for the purpose of improperly obtaining or rewarding favorable treatment in connection with a Town contract or in connection with a subcontract relating to a Town contract. When the Contractor has grounds to believe that a violation of this clause may have occurred, the Contractor shall promptly report to the Town in writing the possible violation.
6. E-Verification. The Contractor shall comply with the requirements of Article 2 of Chapter 64 of the North Carolina General Statutes.
7. Indemnification. The Contractor shall indemnify and hold harmless the Town, its officers, agents, employees and assigns from and against all claims, losses, costs, damages, expenses, reasonable attorneys' fees and liability that any of them may sustain to the extent (a) proximately caused by the Contractor's failure to comply with any applicable law, ordinance, regulation, or the negligent acts, errors or omissions in its performance of its services herein or (b) arising out of the Contractor's breach of the terms and conditions of the Contract. In the event the Contractor, its employees, agents, subcontractors and or lower-tier subcontractors enter premises occupied by or under the control of the Town in the performance of the Contract Documents, the Contractor agrees that it will indemnify and hold harmless the Town, its officers, agents, employees and assigns, from any loss, costs, damage, expense or liability by reason of property damage or personal injury of whatsoever nature or kind arising out of, as a result of, or in connection with such entry.
8. Insurance. Unless such insurance requirements are waived or modified by the Town, the Contractor certifies that it currently has and agrees to purchase and maintain during its performance under the Contract the following insurance from one or more insurance companies acceptable to the Town and authorized to do business in the State of North Carolina: Automobile - the Contractor shall maintain bodily injury and property damage liability insurance covering all owned, non-owned and hired automobiles. The

policy limits of such insurance shall be $1,000,000 combined single limit each person/each occurrence. Commercial General Liability - the Contractor shall maintain commercial general liability insurance that shall protect the Contractor from claims of bodily injury or property damage which arise from performance under the Contract. This insurance shall include coverage for contractual liability. The policy limits of such insurance shall be $1,000,000 combined single limit each occurrence/annual aggregate. Worker's Compensation and Employers' Liability Insurance - If applicable to the Contractor, the Contractor shall meet the statutory requirements of the State of North Carolina for worker's compensation coverage and employers' liability insurance. The Contractor shall also provide any other insurance specifically recommended in writing by the Town or required by applicable law. Certificates of such insurance shall be furnished by the Contractor to the Town and shall contain the provision that the Town be given 30 days' written notice of any intent to cancel or materially change by either the Contractor or the insuring company. Failure to furnish insurance certificates or to maintain such insurance shall be a default under the Contract and shall be grounds for immediate termination of the Contract.

9. Termination for Convenience. In addition to all of the other rights which the Town may have to cancel this Contract, the Town shall have the further right, without assigning any reason therefore, to terminate the Contract, in whole or in part, at any time at its complete discretion by providing 10 days' notice in writing from the Town to the Contractor. If the Contract is terminated by the Town in accordance with this paragraph, the Contractor will be paid in an amount which bears the same ratio to the total compensation as does the Services actually delivered or performed to the total originally contemplated in the Contract.
10. Termination for Default. The Town may terminate the Contract, in whole or in part, upon breach of the Contract by the Contractor upon written notice to the Contractor and the failure of the Contractor to cure such breach within a reasonable time as set forth in the written notice. In addition to any other remedies available to the Town law or equity, the Town may procure upon such terms as the Town shall deem appropriate, Services substantially similar to those so terminated, in which case the Contractor shall be liable to the Town for any excess costs for such similar goods, supplies, or services and any expenses incurred in connection therewith.
11. Contract Funding. It is understood and agreed between the Contractor and the Town that the Town's obligation under the Contract is contingent upon the availability of appropriated funds from which payment for Contract purposes can be made. No legal liability on the part of the Town for any payment may arise until funds are made available to the Town's Finance Officer and until the Contractor receives notice of such availability. Should such funds not be appropriated or allocated, the Contract shall immediately be terminated. The Town shall not be liable to the Contractor for damages of any kind (general, special, consequential or exemplary) as a result of such termination.
12. Improper Payments. The Contractor shall assume all risks attendant to any improper expenditure of funds under the Contract. The Contractor shall refund to the Town any payment made pursuant to the Contract if it is subsequently determined by audit that such payment was improper under any applicable law, regulation or procedure. The Contractor shall make such refunds within 30 days after the Town notifies the Contractor in writing that a payment has been determined to be improper.
13. Contract Transfer. The Contractor shall not assign, subcontract or otherwise transfer any interest in the Contract without the prior written approval of the Town.
14. Contract Personnel. The Contractor agrees that it has, or will secure at its own expense, all personnel required to provide the Services set forth in the Contract.
15. Contract Modifications. The Contract may be amended only by written amendment duly executed by both the Town and the Contractor.
16. Relationship of Parties. The Contractor is an independent contractor and not an employee of the Town. The conduct and control of the work will lie solely with the Contractor. The Contract shall not be construed as establishing a joint venture, partnership or any principal-agent relationship for any purpose between the Contractor and the Town. Employees of the Contractor shall remain subject to the exclusive control and supervision of the Contractor, which is solely responsible for their compensation.
17. Advertisement. The Contract will not be used in connection with any advertising by the Contractor without prior written approval by the Town.
18. No Pre-Judgment or Post-Judgment Interest. In the event of any action by the Contractor for breach of contract in connection with the Contract, any amount awarded shall not bear interest either before or after

any judgment, and the Contractor specifically waives any claim for interest.

19. Background Checks. At the request of the Town's Project Coordinator, the Contractor (if an individual) or any individual employees of the Contractor shall submit to the Town criminal background check and drug testing procedures.
20. Confidential Information. Employee Personnel Information: If, during the Contractor's performance of the Contract, Contractor should obtain any information pertaining to employees of the Town's personnel records, Contractor agrees to keep any such information confidential and to not disclose or permit it to be disclosed, directly or indirectly, to any person or entity. Other Confidential Information: (a) the Contractor agrees that it will at all times hold in confidence for the Town all designs, know-how, techniques, devices, drawings, specifications, patterns, technical information, documents, business plans, item requirements, forecasts and similar data, oral, written or otherwise, conveyed by the Town to the Contractor in connection herewith or procured, developed, produced, manufactured or fabricated by the Contractor in connection herewith or procured, developed, produced, manufactured or fabricated by the Contractor in connection with the Contractor's performance hereunder (collectively, "Information"). The Contractor shall exercise the same degree of care to prevent disclosure of any Information to others as it takes to preserve and safeguard its own proprietary information, but in any event, no less than a reasonable degree of care. The Contractor shall not, without the prior written consent of the Town, reproduce any Information; nor disclose Information to any party; nor use any Information for any purpose other than performance for the benefit of the Contractor hereunder except where such disclosure is required by law, subpoena or other court or administrative order. Any technical knowledge or information of the Contractor which the Contractor shall have disclosed or may hereafter disclose to the Town in connection with the Services or other performance covered by the Contract shall not, unless otherwise specifically agreed upon in writing by the Town, be deemed to be confidential or proprietary information and shall be acquired by the Town free from any restrictions as part of the consideration of the Contract.
21. Intellectual Property. The Contractor agrees, at its own expense, to indemnify, defend and save the Town harmless from all liability, loss or expense, including costs of settlement and attorney's fees, resulting from any claim that the Town's use, possession or sale of the Services or any goods provided by the contractor infringes any copyright, patent or trademark or is a misappropriation of any trade secret.
22. Mediation. If a dispute arises out of or relates to the Contract, or the breach of the Contract, and if the dispute cannot be settled through negotiation, the parties agree to try in good faith to settle the dispute by mediation administered by the American Arbitration Association under its Commercial Mediation Rules before resorting to litigation.
23. No Third-Party Benefits. The Contract shall not be considered by the Contractor to create any benefits on behalf of any third party. The Contractor shall include in all contracts, subcontracts or other agreements relating to the Contract an acknowledgment by the contracting parties that the Contract creates no third-party benefits.
24. Force Majeure. If the Town is unable to perform its obligations or to accept the Services because of Force Majeure (as hereinafter defined), the time for such performance by the Town or acceptance of Services will be equitably adjusted by allowing additional time for performance or acceptance of Services equal to any periods of Force Majeure. "Force Majeure" shall mean any delays caused by acts of God, riot, war, terrorism, inclement weather, labor strikes, material shortages and other causes beyond the reasonable control of the Town.
25. Strict Compliance. The Town may at any time insist upon strict compliance with these terms and conditions notwithstanding any previous course of dealing or course of performance between the parties to the contrary.
26. General Provisions. The Town's remedies as set forth herein are not exclusive. Any delay or omission in exercising any right hereunder, or any waiver of any single breach or default hereunder, shall not be deemed to be a waiver of such right or of any other right, breach, or default. If action be instituted by the Contractor hereunder, the Town shall be entitled to recover costs and reasonable attorney's fees. The Contractor may not assign, pledge, or in any manner encumber the Contractor's rights under this Contract, or delegate the performance of any of its obligations hereunder, without the Town's prior, express written consent.
27. Contract Situs. All matters, whether sounding in contract or tort relating to the validity, construction,

interpretation and enforcement of the Contract, will be determined in Mecklenburg County, North Carolina. North Carolina law will govern the interpretation and construction of the Contract.

28. Severability. Any provision of this Contract that is determined by any court of competent jurisdiction to be invalid or unenforceable will not affect the validity or enforceability of any other provision. Any provision of the Contract held invalid or unenforceable only in part or degree will remain in full force and effect to the extent not held invalid or unenforceable.
29. FEDERAL FUNDS: If the source of funds for this contract is federal funds, the following federal provisions apply pursuant to 2 C.F.R. § 200.326 and 2 C.F.R. Part 200, Appendix II (as applicable): Equal Employment Opportunity (41 C.F.R. Part 60); Davis-Bacon Act (40 U.S.C. 3141-3148); Copeland "Anti-Kickback" Act (40 U.S.C. 3145); Contract Work Hours and Safety Standards Act (40 U.S.C. 3701-3708); Clean Air Act (42 U.S.C. 7401-7671q.) and the Federal Water Pollution Control Act (33 U.S.C. 1251-1387); Debarment and Suspension (Executive Orders 12549 and 12689); Byrd Anti-Lobbying Amendment (31 U.S.C. 1352); Procurement of Recovered Materials (2 C.F.R. § 200.322); and Record Retention Requirements (2 CFR § 200.324).

Exhibit 1 – Scope and Price List

Provide Professional Engineering Services in support of the Electric System. The services and projects anticipated may include, but are not limited to; electric engineering analysis; design of electric facilities; system studies; long range work plans; construction plans and specifications; electrical transmission; distribution, and substations design; generation systems; SCADA systems; operational equipment; process improvements; energy consumption analysis; arc flash studies; relay and post fault analysis, rate analysis, financial studies, and other electrical review as required.

Price List see Attachment B

Exhibit 2 – Template of Work Order

Work Order Template

This Work Order incorporates by reference in the ***MASTER JOB ORDER CONTRACT FOR ENGINEERING SERVICES (SMALL PROJECTS)*** *between Booth & Associates, LLC. and Town of Huntersville, dated as of _____ ("Master Agreement"). All capitalized terms used herein and not otherwise defined shall have the meanings set forth in the Contract*

1. **Services:** Contractor will provide the following Services to Town: [insert]
2. **Fees:** [insert]
3. **Term:** [insert]
4. **Performance Standards/Deliverables:** [insert]

Contractor:	Booth & Associates, LLC.	**Town of Huntersville**	
By:		By:	
Name:	_____	Name:	_____
Title:	_____	Title:	_____

Town of Huntersville
Town Board
December 7, 2020

To: Town Board

From: Lora Mastrofrancesco, Transportation Engineer/Project Manager

Date: December 7, 2020

Subject: Consider adopting Resolution for Property Acquisition Agreement for the Church Street - Holbrooks Road to Dellwood Drive Project. *(Lora Mastrofrancesco)*

EXPLAIN REQUEST:

Property Acquisition Agreement for the Church Street - Holbrooks Rd to Dellwood Dr Project.

ACTION RECOMMENDED:

Authorize the Property Acquisition Agreement for the Church Street - Holbrooks Rd to Dellwood Dr Project.

FINANCIAL IMPLICATIONS:

Referendum

ATTACHMENTS:

1. Church St - Holbrooks Rd to Dellwood Dr

RESOLUTION OF THE TOWN OF HUNTERSVILLE TO ACCEPT THE PROPERTY ACQUISITION AGREEMENT FOR THE CHURCH STREET - HOLBROOKS RD TO DELLWOOD DR ROADWAY PROJECT

Whereas the Town of Huntersville proposes to enter into an agreement for property acquisition for the Church St Project with Huntersville Presbyterian Church Cemetery Association, see Exhibit A;

Whereas the area of property being purchase for the construction of the project is a strip of land 69ft wide and 452LF along Parcel 1 & 1200LF along Parcel 2, see agreement's exhibits for references.

NOW THEREFORE, BE IT RESOLVED AS FOLLOWS:

1. The Board of Commissioners approves and authorizes Agreement for Property Acquisition attached herein as Exhibit A is approved.
2. The Board hereby authorizes the Town Manager, acting on advice of counsel, to take any actions necessary to effect the provisions of this Resolution; and
3. This Resolution shall be effective as of the date its adoption.

Adopted this 7th day of December, 2020.

ATTEST:

TOWN OF HUNTERSVILLE

_____

Town Clerk

_____

Town Mayor

APPROVED AS TO FORM:

_____

Town Attorney

CONTRACT FOR PURCHASE AND SALE OF REAL PROPERTY

THIS CONTRACT to sell and purchase real property (this "Contract") is made and entered into as of the 20th day of November, 2020, by and between the Huntersville Presbyterian Church, a North Carolina nonprofit corporation, and the Huntersville Presbyterian Church Cemetery Association, a North Carolina unincorporated association (collectively hereafter "Sellers," or individually as "Church" and "Association" respectively), and the Town of Huntersville, a North Carolina Municipal Corporation (hereafter "Town" or "Buyer").

WITNESSETH

WHEREAS, Sellers are the owners of or have an interest in those lots or parcels of land with improvements in the Town of Huntersville as follows:

(1) That property located on Church Street, with address 100 Dellwood Dr. Huntersville, having Tax Parcel ID# 019-071-18, (hereinafter "Parcel 1"). Parcel 1 is, upon information and belief, that property described in the following Deeds to the Church:
   a. Deed Book 520 at Page 577, being a +/- 2 acre parcel
   b. Deed Book 305 at Page 151, being a +/- 1 acre parcel
   c. Deed Book 365 at Page 291, being a +/- 1 acre parcel
   d. Deed Book 46 at Page 468, being a +/- 1 acre parcel; and

(2) That property located on Church Street, Huntersville, described in that Deed to the Association recorded in Deed Book 5388 at Page 562 of the Mecklenburg County Registry, and having Tax Parcel ID# 019-074-26, (hereinafter "Parcel 2"). Parcel 2 consists of Lots 3-8 and part of Lot 9, as shown on Tract B on that plat recorded in Map Book 4 at Page 341 of the Mecklenburg County Registry;

WHEREAS, the Town wishes to purchase in fee simple portions of Parcel 1 and Parcel 2 comprised of an approximately sixty nine-foot (69') wide strip of property running along and with the western boundaries of both Parcel 1 and Parcel 2 as shown on Exhibit A (Parcel 1) and Exhibit B (Parcel 2), Exhibits A and B being incorporated by reference, (said 69' strip portions running along both Parcels 1 and 2 being collectively herein referred to as the "Property"); and

WHEREAS, Sellers desire to sell the Property and Town desires to purchase it and the parties have agreed on the terms and conditions hereinafter set forth.

AGREEMENT

For the considerations hereafter set forth, Sellers agree to sell and Town agrees to buy the property hereinafter described on the following terms and conditions:

1. THE "WHEREAS" CLAUSES. The Whereas clauses are specifically incorporated into this agreement as if fully set forth herein.

2. PROPERTY. The Property consists of an approximately sixty-nine-foot (69') wide strip of property running along and with the western boundaries of both Parcel 1 and Parcel 2 as shown on Exhibit A (Parcel 1) and Exhibit B (Parcel 2), Exhibits A and B being incorporated by reference . For the purposes of this Agreement, the acreage of the Property is estimated to be +/- 31,188 square feet as shown on Exhibit A, and +/- 82,800 square feet as shown on Exhibit B, for an estimated total size of the Property of +/- 113,988 square feet . Payment for the full boundary survey, of Parcel 1 only, shall be the sole responsibility of the Town.

3. PURCHASE PRICE OF PROPERTY. The total purchase price of the Property shall be a lump sum payment of $100,000.00, paid jointly to Sellers, plus a full boundary survey for Parcel 1 to be provided at the expense of the Town as explained further in subparagraph (c) below. The existing black metal chain-linked fence (approx. 50" tall and 422' long) and four (4) red brick post monuments (approx. 20"x16"x59" each in size), both located approximately at the northwest corner of Parcel 1 shall be removed and compensated for in a lump sum payment of $13,500. The Property shall be surveyed as a 69' wide strip running along and with the westernmost boundary of the parcels comprising Parcel 1 and Parcel 2. The parties understand and agree that the exact acreage calculated on the survey will likely differ from the calculated acreage shown on Exhibits A and B, but nevertheless the lump sum payment shall remain $113,500.00. The purchase price shall be paid as follows:

(a) An Earnest Money Deposit in the total amount of $ zero (000), which shall be paid to N/A, Esquire, with the law firm of N/A, as Escrow Agent ("Escrow Agent") within five (5) business days after the Effective Date, and held in escrow and credited to the purchase price at closing, or disbursed as hereafter provided;

(b) The balance shall be paid at closing to the Sellers by wire transfer of funds, or other means acceptable to such Sellers.

(c) As further consideration for the conveyance of Parcel 1, the Town shall cause, at the Town's expense, a full boundary survey to be performed on Parcel 1 only, a copy of which shall be provided to the Church at closing.

(d) The Town will instruct the selected contractor to remove the cemetery plaquer, located at the northwest corner of Parcel 1, for the Church's use.

4. EFFECTIVE DATE. The Effective Date of this Contract shall be the later of final date of signing by the parties and approval by the Town of Huntersville Board of Commissioners in open session, as provided in Paragraph 12 hereafter.

5. CLOSING DATE. Closing of the transfer of the Property shall occur on or before ninety (90) days from the Effective Date at Town's offices in Huntersville, North Carolina, or such other place, or in such other manner as may be mutually acceptable to the parties.

6. INTENDED USE. The Town intends that the Property be used for construction of a public street or road ("Intended Use"), which is a public purpose for which the Town has the power of

eminent domain. This transaction is for the purpose of acquiring title in lieu of condemnation provided that Seller can deliver the title as herein required. The purchase price as herein set forth is a price for a purchase in lieu of condemnation, and does not establish a value in any eminent domain proceeding.

7. TRANSFER OF TITLE TO PROPERTY. At closing, Sellers shall deliver to Buyer a Special Warranty Deed conveying fee simple marketable title to the Property, subject only to covenants, rights of way, and easements acceptable to Town not affecting its use of the Property for its Intended Use, zoning and other land use laws and ordinances, and the lien of the then current year's *ad valorem* taxes which shall be pro-rated as of the date of closing (the "Permitted Exceptions"). Both the Church and the Association shall sign the Deeds conveying title to the Property (both as to Parcel 1 and Parcel 2) to the Town.

8. EXAMINATION PERIOD. As used in this Contract, "Examination Period" shall mean that period of time after the Effective Date to a date which is sixty (60) days after the Effective Date. **IF BUYER CHOOSES NOT TO PURCHASE THE PROPERTY FOR ANY REASON OR NO REASON, AND PROVIDES WRITTEN NOTICE TO SELLERS THEREOF PRIOR TO THE EXPIRATION OF THE EXAMINATION PERIOD, THEN THIS AGREEMENT SHALL TERMINATE, AND BUYER SHALL RECEIVE A RETURN OF THE EARNEST MONEY DEPOSIT. IT IS AGREED BY ALL PARTIES HERETO THAT THE TERMS AND COVENANTS OF THIS AGREEMENT SPECIFICALLY PROVIDE THE CONSIDERATION NECESSARY TO SUPPORT THE TERMS OF THIS PARAGRAPH WITHOUT NEED FOR PAYMENT OF ANY ADDITIONAL FUNDS AS A DUE DILIGENCE PAYMENT.**

9. TITLE EXAMINATION. After the Effective Date, Town shall, at its expense, cause a title examination to be made of the Property before the end of the Examination Period. In the event such title examination shall reveal that Sellers' title is not fee simple marketable and insurable at regular rates, subject to only the Permitted Exceptions, then Town shall promptly notify Sellers in writing of such title defects and exceptions. Sellers shall then have thirty (30) days to cure the defect (provided that if such objection or defect is of an established monetary amount, then it may be cured by withholding and disbursing the necessary amounts at closing). If Sellers have to cure the defect, the closing shall be extended for the time reasonably necessary to cure the defect. If Sellers are unable or unwilling to cure the defect, the Town shall have the option of terminating this Contract, and pursuing such other means of acquisition it may have, or take title in its then condition without reduction of the purchase price (except those defects that can be cured by withholding an established monetary amount). Within fourteen (14) days after the Effective Date, Sellers shall deliver to Town copies of any title insurance policies it has in its possession affecting the Property or any portion thereof as well as any leases of the Property or any portion thereof.

10. INSPECTIONS. During the Examination Period, Town, its agents or representatives, and at Town's expense, shall have the right to enter upon the Property for the purpose of inspecting, examining, performing soil borings, environmental and other testing, and conducting any surveys it deems appropriate (collectively, "Inspections"). Buyer shall conduct all such Inspections in a good and workmanlike manner, and shall repair any damage to the Property caused by Town's entry. Inspections shall occur during reasonable hours so as to not interfere with Seller's use of the Property or the use of the Property by any tenant of the Sellers. It is understood that Town does not intend to maintain the structures, if any, located on the Property, which will be either demolished or removed, and therefore, will not do any inspection of the structures except to the extent necessary to determine if any such conditions would affect such demolition (for example, asbestos content or fuel oil storage). Sellers shall deliver to Town any studies, reports, inspections, or surveys that Sellers have in its possession affecting, or relating to the Property, including without limitation any environmental studies. Sellers represent that it has no actual knowledge of any adverse environmental conditions or contamination of the Property. Town shall keep as confidential any such matters furnished to it by Sellers, or the result of any Inspection performed by Town, to the extent permitted under Public Records laws of North Carolina. All inspections shall be completed during the Examination Period (subject to any extension granted by Seller), and if any conditions are not objected to within that time (which may be extended) shall be deemed accepted, except for matters occurring after that time.

11. POSSESSION. Sellers can and will deliver unencumbered possession of the Property to Town as of the Closing Date. The Property shall be vacant and unoccupied prior to the Closing Date.

12. PROPERTY CONVEYED "AS IS." Except as otherwise provided herein, the Property and improvements, if any, are conveyed and accepted "as is" with all faults. Sellers make no representations or warranties as to the condition of the Property, or suitability for any purpose, including for its Intended Use, except as otherwise provided herein; however, that except for normal wear and tear, Sellers will deliver the Property to the Buyer in substantially the same condition as of the Effective Date of this Agreement. Prior to Closing, any risk of loss shall be upon Sellers.

13. BOARD APPROVAL. IF THIS CONTRACT IS EXECUTED BY BOTH PARTIES PRIOR TO APPROVAL BY THE BOARD OF COMMISSIONERS IN A PUBLIC OPEN MEETING OF THE BOARD, THIS CONTRACT IS SUBJECT TO SUCH FINAL APPROVAL IN OPEN SESSION AS REQUIRED BY NORTH CAROLINA LAW, AND IS NOT BINDING UNTIL SUCH APPROVAL IS GIVEN. TOWN AGREES THAT IT SHALL SCHEDULE THIS CONTRACT FOR APPROVAL NO LATER THAN THE SECOND REGULAR MEETING OF THE BOARD OF COMMISSIONERS FOLLOWING RECEIPT OF THE SIGNED CONTRACT FROM SELLERS.

14. RISK OF LOSS. Prior to closing, risk of loss with respect to the property shall be upon the Sellers.

15. CLOSING COSTS. Sellers shall pay for the preparation of the Deed and any other documents necessary to perform Seller's obligations under this Contract, for excise tax or other conveyance tax, any deferred tax, and all costs necessary to convey clear title. Buyer shall pay for recording costs, costs of title search, title insurance, survey, and any inspection costs. Each party shall pay its own attorney's and consultant's fees.

16. PRO-RATIONS. Ad Valorem taxes for the Property shall be pro-rated between the parties on a calendar year basis as of the Closing Date. If the Seller's share for that year has not been paid, the Seller's share will be withheld from the Purchase Price and paid by the Buyer. If the taxes have been paid, Buyer shall reimburse Sellers for Buyer's share at closing. If the then current year's taxes have not been determined, pro-rations shall be estimated based on the prior year's taxes (or other best available information as to value), withheld from Sellers and paid by Buyer.

17. BROKERAGE COMMISSION. The parties hereto represent that neither has worked with a broker regarding the transaction contemplated by this Agreement, and that no brokerage commissions should be due upon completion of the transaction. Each party agrees to indemnify and hold harmless the other parties from and against any and all claims, demands, and costs arising out of alleged brokerage commissions (if any) due to actions or inactions of the indemnifying party.

18. DEFAULT. If Town shall default in the performance of any of its obligations hereunder, Sellers shall be entitled to cancel this Contract and receive the Earnest Money Deposit as sole liquidated damages. If Sellers should default Town may pursue any remedies it has in law or equity, including specific performance.

19. NOTICES. Unless otherwise provided herein, all notices and communications required to be given shall be in writing and be deemed given by (i) personal deliverly with written acknowledgment of receipt, (ii) deposit in the United States mail, postage prepaid, certified or register mail, return receipt requested, or (iii) sent by a nationally recognized overnight courier, to the following address (provided that either party may change its notice address by notice to the other):

IF TO BUYER: Town of Huntersville
Attn: Anthony Roberts, Town Manager
Post Office Box 664
101 Huntersville-Concord Road
Huntersville, North Carolina 28078
(704) 875-6541
abroberts@huntersville.org

IF TO SELLER: Bob McAuley
(CHURCH) P.O. Box 313
Huntersville, NC 28078
704-763-3859
Rwmjr53@aol.com

IF TO SELLER: Huntersville Presbyterian Church Cemetery Association
(ASSOCIATION)
Attn: Keith Cross
P.O. Box 313
Huntersville, NC 28078
(704) 822-0009
Kcross19@bellsouth.net

20. APPLICABLE LAW. This Contract shall be governed by and construed in accordance with the laws of the State of North Carolina. The sole venue for any litigation hereunder shall be a State or Federal court in Mecklenburg County, North Carolina.

21. ENTIRE AGREEMENT. This Contract contains the entire understanding and agreement between the parties, and supersedes all prior oral or written agreements between the parties. No amendment to this Contract shall be effective unless the same is in writing and signed by the parties hereto.

22. BINDING EFFECT. This Contract shall be binding upon and shall inure to the benefit of the parties hereto, and their respective successors and assigns.

23. SURVIVAL OF REPRESENTATIONS AND WARRANTIES. All representations, warranties, covenants and agreements made by the parties hereto shall survive the Closing and delivery of the Deeds. Sellers shall, for a period of three (3) years following the Closing and delivery of the Deeds, and without further consideration, execute, acknowledge, and deliver to Buyer such other documents and instruments, and take such other action(s) as Buyer may reasonably request or as may be necessary to more effectively transfer to Buyer the Property described herein, or to enable Buyer to utilize the Property for its intended use, at no cost or expense to Sellers, any such to Sellers shall be reimbursed by the Buyer.

24. COUNTERPARTS. This contract may be executed in one or more counterparts. Signed facsimiles shall constitute originals.

25. THE ASSOCIATION. The Church and the Association represent that as of the effective date of this Agreement, the members of the Huntersville Presbyterian Church Cemetery

Association Executive Committee are Steve Dove, Keith Cross, and Barbara Barnes. This Agreement shall be signed by all members of the Executive Committee. If, between the effective dates of this Agreement and the Closing, there is a change to the membership of the Executive Committee of the Association, the Church and the Association shall so notify the Town. All members of the Executive Committee, or someone appointed by the Executive Committee, at the date of Closing shall sign the Deed conveying title to Parcels 1 and 2.

26. AUTHORITY. Sellers and Buyer represent to each other that each is authorized to enter into and perform its obligations under this Contract, subject only to approval of this Contract, and appropriating the necessary funds by the Board of Commissioners in open session. The Town shall provide a copy of the minutes to the Sellers at which this Agreement was approved at least ten (10) days prior to closing. The Church shall provide to the Town a copy of the authorizing documents and minutes of the business meeting at which this Agreement was approved by the Church and designating a signatory. The Association shall provide to the Town authorizing documents and a copy of the minutes of the business meeting at which this Agreement was approved by the Association and designating a signatory.

IN WITNESS WHEREOF, the parties have caused this Contract to be executed effective as of the date set forth above.

HUNTERSVILLE PRESBYTERIAN CHURCH, a North Carolina nonprofit corporation

Dated Signed: 11/20/2020

By: Robert W. McAuley, Jr. (SEAL)
Print Name: Robert W. McAuley, Jr.
Print Title: Clerk of Session, Secretary of Corporation

HUNTERSVILLE PRESBYTERIAN CHURCH CEMETERY ASSOCIATION, a North Carolina unincorporated association

Dated Signed: 11/20/2020

By: Keith H Cross (SEAL)
Member - Vice President
Print Name: Keith H. CROSS

Dated Signed: 11-20-2020

By: James Steven Dove (SEAL)
Member / President
Print Name: James Steven Dove

Dated Signed: 11-20-2020

By: Barbara M Barnes (SEAL)
Member / Secretary / Treasurer
Print Name: BARBARA M. BARNES

TOWN OF HUNTERSVILLE

ATTEST:

_____
Janet Pierson, Town Clerk
(SEAL)

By: _____
John Anarella, Mayor

Date Signed: _____

APPROVED AS TO FORM:

_____
Town Attorney

THIS INSTRUMENT HAS BEEN PREAUDITED IN THE MANNER REQUIRED BY THE LOCAL GOVERNMENT BUDGET AND FISCAL CONTROL ACT:

_____
Pattie McGinnis, Finance Director

Acknowledgement of Escrow Agent

The undersigned, _____, Esquire, as Escrow Agent, agrees to hold the Earnest Money Deposit and to disburse the same according to the terms of the Agreement.

This _____day of _____, 2020.

_____

Escrow Agent

Print Name:

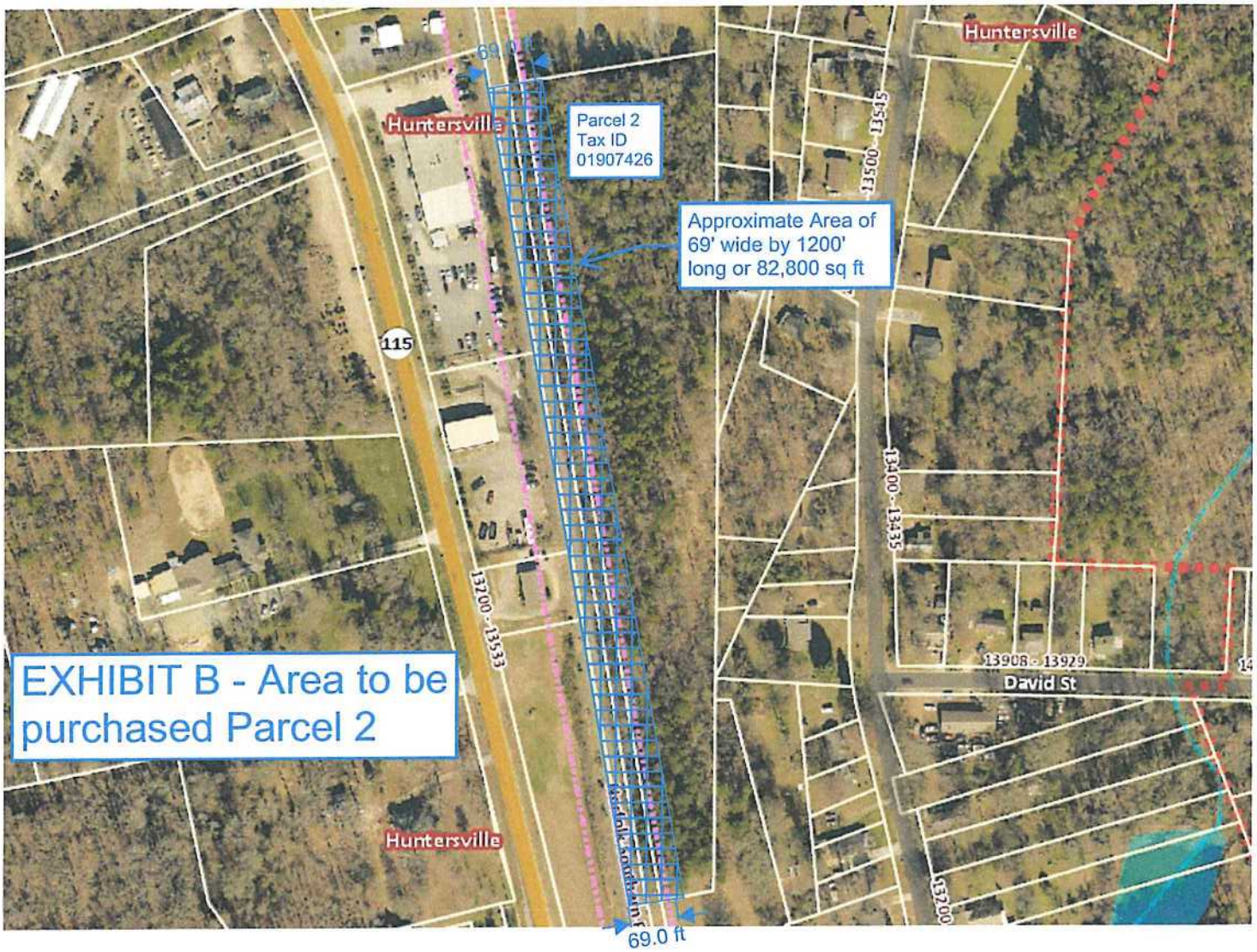
EXHIBIT A

(insert here)

EXHIBIT A - Area to be purchased Parcel 1

EXHIBIT B

(insert here)


Huntersville
Parcel 2
Tax ID
01907426
Approximate Area of
69' wide by 1200'
long or 82,800 sq ft
115
13700 - 13533
13400 - 13435
13908 - 13929
David St
Huntersville
Huntersville
69.0 ft
EXHIBIT B - Area to be
purchased Parcel 2