

# Process

## DESIGN PRINCIPLES

- Improve inter-connectivity with roads, sidewalks, bike paths that improve mobility options.
- Relieve the traffic pressure at interchanges by distributing the three types of traffic – business, regional, and interchange.
- Design the arterial as public places and create a sense of place.
- Encourage the study area to develop individual identities, character and market niches.
- Encourage transit.
- Build a street framework and block structure that encourages future growth.
- Maintain and improve access to residential neighborhoods and commercial developments.
- Short term actions should lead to long term improvements.
- Create additional road connections (multi-modal) across the freeway, bridging east and west.
- Expand the open space system.

### Phase 1

During Phase 1 of the project, the UDA team met with focus groups to learn first-hand their perceptions of community issues, the strengths and weaknesses of the Study Area, and their visions for the future. The focus groups included residents, major employers, service institutions (churches, schools, social services), building owners and real estate brokers, merchants, Town Staff, the Mayor, and members of the Town Board. A public meeting was held on June 1, 2005 at the Town Hall. All participants at the focus groups and the public meeting were asked the same three questions:

- What are the strengths, or good things, about Gilead Road?
- What are the weaknesses, or bad things, about Gilead Road?
- What is your vision for the future of Gilead Road?

In addition, each participant was asked to place colored dots on a map identifying good places (green dots), bad places (red dots), and places where things can improve (blue dots).

The images and charts on the following pages summarize the responses to the three questions and the dot exercise.

Prior to the design charrette in June 2005, a one-day working session was held with key members of the client group at UDA's office in Pittsburgh to review the data analysis and drawings produced by UDA and Glattig Jackson.



An important element of that working meeting was a brainstorming exercise to produce a list of urban design and development principles emerging from the analysis work. Over 50 ideas were generated. UDA staff then edited, condensed, and combined them into a set of guiding principles. At the design charrette in June 2005 the list was further refined by UDA and the Steering Committee to the nine key principles listed in the summary box to the left.

### Phase 2

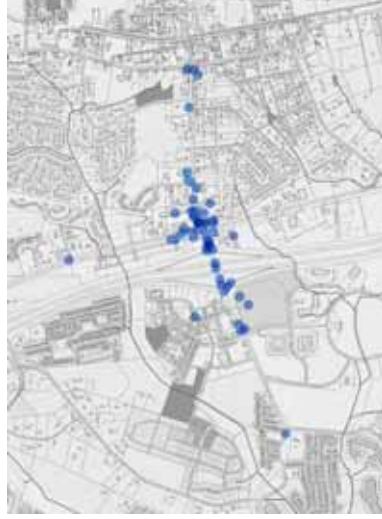
The second phase of the planning process included an intense four-day working session in Huntersville in which the design and development principles developed in the first phase were translated into a series of design alternatives. The focus groups and steering committee were re-convened throughout the Charrette and design ideas were presented and refined. On Thursday evening a public meeting was held at the Town Hall where design alternatives were presented. Attendees were invited to comment on what they liked and disliked about the alternatives.

### Phase 3

The third phase included developing a preferred plan and an implementation plan which identifies sources and uses of funds and phasing. This report was presented to Town Board and adopted in January, 2006



The Plan was developed in an open public forum.



- VISIONS**
- Lower development intensity than along NC 73 (Sam Furr Road)
  - Announcement of arrival to downtown
  - Improved connectivity
  - Improved intersections
  - Greenway connections



- WEAKNESSES**
- Third lane of 77 terminates at exit 23 (Gilead Road)
  - Congestion and backups
  - The Freeway divides the community
  - Proximity of US 21 to Interstate 77
  - Poor access management
  - Signal timing is poor
  - Lack of pedestrian safety



- STRENGTHS**
- Heart of Huntersville - gateway to the downtown
  - Rosedale - exemplar of mixed use and highway commercial
  - Greenway opportunities
  - Mix of uses: retail, healthcare and hospital, and office park

