Town of Huntersville
2030 Community Plan

Adopted by
Town Board of Commissioners on
June 20, 2011
Huntersville 2030 Community Plan

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Acknowledgements

Town Board
Jill Swain, Mayor
Sarah A. McAulay, Mayor Pro-Temp
Beth, “Danae” Caulfield, Commissioner
Charles Jeter, Commissioner
Ron Julian, Commissioner
Ken Lucas, Commissioner

Planning Department Staff
Jack Simoneau, AICP, Planning Director
Zac Gordon, AICP, Project Manager

Contributing Planning Staff
Michelle Haines
Whitney Hodges, AICP
Lisa McCarter, AICP
David Peete, AICP
Brad Priest
Claudia Schruhl

Town Manager
Greg Ferguson

Assistant Town Manager
Gerry Vincent

Planning Board
Bruce Andersen, Chairman
Sam Mount, Vice-Chairman
Todd Bowland
Barry R. Hester
Jeff Neely
Addison Causey
Joe Sailers
Leonard Cook
Harold Bankirer
Randy Poindexter
JoAnne Miller

Graphics & Layout
Brian Richards
Catherine Stutts

Department Heads
Max Buchanan, Engineering/Public Works
Bill Coxe, Transportation
Michael Jaycocks, Parks & Recreation
Chief Phillip Potter, Police Department
Janet Stoner, Finance

Additional Assistance Provided by:
Jerry Broadway, LNREDC
Bill Russell, Lake Norman Chamber of Commerce
Jeff Edge, Charlotte Chamber of Commerce

Adopted by Town Board of Commissioners on June 20, 2011
In 2030, Huntersville will be a vibrant and visually attractive community defined by high quality growth and development that:

- preserves natural, scenic and historical assets;
- offers a variety of housing and employment options;
- creates opportunities for recreation, art and culture; and
- is served by a multi-modal interconnected transportation system.

Land use and transportation planning practices will be responsive to a world that is changing, will be fiscally responsible, and reflect an appropriate balance of economic, environmental and social factors. Higher intensity development and redevelopment will generally be focused within two miles of the I-77/NC-115 corridor (area 2), with lower intensity development located east and west of this corridor (areas 1 and 3) and in mixed-use village centers at important crossroads.
Introduction and Framework

1.0 INTRODUCTION

1.1 Background

Located just 12 miles north of Charlotte, North Carolina, the nation’s 17th largest city, the Town of Huntersville has experienced phenomenal growth over the past two decades. From a population of just 3,014 in 1990, to a 2010 Census population figure of 46,773 residents, the Town has seen an increase of 1,452% in just 20 years. According to 2010 Census totals, Huntersville is now the 19th largest municipality in North Carolina, following an 87% increase in population between 2000 and 2010 (see Figure I-1). Fortunately, most of this population growth occurred after the Town established a new vision for development, outlined in the Huntersville Community Plan adopted in 1995.

In general, the 1995 Community Plan called for:

- Allowing a mixture of land uses and residential building types following Traditional Town Design principles.
- Establishing a transportation network that promotes street connectivity, alternative designs for new thoroughfares and planning for future passenger rail to the area.
- Buildings in the commercial corridors to front public streets, accommodate pedestrians and have parking in the side and rear yards.
- Enhancement of Downtown Huntersville.
- Promote the preservation of rural areas.

In 1996, the Huntersville Zoning and Subdivision Ordinances were modified to promote development as envisioned in the 1995 Huntersville Community Plan. Due to the foresight of community leaders at the time, Huntersville was able to proactively set the tone for the wave of development that has since occurred, rather than simply reacting to it.

As a result, residents of Huntersville enjoy a high quality of life, as evidenced by the strong ratings given by citizens in a recent survey conducted in conjunction with preparation of the Plan. The Town has also been nationally recognized as one of the premier places to live in several recent publications, including a 2009 report by Forbes Magazine which identified Huntersville as the number two most popular destination to move in the U.S.
In 2003, the Huntersville Community Plan was updated in response to increasing development pressures associated with the construction of up to two-and-a-half residential units per acre in the Rural zoning district and concern over impacts arising from this development, including mass site grading, clearing of vegetation, growing traffic congestion and degradation of the water quality of streams and lakes. The primary objective of the 2003 Community Plan was to address the rapid pace of residential development that occurred between 1996 and 2002 on the eastern and western edges of Huntersville; development which compromised the preservation of rural areas envisioned by the 1995 Community Plan. The 2003 Huntersville Community Plan update reinforced the need to preserve the existing low intensity development patterns within the eastern and western areas of Huntersville, with an emphasis on protecting specific types of valued open space (i.e. mature woodlands, scenic views, prime farmland, etc.).

The 2003 Community Plan also reiterated the 1995 Community Plan vision for a redeveloped downtown, an integrated multimodal transportation system and commercial development that emphasized architecture and de-emphasized parking.

The Huntersville Zoning Ordinance and Subdivision Ordinance were subsequently amended to achieve the vision established in the 2003 Huntersville Community Plan update.

It is now eight years since the last community plan update in 2003 and much has changed. Continued rapid population growth paired with strains on the Town’s transportation infrastructure have required policy changes to manage this growth. These changes have included steps to ensure the adequate provision of public facilities and road improvements through the adoption of “Traffic Impact Analysis” and “Adequate Public Facilities” ordinances.

Since 2008, the economy has experienced the greatest recession since the Great Depression in the 1920’s, with implications that will affect the development landscape well into the future. The projected change in the Town’s demographics (e.g. an increase in the 65 and older population), along with the impacts associated with completion of I-485 and the startup of commuter rail service will also result in profound land use and transportation changes as the Town seeks to balance growth with the desire to maintain a high quality of life.

Because communities tend to develop incrementally over time, often spanning decades, it is difficult to observe the cumulative impacts of this development. Therefore, periodic and comprehensive evaluation of a community’s growth pattern is imperative in order to ensure the city develops in a desirable fashion.
For these, as well as many other reasons, 2010 was an appropriate time for Huntersville’s citizens and community leaders to once again comprehensively assess what direction the Town is heading in and what steps need to be taken to create a fresh vision for land use and development within the Town of Huntersville over the next 20 years. To that end, the Huntersville Town Board charged the Town Planning Board and Planning Staff to work with elected officials and the public to prepare a comprehensive update to the 2003 Huntersville Community Plan. Unlike the 2003 update, which consisted of minor adjustments to the 1995 Plan, the 2030 Huntersville Community Plan represents a comprehensive revision and addresses many issues not contemplated by previous plans.

1.2 Regional Context

The Town of Huntersville is located in Mecklenburg County, within the Charlotte metropolitan region, one of the fastest growing areas in the U.S. According to 2010 Census figures, Mecklenburg County has the highest population of any county in NC, with 919,628 residents (a 32% increase since 2000). Huntersville is geographically positioned immediately north of Charlotte, the largest city in NC, with a 2010 population of 731,424. To the east, Huntersville is bordered by Cabarrus County, to the north, the Town of Cornelius, the Town of Davidson, and Iredell County and to the west Lincoln County – all rapidly growing suburban/rural areas (see Map I-1).
Centrally positioned in the NC Piedmont region, the Town is located along the eastern border of Lake Norman and the Catawba River – the location of one of two (2) primary intake points for the Charlotte region’s water supply. Duke Power’s McGuire Nuclear Facility is located within the Town’s extra-territorial jurisdiction and was built on the shore of Lake Norman. The lake was created by Duke in 1962 to provide a source of cooling water for the power plant. Since its creation, Lake Norman has been a strong draw for residential and commercial development, as well as recreational use, and serves as the namesake for the “Lake Norman Region.”

In terms of the regional transportation network, Interstate 77 bisects Huntersville and provides north-south access both to the region and points beyond. I-485, scheduled for completion in 2014, is located just south of Huntersville’s jurisdiction and will serve to further enhance the regional transportation network. Finally, NC 73 crosses the northern part of Huntersville and, in addition to NC 150 in Mooresville, provides for primary east-west movement between I-40 and I-85.

Besides Charlotte, the closest major cities to Huntersville are:

- Columbia, SC – 74 miles
- Winston-Salem, NC – 77 miles
- Raleigh, NC – 132 miles
- Charleston, SC - 165 miles
- Knoxville, TN – 185 miles
- Atlanta, GA – 224 miles
- Richmond, VA – 253 miles
- Washington, DC – 336 miles

1.3 Purpose of the Community Plan

While there is no State mandate requiring the preparation of a community (or comprehensive) plan for municipalities in North Carolina, the State’s zoning enabling statute establishes that “zoning regulations shall be made in accordance with a comprehensive plan.” The Huntersville Zoning Ordinance states: “The purposes of these regulations are to...encourage the most appropriate use of land throughout the corporate area and extraterritorial zoning jurisdiction, in accordance with the Huntersville Community Plan (Strategic Update) and other adopted long-range plans for the Town of Huntersville.”

The 2030 Huntersville Community Plan is a policy document intended to guide the physical development of the Town that:

1. Provides the opportunity for Huntersville to look comprehensively at the focus areas addressed in this plan and how they relate to each other.
2. Establishes a guide for daily decisions facing government such as rezoning requests, development proposals, and infrastructure investments.
3. Gives guidance to land owners and developers in making development and investment decisions.
4. Provides an opportunity for citizens to give input on the future direction of the community.
5. May be used by state and federal agencies in making various grant and investment funding decisions.
6. Establishes short and long-term steps the Town needs to take to achieve long-range goals.
1.4 Relationship to Other Plans

As noted in Section 1.1 above, Huntersville has previously prepared long-range Community Plans for its entire zoning jurisdiction, most recently in 2003. Since the Huntersville 2030 Community Plan addresses such a large land area (now over 63 square miles) it is, by necessity, general in nature. In other words, the Community Plan does not make recommendations on land uses or development patterns for specific geographic locations, but rather is broad in nature and intended to provide overall guidance for land use and development throughout the Town.

It is within this context that the Town, since adoption of its present land development regulations in 1996, has undertaken the completion of a number of “Small Area Plans (SAPs)” to guide growth and development for particular geographic areas within Huntersville. Because SAPs encompass a more compact geographic area than the Community Plan, recommendations are more specific, such as calling for the connection or extension of certain streets, or encouraging certain land development activities.

Map I-2 illustrates the geographic boundaries of the ten area plans previously prepared by the Town. Appendix 2 (page 137) lists each of these plans, along with a plan description, status and date of preparation. All together, these SAPs cover a land mass of approximately 30 square miles, or just under 50% of the total 63
square miles in Huntersville’s zoning jurisdiction. Map I-3 is an example from the East Huntersville Area Development Plan which illustrates specific land use recommendations for a vacant tract of land in downtown Huntersville, along with strategic road improvements necessary to accommodate this development.

Map I-3
East Huntersville Area Development Plan

It is important to note that for future SAPs, there needs to be careful coordination between these plans and the Huntersville 2030 Community Plan, in order to ensure consistency between the various policies and recommendations for each plan.

In addition to SAPs, there are numerous other plans that have an effect on land use and development in Huntersville. They include, but are not limited to:

Charlotte Mecklenburg Schools Facilities Plan, Mecklenburg-Union Metropolitan Planning Organization’s Comprehensive Transportation Plan (CTP), Huntersville Recreation Mater Plan, Huntersville Greenway and Bikeway Master Plan and the Charlotte Area Transit 2030 Transit Corridor System Plan. As new plans are prepared (or as older plans are updated) which affect the Town, it is essential that Huntersville be an active participant in the planning process.

Additional information on SAPs and the SAP planning process can be found in Section 5.2 of this chapter.

1.5 Comprehensive Plan Updates and Amendments

The Huntersville 2030 Community Plan is intended to guide growth and development within the Town of Huntersville and its planning jurisdiction through 2030. Periodic review of the Plan, including policies and action items, will be necessary to ensure its continued relevance. Such review should occur by staff, the Town Board and Planning Board on a regular basis (i.e. no later than within seven years of the plan’s adoption). Amendments to the plan should be adopted as deemed appropriate by the Town Board.

1.6 Organization of the Plan

The Plan itself reflects a trend among recent long-range plans to be more “policy” and “action” oriented rather than a compilation of static information which can quickly become dated and limited in usefulness.
While the various focus areas comprising the Plan can be viewed as separate “stand-alone” chapters, they are intended to be read in the context of and in relationship to the other focus areas.

The Huntersville 2030 Community Plan is based upon the Town of Huntersville Vision Statement found on Page ii of the Plan. This Vision Statement serves as the foundation of the entire Plan.

**The Plan is organized into the following six focus areas:**

- Housing
- Environment
- Transportation
- Economic and Commercial Development
- Downtown
- Public Facilities

While each Focus Area is unique, featuring different content and organization, they all generally contain the following: a vision statement, providing general direction for each particular focus area; introduction, historical background, review of previous planning efforts and the identification and analysis of key issues.

Each Focus Area concludes with “Policies and Action Items”. The Policies offer general guidance in a number of areas related to the individual Focus Areas and are followed by Action items to implement these policies. Together the Plan Policies and Action items serve as the Implementation framework for the Plan.

### 1.7 Public Involvement Process

The planning process for the Huntersville 2030 Community Plan began in March 2010, with a series of joint meetings between the Town Board and Planning Board. The purpose of these meetings was to establish a framework for development of the Plan and to refine the elements of the Plan as they were prepared.

Subsequent joint meetings of the Town Board and Planning Board continued throughout the community plan process. The first step in the planning process was a “visioning” exercise where board members were asked to respond to the question: “It is 2030 and Huntersville is a success. What made it successful?” The responses to this question were tallied and voted on, with the top responses serving as the basis for the development of specific visions for each of the Focus Areas contained in this Plan, as well as for related policies and action items. A similar process was conducted with the public in April of 2010.

Input received from the Town Board, Planning Board and members of the public was then used to create a “Resident Survey”, containing questions that pertained to each of the Focus Areas. The purpose of the Survey was to gain a broader level of public input to assist in preparation of the Plan. The Resident Survey, consisting of 46 questions, was randomly mailed to over 1,500 households to ensure a statistically accurate response. A total of 453 responses were received, or approximately 30% of the total mailed surveys, providing a 95% level of confidence in the results.
The survey was also posted on the Town’s web site, which received 366 responses. The results of the random and online surveys can be found in Appendix 1. The information gained from these surveys was invaluable in guiding preparation of the Community Plan. Various drafts of the Plan were posted on the Town’s web site throughout the planning process and also presented in several public forums. Feedback from these sessions was used in preparing the final Plan document.

2.0 FRAMEWORK

This Framework section provides the planning context for the Huntersville 2030 Community Plan, including a discussion of data collection and analysis, and the following major planning issues that have informed and guided preparation of the Plan: population growth, changing demographics, residential/non-residential development; transportation system development; environmental protection/preservation; and sustainability.

2.1 Data Collection & Analysis

An important component of long-range land use planning is data collection and analysis, as well as research of trends likely to affect the Town between now and 2030.

Historical data is particularly valuable both in providing an explanation for current conditions and illuminating possible future trends and conditions. In preparation for drafting the Huntersville 2030 Community Plan, demographic (including population, household and employment) data was collected and analyzed to provide the necessary background for the Plan and its various components.

While the complete 2010 Census information was not available during the preparation of the Plan, that which was published has been incorporated where possible to reflect the latest available data.

In addition to the use of Census data, input gathered from the public through use of a “Resident Survey”, served to highlight the major issues to be addressed by the Plan, as well as providing the basis for many of the individual policy and action items found in the Plan.

2.2 Major Planning Issues

A number of major planning issues have influenced and guided preparation and organization of the Huntersville 2030 Community Plan. These issues are outlined below.

Population Growth

The issue that will have the single largest influence on the Town of Huntersville between now and 2030 is continued population growth. By 2030, the Town’s population is projected to grow anywhere from a low figure of 78,000 to as high as 100,000. The Town’s ability to accommodate this growth through the provision of public services such as roads, police, fire, parks, recreation and other municipal services will represent the greatest challenge over the next 20 years.

Changing Demographics

In 2010, the Town of Huntersville’s demographic makeup is a picture of contrasts. The number of Huntersville residents five and under, represent just over 8% of the total population, or approximately 4,000 residents.
For the U.S. this five and under age group stands at an average of just over 6%. The present and future impacts associated with this large number of residents will continue to be reflected in the demand for school (particularly elementary) facilities, along with parks and recreation services through 2030.

At the other end of the age spectrum, in 2010, the number of Huntersville residents age 65 and older stands at just under 7%, or 3,929 residents. This figure compares with a statewide average of approximately 13%. In 2030, projections for North Carolina show an increase in the population 65 and older to nearly 18%. While the percentage of Huntersville residents 65 and older is not likely to reach this level, it will certainly rise, resulting in an increase in the demand for senior services (e.g. activities, facilities and organizations), as well as for senior-friendly housing options, ranging from smaller, one-level housing units to age-restricted and congregate care facilities.

Residential/Non-residential Development

Based on all current projections, the residential and non-residential development boom of the last 20 years will continue in Huntersville through 2030. In 2030, the Town’s medium range population projection figure is 89,597.

In regard to future non-residential development, Huntersville’s proximity to Charlotte, location along the planned North Corridor commuter rail line and I-485 outer loop, together with an ample supply of land for office, industrial and retail development, will continue to generate significant non-residential growth and development in the Town.

Transportation System

The projected increase in residential and non-residential growth and development through 2030 will produce associated traffic impacts and require a continued emphasis on long-range transportation planning and system development through 2030. The scarcity of public funding for new system development highlights the need for alternative funding mechanisms, such as public/private partnerships, in order to meet the ever-increasing travel demand needs of the public.

Multi-modal (i.e. roads, mass transit and non-motorized) transportation system development will be vital in responding to the transportation system needs of the next 20 years. The continued linkage of land use and transportation system development will also be vital to maintaining not only the economic vitality within the Town but also the quality of life enjoyed by residents.

Environment Protection/Preservation

Balancing the projected growth in Huntersville with the preservation of natural, cultural and historic environments will continue to be an important priority through the year 2030.

To date, Huntersville has adopted a number of environmental regulations to minimize growth related environmental impacts, including water quality, tree preservation and open space preservation. The Town has also been supportive of the creation of public nature preserves, conserved lands and park land, as well as the designation and protection of historic properties.
Sustainability

Perhaps the most far-reaching trend likely to affect and influence land use and transportation policies through 2030 is the sustainability movement. The most widely accepted definition of sustainability is “meeting the needs of the present without compromising the ability of future generations to meet their own needs”. Sustainability involves balancing the competing interests of environmental protection, social needs and economic prosperity. Sustainability has and will continue to influence the building and land development industry through the use of “Leadership in Energy & Environmental Design LEED” principles and practices. “Smart Growth” planning practices have also resulted in a movement away from the “sprawl” land use practices of the last 50 years, toward a mixed-use (i.e. residential, commercial and employment uses) in proximity to one another. Energy issues will also influence economic growth over the next 20 years. As Huntersville continues to grow as a community, so too will the need to address and plan for residents’ desire for cultural, recreational and social interaction and opportunities.

3.0 FUTURE GROWTH

Population growth in the Town of Huntersville is expected to continue to be strong through 2030. This anticipated growth will be reflected in both the formation of new households, as well as in the number of Huntersville residents who are employed.

3.1 Population Projections

Between 1960 and 2010, the Town of Huntersville has grown from a population of 1,004 to 46,773, representing an increase of 4,559%. The vast majority of this increase has occurred since 1990, when the Town’s population was 3,014 (see Figure I-1). Illustrative of this rapid growth is Figure I-2, which shows an area that developed in the late 1990’s. Given growth trends over the past 20 years, the Town’s proximity to Charlotte and regional projections, the Town anticipates that its population will continue to grow at a robust pace through 2030.

Figure I-2
Area developed since the late 1990’s

Methodology for Population Projections

Population projections for the Town have been prepared based upon three growth scenarios: low, medium and high, corresponding to the number of building permits issued since 2000 for single-family homes, and 1990 for multi-family units.

For each scenario, the population projections were generated by adding the projected population totals for single and multi-family units anticipated to be built by 2020 and 2030.
The 2020 and 2030 population projections are based on Census figures of 2.67 persons/household for single-family units and 2.18 persons/household for multi-family units.

The resulting population figures were then adjusted to reflect a 5% vacancy rate, once again based on the most recent U.S. Census data available. The low, medium and high population projections for Huntersville through 2030 are shown in Table I-1.

### Table I-1
**Population Projections 2020-2030**

<table>
<thead>
<tr>
<th>Growth Rate</th>
<th>2020</th>
<th>2030</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low</td>
<td>62,678</td>
<td>78,583</td>
</tr>
<tr>
<td>Medium</td>
<td>68,185</td>
<td>89,597</td>
</tr>
<tr>
<td>High</td>
<td>73,689</td>
<td>100,605</td>
</tr>
</tbody>
</table>

**Source:** Town of Huntersville

The Charlotte Mecklenburg-Union Metropolitan Planning Organization (MUMPO) prepares regional growth population projections for its planning jurisdiction, which includes all of Mecklenburg County. The most recent MUMPO figures project Huntersville’s population will be 85,400 in 2025 and 109,100 in 2035. Based on the midpoint between these two numbers, the MUMPO projection for Huntersville in 2030 would yield a figure of 97,250. This figure falls between the Town’s medium and high range projections.

### 3.2 Households

The 2010 Census for Huntersville shows a total of 18,477 housing units. By 2020, the Town projects 26,637 total housing units and by 2030, 34,797, based on a medium growth scenario. MUMPO (utilizing a midpoint between 2025 and 2035 figures) projects a total of 35,850 housing units by 2030.

### 3.3 Employment

According to 2009 U.S. Census figures, the total number of Huntersville residents in the labor force was 23,371.

Based on data generated by MUMPO, projections show a steady increase in employment for Huntersville residents over the next 20 years, with a 2030 total of 42,650.

### 4.0 FOCUS AREAS

The Huntersville 2030 Community Plan includes six Focus Areas (*Housing, Environment, Transportation, Economic and Commercial Development, Downtown, Public Facilities*) that address areas of critical importance to the Town’s development over the next 20 years. A Vision Statement for the entire Plan is complemented by specific vision statements for each of the Focus Areas. These vision statements are outlined below.
4.1 Housing

In 2030, Huntersville will have a variety of housing options with higher intensity residential development and redevelopment generally focused within 2 miles of the I-77/NC-115 corridor (area 2, Map 1-4) and lower intensity residential in the east and west areas of Town (area 1 & 3, Map 1-4) and in mixed use village nodes at important crossroads.

Residential uses should be located in close proximity to commercial services and employment opportunities and be accessible by a connected street network offering auto, pedestrian, bicycle and mass-transit mobility options.

Map 1-4
Future Land Use

4.2 Environment

In 2030, the Town of Huntersville will be a community that continues to place a high value on the preservation and enhancement of the natural environment, as well as its scenic and cultural assets, through the adoption and implementation of progressive land use and transportation policies.

The use of renewable and alternative energy sources (e.g. solar and wind) will be encouraged, together with “green building,” “green neighborhood” and Low Energy Environmental Design (L.E.E.D) technologies and practices, to reduce environmental impacts and dependence on non-renewable resources.
New growth and development will be directed away from environmentally sensitive and protected areas and toward those areas which can accommodate development, resulting in an environmentally, economically and socially sustainable land use pattern.

4.3 Transportation

In 2030, the Town of Huntersville envisions a transportation system that supports the multi-modal travel demand of its residents, while reinforcing a sustainable land use pattern that focuses higher intensity development generally within two miles of I-77 and at identified mixed-use village centers. Vehicles (including mass transit), pedestrians and bicyclists will be accommodated within an integrated transportation system that provides connectivity between commercial and residential uses.

Transportation policies will support these goals and include a prioritized capital improvement program for both the maintenance of existing travel routes and the development of new ones. Finally, the transportation system will incorporate appropriate landscaping, lighting and pedestrian safety features to reinforce and complement the Town’s desired land use development pattern.

4.4 Economic and Commercial Development

In 2030, Huntersville will have a diverse and sustainable economic base built upon:

1. A commitment to help expand existing business and industry.
2. A proactive search for opportunities and encouragement of investment by new business and industry.
3. A spirit of cooperation between business, government, schools and the community.

In 2030, commercial development in Huntersville will exemplify the highest possible integration of land use and transportation planning. Commercial development will follow a “mixed-use” center land use pattern that, to the greatest extent possible, meets the demand for a variety of commercial services at identifiable nodes and centers.

Commercial development will reflect the highest quality architectural standards, consistent with the surrounding built and natural environment, and be located in areas where adequate public infrastructure exists to support this development.

Commercial development will be designed and function in the framework of a multi-modal integrated street network, minimizing traffic impacts and promoting a sustainable land use pattern.

4.5 Downtown

In 2030 Huntersville’s Downtown will be a thriving, mixed-use town center with a variety of housing types (single-family, townhomes, live-work, and apartments), retail establishments, restaurants, offices, civic and recreational uses.
The historic character of Downtown Huntersville will be preserved and enhanced through the integration of new with existing development, reflecting the highest quality architecture, resulting in a revitalized downtown that is uniquely Huntersville. The Downtown street grid will be characterized by a well-connected network accommodating all modes of transportation (vehicular, pedestrian and non-motorized), including bus public transit and trains.

The streetscape and public spaces will include attractive lighting, street trees and well-designed signage providing a safe, pleasant experience for visitors and residents alike. Public events, outdoor markets and art displays will activate the Downtown, creating a true “destination” and focal point for the Town of Huntersville.

4.6 Public Facilities
Public facilities are the most visible representation of the municipal “infrastructure/services” offered by the Town. Public facilities include those police, fire, parks & recreation, public works, municipal buildings and properties that are built and maintained through local tax revenue and dedicated to meet the public demand for such facilities. In 2030, the Town will continue to provide and maintain those public facilities required to offer residents and property owners the highest possible level and quality of municipal services, consistent with progressive government practices and sound fiscal policy.

5.0 FUTURE LAND USE
The future land use pattern for the Town of Huntersville is intended to reinforce the historical pattern in place since 1996. A continuation of this historical land use pattern will ensure that the Town’s future growth occurs in a manner consistent with the Town’s land development philosophy and the Huntersville 2030 Community Plan Vision Statement.

5.1 Land Use Pattern
Since 1996, the land use pattern in the Town of Huntersville has been based upon a policy which focuses higher intensity development generally within two miles of the I-77/NC-115 corridor (see Map I-4), with lower intensity development east and west of this corridor. This land use pattern has been guided and reinforced by the “Map of Zoning Districts” (see Map I-5), which allows for a mixture of uses within this “core” development area, including no density limits within the “Neighborhood Residential (NR)” zoning district, and the rezoning of approximately 1,000 acres for future non-residential development (see Map ED-1). The future land use pattern for the Town will continue to follow the pattern established in 1996, with further refinement through the use of “Small Area Plans (SAPs)” and conditional district rezoning.
5.2 Small Area Plans

**Current policy/requirements for Small Area Plans (SAPs)**

The basis for preparation of SAPs is clearly reflected in the previously noted excerpts from the Zoning Ordinance and Community Plan. However, other than acknowledging the need for SAPs, there are no specific requirements pertaining to their preparation.

**Most recently, the Town has undertaken several major SAPs (see Map I-2), in anticipation of significant rezoning applications or to guide either the development (e.g. Downtown) or redevelopment (e.g. Exit 25 interchange) of significant nodes or commercial centers.**
There are essentially four major types of SAPS that may be undertaken:

- **New Development** (i.e. “Greenfield” sites)
- **Redevelopment** (i.e. “Greyfield” or “Brownfield” sites)
- **Corridor Plans** (e.g. Existing commercial areas & scenic roads)
- **Site Specific** (e.g. Transit Station Area)

As part of the Community Plan vision process, several potential locations for future SAPs were identified (see Map I-6). These locations include:

1. NC 73/115 to Prosperity Church Road
2. Eastfield/Alexanderana/Asbury Chapel Road
3. NC 115 – Verhoeff Bridge
4. Eastfield/Prosperity Church Road
Conditions for Small Area Plans

Small Area Plans are typically prepared either in anticipation of development or to establish long-range land use and transportation policy guidelines for a particular area of Town. It is therefore both necessary and useful to identify the circumstances under which consideration should be given to the preparation of a SAP. These circumstances may include (but not be limited to) the following:

- Proposed Rezonings (conditional or standard)
- Prior to Significant Development or Redevelopment Proposals in an area without a SAP
- Where Development is anticipated and no SAP exists
- At the intersection of two or more thoroughfares
- In response to an identified Community need

Role of SAPs in Land Development & Transportation

SAPs serve a valuable role in guiding land development and transportation system planning. SAPs should therefore provide the basis for public decision-making related to either current or future development or redevelopment proposals, as well as transportation system development.

Adoption & Updates

In order to remain relevant, small area plans adopted by Huntersville should be updated (or replaced) on a regular basis, or as warranted. At a minimum, it is recommended that each adopted small area plan be reviewed by the Planning Board within seven years of the plan’s adoption date.

6.0 POLICIES AND ACTION ITEMS

Policy I-1: Long-Range Plan Review

Long-range plans should be reviewed by staff, Planning Board and Board of Commissioners within seven years of adoption to stay relevant.

Policy I-2: Small Area Plans

Prepare small area plans as warranted, particularly for areas that will be undergoing changes in the future, such as road improvements or sewer extensions.

Action I-2.1: Prepare Small Area Plans

Consider preparing small area plans for the following areas:
- NC 73 to Prosperity Church Road
- Eastfield/Alexanderana/Asbury Chapel Road
- NC 115 – Verhoeff Bridge
- Eastfield/Prosperity Church Road