

Statesville

Downtown & NC 115

Streetscape/Land Use Master Plan

August 2009



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EXECUTIVE SUMMARY

In order to enhance the economic vitality as well as the visitor experience of downtown, the City of Statesville and Downtown Statesville Development Corporation (DSDC) has undertaken an effort to prepare the Statesville Downtown & NC-115 Streetscape/Land Use Master Plan. The purpose of this undertaking was to maintain and enhance the aesthetic appeal, access and impact of the historic downtown core and facilitate the redevelopment of the NC-115 corridor.

The consulting team assisted the City of Statesville and Downtown Statesville Development Corporation in developing a master plan for the central downtown area and the NC-115 corridor to serve as a guide for future policy and investment decisions as well as detailed planning and design initiatives. The plan provides the necessary vision for directing growth, resources and investments.

The plan development process for the Statesville Downtown & NC-115 Streetscape/Land Use Master Plan was developed over approximately nine months. The process involved phases that consisted of an inventory and analysis of information; meeting with city representatives and others involved in the planning process; facilitation of community meetings; preparing alternative plans; based on this collective information and input, preparing and finalizing the plan; and developing implementation strategies. Research and public participation were vital to the success of the planning process.

The process resulted in a recommended land use plan concept and schematic plans that includes streetscape design illustrations. Plans and illustrations reflected a set of guiding principles set early in the planning process and how they are to be achieved through implementation.

The Master Plan

The plan describes a vision that continues and builds upon the best attributes of Statesville, both past and present, for a more vibrant future. The plan seeks to make Statesville “the best city it can be” by taking advantage of its existing fabric and strengthening it.

The downtown is envisioned to be the primary destination in Statesville with a main street core retail area. The retail in downtown should be of primary importance to support the needs of the surrounding community. Adjacent to the core retail area are a variety of uses that allow a “live/work/play” downtown that embraces the history and diversity of the area. The NC-115 corridor is to become an attractive corridor that is recognized as one of the primary gateways into the core retail area in downtown. Uses along NC-115 and other connecting corridors should not provide competition for the downtown experience that includes shopping, dining and an urban living experience.

Use of the Plan

In contrast to regulatory tools such as zoning, this plan is only to be used as a long range planning document to provide general policy guidance. This is similar to how the adopted City of Statesville Land Development Plan is currently used by the City staff. This plan becomes a companion document to the Land Development Plan.

The Downtown Statesville Development Corporation will use the plan as a tool for recruiting private investment in downtown and has an important role in facilitating the implementation of the plan.

However, it will take the initiative of elected and appointed officials, City staff and proponents of downtown and the NC-115 corridor to achieve the vision set forth herein.

ORGANIZATION OF THIS REPORT

The following report for the Statesville Downtown & NC-115 Streetscape/Land Use Master Plan is presented with three chapters and includes:

Chapter 1: Introduction provides a background of this effort along with guiding principles, set early in the planning process with input from the Advisory Committee and the community. The guiding principles were established to serve as a roadmap to follow throughout the planning process.

Chapter 2: Description of Plan includes a description of the plan itself. This description provides more detail in terms of various elements of the plan: land use, circulation and parking, urban design and streetscape, natural features, open space, parks and recreation.

Chapter 3: Recommendations and Implementation Strategies describes in detail the results of the plan process in the form of specific recommendations and implementation strategies for the plan formulated by the consultant team at the conclusion of the plan process.

Terminology is intended to be a helpful reference for the reader of the report and appendices found at the end of this report.

Appendices found at the end of the report include supporting documentation prepared during the process.

Maps & Exhibits are provided as a reference and accompany recommendations and implementation strategies in Chapter 3 and in the appendices.

CHAPTER 1: INTRODUCTION

1.1 Context

Location

The City of Statesville is located in Iredell County approximately 38 miles north of Charlotte, North Carolina, in the foothills of the Blue Ridge Mountains as shown on the Context Map (Figure 01). Statesville is well positioned with easy access to both Charlotte and Winston-Salem, as it is located at the intersection of Interstates 40 and 77. In addition, Statesville is less than one hour from the Blue Ridge Mountains.

History

Statesville is one of the oldest communities in North Carolina, established in 1789. In 1790, the first courthouse was built next to the Fourth Creek Presbyterian Meeting House on an area that many now refer to as "The Square." The lots around the courthouse were soon sold at a public auction for other businesses, thus, beginning downtown Statesville. The site picked for Statesville was in the midst of a settlement of Scotch Irish Presbyterians who had moved to the area 30 to 40 years earlier. Some two miles north of Statesville was Fort Dobbs which was built to defend the forefront of the colonies from 1756 to about 1764. It was considered to be the center of the district of the Revolutionary War. Statesville was later incorporated as a city in 1847 and it is the county seat of Iredell County.

The first railroad reached Statesville in 1858. The railroad brought Statesville's greatest growth period from the 1860's to the 1930's. Industries around the turn of the century were based around three primary products: herbs, tobacco and liquor. The Wallace Herbarium on Meeting Street was one of the largest in the world and shipped processed herbs all over the globe.

Like many downtown main streets in the US, the downtown in Statesville has suffered decline due to rapid suburban growth in the past half century, the City of Statesville itself has experienced decline. In the early 1980s, the community began participating in the Main Street Program. Since then, Statesville has since encouraged downtown economic development within the context of historic preservation. Despite these efforts, the area has yet to reach its full market and economic potential according to the CBD & NC-115 Corridor Plan completed in 2007. The vacancy rate for building space in the CBD represents 10.4% of total space. The NC-115 portion of the study area has a vacancy rate of 14%. Formidable challenges limit potential for the NC-115 corridor including the presence of blighted properties, marginal retail, auto service uses and inherent social problems in adjacent neighborhoods. The area has an aging housing stock and buildings, and has experienced minimal public investment over the last 20 years.

Despite certain challenges, there is cause for optimism. At present, in addition to boasting a high quality of life, Iredell County is seen as not only a formidable economic driver in the Charlotte region but also in all of North Carolina. Downtown has seen a recent trend of resurgence of investment in its downtown. Several developers and business owners are refurbishing numerous properties in downtown Statesville. Additional business growth and property investment is anticipated in the next five to 10 years. Combined, these changes will continue to influence the vitality of the city “from the inside out.”

Statesville is currently about 20.6 square miles, and the downtown is approximately 0.31 square miles in size. The City of Statesville has reached a population of approximately 26,000 (2007) according to the US Census Bureau. Within a mile radius of the downtown core are an estimated 6,000 households.

1.2 Study Area

The study area encompasses the downtown as well as the NC-115 corridor and covers an area of approximately 322 acres. The study area includes the downtown commercial core bisected by NC-115 (Center Street) and US 21, Bus 70 (Front Street). Included are portions of surrounding residential neighborhoods.

The downtown core is 0.31 square miles and comprises only a portion of the City of Statesville, as shown in Context Map (Figure 01). Downtown is a vibrant and diverse area home to government, retail, residential, educational, financial, arts/culture, lodging, entertainment, religious and dining uses. It is the heart of the community where many events are held throughout the year including festivals and farmers markets.

The portion of the study area covering the NC-115 corridor extends south approximately 1 mile from downtown. The NC-115 corridor is predominantly commercial in use and consists of office, retail and industrial uses. In contrast to downtown, the corridor lacks stability and is unattractive in appearance given the presence of blighted properties and declining commercial buildings and certain uses that detract such as auto service uses.

1.3 Purpose of the Statesville Downtown & NC-115 Streetscape/Land Use Master Plan

In order to enhance the economic vitality as well as the visitor experience of downtown, the City of Statesville and Downtown Statesville Development Corporation (DSDC) has undertaken an effort to prepare the Statesville Downtown & NC-115 Streetscape/Land Use Master Plan. The purpose of this undertaking was to maintain and enhance the aesthetic appeal, access and impact of the historic downtown core and facilitate the redevelopment of the NC-115 corridor.

DSDC's mission is to "maintain and develop Downtown Statesville as the cultural, economic, social, and historic center of the community." Its goal is to create an environment which fosters the redevelopment of Downtown Statesville's central business district and serve as a catalyst for private development and public partnerships.

The consulting team assisted the city and DSDC in developing a master plan for the central downtown area and the NC-115 corridor to serve as a guide for future policy and investment decisions as well as detailed planning and design initiatives. The plan provides the necessary vision for directing growth, resources and investments.

1.4 Guiding Principles

Below are the guiding principles, which are consistent with DSDC mission and were set early in the planning process with input from the Advisory Committee and the community. They describe in more detail the objectives of the Statesville Downtown & NC-115 Streetscape/Land Use Master Plan. The plan and the supporting recommendations were developed in accordance with these principles.

- Enhance economic vitality through land use, design and marketing.
- Support existing viable businesses and other uses that complement the vision for the study area. Encourage incremental development and redevelopment that adds to and enhances the current uses.
- Create a new development pattern that is complementary to the existing historic character and fabric.
- Establish a balanced transportation system that supports access, safety and vitality for all users.
- Allow the downtown to function as the primary destination.
- Enliven NC-115 corridor as an important gateway into downtown.
- Embrace the interdependency of the downtown and NC-115 corridor with their adjacent neighborhoods to foster overall success.

Chapter 2: Description of Plan

2.1 Overview

The Statesville Downtown & NC-115 Streetscape/Land Use Master Plan was created in response to continued dialogue around issues and opportunities identified by the Advisory Committee and the community. Early in the plan process, a community meeting was organized and input gathered around various elements of the plan further described in this section. This dialogue culminated in a two-day design workshop where plans were developed for each plan element. Plans developed during the workshop were reviewed by the Advisory Committee, elected officials and the public at a second community meeting held in conjunction with the two-day design workshop. A more detailed description of the process to develop the plan is found in the Appendices. Together, the resulting plan comprises the vision for the future of downtown and the NC-115 corridor.

The consulting team, working with the Advisory Committee and city staff, developed a thorough understanding of existing conditions through a review of information collected through prior planning efforts and additional documentation during this process including extensive mapping. Issues and opportunities had been carefully documented by the consulting team and confirmed during the plan process (see Maps and Exhibits at the end of this report in Appendix A-2: Existing Conditions).

The plan describes a vision that continues and builds upon the best attributes of Statesville, both past and present, for a more vibrant future. The plan seeks to make Statesville “the best city it can be” by taking advantage of its existing fabric and strengthening it. The downtown is envisioned to be the primary destination in Statesville with a main street core retail area. The retail in downtown should be of primary importance to support the needs of the surrounding community. Adjacent to the core retail area are a variety of uses that allow a “live/work/play” downtown that embraces the history and diversity of the area. The NC-115 corridor is to become an attractive corridor that is recognized as one of the primary gateways into the core retail area in downtown. Uses along NC-115 and other connecting corridors should not provide competition for the downtown experience that includes shopping, dining and an urban living experience.

In addition to land use, the vision is intended to guide physical improvements suggested by the plan, including significant redevelopment along the NC-115 corridor. Other areas where redevelopment opportunities exist are identified. Streetscape improvements targeting a variety of areas, thereby enhancing the public realm, is a key emphasis of this plan.

The following sections describe the plan in more detail in terms of various elements of the plan.

2.2 Land Use

According to the CBD & NC-115 Corridor Plan completed in 2007, the central business district (CBD) contains approximately 1.5 million square feet of building space primarily consisting of office, retail and industrial space (970,000 sf). Much of this space is made up of office uses (435,000 sf) including financial services, attorneys and insurance companies. Also included are city and county offices. Retail, restaurant and services total 384,000 square feet (25% of CBD space). Religious, educational and government uses represent almost 21% of the total CBD square footage.

The NC-115 corridor contains more than 189,000 square feet of office, retail and industrial space. General retail has the highest share of space and automotive retail the second highest.

The plan recognizes existing land uses that are intended to continue, including those structures that contribute to the historic character and fabric. The plan also encourages incremental development and redevelopment that adds to and enhances existing land uses. To strengthen economic health of the downtown and the NC-115 corridor it is imperative to promote a diverse mix of uses and activities throughout study area. This should include a mix of retail, office, institutional, residential, dining, entertainment and public open space. It is the existence of the mix of uses that provides economic stability through creating a community that is alive at all hours creating a healthy environment to live, work and play. With the dominance of one use over the other, the safety and vitality of the community diminishes.

The plan organizes new land uses by a set of eight districts. Districts are defined areas that emphasize a special or unique purpose within Statesville. Typically, each has a unique character. Districts can represent previously established areas to be built upon or strengthened. Others represent a future condition that Statesville strives to achieve. Refer to Proposed District Map (Figure 15) and see additional description of each below.

The Proposed Land Use Plan (Figure 11) designates future land use of parcels within the study area among a set of proposed categories shown on this map. Land uses should be considered in the context of the districts and the character envisioned.

Below is a general description of each land use category. Following this general description is a section describing the eight proposed districts, including intended uses, the relationships between each, and how they reinforce the intended character of each district.

Residential Land Use

The Residential land use designation is comprised of established detached residential neighborhoods and, in certain cases, provides for new attached residential uses. Attached residential can serve in a variety of types and price ranges (townhouse, condo, apartment, live/work). These forms of residential provide choices for additional living opportunities that are walkable and highly accessible to the downtown core, a desire expressed to the consulting team during the community meetings. This pattern of growth promotes a balanced transportation system that supports access, safety and vitality for all users.

Attached residential neighborhoods in proposed Residential and Mixed Use land use categories (MU-A, MU-B, MU-C), further described below, may range from 8-40 units per acre. Buildings are envisioned to be 2-3 stories in height. A 2002 Lincoln Institute study of multi-family neighborhoods, consisting of 2-3 story structures, yielded a similar density range. The study included older urban neighborhoods with triple-deckers and walk-ups as well as contemporary condominiums.

Density alone does not describe much about the character of residential development. The plan contemplates additional standards to address new residential building typologies to ensure development is complementary with established historic neighborhoods.

Mixed Use Land Use

Many areas designated on the plan are envisioned for a mix of land uses. There are three such categories called for in the plan for Mixed Use development.

MU-A (mixed use type A) provides for a range of uses, although primarily encouraging ground floor retail. Office, hotel and attached residential are also allowed.

MU-B (mixed use type B) designation provides for office and attached residential uses. Limited retail and services and hotel are also allowed (i.e., occurs only in nodes typically at key intersections, storefront character). Most of the new attached residential, office and employment uses will take place within the MU-B designated area. This will include rehabilitation, adaptive reuse and some redevelopment of existing commercial uses and some remaining industrial uses within the downtown core. Many of these uses are within the area presently zoned CBP.

MU-C (mixed use type C) is a separate category intended to encourage arts, entertainment, office and retail uses, while allowing for attached residential uses as well.

Institutional/Office Land Use

City and county municipal and office functions are intended to continue and remain in the downtown core. Sites for future institutional and civic uses are also envisioned. Thus, the Institutional and Institutional/Office designations were created to provide for these uses. The Institutional designation includes areas that are predominantly used for institutional and civic uses, including established areas serving this purpose. The Institutional/Office designation recognizes that general office uses may predominate, but also allows for institutional and civic uses to be established.

Districts

Below is a description of eight proposed districts, including intended uses, the relationships between each, and how they reinforce the intended character of each district. The intention for these districts is to encourage the diversity of uses outlined in the proposed mixed use districts, while recognizing the advantage of clustering similar uses in specific areas and that complement the area's existing character.

North End. This district consists of mixed office and residential uses. Examples of residential uses include condos (vertically mixed above ground floor retail/office), townhome or multi-family residential. Limited retail and services and hotel are also allowed and should be oriented to Center St where a storefront character will be present. The district includes established institutional areas including the Iredell County Public Library. This district is well connected to downtown and adjacent neighborhoods and has a similar character. A potential catalyst redevelopment opportunity for mixed use (multi-story office and condos/multi-family) is envisioned west of Center St. and north of Water St. in this district.

Mixed Office & Residential. This district consists of mixed office and attached residential uses. Examples of residential uses include condos (vertically mixed above ground floor retail/office), townhome or multi-family residential. Live-work uses that include a mix office and residential uses would be encouraged in this area. Limited retail and services and hotel are also allowed in nodes typically at key intersections, with a storefront character. This district includes an established mix of office and residential areas. New buildings in downtown are to be oriented to Center St, E Broad St. and Front St. Mass, height and orientation of buildings to these frontages is important to create a pedestrian-friendly environment. Also, concentrating buildings to these frontages minimizes impacts to established residential neighborhoods. Stand alone attached residential buildings may also be oriented to these frontages and are allowed throughout the district. The district is urban in character, with building setbacks and façades that are scaled to the pedestrian. This district is intended to strengthen the vitality of the Downtown Retail District.

Downtown Retail District. This district consists of a wide mix of uses. The primary use shall consist of retail (ground floor). Office, hotel and attached residential are also allowed. Due to the presence of existing storefront buildings, the type of residential use is likely to include condos above existing ground floor retail/office. The district is the primary retail destination in downtown and has the most accommodations for pedestrian and walking. The district has a storefront façade character.

Restaurant Row District. This district consists of restaurants, retail and services. The district is contiguous with the Downtown Retail District and provides a connection between this district and Mitchell Community College. Accommodations for pedestrian and walking, restaurants with outdoor dining and college-oriented businesses are envisioned for this district. College-oriented businesses intended for this district may include casual dining restaurants with outdoor dining, bookstores, cafes (may be combined with bookstore) and similar uses. The district has a storefront façade character.

Arts District. This district consists of local arts, cultural and historical facilities and related uses. The district is oriented to the established arts and museum facilities along Meeting St. (the old jail) and flanking the Downtown Retail District. A cluster of museums and galleries is envisioned for the district along with multi-story office and residential uses. Examples of residential uses in the district include condos (vertically mixed above ground floor retail/office), townhome or multi-family residential. A potential consolidated facility for Iredell Museums may be considered for this area. Programs such as artist in residence or related programs including affordable opportunities for tenants is encouraged. Rehabilitation and adaptive reuse of existing buildings for museums and galleries and affordable housing options is encouraged. This district would allow for enhanced educational opportunities and events in downtown. For example, a facility similar to the Children's Museum & Play Space (Signal Hill Mall) would help provide an inviting atmosphere for children and families in downtown. The district is urban in character, with building setbacks and façades that are scaled to the pedestrian.

Arts and Entertainment District. This district serves multiple purposes and builds off of an already interesting blend of architecture, land uses and urban patterns unique from the rest of the study area. This district would consist of a strong east west connection with art studios, music venues, and funky restaurants lining the streets. Residential uses in the district would likely include condos above ground floor uses. These new land uses are intended to intermingle with the existing industrial and residential land uses and buildings in order to create a unique destination for the south downtown area. Rehabilitation and adaptive reuse of some existing buildings is intended in the long term to enliven this district and better connect adjacent underutilized blocks to Center Street and the Academy Hill historic residential area to the northwest. The district is interrelated to the Arts District to the north and connects through the historic residential area via north-south streets. This district would also serve to lessen

the divide between downtown and the Shelton Avenue corridor created by Garner Bagnol and the rail line. The unique blend of uses and existing buildings with infill development will foster a vibrant and lively destination that appeals to artists, students, a younger population and visitors alike.

The district is urban in character. Below are general descriptions of areas within this district:

- Portions of the existing mill site located at the terminus of Center Street can be adaptively reused for boutique shopping, dining, entertainment, farmer's market, offices and special events. An example is The Factory at Franklin located in Franklin, Tennessee.
- Storefront buildings on Western Avenue can be adaptively reused for retail uses such as shops, dining, a cultural center and art gallery. Additional residential uses can be integrated on site (above ground floor uses) and in the surrounding area (condo, townhome or multi-family).
- Sites along Center Street and to the west along Steele St. may include possible entertainment and retail uses such as live music venues, restaurants and pubs. A neighborhood theatre is another possibility. Established industrial uses can continue. If abandoned, some may be adaptively reused to accommodate office and art related uses (crafts, glass blowers, metal workers, potters and art studios). An example is Asheville's River District.
- The Historic Depot is a strategic site, owned by NCDOT, with long term potential for a passenger rail stop in Statesville. Consider adaptive reuse of the Historic Depot for office or municipal uses in the near term. Explore whether some higher use (24 hr use, open to public) can be provided. In the long term, provide for enhanced pedestrian connections between the Historic Depot and the Arts and Entertainment District via the underpass (NC-115) and/or a pedestrian bridge across the railroad north to the node at the terminus of Center St. Any new development proposals on this site should take into consideration a long term master plan for this site contemplating a passenger rail stop, plaza and related facilities.

South District. This district serves the adjacent neighborhoods with mixed use development, office and attached residential uses. This district is well connected to a proposed park and adjacent established residential neighborhoods. The district is urban in character, with building setbacks and façades that are scaled to the pedestrian. Below are general descriptions of areas within this district:

- Mixed use node (primarily multi-story office and residential-condos above, limited retail) near the intersection of Hwy 70 (Garner Bagnol Blvd) and NC-115
- Attached residential uses such as townhomes along west side frontage of NC-115, north of Raleigh Ave
- Linear park along east side of NC-115, recognizing the limited depth of properties between right-of-way and existing railroad

- Office uses along west side frontage of NC-115, south of Raleigh Ave Transition to attached residential (townhome) uses in proximity to existing residential neighborhoods
- Relocate existing police substation to the area designated within the Gateway District.

Gateway District. This district provides for mixed use, attached residential, civic and institutional uses including a new municipal services node. The mixed use area is different in composition than the Downtown Retail District, for example. Mixed use areas are more likely to have chain retailers and limited anchor retailers such as a grocery store. Multi-story office is expected in the mixed use area. West of NC-115, residential uses would likely include condos above ground floor uses. East of NC-115, residential uses would consist of condos transitioning to multi-family uses to the east. This district serves as a southern gateway to the corridor and downtown. The district is urban in character, with building setbacks and façades that are scaled to the pedestrian.

A mixed use area is to be provided as part of the redevelopment of the intersection of Amity Hill Rd. and NC-115. The redevelopment concept contemplates eventual transition of the existing Godfrey Lumber Company to attached residential use. The establishment of this area as a major industrial district does not meet the intent of the Gateway District. However, the concept was carefully designed to accommodate continued operation of the facility.

Municipal facilities including Fire and Police would establish a desired presence in this area, promote public safety and serve as a catalyst for the large scale redevelopment (mixed use including retail, office, attached residential) at the intersection of Amity Hill Rd. and NC-115.

It also serves as a major entryway from the new Larkin development and Interstate 77 to the downtown area. As Larkin continues to develop, and potentially 10,000 new residents move in, the importance of this corridor will increase. The current road configuration in this area prohibits redevelopment opportunities, and needs to be reconfigured to allow for parcel assemblage to create the mass that is needed to spur redevelopment in this area.

2.3 Circulation and Parking

A guiding principle for the study, set early in the process, was to establish a balanced transportation system that supports access, safety and vitality for all users. This required a unique approach going beyond the traditional transportation planning approach, which focuses solely on automobile users, to account for other ways to move people including bicycling and walking. The relationship between land use and transportation planning was also integral to the approach taken by the consulting team.

Roads

While downtown Statesville is built on an outstanding grid, some of the function inherent in this system's theoretical connectivity has been lost over time. Currently, many of the streets in downtown Statesville have more vehicular travel lanes than they need given the daily volumes they carry.

The design team spent substantial time developing a more consistent street hierarchy and network plan (Refer to Figure 12). This is valuable for a couple of reasons. Understanding the function or role of each street can help to influence its design. For example, knowing that Center and Broad streets are important mobility streets tell us that driveways (which are about access) should be avoided. On the other hand, streets like Meeting, Court and Tradd share an access and mobility function and can have appropriately designed driveways. The proposed cross-section designs (Refer to Figure 14) are consistent with this hierarchy and typology of streets.

In many cases, the intersections downtown are far too wide and give far too much priority to the movement of vehicles. While the movement of cars to, from and within downtown are and always will be important, accomodating of cars to the detriment of the pedestrian damagaes downtowns economically. Right turn lanes, which are often simply used to allow cars to keep moving quickly, should be used sparingly, if at all, in downtown Statesville. Every effort should be made to have narrow intersctions with tight (around 25') corner radii. This will create short crosswalks, safe sight lines and a healthy balance between cars and pedestrians. The intersections designs illustrated in the proposed cross-section designs use techniques such as lane narrowing and intersection bulbouts to shorten these crosswalks.

Sidewalks

Adequate sidewalk facilities are imperative to the economic well being of any downtown. Because they are denser than suburban settings, downtowns require people to park farther away and consolidate more trips on foot. This reliance on travel by foot means that a safe, comfortable, functional pedestrian environment is not a luxury, but a necessity for a downtown. The physical elements that create such an environment are space, buffering and shade. Space that is tailored to each block will consider the level of pedestrian traffic, the functional needs of buildings (door swing, sidewalk displays, etc.) and special elements such as café dining.

Bicycle Facilities

Bicycle facilities, like sidewalks, are an important component of a balanced transportation system. Bicycles provide an alternative form of transportation which effectively quadruples the speed and provides sixteen times the coverage area of walking. Early consideration in the community planning process and

effective facility design will promote the bicycle as a viable transportation mode in a balanced transportation system, but some opportunities for retrofitting have emerged from this process.

Parking

Currently, parking in downtown is free and virtually unconstrained regardless of its location or desirability. This creates parking shortages in some areas, wide empty and fast streets in other areas and general frustration for many users. The City should develop a management program consisting of a combination of fully enforced time restrictions and pricing of public parking to help influence user behavior.

Parking is a commodity like any other and is responsive to the laws of supply and demand. Parking in more desirable, convenient areas should be priced higher than in areas of lower demand. On street parking is usually the most convenient parking and should be priced at a level that keeps spaces about 85% occupied at peak times. It will likely require some trial and error to determine what the right price points are for each block to achieve this occupancy.

Proper on-street pricing creates some availability to attract people to downtown in the first place. It is important, though, if someone cannot quickly find an on street space, to have a reliable, well signed, convenient off-street location for parking the user can go to as a backup. There are currently some surface parking lots that could partially serve this function, but consideration of a parking deck to serve this role is recommended. However, any off-street parking should be consistent with downtown's urban design goals.

Off-street surface parking can be detrimental to urban environments in a number of regards. When it is adjacent to the street, it degrades the quality of the pedestrian experience, it can necessitate the insertion of driveways in inappropriate locations, and it is a low-revenue use from a tax perspective, putting a greater burden on residential tax payers. As downtown begins to redevelop, the City should develop policies to replace surface parking with structure parking in a systematic way in partnership with private development. At some point tools such as assessing whether surface parking can be taxed at higher rates, in line with other retail uses, might be a way to encourage development on the sites of surface lots.

The City's parking management strategy should have some core goals:

- Ensure that parking is convenient for priority uses (deliveries, customers and short errands)
- Increase enforcement of regulations, particularly during busy periods
- Reduce on-street time limits where needed to increase turnover
- Encourage businesses to share parking
- Develop special regulations for disabled access, delivery and loading areas, etc.

- Implement a residential parking permit program if needed to address spillover problems
- Develop signs and maps showing motorists where they may park
- Have an overflow parking plan for occasionally special events that attract large crowds

Pricing:

- Adjust rates as needed to maintain optional utilization (i.e., 85% peak occupancy)
- Structure rates to favor short-term uses in core areas and longer-term parkers to shift to other locations
- Provide special rates to serve appropriate uses, such as for evening and weekend events

2.4 Urban Design and Streetscape

The most inspiring places in the world are found to be those with a tradition of great urban design. Many of these places are rooted in their heritage or deep history. Statesville has a distinct heritage, and has been able to retain the best attributes that contribute to its image through a preservation-minded approach toward infill and redevelopment. The plan attempts to build on these successes. One guiding principle is to create a new development pattern that is complementary to the existing historic character and fabric. Another guiding principle is to enliven the NC-115 corridor as an important gateway into downtown.

Built Environment and Scale

Form, placement, scale, proportion, architectural style and materials define the overall character of built form. The plan provides guidance on the desired form and placement of buildings through Illustrative Sub Area Plans (Figures 20-23) prepared for key portions of the study area.

In areas where desired new development is envisioned to take place, including the NC-115 corridor, equal or greater emphasis should be given to the character as envisioned for new development.

Streetscape

Promoting a strong relationship between areas within the public realm (streets, sidewalks, trails) and private property is a major focus of the streetscape improvement recommendations in this report. The City of Statesville and DSDC have recognized the link between high quality streetscape as an incentive to private investment. Other benefits recognized include a cohesive and strong visual environment and enhanced visitor experience. Thus, streetscape improvements have been made a primary focus of the master plan.

These improvements relate to sidewalks, street trees, lighting, street furniture, and landscape improvements that will provide a consistent and distinct character to key streets. Each streetscape design shall relate to the character envisioned for each district area, the intended function the street and the proposed land use.

1) Commercial Main Street - Broad Street and Center Street

These streetscapes function as the primary retail streets, and will appropriately need the highest level of design and detail that will create an environment that would encourage pedestrians to shop, stroll and linger downtown. These streets must be safe, clean, well lit, with easy parking access- well signed, and distinctive and beautiful. Pedestrian comfort should be given priority on these streets with sufficient shade in the summer. North Center Street streetscape functions more as a secondary retail street.

2) Commercial Collector Streets - Meeting Street and Front Street

Meeting and Front Street function as secondary retail streets and should be distinct from the primary streets in that there needs to be less detail in the paving, less width in the sidewalk dimension, and greater spacing of benches and trash receptacles.

3) Urban Avenue Vehicular/Image Streets- NC-115/Shelton Avenue

NC-115/Shelton Avenue is an important vehicular image street that serves as a gateway announcing arrival to the downtown to vehicular traffic. These streets should have clear signage, attractive landscaping and screening of parking lots and storage areas, and gateway elements such as welcome signs and art work. It is not necessary to have the same level of detail as the pedestrian streets; using a continuous grassed planting strip and continuous concrete sidewalk are appropriate.

The NC-115 corridor is a key entryway into the heart of downtown Statesville. Currently its appearance serves to interfere with creating a positive impression of the downtown. This plan recommends priority is given to this corridor for streetscape improvements to bring about an attractive tree-lined entryway into downtown.

4) Residential Streets

Significant historical neighborhoods surrounding the downtown area need to be well connected to encourage area residents to walk to downtown and encourage visitors to explore the historic neighborhoods. This plan recommends a minimum 5 foot planting strip with shade trees and 5 foot sidewalk.

Street trees are the key streetscape amenity in any downtown area. In the North Carolina climate, the shade they provide in the summer is critical to helping to provide a comfortable experience for the public. Street trees can be used to help create the unique identity of each individual street type, which is the goal in the street tree recommendations.

Streetscape recommendations are further described in Chapter 3 and are depicted on Existing & Proposed Cross-Sections, Streetscape & Site Furnishings (Figure 14). Illustrative Sub Area Plans (Figures 20-23) further depict streetscape for key portions of the study area.

Statesville Character, Cultural and Historic Resources

Elements important toward defining community character include significant cultural and historic resources. These important resources allow individual citizens to reflect on their community history and gain a better understanding of past achievements and values as the citizens of Statesville move into the future. Also, these resources help define a place with elements unique to a specific area's heritage, thus providing inherent stability in that place.

Statesville has assembled an impressive collection of historic structures that define what makes it unique. Four primarily residential historic districts together include more than 400 buildings. All are also listed in the National Register of Historic Places, a separate program that recognizes properties of cultural significance. Although not locally designated, Statesville's commercial downtown district is also listed in the National Register. Most of downtown was built around the turn of the century with most buildings dating from 1860 to 1930.

Using the historic patterns and materials throughout the public realm of the study area is a key recommendation of this plan.

Gateways

Gateways are critical signs or landmarks that identify places of transition that foster a sense of arrival and contribute to the character of an area. Improving the experience of coming into downtown Statesville from any of the major corridors was identified as a major issue at the beginning of the project. One of the guiding principles of the plan is to enliven the NC-115 corridor as an important gateway into downtown. Below are the key gateway opportunities identified in this plan:

- East Broad Street (multiple locations)
- West Broad Street (edge of Mitchell Committee College campus)
- Center Street (Stockton Street, Garfield Street)
- NC-115 (railroad underpass, Garner Bagnal, Amity Hill Road)

Secondary gateways identified include:

- East and West Front Street
- Davie Street

2.5 Natural Features, Open Space, Parks and Recreation

A critical element of any downtown is the number, location and types of public spaces. Public spaces include elements that provide necessary linkages between publicly accessible destinations within and outside of downtown. The Proposed Open Space, Bike & Pedestrian Linkages Map, shown on Figure 13, recommends enhancements to the existing public and open space framework. One guiding principle is to establish a balanced transportation system that supports access, safety and vitality for all users. Through a variety of parks, greenways and on-and off-street trail experiences, the plan seeks to enhance and diversify the options a user has to engage in outdoor public spaces in downtown and the NC-115 corridor.

Parks

Most of the park facilities are located outside the downtown core. Pecan Park represents the only public park space in the study area. The plan includes enhancements to Pecan Park to better connect it physically and visually to Center Street and Water Street. The park is presently underutilized and requires reconfiguration and improvements to be functional and accessible to the public.

The plan suggests the creation of a downtown park within the urban context at the southwest corner of Center and Bell Street. This new park is located on a site with environmental constraints, making redevelopment a challenge. However, the new park is strategically positioned to provide connections both east and west to a proposed greenway. The site takes advantage of one of the few remaining areas within the downtown core for this type of park facility. It is envisioned that this park provide passive recreation amenities, such as walking trails with creekside paths, display gardens, benches, open lawn area and possibly natural areas for water quality improvement.

Additional pocket parks are also recommended in the study area to enhance recreation opportunities for visitors, children and families and to create a hospitable environment in downtown.

New public parks are envisioned at strategic locations along the NC-115 corridor to provide recreational experiences within walking distance of established neighborhoods. The new park at three quadrants of the intersection of NC-115 and Garner Bagnal Boulevard represents a significant gateway park component. This is primarily comprised of public right-of-way for the improved intersection. It is envisioned this park be designed as a gateway and linear expression along NC-115 to embrace the historic character of Statesville, while conforming to NCDOT regulatory standards.

It was suggested during community meetings the NC-115 corridor portion of the study area does not have a destination for citizens of Statesville. Instead, the public traverses this corridor from other places in Statesville with little if any reason to stop. In order to serve the need for a destination for the surrounding community with added benefits of catalyzing community revitalization, a new linear park is recommended. This park utilizes the shallow depth of properties along the east side of NC-115 that prohibit redevelopment, with a linear walking and bike trail that connects to the larger Statesville Greenway system.

Other recommended park sites depicted in the plan include:

- South side of East Broad Street between Cooper and Center
- Public parking lot on south side of West Broad
- South Meeting Street at northwest corner of Front Street
- Eastside of South Green Street including vacant parcels to South Tradd Street
- Neighborhood connection off of Reynolda Drive
- Along Creek at South Green Street
- Cemetery on South Green Street

Plazas

Plazas are smaller open spaces that are generally extensions of public and private buildings, with an urban character comprising more hardscape than landscape material. Plazas are recommended in key areas within districts including:

- At the intersection of Broad and Center Street- “The Square”
- Renovated and improved Courthouse Plaza
- Civic Center
- Alley/Plazas- Landmark Alley, off of South Meeting Street by the Iredell Museum, off of West Broad Street between the Spot and HFMI Properties, off of West Broad Street connecting to Landmark Alley, alley connecting Cooper to Tradd between Broad Street and Front Street.
- Historic Depot redevelopment site
- Mixed use node near the intersection of Hwy 70 (Garner Bagnal Blvd) and NC-115
- Office uses along west side frontage of NC-115, south of Raleigh Avenue
- Municipal services node at northwest corner of intersection of Whites Mill Rd and NC-115
- Large scale mixed use redevelopment at the intersection of Amity Hill Rd. and NC-115

Greenways

Greenways offer significant connections between destinations for pedestrians and bicyclist as well as a much desired recreational amenity to their communities. The City of Statesville already has identified key greenways in their Greenway

Master Plan. We recommend using this already planned system and extending it to create a green loop around Statesville. In addition to the greenway loop, strategic north/south and east/west secondary connections which link Statesville's communities and open spaces are also recommended.

Additional bicycle and pedestrian connections are an important part of achieving a balanced transportation network. New on- and off-street greenway connections, which consist of multiuse trail facilities, were considered enhancements of ongoing efforts and successes achieved by the Statesville Recreation and Parks Department and the community. Community input emphasized the desire to create connections between destinations within downtown and NC-115.

Stormwater Management

As redevelopment takes place, the City of Statesville should consider embracing environmental responsibility above and beyond existing regulations. Several public open spaces identified in the master plan can provide a multifunctional use as park or greenway, as well as the location for Best Management Practices (BMP's - areas designed to improve water quality).

Chapter 3: Recommendations & Implementation Strategies

This section details specific recommendations and implementation strategies for the Statesville Downtown & NC-115 Streetscape/Land Use Master Plan formulated with assistance from the consulting team at the conclusion of the planning process. Implementation of the plan in accordance with the specific recommendations and implementation strategies is key to realizing the community vision. It will take the initiative of elected and appointed officials, city staff and proponents of downtown and the NC-115 corridor to achieve the vision set forth herein. A collective advocacy and support of community leaders for the plan and its recommendations is necessary to bring the vision to reality.

3.1 General

The following recommendations are general and are not related to specific plan elements. They are important to the implementation of the overall plan.

Recommendation 1: Define role of Downtown Statesville Development Corporation facilitating the implementation of the Statesville Downtown & NC-115 Streetscape/Land Use Master Plan. Distinguish the role of DSDC efforts in downtown from the City of Statesville in implementation, such as for the NC-115 portion of the study area.

Strategy 1: DSDC should support existing viable businesses and residential uses along with continued economic development efforts through marketing and promoting of downtown Statesville, using the plan as a tool for recruiting private investment in downtown.

Strategy 2: The City of Statesville should track progress on the implementation of the Statesville Downtown & NC-115 Streetscape/Land Use Master Plan and report findings on an annual basis.

Strategy 3: DSDC should support the implementation of the plan by supporting the City of Statesville on development decisions and investment.

Recommendation 2: As an extension of the Statesville Downtown & NC-115 Streetscape/Land Use Master Plan, consider “branding” downtown Statesville and then marketing as a way to define its function in the region and state and to support and reinforce the vision for the City of Statesville.

Strategy 1: Develop and implement a strategic branding and marketing plan. Examples of effective branding strategies include those executed by Salisbury and Durham as outlined in Appendix A-3 Precedents Study. This

plan may be developed and administered by the City of Statesville with the assistance of the Downtown Statesville Development Corporation.

Strategy 2: The Downtown Statesville Development Corporation should use its experience in planning and organizing events to expand to larger events and festivals, building on Statesville’s diverse population. For example, the Friday after Five Summer Concert Series has been a successful event for downtown. These events should generate revenue to continue with the marketing of downtown.

Recommendation 3: The City of Statesville may prepare a plan to reinforce downtown as a primary destination and its economic vitality through more visible signage for visitors to downtown. Wayfinding represents one of the greatest opportunities for the study area because one reoccurring comment for Statesville’s downtown is the need to allow it to be discovered by visitors who are unaware of the location of downtown and pass by the area.

Strategy 1: Continue with the preparation of Statesville’s Wayfinding and Signage Master Plan, and work closely with NCDOT to ensure compliance and support. Coordinate this plan with gateway monuments, recommended branding efforts, districts and other recommendations of this plan. The historic materials of Statesville should influence signage. The following main points of entry into downtown should be considered:

- E Broad Street
- Garner Bagnal (US 70)
- NC-115

3.2 Land Use

3.2.1 Existing Land Use

Certain existing viable land uses are intended to continue, including those structures that contribute to the historic character and fabric. The plan encourages incremental development and redevelopment that adds to and enhances existing land uses. The following set of recommendations address those uses that currently exist.

Recommendation 1: Support established civic uses that maintain downtown Statesville as a primary zone for municipal government uses.

Strategy 1: Continue to promote public offices and facilities related to city and county government within the downtown core. Refer to Proposed Land Use Plan (Figure 11).

Recommendation 2: Recognize that Mitchell Community College (MCC) is an important institution of higher learning within downtown and is a historic asset

and that the students, staff and faculty provide a customer base to downtown establishments which is currently not fully realized. MCC is located immediately adjacent to established historic neighborhoods. Continue to allow expansion of MCC in a manner that is sensitive to the historic neighborhood fabric.

Strategy 1: The City of Statesville will participate in a working group with Iredell County and MCC representatives to discuss items for continued collaboration, which may include a long range plan for the campus improvements and the surrounding area.

Strategy 2: The City will amend existing Historic Preservation Commission (HPC) Design Guidelines to create guidelines for non-residential buildings on properties within a defined campus area to assist the HPC in reviewing future requests for expansions and new construction.

Strategy 3: Coordinate MCC expansion and parking needs with the City of Statesville. Refer to the next section, Circulation and Parking, for specific recommendations.

Strategy 4: DSDC and MCC should continue to have a representative from MCC on DSDC committee on a regular basis to help facilitate the economic opportunities the MCC community can bring to the downtown business.

Strategy 4a: Work with MCC to provide outdoor events in downtown oriented to students.

Strategy 4b: Existing retailers benefit from the activity of student and MCC employee patrons. DSDC will continue to work with existing retailers to assess customer service for these patrons.

Recommendation 3: The team understands historically how the O-1 zoning has been extended into established neighborhoods, allowed some existing residential structures to be changed to non-residential use. In order to preserve the residential character of the area, restrict the use of existing residential buildings along Green Street and the north side of E Broad Street to residential uses only. Additional intrusion of office or commercial uses is not desired for these properties. Refer to Proposed Land Use Plan (Figure 11).

Strategy 1: Modify the adopted zoning map to rezone areas presently zoned O-1 to a residential zoning district consistent with the Proposed Land Use Plan (Figure 11). This will limit additional encroachment of office uses into residential neighborhoods.

Strategy 2: City of Statesville staff should recommend denial of rezoning proposals that would allow new office or commercial uses for these properties.

Recommendation 4: Existing historic buildings within downtown should be retained and rehabilitation and adaptive reuse encouraged. Barriers to rehabilitation and adaptively reusing historic buildings should be removed so this may be a more viable option.

Strategy 1: Evaluate the current development review process through construction to determine if the process can be improved. Create relationships with the precedent cities of Salisbury and Durham to learn from their successes and failures. Appendix A-3 for more information.

Strategy 2: The City of Statesville should work with Iredell County to determine what possibilities exist for a dedicated inspector for downtown or other options. Explore possible funding options including revenue sharing (e.g., obtained using application fees) between the City and Iredell County for this specific purpose. Consider taking over the building inspection process performed by Iredell County to make it easier for owners to get renovations in downtown historic buildings permitted.

Strategy 3: Façades of existing historic buildings and storefronts within downtown are aging and in need of improvement and maintenance. Consider establishing a façade improvement program including façade grants, loans or other mechanisms as an incentive for owners to improve facades. This program may be administered by the Downtown Statesville Development Corporation. Façade improvements shall comply with the Downtown Statesville Design Guidelines (currently there is only a historic tax credit as an incentive). Publicize the grant opportunity through DSDC and the City of Statesville's websites.

Recommendation 5: Civic and institutional uses have an important presence in the City of Statesville, including downtown and the NC-115 corridor. Support existing civic and institutional uses including, but not limited to, the Iredell County Public Library, First Presbyterian Church, Broad Street United Methodist, Mitchell Community College, the American Renaissance Charter School, and the South Statesville Skills Center.

Strategy 1: In order to promote downtown as the main cultural center, DSDC should leverage and partner with civic and institutional organizations to provide programming, events and activities in downtown. These events are also beneficial for retailers. Seek to increase cultural diversity in events planning.

Strategy 2: The City should work with the South Statesville Skills Center to support opportunities for self-improvement and economic self-sufficiency for residents of South Statesville and the City of Statesville.

3.2.2 New Land Uses and Proposed Districts

New land uses are proposed as part of the plan. The following set of recommendations address proposed new land uses.

Recommendation 1: Modify the Statesville Land Development Plan (SLDP) to reflect land uses shown on the Proposed Land Use Plan (Figure 11).

Strategy 1: Revise the SLDP Future Land Use Map to be consistent with the categories on the Proposed Land Use Plan (Figure 11), or make reference to it.

Strategy 2: Increase the allowable maximum intensity of the Central Business District, Mixed Use and High Density Residential Future Land Use Plan categories in the SLDP to 40 units per acre. This level of intensity is encouraged for attached residential neighborhoods in proposed Residential and Mixed Use land use categories (MU-A, MU-B, MU-C), which may range from 8-40 units per acre. A 2002 Lincoln Institute study of multi-family neighborhoods, consisting of 2-3 story structures, yielded a similar density range. The study included older urban neighborhoods with triple-deckers and walk-ups as well as contemporary condominiums.

Recommendation 2: Modify zoning districts (including CB, CBP, H115 district, other districts in study area) to be consistent with land uses shown on the Proposed Land Use Plan (Figure 11) and further described herein.

Strategy 1: Require minimum 10' landscape easement in H115 zoning district for the exclusive purposes of landscaping or pedestrian improvements. Outdoor dining may be permitted within this easement subject to zoning requirements.

Recommendation 3: Create a set of eight districts for the study area and formalize by adopting districts and related standards set forth in the plan in ordinances and guidelines. Refer to Proposed District Map (Figure 15).

Strategy 1: Modify the adopted zoning ordinance and/or amend adopted design guidelines to achieve the following related to districts:

- Offer incentives for uses encouraged within each district. Possible options for incentives may include, but are not limited to:
 - Expedited plan review
 - Fee waivers/reductions
 - Public land leased and sold at below-market rates

- Low interest loans/revolving loan fund
- Property tax breaks
- Tax increment financing (TIF)
- Grants, including CDBG, or energy initiative funding from ARRA State Energy Program
- Recovery bonds
- Special assessment districts

Recommendation 4: Consider a public/private partnership for a potential catalyst redevelopment opportunity for mixed use (office and attached residential) west of Center St and north of Water St. The Downtown Statesville Development Corporation, working with the City of Statesville, will assist with recruitment of a redevelopment partner.

Recommendation 5: In the MU-B land use designation, support requests for rezonings and/or change of use from commercial/industrial use to office and/or residential. For example, areas along E Front Street have been developed with a pattern of strip commercial uses in a manner that undermines the vitality of the Downtown Retail District. Areas along W Front Street have existing commercial and industrial uses that are also out of character with the Downtown Retail District. These areas should transition to office and/or residential with only limited retail or service areas permitted in nodes typically found at key intersections, with a storefront character.

Strategy 1: Support rezonings and development requests to construct new attached residential buildings. Buildings are envisioned to be 2-3 stories in height.

Strategy 2: New building typology contemplated for the MU-B land use designation predominantly consists of mixed office and residential and attached residential buildings of various types. Consider standards that address form, placement and proportion of new infill and redevelopment to ensure development is complementary with established historic neighborhoods. This may include modifying the adopted Downtown Design Guidelines for new construction / additions to better reflect these new typologies.

Recommendation 6: Priorities for downtown involve the clock tower building and former Vance Hotel site. These two highly visible sites, along with other existing historic assets, serve as major anchors for downtown. Success of these sites is critical to denoting a vibrant Downtown Retail District and for the future of downtown. Given the importance of these two sites, the City of Statesville should be involved in these improvements including consideration of a public/private partnership.

Strategy 1: Future development of the clock tower building and the former Vance Hotel should include the following considerations:

- Clock Tower Building – The existing historic building façade should be retained and rehabilitation and adaptive reuse encouraged. The ground floor use shall consist of retail, service and/or a restaurant use to activate the street level. A downtown visitor center is also permissible.
- Vance Hotel – The former hotel building façade should be retained and rehabilitation and adaptive reuse encouraged. A mix of uses within the building is encouraged. Future use of the site should be determined through partnership of the City of Statesville and a developer. This may include a master planning effort that takes into consideration the Vance Hotel site, the existing vacant storefronts and “shell” building on W Front St, and adjacent city-owned properties.

Recommendation 7: Automobile-oriented businesses are not considered appropriate uses within downtown (CB, CBP) given its context. The zoning ordinance already prohibits most automobile-oriented businesses (motor vehicle repair, gas stations). Consider prohibiting other automobile-oriented businesses in proposed Mixed Use land use categories (MU-A, MU-B, MU-C) such as automotive parts retailers currently allowed in CB, CBP, H115.

Recommendation 8: Drive through uses in downtown and NC-115 (CB, CBP, H115) are to be discouraged, particularly along Broad and Center Streets. They are not consistent with the character of downtown and pedestrian-oriented design of sites/buildings. The City of Statesville should consider adopting more stringent standards for reviewing any future requests for the design of drive through uses, which could include revising the zoning ordinance to incorporate these standards. Some considerations include: exits onto a side street, adequate stacking, filters through a parking deck/lot, cannot offer service exclusive to drive through (e.g., bank tellers separated for walkup and drive through).

Recommendation 9: In order to promote a visible and unique dining experience in downtown, new businesses within Restaurant Row are encouraged to provide public outdoor seating areas, as well as all Mixed Use land use categories (MU-A, MU-B, MU-C).

Recommendation 10: Within the Arts and Entertainment District, DSDC, working with the Iredell Arts Council and local artists, will recruit a range of possible tenants to catalyze this district and build momentum. Examples of possible catalyst uses include live music venues, restaurants and pubs. A neighborhood theatre is another possibility.

Recommendation 11: The Historic Depot is a strategic site, owned by NCDOT, with long term potential for a passenger rail stop in Statesville. Consider adaptive reuse of the Historic Depot for office or municipal uses in the near term. Explore whether some higher use (24 hr use, open to public) can be provided. In the long

term, provide for enhanced pedestrian connections between the Historic Depot and the Arts and Entertainment District via the underpass (NC-115) and/or a pedestrian bridge across the railroad north to the node at the terminus of Center St. Any new development proposals on this site should take into consideration a long term master plan for this site contemplating a passenger rail stop, plaza and related facilities.

Recommendation 12: The Housing Authority has several different programs ongoing to revitalize the area along NC-115 comprised by the South District. One of the goals is increasing the availability of owner occupied housing in the immediate area and rehabilitation of existing housing stock. The City of Statesville should work with the Housing Authority as they seek to provide affordable, quality housing for low to moderate income persons and improve their quality of life. Further define “quality” for how proposed housing will be developed (lot sizes, site design and building product) so that new or rehab housing has a standard similar to quality market rate housing. For example, small lots with new detached (or attached) single family residential product can be properly designed to use land more efficiently and have elements of timeless architecture (i.e., vertical proportion, porch/first floor elevation above ground level, front porches min 8’ in depth, exterior walls with wood clapboard/brick over masonry, shallow front yard setback, windows, roof design, garage at rear of lot with alley access). When combined, this quality should encourage pride in ownership.

The City should also work closely with other groups such as Habitat for Humanity in a similar manner.

Recommendation 13: Coordinate any new public infrastructure improvements with the plan for realigning Amity Hill Rd and Whites Mill Rd and other desired improvements associated with the redevelopment plan for the intersection of Amity Hill Rd and NC-115.

Recommendation 14: The City of Statesville should consider acquiring the site designated on the redevelopment plan for a new municipal services node. Municipal facilities including Fire and Police would establish a desired presence in this area, promote public safety and serve as a catalyst for the large scale redevelopment (mixed use including retail, office, attached residential) at the intersection of Amity Hill Rd and NC-115.

Recommendation 15: Consider adopting standards that address design and building materials, including new attached residential buildings, in the NC-115 corridor. This might be addressed as part of a future effort to prepare residential design guidelines that are intended to protect the character of established traditional neighborhoods of the City of Statesville and provide general appearance review standards. Standards may be applied to renovation/additions and new residential construction, for example through a zoning overlay district.

3.3 Circulation and Parking

Recommendation 1: Illustrations of street cross-sections for downtown streets have been developed and are included in the body of the report. These new cross-sections use techniques such as road diets and lane narrowing (11' lanes will suffice in most instances) to create space for trees, additional sidewalk width and bike lanes. The following text summarizes the changes recommended:

Center Street (Between Broad and Bell)

- Reduce travel lanes on street from 2 each direction to 1 each direction
- Keep left turn lanes at cross street intersections
- Moving lanes and turn lanes should be 11' wide
- Each block should have parallel parking on both sides (7.5' wide)
- Intersection bulbouts should be provided at: Bell, Sharpe, Front, Court and Broad

Center Street (Between Stockton and Broad) – Commercial Main Street

- Create consistent cross section with 1 moving lane in each direction
- Keep left turn lanes at cross street intersections
- Moving lanes and turn lanes should be 11' wide
- Each block should have parallel parking on both sides (7.5' wide)
- Intersection bulbouts should be provided at: the midpoint location between Broad and Water (site of current crosswalk), Water, the midpoint location between Water and Stockton, Stockton

Broad Street (Between Kelly and Tradd) involves north side curb relocation

- Keep 1 travel lane in each direction
- Add left turn lanes at Meeting
- Moving lanes and turn lanes should be 11' wide
- Include a 12' raised grassed median in the center
- Convert angle parking to parallel parking on both sides (7.5' wide). At the time of construction of this project, the City should consider implementation of a downtown parking management and pricing strategy.
- The section between Center and Tradd should be constructed in a later phase in conjunction with redevelopment that consolidates or eliminates existing driveways
- Intersection bulbouts should be provided at: Meeting, Center, Cooper and Tradd

Meeting Street (Between Broad and Front)

- Intersection bulbouts should be provided at: Broad, Court and Front

Front Street (Between Mulberry and Salisbury)

- Reduce travel lanes on street from 2 each direction to 1 each direction
- Keep left turn lanes at cross street intersections

- Moving lanes should be 11' wide
- Use additional space to add on-street bike lanes (5' each)
- East of Tradd, stripe bike lanes at outside edges of existing wide lanes

Route 115 (Between Raleigh and Garner Bagnal)

- Plan for 2 travel lanes in each direction
- Create a 12' center median from which left turn lanes at intersections can be cut
- Moving lanes should be 11' wide
- Each block should have parallel parking on both sides (8' wide)

Route 115 (Between Garner Bagnal and Bell)

- Create consistent cross section with 1 moving lane in each direction
- Keep left turn lanes at cross street intersections
- Moving lanes and turn lanes should be 11' wide

Court Street (Between Meeting and Center)

- Remove south side parallel parking (this change should be verified through a targeted stakeholder work process including business and property owners on the street)
- Moving lanes should be one lane each way, 9' wide (this clear distance will require concurrence from emergency services)
- On street parking on the north side should be 7'

Several strategies will be key to implementation of these recommendations:

Strategy 1: Work with NCDOT on roads designated as state routes. The City will need to clarify its role in implementation, including the road diet approach on Center Street.

Strategy 2: In addition to the bicycle lanes that are shown on the proposed street cross sections, the City of Statesville should pursue the implementation of bicycle infrastructure to and from community nodes, including: multi-use trails and off-street bicycle paths, bicycle lanes, and safe routes that share traffic with cars

Strategy 3: The City should consider requiring that new developments in activity centers provide appropriate bicycle amenities. This may include revising current zoning standards to include more specific bicycle parking requirements.

Recommendation 2: Trucks driving through downtown, particularly on Center Street has been a source of frustration. We recommend the City begin with a multi-pronged approach to changing behavior:

Strategy 1: Meet with NCDOT to assure that truck route designation is clearly on Garner-Bagnal, I-40 and I-77. These three roads can conveniently serve all of the City's industrial sites.

Strategy 2: Meet with the operators of all of the surrounding businesses that generate truck traffic to solicit their cooperation in efforts. Perhaps consider developing a flyer with a map for distribution to drivers.

Strategy 3: Work with NCDOT to narrow lanes and neck down intersections on Center Street. While the primary purpose of these projects is to improve the pedestrian environment, they will have the side benefit of making Center Street less attractive to trucks.

Strategy 4: Develop and implement a signage program for major decision points that clearly orient truck traffic to the designated route(s) rather than Center Street.

Strategy 5: Ramp up enforcement for periods of time to help communicate the message that cut through truck trips are unacceptable.

This package of steps are either already likely to be in progress or involve very low capital investment. If that package of approaches proves unworkable or still does not achieve the desired changes, removal or relocation of state route designation for Center Street remains an option.

Recommendation 3: Proper on-street enforcement (and, at some point in the future, pricing) creates some availability to attract people to downtown in the first place. It is important, though, if someone cannot quickly find an on street space, to have a reliable, well signed, convenient off-street location for parking the user can go to as a backup. There are currently some surface parking lots that could partially serve this function, but consideration of a parking deck to serve this role is recommended. However, any off-street parking should be consistent with downtown's urban design goals.

If a parking structure is considered, a few basic parameters should be fundamental:

- Spaces should be within a 1 to 2 minute walk of any properties that are expected to benefit from their presence.
- The selected location should be one that provides relief to blocks whose current leasing is suffering due to parking shortages
- The selected location should stimulate new development or redevelopment on adjacent block(s)
- At the time of construction of the first parking structure, the City should consider implementation of a downtown parking management and pricing strategy. The structure should be priced and managed as a part of a comprehensive system with the surrounding on-street and surface spaces.

The first three points above relate to proximity to sites that will benefit from parking added to downtown. An analysis of several downtown sites was undertaken to help guide these location decisions. Two were considered potential options:

- The next location considered is the northeast corner of Front and Meeting Street. A larger parking structure (over 400 spaces) could fit on the site considered. This location would require the demolition of the current abandoned buildings on this corner and would also occupy the land currently serving as surface parking for the Vance Hotel building. As such, a contractual arrangement with that building owner to replace and enhance the parking taken would have to be worked out.

This site has several advantages. The high number of spaces would be able to relieve needs for existing buildings in the southwest quadrant of downtown. This site is also surrounded by numerous development/ redevelopment opportunities. It would allow for consideration of expansion of the Civic Center or even joint development (a hotel, for example) on the site of the Civic Center's current surface parking.

- The other location considered was the current location of a surface parking lot along Water Street and Pecan Park. While displacing a downtown greenspace is a significant policy decision which would require significant public debate, the current park is poorly situated in the middle of asphalt parking lots and the greenspace could be replaced in a better location in conjunction with this project. It should also be noted that the location advantages of this site for parking are significant.

A structure on this location would be small (225 spaces), but would serve the existing buildings in the northeast quadrant of downtown. It could also serve to potentially stimulate positive redevelopment in conjunction with the County-owned property on the north side of water street.

Recommendation 4: Currently, parking in downtown is free and virtually unconstrained regardless of its location or desirability. This creates shortages in some areas, wide empty (and fast) streets in other areas and general frustration for many users. The City should develop a management program, phased in over time, consisting of a combination of fully enforced time restrictions and pricing of public parking to help influence user behavior. As downtown begins to redevelop, the City should develop policies to replace surface parking with structured parking in a systematic way in partnership with private development. At some point tools such as assessing whether surface parking can be taxed at higher

rates, in line with other retail uses, might be a way to encourage development on the sites of surface lots.

The City's parking management strategy should have some core goals:

- Insure that parking is convenient for priority uses (deliveries, customers and short errands)
- Increase enforcement of regulations, particularly during busy periods
- Reduce on-street time limits where needed to increase turnover.
- Encourage businesses to share parking.
- Develop special regulations for disabled access, delivery and loading areas, etc.
- Implement a residential parking permit program if needed to address spillover problems.
- Develop signs and maps showing motorists where they may park.
- Have an overflow parking plan for occasional special events that attract large crowds.

Over time as demand downtown rises, the City should plan and develop a pricing strategy with the following considerations:

- Adjust rates as needed to maintain optional utilization (i.e., 85% peak occupancy).
- Structure rates to favor short-term uses in core areas and longer-term parkers to shift to other locations.
- Provide special rates to serve appropriate uses, such as for evening and weekend events.

3.4 Urban Design and Streetscape

3.4.1 General Streetscape Recommendations

Recommendation 1: Encourage efforts to place all public and private utility services underground or behind buildings.

Strategy 1: Require all new public and private utilities be placed underground or relocated away from the street frontage when they are changed or when new construction occurs.

Strategy 2: Establish a "utility zone" for the underground location of utilities.

Strategy 3: Install extra ductwork for future utility infrastructure improvements.

Strategy 4: Select a signal pole to be used at all intersections and begin upgrading the existing mast arms. Coordinate with NCDOT on State-owned or maintained roadways.

Recommendation 2: Study and plan for infrastructure improvements during the design process of transportation and streetscape improvements to ensure capacity for future growth and continued functionality (water, sewer, power, telephone).

Recommendation 3: Adopt an official street tree for each primary and secondary retail street and NC-115 that supports the adjacent land use and provides needed shade for a comfortable experience. The placing and spacing of the street trees should recognize the horticultural requirements of the species with the goal of a tree canopy that last at least 30 years, if not the expected life cycle for the urban tree.

Strategy 1: Follow recommendations for proposed street trees species laid out in this report per street where applicable. Changes are allowed prior to the initiation of the actual improvements as long as the change is approved by staff and meets the considerations outlined.

Strategy 2: Place trees per the street cross-section recommendations. Limit use of tree planters and grates to enhance the life span of urban trees.

Strategy 3: Prepare an urban street tree maintenance program to be followed by the Recreation and Parks department.

Strategy 4: Street tree selection- The following criteria have been used and should guide future selection of street trees in Statesville:

- Trees that are adapted to the Statesville area.
- Trees that do not have a history of brittleness or anchorage problems.
- Trees that are not known to have serious pest, disease, or fruiting problems.
- Trees that will not require a high level of maintenance.
- Trees with root systems that are not overly aggressive.
- High branching pattern and open canopy- generally 13' or higher- so that trees do not obstruct commercial signage and storefront windows or conflict with truck traffic.

Strategy 5: Semi-uniform planting patterns- Throughout the project area the street canopy should reflect a diverse trees species selection while create uniformity along the individual street. It is recommended that each street be assigned its unique tree species.

Strategy 6: Street Tree Siting

Trees should be located per the street cross-sections included in this report.

- 35'to 40' on center unless obstacles exist.

- Trees should be kept out of clear vision zones at intersections and driveways.
- Irrigation should be provided, by the developer where applicable.
- Keep trees 5' from business signs and 6' from sewer lines and fire hydrants when possible.

Recommendation 4: Streetscape Amenities- Statesville downtown streets have seen efforts to create a more pedestrian friendly environment over the years. To continue with this effort streetscape standards should be adopted to provide a unified continuity through out Statesville's streetscape. The following are suggestions to build off of as developing those standards.

Strategy 1: Benches-

- Adopt a standard bench for the downtown area. See appendix for recommended bench style.
- Benches should be located beside the building facing street when walkway is narrow.
- See appendix for guidelines for placing benches and other types of seating along Center Street, Broad Street and the Square.

Strategy 2: Trash receptacles-

- Should be located regularly at intersections, near major buildings entrances, and adjacent to outdoor seating areas, and at least every 200' along the primary streets, and every 400' along the secondary streets.
- Each receptacle should accommodate recycling, prevent wind and rain from entering the container, facilitate side access to the liner, and have the option of being anchored to the pavement.
- Adopt a standard trash receptacle. See appendix for recommended trash receptacle style.

Strategy 3: Street and pedestrian zone lighting-

- Adopt a single consistent style and size of fixture that is pedestrian scale light to be used through out the downtown and the connecting corridors. Highway style lighting with cobra heads should be eliminated from the downtown. See appendix for recommended pole and fixture.
- Use decorative fixtures for both street lighting and streetscape lighting. Light distribution can be controlled with the outer optics. Use Type 3 distribution to provide higher light level on street than in pedestrian zone. Ensure uniform light levels with no glare.
- Use borosilicate glass with prisms to control distribution and prevent yellowing and fading of light distribution. Polycarbonate should not be used.
- Use Pulse Start Metal Halide light to provide white light.

- 12'-16' mounting height will be determined during the design phase to achieve the desired footcandles for the road and per recommended luminaire spacing.
- Include banner arm as an option with a clearance of 8-1/2' to accommodate bicyclist.
- Higher levels of lighting to be provided in areas where there is the potential for conflicts between pedestrians and vehicles.
- Poles should be selected that are aluminum with a highly durable powder coat black finish and maximum pole strength. See appendix for recommended pole.
- Maintenance- fixture selection should be maintenance friendly, with easy access to lamp and ballast and quick disconnects for wiring. Fixture should have a twist lock photocontrol for ease of access.
- Siting- along Broad Street and Center Street the luminaires should be placed 40' on center in between the street trees on both sides of the street for aesthetic reasons. Adjust light levels with the optics to achieve the desired footcandles, rather than changing the luminaire spacing. Luminaires can be placed closer together at intersections to provide a higher light level and for aesthetic reasons. Secondary streets it is appropriate to space the luminaires further apart and provide in alternating patterns on both sides of the street to achieve the desired footcandles.
- Recommended footcandles (use uniform lighting levels):
 - Primary retail street: 12 Lux (lx) / 1.2 Footcandles (fc)
 - Primary retail pedestrian zone: 5-8 lx/.5-.8 fc
 - Primary retail street intersection: 17 lx/1.7 fc
 - Primary retail pedestrian zone at intersection: 10lx/ 1 fc
 - Secondary retail street: 13 lx/ 1.3 fc
 - Secondary retail pedestrian zone: 5 lx/.5 fc

Strategy 4: Moveable tables and chairs- restaurant establishments can choose their own style. Public moveable table and chairs should be standardized.

Strategy 5: Stationary tables and chairs- Should be standardized throughout the downtown corridor, in the streetscape as well as in the urban plazas.

Strategy 6: Water features in the streetscape and public plazas and parks are highly encouraged. It is preferable that they are approachable and child friendly, while meeting all necessary regulatory codes.

Strategy 7: Public Art is encouraged throughout the study area to help activate and provide interest for the pedestrian. Murals, sidewalk

enhancements, sculptures are all examples of art that should be used to celebrate the character and diversity of Statesville. Art that is approachable and interactive helps to activate the streetscape and public plazas more so than art displayed on a pedestal or gallery-like.

- Public art should be placed near street corners and in plazas.
- Local artists and themes should be encouraged to emphasize Statesville's unique character and history.

Strategy 8: Decorative Paving

- Decorative paving materials, patterns, textures and colors should be used to highlight important pedestrian zones, such as gateways, the Square, main retail streets, and important street intersections. Clay pavers are preferred.
- Adopt a standard paver, paver color and pattern to be used throughout the downtown and along its entry corridors. See appendix for recommended patterns for the primary retail streets and the Square. Clay pavers are preferred.
- All surfaces should be accessible and slip resistant.
- Paving in street crosswalks should be approved by the appropriate DOT having jurisdiction. Stamped and painted asphalt is the recommended alternative to pavers in street crosswalks.

Strategy 9: Alleyway Paving- Pave all city-maintained alleyways with a standard cobblestone pattern to celebrate Statesville's historic roots, provide additional pedestrian interest and visual appeal. Clay pavers are preferred.

Strategy 10: Curbing Strategy- Preserve and match existing granite curbing in the downtown area where appropriate.

Strategy 11: Crosswalks- Per the Transportation recommendations narrow the crossing width at crosswalks by utilizing curb bulbouts and eliminating parking in these areas. Crosswalks should be consistently and clearly marked based on approved NCDOT standard.

Strategy 12: Planting strip- no grass on Center Street, all other streets can use grass in the planting strip. See street cross-sections for proposed widths.

Strategy 13: Planters and Pots- Use planters in designated areas and encourage their use in front of retail establishments throughout downtown to provide seasonal color.

Strategy 14: Accent planting (Planting in landscape beds, seasonal color plantings and planters) should either be provided with irrigation or be drought tolerant.

Strategy 15: Incorporate recommended branding efforts into streetscape elements

Strategy 16: Create outdoor public dining places. See appendix for siting guidelines along Center, Broad Street and the Square.

Strategy 17: Create outdoor private dining places- see appendix for siting suggestions along Center and Broad Streets.

Recommendation 5: Promote effective business storefront signage, graphics and window displays.

Strategy 1: Create a business signage program for businesses to have easy access to signage design standards and manufacturers.

Strategy 2: Investigate any regulations that would prohibit appropriate outdoor displays and temporary signs.

Recommendation 6: Promote a diverse and active street life anchored on Broad and Center Streets.

Strategy 1: Investigate any regulations that would prohibit vendor carts placed in appropriate destinations on these streets.

Strategy 2: Identify locations for newspaper boxes to be located.

Strategy 3: Allow for outdoor entertainment with limits to locations and hours.

Strategy 4: Provide a variety of standardized public street furniture along Broad and Center Street.

Strategy 5: Encourage and incentivize business owners to provide and maintain planter displays and seating in the store front zone.

Recommendation 7: Streetscape Maintenance-As well as more costly and time consuming infrastructure improvement projects, there are several maintenance projects that should be undertaken on an annual basis to improve the appearance of the downtown and NC-115 corridor through the Public Works Department.

Strategy 1: Clean existing sidewalks.

Strategy 2: Repair broken sidewalks and driveway cuts where possible.

Strategy 3: Mowing of public right-of-way.

Recommendation 8: Zoning Compliance

Strategy 1: Require property owners bring their properties into code to clean up the visual clutter. This mainly refers to vehicle storage, screening of parking, utilities, dumpsters and inappropriate outdoor displays (i.e., storage items such as wheels and tires on NC-115).

Strategy 2: Require property owners to repair broken windows, and maintain vacant buildings, etc.

3.4.2 Key Landmarks and Gateways

Recommendation 1: Improve the visual quality of all the major corridors into Downtown Statesville.

Strategy 1: Support efforts to improve the NC-115 corridor by adopting the recommendations in this report as well as previous efforts outlined in the CBD & NC-115 Corridor Plan prepared in 2007.

Strategy 2: Begin transportation improvements, streetscape design and planning for the following the corridors throughout the plan, which complement the guidelines laid out in this report.

Recommendation 2: The intersection of Broad and Center should be recognized as the “center” of Statesville. Currently the sense of place is lacking due to insufficient space to develop a formal plaza, and instead just appears as an intersection. Provide significant enhancements that separate this intersection from others.

Strategy 1: Work with NCDOT for paver options in the pedestrian cross walk as well as any other improvements to this intersection.

Strategy 2: As stated in the transportation recommendations, narrow the roadway at the intersection by eliminating on street parking at least 50’ from all corners.

Strategy 3: Install decorative pavers at entire sidewalk intersection from 50’ on all four corners.

Strategy 4: Following the land use recommendations upgrade clocktower building to enhance its presence as a visual icon.

Strategy 5: Provide other visual amenities to create a plaza feeling and gathering place, like public art, lighting, vendor carts and a Statesville information kiosk.

Strategy 6: Work with NCDOT and follow their guidelines to gain their support of any improvements in this intersection.

Recommendation 3: Create a more pedestrian oriented streetscape along the NC-115 between Garner Bagnal and Bell Street.

Strategy 1: Use the existing railroad bridge to celebrate the entrance into downtown by applying façade improvements to the structure, using brick pavers in the bridge location, and providing more lighting along the walk. Coordinate with NCDOT and rail to gain support for all improvements.

Strategy 2: Work with NCDOT to gain a pedestrian and bike friendly crossing with the Garner Bagnal widening.

Strategy 3: Use the NCDOT right of way for public art, gateway monumentation.

Strategy 4: Per land use recommendations promote pedestrian-oriented interest through building orientation and architecturally embrace the sidewalk.

Recommendation 4: Create a strong visual and physical link across the rail line to connect the downtown and the historic train station along South Center Street to build off of the energy created in the proposed Entertainment District.

Strategy 1: Provide wide sidewalks (6-8') with a planting strip and shade trees on both sides of South Center Street.

Strategy 2: Study the options for creating a pedestrian bridge over the railroad tracks extending South Center Street to the train station redevelopment area that terminates with a grand pedestrian plaza.

Strategy 3: As part of the Proposed Western North Carolina Passenger Rail Service between Salisbury and Asheville, and to promote the important tourism industry this could bring to Statesville, study the feasibility of trolley service to transport people from the historic train depot into the downtown core.

3.4.3 Statesville's Key Streetscape Improvements

Proposed street cross-sections are included in the report. Below are text descriptions regarding the key recommendations for streetscape improvements.

Recommendation 1: Center Street Corridor (between Broad and Bell)
Center Street, defined as the area from Broad Street north to Bell Street, serves as Statesville main retail street.

Strategy 1: Follow proposed street cross-section in the transportation recommendations as well as the following streetscape guidelines –

- Street tree- Saw Tooth Oak (*Quercus acutissima*), planted in proposed planting bed areas.
- Place trees 40' on center with consideration for all sight triangles and with minimizing blockage to signs as much as necessary.
- Bench locations – adjacent to building facing street and between street trees
- Outdoor dining accommodated adjacent to buildings in locations without planters, separate with proposed fencing or planters
- Improve existing planting areas- replant from provided plant list
- Sidewalk surface- with concrete walks with clay brick accents
- Upgrade electrical power for tree lights and events
- Provide public sitting in key locations identified in configuration identified (facing each other)
- Create bulb-outs for public outdoor seating
- Driveway access from the rear- limit driveway cuts
- Bury overhead utility lines underground or move to back of buildings
- Provide water fountains for public display at key locations

Recommendation 2: Broad Street from Kelley to Tradd Street- Implement changes to the existing street cross-section that celebrates the presence of this historic college and its surrounding architecture. One of the most dramatic improvements to the downtown streetscape could be made to transform the appearance of Broad Street to provide a more appropriate frame for MCC and the significant architectural buildings along the street. Although parking is critical in this area, it should not dominate the appearance of one of Statesville's most significant streets. A wide grassed median in its center would greatly enhance the environment of this particular street, and would appropriately relate to its character on the east side of Center.

Strategy 1: Provide a median in the center with open lawn as the landscape element. Open lawn will keep the view to the college at the terminus open and present. The median in the center is appropriate on Broad Street as a continuation of the college campus experience and repeats Broad Street's pattern established on the east side of Center Street. The median should be designed to support festivals and programs in this area when the road is closed. This may include viewing post-festival lawn repair is a sign of a successful event and built into the event cost.

Strategy 2: Work with MCC to open up their entrance with a redesign that celebrates the location of the college's main building as the terminus of Broad Street.

Strategy 3: Follow proposed street cross-section in the transportation recommendations as well as the following streetscape guidelines -

- Street tree- repeat East Broad Street large maturing street tree, or *Ulmus parvifolia*, Chinese Elm.
- Place trees 40' on center with consideration for all sight triangles and with minimizing blockage to signs as much as necessary.
- North side improvements:
 - 6' grass planting strip, tree in center
 - 8' clear walk zone on north side
 - Approx. 20' restaurant zone
 - Benches located on pads in planted strip zone
- South side improvements:
 - Maintain existing curb location
 - 6' planting strip (grass and large maturing tree)
 - 6' walk zone
 - 5' store front zone
 - Benches located in store front zone
- Lawn is the only ground cover allowed. Street trees in planting strip only, not in raised median. Grass only in raised planted median.
- Surface with concrete and brick accents as shown
- Upgrade electrical power for tree lights and events
- Separate outdoor dining with standard fencing
- Awnings allowed
- Driveway access from the rear- limit driveway cuts
- Bury overhead utility lines underground or move to back of buildings

Recommendation 3: NC-115 Corridor- Eliminate visual clutter along the NC-115 corridor by accommodating parking, utilities, dumpsters, and other required amenities in a manner less visible to the public.

Strategy 1: Do not allow new surface parking to be built at the corner of lots.

Strategy 2: Require screening or landscape buffering for parking.

Strategy 3: Allow architecturally compatible brick screen walls to be built within the setback.

Strategy 4: Require screening with solid gates for dumpsters and utility enclosures. When possible these should be congruous to the building side.

Strategy 5: Follow the proposed street cross-section developed in the transportation recommendations.

- 5-8' planting strip
- 5'-6' sidewalk
- Building up the ROW, 10-20 landscaped setback in other areas.
- Parking in back or side
- Limitation on driveway widths and number of driveways per property

3.5 Statesville Character, Cultural and Historic Resources

Recommendation 1: Embrace Statesville's unique and rich history through the repetition of existing historic patterns and materials.

Strategy 1: Incorporate elements from Statesville's Settlers cemetery throughout the downtown streetscape. Provide a pattern and material palate based off of these historic forms that would better ground the downtown with its history. Make the history more accessible by bringing it out onto the street.

Strategy 2: Tell Statesville's unique history story in the public open spaces and streetscape. Coordination with a recommended Branding Strategy should explore Statesville's historic themes and traditions: the history of herbs in Statesville, historic beginnings as the "Congregation," and the legend of Tom Dooley, to name a few examples.

Recommendation 2: Promote Statesville as a tourist destination.

Strategy 1: Coordinate with the recommended branding efforts

Strategy 2: Promote the development of a hotel and bed and breakfasts in the downtown. Encourage the redevelopment of the Vance Hotel to incorporate hotel accommodations.

Strategy 3: Coordinate and assign a Statesville representative to work with the Western North Carolina Rail Corridor Committee to help promote for the return of the Western North Carolina Passenger Rail Service.

Strategy 4: As Statesville's historic train station develops to the proposed multimodal center, provide trolley service to connect visitors to downtown. Continue to work with the federal Station Enhancement Program to ensure readiness for the western North Carolina route.

3.6 Natural Features, Open Space, Parks and Recreation

Recommendation 1: Create a large loop trail per the schematic plans shown to provide a continuous biking and walking trail around the downtown area.

Strategy 1: Revise Statesville proposed greenway master plan to include the additional greenway amenities shown in the Master Plan.

Strategy 2: Coordinate with the appropriate DOT where shared access occurs.

Strategy 3: Easements through private property, the railroad and NCDOT right-of-way issues will need to be coordinated and will require cooperation to accomplish this significant extension of Statesville's greenway system.

Recommendation 2: Increase the public open space in the downtown area and NC-115 corridor to provide for more family centered attractions, and provide for public outdoor seating options.

Strategy 1: Enter into an agreement with the church to allow public use of their open lawn area.

Strategy 2: Enter into a similar agreement with the college to allow public access to their open lawn area into Broad Street.

Strategy 3: Open up Pecan Park to both Center Street and East Water Street when a structured parking deck is built. If it is determined that the parking deck is better suited for this location, the existing parking along Center Street should be reconfigured into a public park. This would provide for much better access, visibility and connectivity. The existing Pecan trees would be lost, but with the benefit of providing more useful and connected park space in the downtown area.

Strategy 4: Enhance the visual awareness of Settlers cemetery as part of the open space system in Statesville. Settlers Cemetery is the backbone of Statesville history. Its unique and culturally significant character and materials could be woven into the fabric of the downtown. Materials used in the cemetery – stone walls and wrought iron fencing should be elements which are common to, and repeated along the Statesville Parks and Open space system, and incorporated in key gateways and entry's to better tie Statesville rich cultural history and patterns back into the current city life to help tell the story of Statesville. The cemetery should also be accessible for the general public to tour and walk to look at the mature trees and tomb stones. The current ghost tours held in the cemetery should be continued and supported to grow.

Strategy 5: The property south on Center Street should be redeveloped in a public park that serves as a neighborhood park. This property would also be part of the greenway system, and provide the opportunity to enhance the stream and its floodplain into a natural amenity. Due to topographic

conditions, this park should only be developed as a passive open space with walks, gardens, with outdoor resting and sitting areas. It is not conducive for active recreation such as fields.

Recommendation 3: Create a linear park between the east side of NC-115 corridor and the railroad right of way.

Strategy 1: Incorporate multi-use trail in the space to be used as the street sidewalk, greenway connection and for bicycles.

Strategy 2: Because this park will not be adjacent to development on its east side, and therefore have less “eyes on the park” the perception of one’s safety is paramount to successfully activate it. Incorporate Crime Prevention through Environmental Design (CPTED) strategies to decrease user’s perceived risks in using this park.

Strategy 3: Explore opportunities to incorporate water quality measures in the park as the west side of the street redevelops.

Recommendation 4: Create a comprehensive vision for bike and ped connections to key destinations and open spaces within Statesville and the surrounding region.

Strategy 1: The City should create a Comprehensive Bicycle and Pedestrian Plan in coordination with Iredell County and adjacent municipalities.

Strategy 2: Coordinate with the Carolina Thread Trail in the Master Planning process for Iredell County to connect Statesville’s Loop trail to the Carolina Thread Trail. Promote downtown Statesville as a destination on the Carolina Thread Trail.

Strategy 3: Preserve existing at grade crossings of railroads and streets. Future requests for closures should be heavily discouraged unless no other options exist.

3.7 Budgeting (Reserved)

Terminology

Charrette – multiple day collaborative design and planning workshop held on-site and inclusive of all affected stakeholders.

District - areas that emphasize a special or unique purpose within Statesville. Typically, each has a unique character. Districts can represent previously established areas that are built upon or strengthened. Also, they represent a future condition that Statesville strives to achieve.

Node - important destinations or focus areas of activity within districts.

Best Management Practices (BMP's) - The acronym is used to describe many forms of treating and limiting pollutants and other damaging effects of storm water runoff. Some examples of BMP's would be bioretention, sand filters, storm water wetlands, wetponds, grassed swales, rooftop runoff management, etc.

APPENDICES

- A-1. Process to Develop the Plan
Advisory Committee Members
- A-2. Existing Conditions, Opportunities and Constraints
- A-3. Precedents Study
- A-4. Circulation and Parking Plan by Glatting Jackson Kercher Anglin, Inc.
- A-5. Project Phasing (5-10 Year Plan Opinion of Probable Cost for Streetscape Improvements)

A-1. Process to Develop the Plan

The plan development process for the Statesville Downtown & NC-115 Streetscape/Land Use Master Plan was developed over approximately nine months. The process involved five main phases that consisted of: an inventory and analysis of information; meeting with city representatives and other involved in the planning process; facilitation of community meetings; preparing alternative plans; based on this collective information and input, preparing and finalizing the plan; and developing implementation strategies. Research and public participation were vital to the success of the planning process.

Research

In preparation of this report, existing plans, reports and documents were gathered from a variety of sources and reviewed. The following documents and maps were reviewed in the initial project phase to further our understanding of existing conditions. Previous or ongoing planning efforts were recognized and those documents were also researched. These materials influenced the plan as it developed during the process.

Documents and Maps Reviewed

- Statesville Future Land Use map
- Statesville Official Zoning Map
- Historic Districts in Statesville
- Statesville Zoning Ordinance and Subdivision Regulations
- Statesville Historic Preservation Commission – Design Guidelines
- NCDOT’s Guidelines for Wayfinding Signs along State Maintained Roadways (for Motorists)
- Iredell County Land Use Plan 1997-2007

Previous or Ongoing Planning Efforts/Studies

- Shared Vision for Statesville (2001 – update ongoing)
- Unified Development Ordinance (ongoing)
- Hwy 115 District rezoning (completed March 2009)
- Iredell County 2030 Horizon Plan (ongoing)
- Downtown Statesville Design Guidelines (2008)
- Design Standards for Non-Residential Developments (2007)
- CBD & NC-115 Corridor Plan (2007)
- The New South – A Gateway to the Future: Our Strategic Plan for Growth and Change in the NC 115 Corridor Gateway Area (2006)
- City of Statesville Land Development Plan (2004)
- Statesville Historic Preservation Commission – Design Guidelines (2000)
- Recreation Master Plan and Greenway System (2000)

In December of 2008, members of the Advisory Committee participated in a walking tour of the study area with the Downtown Statesville Development Corporation and the consulting team. Advisory Committee members were asked to photograph and write a brief description on specific features of the study area (i.e., likes, dislikes, interesting features, etc.). This allowed the Advisory Committee to participate in gathering photos and confirming the main issues, opportunities and constraints in the study area. It was also important to validate the initial findings of the consulting team.

List of Advisory Committee Members

Mike Johnson, Chairman City Council Member	Roy West Downtown Property Owner P.S. West Construction	Rob Hites, City Manager City of Statesville
Bonita Eisele City Council Member	Jan Woodside DSDC Board Chairman	Larry Pressley, Public Works Director/City Engineer
Cecil Stallard City Council Member	Bob Dooley DSDC Board Member Lake Norman Pool & Spa	David Currier, Planning Director City of Statesville
Flake Huggins City Council Member	Arnold Watt DSDC Board Member Mitel Networks	Sherry Ashley, Asst. Planning Director City of Statesville
Wade Ikerd Weed & Seed program	John Marshall Downtown Property Owner Statesville Jewelry & Loan	Alison Huffman, Historic Preservation Planner
Pastor Lonnie Gray		Marin Tomlin, Executive Director DSDC
David Meacham Executive Director Statesville Housing Authority		

A Photo Inventory Maps (Figure 10) was prepared with input from the Advisory Committee. This map was presented at the first community meeting to gather additional input on key issues, opportunities and constraints that needed consideration in the planning process.

A-2. Existing Conditions, Opportunities and Constraints

A detailed mapping and assessment of various factors influencing the study area took place during the initial project phases. This assessment helped the consulting team understand existing conditions within the study area (refer to Figure 01, Context Map). Elements included land use, transportation network and circulation, urban design, Statesville character, cultural and historic resources, natural features, parks and linkages and community facilities. This report formed the basis of the plan. The following represents a summary of detailed information gathered as the plan took shape.

Land Use Overview

Downtown Statesville contains a wide mix of land uses. The City of Statesville, founded in 1789, has a significant amount of historic structures within and adjacent to the downtown core. The core is also the location of the historic main street commercial district and contains city and county municipal government uses. Statesville began its participation in 1982 as a designated Main Street community, according to the North Carolina Main Street Center (NCMSC). Although commercial and office uses are the predominant use within the downtown, residential uses are also found in the downtown. The CB (Central Business) and CBP (Central Business Perimeter) zoning districts together comprise a majority of the downtown. Within the area of downtown presently zoned CBP, it was noted some existing commercial and industrial uses have been historically developed in a manner that differs in character, and is thus disconnected from, the core commercial district, which has a walkable, storefront character. Examples of uses considered out of character, or inappropriate, were automobile oriented uses.

The NC-115 portion of the study area, located immediately to the south of downtown, is predominantly commercial use. Immediately behind the commercial frontage are existing residential neighborhoods. Nevertheless, some industrial uses are found in this portion of the study area, including the mill property at the southern terminus of Center Street in the core. Another is the lumber property near the intersection of Amity Hill Road and NC-115 at the southern study area boundary.

Existing Land Uses and Areas of Change

Existing land uses were carefully evaluated by the consulting team (refer to Figure 02, Existing Land Use Map). Existing land use data collected from the City of Statesville was also used to create a Development, Redevelopment and Infill Opportunities Map (Figure 03), which served dual purposes of denoting existing land use of parcels and indicating potential areas of change. Potential areas of change were designated on the map include the following: 1) catalyst sites identified by the CBD & NC-115 Corridor Plan completed in 2007, 2) opportunity sites identified previously by the consulting team with assistance from the

Advisory Committee and community input, and 3) environmental sites. Vacant land uses were also considered by the consulting team for potential areas of change.

The consulting team identified districts and nodes using available maps, field notes, photos, imagery and contextual information. Districts are defined areas that emphasize a special or unique purpose within Statesville, such that each has a distinctive character. Districts can represent previously established areas that are built upon or strengthened. They can also represent a future condition that Statesville strives to achieve. A preliminary map of districts was prepared to represent potential districts identified by the consulting team. Early mapping also displayed “nodes,” or important destinations or focus areas of activity within districts. Additional revisions to this map took place during and immediately following the charrette (refer to Figure 15, Proposed District Map).

In addition to preparing a preliminary district map, the consulting team evaluated existing land use of parcels, adopted future land use and zoning. Two additional maps were prepared: 1) preliminary future land use map and 2) land use change map. The land use change map illustrates where the preliminary future land use map altered the existing land use of parcels within the study area, the land use change map was generated. This allowed the consulting team to document where the existing land use parcels remained unchanged or unaltered. Also, it established the degree of change or alterations recommended by the preliminary future land use map on other parcels. Additional revisions to this map took place during and immediately following the charrette, resulting in the Proposed Land Use Plan (Figure 11).

Adopted Future Land Use and Zoning

A hard copy of the adopted Future Land Use map for Statesville dated January 8, 2004 shows the adopted future land use designations for the study areas. This map indicates that a majority of the downtown portion of the study area’s downtown is designated as Central Business District Future Land Use. The southernmost portion of the downtown study area, located east of S Center Street and south of Garfield Street, is designated Mixed Use. Areas throughout the CBD are designated Recreational/Institutional. A very small area along the eastern boundary of the downtown study area is designated Medium Density Residential.

According to the adopted City of Statesville Land Development Plan (2004), the Central Business District Future Land Use designation is an area that “includes Statesville’s downtown, but may be applicable to a mixed-use development area when the population is sufficient to support two centers. Zoning in this area should be flexible to encourage a mix of residential, retail and service uses to promote pedestrian activity. Public/private partnerships will be necessary to maintain strict design standards and adequate parking. Civic facilities and governmental offices should be directed to this area.” The Mixed Use designation represents areas that “include single use districts, as well as mixed-use

development. To encourage an integrated mix of uses, the City will need to adopt a mixed-use district that authorized a mix of uses by right. No minimum density applies in this district, but maximum gross densities shall not exceed 12 dwellings per acre per project.” Recreational/Institutional designated “areas include a variety of public and private recreational, educational, medical and religious facilities. While these uses will be authorized in other areas, this designation indicates areas where the uses establish a neighborhood, community or regional scale institutional center.” The Medium Density Residential designation is defined as follows: “at a maximum density of 6 dwellings per acre, these areas will accommodate detached single-family lots, and, where compatible, a mix of detached and attached units with integrated open spaces. Small-scale neighborhood commercial development may be authorized at the intersections of collector and arterial roads or through the planned development process.”

Adopted zoning districts within the downtown portion of the study area boundary include the following districts: CB, CBP, HI, O-1, O+1-2, R-5, R-5MF. The CBP and CB zoning districts together comprise a majority of the downtown. Areas in the eastern portion of the study area are predominantly designated as O-1 zoning. Limited areas designated as R-5 zoning are found along the eastern and western boundaries of the study area. A small area having the R-5MF zoning is found in the eastern portion of the study area along the boundary. Located in the southernmost portion of the downtown is an area zoned HI.

Zoning districts to the north of the study area immediately outside the boundary include O+1-2, CBP, O-1, R-5 and R-5MF. To the east are R-5, R-5MF, B-1, CBP and HI zoning districts. The zoning districts located to the south of downtown include HI and CBP. To the west are R-10, CBP, CB, R-5, R-8 and HI zoning districts.

The NC-115 portion of the study area located north of Whites Mill Rd is designated Commercial according to the adopted Future Land Use map. A small area is designated Recreational/Institutional. According to the adopted City of Statesville Land Development Plan (2004), the Commercial “designation applies to all commercial areas except the downtown and other mixed-use developments. Zoning shall be used to establish the appropriate scale and intensity of development for neighborhood community and regional commercial development areas.” Recreational/Institutional designated “areas include a variety of public and private recreational, educational, medical and religious facilities. While these uses will be authorized in other areas, this designation indicates areas where the uses establish a neighborhood, community or regional scale institutional center.”

At the beginning of the project, adopted zoning within the NC-115 portion of the study area boundary consisted exclusively of two zoning districts: B-2 and B-5. During the planning process, a significant portion of the study area underwent a rezoning. This rezoning included the establishment of the H115 zoning district

(March 2009) that uses design standards in common with CB, CBP zoning districts.

Zoning districts to east include B-5, R-8M, R-8, R-15M zoning districts. The zoning districts located to the south include HI and B-5. To the west is the R-5MFM zoning district.

Land Use Summary of Opportunities and Constraints

Below is a brief summary of issues, opportunities and constraints related to land use revealed and documented during the planning process:

Downtown

- Vacant storefronts and buildings are viewed as a hindrance
- Some properties in need of clean up, better maintenance
- Existing farmers market is underutilized
- Iredell County to locate a new jail in downtown

NC-115

- Numerous vacant properties
- Properties in need of better maintenance
- Constrained depth of property on east side of corridor
- Homeless shelter presence results in issues for area businesses, residents
- Concentration of too many rental properties in adjacent neighborhood, need to increase home ownership

Transportation Overview

The transportation network serves an important function in downtown and the NC-115 corridor. The existing system was assessed and important transportation issues revealed for the study area during the planning process.

The consulting team prepared mapping of the block pattern (refer to Figure 06, Block Pattern Map) to illustrate the defined circulation pattern for the study area. A grid street pattern of streets is present throughout the downtown core. This block pattern downtown contributes to an environment that provides many choices for vehicular circulation and promotes a walkable environment. By contrast, the NC-115 corridor towards the south has more limited connectivity because the corridor is oriented more toward vehicular traffic and movement through the corridor. Existing railroad tracks found east of, and running parallel to, the corridor further limits connectivity.

The regional transportation network (shown on Figure 01, Context Map) shows the major thoroughfares that exist in the study area. Major routes in downtown include NC-115 (Center Street) and Front Street (US 21, Bus 70). Garner Bagnal Boulevard (US 70) is a major east-west thoroughfare connecting Interstates 40 and 77. NC-115 (US 21) extends from downtown south through the study area and

continues south to Troutman and Mooresville. It also serves as a major entryway from the new Larkin development and Interstate 77 to the downtown area. As Larkin continues to develop, and potentially 10,000 new residents move in, the importance of this corridor will increase.

Additional information for existing transportation conditions is found in Appendix A-4 Circulation and Parking Plan by Glatting Jackson Kercher Anglin, Inc.

Transportation Summary of Opportunities and Constraints

Below is a brief summary of issues, opportunities and constraints related to transportation and circulation revealed and documented during the planning process:

Downtown

- Certain segments along Center Street are too wide
- Better flow into downtown needed – 2 lanes instead of 4
- Intersection improvements in certain locations
- Address trucks entering through downtown
- Need better signage for public parking
- Parking conflicts exist with MCC and nearby downtown businesses
- Open up and enhance MCC entrance
- Insufficient parking

NC-115

- Restore street system along with access management
- Need to enhance pedestrian connections, provide sidewalks and other streetscape improvements

Urban Design and Streetscape Overview

The established block pattern and established historic fabric found in the downtown core provides a pleasing and comfortable walking environment. These patterns are also evident in the established neighborhoods near the core.

The “main and main” intersection within the downtown core is the intersection of Center Street and Broad Street. This area, known by local residents as “The Square”, is recognized as the true center of downtown. The clock tower building at the southeast corner of the intersection of Center Street and Broad Street further denotes this as the historic center of the city. Important vistas exist to the west (Mitchell Community College campus) and east (Broad Street gateway) given the topography at this intersection. Finally, the storefront character and architecture of building facades found along Broad and Center Streets further denotes the importance of these “A” streets, offering an interesting street rhythm experienced by those traversing these areas.

Built Environment and Scale

The presence of existing development throughout the study area underscores the need to gain an understanding of the scale of the built environment. Building scale, placement, architectural style and materials define the overall character of built form.

Based upon site visits performed, existing structures within the study area have typical building heights ranging from one to two stories. The tallest buildings, greater than two stories, exist within the downtown core. The maximum allowable height in the CB and CBP (and recently established H115) zoning districts is 80 feet.

Most buildings within the downtown core address the street and sidewalk. A few exceptions exist where some buildings in downtown have provided parking areas between the building façade and the sidewalk. The City of Statesville has a keen interest in providing an attractive built environment in this manner and has developed standards that are set forth in the Downtown Statesville Design Guidelines that apply to the CB and CBP zoning districts. The Design Standards for Non-Residential Developments apply city-wide to all non-residential structures except those in the LI, HI, CB and CBP zoning districts. In March 2009, the H115 zoning district was established for the southern portion of the study area and now requires use of the city-wide design standards. These actions were intended to create a more coherent and desirable gateway into downtown. The recently established H115 zoning district has design standards in common with downtown and represents a good initial effort on the part of the community to set the stage for the NC-115 corridor as an important gateway into downtown. Signage, parking and building envelope (max 10' front yard setback) were among standards put in place for the H115 zoning district. In addition, the Statesville Historic Preservation Commission has Design Guidelines in place.

Streetscape

The established historic main street commercial district has elements of good streetscape, similar to other small town main streets in the southeastern US. This streetscape consists of wider sidewalks, planters and on-street parking, and promotes walking and strolling within the commercial district. In many areas, tree-lined sidewalks exist connecting downtown to adjacent residential neighborhoods. In stark contrast to downtown, the NC-115 corridor lacks adequate elements of a good streetscape. Adequate sidewalks, landscaping and other positive streetscape elements are not found in this portion of the study area. Refer to Figure 14, Existing & Proposed Cross-Sections & Streetscape.

Urban Design and Streetscape Summary of Opportunities and Constraints

Below is a brief summary of issues, opportunities and constraints related to urban design and streetscape revealed and documented during the planning process.

Downtown

- Street furnishings and streetscape needs to be updated and studied further

NC-115

- Need for sidewalk, streetscape improvements along corridor
- Improve corridor and provide a gateway

Statesville Character, Cultural and Historic Resources Overview

Elements important toward defining community character include significant cultural and historic resources.

Historic Districts and Structures

Four historic districts are generally found along the eastern and western boundaries of the downtown area. The East Broad Street – Davie Avenue District extends into the study area along both sides of East Broad Street to the area mid-block between Tradd and Green Streets. Along the western boundary of the downtown area, the Mitchell Community College District overlaps the study area on the north side of West Broad Street. Also, areas on both sides of West Front Street are included within this district. This includes the frontage along the south side of Walnut Street. The Academy Hill District abuts the western boundary of the downtown study area but does not extend into the study area. The South Race Street District, located further to the west, is not contiguous to the study area.

All four historic districts are primarily residential in character and together they include over 400 buildings. All are also listed in the National Register of Historic Places, a separate program that recognizes properties of cultural significance. Although not locally designated, Statesville's commercial downtown district is also listed in the National Register. Most of downtown was built around the turn of the century with most buildings dating from 1860 to 1930.

Gateways

Gateways are critical signs or landmarks that identify places of transition that foster a sense of arrival and contribute to the character of an area. Existing and future gateways to downtown were identified using available maps, field notes, photos, imagery and contextual information. These were documented on the Opportunities Summary Maps (Figure 09). One of the guiding principles of the

plan is to enliven the NC-115 corridor as an important gateway into downtown. Below is a description of gateway opportunities related to the study area:

- East Broad Street (multiple locations)
- West Broad Street (edge of Mitchell Committee College campus)
- Center Street (Stockton Street, Garfield Street)
- NC-115 (railroad underpass, Garner Bagnal, Amity Hill Road)

Secondary gateways identified include:

- East and West Front Street
- Davie Street

Signage and Wayfinding

Signage and wayfinding make it easier for visitors to experience any destination and helps reinforce the character of the place. While signage and wayfinding do not necessarily add to character, they help uncover it. The City of Statesville Zoning Ordinance includes standards for signage. In March 2009, the H115 zoning district was established for the southern portion of the study area. New standards for signage in the H115 zoning district were approved. Within this zoning district, a master sign plan relating to uniformity, size, color, material and other factors must be approved by the Development Review Committee. Better standards represent an opportunity to improve upon the present condition of signage found in the study area.

Wayfinding represents one of the greatest opportunities for the study area. During the planning process, the consulting team discovered three main points of entry into downtown. The points of entry are documented on the Opportunities Summary Maps (Figure 09). It was also discovered that prior efforts to produce a Signage and Wayfinding Master Plan were conducted but not completed.

- E Broad Street
- Garner Bagnal (US 70)
- NC-115

Additional needs for wayfinding were documented by the consulting team through discussion with students of Mitchell Community College. Students interviewed had expressed interest in better signage related to locating the campus and parking to attend classes. While they approach the campus from all directions, many of these students use Race Street, west of the study area, to access the campus.

Statesville Character, Cultural and Historic Resources Summary of Opportunities and Constraints

Below is a brief summary of issues, opportunities and constraints related to community character, cultural and historic resources revealed and documented during the planning process:

Downtown

- Inappropriate land uses or eyesores
- Additional intrusion of office or commercial not desired for existing residential buildings along Green Street and the north side of E Broad Street
- Center and Broad Street needs more presence as center of town
- Facades in need of improvement
- Need better façade, sign and site design for new construction
- Entrances to downtown need to be enhanced
- Additional wayfinding signage for downtown and Mitchell Community College

NC-115

- Buildings in poor condition and are of no historic value
- Undesirable elements such as chain link fences, outdoor storage and display, trash
- Development pattern of certain properties undesirable
- Provide gateways

Natural Features, Open Space, Parks and Recreation Overview

A critical element of any downtown is the number, location and types of public spaces. Public spaces include elements that provide necessary linkages between publicly accessible destinations within and outside of downtown.

Natural Features

Topography

Topography was mapped along with other environmental features (refer to Figure 08, Natural Features, Open Space, and Parks Map) on base maps to be used during planning exercises on base maps.

Iredell County is located on the western edge of the Piedmont Physiographic Province of North Carolina. The topography of the study area is typical of the Piedmont, characterized by flat uplands that are deeply dissected by creeks and streams. This portion of Iredell County drains to the Yadkin River.

The general topography does not present a major issue for development in the study area. Certain site-specific challenges exist such as along existing streams. However, a majority of the study area has been developed.

Soils

Soils maps found in the SCS Soil Survey for Iredell County were reviewed. The soils do not present a major issue for land development in the study area.

Hydrology

The study area lies within the Yadkin-Pee Dee basin. Multiple creeks drain through the study area including Fourth Creek downtown and Third Creek in proximity to NC-115. Floodplains are found as well and generally follow Fourth and Third Creek.

Plant and Wildlife Habitat

A majority of the study area has been developed. There are no rare, threatened or endangered species known to exist in the study area, although further studies may be needed for verification. A review of the Significant Natural Heritage Areas inventory found that many natural communities exist in the northern portion of Iredell County. However, none appear to exist within the study area.

Environmental Sites

Sites with presence of environmental contamination, commonly known as brownfields, are known to exist within the study area. Sites were reviewed and mapped during the planning process.

When dealing with environmentally contaminated sites, there can be some difficulties that have to be considered and accounted for before proceeding with design and construction on these properties. First and foremost, an environmental consultant would need to be hired to fully evaluate the level of contamination and perform environmental assessment reports to determine the existing levels of contaminants that are present. If contamination levels exceed the limits of those allowed by the EPA, then permits could potentially need to be obtained, and remediation efforts undergone in order to remove contaminants and replace with “clean” soil. The environmental consultant would also oversee the construction and remediation process that take place.

A second option would be to try and avoid disturbance of these contaminated sites, in order to avoid the permitting and remediation processes. However, this would reduce the amount of development area available, and would also leave contaminated soils behind that could increase in area over time, making it even more difficult to develop in the future.

Parks and Recreation

The City of Statesville Parks Department provided a map of existing parks and greenways including those found in the study area. The consulting team documented each existing park facility and the location of existing and planned greenways (refer to Figure 08, Natural Features, Open Space, and Parks Map). It was noted during the process that the city does not have a comprehensive bicycle

and pedestrian plan. Iredell County does not presently have a countywide greenway system plan.

The most significant park facility in proximity to the study area is Mac Anderson Park, which is located to the north of the study area. This park features two miles of walking trails and a variety of outdoor fitness equipment. Caldwell Park, located to the east of the study area in downtown, features lighted tennis courts.

Most of the park facilities are located outside the downtown core. Pecan Park represents the only public park space in the study area.

Natural Features, Open Space, Parks and Recreation Summary of Opportunities and Constraints

Downtown

- Pecan Park not connected to Center St, and is the only public park space
- Downtown lacks a park like atmosphere that is good at night

NC-115

- Corridor lacks connections to existing open space outside the study area
- Enhancements needed to existing parks
- No prominent public open space found along corridor

Community Infrastructure

Community facilities are those services and systems that are available for public use on a daily basis in order for citizens to meet their daily needs. Land use decisions can have measurable impacts on these services. Many of these services are demanded with new development and significant capital costs can be associated with service expansion.

Utilities

Sanitary Sewer: The City of Statesville has 2 wastewater treatment plants, Third Creek WWTP & Fourth Creek WWTP. Third Creek WWTP is designed to treat 4 MGD and currently only treats 1.7 MGD. Fourth Creek WWTP is design to treat 6 MGD and currently only treats 2.7 MGD. There appears to be adequate capacity in the waste water treatment systems to handle the proposed redevelopment.

Water

The City of Statesville's water treatment plant is permitted to treat 9 MGD of drinking water. Water distribution averages 5.5 MGD of water in the fall and winter and 6.5 MGD of water per day in the spring and summer. There appears to be adequate capacity in the water supply treatment system to handle the proposed redevelopment.

Stormwater Management

Currently, Statesville is not an NPDES Phase II community, therefore, storm water requirements are minimal. However, water quality and detention should not be overlooked. The existing land uses are both residential and commercial. The redevelopment being proposed in the existing commercial areas will minimally impact to impervious area conditions. However, the redevelopment being proposed in the existing residential areas will add additional impervious area that will, in turn, increase storm water runoff.

The use of water quality BMP's would help to reduce the amount of pollution in the storm water runoff that will be created in certain areas of the redevelopment. It is recommended that these BMP's could be located where impervious areas have increased by the greatest percent from pre-developed construction to post-developed construction. However, in locations where impervious area percentages remain unchanged, the existing storm water infrastructure could be used to manage the storm water runoff.

Fire Protection and Emergency Medical Services

The Statesville Fire Department provides fire service for the study area. There are currently 3 fire stations with a fourth being constructed in the northeastern part of the city. Fire Station One is located on S Meeting Street in the study area.

According to input from Fire Department staff, a fire station presence on NC-115 is desired. This potential new fire station could include a new government center facility with special training programs and be collocated with Police.

Iredell County is the provider of emergency medical services (EMS) for the study area.

Public Safety and Emergency Preparedness

The Statesville Police Department provides public safety services for the study area. The headquarters is located in the study area on S. Tradd Street. A small community police station currently exists in the NC-115 portion of the study area.

The southern portion of the study area is a designated Weed and Seed community. The Weed and Seed program reflects a comprehensive approach to community revitalization through the use of coordinated crime reduction activities combined with a mix of social, economic, and housing improvement programs in targeted geographic areas. The national Weed and Seed initiative is administered by the Community Capacity Development Office (CCDO) which is under the Office of Justice Programs, U.S. Department of Justice.

Government Facilities

A large concentration of government facilities is present in the study area, mostly in the downtown core. Significant facilities include the Iredell County Government Center, City Office Building, the Iredell County Sheriff's Office and the Iredell County Detention Center.

During the planning process, it was noted that Iredell County has plans to locate a new jail downtown.

Educational Facilities

Mitchell Community College to the west of the study area in downtown is a significant educational institution. Mitchell also operates the South Statesville Skills Center on NC-115.

The American Renaissance Charter School is located on E Broad Street and serves Kindergarten through 5th grade students. The American Renaissance Middle School is located on S Center Street.

Libraries and other Cultural Facilities

The Iredell County Public Library is located in the study area on N Tradd Street. The local library operates both outreach and bookmobile services. The facility staff totals 22.

The Statesville Civic Center on S Center Street opened in 1999. Approximately 32,000 square feet of space is found in this facility that provides events and meeting space along with other functions. Inside the Statesville Civic Center, a 21 foot tall, 19 foot wide fresco was crafted by world renowned artist Ben Long, a native of Statesville.

Iredell Museums operates an arts gallery at the corner of S Meeting Street and Court Street in downtown. Located next to the gallery is the Iredell Arts Council in the old jail building behind the Iredell County Courthouse (part of the Iredell County Government Center).

Major facility improvements in the recent past include the Statesville High School Performing Arts Center, which is just north of the study area.

Operating more as a significant landmark than a facility is the 1911 historic Statesville Depot. This building originally served as a rail depot for Norfolk-Southern. It has been moved to its current location on NC-115. The site and building were recently purchased by NCDOT.

It was noted during the process that the farmers market is presently underutilized. There are two farmer's markets in the study area that are held in downtown public spaces, one at the corner of Front and S Meeting Streets and a second in Pecan Park on N Center Street.

Community Facilities Summary of Opportunities and Constraints

- Use of water quality BMP's would help to reduce the amount of pollution in the storm water runoff
- Existing farmers market is underutilized
- Iredell County to locate a new jail downtown
- Explore potential for YMCA on NC-115 corridor to serve south

City of Statesville

Downtown & NC 115 Streetscape/Land Use Master Plan

A-3 PRECEDENTS STUDY: GREENVILLE, SC, SPARTANBURG, SC, & WILMINGTON, NC

LANDDESIGN
GLATTING JACKSON KERCHER ANGLIN

AUGUST 7, 2009



PRECEDENT CITIES

GREENVILLE, SC • SPARTANBURG, SC • WILMINGTON, NC

As part of the effort to summarize issues and opportunities for the City of Statesville Downtown and NC-115 Corridor, a review of precedent cities was conducted. The purpose of gathering precedents was to find lessons learned from cities having similar goals, issues and opportunities, and success with downtown revitalization over the last 10 years. This effort also provided information for comparison or benchmarking to reveal similarities in approaches used and unique differences. The final list of cities was prepared by the consultant team based on these factors and with input from the Advisory Committee.

The selected cities and their downtowns – Statesville NC, Greenville and Spartanburg SC, Wilmington NC – have much in common beyond having relatively similar geographic size. Each of these county seats of Iredell, Greenville, Spartanburg, and New Hanover Counties, respectively, share a commitment to revitalize their downtowns. In fact, Greenville, Spartanburg and Wilmington have recently completed detailed downtown master plans to establish visions for their future. Statesville recently completed a plan for the CBD and NC-115 Corridor that offers a market assessment along with recommendations based on opportunities identified in the study process. This study represents the commitment to allow these areas of Statesville to reach their full market and economic potential.

The population densities of each selected city are relatively similar. Also, cities are similar in their historic fabric and transportation and circulation network. Comparisons were made for physical, functional and economic characteristics. Physical characteristics gathered included significant community structures and unique features. Functional, qualitative information was gathered including reasons for past success in downtown efforts. Economic comparisons included a variety of quantitative measures intended for benchmarking along with a description of economic development tools and incentives currently being used by each respective city.

Wilmington NC was added as a precedent city in part because both Statesville and Wilmington have a community college presence within the downtown, but also due to similar state requirements and local government regulatory processes. A comparison was made between Statesville and Wilmington with regard to the building inspection process, a perceived issue for development requests made in downtown Statesville. Wilmington has an initial site plan review process and handles this process entirely for downtown. A dedicated staff person for the CBD assists this process. Wilmington continues handling this process until the application is “released.” Once the City releases, then building plans are brought to New Hanover County. The County issues building permits and also handles inspections on behalf of City.



Aerial view of downtown Greenville and main street. Source: *Downtown Greenville Master Plan 2008*



Aerial view of downtown Spartanburg looking east. At the center is the highly visible Morgan Square. Source: *Spartanburg Downtown Master Plan 2007*



View of downtown Wilmington from the Cape Fear River. Source: *Wilmington Downtown 2020*

TABLE 1: PHYSICAL COMPARISONS: DEMOGRAPHICS, GEOGRAPHY & CHARACTERISTICS

	STATESVILLE, NC	GREENVILLE, SC	SPARTANBURG, SC	WILMINGTON, NC
Population (July 2007)	26,122	58,754	38,843	94,682
Population Density	1,268 <i>(people per square mile)</i>	2,248 <i>(people per square mile)</i>	2,017 <i>(people per square mile)</i>	2,282 <i>(people per square mile)</i>
Total Land Area	20.6 square miles	26.13 square miles	19.25 square miles	41.48 square miles
Downtown Land Area	0.31 sq. mi.	1.75 sq. mi.	1.5 sq. mi.	0.32 sq. mi.
Downtown Households	6,000 units <i>(est. households within 1-mile of downtown)</i>	4,000 units <i>(est. households within 1-mile of downtown)</i>	3,831 units <i>(est. households within 1-mile of downtown)</i>	3,125 units <i>(est. households within 1-mile of downtown)</i>
Mobility / Circulation	<ul style="list-style-type: none"> • Downtown street grid intact • Several historic neighborhoods in walking distance • NC 115, US 21, Bus 70 • Proximity to I-77, I-40 	<ul style="list-style-type: none"> • Downtown street grid intact • Several historic neighborhoods in walking distance • Approx. 3 miles to I-85 	<ul style="list-style-type: none"> • Downtown street grid intact • Established historic town center • Several historic neighborhoods in walking distance • US 29, US 176 	<ul style="list-style-type: none"> • Downtown street grid intact • Several historic neighborhoods in walking distance • Access to I-40, 421/74
Parking Characteristics	<ul style="list-style-type: none"> • 515 spaces in 8 CBD municipal lots • On-street parking 	<ul style="list-style-type: none"> • 6,649 spaces in 7 CBD public garages • On-street parking 	<ul style="list-style-type: none"> • 1,962 spaces in 3 CBD public garages • On-street parking 	<ul style="list-style-type: none"> • 1,989 spaces in 4 CBD public garages, another 114 spaces in municipal lot • On-street parking



View of the Statesville Civic Center, a multi-purpose meeting and entertainment facility, is located on Center Street in downtown.



The liberty bridge is located in Falls Park in downtown Greenville. *Source: Downtown Greenville Master Plan 2008*



Daniel Morgan Square, recently renovated, celebrates the oldest and most prominent public space in downtown Spartanburg. Axial views of the clock tower exist and this area is sited high along the top of a hill slope.



Attractive buildings along Market Street near the waterfront in downtown Wilmington. *Source: Wilmington Downtown 2020*

TABLE 1: PHYSICAL COMPARISONS: DEMOGRAPHICS, GEOGRAPHY & CHARACTERISTICS cont.,

	STATESVILLE, NC	GREENVILLE, SC	SPARTANBURG, SC	WILMINGTON, NC
Significant Structures/Elements	<ul style="list-style-type: none"> • Statesville Civic Center • Statesville High School • Performing Arts Center • Mitchell Community College • American Renaissance Charter School and Middle School • Iredell Museums • Statesville Depot, Vance Hotel • Municipal Buildings • Iredell County Public Library 	<ul style="list-style-type: none"> • Falls Park • Cleveland Park • Peace Center for the Performing Arts • West End Field • BI-LO Center • Greenville Zoo, Museums, Library • Little Theatre • Greenville Drive Stadium • Municipal buildings • Downtown lacks institution of higher learning 	<ul style="list-style-type: none"> • Morgan Square • Barnet Park, Zimmerly Amphitheater • Colleges including Wofford, Converse • Carolina Panthers Training Camp • Spartanburg Regional Healthcare System, Mary Black Memorial Hospital • Chapman Cultural Center • Spartanburg Memorial Auditorium • Hub-bub • Conference hotel • Municipal buildings • County Library • Downtown airport (to south) 	<ul style="list-style-type: none"> • USS North Carolina battleship • Riverfront Park • Thalian Hall • Cafe Fear Community College • New Convention Center • Municipal buildings • City Library • Proximity to airport (to north)
Unique Physical Characteristics	Downtown setting high along top of hill slope, rail line to south of core.	Downtown anchors western part of Greenville, Reedy River passes through downtown	Numerous rail lines in region converge in downtown, includes Amtrak station/service	Downtown port city located along east side of Cape Fear River near intercoastal waterway, anchors western part of Wilmington



Historic neighborhoods with tree-lined streets are located adjacent to downtown Statesville and provide a unique charm to the community.



The setting of Main Street in downtown Greenville accommodates pedestrian activity at the street level. Source: *Downtown Greenville Master Plan 2008*



Barnet Park is a unique public space in downtown that includes passive uses and walking trails. Interactive fountain and public art help celebrate this space. The Zimmerly Amphitheatre features events and festivals that provide a destination for the community.



The USS North Carolina battleship memorial is located across the Cape Fear River from downtown Wilmington. Source: *Wilmington Downtown 2020*

TABLE 2: FUNCTIONAL COMPARISONS

	STATESVILLE, NC	GREENVILLE, SC	SPARTANBURG, SC	WILMINGTON, NC
Reasons for Success	<ul style="list-style-type: none"> • Historic fabric is still intact • Downtown has retained a variety of diverse uses over the years • Location in region 	<ul style="list-style-type: none"> • City has leveraged resources for downtown revitalization over the years • Downtown is location of established Main Street, riverfront, historic properties 	<ul style="list-style-type: none"> • Downtown centered by redesigned Morgan Square public space and surrounding historic area • Presence of community assets in downtown • Transportation hub of region 	<ul style="list-style-type: none"> • Historic fabric is still intact • Long term committment to downtown revitalization • Downtown is location of established Front and Market Street, waterfront, historic properties
Events/Programming	<ul style="list-style-type: none"> • Education, cultural and civic destination • Numerous events each year 	<ul style="list-style-type: none"> • Restaurant destination for the region • Numerous events each year 	<ul style="list-style-type: none"> • Education, cultural, civic and arts destination • Numerous events each year 	<ul style="list-style-type: none"> • Public funding provided to Wilmington Downtown for programs, including pedestrian art program • Downtown arts, entertainment • Numerous events each year including Azalea Festival



Downtown business, retail and restaurants uses serve the downtown Statesville area and nearby community. Unique storefronts and streetscape elements such as wide sidewalks, decorative planters along with on-street parking enhance the pedestrian experience as shown on W Broad Street.



The Bi-Lo Center is an events center and entertainment destination serving the entire Greenville region. *Source: Downtown Greenville Master Plan 2008*



The recently completed Chapman Cultural Center, adjacent to Barnet Park in downtown Spartanburg, provides space for the visual and performing arts, science and history. *Source: Arts Partnership of Greater Spartanburg Website*



Downtown businesses and restarants bring people to downtown Wilmington and create an inviting and active street experience. *Source: Wilmington Downtown 2020*

TABLE 3: ECONOMIC COMPARISONS

	STATESVILLE, NC	GREENVILLE, SC	SPARTANBURG, SC	WILMINGTON, NC
Median Household Value (2007)	\$116,400	\$154,700	\$105,400	\$198,400
Median Household Income (2007)	\$35,029	\$34,482	\$32,235	\$37,011
FY 2008-2009 Budget	\$91.0 million	\$132.9 million	\$49.7 million	\$127.9 million
General Fund	\$29.7 million	\$66.9 million	\$35.6 million	\$86.4 million
Tax Rate	40 cents / \$100 valuation	60 cents / \$100 valuation	60 cents / \$100 valuation	33 cents / \$100 valuation
Downtown Tax Rate	10 cents / \$100 valuation	Not applicable <i>Note: CBD TIF District exists; Business Improvement District does not exist (2007)</i>	Not applicable <i>Note: Business Improvement District does not exist (2006)</i>	Not applicable
Annual Tax Revenue Generated from Downtown Tax District	\$95,212	Not applicable	Not applicable	Not applicable
Downtown Vacancy Rate	Office/Retail: 14.5%	Class A office: 5.9% Class B office: 23.5% Retail: 24.1%	Class A office: 11.0% Class B office: 22.9% Retail: 19.7%	Office/Retail: 12.0%
Average Office/Retail Downtown Rents	Office/Retail: \$5.00-12.00/sf	Class A office: \$19.53/sf Class B office: \$17.04/sf Retail: \$17.63/sf	Class A office: \$19.47/sf Class B office: \$14.74/sf Retail: \$7.99/sf	Office/Retail: \$15/sf (2004)
Economic Development Tools and Incentives	<ul style="list-style-type: none"> Public/private partnerships Main Street program Downtown Tax District 	<ul style="list-style-type: none"> Public funding of infrastructure (e.g., parking, streetscape) Tax abatement for business licenses 3 yrs Tax increment financing Housing trust fund Zoning 	<ul style="list-style-type: none"> Downtown loan program, façade grants Tax increment financing Zoning 	<ul style="list-style-type: none"> Downtown loan program Zoning Reduced site plan review and stormwater fees downtown



Center Street and W Broad Street converge in downtown Statesville as the city's "main and main" intersection. Landmark elements and historic structures such as the clock tower circa 1890 provide an identity and prominence to this central location.



The Peace Center is an events center on Main Street and along the Reedy River in downtown that provides facility for the performing arts. *Source: Downtown Greenville Master Plan 2008*



The Spartanburg Marriott Hotel and Conference Center, adjacent to Barnet Park, provides significant meeting and event space in downtown Spartanburg. *Source: Arts Partnership of Greater Spartanburg*



The Railroad Museum is adjacent to the new convention center in north downtown Wilmington. *Source: Wilmington Downtown 2020*

A-4. Circulation and Parking Plan by Glatting Jackson Kercher Anglin, Inc.

Circulation and Parking Report

This report documents Glatting Jackson's assessment of circulation and parking in downtown Statesville, NC. The assessments undertaken in this effort involved a collaborative process with Land Design and with stakeholders in Statesville. The policy recommendations and technical conclusions drawn in this report are the foundation of some very specific recommendations in the body of the Land Design Team's report.

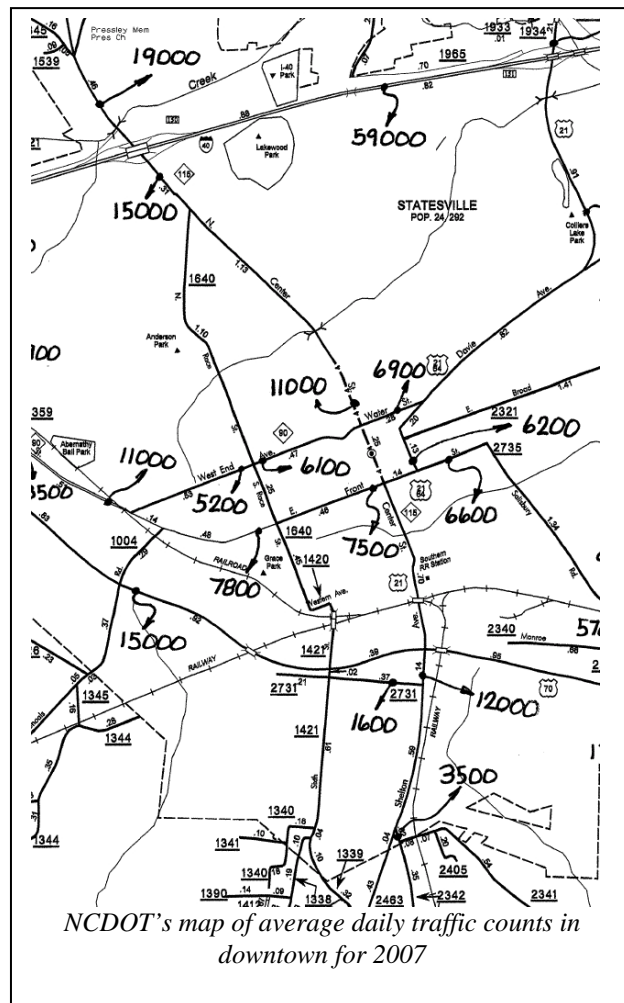
Existing Conditions

Vehicles: The arterial streets in downtown (Center, Broad, Front, Garner-Bagnal) are very automobile oriented and allow high vehicle speeds and virtually unimpeded flow most hours of the day. Some minor congestion can occasionally appear in the downtown core, partially as a result of awkward geometry and poor intersection spacing at the confluence of Davie and Tradd.

Pedestrians: While most of the streets downtown have sidewalks, variations in vehicle speeds, intersection widths and crosswalk spacing provide very divergent pedestrian environments.

Bicycles: There are no bicycle facilities (either bike lanes or racks) in downtown and most of the arterial streets have vehicle speeds too high to make biking comfortable for most.

Parking: According to a previous study, currently there are eight municipal lots within the downtown Statesville containing a total of approximately 515 spaces. These spaces are augmented by on-street parking throughout the area.



Previous Study Recommendations

Several recommendations for the downtown Statesville area are summarized in the CBD & NC-115 Corridor Plan from June 2007. A summary of the transportation elements of that report follows:

- Many downtown streets are heavily weighted towards the automobile, and should provide greater balance between pedestrian and vehicular modes of travel
- Downtown should have improved streetscapes, wider sidewalks, and more interesting storefronts and building facades.
- gateway features should lead into the downtown
- development and implementation of a comprehensive parking strategy
- Broad Street and Center Street appear ripe for consideration of an alternative design
- Bike Lanes are recommended on Turner Street (Brevard to Center Street), Brevard Street (Hartness Road to Turner Street), Hartness Road (Lakewood Park to Radio Road) and Radio Road (greenway north of I-40 to Hartness Street)
- Observations revealed many vacancies at existing public surface lots (Map 12).
- Spaces in the most desirable parking locations (including Broad and Center Street) could be managed more efficiently to provide a turnover of spaces.
- For structured parking, two locations were proposed:
 - the municipal lot in the northeast corner of Front and Meeting Streets
 - the municipal lot east of Cooper Street, and

In addition to the existing conditions and recommendations described in the previous study, our current effort has allowed several issues to emerge which are important to transportation in Statesville.

Character and Walkability Needs

Primary Issue – Cross-Section and Vehicle Speeds on Center Street

Regardless of the ultimate land use vision for downtown Statesville - whether as a mixed-use, live-work-play community or some form of central business function with supportive retail - Center Street will be a defining element of the character, safety and sustainability of downtown. Based on initial observations, traffic speeds along this street are often well in excess of what is likely to feel safe for pedestrians or, for that matter, even most drivers. The design of the street itself, with its wide lanes and abundant, exclusive turn lanes is the main culprit. Unless the design of the cartway is rethought to be something focused on balancing the needs of all downtown users rather than catering to the needs of one constituency (drivers), the issues of speed and safety will be difficult to alleviate.

The idea behind such measures should not be to restrict vehicular access to downtown. In fact, this will probably always be the most prominent access route and businesses situated here will rely upon this access. Rather, design measures that assure that the character of the street and the behavior of drivers are consistent with the community are called for. Since this is a state route, the city will have to make some

Vehicle Speed	Percentage of Pedestrian Fatalities in accidents
15 Mph	3.5%
31 Mph	37.0%
44 mph	83.0%

*Source: National Highway Traffic Safety Administration
Federal Highway Administration*

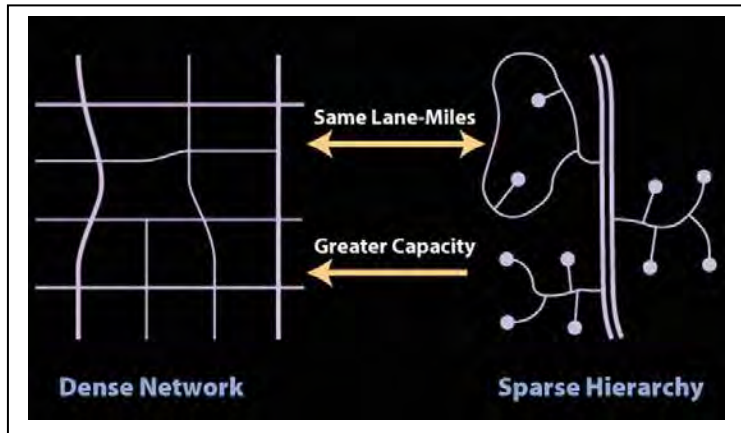
strategic decisions regarding how to work with NCDOT on the elements of design that have the greatest impact on character; these are corridor width and vehicle speeds. The city will likely have to couch approaches in a language and policy framework that is familiar to the state's highway engineers and will have to gain the support of local policy makers to bolster efforts.

At the core of any debate on the width of Center Street, the element of design that has the greatest impact on the perception of the corridor's character is vehicle speed. Since this element directly affects the safety of all of the users of downtown, this element should really not be negotiable. As mentioned earlier, we should further designs that maintain access and capacity for vehicles along this route, while managing the speeds of drivers in this area. This turns out to be a technically sound approach, as vehicle capacity is maximized at around 25 to 30 miles per hour. We have numerous tools available to help us influence vehicle speed such as lane width, placement of traffic signals and on-street parking among others. The solutions should be developed in tandem with the land use approach.

Downtown Entry and Connectedness

One reason so much width has been provided on Center Street is that all traffic from either direction has been directed and trained to drive only on this one

facility. We have all been in overgrown suburban areas that are not particularly dense, but that have horrendous traffic tie-ups that threaten their very economic future. The most efficient and effective means of managing the traffic associated with growth is through the street network.



Retrofitting this sort of hierarchical network in a suburban place is hard.

Conversely, a place such as downtown Statesville has a connected network which should allow a relatively dense downtown area to function effectively. The difference between a well-connected street network and a more suburban street network can be explained by the diagram to the right. When no supporting network is in place, all vehicles eventually end up on the same road. Of course this road will be overloaded and it will cross another big, overloaded road. Thus, congestion at bottle-neck intersections can be avoided by building better connected streets.

Unfortunately, the way the intersections and connections to the north and south of downtown have been designed, this blessing of network has been effectively nullified. Not only have the options for getting into downtown been limited, the attractiveness of these entries leaves much to be desired.

Additional Downtown Issues

Truck Traffic

Many of the people we have met to date in Statesville have mentioned the issue of trucks hauling their loads through the center of downtown. This is a safety concern, and is noisy, dirty traffic that takes away from some of the enjoyment downtown users might otherwise have. While most people realize that these trucks are serving a legitimate and important function, the decision to route them through downtown is one that many questioned.

Parking

Many residents and business owners lamented the availability of parking downtown. Based on community input, there are a variety of opinions regarding whether the shortage of parking is caused by lack of supply or location; however,

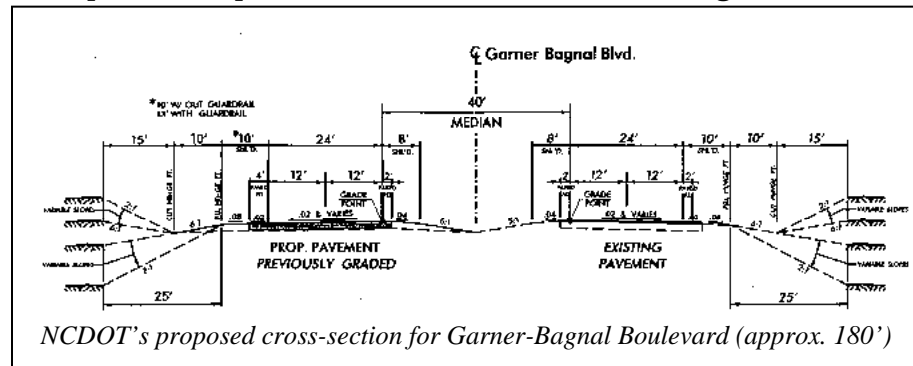
most people who saw a problem thought the overall supply is insufficient. Field observation suggested that the answer might be precisely uniform throughout downtown. The section of Broad Street closest to Mitchell Community College, for example, generally experiences a lack of readily available parking spaces. The on-street spaces along Meeting Street, on the other hand, did not appear to be under very much strain with regard to parking supply.

It is worth considering that while the demand for, supply of and convenience of available parking varies from block to block throughout downtown. The City's approach to the pricing and management of these spaces does not vary greatly. They are free and relatively long-term with uneven enforcement of the restrictions that are in place.

NCDOT Projects

Several of the streets within the study area fall under the jurisdiction of NCDOT. Therefore, any changes recommended to those streets will have to be coordinated with and developed in partnership with DOT. It is also worth noting that DOT

has programmed projects of its own that affect downtown. The most significant of these projects with regard to this study is the widening



of Garner-Bagnal Boulevard. As the accompanying diagram shows, the proposed cross-section for Garner-Bagnal is 180' wide. This is significant because Garner-Bagnal separates the northern and southern portions of the study area, and an intersection this fast and wide will be difficult for pedestrians to navigate. Dialog with NCDOT is in order to assure that Garner-Bagnal's character and safety design are such that it is not a significant barrier to pedestrians.

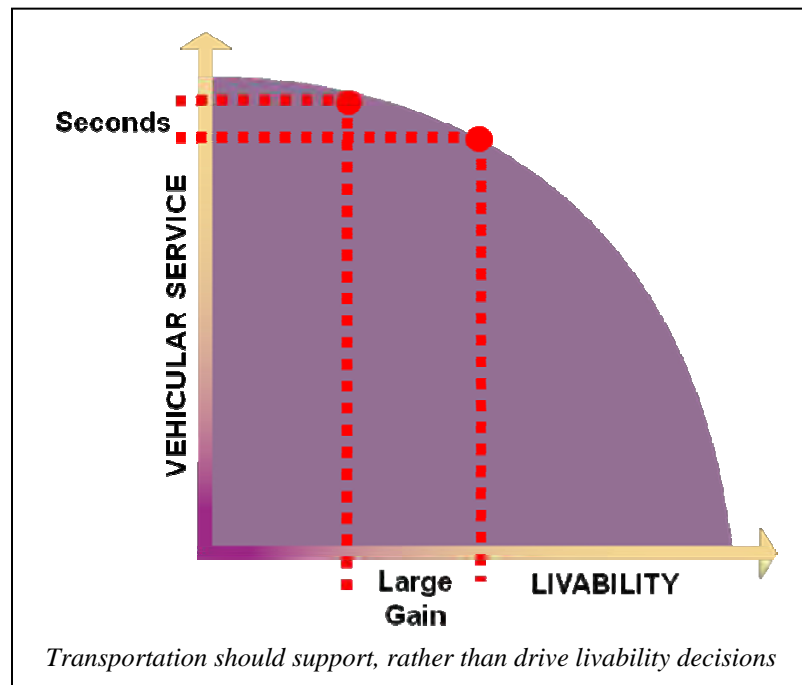
Opportunities

Through field observations, analysis of data and conversations with the public and stakeholders, the team was able to identify a set of opportunities arising from Statesville's issues and challenges. These opportunities represent a menu of options for Statesville. Most likely the City will not choose to pursue all of these approaches. Certainly they cannot be implemented all at once. Rather the City should carefully consider its larger goals (development, streetscapes, greenspace, etc.) and consider how best transportation can serve these goals. Then, a targeted, prioritized program of approaches can be developed. The following section describes some of the opportunities.

Lane Width

The individual lanes on downtown's streets are rather wide. The AASHTO Design Manual (Green Book), which is the resource used to guide street design decisions throughout the United States, allows for a range of lane widths between 10 and 12 feet (even as low as 9 feet in some cases). The lanes in downtown

Statesville all hover at or above this maximum width. There is little to no evidence that such widths in a downtown area improve safety. In fact, there is research that suggests just the opposite. Investigating lanes widths of 10 feet, which the Green Book indicates are appropriate in downtown areas, represents an opportunity to reduce vehicle speeds, improve driver and pedestrian safety, and create space for some of the other competing downtown needs. There are a variety of approaches for reducing lane widths, some inexpensive (repainting striping), some more costly (moving curbs). Statesville should consider the relative merits of the variety of approaches before selecting a desired approach to work toward with NCDOT.



Number of Lanes/Turn Lanes

The number of lanes through downtown, particularly the right turn lanes, contributes to the higher vehicle through speeds. Although having more lanes makes driving from place to place faster, the lanes are an obstacle to the pedestrian functionality of downtown.

According to NCDOT’s 2007 traffic counts, the highest volume street in downtown is Center Street carrying 11,000 vehicles per day. This volume is well within the ability

of a two lane street with left turn lanes to handle. In fact, many streets around the country with much higher volumes have been converted from four lane to three lane cross sections. These types of projects, known as “road diets” can help to develop safer streets and create more space for sidewalks, bike

lanes, trees or other elements that can help to improve value and create transportation balance. Given that Center Street’s volumes are considerably below all of these other successful examples, a road diet approach would be viable if the community believes there would be benefit.

Successful “Road Diets”

Location	Street	ADT Before	ADT After
San Leandro, CA	East 14th Street	17,700	16,700
Duluth, MN	21st. Avenue East	17,000	17,000
Ramsey County, MN	Rice Street	18,700	16,400
Toronto, ON	St. George Street	15,000	15,000
Kirkland, WA	Lake Washington Boulevard	23,000	25,900
Seattle, WA	North 45th Street	19,400	20,300
Covington, WA	State Road 516	29,900	32,800
Bellvue, WA	Montana Street	18,500	18,500
East Lansing, MI	Grand River Boulevard	23,000	23,000
Santa Monica, CA	Main Street	20,000	18,000
Helena, MT	U.S. 12	18,000	18,000
San Francisco, CA	Valencia Street	22,200	20,000
Oakland, CA	High Street	22,000	24,000
Orlando, FL	Edgewater Drive	20,500	21,000
Seattle, WA	Madison Street	17,000	18,000
Reno, NV	South Wells Avenue	18,000	17,500
University Place, WA	67th Avenue	17,000	15,000
University Place, WA	Cirque Avenue	16,900	14,400
East Lansing, MI	West Grand River Avenue	18,000	18,000
East Lansing, MI	Abbott Road	15,000	21,000
Charlotte, NC	East Boulevard	21,400	18,400

Source: Dan Gallagher, Charlotte DOT

Activating Network

While downtown Statesville is built on an outstanding grid, some of the function inherent in this system’s theoretical connectivity has been lost over time. This has happened due to the breaking of connections and the channeling of traffic onto fewer roads. The railroad tracks and Garner-Bagnal Boulevard are the primary causes for these network disruptions.

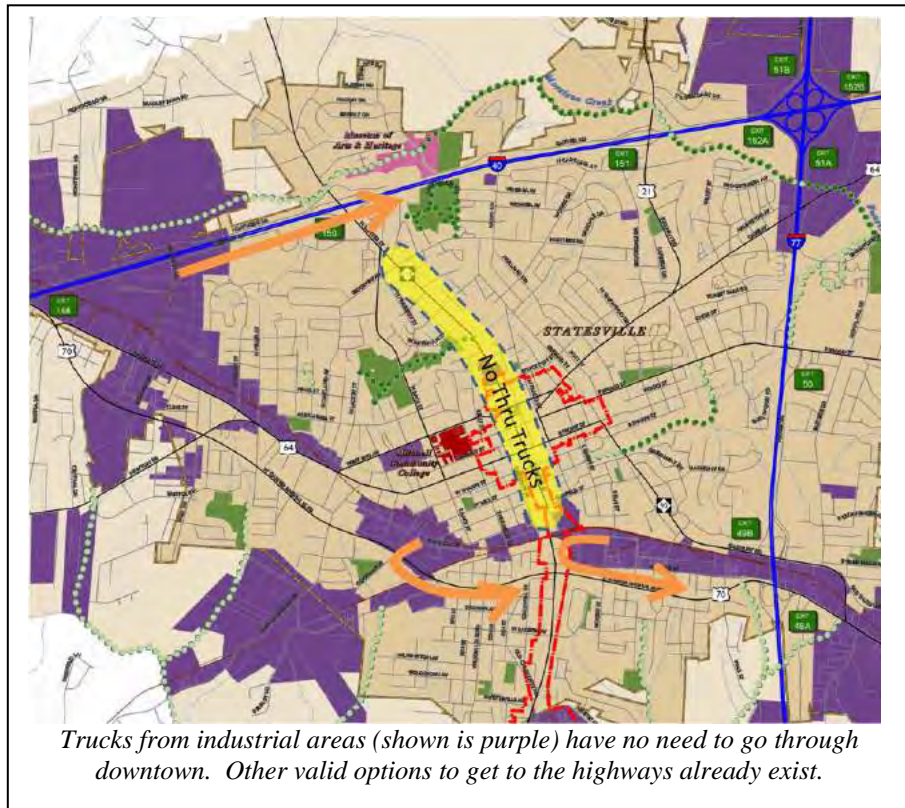
State Route Designation

Some of the channeling of traffic (discussed in the preceding section) and excess downtown truck traffic (discussed in the next section) has to do with Center Street’s designation as a State Route. In some cities, the abandonment of relocation of state route designation has allowed more flexibility in the design of a street or a diversion of unwanted car or truck traffic. The benefits of this approach were discussed with some of the project stakeholders.

Truck Route Designation

The presence of large trucks barreling through downtown was cited time and again by Statesville stakeholders as a primary source of frustration. The trucks

traveling north and south along Center Street appear to be seeking a shorter or more convenient route between industrial sites and the highway. While Center Street may be more convenient, it is not a necessary link to or from any of the industrial areas. As the diagram to the right illustrates, other legitimate options exist for travel to and from all of the industrial sites surrounding downtown.



The City should explore proactive steps to move these truck trips to the more appropriate corridors.

Access Master Plan

One of the challenges to a corridor such as Center Street is that, while redevelopment is expected, it will not all occur at the same time or in a predictable order. Although the City may wish to close driveway cuts and provide secondary street network for access, coordinating the public investments and private redevelopment can seem a daunting task. One tool some communities are using to help guide long term projects and development along these types of corridors is an access master plan. These plans provide a roadmap for phasing from current conditions along a street to the ultimate vision. Having such a plan can be instrumental in communicating to property owners why sharing access points or dedicating right of way for new secondary streets will be important in the long run.

Vertical Cues

One of the design elements that most affects vehicle speeds is the presence or absence of vertical cues. These cues may be trees, on-street parking, buildings close to the street or any number of elements that contribute to a sense of street enclosure.

Street Trees

Street trees not only represent a vertical element that tends to reduce vehicle speeds, they provide buffering from traffic and shade for pedestrians.

Parking Structure

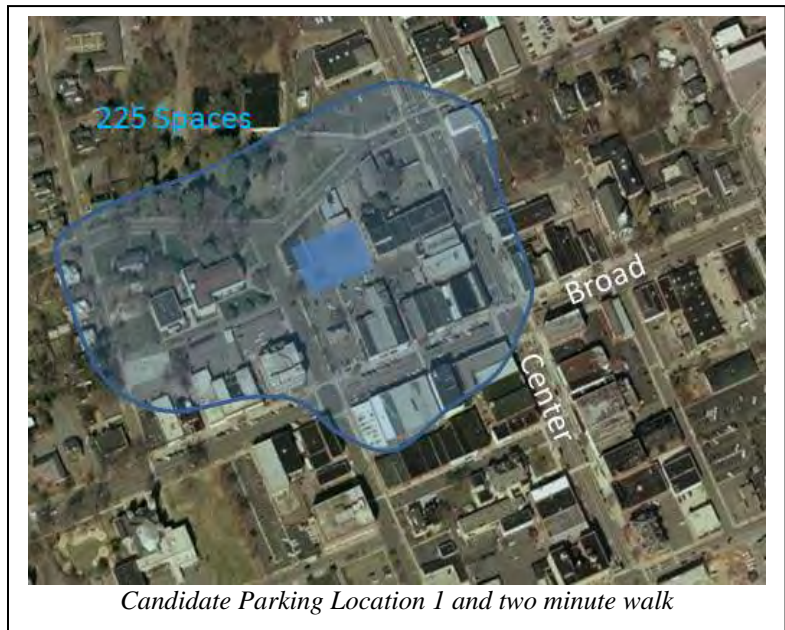
There was much discussion throughout the process about the potential for a parking structure downtown to provide a central supply of parking spaces. If a parking structure is considered, a few basic parameters should be fundamental:

- Spaces should be within a 1 to 2 minute walk of any properties that are expected to benefit from their presence.
- The selected location should be one that provides relief to blocks whose current leasing is suffering due to parking shortages
- The selected location should stimulate new development or redevelopment on adjacent block(s)
- At the time of construction of the first parking structure, the City should consider implementation of a downtown parking management and pricing strategy. The structure should be priced and managed as a part of a comprehensive system with the surrounding on-street and surface spaces.

The first three points above relate to proximity to sites that will benefit from parking added to downtown. An analysis of several downtown sites was undertaken to help guide these location decisions.

Location 1

The first location considered as a site for a parking structure is the municipal surface parking lot at the southeast corner of West End Avenue and Meeting Street. This site is fairly constrained, but could accommodate a small (225 space) parking structure. Within a two minute walk of this parking supply many of the existing buildings northwest of the Center/Broad intersection



could benefit strongly. This could help in the leasing/sale of some upper floors and would be a good match to businesses along what is envisioned as “restaurant row.” This site, however, would not likely provide stimulus for significant redevelopment in this mostly built-out quadrant of downtown.

It is also likely that even without a parking deck, pricing of parking (on and off street) in this area would push some overflow parking from Mitchell Community College back onto campus. This management step would, in effect, create new parking supply out of what is already in place. It is recommended that this step be taken in advance of construction of a deck in this location.

Location 2

The next location considered is the northeast corner of Front and Meeting Street. A larger parking structure (over 400 spaces) could fit on the site considered. This location would require the demolition of the current abandoned buildings on this corner and would also occupy the land currently serving as surface parking for the Vance Hotel building. As such, a contractual arrangement with that building owner to replace and enhance the parking taken would have to be worked out.

This site has several advantages. The high number of spaces would be able to relieve needs for existing buildings in the southwest quadrant of downtown. This site is also surrounded by numerous development/redevelopment opportunities. It would allow for consideration of expansion of the Civic Center or even joint development (a hotel, for example) on the site of the Civic Center’s current surface parking.



Location 3

The final location considered was the current location of a surface parking lot along Water Street and Pecan Park. While displacing a downtown greenspace is a significant policy decision which would require significant public debate, the current park is poorly situated in the middle of asphalt parking lots and the greenspace could be replaced in a better location in conjunction with this project. It should also be noted that the location advantages of this site for parking are significant.



Candidate Parking Location 3 and two minute walk

A structure on this location would be small (225 spaces), but would serve the existing buildings in the northeast quadrant of downtown. It could also serve to potentially stimulate positive redevelopment in conjunction with the County-owned property on the north side of water street.

Parking Management

Management

It is critical that the right location – not the cheapest, not the easiest to build, not merely the one that accommodates the most spaces – be selected. The opportunity to provide a central supply of parking is likely a once in a generation occurrence. Many cities have found that making the



The availability of nearby free on-street parking...



...leaves this municipal deck in downtown Erie, PA lightly uses on most days

wrong decision can fail to provide parking relief, adds to the frustration of downtown business owners, costs a lot of money and can end up being a highly visible and embarrassing badge of failure.

Recommended Circulation and Parking Approaches

Five major transportation approaches are recommended as a means to create space for downtown streetscapes, improve safety for all users of the streets and to make parking a more predictable experience. These recommendations are likely best pursued over a long period of time using a phased approach. That phasing should be coordinated very closely with redevelopment to assure consistency and maximum benefit from public-private partnership opportunities.

Approach 1 - Intersection Treatments

In many cases, the intersections downtown are far too wide and give far too much priority to the movement of vehicles. While the movement of cars to, from and within downtown are and always will be important, accomodation of cars to the

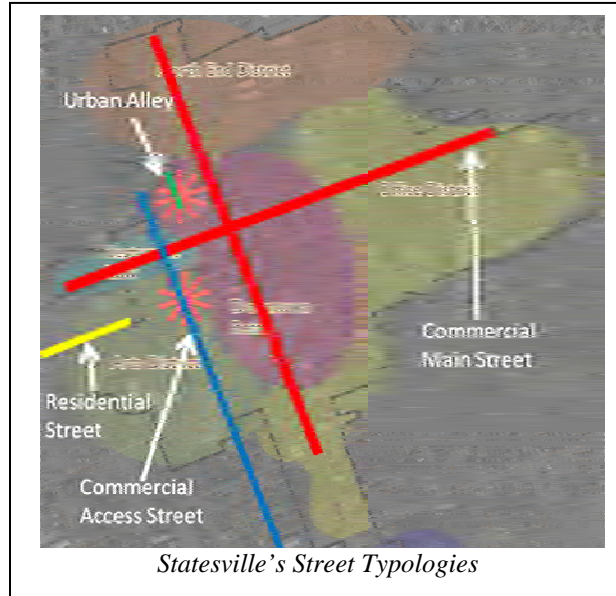
detriment of the pedestrian damages downtowns economically. Right turn lanes, the purpose of which is often simply to allow cars to keep moving quickly, should be used sparingly if at all in downtown Statesville. Every effort should be made to have narrow intersctions



with tight (around 25') corner radii. This will create short crosswalks, safe sight lines and a healthy car/pedestrians balance. The intersections designs illustrated in the report body use techniques such as lane narrowing and intersection bulbouts to shorten these crosswalks.

Approach 2 - Development of Street Network and Typologies

The design team spent substantial time developing a more consistent street hierarchy and network plan. This is valuable for a couple of reasons. Understanding the function or role of each street can help to influence its design. For example, knowing that Center and Broad streets are important mobility streets tells us that driveways (which are about access) should be avoided. On the other hand, streets like Meeting, Court or Tradd share an access and mobility function and can have appropriately designed driveways. The cross-section designs in the report body are consistent with this hierarchy and typology of streets.



Approach 3 - Right-Sizing the Streets

As was described previously, many of the streets in downtown Statesville have more vehicular travel lanes than they need given the daily volumes they carry. While “dieting” a street can have advantages in its own right, such as speed reduction, streets are often changed to create space for other desired elements such as trees, sidewalk space or bike lanes. Such is the case with the cross-sectional changes we have recommended here.

Adequate sidewalk facilities are imperative to the economic well being of any downtown. As downtown form tends to be denser than suburban settings, people will walk farther from parking and will consolidate trips on foot to a far greater extent than is practical in more suburban settings. As downtowns rely on travel by foot, a safe, comfortable and functional pedestrian environment is necessary for a vibrant downtown. The physical elements that create such an environment are space, buffering and shade. Space that is tailored to each block will consider the level of pedestrian traffic, the functional needs of buildings (door swing, sidewalk displays, etc.) and special elements such as café dining.

Bicycle facilities, like bike lanes, are an important component of a balanced transportation system. Bicycles provide an alternative form of transportation which effectively quadruples the speed and provides sixteen times the coverage area of walking. Early consideration in the community planning process and effective facility design will promote the bicycle as a viable transportation mode in a balanced transportation system, but some opportunities for retrofitting have emerged from this process. In addition to the bicycle lanes that are

recommended, the city should pursue the implementation of bicycle infrastructure to and from community nodes, including: multi-use trails and off-street bicycle paths, bicycle lanes, and safe routes that share traffic with cars. In addition, the city is encouraged to provide appropriate bicycle amenities, including bicycle parking requirements in activity centers.

Illustrations of street cross-sections for downtown streets have been developed and are included in the body of the report. These new cross-sections use techniques such as road diets and lane narrowing (11' lanes will suffice in most instances) to create space for trees, additional sidewalk width and bike lanes. The following text summarizes the changes recommended:

Center Street (Between Broad and Bell)

- Reduce travel lanes on street from 2 each direction to 1 each direction
- Keep left turn lanes at cross street intersections
- Moving lanes and turn lanes should be 11' wide
- Each block should have parallel parking on both sides (7.5' wide)
- Intersection bulbouts should be provided at: Bell, Sharpe, Front, Court and Broad

Center Street (Between Stockton and Broad)

- Create consistent cross section with 1 moving lane in each direction
- Keep left turn lanes at cross street intersections
- Moving lanes and turn lanes should be 11' wide
- Each block should have parallel parking on both sides (7.5' wide)
- Intersection bulbouts should be provided at: the midpoint location between Broad and Water (site of current crosswalk), Water, the midpoint location between Water and Stockton, Stockton

Broad Street (Between Kelly and Tradd)

- Keep 1 travel lane in each direction
- Add left turn lanes at Meeting
- Moving lanes and turn lanes should be 11' wide
- Convert angle parking to parallel parking on both sides (7.5' wide). At the time of construction of this project, the City should consider implementation of a downtown parking management and pricing strategy.
- The section between Center and Tradd should be constructed in a later phase in conjunction with redevelopment that consolidates or eliminates existing driveways

- Intersection bulbouts should be provided at: Meeting, Center, Cooper and Tradd

Meeting Street (Between Broad and Front)

- Intersection bulbouts should be provided at: Broad, Court and Front

Front Street (Between Meeting and Tradd)

- Reduce travel lanes on street from 2 each direction to 1 each direction
- Keep left turn lanes at cross street intersections
- Moving lanes should be 11' wide
- Use additional space to add on-street bike lanes (5' each)
- East of Tradd, stripe bike lanes at outside edges of existing wide lanes

Route 115 (Between Raleigh and Garner Bagnal)

- Plan for 2 travel lanes in each direction
- Create a 12' center median from which left turn lanes at intersections can be cut
- Moving lanes should be 11' wide
- Each block should have parallel parking on both sides (8' wide)

Route 115 (Between Garner Bagnal and Bell)

- Create consistent cross section with 1 moving lane in each direction
- Keep left turn lanes at cross street intersections
- Moving lanes and turn lanes should be 11' wide

Court Street (Between Meeting and Center)

- Remove south side parallel parking (this change should be verified through a targeted stakeholder work process including business and property owners on the street)
- Moving lanes should be one lane each way, 9' wide (this clear distance will require concurrence from emergency services)
- On street parking on the north side should be 7'

Several strategies will be key to implementation of these recommendations:

Strategy 1: Work with NCDOT on roads designated as state routes. The city will need to clarify its role in implementation, including the road diet approach on Center Street.

Strategy 2: In addition to the bicycle lanes that are shown on the proposed street cross sections, the City of Statesville should pursue the implementation of bicycle infrastructure to and from community nodes, including: multi-use trails and off-street bicycle paths, bicycle lanes, and safe routes that share traffic with cars

Strategy 3: The city should consider requiring that new developments in activity centers provide appropriate bicycle amenities. This may include revising current zoning standards to include more specific bicycle parking requirements.

Approach 4 - Truck Policies and Projects

Trucks driving through downtown, particularly on Center Street has been a source of frustration. We recommend the city begin with a multi-pronged approach to changing behavior:

Strategy 1: Meet with NCDOT to assure that truck route designation is clearly on Garner-Bagnal, I-40 and I-77. These three roads can conveniently serve all of the city's industrial sites.

Strategy 2: Meet with the operators of all of the surrounding businesses that generate truck traffic to solicit their cooperation in efforts. Perhaps consider developing a flyer with a map for distribution to drivers.

Strategy 3: Work with NCDOT to narrow lanes and neck down intersections on Center Street. While the primary purpose of these projects is to improve the pedestrian environment, they will have the side benefit of making Center Street less attractive to trucks.

Strategy 4: Develop and implement a signage program for major decision points that clearly orient truck traffic to the designated route(s) rather than Center Street.

Strategy 5: Ramp up enforcement for periods of time to help communicate the message that cut through truck trips are unacceptable.

This package of steps are either already likely to be in progress or involve very low capital investment. If that package of approaches proves unworkable or still does not achieve the desired changes, removal or relocation of state route designation for Center Street remains an option.

Approach 5 - A Business Model for Parking

Currently, parking in downtown is free and virtually unconstrained regardless of its location or desirability. This creates shortages in some areas, wide empty (and fast) streets in other areas and general frustration for many users. The City should develop a management program, phased in over time, consisting of a

combination of fully enforced time restrictions and pricing of public parking to help influence user behavior.

Parking is a commodity like any other and is responsive to the laws of supply and demand. Parking in more desirable, convenient areas should be priced higher than in areas of lower demand. On street parking is usually the most convenient parking and should be priced at a level that keeps spaces about 85% occupied at peak times. It will likely require some trial and error to determine what the right price points are for each block to achieve this occupancy.

Proper on-street enforcement (and, at some point in the future, pricing) creates some availability to attract people to downtown in the first place. It is important, though, if someone cannot quickly find an on street space, to have a reliable, well signed, convenient off-street location for parking the user can go to as a backup. There are currently some surface parking lots that could partially serve this function, but consideration of a parking deck to serve this role is recommended. However, any off-street parking should be consistent with downtown's urban design goals.

Off Street Surface Parking

Off-street surface parking can be detrimental to urban environments in a number of regards. When it is adjacent to the street, it degrades the quality of the pedestrian experience, it can necessitate the insertion of driveways in inappropriate locations, and it is a low-revenue use from a tax perspective, putting a greater burden on residential tax payers. As downtown begins to redevelop, the city should develop policies to replace surface parking with structure parking in a systematic way in partnership with private development. At some point tools such as assessing whether surface parking can be taxed at higher rates, in line with other retail uses, might be a way to encourage development on the sites of surface lots.

The city's parking management strategy should have some core goals:

- Insure that parking is convenient for priority uses (deliveries, customers and short errands)
- Increase enforcement of regulations, particularly during busy periods
- Reduce on-street time limits where needed to increase turnover.
- Encourage businesses to share parking.
- Develop special regulations for disabled access, delivery and loading areas, etc.
- Implement a residential parking permit program if needed to address spillover problems.
- Develop signs and maps showing motorists where they may park.

- Have an overflow parking plan for occasional special events that attract large crowds.

Over time as demand downtown rises, the City should plan and develop a pricing strategy with the following considerations:

- Adjust rates as needed to maintain optional utilization (i.e., 85% peak occupancy).
- Structure rates to favor short-term uses in core areas and longer-term parkers to shift to other locations.
- Provide special rates to serve appropriate uses, such as for evening and weekend events.

City of Statesville

Downtown & NC 115 Streetscape/Land Use Master Plan

A-5 PROJECT PHASING

(5 - 10 YEAR PLAN OPINION OF PROBABLE COST FOR STREETScape IMPROVEMENTS)

LANDDESIGN
GLATTING JACKSON KERCHER ANGLIN

AUGUST 28, 2009



PROJECT ONE - BROAD & CENTER STREET ROADWAY AND STREETScape IMPROVEMENTS

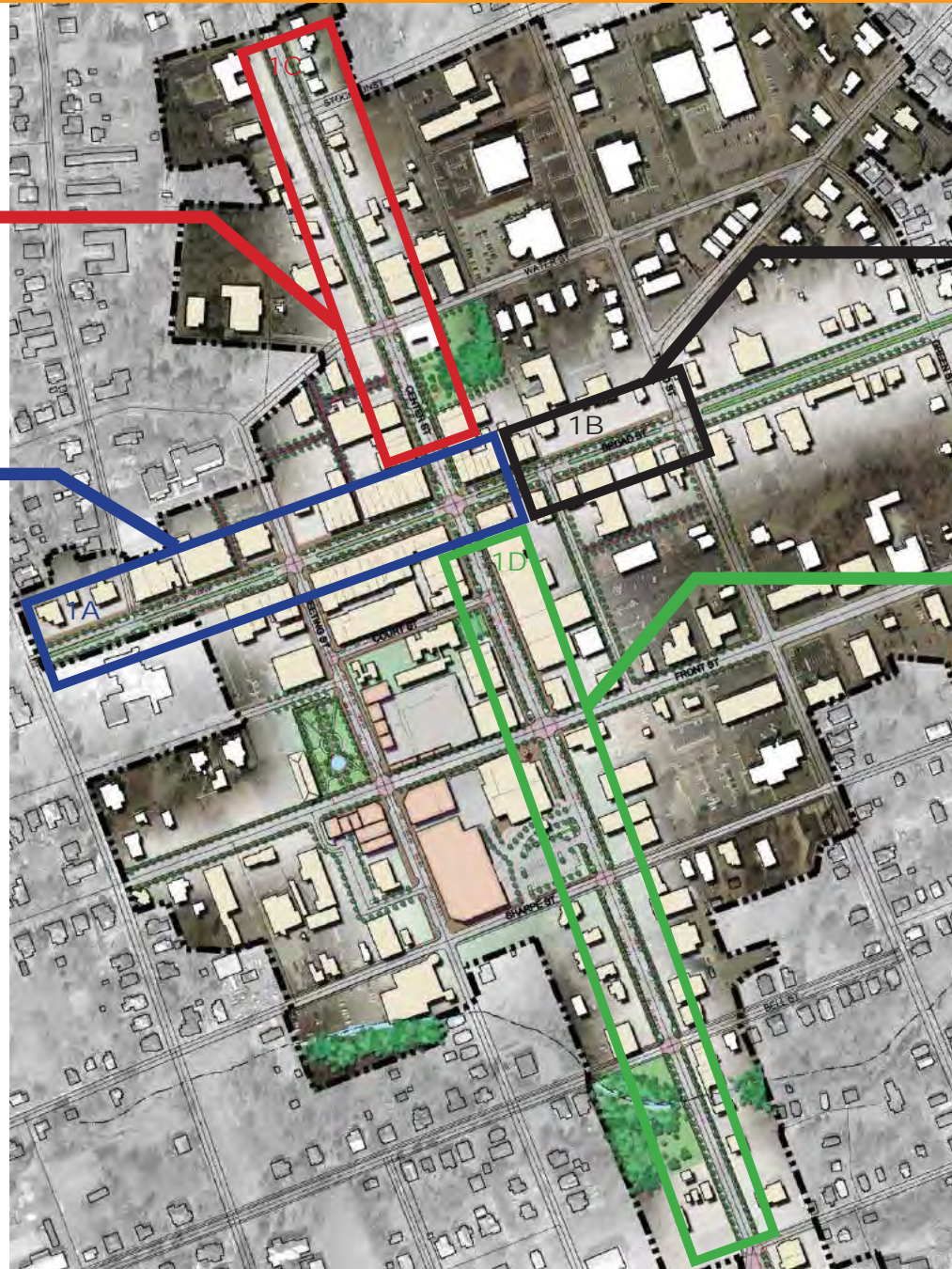
Project Areas and Opinion of Probable Cost

1C Cost \$3,121,700.00

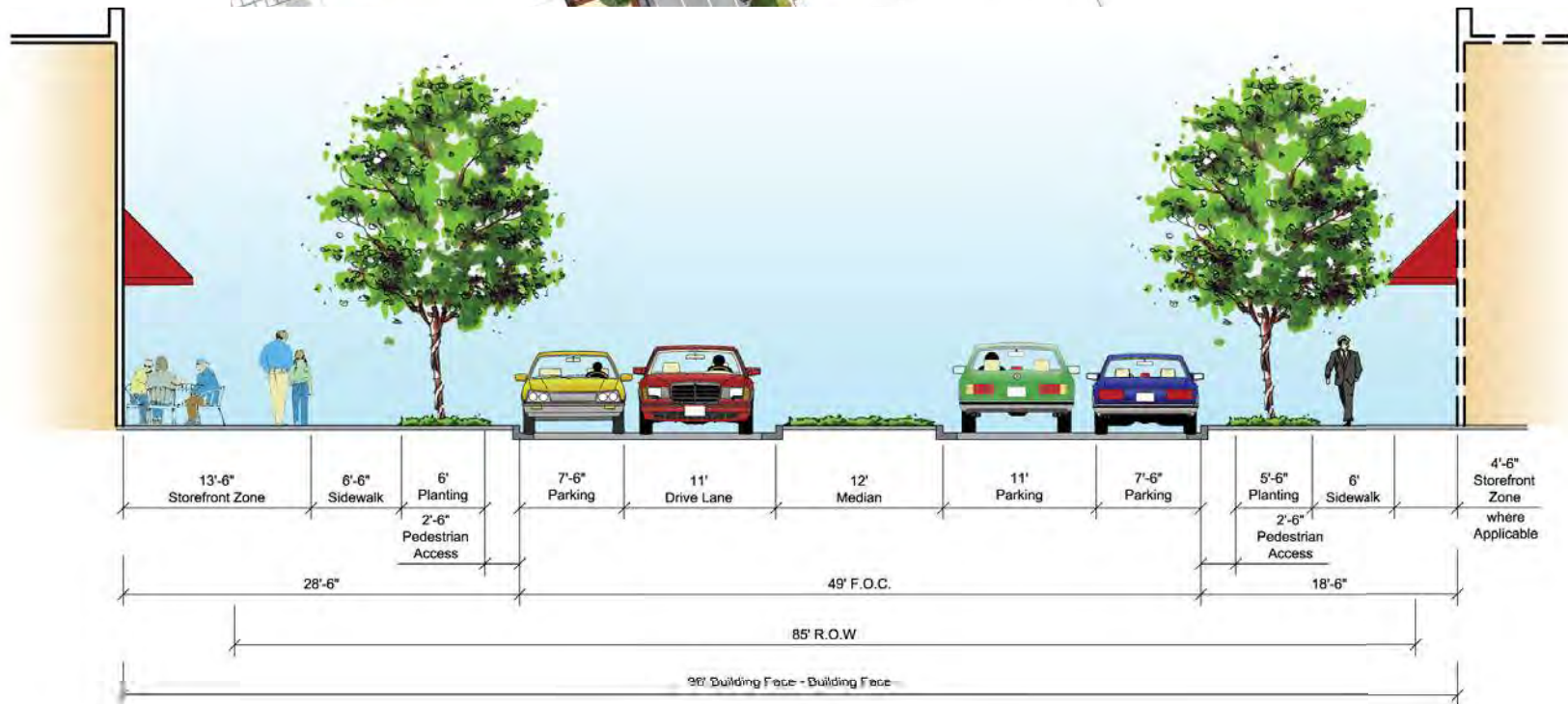
1A Cost \$3,001,100.00

1B Cost \$1,592,100.00

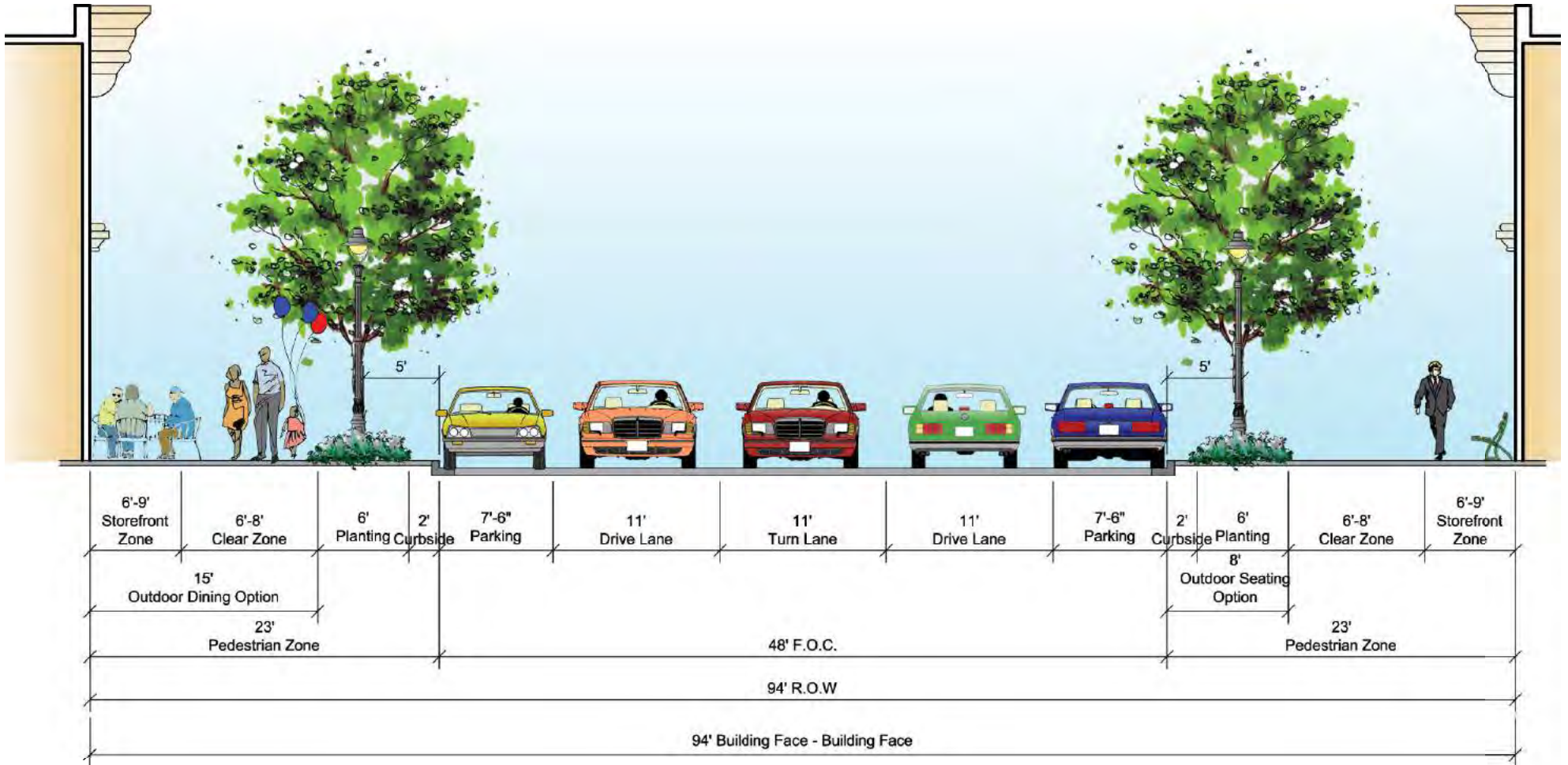
1D Cost \$4,856,500.00



PROJECT ONE - BROAD & CENTER STREET ROADWAY AND STREETScape IMPROVEMENTS



PROJECT ONE - BROAD & CENTER STREET ROADWAY AND STREETScape IMPROVEMENTS



PROJECT ONE - BROAD & CENTER STREET ROADWAY AND STREETScape IMPROVEMENTS

Project Description

Roadway and Streetscape Improvements along Broad Street from MCC to Tradd Street and along Center Street from north project boundary to Garfield Street.

Project length:

Phase 1A: 0.20 miles

Phase 1B: 0.20 miles

Phase 1C: 0.25 miles

Phase 1D: 0.45 miles

Includes: sidewalks, speciality pavers, storm water, other utilities, upgrade of electrical, curb and gutter, curb and gutter for median, planting center median, signage, lighting, street trees and plantings and street furnishings.

Phasing Options

Phase 1A: Along Broad Street from MCC to The Square

Phase 1B: Along Broad Street from the Square to Tradd Street

Phase 1C: Along Center Street from north project boundary to The Square

Phase 1D: Along Center Street from the Square to Garfield Street

Cost Summary

Phase 1A: \$3,001,100.00

Phase 1B: \$1,592,100.00

Phase 1C: \$3,121,700.00

Phase 1D: \$4,856,500.00

Refer to assumptions at the end of this section. Opinion of Probable Cost provided for streetscape improvements only (5-10 year plan).

Supporting Recommendation

CP-1. Illustrations of street cross-sections for downtown streets have been developed and are included in the body of the report. These new cross-sections use techniques such as road diets and lane narrowing (11' lanes will suffice in most instances) to create space for trees, additional sidewalk width and bike lanes. The following text summarizes the changes recommended:

Broad Street (Between Kelly and Tradd) involves north side curb relocation

- Keep 1 travel lane in each direction
- Add left turn lanes at Meeting
- Moving lanes and turn lanes should be 11' wide
- Include a 12' raised grassed median in the center
- Convert angle parking to parallel parking on both sides (7.5' wide)
- The section between Center and Tradd should be constructed in a later phase in conjunction with redevelopment that consolidates or eliminates existing driveways
- Intersection bulbouts should be provided at: Meeting, Center, Cooper and Tradd

Center Street (Between Broad and Bell)

- Reduce travel lanes on street from 2 each direction to 1 each direction
- Keep left turn lanes at cross street intersections
- Moving lanes and turn lanes should be 11' wide
- Each block should have parallel parking on both sides (7.5' wide)
- Intersection bulbouts should be provided at: Bell, Sharpe, Front, Court and Broad

PROJECT ONE - BROAD & CENTER STREET ROADWAY AND STREETScape IMPROVEMENTS

Center Street (Between Stockton and Broad) – Commercial Main Street

- Create consistent cross section with 1 moving lane in each direction
- Keep left turn lanes at cross street intersections
- Moving lanes and turn lanes should be 11' wide
- Each block should have parallel parking on both sides (7.5' wide)
- Intersection bulbouts should be provided at: the midpoint location between Broad and Water (site of current crosswalk), Water, the midpoint location between Water and Stockton.

KSI-1. Center Street Corridor (between Broad and Bell) Center Street, defined as the area from Broad Street north to Bell Street, serves as Statesville main retail street.

Strategy 1: Follow proposed street cross-section in the transportation recommendations as well as the following streetscape guidelines –

- Street tree- Zelkova sp., planted in proposed planting bed areas.
- Place trees 40' on center with consideration for all sight triangles and with minimizing blockage to signs as much as necessary.
- Bench locations – adjacent to building facing street and between street trees
- Outdoor dining accommodated adjacent to buildings in locations without planters, separate with proposed fencing or planters
- Improve existing planting areas- replant from provided plant list

- Sidewalk surface- with concrete walks with brick accents
- Upgrade electrical power for tree lights and events
- Provide public sitting in key locations identified in configuration identified (facing each other)
- Create bulb-outs for public outdoor seating
- Driveway access from the rear- limit driveway cuts
- Bury overhead utility lines underground or move to back of buildings
- Provide water fountains for public display at key locations

KSI-2. Broad Street from Kelley to Tradd Street- Implement changes to the existing street cross-section that celebrates the presence of this historic college and its surrounding architecture. One of the most dramatic improvements to the downtown streetscape could be made to transform the appearance of Broad Street to provide a more appropriate frame for MCC and the significant architectural buildings along the street. Although parking is critical in this area, it should not dominate the appearance of one of Statesville's most significant streets. A wide grassed median in its center would greatly enhance the environment of this particular street, and would appropriately relate to its character on the east side of Center.

Strategy 1: Provide a median in the center with open lawn as the landscape element. Open lawn will keep the view to the college at the terminus open and present. The median in the center is appropriate on Broad Street as a continuation of the college campus experience and repeats Broad Street's pattern

PROJECT ONE - BROAD & CENTER STREET ROADWAY AND STREETScape IMPROVEMENTS

established on the east side of Center Street. The median should be designed to support festivals and programs in this area when the road is closed. This may include viewing post-festival lawn repair is a sign of a successful event and built into the event cost.

Strategy 2: Work with MCC to open up their entrance with a redesign that celebrates the location of the college's main building as the terminus of Broad Street.

Strategy 3: Follow proposed street cross-section in the transportation recommendations as well as the following streetscape guidelines -

- Street tree- repeat East Broad Street large maturing street tree
- Place trees 40' on center with consideration for all sight triangles and with minimizing blockage to signs as much as necessary.
- North side improvements:
 - 6' grass planting strip, tree in center
 - 8' clear walk zone on north side
 - Approx. 20' restaurant zone
 - Benches located on pads in planted strip zone
- South side improvements:
 - Maintain existing curb location
 - 6' planting strip (grass and large maturing tree)
 - 6' walk zone
 - 5' store front zone
 - Benches located in store front zone
- Lawn is the only ground cover allowed. Street trees in planting strip only, not in raised median. Grass only in raised planted median.
- Surface with concrete and brick accents as shown

- Upgrade electrical power for tree lights and events
- Separate outdoor dining with standard fencing
- Awnings allowed
- Driveway access from the rear- limit driveway cuts
- Bury overhead utility lines underground or move to back of buildings

KLG-2. The intersection of Broad and Center should be recognized as the "center" of Statesville. Currently the sense of place is lacking due to insufficient space to develop a formal plaza, and instead just appears as an intersection. Provide significant enhancements that separate this intersection from others.

Strategy 1: Work with NCDOT for paver options in the pedestrian cross walk as well as any other improvements to this intersection.

Strategy 2: As stated in the transportation recommendations, narrow the roadway at the intersection by eliminating on street parking at least 50' from all corners.

Strategy 3: Install decorative pavers at entire sidewalk intersection from 50' on all four corners.

Strategy 4: Following the land use recommendations upgrade clocktower building to enhance its presence as a visual icon.

Strategy 5: Provide other visual amenities to create a plaza feeling and gathering place, like public art, lighting, vendor carts and a Statesville information kiosk.

Strategy 6: Work with NCDOT and follow their guidelines to gain their support of any improvements in this intersection.

PROJECT ONE - BROAD & CENTER STREET ROADWAY AND STREETScape IMPROVEMENTS

GS-6. Promote a diverse and active street life anchored on Broad and Center Streets.

Strategy 1: Investigate any regulations that would prohibit vendor carts placed in appropriate destinations on these streets.

Strategy 2: Identify locations for newspaper boxes to be located.

Strategy 3: Allow for outdoor entertainment with limits to locations and hours.

Strategy 4: Provide a variety of standardized public street furniture along Broad and Center Street.

Strategy 5: Encourage and incentivize business owners to provide and maintain planter displays and seating in the store front zone.

OPINION OF PROBABLE COST - PHASE 1A

Item #	Item Description	Quantity	Unit	Unit Price	Total Amount
MOBILIZATION, GRADING, & TRAFFIC CONTROL					
1	Mobilization	1	LS	160,000.00	\$160,000.00
2	Undercut	1,000	CY	30.00	\$30,000.00
3	Traffic Control	150	Day	1,000.00	\$150,000.00
4	Fine Grading	3,700	SY	4.00	\$14,800.00
TOTAL					\$354,800.00
EROSION CONTROL					
5	Silt Fence	1,600	LF	2.50	\$4,000.00
6	Inlet Protection	8	EA	150.00	\$1,200.00
7	Additional Erosion Control Allowance	1	LS	20,000.00	\$20,000.00
TOTAL					\$25,200.00
DEMOLITION					
8	Remove Existing Asphalt	6,500	SY	2.50	\$16,250.00
9	Remove Existing Curb And Gutter	2,000	LF	10.00	\$20,000.00
10	Remove Existing Sidewalk	3,000	SY	5.00	\$15,000.00
11	Remove Existing Planters (Curb and Mulch)	16	EA	250.00	\$4,000.00
12	Remove Existing Trees	27	EA	550.00	\$14,850.00
13	Remove Existing Shrubs	32	EA	50.00	\$1,600.00
14	Remove Existing Sanitary Sewer	950	LF	10.00	\$9,500.00
15	Remove Existing Sanitary Sewer Manholes	3	EA	350.00	\$1,050.00
16	Remove Existing Water Main	1,000	LF	10.00	\$10,000.00
17	Remove Existing Storm Drain Pipe	300	LF	10.00	\$3,000.00
18	Remove Existing Storm Drain Structures	6	EA	250.00	\$1,500.00
TOTAL					\$96,750.00
STREET WORK					
19	Curb And Gutter	4,300	LF	16.50	\$70,950.00
20	Asphalt Base Course	3,700	SY	31.18	\$115,366.00
21	Asphalt Surface Course	3,700	SY	11.25	\$41,625.00
22	Sidewalk (Concrete w/ Paver Inlay)	4,000	SY	34.00	\$136,000.00
23	Pavement Marking Lines	2,200	LF	1.00	\$2,200.00
24	Pavement Marking Symbols	6	EA	250.00	\$1,500.00
TOTAL					\$367,641.00

OPINION OF PROBABLE COST - PHASE 1A - CONTINUED

Item #	Item Description	Quantity	Unit	Unit Price	Total Amount
STORM DRAINAGE					
25	RCP	1,300	LF	60.00	\$78,000.00
26	Drainage Structure	8	EA	1,500.00	\$12,000.00
27	Frame, Grate, And Hood	8	EA	275.00	\$2,200.00
28	FES	N/A	EA	1,000.00	\$0.00
29	Roof Leader Tie-In/Relocation	100	LF	15.00	\$1,500.00
30	BMP	N/A	EA	50,000.00	\$0.00
TOTAL					\$93,700.00
UTILITY					
31	DIP Water Pipe	2,000	LF	30.00	\$60,000.00
32	Gate Valves	10	EA	1,500.00	\$15,000.00
33	Fire Hydrants	2	EA	2,500.00	\$5,000.00
34	Water Tie-In to Exist. Main	2	EA	1,000.00	\$2,000.00
35	Water Service Lateral Relocation	25	EA	200.00	\$5,000.00
36	PVC Sanitary Sewer Pipe	950	LF	50.00	\$47,500.00
37	SSMH Manhole	3	EA	1,500.00	\$4,500.00
38	Sewer Tie-In to Exist. Main	1	EA	1,000.00	\$1,000.00
39	Sewer Service Lateral Relocation	25	EA	200.00	\$5,000.00
40	Dry Utilities	2	BL	60,000.00	\$120,000.00
TOTAL					\$265,000.00
STREETSCAPE					
41	Trees	50	EA	880.00	\$44,000.00
42	Shrubs	100	EA	60.00	\$6,000.00
43	Benches	10	EA	1,200.00	\$12,000.00
44	Trash Cans	10	EA	610.00	\$6,100.00
45	Pavers	12,000	SF	8.50	\$102,000.00
46	Stamped Concrete	N/A	SF	45.50	\$0.00
47	Stamped Asphalt	2,700	SF	7.50	\$20,250.00
48	Sod	2,600	SY	9.00	\$23,400.00
49	Fountain	2	EA	125,000.00	\$250,000.00
50	Art	1	LS	100,000.00	\$100,000.00
TOTAL					\$563,750.00

OPINION OF PROBABLE COST - PHASE 1A - CONTINUED					
Item #	Item Description	Quantity	Unit	Unit Price	Total Amount
IRRIGATION					
51	Plant Beds	1,000	SY	9.00	\$9,000.00
52	Grass Medians	1,600	SY	3.15	\$5,040.00
53	4" PVC Irrigation Sleeves	200	LF	11.00	\$2,200.00
54	Meter	2	EA	1,000.00	\$2,000.00
55	Backflow Preventer	2	EA	2,000.00	\$4,000.00
TOTAL					\$22,240.00
ELECTRICAL					
56	Estimate provided by Progressive Engineering Consultants, Inc. (See attached)	1	LS	451,000.00	\$451,000.00
TOTAL					\$451,000.00
	Construction Subtotal				\$2,240,081.00
	Bonds - 1.5% of Construction Subtotal				\$33,601.22
	Design / Surveying / CA Allowance - 15% of Construction Subtotal				\$336,012.15
	Project Subtotal				\$2,609,694.37
	Project Contingency Allowance - 15% of Project Subtotal				\$391,454.15
TOTAL PHASE 1A OPINION OF PROBABLE COST					\$3,001,100.00

Note: See notes/assumptions sheet, attached.

OPINION OF PROBABLE COST - PHASE 1B

Item #	Item Description	Quantity	Unit	Unit Price	Total Amount
MOBILIZATION, GRADING, & TRAFFIC CONTROL					
1	Mobilization	1	LS	88,000.00	\$88,000.00
2	Undercut	1,000	CY	30.00	\$30,000.00
3	Traffic Control	100	Day	1,000.00	\$100,000.00
4	Fine Grading	2,700	SY	4.00	\$10,800.00
TOTAL					\$228,800.00
EROSION CONTROL					
5	Silt Fence	1,500	LF	2.50	\$3,750.00
6	Inlet Protection	4	EA	150.00	\$600.00
7	Additional Erosion Control Allowance	1	LS	20,000.00	\$20,000.00
TOTAL					\$24,350.00
DEMOLITION					
8	Remove Existing Asphalt	4,800	SY	2.50	\$12,000.00
9	Remove Existing Curb And Gutter	1,500	LF	10.00	\$15,000.00
10	Remove Existing Sidewalk	2,200	SY	5.00	\$11,000.00
11	Remove Existing Planters (Curb and Mulch)	14	EA	250.00	\$3,500.00
12	Remove Existing Trees	18	EA	550.00	\$9,900.00
13	Remove Existing Shrubs	28	EA	50.00	\$1,400.00
14	Remove Existing Sanitary Sewer	650	LF	10.00	\$6,500.00
15	Remove Existing Sanitary Sewer Manholes	3	EA	350.00	\$1,050.00
16	Remove Existing Water Main	800	LF	10.00	\$8,000.00
17	Remove Existing Storm Drain Pipe	200	LF	10.00	\$2,000.00
18	Remove Existing Storm Drain Structures	4	EA	250.00	\$1,000.00
TOTAL					\$71,350.00
STREET WORK					
19	Curb And Gutter	2,700	LF	16.50	\$44,550.00
20	Asphalt Base Course	2,500	SY	31.18	\$77,950.00
21	Asphalt Surface Course	2,500	SY	11.25	\$28,125.00
22	Sidewalk (Concrete w/ Paver Inlay)	2,500	SY	34.00	\$85,000.00
23	Pavement Marking Lines	1,500	LF	1.00	\$1,500.00
24	Pavement Marking Symbols	6	EA	250.00	\$1,500.00
TOTAL					\$238,625.00

OPINION OF PROBABLE COST - PHASE 1B - CONTINUED

Item #	Item Description	Quantity	Unit	Unit Price	Total Amount
STORM DRAINAGE					
25	RCP	450	LF	60.00	\$27,000.00
26	Drainage Structure	4	EA	1,500.00	\$6,000.00
27	Frame, Grate, And Hood	4	EA	275.00	\$1,100.00
28	FES	N/A	EA	1,000.00	\$0.00
29	Roof Leader Tie-In/Relocation	100	LF	15.00	\$1,500.00
30	BMP	N/A	EA	50,000.00	\$0.00
TOTAL					\$35,600.00
UTILITY					
31	DIP Water Pipe	1,600	LF	30.00	\$48,000.00
32	Gate Valves	5	EA	1,500.00	\$7,500.00
33	Fire Hydrants	2	EA	2,500.00	\$5,000.00
34	Water Tie-In to Exist. Main	2	EA	1,000.00	\$2,000.00
35	Water Service Lateral Relocation	18	EA	200.00	\$3,600.00
36	PVC Sanitary Sewer Pipe	650	LF	50.00	\$32,500.00
37	SSMH Manhole	3	EA	1,500.00	\$4,500.00
38	Sewer Tie-In to Exist. Main	1	EA	1,000.00	\$1,000.00
39	Sewer Service Lateral Relocation	18	EA	200.00	\$3,600.00
40	Dry Utilities	1	BL	60,000.00	\$60,000.00
TOTAL					\$167,700.00
STREETSCAPE					
41	Trees	40	EA	880.00	\$35,200.00
42	Shrubs	80	EA	60.00	\$4,800.00
43	Benches	8	EA	1,200.00	\$9,600.00
44	Trash Cans	8	EA	610.00	\$4,880.00
45	Pavers	N/A	SF	8.50	\$0.00
46	Stamped Concrete	N/A	SF	45.50	\$0.00
47	Stamped Asphalt	1,400	SF	7.50	\$10,500.00
48	Sod	1,800	SY	9.00	\$16,200.00
49	Fountain	N/A	EA	125,000.00	\$0.00
50	Art	N/A	EA	100,000.00	\$0.00
TOTAL					\$81,180.00

OPINION OF PROBABLE COST - PHASE 1B - CONTINUED					
Item #	Item Description	Quantity	Unit	Unit Price	Total Amount
IRRIGATION					
51	Plant Beds	1,000	SY	9.00	\$9,000.00
52	Grass Medians	800	SY	3.15	\$2,520.00
53	4" PVC Irrigation Sleeves	200	LF	11.00	\$2,200.00
54	Meter	1	EA	1,000.00	\$1,000.00
55	Backflow Preventer	1	EA	2,000.00	\$2,000.00
TOTAL					\$16,720.00
ELECTRICAL					
56	Estimate provided by Progressive Engineering Consultants, Inc. (See attached)	1	LS	324,000.00	\$324,000.00
TOTAL					\$324,000.00
	Construction Subtotal				\$1,188,325.00
	Bonds - 1.5% of Construction Subtotal				\$17,824.88
	Design / Surveying / CA Allowance - 15% of Construction Subtotal				\$178,248.75
	Project Subtotal				\$1,384,398.63
	Project Contingency Allowance - 15% of Project Subtotal				\$207,659.79
TOTAL PHASE 1B OPINION OF PROBABLE COST					\$1,592,100.00

Note: See notes/assumptions sheet, attached.

OPINION OF PROBABLE COST - PHASE 1C

Item #	Item Description	Quantity	Unit	Unit Price	Total Amount
MOBILIZATION, GRADING, & TRAFFIC CONTROL					
1	Mobilization	1	LS	168,000.00	\$168,000.00
2	Undercut	1,000	CY	30.00	\$30,000.00
3	Traffic Control	150	Day	1,000.00	\$150,000.00
4	Fine Grading	6,300	SY	4.00	\$25,200.00
TOTAL					\$373,200.00
EROSION CONTROL					
5	Silt Fence	2,500	LF	2.50	\$6,250.00
6	Inlet Protection	8	EA	150.00	\$1,200.00
7	Additional Erosion Control Allowance	1	LS	20,000.00	\$20,000.00
TOTAL					\$27,450.00
DEMOLITION					
8	Remove Existing Asphalt	8,400	SY	2.50	\$21,000.00
9	Remove Existing Curb And Gutter	2,500	LF	10.00	\$25,000.00
10	Remove Existing Sidewalk	5,000	SY	5.00	\$25,000.00
11	Remove Existing Planters (Curb and Mulch)	28	EA	250.00	\$7,000.00
12	Remove Existing Trees	10	EA	550.00	\$5,500.00
13	Remove Existing Shrubs	70	EA	50.00	\$3,500.00
14	Remove Existing Sanitary Sewer	1,100	LF	10.00	\$11,000.00
15	Remove Existing Sanitary Sewer Manholes	5	EA	350.00	\$1,750.00
16	Remove Existing Water Main	2,000	LF	10.00	\$20,000.00
17	Remove Existing Storm Drain Pipe	500	LF	10.00	\$5,000.00
18	Remove Existing Storm Drain Structures	6	EA	250.00	\$1,500.00
TOTAL					\$126,250.00
STREET WORK					
19	Curb And Gutter	2,500	LF	16.50	\$41,250.00
20	Asphalt Base Course	6,300	SY	31.18	\$196,434.00
21	Asphalt Surface Course	6,300	SY	11.25	\$70,875.00
22	Sidewalk (Concrete w/ Paver Inlay)	4,500	SY	34.00	\$153,000.00
23	Pavement Marking Lines	2,750	LF	1.00	\$2,750.00
24	Pavement Marking Symbols	6	EA	250.00	\$1,500.00
TOTAL					\$465,809.00

OPINION OF PROBABLE COST - PHASE 1C - CONTINUED

Item #	Item Description	Quantity	Unit	Unit Price	Total Amount
STORM DRAINAGE					
25	RCP	1,000	LF	60.00	\$60,000.00
26	Drainage Structure	8	EA	1,500.00	\$12,000.00
27	Frame, Grate, And Hood	8	EA	275.00	\$2,200.00
28	FES	N/A	EA	1,000.00	\$0.00
29	Roof Leader Tie-In/Relocation	100	LF	15.00	\$1,500.00
30	BMP	N/A	EA	50,000.00	\$0.00
TOTAL					\$75,700.00
UTILITY					
31	DIP Water Pipe	2,500	LF	30.00	\$75,000.00
32	Gate Valves	10	EA	1,500.00	\$15,000.00
33	Fire Hydrants	2	EA	2,500.00	\$5,000.00
34	Water Tie-In to Exist. Main	4	EA	1,000.00	\$4,000.00
35	Water Service Lateral Relocation	20	EA	200.00	\$4,000.00
36	PVC Sanitary Sewer Pipe	1,100	LF	50.00	\$55,000.00
37	SSMH Manhole	5	EA	1,500.00	\$7,500.00
38	Sewer Tie-In to Exist. Main	2	EA	1,000.00	\$2,000.00
39	Sewer Service Lateral Relocation	20	EA	200.00	\$4,000.00
40	Dry Utilities	3	BL	60,000.00	\$180,000.00
TOTAL					\$351,500.00
STREETSCAPE					
41	Trees	40	EA	880.00	\$35,200.00
42	Shrubs	80	EA	60.00	\$4,800.00
43	Benches	8	EA	1,200.00	\$9,600.00
44	Trash Cans	8	EA	610.00	\$4,880.00
45	Pavers	N/A	SF	8.50	\$0.00
46	Stamped Concrete	N/A	SF	45.50	\$0.00
47	Stamped Asphalt	1,400	SF	7.50	\$10,500.00
48	Sod	1,800	SY	9.00	\$16,200.00
49	Fountain	N/A	EA	125,000.00	\$0.00
50	Art	N/A	EA	100,000.00	\$0.00
TOTAL					\$116,120.00

OPINION OF PROBABLE COST - PHASE 1C - CONTINUED					
Item #	Item Description	Quantity	Unit	Unit Price	Total Amount
IRRIGATION					
51	Plant Beds	1,600	SY	1.00	\$1,600.00
52	Grass Medians	N/A	SY	0.35	\$0.00
53	4" PVC Irrigation Sleeves	400	LF	11.00	\$4,400.00
54	Meter	2	EA	1,000.00	\$2,000.00
55	Backflow Preventer	2	EA	2,000.00	\$4,000.00
TOTAL					\$12,000.00
ELECTRICAL					
56	Estimate provided by Progressive Engineering Consultants, Inc. (See attached)	1	LS	782,000.00	\$782,000.00
TOTAL					\$782,000.00
	Construction Subtotal				\$2,330,029.00
	Bonds - 1.5% of Construction Subtotal				\$34,950.44
	Design / Surveying / CA Allowance - 15% of Construction Subtotal				\$349,504.35
	Project Subtotal				\$2,714,483.79
	Project Contingency Allowance - 15% of Project Subtotal				\$407,172.57
TOTAL PHASE 1C OPINION OF PROBABLE COST					\$3,121,700.00

Note: See notes/assumptions sheet, attached.

OPINION OF PROBABLE COST - PHASE 1D

Item #	Item Description	Quantity	Unit	Unit Price	Total Amount
MOBILIZATION, GRADING, & TRAFFIC CONTROL					
1	Mobilization	1	LS	264,000.00	\$264,000.00
2	Undercut	1,000	CY	30.00	\$30,000.00
3	Traffic Control	200	Day	1,000.00	\$200,000.00
4	Fine Grading	11,200	SY	4.00	\$44,800.00
TOTAL					\$538,800.00
EROSION CONTROL					
5	Silt Fence	4,800	LF	2.50	\$12,000.00
6	Inlet Protection	16	EA	150.00	\$2,400.00
7	Additional Erosion Control Allowance	1	LS	20,000.00	\$20,000.00
TOTAL					\$34,400.00
DEMOLITION					
8	Remove Existing Asphalt	16,000	SY	2.50	\$40,000.00
9	Remove Existing Curb And Gutter	4,800	LF	10.00	\$48,000.00
10	Remove Existing Sidewalk	2,300	SY	5.00	\$11,500.00
11	Remove Existing Planters (Curb and Mulch)	21	EA	250.00	\$5,250.00
12	Remove Existing Trees	26	EA	550.00	\$14,300.00
13	Remove Existing Shrubs	52	EA	50.00	\$2,600.00
14	Remove Existing Sanitary Sewer	2,300	LF	10.00	\$23,000.00
15	Remove Existing Sanitary Sewer Manholes	8	EA	350.00	\$2,800.00
16	Remove Existing Water Main	2,400	LF	10.00	\$24,000.00
17	Remove Existing Storm Drain Pipe	1,200	LF	10.00	\$12,000.00
18	Remove Existing Storm Drain Structures	15	EA	250.00	\$3,750.00
TOTAL					\$187,200.00
STREET WORK					
19	Curb And Gutter	4,800	LF	16.50	\$79,200.00
20	Asphalt Base Course	11,200	SY	31.18	\$349,216.00
21	Asphalt Surface Course	11,200	SY	11.25	\$126,000.00
22	Sidewalk (Concrete w/ Paver Inlay)	8,000	SY	34.00	\$272,000.00
23	Pavement Marking Lines	5,300	LF	1.00	\$5,300.00
24	Pavement Marking Symbols	15	EA	250.00	\$3,750.00
TOTAL					\$835,466.00

OPINION OF PROBABLE COST - PHASE 1D - CONTINUED

Item #	Item Description	Quantity	Unit	Unit Price	Total Amount
STORM DRAINAGE					
25	RCP	2,400	LF	60.00	\$144,000.00
26	Drainage Structure	16	EA	1,500.00	\$24,000.00
27	Frame, Grate, And Hood	16	EA	275.00	\$4,400.00
28	FES	N/A	EA	1,000.00	\$0.00
29	Roof Leader Tie-In/Relocation	300	LF	15.00	\$4,500.00
30	BMP	N/A	EA	50,000.00	\$0.00
TOTAL					\$176,900.00
UTILITY					
31	DIP Water Pipe	4,800	LF	30.00	\$144,000.00
32	Gate Valves	16	EA	1,500.00	\$24,000.00
33	Fire Hydrants	5	EA	2,500.00	\$12,500.00
34	Water Tie-In to Exist. Main	6	EA	1,000.00	\$6,000.00
35	Water Service Lateral Relocation	45	EA	200.00	\$9,000.00
36	PVC Sanitary Sewer Pipe	2,300	LF	50.00	\$115,000.00
37	SSMH Manhole	8	EA	1,500.00	\$12,000.00
38	Sewer Tie-In to Exist. Main	4	EA	1,000.00	\$4,000.00
39	Sewer Service Lateral Relocation	45	EA	200.00	\$9,000.00
40	Dry Utilities	5	BL	60,000.00	\$300,000.00
TOTAL					\$635,500.00
STREETSCAPE					
41	Trees	120	EA	880.00	\$105,600.00
42	Shrubs	240	EA	60.00	\$14,400.00
43	Benches	24	EA	1,200.00	\$28,800.00
44	Trash Cans	24	EA	610.00	\$14,640.00
45	Pavers	N/A	SF	8.50	\$0.00
46	Stamped Concrete	N/A	SF	45.50	\$0.00
47	Stamped Asphalt	6,500	SF	7.50	\$48,750.00
48	Sod	3,200	SY	9.00	\$28,800.00
49	Fountain	N/A	EA	125,000.00	\$0.00
50	Art	N/A	EA	100,000.00	\$0.00
TOTAL					\$240,990.00

OPINION OF PROBABLE COST - PHASE 1D - CONTINUED					
Item #	Item Description	Quantity	Unit	Unit Price	Total Amount
IRRIGATION					
51	Plant Beds	3,200	SY	1.00	\$3,200.00
52	Grass Medians	N/A	SY	0.35	\$0.00
53	4" PVC Irrigation Sleeves	500	LF	11.00	\$5,500.00
54	Meter	4	EA	1,000.00	\$4,000.00
55	Backflow Preventer	4	EA	2,000.00	\$8,000.00
TOTAL					\$20,700.00
ELECTRICAL					
56	Estimate provided by Progressive Engineering Consultants, Inc. (See attached)	1	LS	955,000.00	\$955,000.00
TOTAL					\$955,000.00
	Construction Subtotal				\$3,624,956.00
	Bonds - 1.5% of Construction Subtotal				\$54,374.34
	Design / Surveying / CA Allowance - 15% of Construction Subtotal				\$543,743.40
	Project Subtotal				\$4,223,073.74
	Project Contingency Allowance - 15% of Project Subtotal				\$633,461.06
TOTAL PHASE 1D OPINION OF PROBABLE COST					\$4,856,500.00

Note: See notes/assumptions sheet, attached.

NOTES AND ASSUMPTION: PROJECT ONE

Notes:

1. This opinion of probable cost is not meant to be a Guaranteed Maximum Price (G. M. P.) of the proposed project.
2. All unit costs estimated based on summer 2009 cost indices.
3. All costs are based on maintaining traffic access on road and pedestrian access to businesses during construction.
4. Remove and replace existing sanitary sewer main while maintaining existing sewer services during construction.
5. Remove and replace existing water mains while maintaining existing water services during construction. Also, an additional parallel water main is to be constructed on the opposite side of the road.
6. Demolition removes all above ground items (sidewalks, trees, planter beds, curb & gutter, etc.) from building face to building face.
7. All new roads to be full depth asphalt
8. The NC-115 railroad underpass will remain as is for the purposes of this estimate.
9. This estimate does not account for any easement or right-of-way acquisition.
10. At the time of this estimate, dry utility field locations were not provided to the engineer. An allowance has been provided for potential relocation of dry utilities and conflict resolution.

Assumptions (Referenced To Item #):

1. Mobilization was calculated as 8% of construction subtotal.
2. Undercut is an assumed allowance value in case it is found to be necessary during construction.
3. Traffic control quantity is based on a preliminary estimate of the number of construction days requiring flagmen operation.
4. Fine grading is based on square yardage of roadway surface.
5. Silt fence was calculated as the length of the road multiplied by 2.
6. Inlet protection total is based on the number of proposed catch basins.
20. Asphalt base course was estimated at 8 inches depth.
21. Asphalt surface course was assumed to be 1.75 inches in depth.
23. Pavement marking lines assumed to be 4" thermoplastic markings.
24. Pavement marking symbols include items such as turn arrows, stop bars, etc.
26. Drainage structures are assumed every 300 feet on both sides of road.
27. Frames, grates, and hoods are equal to the number of storm drainage structures from item #26.
29. The majority of roof drainage drains to rear of building.
30. Due to increase in impervious area along NC-115, storm water best management practices (BMP) were assumed to be required.
31. Total water main calculated as length of road multiplied by 2 (proposing water on both sides of road).
32. Gate valves total is based on number of water connections to side streets, fire hydrants, etc.
33. Fire hydrants proposed to be located every 500 feet (or replacing existing hydrants, which ever is greater).
34. Water tie-in to exist. main includes making connections via tapping sleeves and valves to existing water mains adjacent to project area.

NOTES AND ASSUMPTION: PROJECT ONE

36. Sanitary sewer pipe total is same as existing linear footage of sanitary sewer pipe.
37. Manholes proposed to be located every 300 feet (or replacing existing manholes, which ever is greater).
38. Sewer tie-in to existing main includes making connections via manholes to existing sewer systems adjacent to project area.
40. Dry utility is an assumed allowance value for coordination and potential relocation of power, telephone, gas, cable, etc.
41. 3" caliper trees are proposed to be located every 40 feet, both sides of road.
42. Total quantity of 5 gallon shrubs calculated by multiplying number of proposed trees by 2 (doubled the proposed tree total).
43. Benches are proposed to be located every 200 feet on both sides of road.
44. Trash cans are proposed to be located every 200 feet on both sides of road.
48. Sod total calculated by Combining the planting strip and road median square yardages.
49. Fountain estimate based on recent park project.
50. Art allowance based on City of Statesville input.
51. Planting strip square yardage calculated based on proposed road cross sections.
52. Grass median square yardage calculated based on proposed road cross sections.
53. PVC irrigation sleeves are assumed to be installed to allow for easy installation of irrigation system.
54. Irrigation meters assumed to be located as 1 per city block.
55. Backflow preventers assumed to be located as 1 per city block.
55. Backflow preventers assumed to be located as 1 per city block.
56. Electrical estimate provided by Progressive Engineering Consultants, Inc. (See attached)

Progressive Engineering Consultants, Inc.

P.O. BOX 690638 CHARLOTTE, NC 28227 - 7011
TELEPHONE (704) 545 - 7327 FACSIMILE (704) 545 - 2315
progress@pecinc.net

August 21, 2009

City of Statesville
P.O. Box 1111
Statesville, NC 28687-1111
Attention: Mr. Kent Houpe

Re: Streetscape Estimate

Gentlemen:

We are enclosing the cost estimate to install the electrical portion of the proposed Streetscape Project. These estimates are based upon our understanding of the scope of work as described at the meeting on August 10, 2009. The cost to relocate the existing 13.2/22.9kV electrical distribution lines from overhead to underground is shown in the estimates. This cost is based upon the construction proceeding in a logical manner as to accommodate the distribution work.

The phases are numbered according to information supplied by LandDesign of Charlotte, North Carolina.

Costs that are not included in this estimate are as follows:

1. Cutting, removal, patching or installation of pavement, or concrete.
2. Irrigation system, if required.
3. Removal or Installation of telephone cables and equipment.
4. Removal or Installation of CATV cables and equipment.
5. Removal or Installation of foreign power lines.
6. Cost to rework individual customer's point of attachment, overhead to underground.
7. Right of Way acquisition, if required.
8. Sub-grade inspections, obstructions under the pavement or sidewalk that would effect the trenching or boring would increase the cost.

Phase 1A:

Length: 1500 feet

Location: W. Broad Street

1. Streetscape Labor Estimate	\$ 98,000.00
2. Streetscape Material Estimate	59,000.00
3. Ornamental Lighting Fixtures, Pole, and Bases (Labor and Material)	247,000.00
4. Traffic Signals, Poles, and Hardware	N/A
5. 13.2/22.9 Overhead to Underground (Labor and Material)	47,000.00
SUB-TOTAL	\$451,000.00
6. Estimated Overhead, Engineering and Contingencies (20%)	90,000.00
TOTAL ESTIMATE PHASE 1A	\$541,000.00

Phase 1B:

Length: 600 feet

Location: E. Broad Street

1. Streetscape Labor Estimate	\$ 40,000.00
2. Streetscape Material Estimate	26,000.00
3. Ornamental Lighting Fixtures, Pole, and Bases (Labor and Material)	97,000.00
4. Traffic Signals, Poles, and Hardware	53,000.00
Intersection - (E. Broad Street and Tradd Street)	
5. 13.2/22.9 Overhead to Underground (Labor and Material)	108,000.00
SUB-TOTAL	\$324,000.00
6. Estimated Overhead, Engineering and Contingencies (20%)	64,500.00
TOTAL ESTIMATE PHASE 1B	\$388,500.00

Phase 1C:

Length: 1300 feet

Location: N. Center Street

1. Streetscape Labor Estimate	\$ 93,000.00
2. Streetscape Material Estimate	55,000.00
3. Ornamental Lighting Fixtures, Pole, and Bases (Labor and Material)	229,000.00
4. Traffic Signals, Poles, and Hardware	N/A
Intersection -	
5. 13.2/22.9 Overhead to Underground (Labor and Material)	405,000.00
SUB-TOTAL	\$782,000.00
6. Estimated Overhead, Engineering and Contingencies (20%)	156,000.00
TOTAL ESTIMATE PHASE 1C	\$938,000.00

Phase 1D:

Length: 2300 feet

Location: S. Center Street to Garfield Street

1. Streetscape Labor Estimate	\$ 96,500.00
2. Streetscape Material Estimate	154,000.00
3. Ornamental Lighting Fixtures, Pole, and Bases (Labor and Material)	393,500.00
4. Traffic Signals, Poles, and Hardware	96,000.00
Intersection - S. Center Street and Sharpe Street Intersection - S. Center Street and Bell Street	
5. 13.2/22.9 Overhead to Underground (Labor and Material)	215,000.00
SUB-TOTAL	\$955,000.00
6. Estimated Overhead, Engineering and Contingencies (20%)	191,000.00
TOTAL ESTIMATE PHASE 1D	\$1,146,000.00

PROJECT TWO- NC 115 ROADWAY, STREETScape & GREENWAY IMPROVEMENT PROJECT

Project Areas and Opinion of Probable Cost



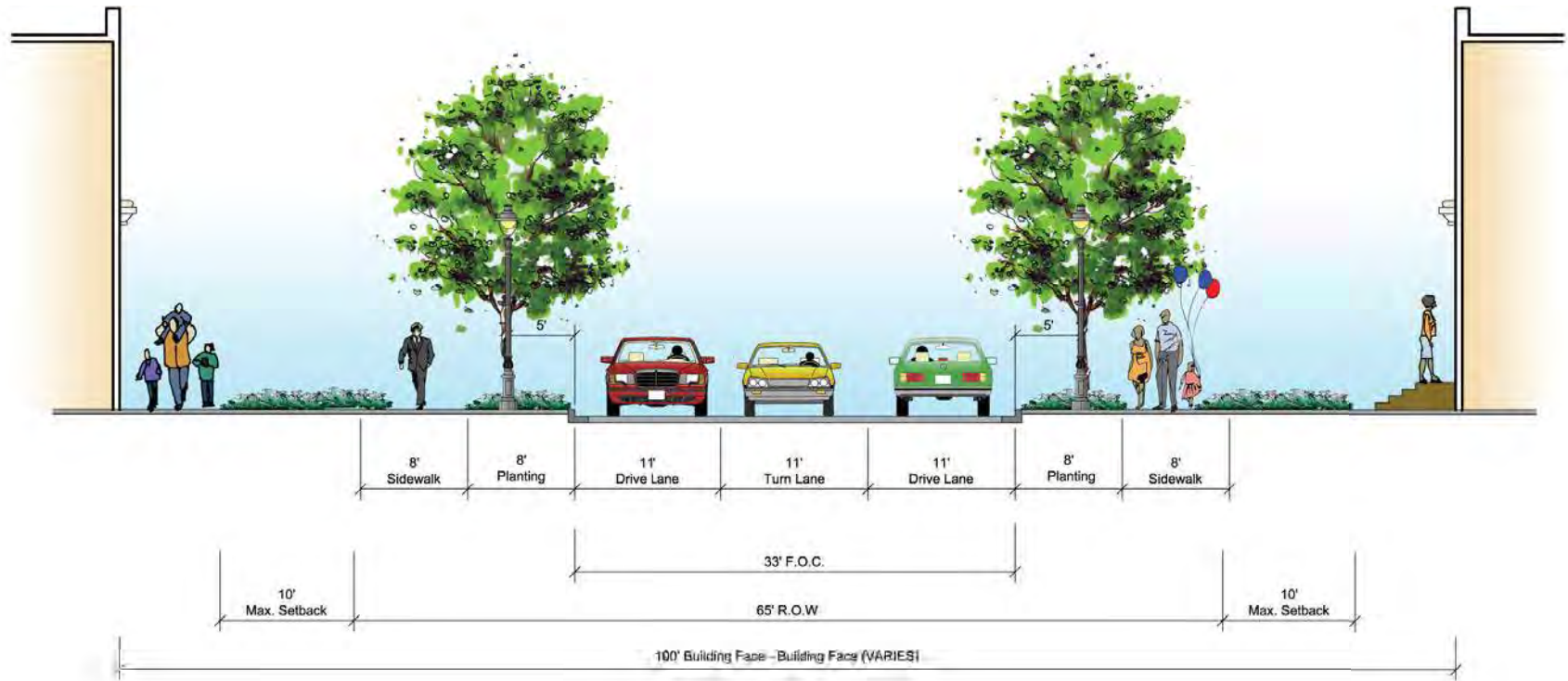
2A Cost \$6,879,300.00

2B Cost \$4,283,500.00

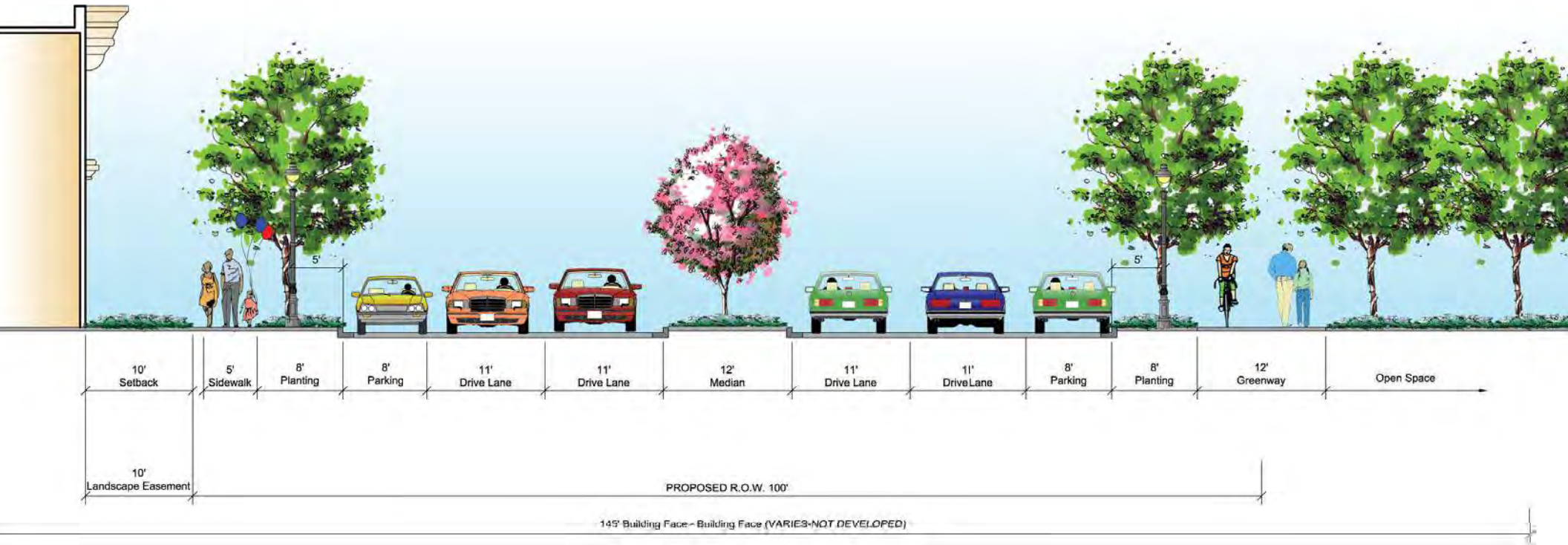
2C Cost \$4,500,300.00



PROJECT TWO- NC 115 ROADWAY, STREETScape & GREENWAY IMPROVEMENT PROJECT



PROJECT TWO- NC 115 ROADWAY, STREETScape & GREENWAY IMPROVEMENT PROJECT



PROJECT TWO- NC 115 ROADWAY, STREETScape & GREENWAY IMPROVEMENT PROJECT

Project Description

Roadway, streetscape and greenway improvements along NC-115 from Garfield Street to southern project limit.

Project length:

Phase 2A: 0.70 miles

Phase 2B: 0.35 miles

Phase 2C: 0.40 miles

Phasing Options

Phase 2A - Raleigh to south project limits

Phase 2B - Garner Bagnal to Raleigh

Phase 2C - Garfield to Garner Bagnal

Cost Summary

Phase 2A: \$6,879,300.00

Phase 2B: \$4,283,500.00

Phase 2C: \$4,500,300.00

Refer to assumptions at the end of this section. Opinion of Probable Cost provided for streetscape improvements only (5-10 year plan).

Supporting Recommendation

CP-1. Illustrations of street cross-sections for downtown streets have been developed and are included in the body of the report. These new cross-sections use techniques such as road diets and lane narrowing (11' lanes will suffice in most instances) to create space for trees, additional sidewalk width and bike lanes. The following text summarizes the changes recommended:

Route 115 (Between Raleigh and Garner Bagnal)

- Plan for 2 travel lanes in each direction
- Create a 12' center median from which left turn lanes at intersections can be cut
- Moving lanes should be 11' wide
- Each block should have parallel parking on both sides (8' wide)

Route 115 (Between Garner Bagnal and Bell)

- Create consistent cross section with 1 moving lane in each direction
- Keep left turn lanes at cross street intersections
- Moving lanes and turn lanes should be 11' wide

KLG-3. Create a more pedestrian oriented streetscape along the NC-115 between Garner Bagnal and Bell Street.

Strategy 1: Use the existing railroad bridge to celebrate the entrance into downtown by applying façade improvements to the structure, using brick pavers in the bridge location, and providing more lighting along the walk. Coordinate with NCDOT and rail to gain support for all improvements.

Strategy 2: Work with NCDOT to gain a pedestrian and bike friendly crossing with the Garner Bagnal widening.

Strategy 3: Use the NCDOT right of way for public art, gateway monumentation.

Strategy 4: Per land use recommendations promote pedestrian-oriented interest through building orientation and architecturally embrace the sidewalk.

PROJECT TWO- NC 115 ROADWAY, STREETScape & GREENWAY IMPROVEMENT PROJECT

KSI-3. NC-115 Corridor- Eliminate visual clutter along the NC-115 corridor by accommodating parking, utilities, dumpsters, and other required amenities in a manner less visible to the public.

Strategy 1: Do not allow new surface parking to be built at the corner of lots.

Strategy 2: Require screening or landscape buffering for parking.

Strategy 3: Allow architecturally compatible brick screen walls to be built within the setback.

Strategy 4: Require screening with solid gates for dumpsters and utility enclosures. When possible these should be congruous to the building side.

Strategy 5: Follow the proposed street cross-section developed in the transportation recommendations.

- 5-8' planting strip
- 5'-6' sidewalk
- Building up the ROW, 10-20 landscaped setback in other areas.
- Parking in back or side
- Limitation on driveway widths and number of driveways per property

REC-3. Create a linear park between the east side of NC-115 corridor and the railroad right of way.

Strategy 1: Incorporate multi-use trail in the space to be used as the street sidewalk, greenway connection and for bicycles.

Strategy 2: Because this park will not be adjacent to development on its east side, and therefore have less “eyes on the park” the

perception of one’s safety is paramount to successfully activate it. Incorporate Crime Prevention through Environmental Design (CPTED) strategies to decrease user’s perceived risks in using this park.

Strategy 3: Explore opportunities to incorporate water quality measures in the park as the west side of the street redevelops.

OPINION OF PROBABLE COST - PHASE 2A

Item #	Item Description	Quantity	Unit	Unit Price	Total Amount
MOBILIZATION, GRADING, & TRAFFIC CONTROL					
1	Mobilization	1	LS	384,000.00	\$384,000.00
2	Undercut	1,000	CY	30.00	\$30,000.00
3	Traffic Control	200	Day	1,000.00	\$200,000.00
4	Fine Grading	21,000	SY	4.00	\$84,000.00
TOTAL					\$698,000.00
EROSION CONTROL					
5	Silt Fence	6,000	LF	2.50	\$15,000.00
6	Inlet Protection	20	EA	150.00	\$3,000.00
7	Additional Erosion Control Allowance	1	LS	20,000.00	\$20,000.00
TOTAL					\$38,000.00
DEMOLITION					
8	Remove Existing Asphalt	16,000	SY	2.50	\$40,000.00
9	Remove Existing Curb And Gutter	6,000	LF	10.00	\$60,000.00
10	Remove Existing Sidewalk	3,600	SY	5.00	\$18,000.00
11	Remove Existing Planters (Curb and Mulch)	N/A	EA	250.00	\$0.00
12	Remove Existing Trees	N/A	EA	550.00	\$0.00
13	Remove Existing Shrubs	N/A	EA	50.00	\$0.00
14	Remove Existing Sanitary Sewer	3,000	LF	10.00	\$30,000.00
15	Remove Existing Sanitary Sewer Manholes	10	EA	350.00	\$3,500.00
16	Remove Existing Water Main	3,000	LF	10.00	\$30,000.00
17	Remove Existing Storm Drain Pipe	1,000	LF	10.00	\$10,000.00
18	Remove Existing Storm Drain Structures	15	EA	250.00	\$3,750.00
TOTAL					\$195,250.00
STREET WORK					
19	Curb And Gutter	13,000	LF	16.50	\$214,500.00
20	Asphalt Base Course	21,000	SY	31.18	\$654,780.00
21	Asphalt Surface Course	21,000	SY	11.25	\$236,250.00
22	Sidewalk (Concrete w/ Paver Inlay)	6,000	SY	34.00	\$204,000.00
23	Pavement Markings	7,200	LF	1.00	\$7,200.00
24	Pavement Marking Symbols	20	EA	250.00	\$5,000.00
TOTAL					\$1,321,730.00

OPINION OF PROBABLE COST - PHASE 2A - CONTINUED

Item #	Item Description	Quantity	Unit	Unit Price	Total Amount
STORM DRAINAGE					
25	RCP	2,500	LF	60.00	\$150,000.00
26	Drainage Structure	20	EA	1,500.00	\$30,000.00
27	Frame, Grate, And Hood	20	EA	275.00	\$5,500.00
28	FES	2	EA	1,000.00	\$2,000.00
29	Roof Leader Tie-In/Relocation	N/A	LF	15.00	\$0.00
30	BMP	2	EA	50,000.00	\$100,000.00
TOTAL					\$287,500.00
UTILITY					
31	DIP Water Pipe	6,000	LF	30.00	\$180,000.00
32	Gate Valves	25	EA	1,500.00	\$37,500.00
33	Fire Hydrants	12	EA	2,500.00	\$30,000.00
34	Water Tie-In to Exist. Main	10	EA	1,000.00	\$10,000.00
35	Water Service Lateral Relocation	7	EA	200.00	\$1,400.00
36	PVC Sanitary Sewer Pipe	3,000	LF	50.00	\$150,000.00
37	SSMH Manhole	10	EA	1,500.00	\$15,000.00
38	Sewer Tie-In to Exist. Main	7	EA	1,000.00	\$7,000.00
39	Sewer Service Lateral Relocation	30	EA	200.00	\$6,000.00
40	Dry Utilities	7	BL	60,000.00	\$420,000.00
TOTAL					\$856,900.00
STREETSCAPE					
41	Trees	160	EA	880.00	\$140,800.00
42	Shrubs	320	EA	60.00	\$19,200.00
43	Benches	32	EA	1,200.00	\$38,400.00
44	Trash Cans	32	EA	610.00	\$19,520.00
45	Pavers	N/A	SF	8.50	\$0.00
46	Stamped Concrete	N/A	SF	45.50	\$0.00
47	Stamped Asphalt	7,000	SF	7.50	\$52,500.00
48	Sod	10,000	SY	9.00	\$90,000.00
49	Fountain	N/A	EA	125,000.00	\$0.00
50	Monumentation	1	EA	25,000.00	\$25,000.00
TOTAL					\$385,420.00

OPINION OF PROBABLE COST - PHASE 2A - CONTINUED					
Item #	Item Description	Quantity	Unit	Unit Price	Total Amount
IRRIGATION					
51	Plant Beds	5,800	SY	9.00	\$52,200.00
52	Grass Medians	4,200	SY	3.15	\$13,230.00
53	4" PVC Irrigation Sleeves	500	LF	11.00	\$5,500.00
54	Meter	4	EA	1,000.00	\$4,000.00
55	Backflow Preventer	4	EA	2,000.00	\$8,000.00
TOTAL					\$82,930.00
ELECTRICAL					
56	Estimate provided by Progressive Engineering Consultants, Inc. (See attached)	1	LS	1,269,000.00	\$1,269,000.00
TOTAL					\$1,269,000.00
	Construction Subtotal				\$5,134,730.00
	Bonds - 1.5% of Construction Subtotal				\$77,020.95
	Design / Surveying / CA Allowance - 15% of Construction Subtotal				\$770,209.50
	Project Subtotal				\$5,981,960.45
	Project Contingency Allowance - 15% of Project Subtotal				\$897,294.07
TOTAL PHASE 2A OPINION OF PROBABLE COST					\$6,879,300.00

Note: See notes/assumptions sheet, attached.

OPINION OF PROBABLE COST - PHASE 2B

Item #	Item Description	Quantity	Unit	Unit Price	Total Amount
MOBILIZATION, GRADING, & TRAFFIC CONTROL					
1	Mobilization	1	LS	240,000.00	\$240,000.00
2	Undercut	1,000	CY	30.00	\$30,000.00
3	Traffic Control	150	Day	1,000.00	\$150,000.00
4	Fine Grading	11,600	SY	4.00	\$46,400.00
TOTAL					\$466,400.00
EROSION CONTROL					
5	Silt Fence	3,600	LF	2.50	\$9,000.00
6	Inlet Protection	12	EA	150.00	\$1,800.00
7	Additional Erosion Control Allowance	1	LS	20,000.00	\$20,000.00
TOTAL					\$30,800.00
DEMOLITION					
8	Remove Existing Asphalt	8,800	SY	2.50	\$22,000.00
9	Remove Existing Curb And Gutter	3,500	LF	10.00	\$35,000.00
10	Remove Existing Sidewalk	2,000	SY	5.00	\$10,000.00
11	Remove Existing Planters (Curb and Mulch)	N/A	EA	250.00	\$0.00
12	Remove Existing Trees	N/A	EA	550.00	\$0.00
13	Remove Existing Shrubs	N/A	EA	50.00	\$0.00
14	Remove Existing Sanitary Sewer	1,700	LF	10.00	\$17,000.00
15	Remove Existing Sanitary Sewer Manholes	10	EA	350.00	\$3,500.00
16	Remove Existing Water Main	1,800	LF	10.00	\$18,000.00
17	Remove Existing Storm Drain Pipe	200	LF	10.00	\$2,000.00
18	Remove Existing Storm Drain Structures	6	EA	250.00	\$1,500.00
TOTAL					\$109,000.00
STREET WORK					
19	Curb And Gutter	7,200	LF	16.50	\$118,800.00
20	Asphalt Base Course	11,600	SY	31.18	\$361,688.00
21	Asphalt Surface Course	11,600	SY	11.25	\$130,500.00
22	Sidewalk (Concrete w/ Paver Inlay)	3,400	SY	34.00	\$115,600.00
23	Pavement Markings	4,300	LF	1.00	\$4,300.00
24	Pavement Marking Symbols	20	EA	250.00	\$5,000.00
TOTAL					\$735,888.00

OPINION OF PROBABLE COST - PHASE 2B - CONTINUED

Item #	Item Description	Quantity	Unit	Unit Price	Total Amount
STORM DRAINAGE					
25	RCP	1,200	LF	60.00	\$72,000.00
26	Drainage Structure	12	EA	1,500.00	\$18,000.00
27	Frame, Grate, And Hood	12	EA	275.00	\$3,300.00
28	FES	2	EA	1,000.00	\$2,000.00
29	Roof Leader Tie-In/Relocation	N/A	LF	15.00	\$0.00
30	BMP	2	EA	50,000.00	\$100,000.00
TOTAL					\$195,300.00
UTILITY					
31	DIP Water Pipe	3,600	LF	30.00	\$108,000.00
32	Gate Valves	7	EA	1,500.00	\$10,500.00
33	Fire Hydrants	2	EA	2,500.00	\$5,000.00
34	Water Tie-In to Exist. Main	4	EA	1,000.00	\$4,000.00
35	Water Service Lateral Relocation	20	EA	200.00	\$4,000.00
36	PVC Sanitary Sewer Pipe	1,700	LF	50.00	\$85,000.00
37	SSMH Manhole	10	EA	1,500.00	\$15,000.00
38	Sewer Tie-In to Exist. Main	2	EA	1,000.00	\$2,000.00
39	Sewer Service Lateral Relocation	20	EA	200.00	\$4,000.00
40	Dry Utilities	3	BL	60,000.00	\$180,000.00
TOTAL					\$417,500.00
STREETSCAPE					
41	Trees	90	EA	880.00	\$79,200.00
42	Shrubs	180	EA	60.00	\$10,800.00
43	Benches	18	EA	1,200.00	\$21,600.00
44	Trash Cans	18	EA	610.00	\$10,980.00
45	Pavers	N/A	SF	8.50	\$0.00
46	Stamped Concrete	N/A	SF	45.50	\$0.00
47	Stamped Asphalt	1,800	SF	7.50	\$13,500.00
48	Sod	9,600	SY	9.00	\$86,400.00
49	Fountain	N/A	EA	125,000.00	\$0.00
50	Monumentation	1	EA	25,000.00	\$25,000.00
TOTAL					\$247,480.00

OPINION OF PROBABLE COST - PHASE 2B - CONTINUED					
Item #	Item Description	Quantity	Unit	Unit Price	Total Amount
IRRIGATION					
51	Plant Beds	7,200	SY	9.00	\$64,800.00
52	Grass Medians	2,400	SY	3.15	\$7,560.00
53	4" PVC Irrigation Sleeves	500	LF	11.00	\$5,500.00
54	Meter	3	EA	1,000.00	\$3,000.00
55	Backflow Preventer	3	EA	2,000.00	\$6,000.00
TOTAL					\$86,860.00
ELECTRICAL					
56	Estimate provided by Progressive Engineering Consultants, Inc. (See attached)	1	LS	908,000.00	\$908,000.00
TOTAL					\$908,000.00
	Construction Subtotal				\$3,197,228.00
	Bonds - 1.5% of Construction Subtotal				\$47,958.42
	Design / Surveying / CA Allowance - 15% of Construction Subtotal				\$479,584.20
	Project Subtotal				\$3,724,770.62
	Project Contingency Allowance - 15% of Project Subtotal				\$558,715.59
TOTAL PHASE 2B OPINION OF PROBABLE COST					\$4,283,500.00

Note: See notes/assumptions sheet, attached.

OPINION OF PROBABLE COST - PHASE 2C

Item #	Item Description	Quantity	Unit	Unit Price	Total Amount
MOBILIZATION, GRADING, & TRAFFIC CONTROL					
1	Mobilization	1	LS	248,000.00	\$248,000.00
2	Undercut	1,000	CY	30.00	\$30,000.00
3	Traffic Control	150	Day	1,000.00	\$150,000.00
4	Fine Grading	8,000	SY	4.00	\$32,000.00
TOTAL					\$460,000.00
EROSION CONTROL					
5	Silt Fence	4,000	LF	2.50	\$10,000.00
6	Inlet Protection	15	EA	150.00	\$2,250.00
7	Additional Erosion Control Allowance	1	LS	20,000.00	\$20,000.00
TOTAL					\$32,250.00
DEMOLITION					
8	Remove Existing Asphalt	7,500	SY	2.50	\$18,750.00
9	Remove Existing Curb And Gutter	4,000	LF	10.00	\$40,000.00
10	Remove Existing Sidewalk	2,200	SY	5.00	\$11,000.00
11	Remove Existing Planters (Curb and Mulch)	N/A	EA	250.00	\$0.00
12	Remove Existing Trees	N/A	EA	550.00	\$0.00
13	Remove Existing Shrubs	N/A	EA	50.00	\$0.00
14	Remove Existing Sanitary Sewer	20	LF	10.00	\$200.00
15	Remove Existing Sanitary Sewer Manholes	2,000	EA	350.00	\$700,000.00
16	Remove Existing Water Main	300	LF	10.00	\$3,000.00
17	Remove Existing Storm Drain Pipe	1,000	LF	10.00	\$10,000.00
18	Remove Existing Storm Drain Structures	15	EA	250.00	\$3,750.00
TOTAL					\$786,700.00
STREET WORK					
19	Curb And Gutter	4,000	LF	16.50	\$66,000.00
20	Asphalt Base Course	8,000	SY	31.18	\$249,440.00
21	Asphalt Surface Course	8,000	SY	11.25	\$90,000.00
22	Sidewalk (Concrete w/ Paver Inlay)	3,500	SY	34.00	\$119,000.00
23	Pavement Markings	4,800	LF	1.00	\$4,800.00
24	Pavement Marking Symbols	20	EA	250.00	\$5,000.00
TOTAL					\$534,240.00

OPINION OF PROBABLE COST - PHASE 2C - CONTINUED

Item #	Item Description	Quantity	Unit	Unit Price	Total Amount
STORM DRAINAGE					
25	RCP	1,500	LF	60.00	\$90,000.00
26	Drainage Structure	15	EA	1,500.00	\$22,500.00
27	Frame, Grate, And Hood	15	EA	275.00	\$4,125.00
28	FES	2	EA	1,000.00	\$2,000.00
29	Roof Leader Tie-In/Relocation	N/A	LF	15.00	\$0.00
30	BMP	2	EA	50,000.00	\$100,000.00
TOTAL					\$218,625.00
UTILITY					
31	DIP Water Pipe	1,000	LF	30.00	\$30,000.00
32	Gate Valves	5	EA	1,500.00	\$7,500.00
33	Fire Hydrants	2	EA	2,500.00	\$5,000.00
34	Water Tie-In to Exist. Main	2	EA	1,000.00	\$2,000.00
35	Water Service Lateral Relocation	5	EA	200.00	\$1,000.00
36	PVC Sanitary Sewer Pipe	2,000	LF	50.00	\$100,000.00
37	SSMH Manhole	8	EA	1,500.00	\$12,000.00
38	Sewer Tie-In to Exist. Main	5	EA	1,000.00	\$5,000.00
39	Sewer Service Lateral Relocation	30	EA	200.00	\$6,000.00
40	Dry Utilities	3	BL	60,000.00	\$180,000.00
TOTAL					\$348,500.00
STREETSCAPE					
41	Trees	100	EA	880.00	\$88,000.00
42	Shrubs	200	EA	60.00	\$12,000.00
43	Benches	20	EA	1,200.00	\$24,000.00
44	Trash Cans	20	EA	610.00	\$12,200.00
45	Pavers	N/A	SF	8.50	\$0.00
46	Stamped Concrete	N/A	SF	45.50	\$0.00
47	Stamped Asphalt	1,100	SF	7.50	\$8,250.00
48	Sod	3,600	SY	9.00	\$32,400.00
49	Fountain	N/A	EA	125,000.00	\$0.00
50	Monumentation	1	EA	25,000.00	\$25,000.00
TOTAL					\$201,850.00

OPINION OF PROBABLE COST - PHASE 2C - CONTINUED					
Item #	Item Description	Quantity	Unit	Unit Price	Total Amount
IRRIGATION					
51	Plant Beds	3,600	SY	9.00	\$32,400.00
52	Grass Medians	N/A	SY	3.15	\$0.00
53	4" PVC Irrigation Sleeves	500	LF	11.00	\$5,500.00
54	Meter	2	EA	1,000.00	\$2,000.00
55	Backflow Preventer	2	EA	2,000.00	\$4,000.00
TOTAL					
ELECTRICAL					
56	Estimate provided by Progressive Engineering Consultants, Inc. (See attached)	1	LS	733,000.00	\$733,000.00
TOTAL					
	Construction Subtotal				\$3,359,065.00
	Bonds - 1.5% of Construction Subtotal				\$50,385.98
	Design / Surveying / CA Allowance - 15% of Construction Subtotal				\$503,859.75
	Project Subtotal				\$3,913,310.73
	Project Contingency Allowance - 15% of Project Subtotal				\$586,996.61
TOTAL PHASE 2C OPINION OF PROBABLE COST					\$4,500,300.00

Note: See notes/assumptions sheet, attached.

NOTES AND ASSUMPTION: PROJECT TWO

Notes:

1. This opinion of probable cost is not meant to be a Guaranteed Maximum Price (G. M. P.) of the proposed project.
2. All unit costs estimated based on summer 2009 cost indices.
3. All costs are based on maintaining traffic access on road and pedestrian access to businesses during construction.
4. Remove and replace existing sanitary sewer main while maintaining existing sewer services during construction.
5. Remove and replace existing water mains while maintaining existing water services during construction. Also, an additional parallel water main is to be constructed on the opposite side of the road.
6. Demolition removes all above ground items (sidewalks, trees, planter beds, curb & gutter, etc.) from building face to building face.
7. All new roads to be full depth asphalt.
8. The NC-115 railroad underpass will remain as is for the purposes of this estimate.
9. This estimate does not account for any easement or right-of-way acquisition.
10. At the time of this estimate, dry utility field locations were not provided to the engineer. An allowance has been provided for potential relocation of dry utilities and conflict resolution.
11. This opinion of probable cost does not include any costs associated with the construction of a park along NC-115.

Assumptions (Referenced to Item #):

1. Mobilization was calculated as 8% of construction subtotal.
2. Undercut is an assumed allowance value in case it is found to be necessary during construction.
3. Traffic control quantity is based on a preliminary estimate of the number of construction days requiring a single-lane flagmen operation.
4. Fine grading is based on square yardage of roadway surface.
5. Silt fence was calculated as the length of the road multiplied by 2.
6. Inlet protection total is based on the number of proposed catch basins.
20. Asphalt base course was estimated at 8 inches depth.
21. Asphalt surface course was assumed to be 1.75 inches in depth.
23. Pavement marking lines assumed to be 4" thermoplastic markings.
24. Pavement marking symbols include items such as turn arrows, stop bars, etc.
26. Drainage structures are assumed every 300 feet on both sides of road.
27. Frames, grates, and hoods are equal to the number of storm drainage structures from item #26.
29. The majority of roof drainage drains to rear of building.
30. Due to increase in impervious area along NC-115, storm water best management practices (BMP) were assumed to be required.
31. Total water main calculated as length of road multiplied by 2 (proposing water on both sides of road).
32. Gate valves total is based on number of water connections to side streets, fire hydrants, etc.

NOTES AND ASSUMPTION: PHASE 2

33. Fire hydrants proposed to be located every 500 feet (or replacing existing hydrants, which ever is greater).
34. Water tie-in to existing main includes making connections via tapping sleeves and valves to existing water mains adjacent to project area.
36. Sanitary sewer pipe total is same as existing linear footage of sanitary sewer pipe.
37. Manholes proposed to be located every 300 feet (or replacing existing manholes, which ever is greater).
38. Sewer tie-in to existing main includes making connections via manholes to existing sewer systems adjacent to project area.
40. Dry utility is an assumed allowance value for coordination and potential relocation of power, telephone, gas, cable, etc.
41. 3" caliper trees are proposed to be located every 40 feet, both sides of road.
42. Total quantity of 5 gallon shrubs calculated by multiplying number of proposed trees by 2 (doubled the proposed tree total).
43. Benches are proposed to be located every 200 feet on both sides of road.
44. Trash cans are proposed to be located every 200 feet on both sides of road.
48. Sod total calculated by Combining the planting strip and road median square yardages.
49. Fountain estimate based on recent park project.
50. Monumentation allowance provided for project monuments and/or signage.
51. Planting strip square yardage calculated based on proposed road cross sections.
52. Grass median square yardage calculated based on proposed road cross sections.
53. PVC irrigation sleeves are assumed to be installed to allow for easy installation of irrigation system.
54. Irrigation meters assumed to be located as 1 per city block.
55. Backflow preventers assumed to be located as 1 per city block.
55. Backflow preventers assumed to be located as 1 per city block.
56. Electrical estimate provided by Progressive Engineering Consultants, Inc. (See attached)

Progressive Engineering Consultants, Inc.

P.O. BOX 690638 CHARLOTTE, NC 28227 - 7011
TELEPHONE (704) 545 - 7327 FACSIMILE (704) 545 - 2315
progress@pecinc.net

August 21, 2009

City of Statesville
P.O. Box 1111
Statesville, NC 28687-1111
Attention: Mr. Kent Houpe

Re: Streetscape Estimate

Gentlemen:

We are enclosing the cost estimate to install the electrical portion of the proposed Streetscape Project. These estimates are based upon our understanding of the scope of work as described at the meeting on August 10, 2009. The cost to relocate the existing 13.2/22.9kV electrical distribution lines from overhead to underground is shown in the estimates. This cost is based upon the construction proceeding in a logical manner as to accommodate the distribution work.

The phases are numbered according to information supplied by LandDesign of Charlotte, North Carolina.

Costs that are not included in this estimate are as follows:

1. Cutting, removal, patching or installation of pavement, or concrete.
2. Irrigation system, if required.
3. Removal or Installation of telephone cables and equipment.
4. Removal or Installation of CATV cables and equipment.
5. Removal or Installation of foreign power lines.
6. Cost to rework individual customer's point of attachment, overhead to underground.
7. Right of Way acquisition, if required.
8. Sub-grade inspections, obstructions under the pavement or sidewalk that would effect the trenching or boring would increase the cost.

Phase 2C:

Length: 1850 feet

Location: Shelton Avenue – Garfield Street to Garner Bagnal Blvd.

1. Streetscape Labor Estimate	\$ 93,000.00
2. Streetscape Material Estimate	50,000.00
3. Ornamental Lighting Fixtures, Pole, and Bases (Labor and Material)	288,000.00
4. Traffic Signals, Poles, and Hardware	64,000.00
Intersection – Shelton Avenue and Garner Bagnal Blvd.	
5. 13.2/22.9 Overhead to Underground (Labor and Material)	<u>238,000.00</u>
SUB-TOTAL	\$733,000.00
6. Estimated Overhead, Engineering and Contingencies (20%)	<u>146,000.00</u>
TOTAL ESTIMATE PHASE 2C	\$879,000.00

Phase 2B:

Length: 1700 feet

Location: Shelton Avenue – Garner Bagnal Blvd. to Raleigh Avenue

1. Streetscape Labor Estimate	\$120,000.00
2. Streetscape Material Estimate	60,000.00
3. Ornamental Lighting Fixtures, Pole, and Bases (Labor and Material)	300,000.00
4. Traffic Signals, Poles, and Hardware	104,000.00
Intersection – Shelton Avenue and Winston Avenue	
Intersection – Shelton Avenue and Raleigh Avenue	
5. 13.2/22.9 Overhead to Underground (Labor and Material)	<u>324,000.00</u>
SUB-TOTAL	\$908,000.00
6. Estimated Overhead, Engineering and Contingencies (20%)	<u>181,000.00</u>
TOTAL ESTIMATE PHASE 2B	\$1,089,000.00

Phase 2A:

Length: 3350 feet

Location: Shelton Avenue – Raleigh Avenue to End of Project

1. Streetscape Labor Estimate	\$249,800.00
2. Streetscape Material Estimate	80,000.00
3. Ornamental Lighting Fixtures, Pole, and Bases (Labor and Material)	329,200.00
4. Traffic Signals, Poles, and Hardware	N/A
5. 13.2/22.9 Overhead to Underground (Labor and Material)	<u>610,000.00</u>
SUB-TOTAL	\$1,269,000.00
6. Estimated Overhead, Engineering and Contingencies (20%)	<u>253,000.00</u>
TOTAL ESTIMATE PHASE 2A	\$1,522,000.00

Should you have questions or require additional information, please call.

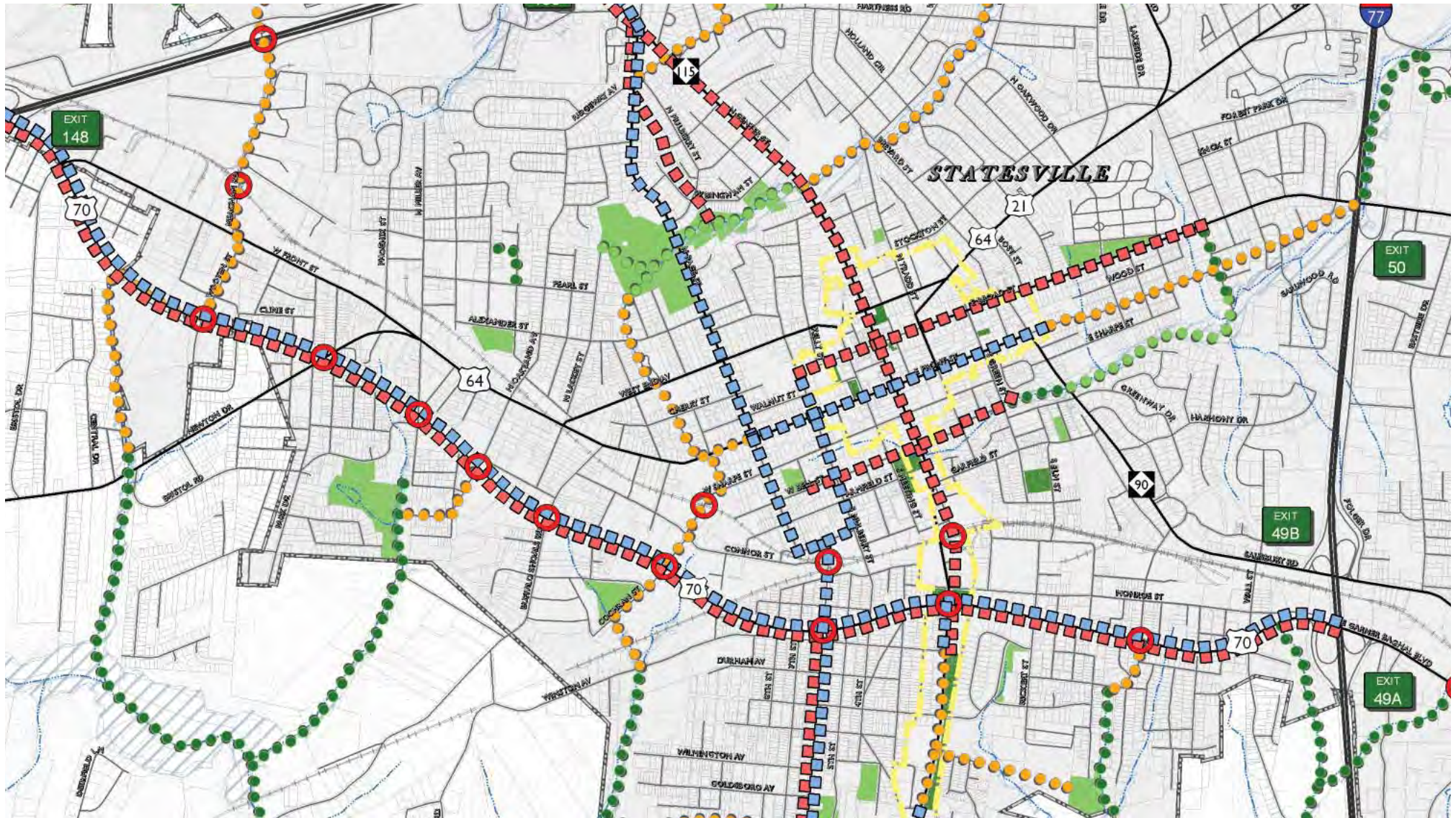
Very Truly Yours,

PROGRESSIVE ENGINEERING CONSULTANTS, INC.

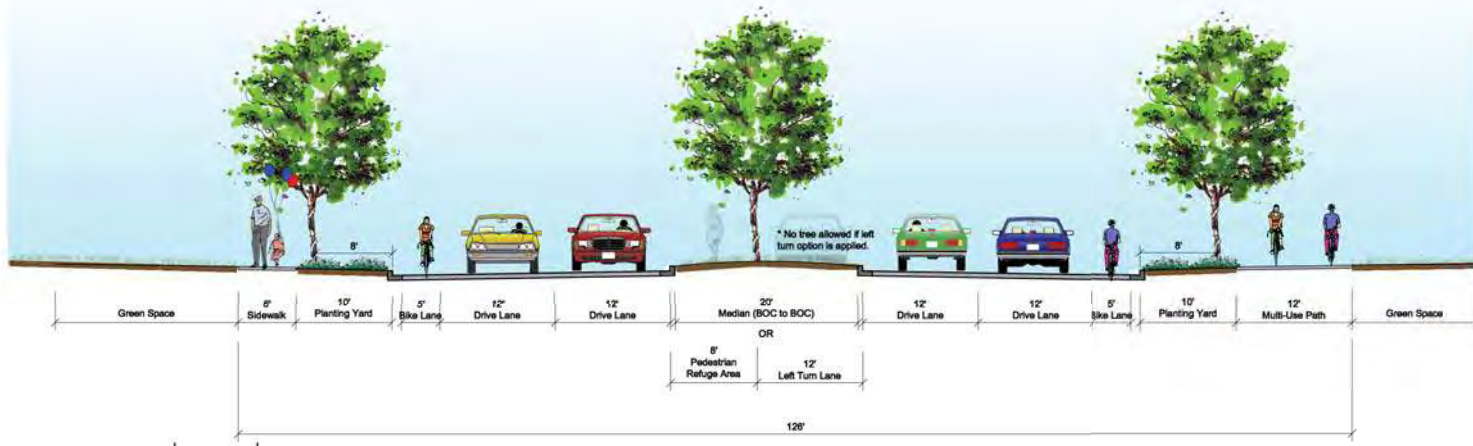
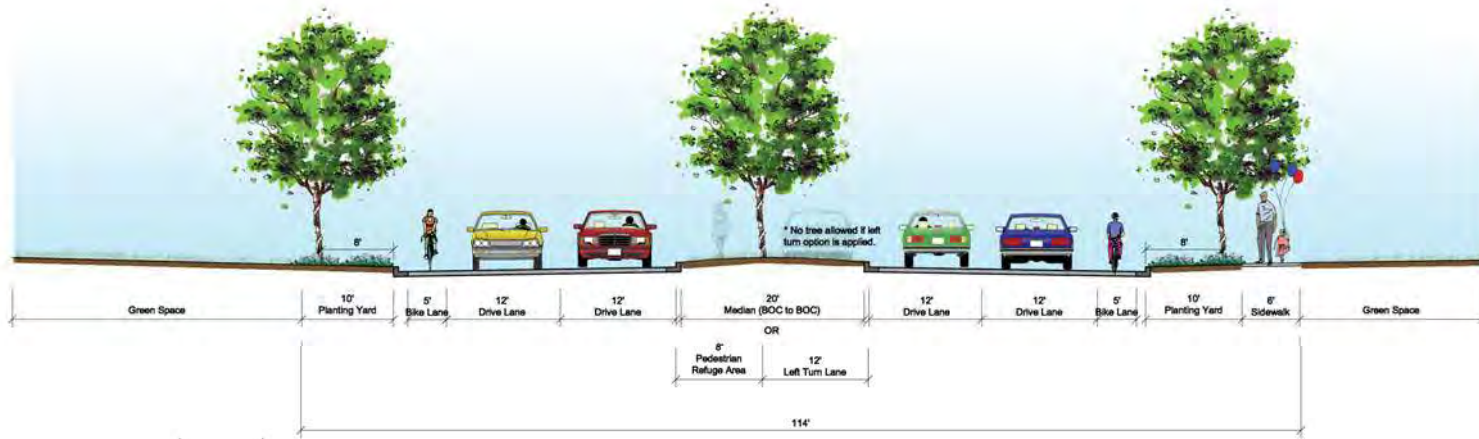
By _____
Lloyd G. Weatherman

drw/LGW
082109KH

PROJECT THREE- GARNER-BAGNAL INTERSECTION AND SIDEWALK IMPROVEMENTS



PROJECT THREE- GARNER-BAGNAL INTERSECTION AND SIDEWALK IMPROVEMENTS



PROJECT THREE- GARNER-BAGNAL INTERSECTION AND SIDEWALK IMPROVEMENTS

Project Description

Work with NCDOT and possible help fund intersection improvements and pedestrian and bicycle connections along the Garner Bagnol Boulevard as the widening takes place.

Supporting Recommendation

KLG-3. Create a more pedestrian oriented streetscape along the NC-115 between Garner Bagnol and Bell Street.

Strategy 1: Use the existing railroad bridge to celebrate the entrance into downtown by applying façade improvements to the structure, using brick pavers in the bridge location, and providing more lighting along the walk. Coordinate with NCDOT and rail to gain support for all improvements.

Strategy 2: Work with NCDOT to gain a pedestrian and bike friendly crossing with the Garner Bagnol widening.

Strategy 3: Use the NCDOT right of way for public art, gateway monumentation.

Strategy 4: Per land use recommendations promote pedestrian-oriented interest through building orientation and architecturally embrace the sidewalk.

REC-1. Create a large loop trail per the schematic plans shown to provide a continuous biking and walking trail around the downtown area.

Strategy 1: Revise Statesville proposed greenway master plan to include the additional greenway amenities shown in the Master Plan.

Strategy 2: Coordinate with the appropriate DOT where shared access occurs.

Strategy 3: Easements through private property, the railroad and NCDOT right-of-way issues will need to be coordinated and will require cooperation to accomplish this significant extension of Statesville's greenway system.

REC-4. Create a comprehensive vision for bike and ped connections to key destinations and open spaces within Statesville and the surrounding region.

Strategy 3: Preserve existing at grade crossings of railroads and streets. Future requests for closures should be heavily discouraged unless no other options exist.

PROJECT FOUR- CENTER STREET NEIGHBORHOOD PARK



PROJECT FOUR- CENTER STREET NEIGHBORHOOD PARK

Project Description

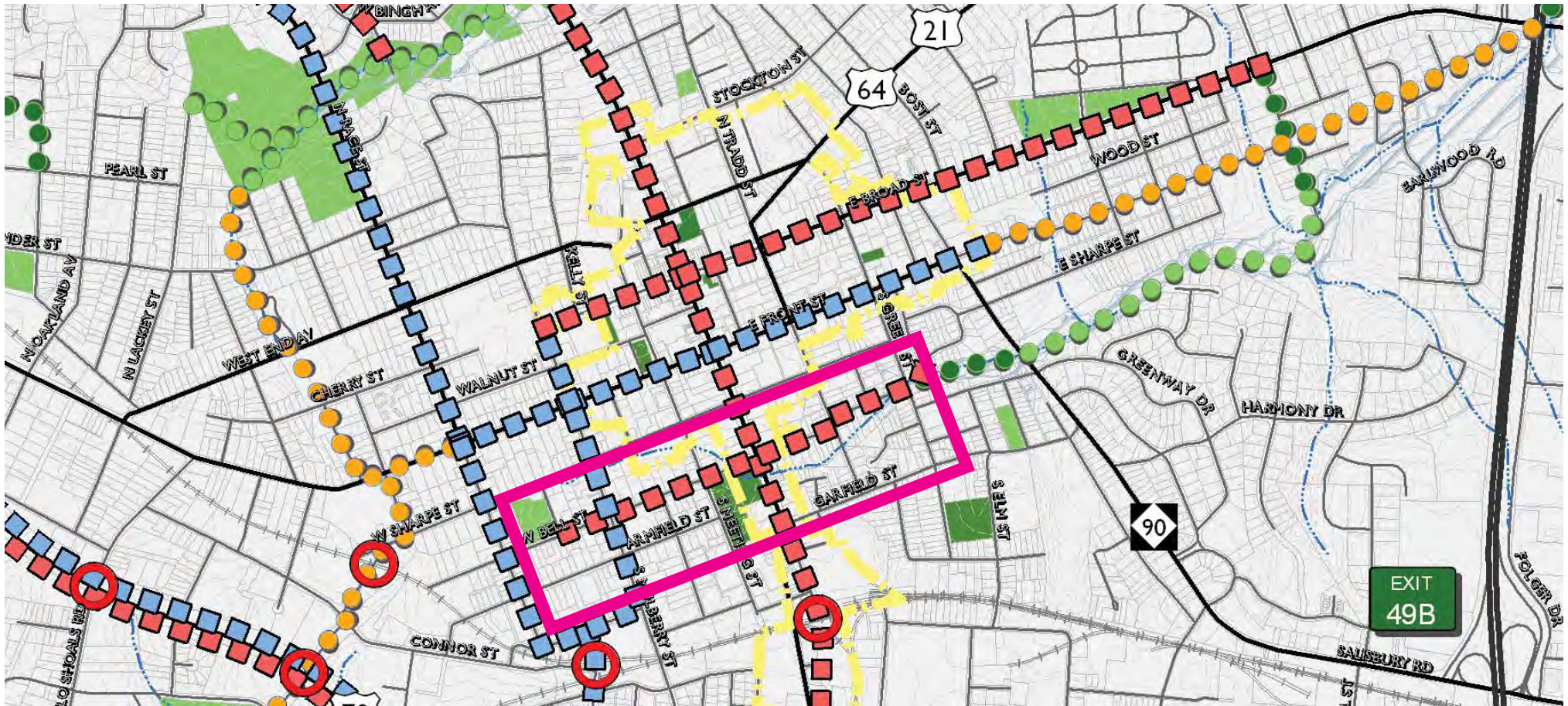
Develop passive neighborhood-based park along Center Street between Bell and Garfield Streets.

Supporting Recommendation

REC-2. Increase the public open space in the downtown area and NC-115 corridor to provide for more family centered attractions, and provide for public outdoor seating options.

Strategy 5: The property south on Center Street should be redeveloped in a public park that serves as a neighborhood park. This property would also be part of the greenway system, and provide the opportunity to enhance the stream and its floodplain into a natural amenity. Due to topographic conditions, this park should only be developed as a passive open space with walks, gardens, with outdoor resting and sitting areas. It is not conducive for active recreation such as fields.

PROJECT FIVE- EAST WEST GREENWAY CONNECTION



PROJECT FIVE- EAST WEST GREENWAY CONNECTION

Project Description

Greenway trail along creek and using street sidewalks where necessary to link existing greenway with existing and proposed parks.

into a natural amenity. Due to topographic conditions, this park should only be developed as a passive open space with walks, gardens, with outdoor resting and sitting areas. It is not conducive for active recreation such as fields.

Supporting Recommendation

REC-1. Create a large loop trail per the schematic plans shown to provide a continuous biking and walking trail around the downtown area.

Strategy 1: Revise Statesville proposed greenway master plan to include the additional greenway amenities shown in the Master Plan.

Strategy 2: Coordinate with the appropriate DOT where shared access occurs.

Strategy 3: Easements through private property, the railroad and NCDOT right-of-way issues will need to be coordinated and will require cooperation to accomplish this significant extension of Statesville's greenway system.

REC-2. Increase the public open space in the downtown area and NC-115 corridor to provide for more family centered attractions, and provide for public outdoor seating options.

Strategy 5: The property south on Center Street should be redeveloped in a public park that serves as a neighborhood park. This property would also be part of the greenway system, and provide the opportunity to enhance the stream and its floodplain

A-6 STATESVILLE DOWNTOWN & NC 115 STREETSCAPE/LAND USE MASTER PLAN Implementation Matrix

IMPLEMENTATION MATRIX

The Implementation Matrix is composed of a series of “action” items, or strategies, which are tied to the guiding principles and recommendations contained in the Statesville Downtown & NC 115 Streetscape/Land Use Master Plan Report. This matrix was created to be used during the upcoming implementation phase, following the adoption of the plan. Those participating in the monitoring of implementation activities and measuring progress will have this available as a type of worksheet, a starting point in an exercise of prioritizing activities.

The recommended timing for each proposed strategy is categorized as “short-term,” “mid-term,” or “long-term,” as determined by those individuals responsible for implementing the plan. Short-term implementation strategies are meant to be completed within the first year of the new plan. Mid-term implementation strategies are meant to be completed within two to five years. Long-term implementation strategies are to be completed in five-plus years. Those responsible for creating a strategic implementation plan are encouraged to do a thorough evaluation of the priorities indicated based on budget constraints and other relevant circumstances.

General Recommendations

<i>Recommendations</i>	<i>Implementation Strategies</i>	<i>Short-Term</i>	<i>Mid-Term</i>	<i>Long-Term</i>	<i>Responsible Party</i>
<p>GEN-1. Define role of Downtown Statesville Development Corporation facilitating the implementation of the Statesville Downtown & NC-115 Streetscape/Land Use Master Plan. Distinguish the role of DSDC efforts in downtown from the City of Statesville in implementation, such as for the NC-115 portion of the study area.</p>	<p>Strategy 1: DSDC should support existing viable businesses and residential uses along with continued economic development efforts through marketing and promoting of downtown Statesville, using the plan as a tool for recruiting private investment in downtown.</p>	X	X	X	DSDC
	<p>Strategy 2: The City of Statesville should track progress on the implementation of the Statesville Downtown & NC-115 Streetscape/Land Use Master Plan and report findings on an annual basis.</p>		X	X	CITY DSDC
	<p>Strategy 3: DSDC should support the implementation of the plan by supporting the City of Statesville on development decisions and investment.</p>	X	X	X	CITY DSDC
<p>GEN-2. As an extension of the Statesville Downtown & NC-115 Streetscape/Land Use Master Plan, consider “branding” downtown Statesville and then marketing as a way to define its function in the region and state</p>	<p>Strategy 1: Develop and implement a strategic <u>branding and marketing plan</u>. Examples of effective branding strategies include those executed by Salisbury and Durham as outlined in Appendix A-3 Precedents Study. This plan may be developed and administered by the City of Statesville with the assistance of the Downtown Statesville Development Corporation.</p>	X			CITY DSDC
	<p>Strategy 2: The Downtown Statesville Development Corporation should use its experience in planning and organizing events to expand to larger events and festivals, building on Statesville’s diverse population. For example, the Friday after Five Summer</p>	X	X	X	DSDC

<p>and to support and reinforce the vision for the City of Statesville.</p>	<p>Concert Series has been a successful event for downtown. These events should generate revenue to continue with the marketing of downtown.</p>				
<p>GEN-3. The City of Statesville may prepare a plan to reinforce downtown as a primary destination and its economic vitality through more visible signage for visitors to downtown. Wayfinding represents one of the greatest opportunities for the study area because one reoccurring comment for Statesville’s downtown is the need to allow it to be discovered by visitors who are unaware of the location of downtown and pass by the area.</p>	<p>Strategy 1: Continue with the preparation of Statesville’s <u>Wayfinding and Signage Master Plan</u>, and work closely with NCDOT to ensure compliance and support. Coordinate this plan with gateway monuments, recommended branding efforts, districts and other recommendations of this plan. The historic materials of Statesville should influence signage. The following main points of entry into downtown should be considered:</p> <ul style="list-style-type: none"> • E Broad Street • Garner Bagnal (US 70) • NC-115 		<p>X</p>		<p>CITY DSDC CVB</p>

Existing Land Use Recommendations

<i>Recommendations</i>	<i>Implementation Strategies</i>	<i>Short-Term</i>	<i>Mid-Term</i>	<i>Long-Term</i>	<i>Responsible Party</i>
ELU-1. Support established civic uses that maintain downtown Statesville as a primary zone for municipal government uses.	Strategy 1: Continue to promote public offices and facilities related to city and county government within the downtown core. Refer to Proposed Land Use Plan (Figure 11).	X	X	X	CITY
ELU-2. Recognize that Mitchell Community College (MCC) is an important institution of higher learning within downtown and is a historic asset and that the students, staff and faculty provide a customer base to downtown establishments which is currently not fully realized. MCC is located immediately adjacent to established historic neighborhoods. Continue to allow expansion of MCC in a	Strategy 1: The City of Statesville will participate in a <u>working group with Iredell County and MCC representatives</u> to discuss items for continued collaboration, which may include a long range plan for the campus improvements and the surrounding area.	X	X	X	CITY IREDELL COUNTY MCC
	Strategy 2: The City will <u>amend existing Historic Preservation Commission (HPC) Design Guidelines</u> to create guidelines for non-residential buildings on properties within a defined campus area to assist the HPC in reviewing future requests for expansions and new construction.	X			CITY
	Strategy 3: Coordinate MCC expansion and parking needs with the City of Statesville. Refer to the next section, Circulation and Parking, for specific recommendations.	X	X	X	CITY
	Strategy 4: The DSDC and MCC should continue to have a representative from MCC on the DSDC committee on a regular basis to help facilitate the economic opportunities the MCC community can bring to the downtown business.	X	X	X	DSDC MCC
	Strategy 4a: Work with MCC to provide outdoor events in downtown oriented to students.				

<p>manner that is sensitive to the historic neighborhood fabric.</p>	<p>Strategy 4b: Existing retailers benefit from the activity of student and MCC employee patrons. The DSDC will continue to work with existing retailers to assess customer service for these patrons.</p>				
<p>ELU-3. The team understands historically how the O-1 zoning has been extended into established neighborhoods, allowed some existing residential structures to be changed to non-residential use. In order to preserve the residential character of the area, restrict the use of existing residential buildings along Green Street and the north side of E Broad Street to residential uses only. Additional intrusion of office or commercial uses is not desired for these properties. Refer to Proposed Land Use Plan (Figure 11).</p>	<p>Strategy 1: <u>Modify the adopted zoning map</u> to rezone areas presently zoned O-1 to a residential zoning district consistent with the Proposed Land Use Plan (Figure 11). This will limit additional encroachment of office uses into residential neighborhoods.</p> <p>Strategy 2: City of Statesville staff should recommend denial of rezoning proposals that would allow new office or commercial uses for these properties.</p>	<p>X</p>			<p>CITY</p>
		<p>X</p>	<p>X</p>	<p>X</p>	

<p>ELU-4. Existing historic buildings within downtown should be retained and rehabilitation and adaptive reuse encouraged. Barriers to rehabilitation and adaptively reusing historic buildings should be removed so this may be a more viable option.</p>	<p>Strategy 1: Evaluate the current development review process through construction to determine if the process can be improved. Create relationships with the precedent cities of Salisbury and Durham to learn from their successes and failures. Appendix A-3 for more information.</p>	X	X		CITY
	<p>Strategy 2: The City of Statesville should work with Iredell County to determine what possibilities exist for a dedicated inspector for downtown or other options. Explore possible funding options including revenue sharing (e.g., obtained using application fees) between the City and Iredell County for this specific purpose. Consider taking over the building inspection process performed by Iredell County to make it easier for owners to get renovations in downtown historic buildings permitted.</p>	X	X		CITY IREDELL COUNTY
	<p>Strategy 3: Façades of existing historic buildings and storefronts within downtown are aging and in need of improvement and maintenance. Consider establishing a <u>façade improvement program</u> including façade grants, loans or other mechanisms as an incentive for owners to improve facades. This program may be administered by the Downtown Statesville Development Corporation. Façade improvements shall comply with the Downtown Statesville Design Guidelines (currently there is only a historic tax credit as an incentive). Publicize the grant opportunity through DSDC and the City of Statesville’s websites.</p>	X			DSDC CITY
<p>ELU-5. Civic and institutional uses have an important presence in the City of Statesville, including downtown and the NC-115 corridor. Support</p>	<p>Strategy 1: In order to promote downtown as the main cultural center, the DSDC should leverage and partner with civic and institutional organizations to provide programming, events and activities in downtown. These events are also beneficial for retailers. Seek to increase cultural diversity in events planning.</p>	X	X	X	DSDC
	<p>Strategy 2: The City should work with the South Statesville Skills Center to support opportunities for self-improvement and economic</p>	X	X	X	CITY MCC

<p>existing civic and institutional uses including, but not limited to, the Iredell County Public Library, First Presbyterian Church, Broad Street United Methodist, Mitchell Community College, the American Renaissance Charter School, and the South Statesville Skills Center.</p>	<p>self-sufficiency for residents of South Statesville and the City of Statesville.</p>				
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<p>NLU-3. Create a set of eight districts for the study area and formalize by adopting districts and related standards set forth in the plan in ordinances and guidelines. Refer to Proposed District Map (Figure 15).</p>	<p>Strategy 1: <u>Modify the adopted zoning ordinance and/or amend adopted design guidelines</u> to achieve the following related to districts:</p> <ul style="list-style-type: none"> • Offer incentives for uses encouraged within each district. Possible options for incentives may include, but are not limited to: <ul style="list-style-type: none"> ○ Expedited plan review ○ Fee waivers/reductions ○ Public land leased and sold at below-market rates ○ Low interest loans/revolving loan fund ○ Property tax breaks ○ Tax increment financing (TIF) ○ Grants, including CDBG, or energy initiative funding from ARRA State Energy Program ○ Recovery bonds ○ Special assessment districts 	X	X	X	CITY
<p>NLU-4. Consider a <u>public/private partnership for a potential catalyst redevelopment opportunity</u> for mixed use (office and attached residential) west of Center St and north of Water St. The Downtown Statesville Development Corporation, working with the City of Statesville, will assist</p>		X	X		CITY DSDC

with recruitment of a redevelopment partner.					
<p>NLU-5. In the MU-B land use designation, support requests for rezonings and/or change of use from commercial/industrial use to office and/or residential. For example, areas along E Front Street have been developed with a pattern of strip commercial uses in a manner that undermines the vitality of the Downtown Retail District. Areas along W Front Street have existing commercial and industrial uses that are also out of character with the Downtown Retail District. These areas should transition to office and/or residential with only limited retail or service areas permitted in</p>	<p>Strategy 1: Support rezonings and development requests to construct new attached residential buildings. Buildings are envisioned to be 2-3 stories in height.</p> <p>Strategy 2: New building typology contemplated for the MU-B land use designation predominantly consists of mixed office and residential and attached residential buildings of various types. Consider standards that address form, placement and proportion of new infill and redevelopment to ensure development is complementary with established historic neighborhoods. This may include <u>modifying the adopted Downtown Design Guidelines for new construction / additions</u> to better reflect these new typologies.</p>	<p>X</p> <p>X</p>	<p>X</p>	<p>X</p>	<p>CITY</p>

<p>nodes typically found at key intersections, with a storefront character.</p>					
<p>NLU-6. Priorities for downtown involve the clock tower building and former Vance Hotel site. These two highly visible sites, along with other existing historic assets, serve as major anchors for downtown. Success of these sites is critical to denoting a vibrant Downtown Retail District and for the future of downtown. Given the importance of these two sites, the City of Statesville should be involved in these improvements including consideration of a <u>public/private partnership</u>.</p>	<p>Strategy 1: Future development of the clock tower building and the former Vance Hotel should include the following considerations:</p> <ul style="list-style-type: none"> • Clock Tower Building – The existing historic building façade should be retained and rehabilitation and adaptive reuse encouraged. The ground floor use shall consist of retail, service and/or a restaurant use to activate the street level. A downtown visitor center is also permissible. • Vance Hotel – The former hotel building façade should be retained and rehabilitation and adaptive reuse encouraged. A mix of uses within the building is encouraged. Future use of the site should be determined through partnership of the City of Statesville and a developer. This may include a master planning effort that takes into consideration the Vance Hotel site, the existing vacant storefronts and “shell” building on W Front St, and adjacent city-owned properties. 		<p>X</p>		<p>CITY DSDC</p>

<p>NLU-7. Automobile-oriented businesses are not considered appropriate uses within downtown (CB, CBP) given its context. The zoning ordinance already prohibits most automobile-oriented businesses (motor vehicle repair, gas stations). Consider prohibiting other automobile-oriented businesses in proposed Mixed Use land use categories (MU-A, MU-B, MU-C) such as automotive parts retailers currently allowed in CB, CBP, H115.</p>		X			CITY
<p>NLU-8. Drive through uses in downtown and NC-115 (CB, CBP, H115) are to be discouraged, particularly along Broad and Center Streets. They are not consistent with the character of downtown</p>		X			CITY

<p>and pedestrian-oriented design of sites/buildings. The City of Statesville should consider <u>adopting more stringent standards for reviewing any future requests for the design of drive through uses</u>, which could include revising the zoning ordinance to incorporate these standards. Some considerations include: exits onto a side street, adequate stacking, filters through a parking deck/lot, cannot offer service exclusive to drive through (e.g., bank tellers separated for walkup and drive through).</p>					
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<p>NLU-9. In order to promote a visible and unique dining experience in downtown, new businesses within Restaurant Row are encouraged to provide public outdoor seating areas, as well as all Mixed Use land use categories (MU-A, MU-B, MU-C).</p>		X	X	X	CITY
<p>NLU-10. Within the Arts and Entertainment District, the DSDC, working with the Iredell Arts Council and local artists, will <u>recruit a range of possible tenants to catalyze this district</u> and build momentum. Examples of possible catalyst uses include live music venues, restaurants and pubs. A neighborhood theatre is another possibility.</p>		X	X	X	CITY DSDC

<p>NLU-11. The Historic Depot is a strategic site, owned by NCDOT, with long term potential for a passenger rail stop in Statesville. Consider adaptive reuse of the Historic Depot for office or municipal uses in the near term. Explore whether some higher use (24 hr use, open to public) can be provided. In the long term, provide for <u>enhanced pedestrian connections between the Historic Depot and the Arts and Entertainment District</u> via the underpass (NC-115) and/or a pedestrian bridge across the railroad north to the node at the terminus of Center St. Any new development proposals on this site should take into consideration a long term master plan for this site</p>			X	X	CITY
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<p>contemplating a passenger rail stop, plaza and related facilities.</p>					
<p>NLU-12. The Housing Authority has several different programs ongoing to revitalize the area along NC-115 comprised by the South District. One of the goals is increasing the availability of owner occupied housing in the immediate area and rehabilitation of existing housing stock. The City of Statesville should <u>work with the Housing Authority</u> as they seek to provide affordable, quality housing for low to moderate income persons and improve their quality of life. Further define “quality” for how proposed housing will be developed (lot sizes, site design and</p>		<p>X</p>	<p>X</p>		<p>CITY H.A. HABITAT</p>

<p>building product) so that new or rehab housing has a standard similar to quality market rate housing. For example, small lots with new detached (or attached) single family residential product can be properly designed to use land more efficiently and have elements of timeless architecture (i.e., vertical proportion, porch/first floor elevation above ground level, front porches min 8' in depth, exterior walls with wood clapboard/brick over masonry, shallow front yard setback, windows, roof design, garage at rear of lot with alley access). When combined, this quality should encourage pride in ownership.</p> <p>The City should also work closely with other</p>					
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<p>groups such as <u>Habitat for Humanity</u> in a similar manner.</p>					
<p>NLU-13. Coordinate any new public infrastructure improvements with the plan for <u>realigning Amity Hill Rd and Whites Mill Rd</u> and other desired improvements associated with the redevelopment plan for the intersection of Amity Hill Rd and NC-115.</p>			X	X	CITY
<p>NLU-14. The City of Statesville should consider <u>acquiring the site designated on the redevelopment plan for a new municipal services node</u>. Municipal facilities including Fire and Police would establish a desired presence in this area, promote public safety and serve as a catalyst for the</p>		X	X		CITY

<p>large scale redevelopment (mixed use including retail, office, attached residential) at the intersection of Amity Hill Rd and NC-115.</p>					
<p>NLU-15. Consider adopting standards that address design and building materials, including new attached residential buildings, in the NC-115 corridor. This might be addressed as part of a future effort to prepare residential design guidelines that are intended to protect the character of established traditional neighborhoods of the City of Statesville and provide general appearance review standards. Standards may be applied to renovation/additions and new residential construction, for example through a zoning overlay district.</p>			<p>X</p>	<p>X</p>	<p>CITY</p>

Circulation and Parking Recommendations

<i>Recommendations</i>	<i>Implementation Strategies</i>	<i>Short-Term</i>	<i>Mid-Term</i>	<i>Long-Term</i>	<i>Responsible Party</i>
<p>CP-1. Illustrations of street cross-sections for downtown streets have been developed and are included in the body of the report. These new cross-sections use techniques such as road diets and lane narrowing (11' lanes will suffice in most instances) to create space for trees, additional sidewalk width and bike lanes. The following text summarizes the changes recommended:</p> <p><u><i>Center Street (Between Broad and Bell)</i></u></p> <ul style="list-style-type: none"> • Reduce travel lanes on street from 2 each direction to 1 each direction • Keep left turn lanes at cross 	<p>Strategy 1: Work with NCDOT on roads designated as state routes. The City will need to clarify its role in implementation, including the road diet approach on Center Street.</p> <p>Strategy 2: In addition to the bicycle lanes that are shown on the proposed street cross sections, the City of Statesville should pursue the <u>implementation of bicycle infrastructure to and from community nodes</u>, including: multi-use trails and off-street bicycle paths, bicycle lanes, and safe routes that share traffic with cars</p> <p>Strategy 3: The City should consider requiring that new developments in activity centers provide appropriate bicycle amenities. This may include revising current zoning standards to include more specific bicycle parking requirements.</p>	<p>X</p> <p>X</p> <p>X</p>	<p>X</p> <p>X</p>	<p>X</p> <p>X</p>	<p>CITY NCDOT</p> <p>CITY NCDOT IREDELL COUNTY</p> <p>CITY</p>

<p>street intersections</p> <ul style="list-style-type: none"> • Moving lanes and turn lanes should be 11' wide • Each block should have parallel parking on both sides (7.5' wide) • Intersection bulbouts should be provided at: Bell, Sharpe, Front, Court and Broad <p><u>Center Street (Between Stockton and Broad) – Commercial Main Street</u></p> <ul style="list-style-type: none"> • Create consistent cross section with 1 moving lane in each direction • Keep left turn lanes at cross street intersections • Moving lanes and turn lanes 					
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<p>should be 11' wide</p> <ul style="list-style-type: none"> • Each block should have parallel parking on both sides (7.5' wide) • Intersection bulbouts should be provided at: the midpoint location between Broad and Water (site of current crosswalk), Water, the midpoint location between Water and Stockton, Stockton <p><u>Broad Street (Between Kelly and Tradd)</u> <i>involves north side curb relocation</i></p> <ul style="list-style-type: none"> • Keep 1 travel lane in each direction • Add left turn lanes at Meeting • Moving lanes 					
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<p>and turn lanes should be 11' wide</p> <ul style="list-style-type: none"> • Include a 12' raised grassed median in the center • Convert angle parking to parallel parking on both sides (7.5' wide) • The section between Center and Tradd should be constructed in a later phase in conjunction with redevelopment that consolidates or eliminates existing driveways • Intersection bulbouts should be provided at: Meeting, Center, Cooper and Tradd 					
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Meeting Street
(Between Broad and
Front)

- Intersection bulbouts should be provided at: Broad, Court and Front

Front Street (Between
Mulberry and
Salisbury)

- Reduce travel lanes on street from 2 each direction to 1 each direction
- Keep left turn lanes at cross street intersections
- Moving lanes should be 11' wide
- Use additional space to add on-street bike lanes (5' each)
- East of Tradd, stripe bike lanes at outside edges of existing wide lanes

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<p><u>Route 115 (Between Raleigh and Garner Bagnal)</u></p> <ul style="list-style-type: none"> • Plan for 2 travel lanes in each direction • Create a 12' center median from which left turn lanes at intersections can be cut • Moving lanes should be 11' wide • Each block should have parallel parking on both sides (8' wide) <p><u>Route 115 (Between Garner Bagnal and Bell)</u></p> <ul style="list-style-type: none"> • Create consistent cross section with 1 moving lane in each direction • Keep left turn lanes at cross street 					
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<p>intersections</p> <ul style="list-style-type: none"> • Moving lanes and turn lanes should be 11' wide <p><u>Court Street (Between Meeting and Center)</u></p> <ul style="list-style-type: none"> • Remove south side parallel parking (this change should be verified through a targeted stakeholder work process including business and property owners on the street) • Moving lanes should be one lane each way, 9' wide (this clear distance will require concurrence from emergency services) • On street parking on the north side should be 7' 					
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<p>CP-2. Trucks driving through downtown, particularly on Center Street has been a source of frustration. We recommend the City begin with a <u>multi-pronged approach to changing behavior</u>:</p>	<p>Strategy 1: Meet with NCDOT to assure that truck route designation is clearly on Garner-Bagnal, I-40 and I-77. These three roads can conveniently serve all of the City’s industrial sites.</p>	X			CITY NCDOT
	<p>Strategy 2: Meet with the operators of all of the surrounding businesses that generate truck traffic to solicit their cooperation in efforts. Perhaps consider developing a flyer with a map for distribution to drivers.</p>	X			CITY
	<p>Strategy 3: Work with NCDOT to narrow lanes and neck down intersections on Center Street. While the primary purpose of these projects is to improve the pedestrian environment, they will have the side benefit of making Center Street less attractive to trucks.</p>	X	X		CITY NCDOT
	<p>Strategy 4: Develop and implement a signage program for major decision points that clearly orient truck traffic to the designated route(s) rather than Center Street.</p>	X			CITY NCDOT
	<p>Strategy 5: Ramp up enforcement for periods of time to help communicate the message that cut through truck trips are unacceptable.</p> <p>This package of steps are either already likely to be in progress or involve very low capital investment. If that package of approaches proves unworkable or still does not achieve the desired changes, removal or relocation of state route designation for Center Street remains an option.</p>	X	X	X	CITY
<p>CP-3. Proper on-street enforcement (and, at some point in the future, pricing) creates some availability to attract people to downtown in the first place. It is important,</p>		X	X	X	CITY

<p>though, if someone cannot quickly find an on street space, to have a reliable, well signed, convenient off-street location for parking the user can go to as a backup. There are currently some surface parking lots that could partially serve this function, but consideration of a parking deck to serve this role is recommended. However, any off-street parking should be consistent with downtown's urban design goals.</p> <p>If a parking structure is considered, a few basic parameters should be fundamental:</p> <ul style="list-style-type: none"> • Spaces should be within a 1 to 2 minute walk of any 					
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<p>properties that are expected to benefit from their presence.</p> <ul style="list-style-type: none"> • The selected location should be one that provides relief to blocks whose current leasing is suffering due to parking shortages • The selected location should stimulate new development or redevelopment on adjacent block(s) • At the time of construction of the first parking structure, the City should consider implementation of a downtown parking management and pricing 					
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<p>strategy. The structure should be priced and managed as a part of a comprehensive system with the surrounding on-street and surface spaces.</p> <p>The first three points above relate to proximity to sites that will benefit from parking added to downtown. An analysis of several downtown sites was undertaken to help guide these location decisions. Two were considered potential options:</p> <ul style="list-style-type: none"> • The next location considered is the northeast corner of Front and Meeting Street. A larger parking structure (over 400 spaces) 					
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<p>could fit on the site considered. This location would require the demolition of the current abandoned buildings on this corner and would also occupy the land currently serving as surface parking for the Vance Hotel building. As such, a contractual arrangement with that building owner to replace and enhance the parking taken would have to be worked out.</p> <p>This site has several advantages. The high number of spaces would be able to relieve</p>					
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<p>needs for existing buildings in the southwest quadrant of downtown. This site is also surrounded by numerous development/redevelopment opportunities. It would allow for consideration of expansion of the Civic Center or even joint development (a hotel, for example) on the site of the Civic Center's current surface parking.</p> <ul style="list-style-type: none"> • The other location considered was the current location of a surface parking lot along Water 					
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<p>Street and Pecan Park. While displacing a downtown greenspace is a significant policy decision which would require significant public debate, the current park is poorly situated in the middle of asphalt parking lots and the greenspace could be replaced in a better location in conjunction with this project. It should also be noted that the location advantages of</p>					
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<p>this site for parking are significant.</p> <p>A structure on this location would be small (225 spaces), but would serve the existing buildings in the northeast quadrant of downtown. It could also serve to potentially stimulate positive redevelopment in conjunction with the County-owned property on the north side of water street.</p>					
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<p>CP-4. Currently, parking in downtown is free and virtually unconstrained regardless of its location or desirability. This creates shortages in some areas, wide empty (and fast) streets in other areas and general frustration for many users. The City should develop a management program, phased in over time, consisting of a combination of fully enforced time restrictions and pricing of public parking to help influence user behavior. As downtown begins to redevelop, the City should develop policies to replace surface parking with structured parking in a systematic way in partnership with private development. At some point tools such as assessing</p>		X	X	X	CITY
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<p>whether surface parking can be taxed at higher rates, in line with other retail uses, might be a way to encourage development on the sites of surface lots.</p> <p>The City's parking management strategy should have some core goals:</p> <ul style="list-style-type: none"> • Insure that parking is convenient for priority uses (deliveries, customers and short errands) • Increase enforcement of regulations, particularly during busy periods • Reduce on-street time limits where needed to increase turnover. • Encourage 					
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<p>businesses to share parking.</p> <ul style="list-style-type: none"> • Develop special regulations for disabled access, delivery and loading areas, etc. • Implement a residential parking permit program if needed to address spillover problems. • Develop signs and maps showing motorists where they may park. • Have an overflow parking plan for occasional special events that attract large crowds. <p>Over time as demand downtown rises, the City should plan and develop a pricing strategy with the</p>					
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<p>following considerations:</p> <ul style="list-style-type: none"> • Adjust rates as needed to maintain optional utilization (i.e., 85% peak occupancy). • Structure rates to favor short-term uses in core areas and longer-term parkers to shift to other locations. • Provide special rates to serve appropriate uses, such as for evening and weekend events. 					
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General Streetscape Recommendations

<i>Recommendations</i>	<i>Implementation Strategies</i>	<i>Short-Term</i>	<i>Mid-Term</i>	<i>Long-Term</i>	<i>Responsible Party</i>
<p>GS-1. Encourage efforts to place all public and private utility services underground or behind buildings.</p>	<p>Strategy 1: Require all new public and private utilities be placed underground or relocated away from the street frontage when they are changed or when new construction occurs.</p> <p>Strategy 2: Establish a “utility zone” for the underground location of utilities.</p> <p>Strategy 3: Install extra ductwork for future utility infrastructure improvements.</p> <p>Strategy 4: Select a signal pole to be used at all intersections and begin upgrading the existing mast arms. Coordinate with NCDOT on State-owned or maintained roadways.</p>	<p>X</p> <p>X</p> <p>X</p>	<p>X</p> <p>X</p> <p>X</p>	<p>X</p> <p>X</p> <p>X</p>	<p>CITY</p> <p>CITY NCDOT</p>
<p>GS-2. Study and plan for infrastructure improvements during the design process of transportation and streetscape improvements to ensure capacity for future growth and continued functionality (water, sewer, power, telephone).</p>		<p>X</p>	<p>X</p>	<p>X</p>	<p>CITY</p>

	<p>report.</p> <ul style="list-style-type: none"> • 35'to 40' on center unless obstacles exist. • Trees should be kept out of clear vision zones at intersections and driveways. • Irrigation should be provided, by the developer where applicable. • Keep trees 5' from business signs and 6' from sewer lines and fire hydrants when possible. 				
<p>GS-4. Streetscape Amenities- Statesville downtown streets have seen efforts to create a more pedestrian friendly environment over the years. To continue with this effort streetscape standards should be adopted to provide a unified continuity through out Statesville's streetscape. The following are suggestions to build off of as developing those standards.</p>	<p>Strategy 1: Benches-</p> <ul style="list-style-type: none"> • Adopt a standard bench for the downtown area. See appendix for recommended bench style. • Benches should be located beside the building facing street when walkway is narrow. • See appendix for guidelines for placing benches and other types of seating along Center Street, Broad Street and the Square. <p>Strategy 2: Trash receptacles-</p> <ul style="list-style-type: none"> • Should be located regularly at intersections, near major buildings entrances, and adjacent to outdoor seating areas, and at least every 200' along the primary streets, and every 400' along the secondary streets. • Each receptacle should accommodate recycling, prevent wind and rain from entering the container, facilitate side access to the liner, and have the option of being anchored to the pavement. • Adopt a standard trash receptacle. See appendix for recommended trash receptacle style. 	<p>X</p> <p>X</p> <p>X</p> <p>X</p> <p>X</p> <p>X</p>	<p></p> <p></p> <p></p> <p>X</p> <p></p> <p>X</p>	<p></p> <p></p> <p></p> <p>X</p> <p></p> <p>X</p>	<p>CITY</p>

	<p>Strategy 3: Street and pedestrian zone lighting-</p> <ul style="list-style-type: none"> • Adopt a single consistent style and size of fixture that is pedestrian scale light to be used through out the downtown and the connecting corridors. Highway style lighting with cobra heads should be eliminated from the downtown. See appendix for recommended pole and fixture. • Use decorative fixtures for both street lighting and streetscape lighting. Light distribution can be controlled with the outer optics. Use Type 3 distribution to provide higher light level on street than in pedestrian zone. Ensure uniform light levels with no glare. • Use borosilicate glass with prisms to control distribution and prevent yellowing and fading of light distribution. Polycarbonate should not be used. • Use Pulse Start Metal Halide light to provide white light. • 12'-16' mounting height will be determined during the design phase to achieve the desired footcandles for the road and per recommended luminaire spacing. • Include banner arm as an option with a clearance of 8-1/2' to accommodate bicyclist. • Higher levels of lighting to be provided in areas where there is the potential for conflicts between pedestrians and vehicles. • Poles should be selected that are aluminum with a highly durable powder coat black finish and maximum pole strength. See appendix for recommended pole. • Maintenance- fixture selection should be maintenance friendly, with easy access to lamp and ballast and quick disconnects for wiring. Fixture should have a twist lock photocontrol for ease of access. • Siting- along Broad Street and Center Street the luminaires should be placed 40' on center in between the street trees 	<p>X</p> <p>X</p> <p>X</p> <p>X</p> <p>X</p> <p>X</p> <p>X</p> <p>X</p>	<p>X</p> <p>X</p> <p>X</p> <p>X</p> <p>X</p> <p>X</p> <p>X</p> <p>X</p>	<p>X</p> <p>X</p> <p>X</p> <p>X</p> <p>X</p> <p>X</p> <p>X</p> <p>X</p>	
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	<p>on both sides of the street for aesthetic reasons. Adjust light levels with the optics to achieve the desired footcandles, rather than changing the luminaire spacing. Luminaires can be placed closer together at intersections to provide a higher light level and for aesthetic reasons. Secondary streets it is appropriate to space the luminaires further apart and provide in alternating patterns on both sides of the street to achieve the desired footcandles.</p> <ul style="list-style-type: none"> • Recommended footcandles (use uniform lighting levels): <ul style="list-style-type: none"> ▪ Primary retail street: 12 Lux (lx) / 1.2 Footcandles (fc) ▪ Primary retail pedestrian zone: 5-8 lx/.5-.8 fc ▪ Primary retail street intersection: 17 lx/1.7 fc ▪ Primary retail pedestrian zone at intersection: 10lx/ 1 fc ▪ Secondary retail street: 13 lx/ 1.3 fc ▪ Secondary retail pedestrian zone: 5 lx/.5 fc <p>Strategy 4: Moveable tables and chairs- restaurant establishments can choose their own style. Public moveable table and chairs should be standardized.</p> <p>Strategy 5: Stationary tables and chairs- Should be standardized throughout the downtown corridor, in the streetscape as well as in the urban plazas.</p> <p>Strategy 6: Water features in the streetscape and public plazas and parks are highly encouraged. It is preferable that they are approachable and child friendly, while meeting all necessary regulatory codes.</p> <p>Strategy 7: Public Art is encouraged throughout the study area to help activate and provide interest for the pedestrian. Murals, sidewalk enhancements, sculptures are all examples of art that</p>	<p>X</p> <p>X</p> <p>X</p> <p>X</p>	<p>X</p> <p>X</p> <p>X</p> <p>X</p>	<p>X</p> <p>X</p> <p>X</p> <p>X</p>	
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	<p>should be used to celebrate the character and diversity of Statesville. Art that is approachable and interactive helps to activate the streetscape and public plazas more so than art displayed on a pedestal or gallery-like.</p> <ul style="list-style-type: none"> • Public art should be placed near street corners and in plazas. • Local artists and themes should be encouraged to emphasize Statesville’s unique character and history. <p>Strategy 8: Decorative Paving</p> <ul style="list-style-type: none"> • Decorative paving materials, patterns, textures and colors should be used to highlight important pedestrian zones, such as gateways, the Square, main retail streets, and important street intersections. Clay pavers are preferred. • Adopt a standard paver, paver color and pattern to be used throughout the downtown and along its entry corridors. See appendix for recommended patterns for the primary retail streets and the Square. Clay pavers are preferred. • All surfaces should be accessible and slip resistant. • Paving in street crosswalks should be approved by the appropriate DOT having jurisdiction. Stamped and painted asphalt is the recommended alternative to pavers in street crosswalks. <p>Strategy 9: Alleyway Paving- Pave all city-maintained alleyways with a standard cobblestone pattern to celebrate Statesville’s historic roots, provide additional pedestrian interest and visual appeal. Clay pavers are preferred.</p>				
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	<p>Strategy 10: Curbing Strategy- Preserve and match existing granite curbing in the downtown area where appropriate.</p> <p>Strategy 11: Crosswalks- Per the Transportation recommendations narrow the crossing width at crosswalks by utilizing curb bulbouts and eliminating parking in these areas. Crosswalks should be consistently and clearly marked based on approved NCDOT standard.</p> <p>Strategy 12: Planting strip- no grass on Center Street, all other streets can use grass in the planting strip. See street cross-sections for proposed widths.</p> <p>Strategy 13: Planters and Pots- Use planters in designated areas and encourage their use in front of retail establishments throughout downtown to provide seasonal color.</p> <p>Strategy 14: Accent planting (Planting in landscape beds, seasonal color plantings and planters) should either be provided with irrigation or be drought tolerant.</p> <p>Strategy 15: Incorporate recommended branding efforts into streetscape elements</p> <p>Strategy 16: Create outdoor public dining places. See appendix for siting guidelines along Center, Broad Street and the Square.</p> <p>Strategy 17: Create outdoor private dining places- see appendix for siting suggestions along Center and Broad Streets.</p>				
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<p>GS-5. Promote effective business storefront signage, graphics and window displays.</p>	<p>Strategy 1: Create a business signage program for businesses to have easy access to signage design standards and manufacturers.</p> <p>Strategy 2: Investigate any regulations that would prohibit appropriate outdoor displays and temporary signs.</p>	<p>X</p> <p>X</p>			<p>CITY</p>
<p>GS-6. Promote a diverse and active street life anchored on Broad and Center Streets.</p>	<p>Strategy 1: Investigate any regulations that would prohibit vendor carts placed in appropriate destinations on these streets.</p> <p>Strategy 2: Identify locations for newspaper boxes to be located.</p> <p>Strategy 3: Allow for outdoor entertainment with limits to locations and hours.</p> <p>Strategy 4: Provide a variety of standardized public street furniture along Broad and Center Street.</p> <p>Strategy 5: Encourage and incentivize business owners to provide and maintain planter displays and seating in the store front zone.</p>	<p>X</p> <p>X</p> <p>X</p> <p>X</p> <p>X</p>	<p></p> <p></p> <p>X</p> <p>X</p> <p>X</p>	<p></p> <p></p> <p>X</p> <p>X</p> <p>X</p>	<p>CITY</p>
<p>GS-7. Streetscape Maintenance-As well as more costly and time consuming infrastructure improvement projects, there are several maintenance projects that should be undertaken on an annual basis to improve the appearance of the</p>	<p>Strategy 1: Clean existing sidewalks.</p> <p>Strategy 2: Repair broken sidewalks and driveway cuts where possible.</p> <p>Strategy 3: Mowing of public right-of-way.</p>	<p>X</p> <p>X</p> <p>X</p>	<p>X</p> <p>X</p> <p>X</p>	<p>X</p> <p>X</p> <p>X</p>	<p>CITY</p>

downtown and NC-115 corridor through the Public Works Department.					
GS-8. Zoning Compliance	Strategy 1: Require property owners bring their properties into code to clean up the visual clutter. This mainly refers to vehicle storage, screening of parking, utilities, dumpsters and inappropriate outdoor displays (i.e., storage items such as wheels and tires on NC-115).	X	X	X	CITY
	Strategy 2: Require property owners to repair broken windows, and maintain vacant buildings, etc.	X	X	X	

Key Landmarks and Gateways Recommendations

<i>Recommendations</i>	<i>Implementation Strategies</i>	<i>Short-Term</i>	<i>Mid-Term</i>	<i>Long-Term</i>	<i>Responsible Party</i>
KLG-1. Improve the visual quality of all the major corridors into Downtown Statesville.	Strategy 1: Support efforts to improve the NC-115 corridor by adopting the recommendations in this report as well as previous efforts outlined in the CBD & NC-115 Corridor Plan prepared in 2007.	X			CITY
	Strategy 2: Begin transportation improvements, streetscape design and planning for the following the corridors throughout the plan, which complement the guidelines laid out in this report.	X	X	X	
KLG-2. The intersection of Broad and Center should be recognized as the “center” of Statesville. Currently the sense of place is lacking due to insufficient space to develop a formal plaza, and instead just appears as an intersection. Provide significant enhancements that separate this intersection from others.	Strategy 1: Work with NCDOT for paver options in the pedestrian cross walk as well as any other improvements to this intersection.	X	X		CITY NCDOT
	Strategy 2: As stated in the transportation recommendations, narrow the roadway at the intersection by eliminating on street parking at least 50’ from all corners.	X	X		CITY NCDOT
	Strategy 3: Install decorative pavers at entire sidewalk intersection from 50’ on all four corners.	X	X		CITY NCDOT
	Strategy 4: Following the land use recommendations upgrade clocktower building to enhance its presence as a visual icon.	X			CITY DSDC
	Strategy 5: Provide other visual amenities to create a plaza feeling and gathering place, like public art, lighting, vendor carts and a Statesville information kiosk.	X	X		CITY
	Strategy 6: Work with NCDOT and follow their guidelines to gain their support of any improvements in this intersection.	X	X		CITY NCDOT

<p>KLG-3. Create a more pedestrian oriented streetscape along the NC-115 between Garner Bagnal and Bell Street.</p>	<p>Strategy 1: Use the existing railroad bridge to celebrate the entrance into downtown by applying façade improvements to the structure, using brick pavers in the bridge location, and providing more lighting along the walk. Coordinate with NCDOT and rail to gain support for all improvements.</p>		X	X	CITY NCDOT
	<p>Strategy 2: Work with NCDOT to gain a pedestrian and bike friendly crossing with the Garner Bagnal widening.</p>	X			CITY NCDOT
	<p>Strategy 3: Use the NCDOT right of way for public art, gateway monumentation.</p>		X		CITY NCDOT
	<p>Strategy 4: Per land use recommendations promote pedestrian-oriented interest through building orientation and architecturally embrace the sidewalk.</p>	X	X	X	CITY
<p>KLG-4. Create a strong visual and physical link across the rail line to connect the downtown and the historic train station along South Center Street to build off of the energy created in the proposed Entertainment District.</p>	<p>Strategy 1: Provide wide sidewalks (6-8') with a planting strip and shade trees on both sides of South Center Street.</p>	X	X		CITY NCDOT
	<p>Strategy 2: Study the options for creating a pedestrian bridge over the railroad tracks extending South Center Street to the train station redevelopment area that terminates with a grand pedestrian plaza.</p>	X	X	X	CITY
	<p>Strategy 3: As part of the Proposed Western North Carolina Passenger Rail Service between Salisbury and Asheville, and to promote the important tourism industry this could bring to Statesville, study the feasibility of trolley service to transport people from the historic train depot into the downtown core.</p>		X	X	CITY

Key Streetscape Improvements Recommendations

<i>Recommendations</i>	<i>Implementation Strategies</i>	<i>Short-Term</i>	<i>Mid-Term</i>	<i>Long-Term</i>	<i>Responsible Party</i>
<p>KSI-1. Center Street Corridor (between Broad and Bell) Center Street, defined as the area from Broad Street north to Bell Street, serves as Statesville main retail street.</p>	<p>Strategy 1: Follow proposed street cross-section in the transportation recommendations as well as the following streetscape guidelines –</p> <ul style="list-style-type: none"> • Street tree- Saw Tooth Oak (<i>Quercus acutissima</i>), planted in proposed planting bed areas. • Place trees 40’ on center with consideration for all sight triangles and with minimizing blockage to signs as much as necessary. • Bench locations – adjacent to building facing street and between street trees • Outdoor dining accommodated adjacent to buildings in locations without planters, separate with proposed fencing or planters • Improve existing planting areas- replant from provided plant list • Sidewalk surface- with concrete walks with brick accents • Upgrade electrical power for tree lights and events • Provide public sitting in key locations identified in configuration identified (facing each other) • Create bulb-outs for public outdoor seating • Driveway access from the rear- limit driveway cuts • Bury overhead utility lines underground or move to back of buildings • Provide water fountains for public display at key locations 		X		CITY NCDOT

<p>KSI-2. Broad Street from Kelley to Tradd Street- Implement changes to the existing street cross-section that celebrates the presence of this historic college and its surrounding architecture. One of the most dramatic improvements to the downtown streetscape could be made to transform the appearance of Broad Street to provide a more appropriate frame for MCC and the significant architectural buildings along the street. Although parking is critical in this area, it should not dominate the appearance of one of Statesville's most significant streets. A wide grassed median in its center would greatly enhance the environment of this particular street, and</p>	<p>Strategy 1: Provide a median in the center with open lawn as the landscape element. Open lawn will keep the view to the college at the terminus open and present. The median in the center is appropriate on Broad Street as a continuation of the college campus experience and repeats Broad Street's pattern established on the east side of Center Street. The median should be designed to support festivals and programs in this area when the road is closed. This may include viewing post-festival lawn repair is a sign of a successful event and built into the event cost.</p>		X		CITY
	<p>Strategy 2: Work with MCC to open up their entrance with a redesign that celebrates the location of the college's main building as the terminus of Broad Street.</p>	X			CITY MCC
	<p>Strategy 3: Follow proposed street cross-section in the transportation recommendations as well as the following streetscape guidelines -</p> <ul style="list-style-type: none"> • Street tree- repeat East Broad Street large maturing street tree, or <i>Ulmus parvifolia</i>, Chinese Elm. • Place trees 40' on center with consideration for all sight triangles and with minimizing blockage to signs as much as necessary. • North side improvements: <ul style="list-style-type: none"> ○ 6' grass planting strip, tree in center ○ 8' clear walk zone on north side ○ Approx. 20' restaurant zone ○ Benches located on pads in planted strip zone • South side improvements: <ul style="list-style-type: none"> ○ Maintain existing curb location ○ 6' planting strip (grass and large maturing tree) ○ 6' walk zone ○ 5' store front zone ○ Benches located in store front zone 		X		CITY

<p>would appropriately relate to its character on the east side of Center.</p>	<ul style="list-style-type: none"> • Lawn is the only ground cover allowed. Street trees in planting strip only, not in raised median. Grass only in raised planted median. • Surface with concrete and brick accents as shown • Upgrade electrical power for tree lights and events • Separate outdoor dining with standard fencing • Awnings allowed • Driveway access from the rear- limit driveway cuts • Bury overhead utility lines underground or move to back of buildings 				
<p>KSI-3. NC-115 Corridor- Eliminate visual clutter along the NC-115 corridor by accommodating parking, utilities, dumpsters, and other required amenities in a manner less visible to the public.</p>	<p>Strategy 1: Do not allow new surface parking to be built at the corner of lots.</p> <p>Strategy 2: Require screening or landscape buffering for parking.</p> <p>Strategy 3: Allow architecturally compatible brick screen walls to be built within the setback.</p> <p>Strategy 4: Require screening with solid gates for dumpsters and utility enclosures. When possible these should be congruous to the building side.</p> <p>Strategy 5: Follow the proposed street cross-section developed in the transportation recommendations.</p> <ul style="list-style-type: none"> • 5-8' planting strip • 5'-6' sidewalk • Building up the ROW, 10-20 landscaped setback in other areas. • Parking in back or side • Limitation on driveway widths and number of driveways per property 	<p>X</p> <p>X</p> <p>X</p> <p>X</p>	<p>X</p> <p>X</p> <p>X</p> <p>X</p> <p>X</p>	<p>X</p> <p>X</p> <p>X</p> <p>X</p> <p>X</p>	<p>CITY</p>

Character, Cultural and Historic Recommendations

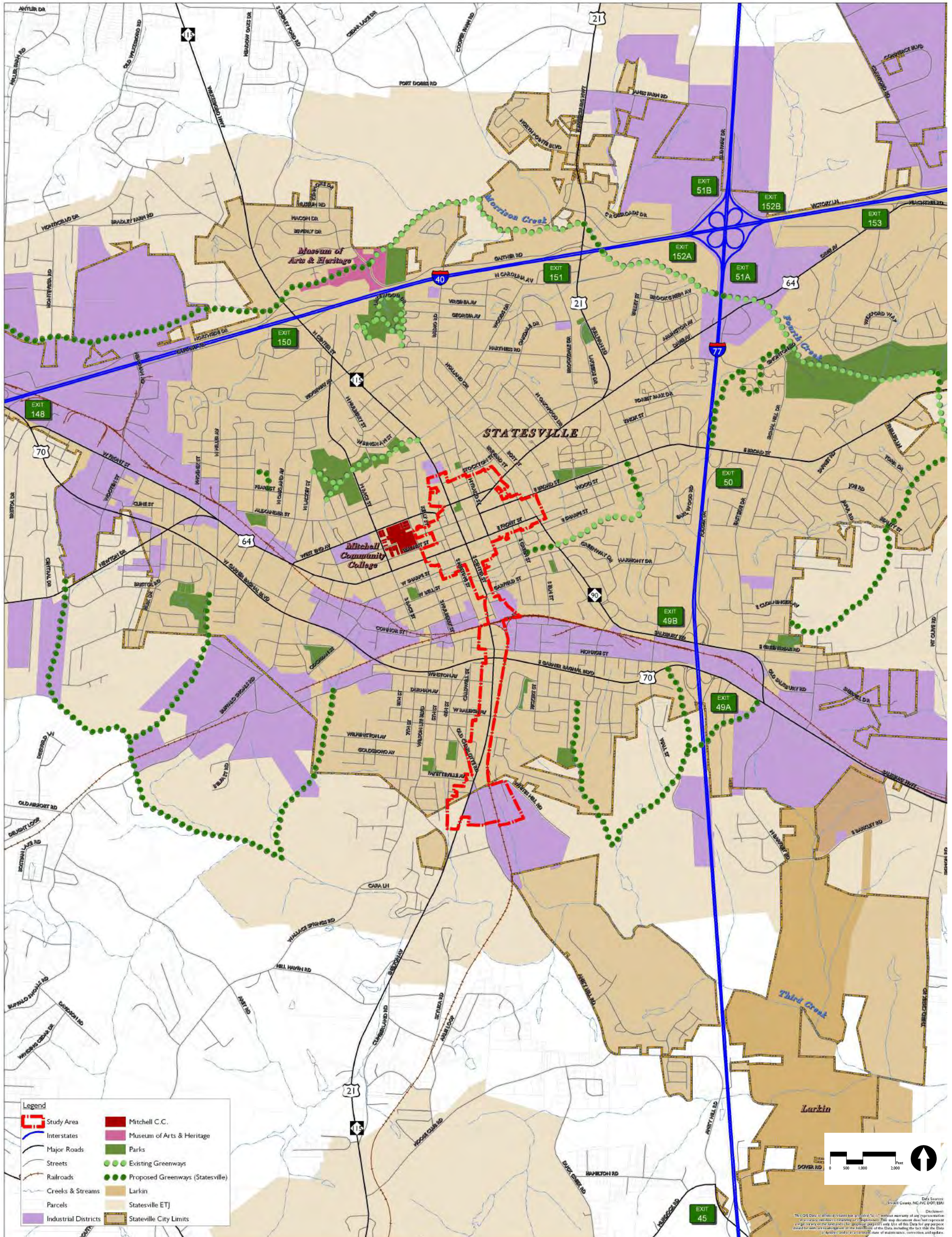
<i>Recommendations</i>	<i>Implementation Strategies</i>	<i>Short-Term</i>	<i>Mid-Term</i>	<i>Long-Term</i>	<i>Responsible Party</i>
CCH-1. Embrace Statesville’s unique and rich history through the repetition of existing historic patterns and materials.	Strategy 1: Incorporate elements from Statesville’s Settlers cemetery throughout the downtown streetscape. Provide a pattern and material palate based off of these historic forms that would better ground the downtown with its history. Make the history more accessible by bringing it out onto the street.	X	X	X	CITY
	Strategy 2: Tell Statesville’s unique history story in the public open spaces and streetscape. Coordination with a recommended Branding Strategy should explore Statesville’s historic themes and traditions: the history of herbs in Statesville, historic beginnings as the “Congregation,” and the legend of Tom Dooley, to name a few examples.	X	X	X	
CCH-2. Promote Statesville as a tourist destination.	Strategy 1: Coordinate with the recommended branding efforts.		X	X	CITY DSDC
	Strategy 2: Promote the development of a hotel and bed and breakfasts in the downtown. Encourage the redevelopment of the Vance Hotel to incorporate hotel accommodations.	X	X		CITY DSDC
	Strategy 3: Coordinate and assign a Statesville representative to work with the Western North Carolina Rail Corridor Committee to help promote for the return of the Western North Carolina Passenger Rail Service.	X	X	X	CITY
	Strategy 4: As Statesville’s historic train station develops to the proposed multimodal center, provide trolley service to connect visitors to downtown. Continue to work with the federal Station Enhancement Program to ensure readiness for the western North Carolina route.			X	X

Natural Features, Open Space, Parks and Recreation Recommendations

<i>Recommendations</i>	<i>Implementation Strategies</i>	<i>Short-Term</i>	<i>Mid-Term</i>	<i>Long-Term</i>	<i>Responsible Party</i>
<p>REC-1. Create a large loop trail per the schematic plans shown to provide a continuous biking and walking trail around the downtown area.</p>	<p>Strategy 1: Revise Statesville proposed greenway master plan to include the additional greenway amenities shown in the Master Plan.</p>	X			CITY NCDOT IREDELL COUNTY
	<p>Strategy 2: Coordinate with the appropriate DOT where shared access occurs.</p>	X	X	X	CITY NCDOT
	<p>Strategy 3: Easements through private property, the railroad and NCDOT right-of-way issues will need to be coordinated and will require cooperation to accomplish this significant extension of Statesville’s greenway system.</p>	X	X	X	CITY NCDOT IREDELL COUNTY
<p>REC-2. Increase the public open space in the downtown area and NC-115 corridor to provide for more family centered attractions, and provide for public outdoor seating options.</p>	<p>Strategy 1: Enter into an agreement with the church to allow public use of their open lawn area.</p>	X			CITY BROAD ST UNITED CHURCH
	<p>Strategy 2: Enter into a similar agreement with the college to allow public access to their open lawn area into Broad Street.</p>	X			CITY MCC
	<p>Strategy 3: Open up Pecan Park to both Center Street and East Water Street when a structured parking deck is built. If it is determined that the parking deck is better suited for this location, the existing parking along Center Street should be reconfigured into a public park. This would provide for much better access, visibility and connectivity. The existing Pecan trees would be lost, but with the benefit of providing more useful and connected park space in the downtown area.</p>		X	X	CITY
	<p>Strategy 4: Enhance the visual awareness of Settlers cemetery as part of the open space system in Statesville. Settlers Cemetery is the</p>				

	<p>backbone of Statesville history. Its unique and culturally significant character and materials could be woven into the fabric of the downtown. Materials used in the cemetery – stone walls and wrought iron fencing should be elements which are common to, and repeated along the Statesville Parks and Open space system, and incorporated in key gateways and entry’s to better tie Statesville rich cultural history and patterns back into the current city life to help tell the story of Statesville. The cemetery should also be accessible for the general public to tour and walk to look at the mature trees and tomb stones. The current ghost tours held in the cemetery should be continued and supported to grow.</p> <p>Strategy 5: The property south on Center Street should be redeveloped in a public park that serves as a neighborhood park. This property would also be part of the greenway system, and provide the opportunity to enhance the stream and its floodplain into a natural amenity. Due to topographic conditions, this park should only be developed as a passive open space with walks, gardens, with outdoor resting and sitting areas. It is not conducive for active recreation such as fields.</p>	X	X	X	CITY DSDC
<p>REC-3. Create a linear park between the east side of NC-115 corridor and the railroad right of way.</p>	<p>Strategy 1: Incorporate multi-use trail in the space to be used as the street sidewalk, greenway connection and for bicycles.</p> <p>Strategy 2: Because this park will not be adjacent to development on its east side, and therefore have less “eyes on the park” the perception of one’s safety is paramount to successfully activate it. Incorporate Crime Prevention through Environmental Design (CPTED) strategies to decrease user’s perceived risks in using this park.</p>	X	X	X	CITY
		X	X	X	CITY

	Strategy 3: Explore opportunities to incorporate water quality measures in the park as the west side of the street redevelops.				
REC-4. Create a comprehensive vision for bike and ped connections to key destinations and open spaces within Statesville and the surrounding region.	Strategy 1: The City should create a Comprehensive Bicycle and Pedestrian Plan in coordination with Iredell County and adjacent municipalities.	X			CITY IREDELL COUNTY
	Strategy 2: Coordinate with the Carolina Thread Trail in the Master Planning process for Iredell County to connect Statesville’s Loop trail to the Carolina Thread Trail. Promote downtown Statesville as a destination on the Carolina Thread Trail.	X	X		CITY IREDELL COUNTY
	Strategy 3: Preserve existing at grade crossings of railroads and streets. Future requests for closures should be heavily discouraged unless no other options exist.	X	X	X	CITY NCDOT RAIL



Context Map

STATESVILLE DOWNTOWN & NC 115 STREETScape/LAND USE MASTER PLAN

01
MAP NUMBER

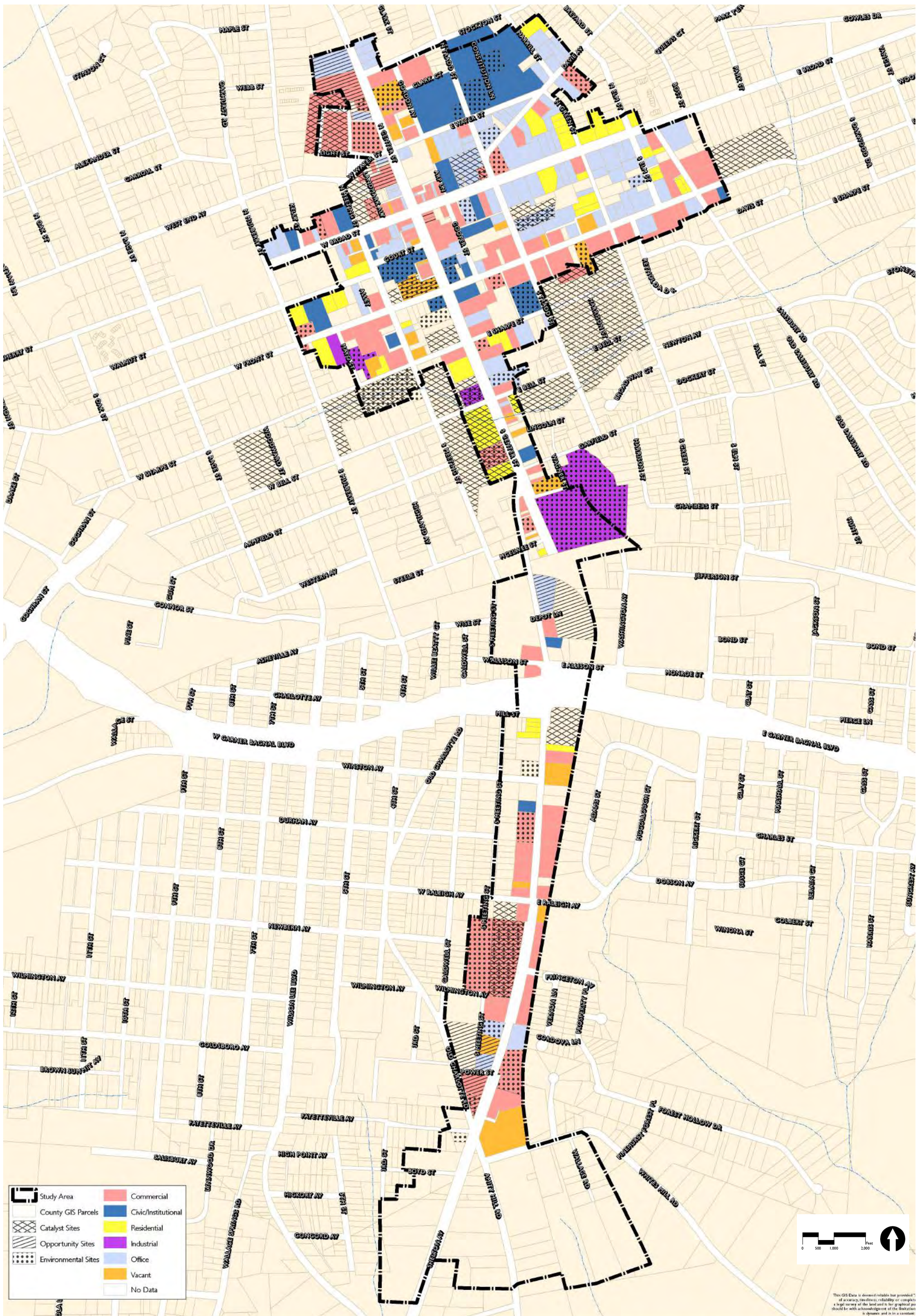
Data Source: Esri, DeLorme, Garmin, etc.
Disclaimer: This map is for informational purposes only. It does not constitute a contract or warranty of any kind. The user assumes all responsibility for the use of this data for any purpose other than that intended by the provider. The provider makes no representation or warranty of any kind, including the fact that the data is accurate, complete, or current.



Existing Land Use Map

STATESVILLE DOWNTOWN & NC 115 STREETSCAPE/LAND USE MASTER PLAN

Data Source: Inland County, NC. © 2015 ESRI. This GIS Data is deemed reliable, but provided "as is" without warranty of any representation of accuracy, timeliness, reliability or completeness. This map should not be used for any purpose without the knowledge of the Issuer of the Data, including the fact that the Data is dynamic and is in a constant state of observation, correction and update.



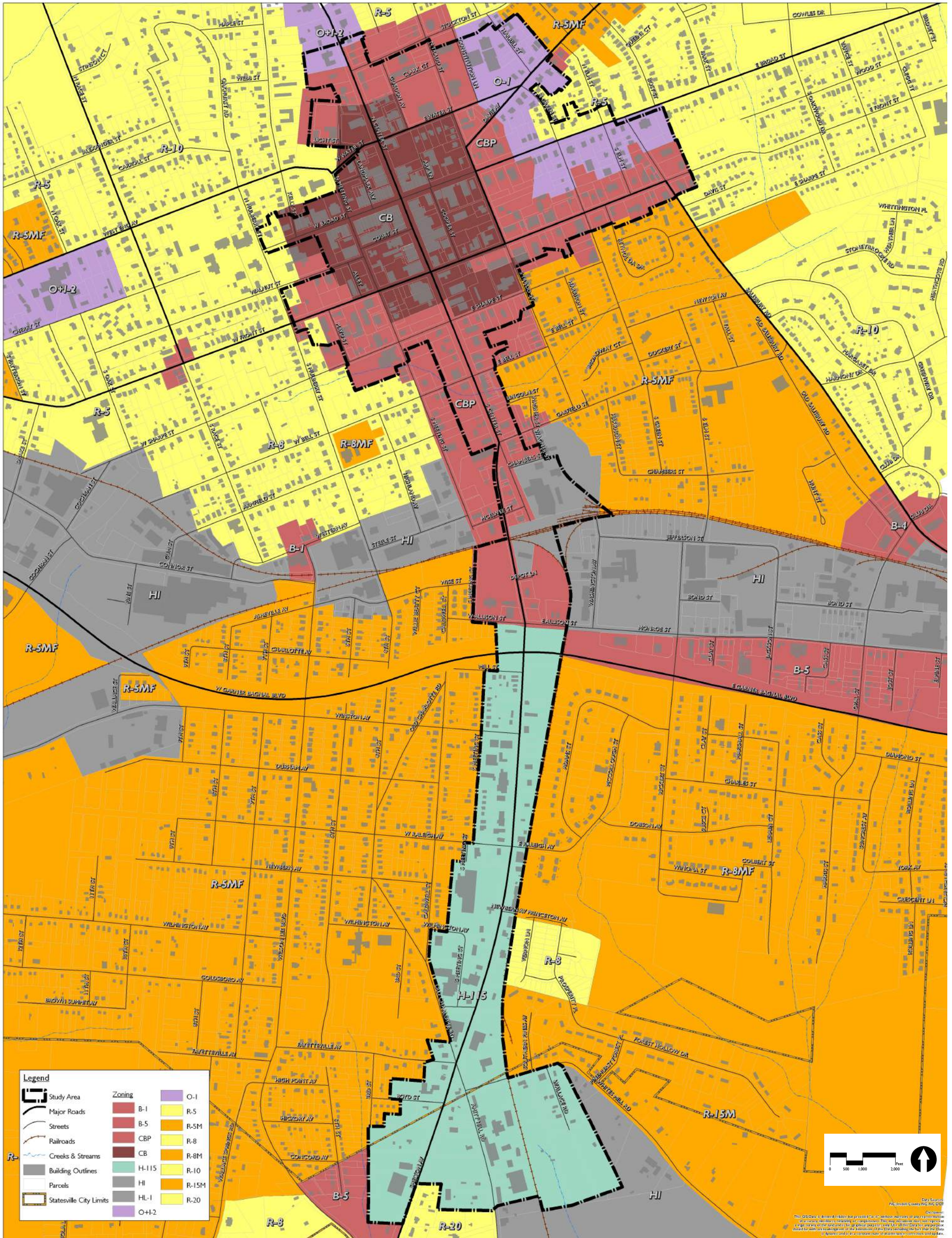
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Development, Redevelopment and Infill Opportunities Map

STATESVILLE DOWNTOWN & NC 115 STREETSCAPE/LAND USE MASTER PLAN

03

MAP NUMBER

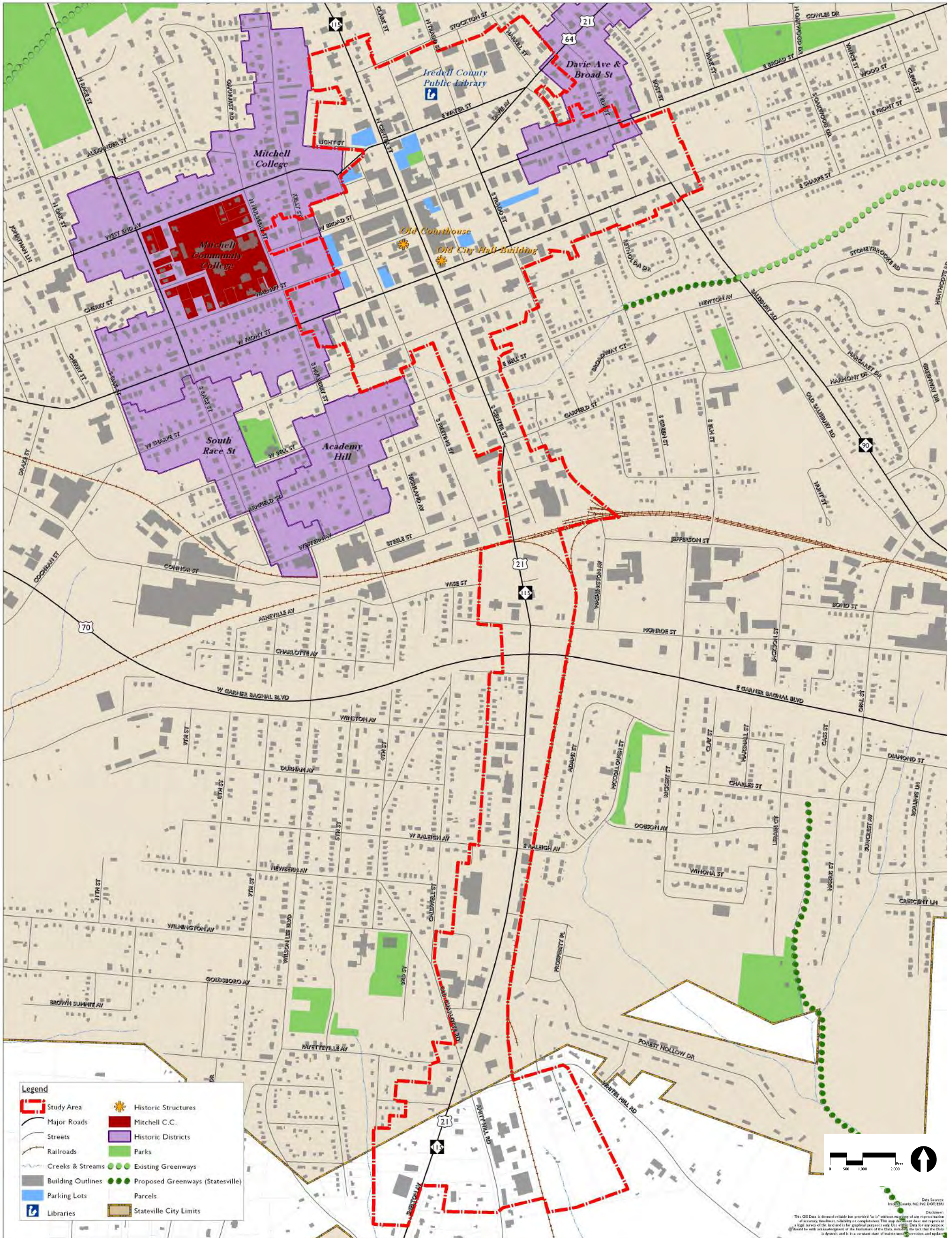


Zoning Map

STATESVILLE DOWNTOWN & NC 115 STREETSCAPE/LAND USE MASTER PLAN

04

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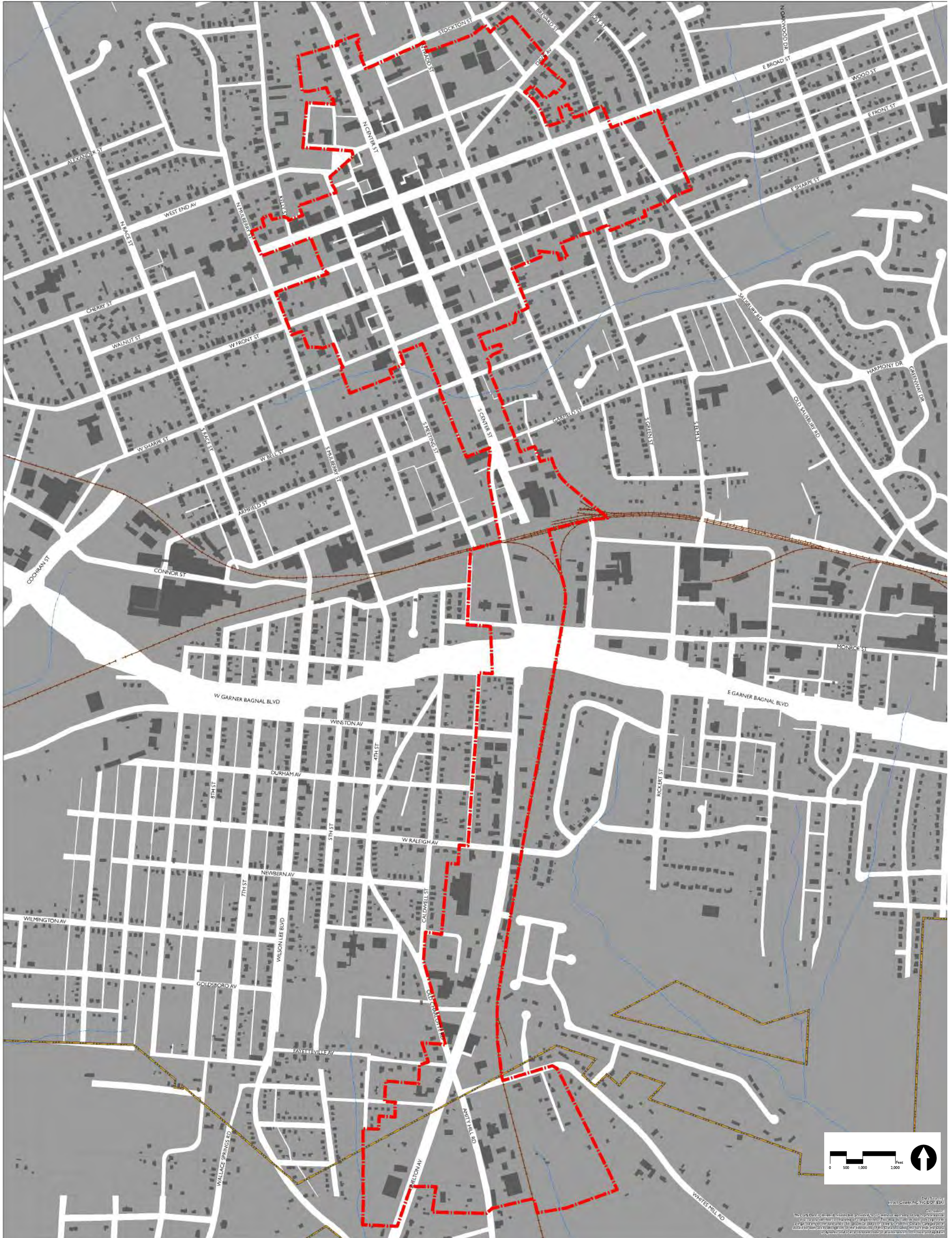


Historical Assets Map

STATESVILLE DOWNTOWN & NC 115 STREETSCAPE/LAND USE MASTER PLAN

05

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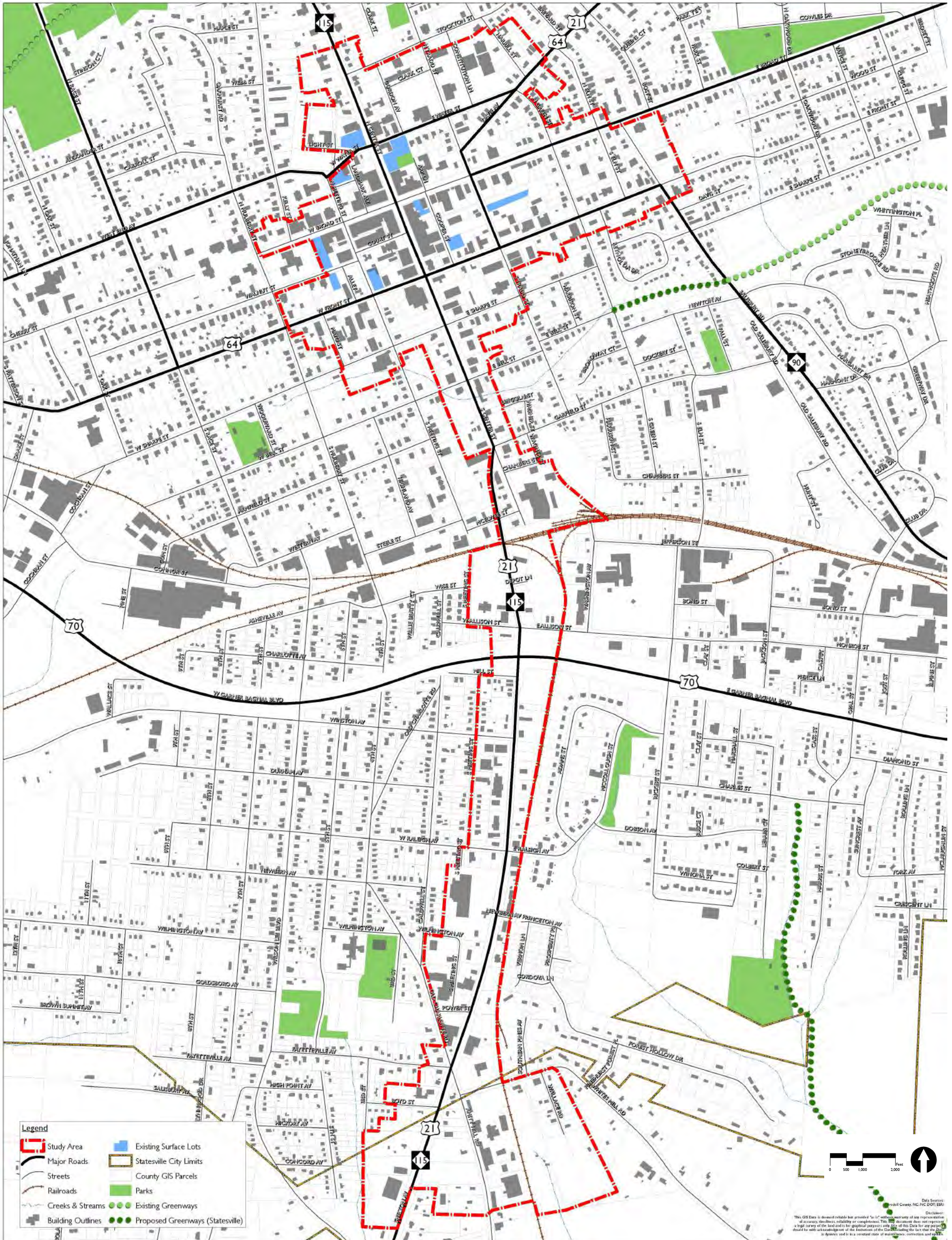


Block Pattern Map

STATESVILLE DOWNTOWN & NC 115 STREETSCAPE/LAND USE MASTER PLAN

06

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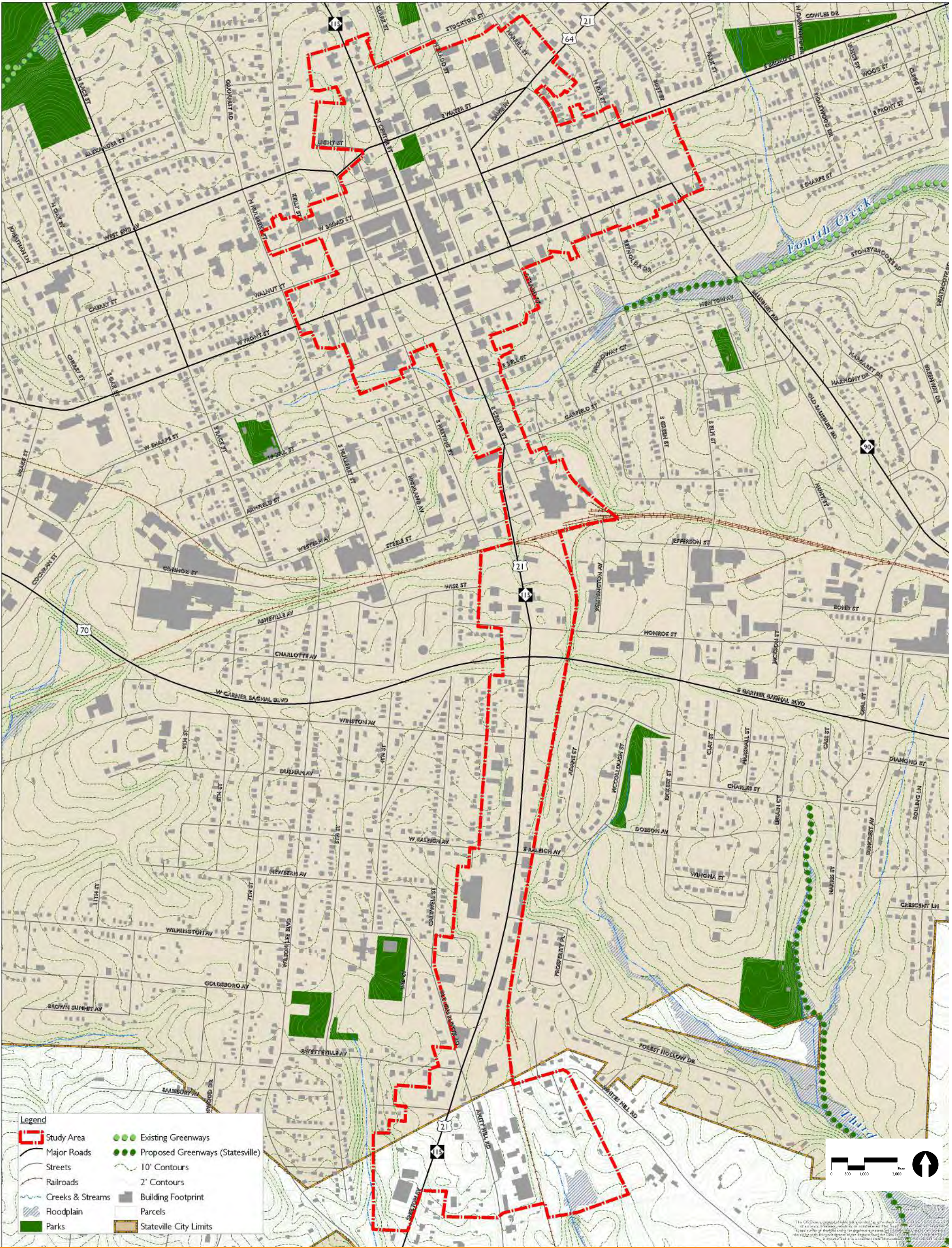


Existing Transportation Map

STATESVILLE DOWNTOWN & NC 115 STREETSCAPE/LAND USE MASTER PLAN

07

MAP NUMBER



Natural Features, Open Space & Parks Map

STATESVILLE DOWNTOWN & NC 115 STREETSCAPE/LAND USE MASTER PLAN

08

MAP NUMBER



LEGEND

- | | | | | | |
|---|------------------------------|---|--------------------------------|---|--------------------------|
|  | POTENTIAL GATEWAY LOCATION |  | STREETSCAPE IMPROVEMENT |  | ENHANCED PRESENCE |
|  | REDEVELOPMENT OPPORTUNITY |  | ENHANCE LAND USE / STREETSCAPE |  | INTERSECTION IMPROVEMENT |
|  | OPEN SPACE OPPORTUNITY |  | ADDRESS ROAD WIDTH |  | GREENWAY |
|  | EXPLORE / ENHANCE CONNECTION |  | GREENWAY ALTERNATIVE | | |

Opportunities Summary Map- Downtown

STATESVILLE DOWNTOWN & NC 115 STREETSCAPE/LAND USE MASTER PLAN

09-A
MAP NUMBER

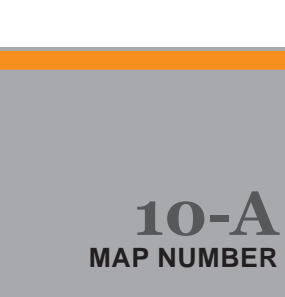
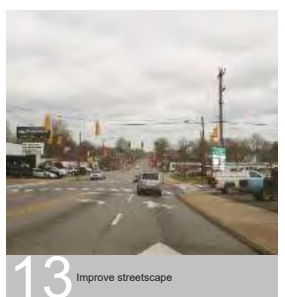
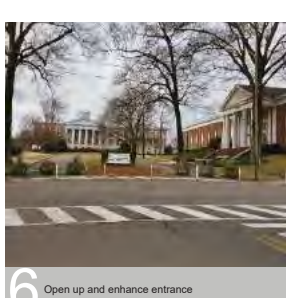
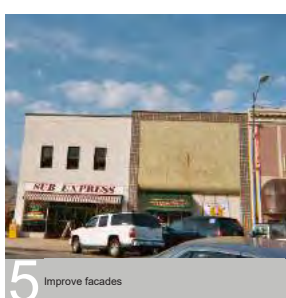
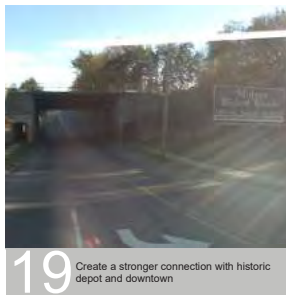
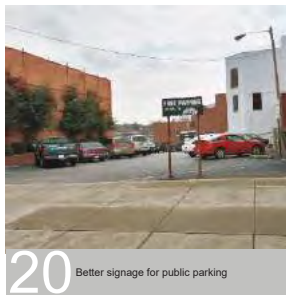
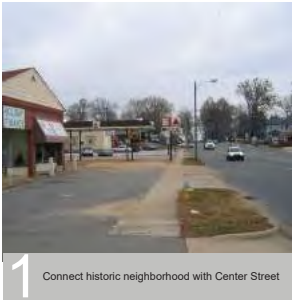


Photo Inventory Opportunities Map- Downtown

STATESVILLE DOWNTOWN & NC 115 STREETSCAPE/LAND USE MASTER PLAN

10-A
MAP NUMBER



1 Connect historic neighborhood with Center Street



19 East Broad - very nice landscaped medians; need electrical access



18 Opportunity for gateway



17 Farmer's market opportunity in vacant building.



16 Future park



2 Repeat historic materials throughout center.



2 Repeat historic materials throughout center.



3 Improve pedestrian connections between residential neighborhoods and business district.



4 Great viewshed and connection to retail.



5 Function as public park, family friendly space in heart of downtown



5 Playground at Broad St. UMC would like to bring more family (kids) activities into the heart of downtown



6 Expand college oriented businesses into downtown



15 Opportunity for gateway



14 Public art



13 Great existing architecture and facade improvement.



13 Great existing architecture and facade improvement.



12 Enhance and improve existing Grace Park, connect to greenway



11 Opportunity for gateway



7 Possible pedestrian connection



8 Great streetscape along Center Street.



9 Create more of a presence and connection for Pecan Park on Center Street

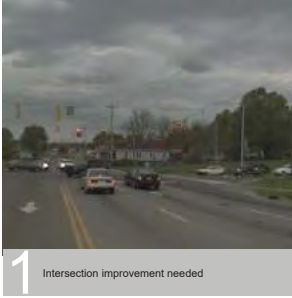


10 Great streetscape

Photo Inventory Opportunities Map- Downtown

STATESVILLE DOWNTOWN & NC 115 STREETSCAPE/LAND USE MASTER PLAN

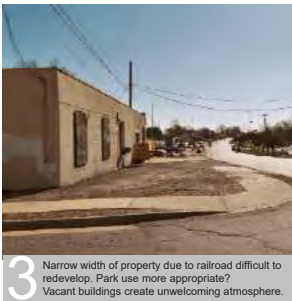
10-B
MAP NUMBER



1 Intersection improvement needed



2 Numerous vacant lots on Shelton (unsightly and unwelcoming)



3 Narrow width of property due to railroad difficult to redevelop. Park use more appropriate? Vacant buildings create unwelcoming atmosphere.



4 Chain link fence and vacant properties.



5 Undesirable land uses, development pattern, and property maintenance along Shelton Ave.



6 Tractor trailer parking and storage.



7 Existing railroad tracks.



8 Undesirable development pattern and unkempt property.



9 Need for streetscape improvements all along Shelton Ave.



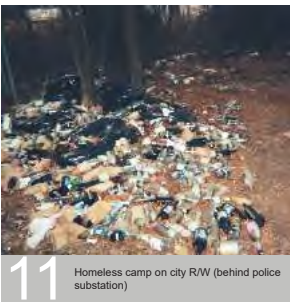
13a Unsightly appearance of Godfrey Lumber



13 Unsightly appearance of Godfrey Lumber



12 Homeless shelter



11 Homeless camp on city RAW (behind police substation)

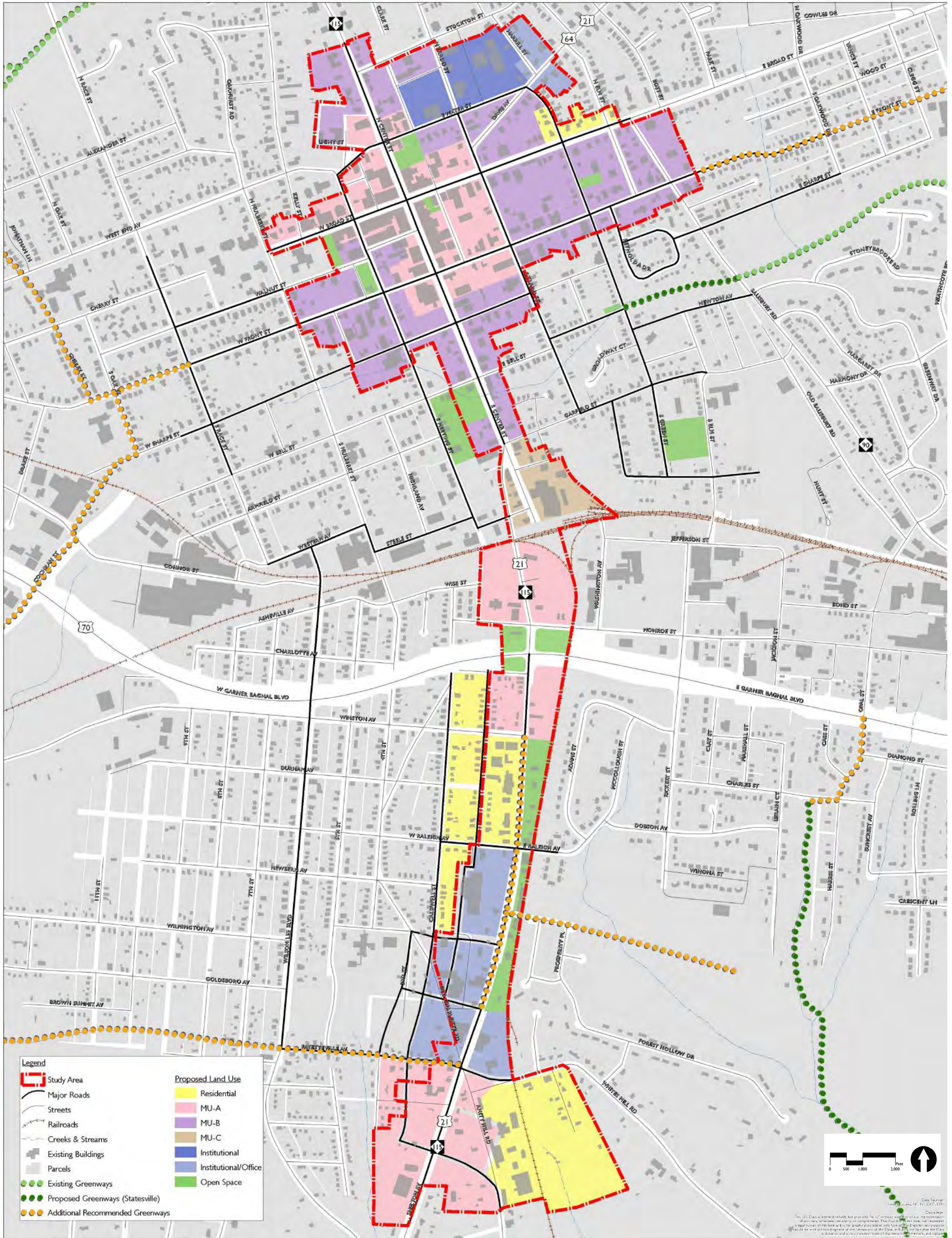


10 Need for sidewalks along Shelton Ave.

Photo Inventory Opportunities Map- 115 Corridor

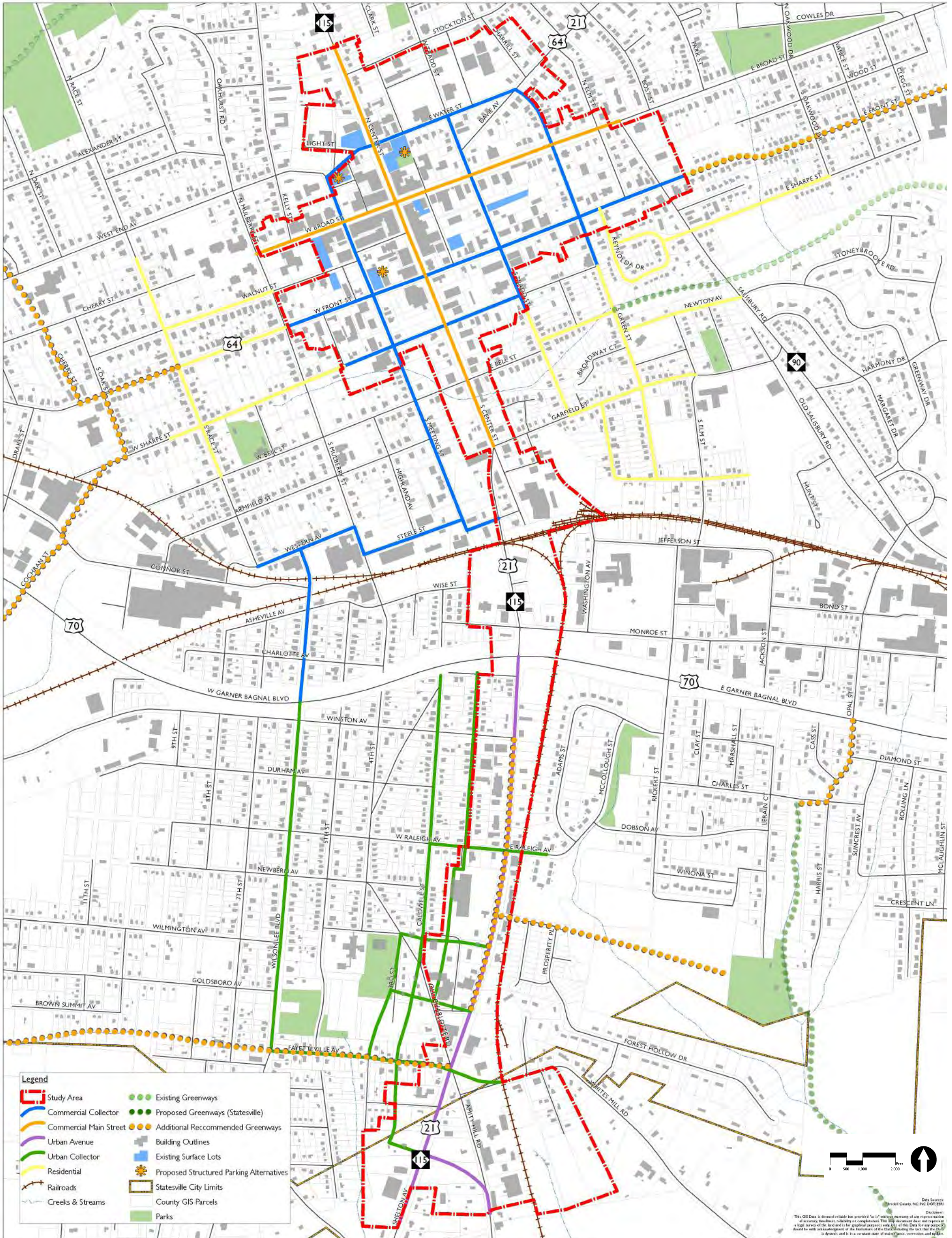
STATESVILLE DOWNTOWN & NC 115 STREETScape/LAND USE MASTER PLAN

10-C
MAP NUMBER



Proposed Land Use Plan

STATESVILLE DOWNTOWN & NC 115 STREETSCAPE/LAND USE MASTER PLAN

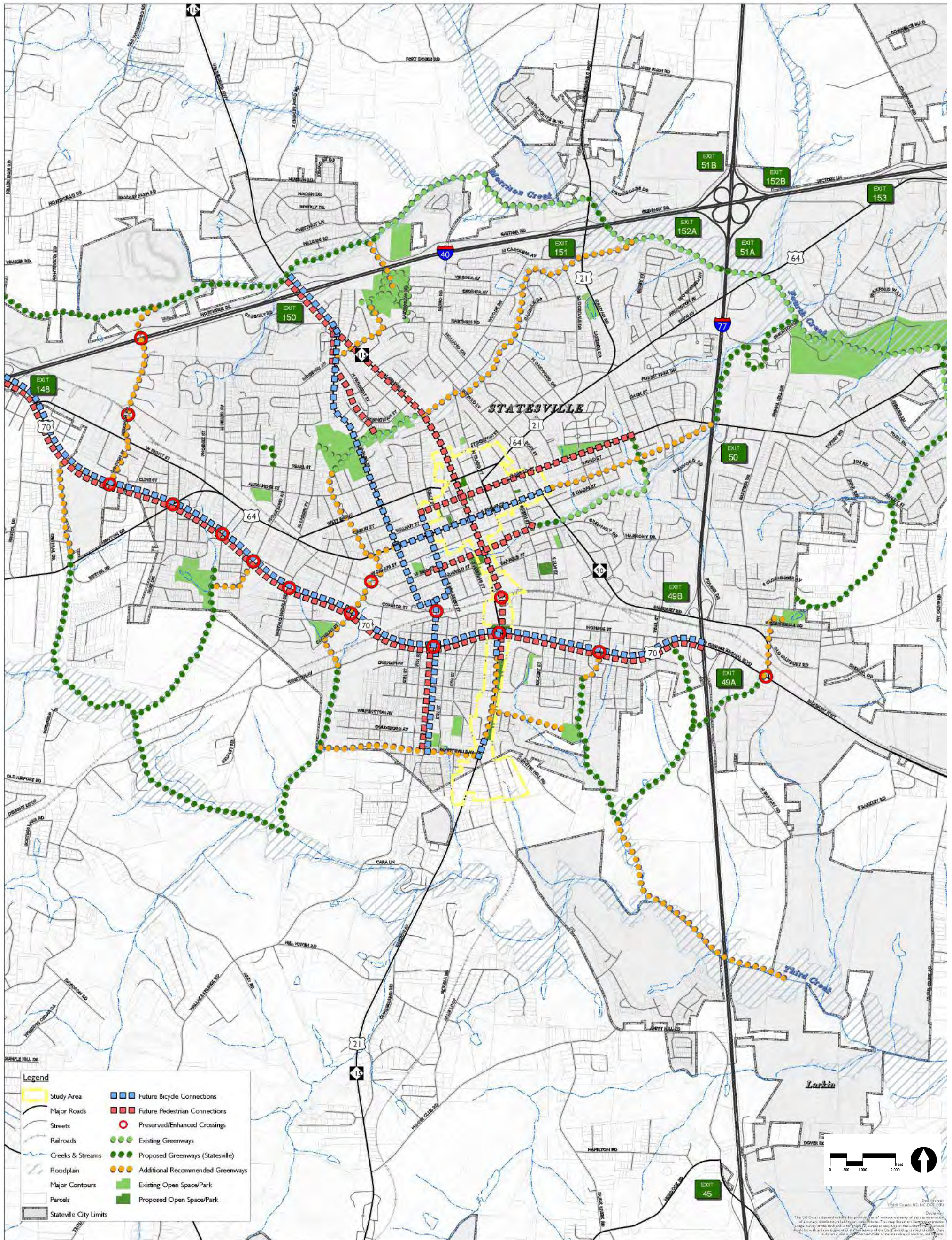


Proposed Circulation & Parking Map

STATESVILLE DOWNTOWN & NC 115 STREETScape/LAND USE MASTER PLAN

12

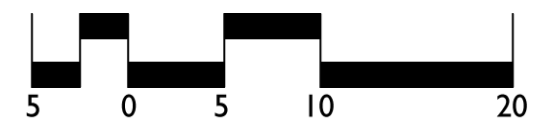
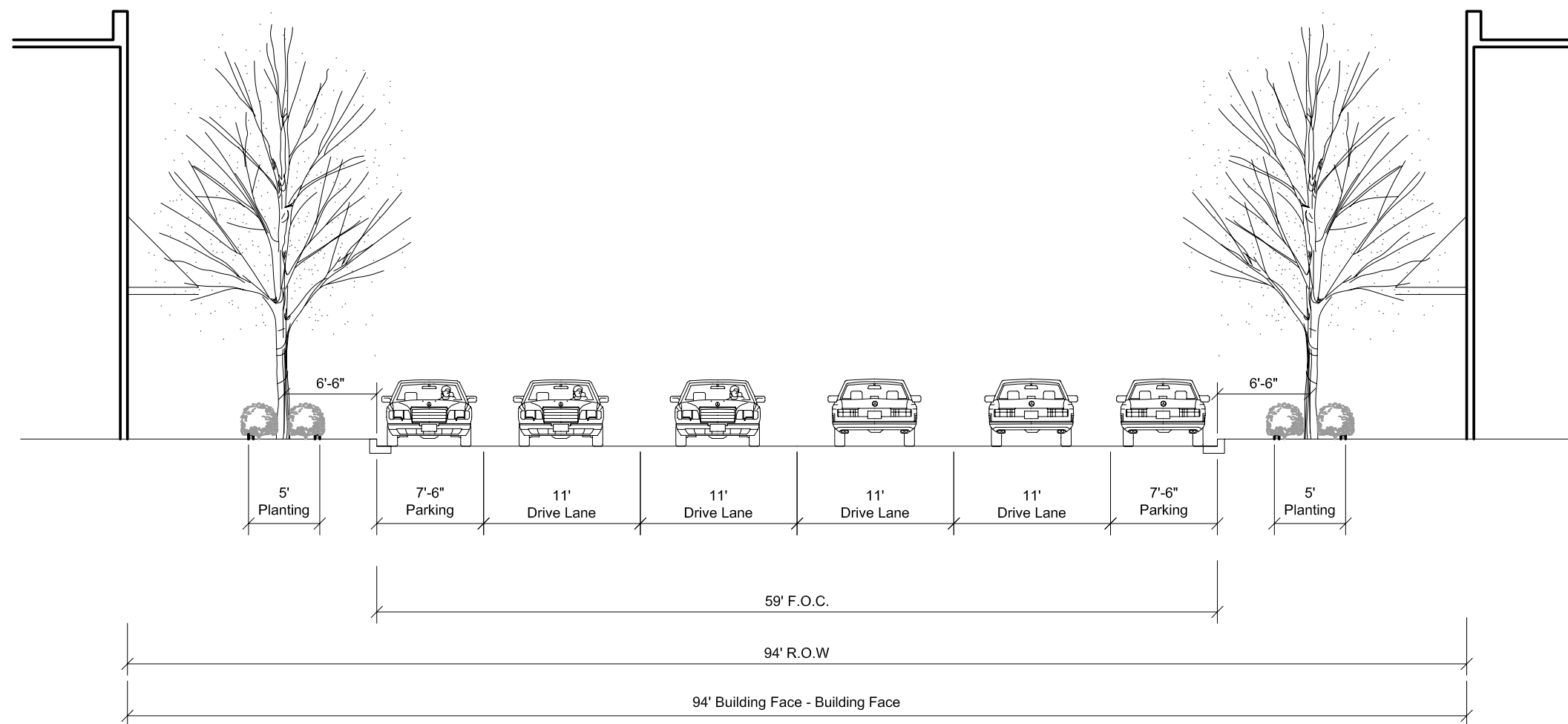
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Proposed Open Space, Bike & Pedestrian Linkages Map

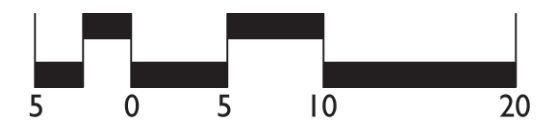
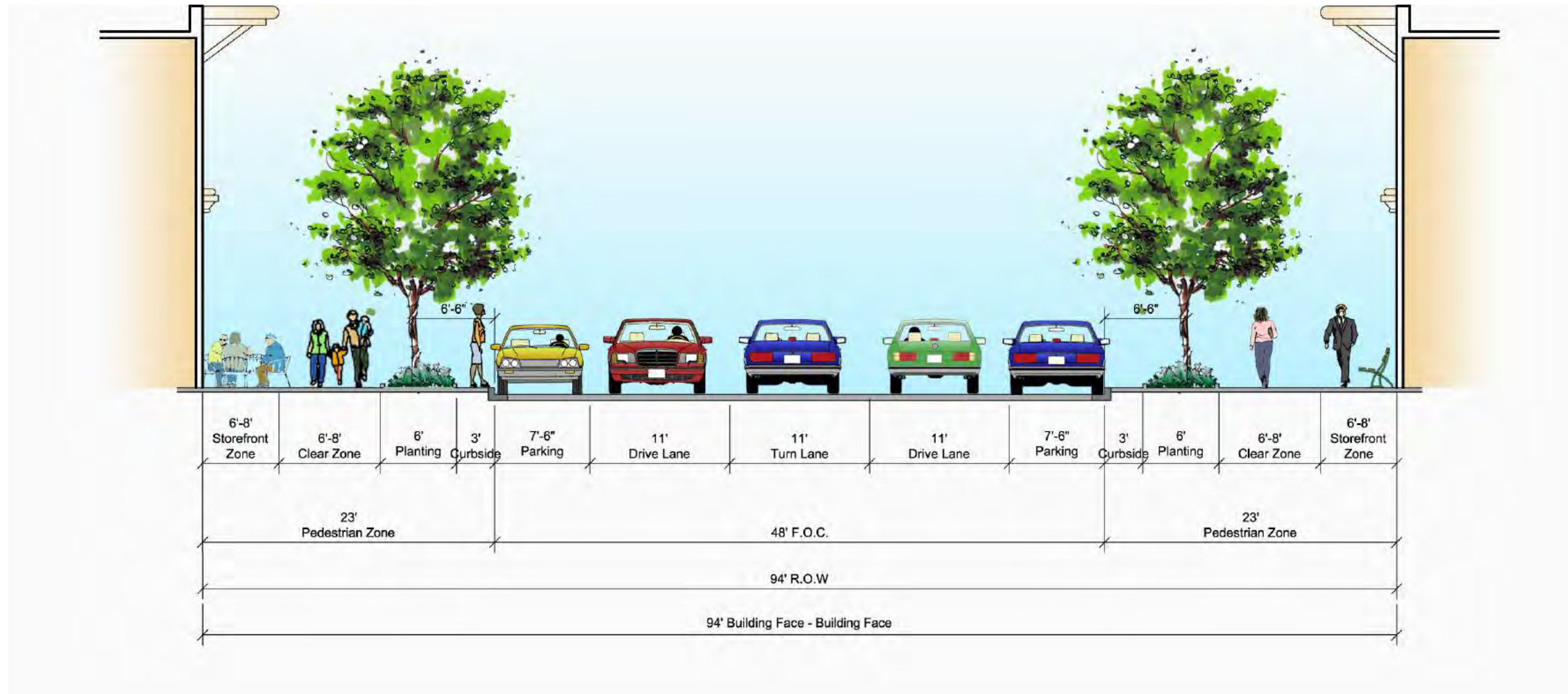
STATESVILLE DOWNTOWN & NC 115 STREETScape/LAND USE MASTER PLAN

13
MAP NUMBER



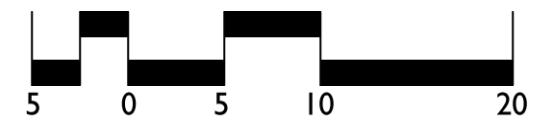
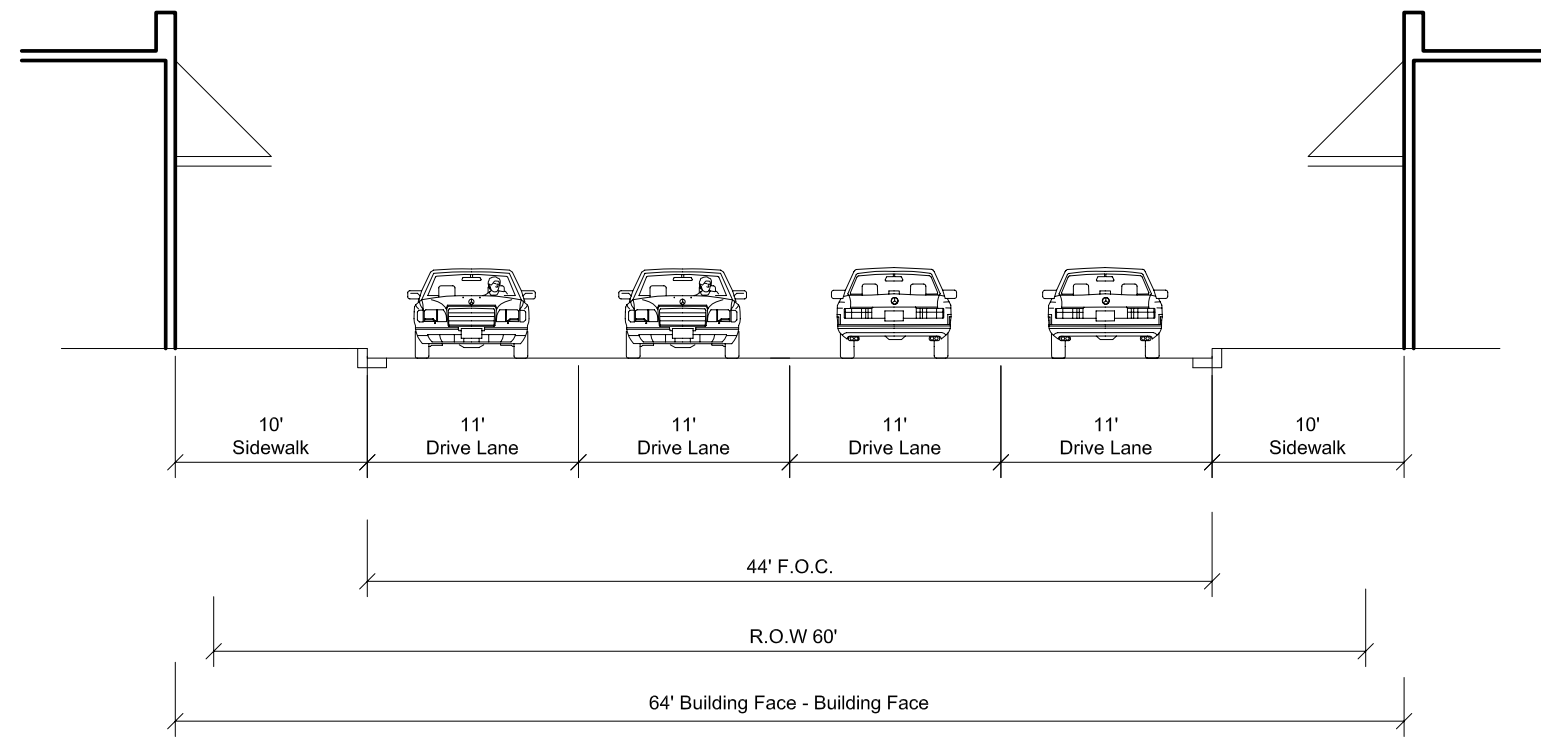
Existing Center Street- Stockton Street to Broad Street

STATESVILLE DOWNTOWN & NC 115 STREETScape/LAND USE MASTER PLAN



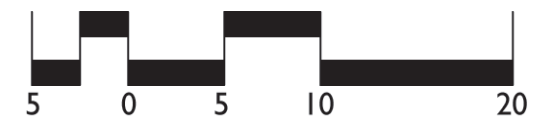
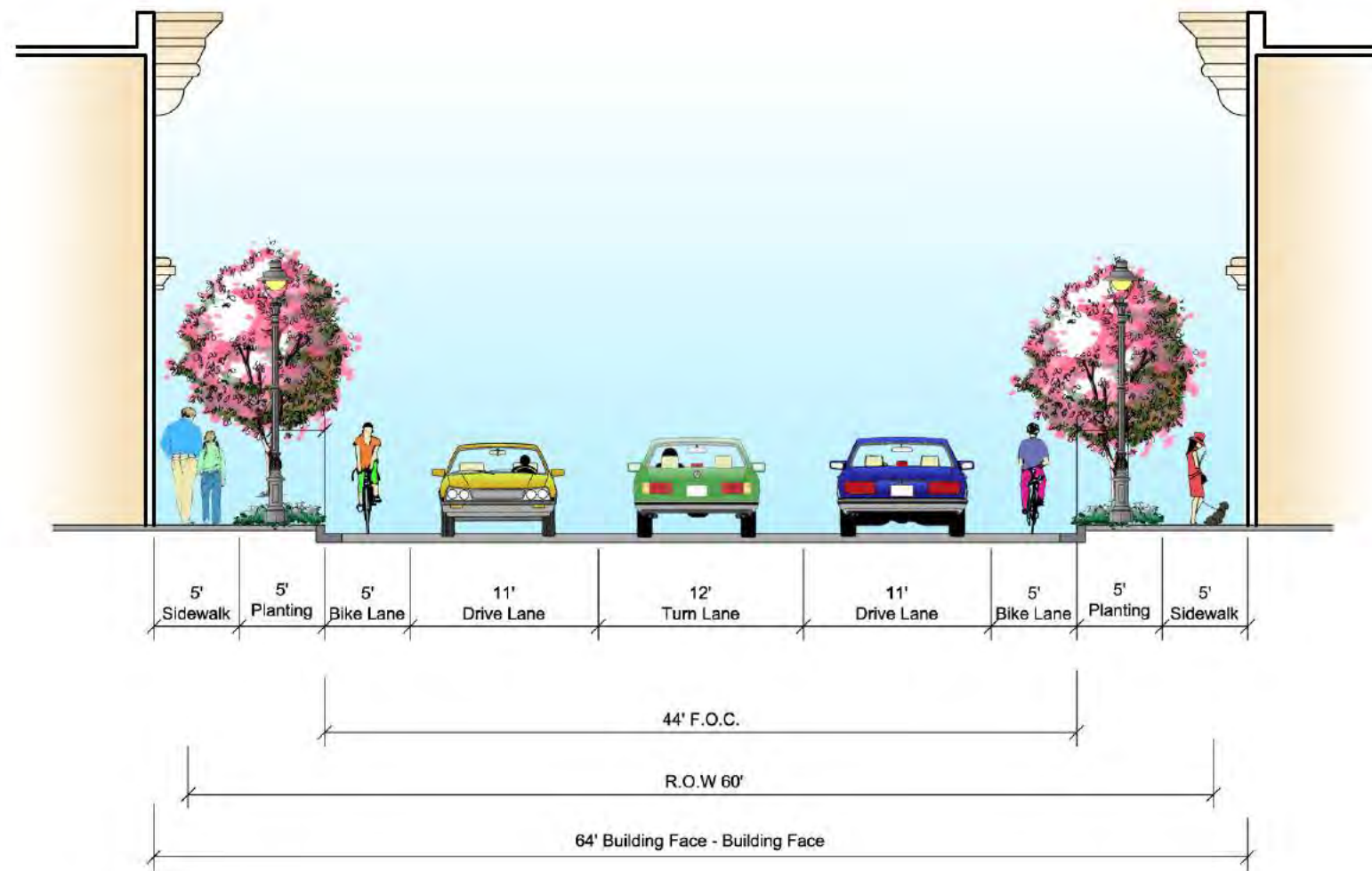
Proposed Center Street- Stockton Street to Broad Street

STATESVILLE DOWNTOWN & NC 115 STREETScape/LAND USE MASTER PLAN



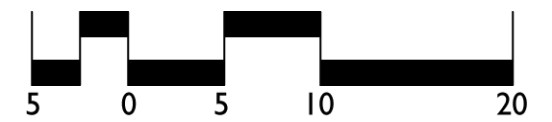
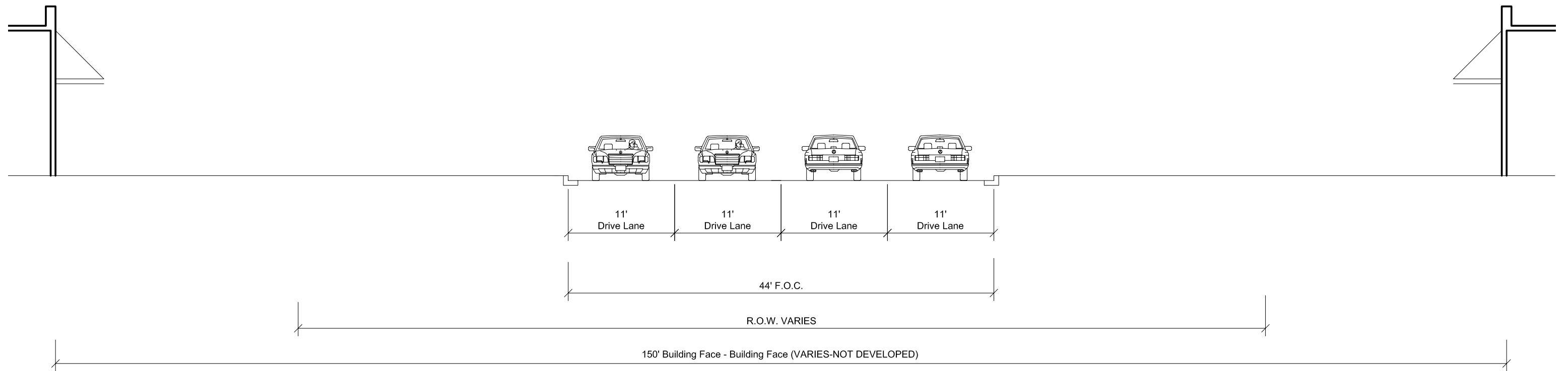
Existing Front Street- Mulberry Street to Salisbury Road

STATESVILLE DOWNTOWN & NC 115 STREETScape/LAND USE MASTER PLAN



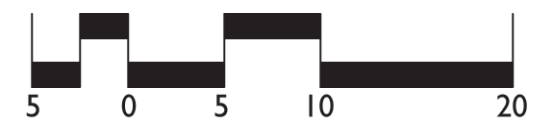
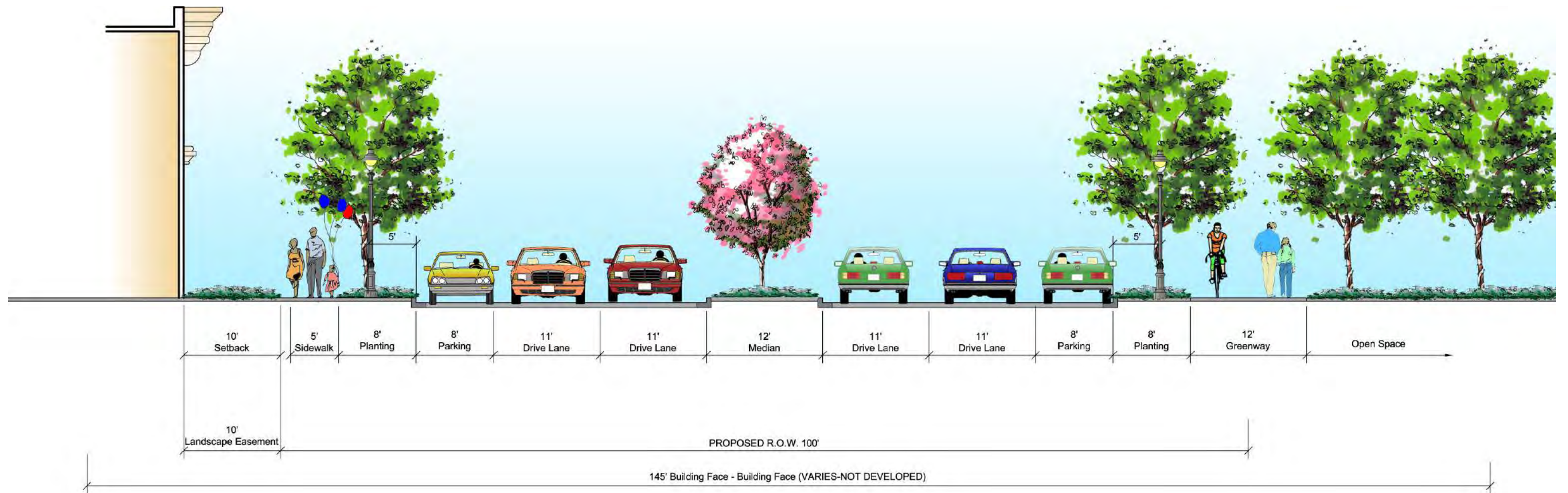
Proposed Front Street- Mulberry Street to Salisbury Road

STATESVILLE DOWNTOWN & NC 115 STREETScape/LAND USE MASTER PLAN



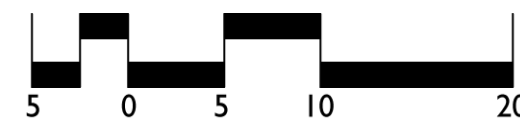
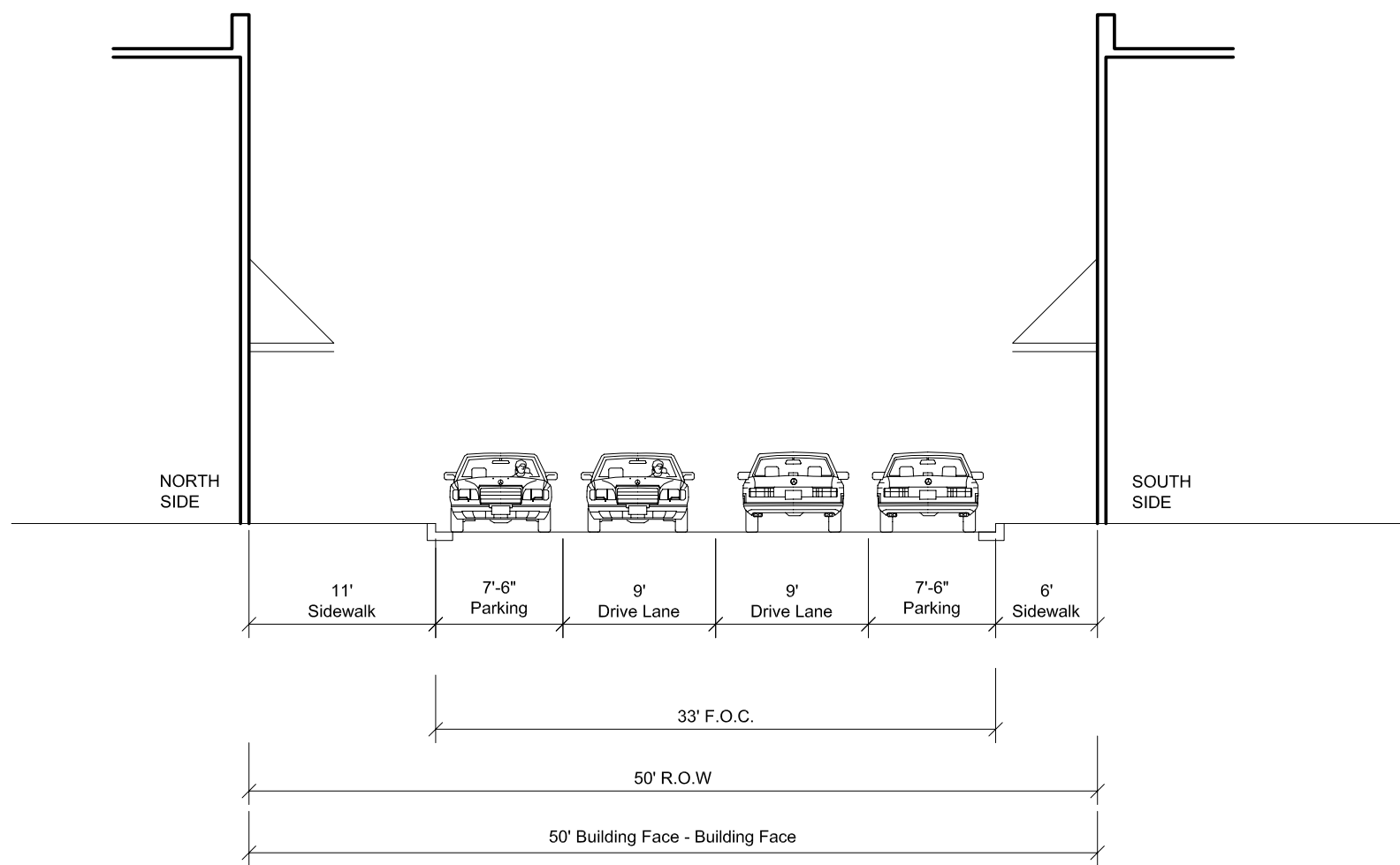
Existing NC 115- Garner Bagnal Boulevard to Southern Project Boundary

STATESVILLE DOWNTOWN & NC 115 STREETScape/LAND USE MASTER PLAN



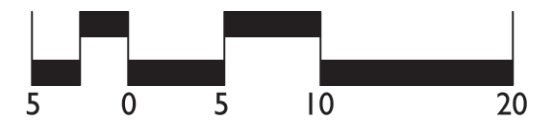
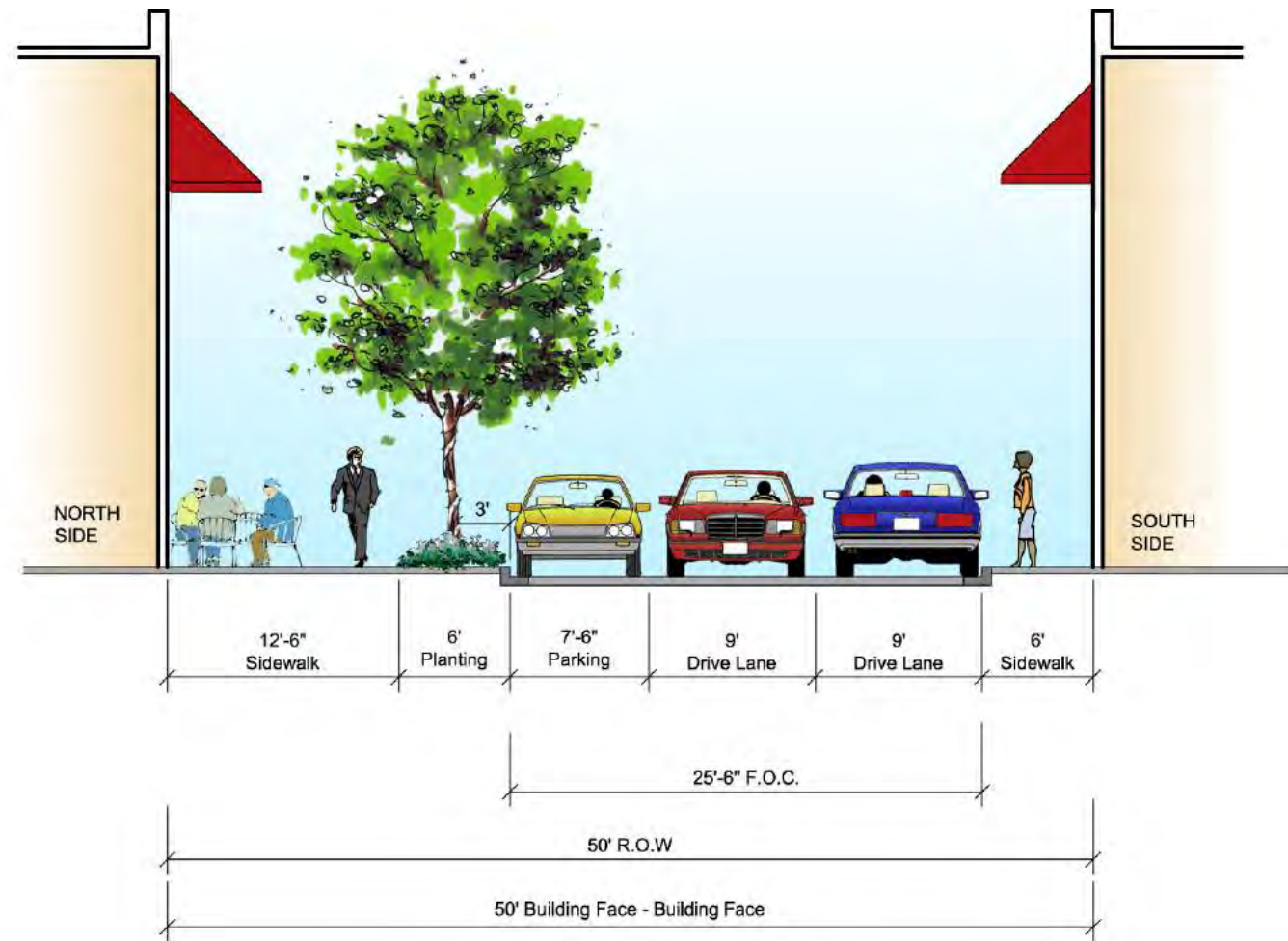
Proposed NC 115- Garner Bagnol Boulevard to Southern Project Boundary

STATESVILLE DOWNTOWN & NC 115 STREETScape/LAND USE MASTER PLAN



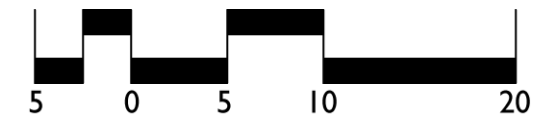
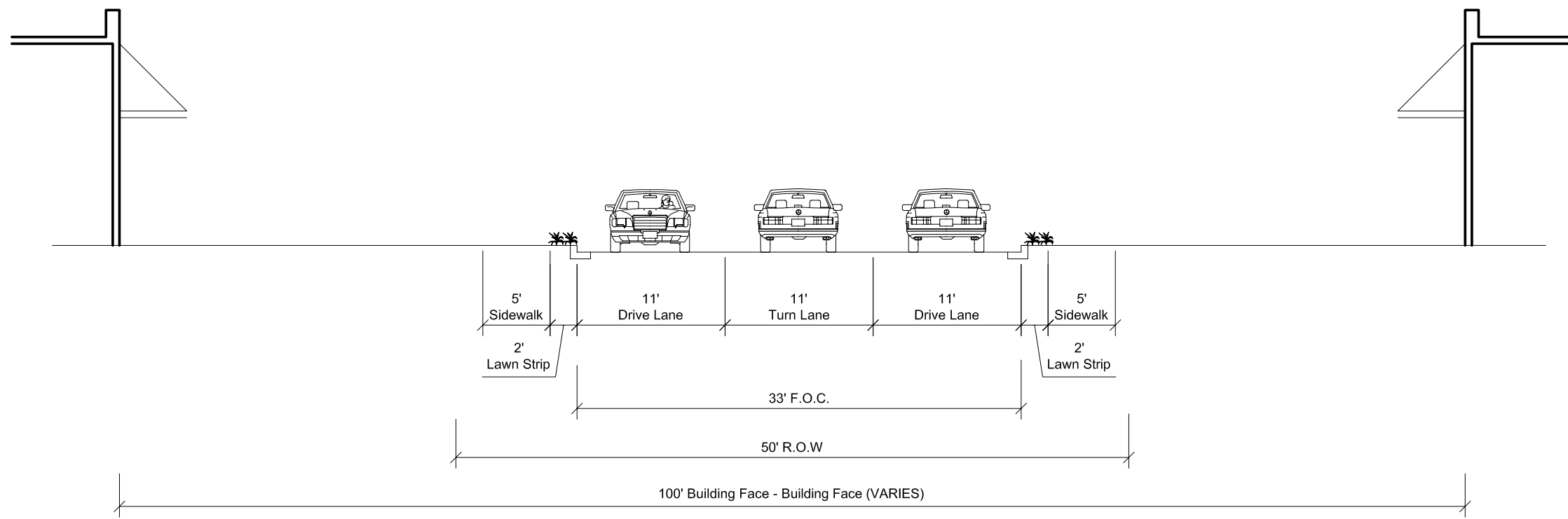
Existing Court Street- Meeting Street to Center Street

STATESVILLE DOWNTOWN & NC 115 STREETScape/LAND USE MASTER PLAN



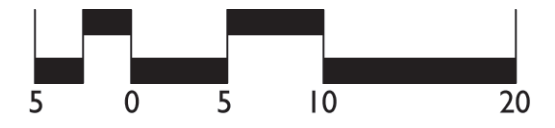
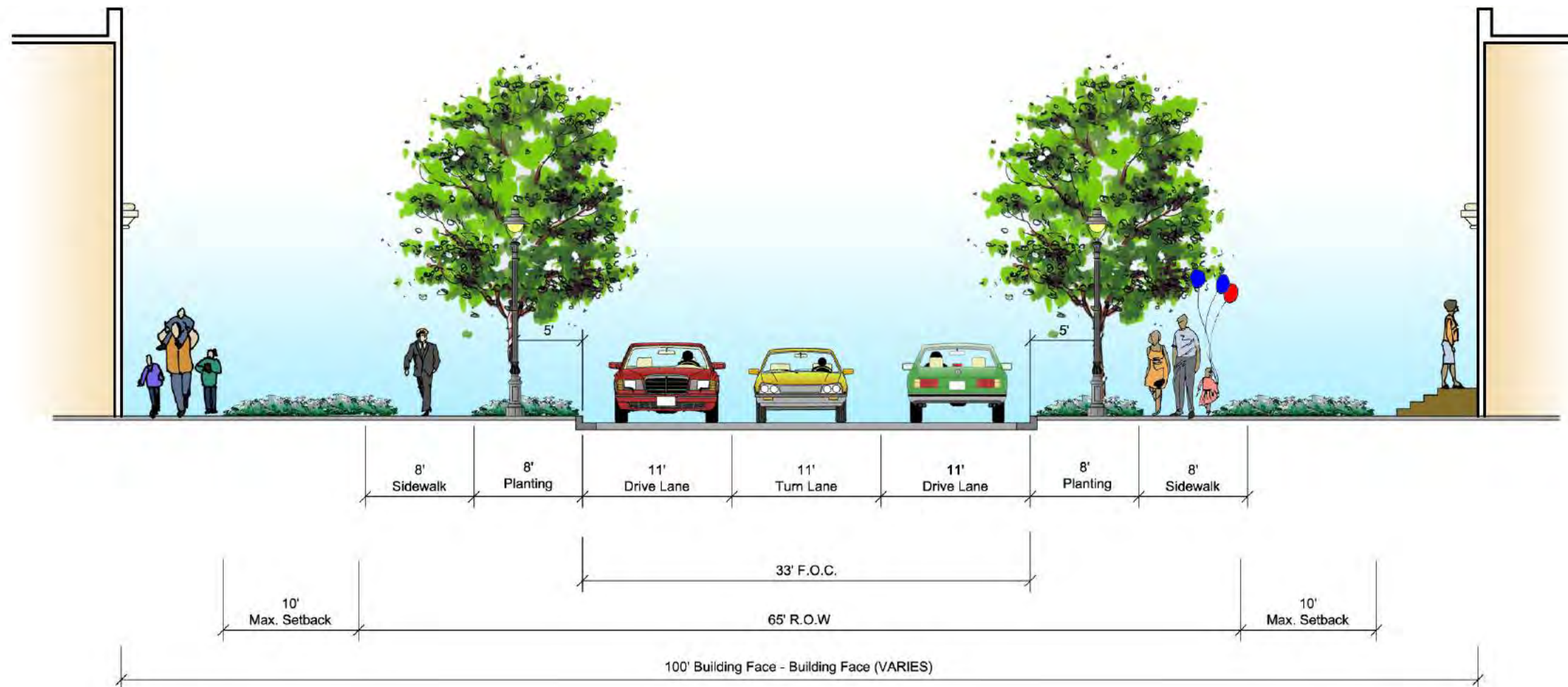
Proposed Court Street- Meeting Street to Center Street

STATESVILLE DOWNTOWN & NC 115 STREETScape/LAND USE MASTER PLAN



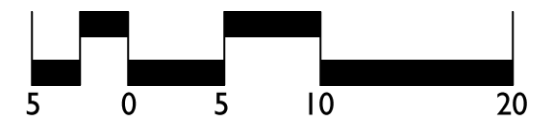
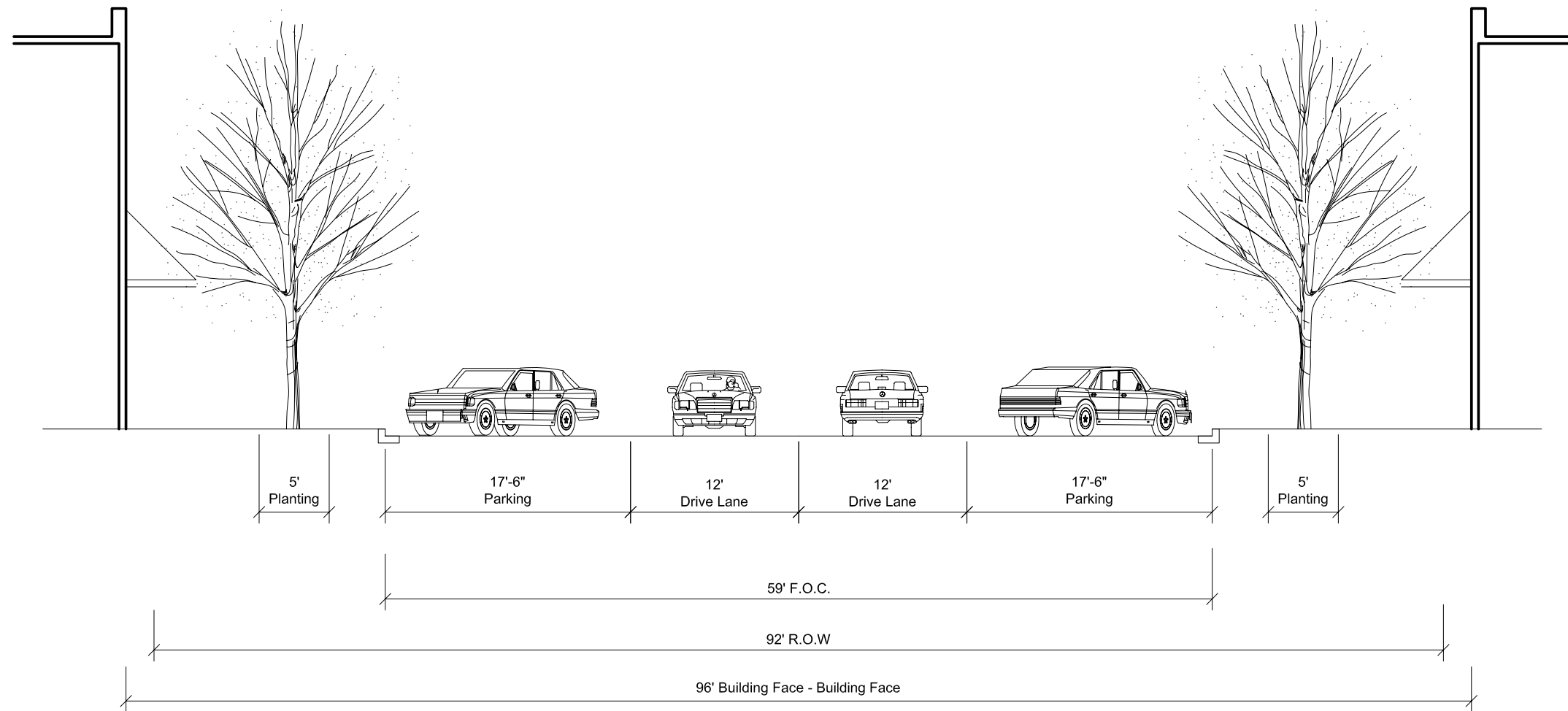
Existing NC 115- Garner Bagnal Boulevard to Garfield Street

STATESVILLE DOWNTOWN & NC 115 STREETScape/LAND USE MASTER PLAN



Proposed NC 115- Garner Bagnal Boulevard to Garfield Street

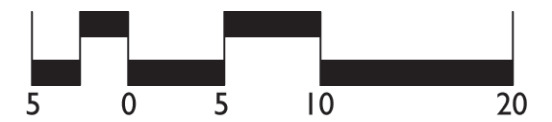
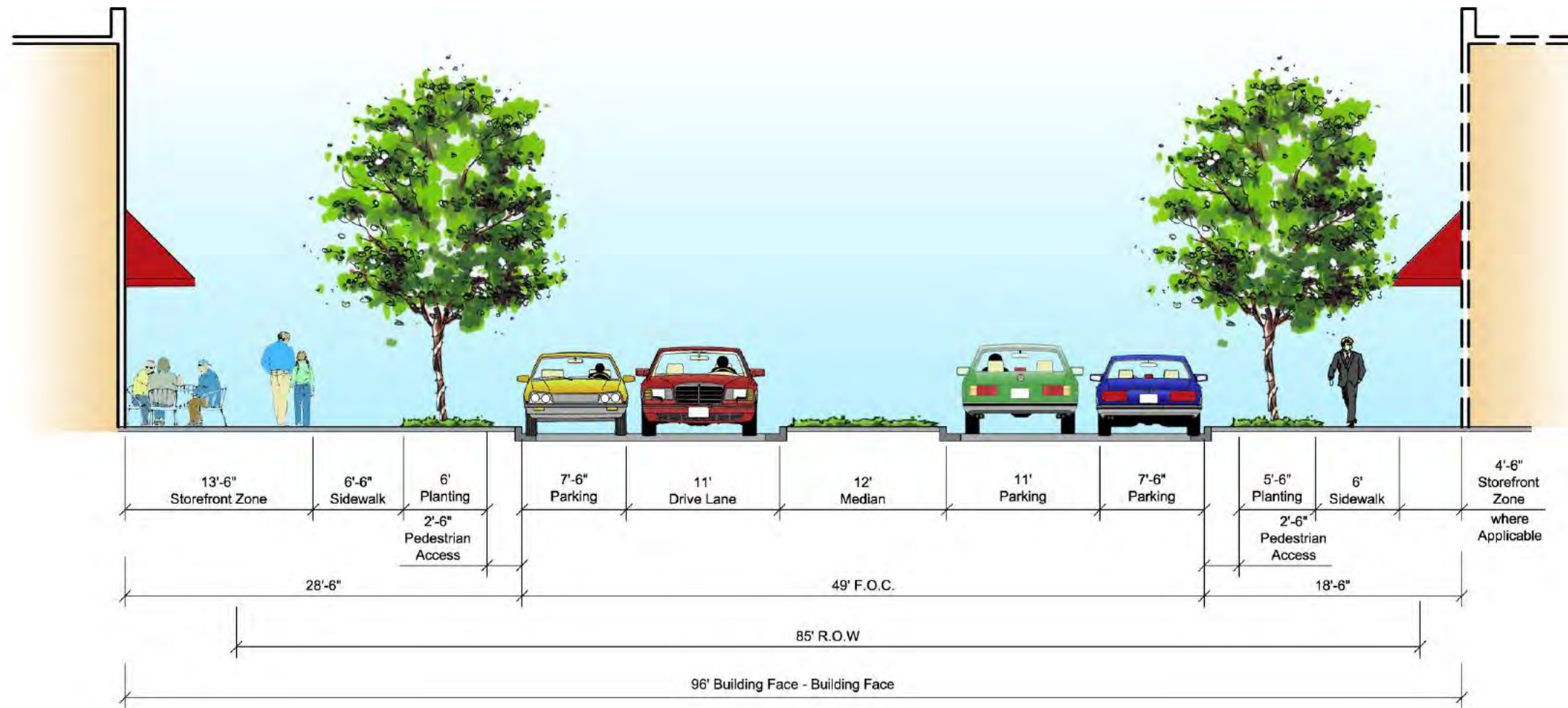
STATESVILLE DOWNTOWN & NC 115 STREETScape/LAND USE MASTER PLAN



Existing Broad Street- Mulberry Street to Tradd Street

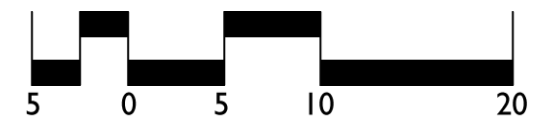
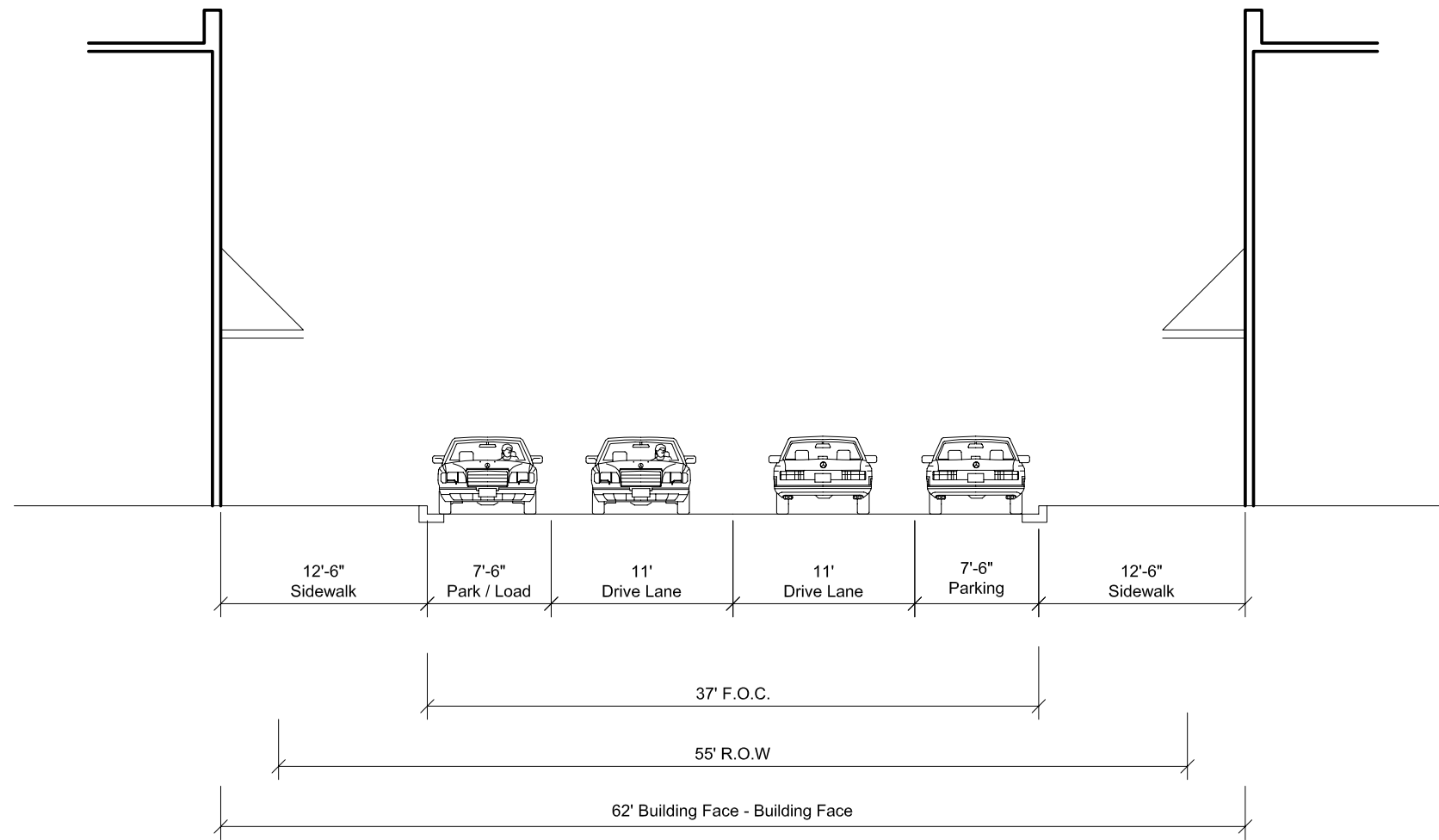
STATESVILLE DOWNTOWN & NC 115 STREETScape/LAND USE MASTER PLAN

14-K



Proposed Broad Street- Mulberry Street to Tradd Street

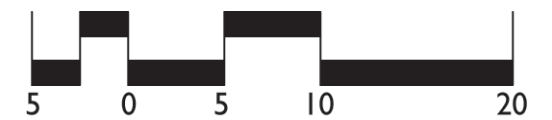
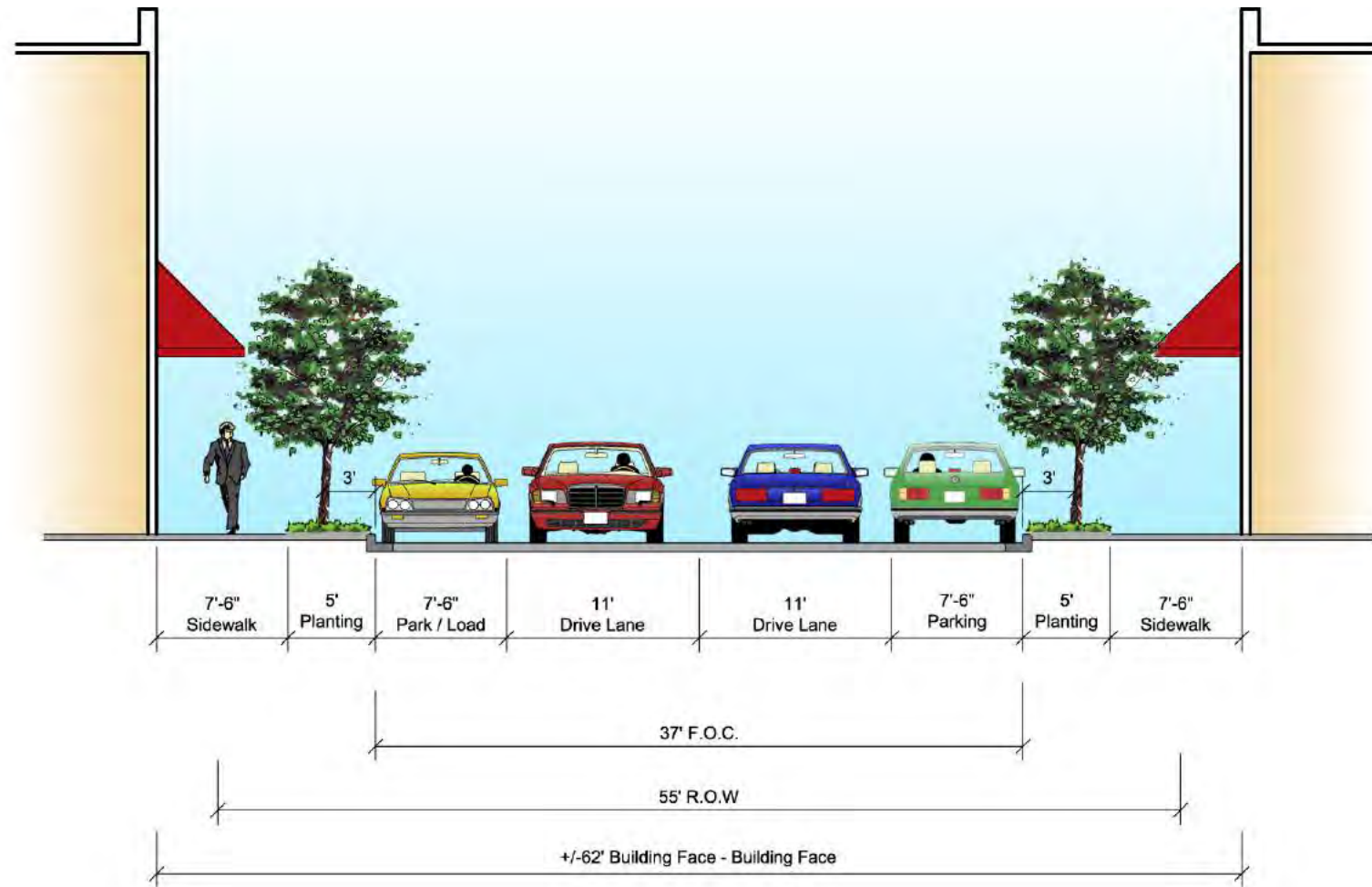
STATESVILLE DOWNTOWN & NC 115 STREETScape/LAND USE MASTER PLAN



Existing N. Meeting Street- Broad Street to Front Street

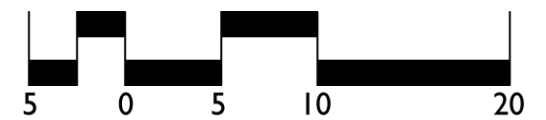
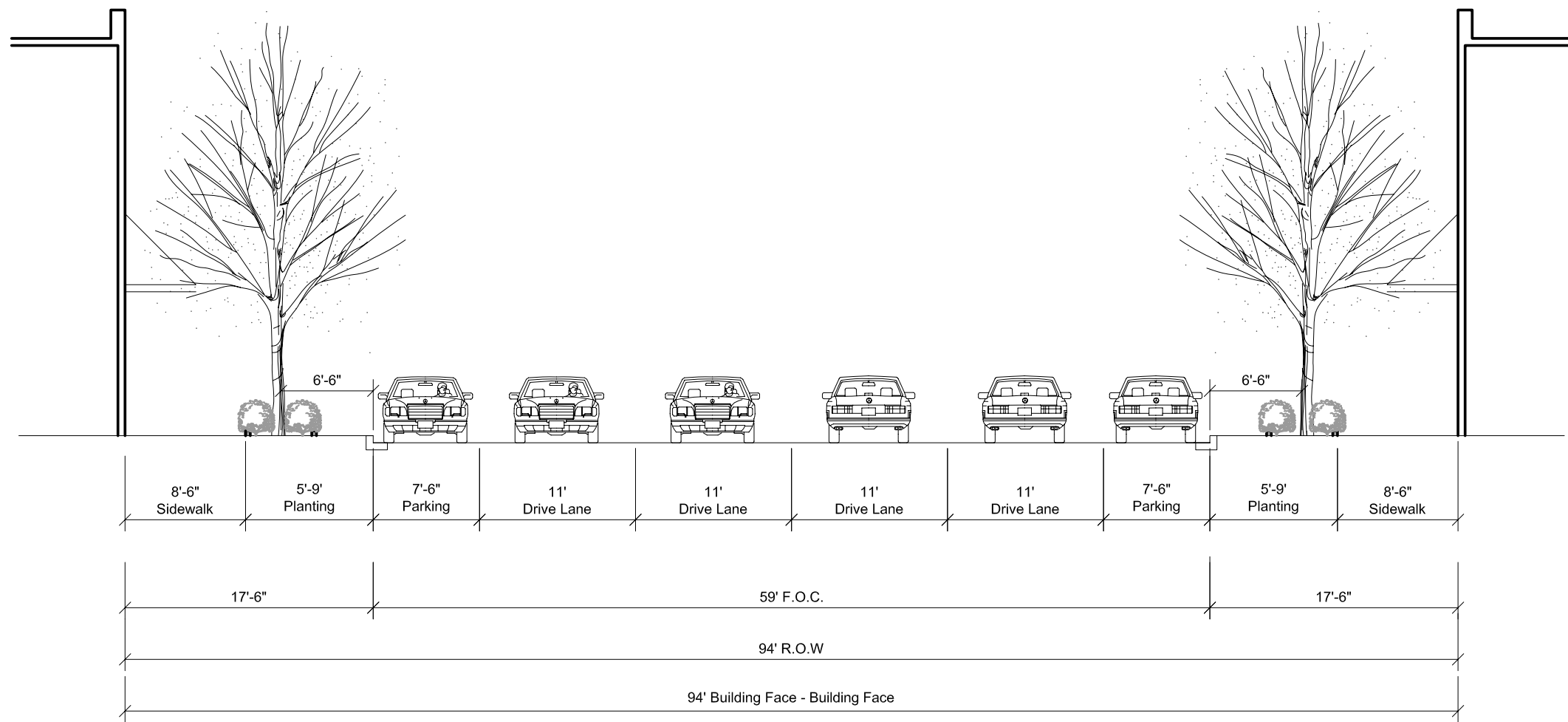
STATESVILLE DOWNTOWN & NC 115 STREETScape/LAND USE MASTER PLAN

14-M



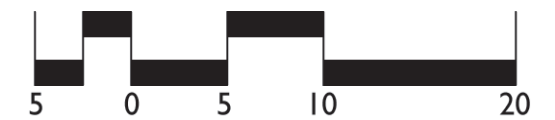
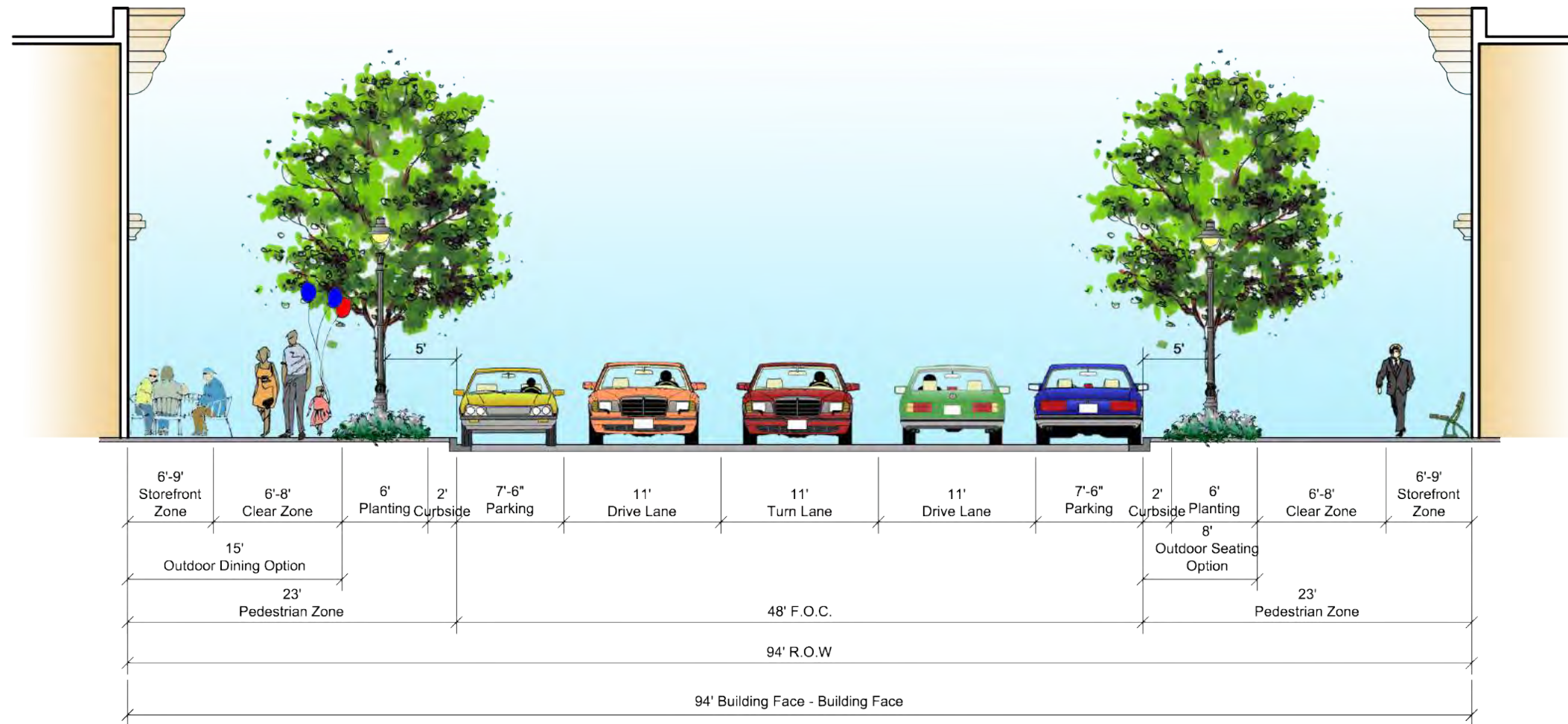
Proposed N. Meeting Street- Broad Street to Front Street

STATESVILLE DOWNTOWN & NC 115 STREETScape/LAND USE MASTER PLAN



Existing Center Street- Broad Street to Garfield Street

STATESVILLE DOWNTOWN & NC 115 STREETScape/LAND USE MASTER PLAN



Proposed Center Street- Broad Street to Garfield Street

STATESVILLE DOWNTOWN & NC 115 STREETScape/LAND USE MASTER PLAN

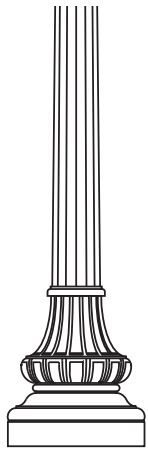


Site Furnishings- General Street Furnishings

STATESVILLE DOWNTOWN & NC 115 STREETScape/LAND USE MASTER PLAN



Wadsworth

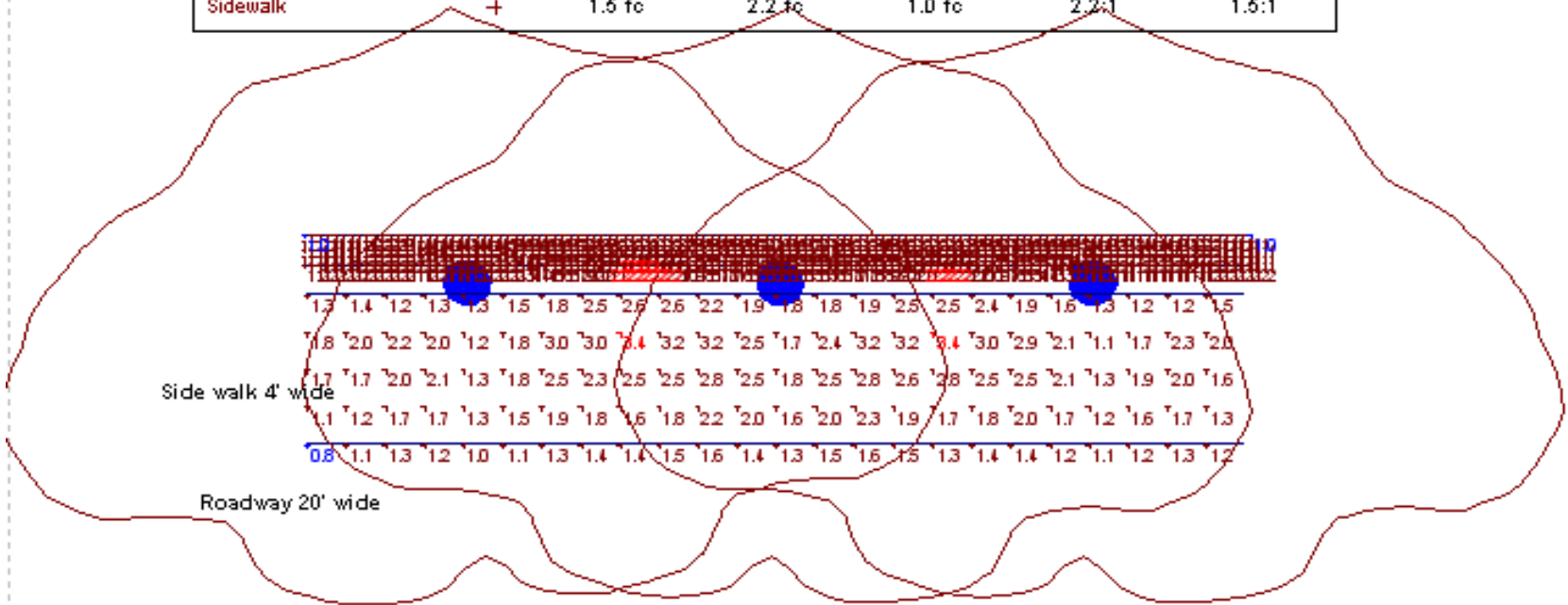


W|Wadsworth

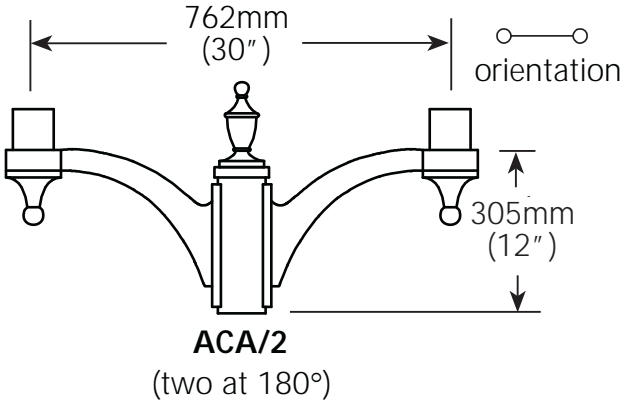


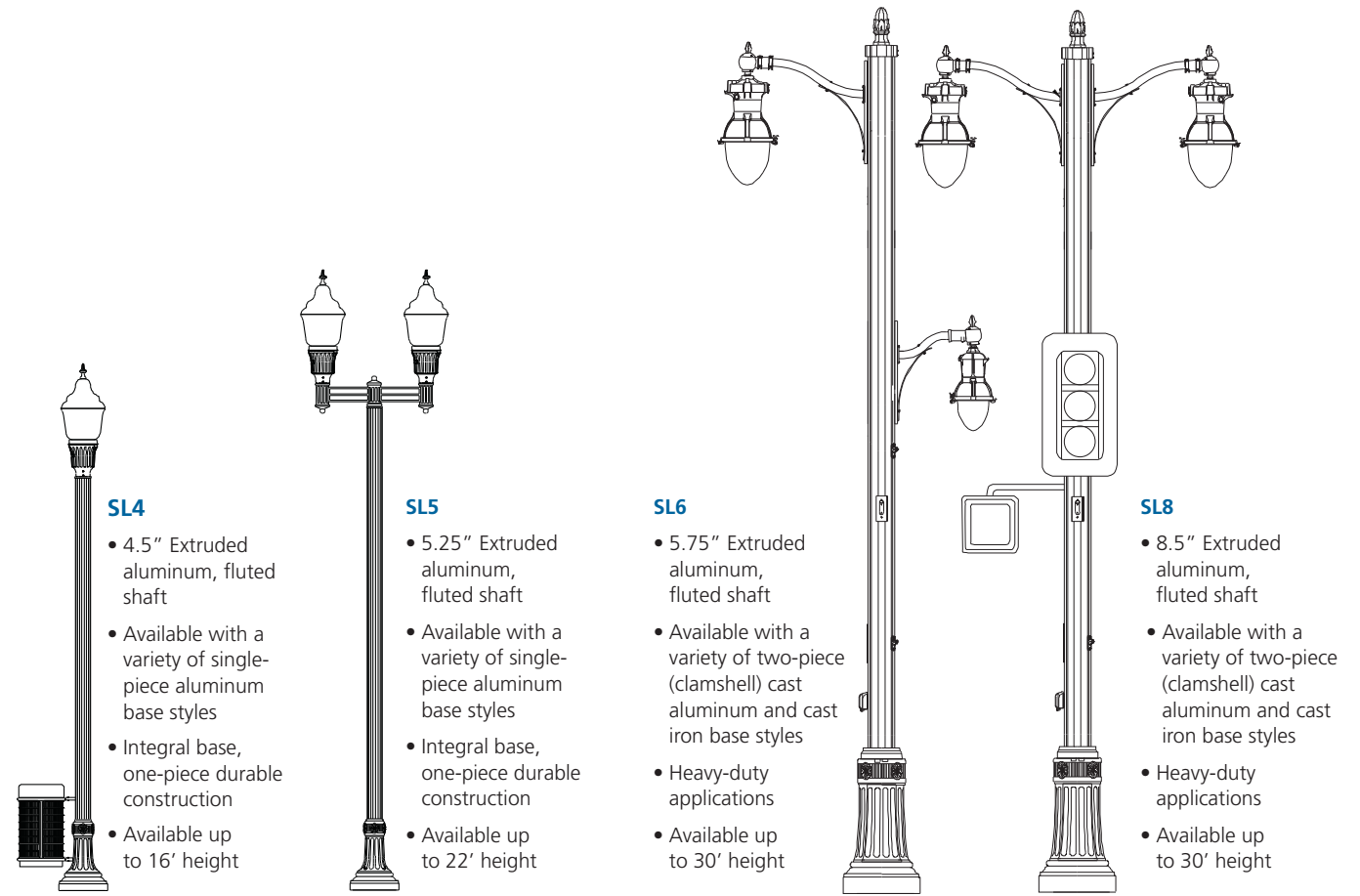
Type III Distribution

STATISTICS						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Roadway	+	1.9 fc	3.4 fc	0.8 fc	4.3:1	2.4:1
Sidewalk	+	1.5 fc	2.2 fc	1.0 fc	2.2:1	1.5:1

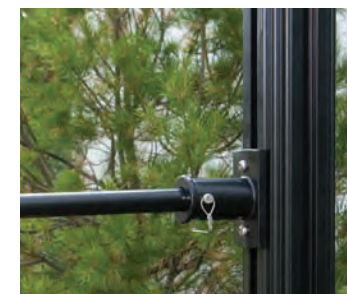


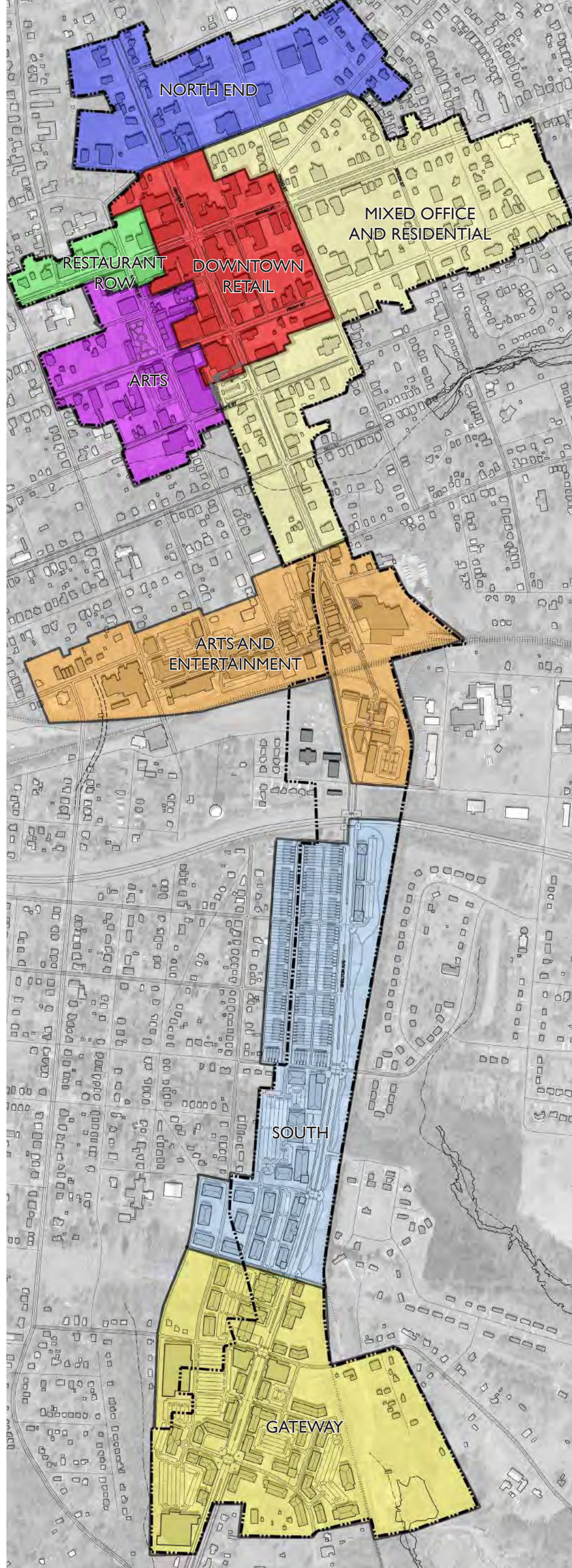
A | Annapolis





EASE OF MAINTENANCE





Proposed District Map

STATESVILLE DOWNTOWN & NC 115 STREETScape/LAND USE MASTER PLAN

15
MAP NUMBER




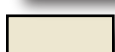

Sub Area A

Sub Area B

Sub Area C

Sub Area D

LEGEND

-  PROPOSED BUILDING
-  EXISTING BUILDING WITH SIGNIFICANCE
-  EXISTING BUILDING



NOT TO SCALE

Illustrative Master Plan

STATESVILLE DOWNTOWN & NC 115 STREETScape/LAND USE MASTER PLAN

16

MAP NUMBER



Pedestrian Zone With
Outdoor Seating

Typical Street Lighting

Grass Planting Strip

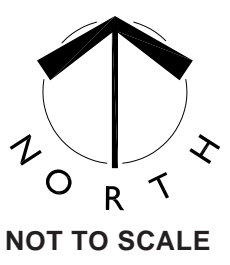
Designated Outdoor
Dining Area

Fountain

Public Art

Planter

Parallel On-Street
Parking



Illustrative Sub Area Plan A- The Square

STATESVILLE DOWNTOWN & NC 115 STREETScape/LAND USE MASTER PLAN



NOT TO SCALE

Perspective: The Square-Looking West at Center St. and Broad St.

STATESVILLE DOWNTOWN & NC 115 STREETScape/LAND USE MASTER PLAN

18
MAP NUMBER



NOT TO SCALE

Perspective: The Square-Street Level View Looking West at Broad St.

STATESVILLE DOWNTOWN & NC 115 STREETScape/LAND USE MASTER PLAN

19
MAP NUMBER



LEGEND

- PROPOSED BUILDING
- EXISTING BUILDING
- PROPOSED PARKING DECK



Illustrative District Plan B- Arts District

STATESVILLE DOWNTOWN & NC 115 STREETScape/LAND USE MASTER PLAN



LEGEND

- PROPOSED BUILDING
- EXISTING BUILDING WITH SIGNIFICANCE
- EXISTING BUILDING



Illustrative Sub Area Plan C- Arts and Entertainment District

STATESVILLE DOWNTOWN & NC 115 STREETScape/LAND USE MASTER PLAN



LEGEND

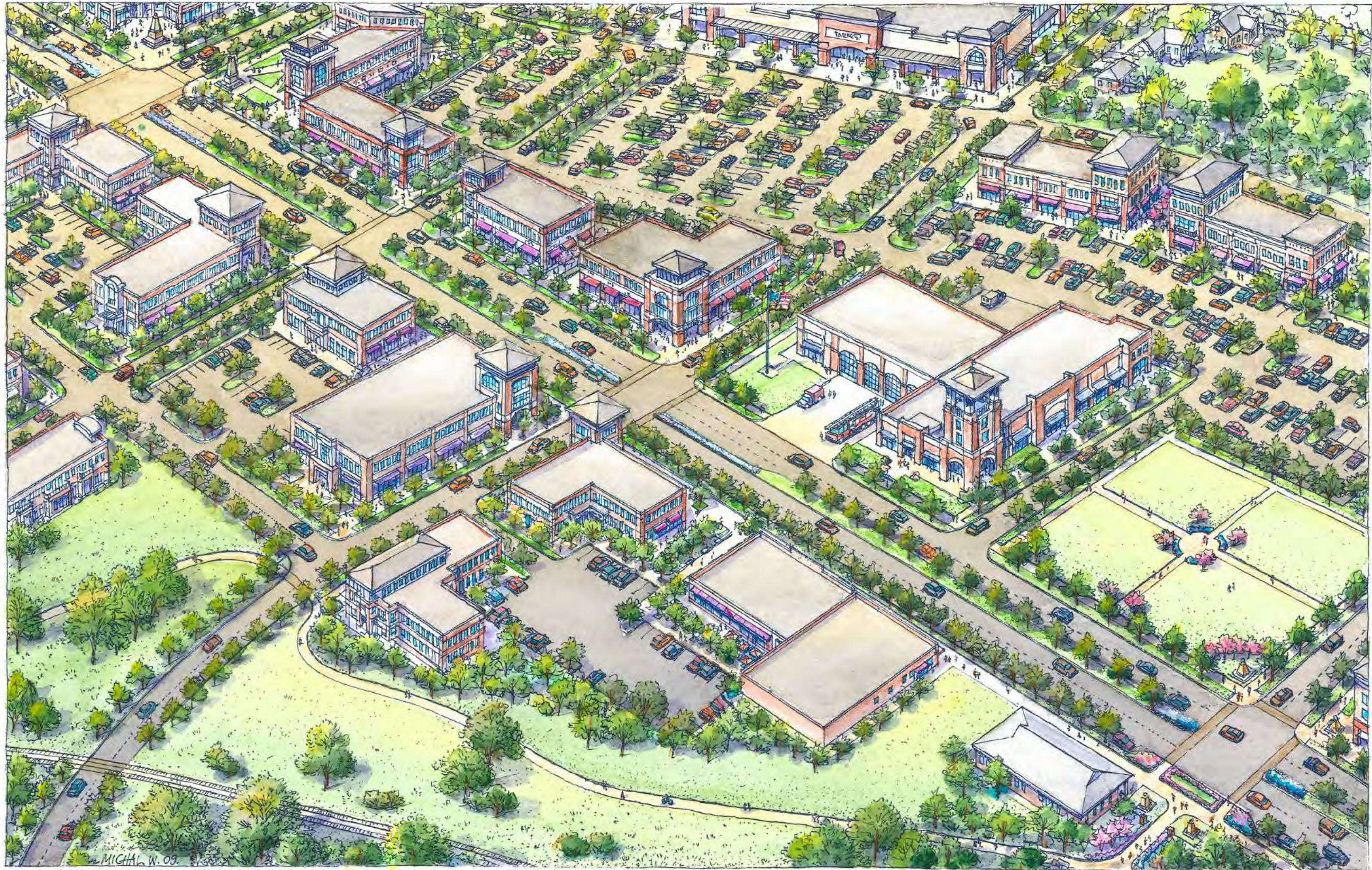
- PROPOSED BUILDING
- EXISTING BUILDING



Illustrative Sub Area Plan D- Gateway District

STATESVILLE DOWNTOWN & NC 115 STREETScape/LAND USE MASTER PLAN

22
MAP NUMBER



NOT TO SCALE

Perspective: Gateway District-looking Southwest at NC-115 toward Amity Hill

STATESVILLE DOWNTOWN & NC 115 STREETSCAPE/LAND USE MASTER PLAN

23
MAP NUMBER