



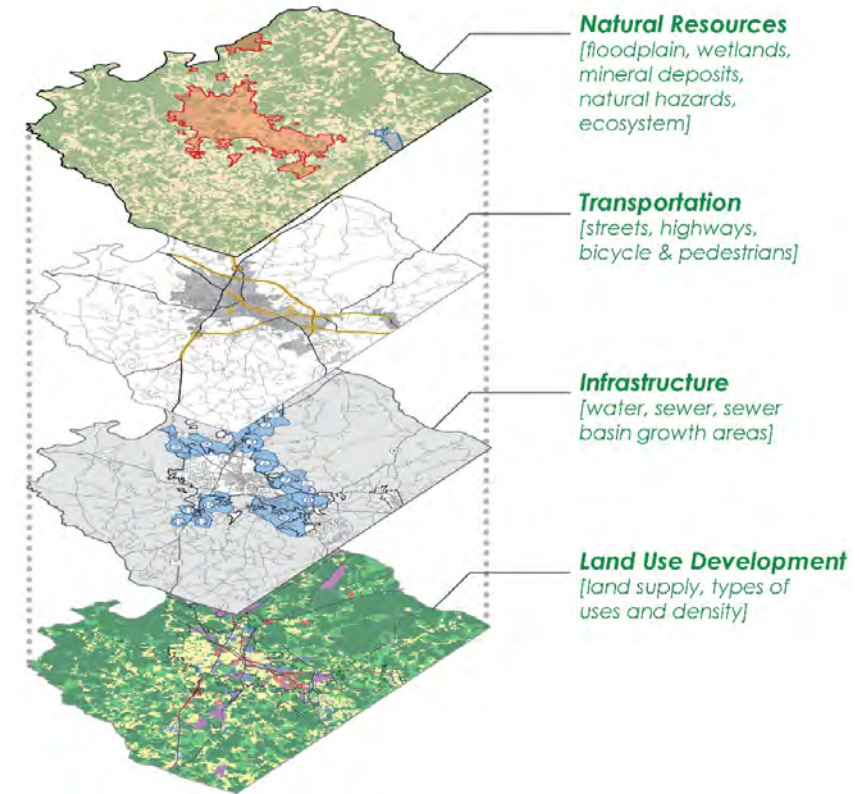
Comprehensive Plan Update + Downtown Master Plan

Downtown Workshop #3

April 20, 2026

COMPRHENSIVE PLAN UPDATE

- The Town's Comprehensive Plan establishes the "Road Map" or "Blueprint" for the future
- It looks at development trends, previously approved plans, demographic and economic data, and community perceptions
- It identifies specific recommendations for the Town as a whole
- It has a Future Land Use Map to guide future development and recommendations for infrastructure investment



DOWNTOWN MASTER PLAN

- Framework for the future of downtown
- Examines data, trends, issues, and opportunities specific to downtown
- Identifies specific recommendations and implementation strategies for the public and private sectors to improve downtown



COMP PLAN + DOWNTOWN PLAN LINK

Comprehensive Plan



The Comprehensive Plan establishes the overall vision and framework

Comprehensive Plan DRAFT Goals





PLANNING PROCESS

The plans are being developed **concurrently**

- Planning Board
- Downtown Mocksville Collaborative
- Public Input (survey and meetings)



COMPREHENSIVE PLAN DOWNTOWN GOAL

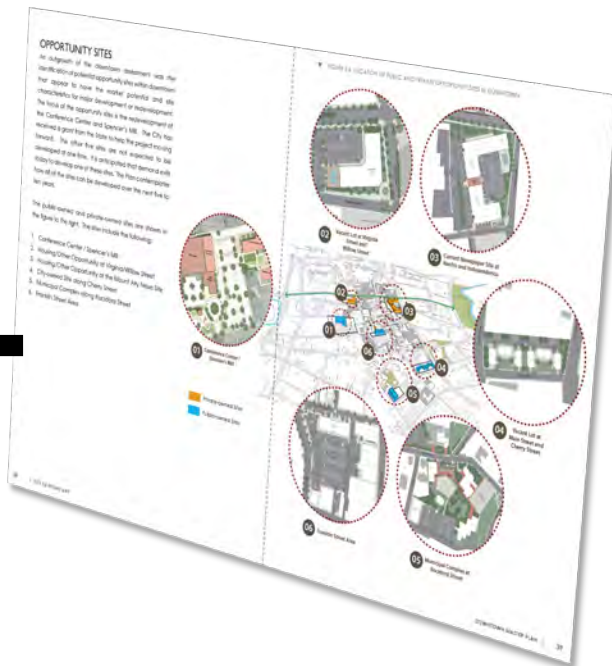
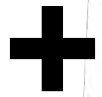
Strengthen and Revitalize our Historic Downtown

Expand, diversify, and promote downtown as a vibrant economic and social center by encouraging reinvestment, adaptive reuse, mixed-use development, and business activity that respects its historic character.



WHY A DOWNTOWN MASTER PLAN?

- Establishes a vision, goals, and implementation strategies/actions specific to downtown
- Provides direction for project planning, support, and funding



STRATEGY	FY 2022-2023	FY 2023-2024	FY 2024-2025	FY 2025-2026	FY 2026-2027	FY 2027+	
BUILD THE CONFERENCE CENTER	<ul style="list-style-type: none"> Continue to work with public and private partners to secure funding and commitments for completing Phase 2 and Phase 3. Continue to facilitate the completion of Phase 2 - Hotel and Market Center. Finalize construction plans for the completion of Phase 3. Develop a marketing plan for the construction project to identify and engage potential investors and developers to complete the project. 	<ul style="list-style-type: none"> Complete the construction of Phase 2 - Hotel and Market Center. Finalize construction plans for the completion of Phase 3. Develop a marketing plan for the construction project to identify and engage potential investors and developers to complete the project. 	<ul style="list-style-type: none"> Begin construction of Phase 3 - Hotel and Market Center. Continue to facilitate the completion of Phase 2 - Hotel and Market Center. Finalize construction plans for the completion of Phase 3. Develop a marketing plan for the construction project to identify and engage potential investors and developers to complete the project. 	<ul style="list-style-type: none"> Complete the construction of Phase 3 - Hotel and Market Center. Finalize construction plans for the completion of Phase 3. Develop a marketing plan for the construction project to identify and engage potential investors and developers to complete the project. 	<ul style="list-style-type: none"> Complete the construction of Phase 3 - Hotel and Market Center. Finalize construction plans for the completion of Phase 3. Develop a marketing plan for the construction project to identify and engage potential investors and developers to complete the project. 	<ul style="list-style-type: none"> Complete the construction of Phase 3 - Hotel and Market Center. Finalize construction plans for the completion of Phase 3. Develop a marketing plan for the construction project to identify and engage potential investors and developers to complete the project. 	
REDEVELOP THE FRANKLIN STREET AREA	<ul style="list-style-type: none"> Finalize preliminary engineering plans and submit them to the Franklin Street Improvement Authority for review and approval. Finalize preliminary engineering plans and submit them to the Franklin Street Improvement Authority for review and approval. Finalize preliminary engineering plans and submit them to the Franklin Street Improvement Authority for review and approval. 	<ul style="list-style-type: none"> Finalize preliminary engineering plans and submit them to the Franklin Street Improvement Authority for review and approval. Finalize preliminary engineering plans and submit them to the Franklin Street Improvement Authority for review and approval. Finalize preliminary engineering plans and submit them to the Franklin Street Improvement Authority for review and approval. 	<ul style="list-style-type: none"> Finalize preliminary engineering plans and submit them to the Franklin Street Improvement Authority for review and approval. Finalize preliminary engineering plans and submit them to the Franklin Street Improvement Authority for review and approval. Finalize preliminary engineering plans and submit them to the Franklin Street Improvement Authority for review and approval. 	<ul style="list-style-type: none"> Finalize preliminary engineering plans and submit them to the Franklin Street Improvement Authority for review and approval. Finalize preliminary engineering plans and submit them to the Franklin Street Improvement Authority for review and approval. Finalize preliminary engineering plans and submit them to the Franklin Street Improvement Authority for review and approval. 	<ul style="list-style-type: none"> Finalize preliminary engineering plans and submit them to the Franklin Street Improvement Authority for review and approval. Finalize preliminary engineering plans and submit them to the Franklin Street Improvement Authority for review and approval. Finalize preliminary engineering plans and submit them to the Franklin Street Improvement Authority for review and approval. 	<ul style="list-style-type: none"> Finalize preliminary engineering plans and submit them to the Franklin Street Improvement Authority for review and approval. Finalize preliminary engineering plans and submit them to the Franklin Street Improvement Authority for review and approval. Finalize preliminary engineering plans and submit them to the Franklin Street Improvement Authority for review and approval. 	<ul style="list-style-type: none"> Finalize preliminary engineering plans and submit them to the Franklin Street Improvement Authority for review and approval. Finalize preliminary engineering plans and submit them to the Franklin Street Improvement Authority for review and approval. Finalize preliminary engineering plans and submit them to the Franklin Street Improvement Authority for review and approval.



UNDER CONSTRUCTION!

Mount Airy Downtown Master Plan – Franklin Street Project

- Rural Transformation Grant (1): \$475,000
- Rural Transformation Grant (2): \$487,500
- USDA (Tillis): \$522,000

DOWNTOWN WORKSHOPS



Workshop #1 **March 16**

- Overview of the process
- Presentation of the Opportunities & Challenges
- Discussion in small groups about concepts and ideas to address key issues and opportunities
- Small groups report back to the full group



Workshop #2 **March 30**

- Review ideas generated from first workshop
- Discuss and review initial concepts that may lead to recommendations
- Small groups report back to the full group



Workshop #3 **April 20**

- Present refined concepts and ideas
- Small group discussion on additional ideas
- Small groups report back to the full group
- Develop consensus on a vision for the future of downtown



Next Steps

- Planning Board and DMC meetings during May/June to discuss the draft Comprehensive Plan and Downtown Master Plan
- Additional community input meeting(s) in late June
- Adoption process July – September

WORKSHOP UPDATES

Community Input

Highlights of what we've heard:

- Gateways
- Character
- Parking / Streetscape
- Connections / Walkability
- Public space / events / placemaking
- Aesthetics / appearance
- Small Business Development
- Farmer's / Ag Market
- Development / Redevelopment
- History



DOWNTOWN VISION / GOAL

Strengthen and Revitalize our Historic Downtown

Expand, diversify, and promote downtown as a vibrant economic and social center by encouraging reinvestment, adaptive reuse, mixed-use development, and business activity that respects its historic character.

DRAFT Downtown Master Plan Objectives (based on community input):

- A. **Maintain downtown as the heart of the community** – sense of community and civic pride, walkable, mixed-use, historic character, follow the Main Street Approach™ to downtown revitalization initiatives and transformation
- B. **Grow and revitalize in-town first** – prioritize infill, building rehabilitation and reuse, strengthen neighborhoods around downtown, build density in-town
- C. **Create complete streets** – prioritize a pedestrian first downtown, streets as attractive public spaces, generate social and economic activity, not just for moving cars
- D. **Make strategic public investments** – identify opportunities to improve streets, lighting, infrastructure, and amenities in downtown to leverage private sector investment
- E. **Facilitate high quality and attractive development** – ensure the right policies, incentives, guidelines, and ordinances are in place to enhance downtown's character and identity

A. Maintain downtown as the heart of the community – sense of community and civic pride, walkable, mixed-use, historic character, follow the Main Street Approach™ to downtown revitalization initiatives and transformation



Projects for Public Spaces - <https://www.pps.org/>

B. Grow and revitalize in-town first – prioritize infill, building rehabilitation and reuse, strengthen neighborhoods around downtown, build density in-town



C. Create complete streets – prioritize a pedestrian first downtown, streets as attractive public spaces, generate social and economic activity, not just for moving cars



D. Make strategic public investments – identify opportunities to improve streets, lighting, infrastructure, and amenities in downtown to leverage private sector investment

CATALYST ONE

This project focuses on the completion of a new Union Street, comprising any one of the three recommended street profiles market. It will intensify the creation of outdoor perception, especially at night. The increased foot traffic will be and retailers, and make reuse of now vacant upper levels. The new streetscape will increase property values on

PROJECTS	PUBLIC INVESTMENTS	PRIVATE INVESTMENTS
UNION STREET	\$1,475,500	\$2,200,000
CABARRUS THEATER	\$3,200,000	\$1,650,000
HOTEL CONCORD SITE	\$3,196,000	\$2,250,000
FORMER CITY HALL SITE	\$3,834,000	
UNION STREET VACANT		\$1,500,000
GRAFFIN PROPERTY SITE		\$1,675,000
TOTAL	\$1,675,500	\$7,530,000

CATALYST TWO

The site behind the new City Hall that is bounded by Market Street and the opportunity site for a multi-use plaza. With the conceptual 14 and 15, the 'Market Plaza' could potentially deliver value throughout the year. Its size and location would be attractive and book the summer concert series. A contract with a private parking revenue for the City. The Market Plaza has the potential several adjacent underutilized priorities.

PROJECTS	PUBLIC INVESTMENTS	PRIVATE INVESTMENTS
MARKET PLAZA	\$6,187,500	\$1,200,000
MARKET STREET	\$1,940,000	\$1,562,000
CBSI SITE		\$1,500,000
MARKET STREET INFILL RETAIL		\$1,500,000
TOTAL	\$7,387,500	\$1,500,000

CATALYST THREE

It's not just the City that has plans for downtown. The County is in the downtown with a new courthouse, parking deck and the repositioned other county/court uses. The first phase of this expansion is the central block bounded by Korbick, Corcoran, Spring and Union Streets. The 10-acre site will leave a 35' to 40' strip of land on at least one side, pedestrian access, residential development lining the new parking deck, which will put a view, creating an active street edge with windows, balconies and green significant public investment in the parking infrastructure allows for the County business during the day and residential/downtown entertainment

PROJECTS	PUBLIC INVESTMENTS	PRIVATE INVESTMENTS
COUNTY PARKING DECK (PHASE 1)	\$10,000,000	\$14,200,000
RESIDENTIAL LINER BUILDING	\$20,752,000	\$145,124
7th SPRING ST RESIDENTIAL	\$10,000,000	\$34,912,000
TOTAL	\$40,752,000	\$49,117,124

CATALYST FOUR

This catalytic project proposes the development of a central parking area that comprises a parking structure (bridge) – the potential Bicentennial Deck that can serve all of Union Street and to spur in this area, adjacent private parking would support the new parking structure on Church Street, a new office building on Means Street, the eventual construction of the new private redevelopment tool box now. Reversing private development economic development demands on a small opportunity to concentrate future parking demands on a small land for higher intensity uses and can provide a greater return on

PROJECTS	PUBLIC INVESTMENTS	PRIVATE INVESTMENTS
BICENTENNIAL PLAZA DECK (PHASE 1)	\$4,000,000	\$12,268,800
RESIDENTIAL CHURCH STR	\$1,000,000	\$1,000,000
HOTEL ON MEANS AVE	\$1,842,800	\$42,000
OFFICE ON CABARRUS AVE		\$25,000
TOTAL	\$6,842,800	\$37,111,600

CATALYST FIVE

The large City held property in the valley bounded by Woodside Place and Will downtown offers a rare opportunity to create a significant water feature on the edge proximity to downtown, the presence of the greenway/greenpace, its link to the Charlotte metro market. The 4.3 acre small lake would be open to the public in the Charlotte metro market. The 4.3 acre small lake would be open to the public in the Charlotte metro market. The 4.3 acre small lake would be open to the public in the Charlotte metro market. The 4.3 acre small lake would be open to the public in the Charlotte metro market.

PROJECTS	PUBLIC INVESTMENTS	PRIVATE INVESTMENTS
LAKE	\$1,500,000	\$33,040,000
TRAIL AND SEWER REROUTING	\$1,500,000	\$367,780
LAKESIDE LIVING		\$252,192
TOTAL	\$3,000,000	\$33,660,000

CATALYST PROJECTS SUMMARY

The catalytic projects that define the development framework over the next 10 years are summarized below. For every public dollar invested, over six private dollars is expected in return. In addition to the catalytic projects outlined within the master plan, several longer term projects were identified along Cabarrus Avenue East and the block bounded by Church Street, Cabarrus Avenue East, McCachern Boulevard and Means Avenue. Those projects include potential townhouse development along Cabarrus Avenue East and a future parking structure site that can serve additional residential, commercial and office development as downtown continues to expand. As the downtown continues to grow, the identified development framework may shift as concepts, market demand and funding strategies evolve.



PROJECTS	INVESTMENTS		RETURN ON INVESTMENTS – PROPERTY TAX				
	PUBLIC	PRIVATE	COUNTY	CITY	MSD	TAX TOTALS	
NEW UNION STREET	\$1,670,500	\$29,530,000	\$206,710	\$141,744	\$59,060	\$407,514	
MARKET PLAZA	\$7,387,500	\$11,502,000	\$80,514	\$55,210	\$23,004	\$158,728	
COUNTY PARKING GARAGE	\$10,000,000	\$34,932,000	\$244,524	\$167,674	\$69,864	\$482,062	
BICENTENNIAL PLAZA	\$6,000,000	\$37,111,600	\$259,782	\$178,135	\$74,224	\$512,141	
LAKESIDE LIVING	\$1,500,000	\$53,040,000	\$367,780	\$252,192	\$105,080	\$725,052	
TOTAL	\$25,558,000	\$166,115,600	\$1,387,930	\$951,723	\$396,552	\$2,285,497	

*The estimates above were based upon the best available information as of August 2016.

E. Facilitate high quality and attractive development – ensure the right policies, incentives, guidelines, and ordinances are in place to enhance downtown’s character and identity



Salisbury, NC

NEW CONSTRUCTION OF PRIMARY COMMERCIAL BUILDINGS

High quality infill construction on vacant or underutilized lots can strengthen the vitality of the commercial section of the Hillsborough Historic District and can contribute over time to its evolving architectural character. Existing historic commercial buildings represent a variety of different building types and architectural styles. While the historic district’s commercial buildings differ in their detailing and level of ornament, certain patterns are consistent among them, such as their siting, size, and general alignment of storefronts, upper story windows, and cornices. The intent of these standards is to encourage new commercial buildings, including parking structures, that reinforce and respond to the principal design elements of historic commercial buildings in the district, while reflecting their own time in the town’s development.

Considerations

Setback, Orientation, and Spacing

Most historic district commercial buildings align uniformly with the street, flush with the sidewalk and adjacent buildings, creating a consistent street wall that is a defining feature of the historic district. Most also have no setback, maximizing the exposure and visibility of the primary elevation. Little to no spacing between commercial buildings coupled with the orientation of building fronts to the street further define and reinforce the street wall.

Height, Scale, and Massing

The height and width of buildings fluctuate on most commercial blocks, as building sizes somewhat vary. These slight variations in size add character and visual interest to the district. The scale of these buildings, however, is relatively consistent, with most being simple and rectangular in form on narrow lots and typically rising no more than one to two stories in height. The relationship of a new building to adjacent historic buildings in terms of size and scale establishes its compatibility with the predominant size and scale of other buildings on the block or district. Buildings that deviate from the street can negatively affect the district if sensitive massing and transitions are not part of their design. The massing of larger new construction can be designed to retain the general scale of the historic buildings in the district, especially as perceived from street level.

Elements of a Storefront Facade

Labels in diagram: CORNICE, BRICK DETAILING, WINDOW HOOD, STOREFRONT CORNICE, PIER, UPPER FLOOR ENTRY, DISPLAY WINDOW, BULKHEAD, STOREFRONT DOORS, RECESSED ENTRY, TRANSOM, STOREFRONT CORNICE.

Guidelines for Entrances

- Adhere to Guidelines for retention of historic fabric when altering entrance components.
- Reconstruct entrances and porches based on documentary evidence of the original configuration. Add architectural ornamentation when there is historical evidence of such features.
- Recess entrances within the *dense fabric development* pattern where the facade aligns with the front property line. Incorporate traditional facade elements such as storefront cornices, transoms, display windows and bulkheads.
- Provide porches, entrance doors, railings, and other ornaments that proportionally relate to the building. Appropriate balustrades often convey a heavier visual appearance. Center balustrades between the top and bottom rails and space them about three inches apart.
- Enclose and screen porches in Secondary and Tertiary AVCs in a manner that preserves historic features. Walls and screens should not obscure historic features.

5. Roofs

Project Planning Considerations

New Bern’s historic districts reflect a variety of roof forms and features that have evolved over the past three hundred years. Roof form plays a dominant role in defining building character. Massing, pattern, scale, texture, and material iron supports and railing.

HILLSBOROUGH HISTORIC DISTRICT DESIGN STANDARDS

72

City of Lumberton Downtown Design Overlay District – Adopted November 3, 2021

Wall signage. Where the historic sign frame is larger than the otherwise permitted area for a wall sign, the new or replacement sign is permitted to occupy the historic sign area.

d. Wall signs shall be centered above building entrances and be aligned with awnings, where provided.

e. Projecting signs shall be centered above building entrances.

d. Wall mounted signs shall not cover any window, including transoms.

e. Sign boards, other than those utilizing natural or stained wood, or unpainted metal, shall utilize a color for the sign board that is chosen from the primary color palette contained in this section. Lettering, logos, and other display components may be of any color of the owner’s choosing, provided that they do not occupy more than 50% of the surface area of the sign.

19

Design Guidelines

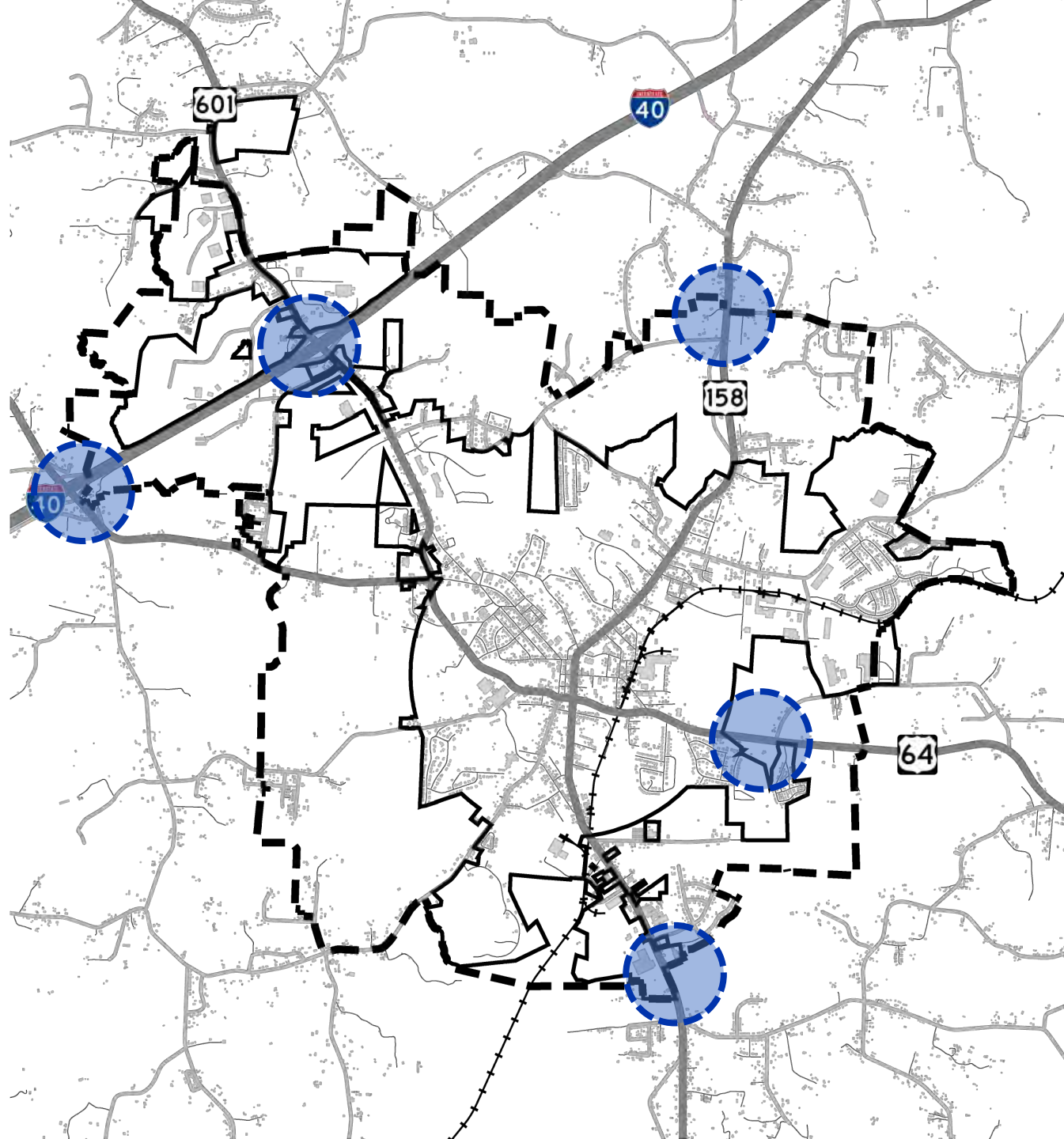
DRAFT DOWNTOWN PLAN CONCEPTS

Community Gateways

- West / Northwest
 - Interstate 40 / 64
 - Interstate 40 / 601
- North – US 158
- South – US 601
- East - US 64

Key Considerations

- Tourism / First Impressions
- Beautification / streetscape improvements
- Design and character-based ordinances and guidelines

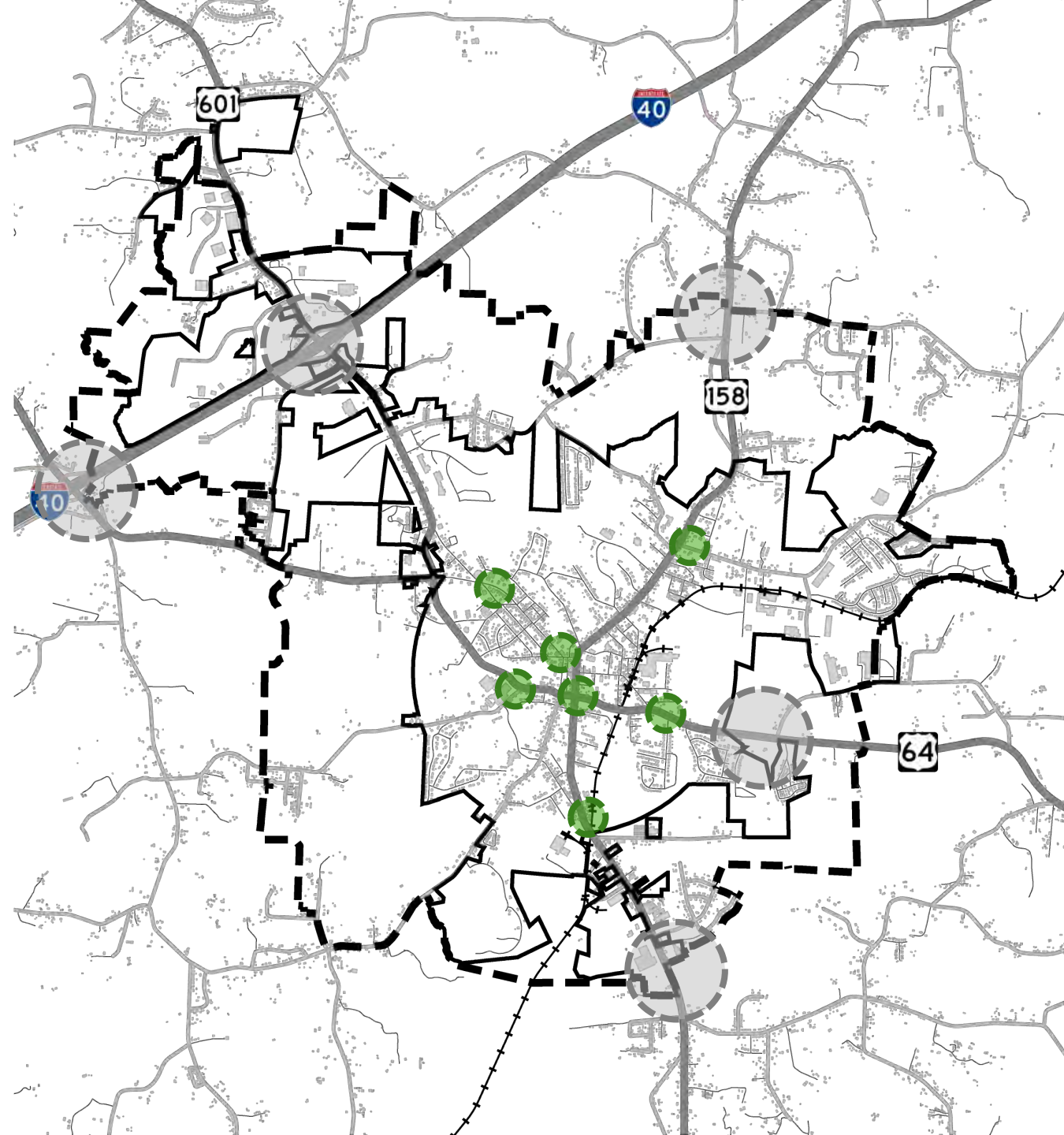


Downtown Gateways

- West / Northwest
 - 5 Points Traffic Circle
 - Wilkesboro/Salisbury
 - Sanford Ave/601/64
- North – Milling Road/MLK Jr. Blvd.
- South – US 601/Salisbury
- East – US 64/East Depot

Key Considerations

- Tourism / First Impressions
- Sense of arrival – stronger at some of these locations than others
- Design/Character-based regulations



Draft Concepts Developed to Support the Key Objectives

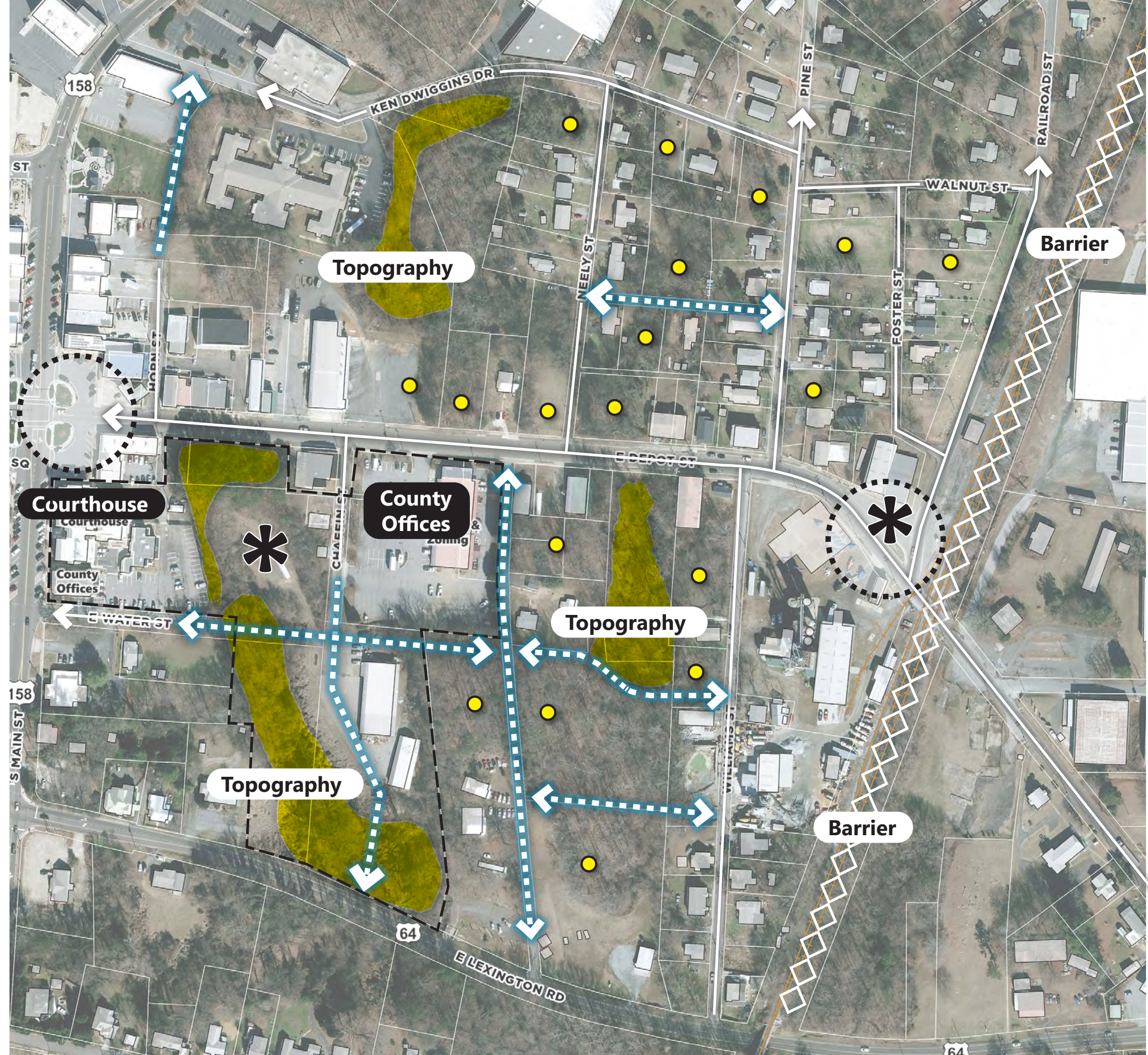
- Workshop input
- Best practices
- Topics
 - Streets & Public Spaces
 - Placemaking
 - Parking
 - Opportunity Sites
 - Destinations
 - Connectivity



E Depot Street Area

- Gateway placemaking opportunity
- Infill development / housing opportunities
- Improve the connectivity network
- Topography challenges affect development and connectivity opportunities
- Rail line = barrier to connectivity
- Leveraging publicly-owned properties for community benefit

- Gateway
- Infill Potential
- ✱ Opportunity Site
- Davie County Property
- ↔ Potential Connection



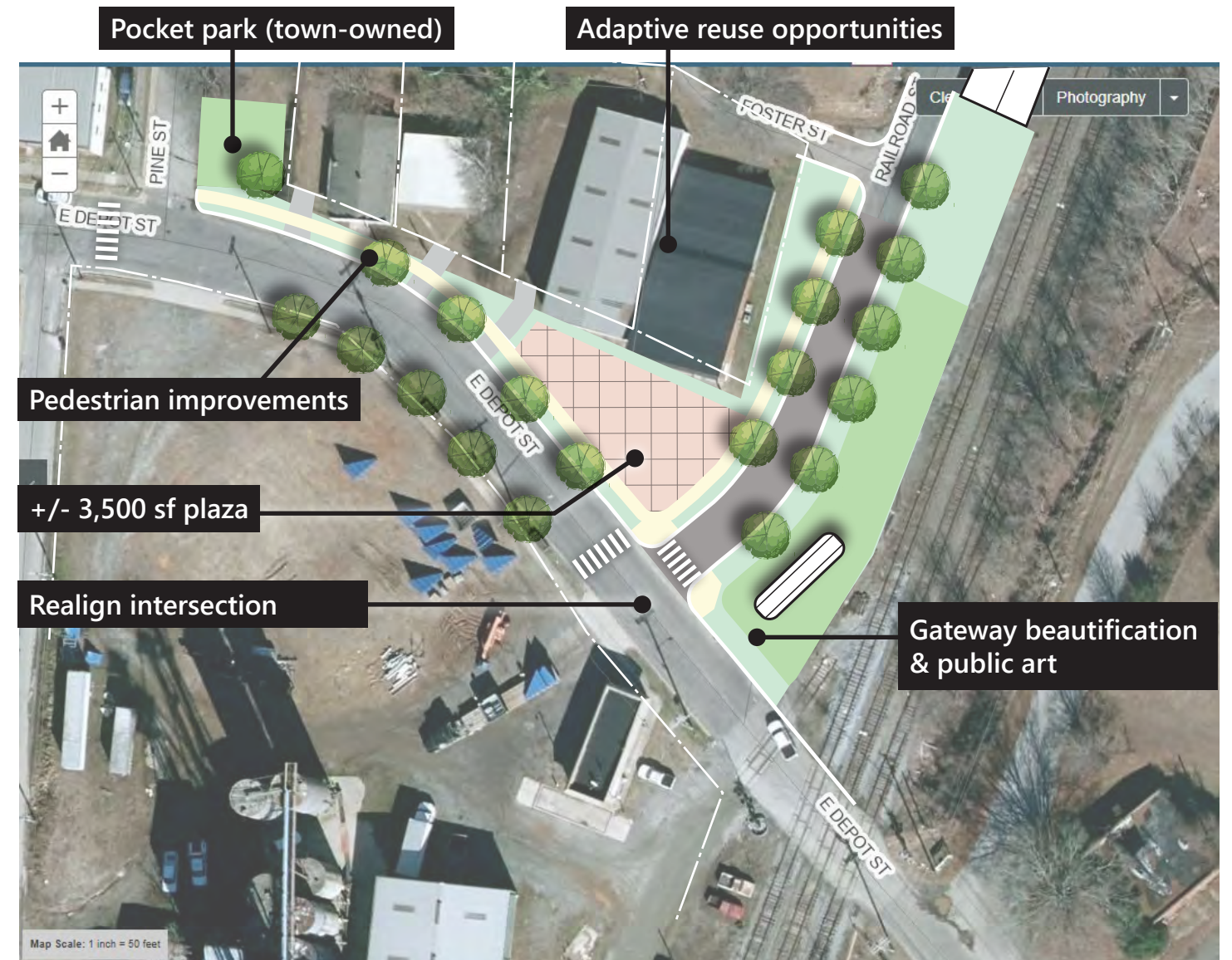
E Depot Street Area

- Variety of infill housing
- Gateway plaza and adaptive reuse neighborhood commercial destination
- Additional streetscape improvements to Depot St over time (e.g. trees)
- Horn St "alley" connection
- Connectivity opportunities south of Depot St open up further residential infill opportunities
- Public parking opportunity behind Courthouse
- Potential park / event space behind Courthouse

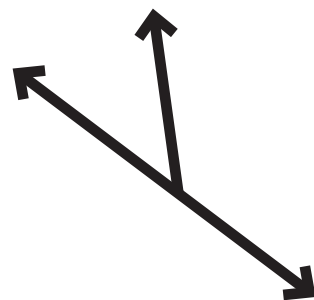
-  Commercial / Mixed Use
-  Residential



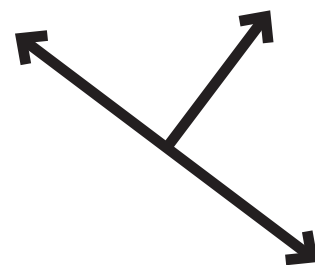
E Depot Street Gateway



Existing Skewed Intersection (not preferred)



Perpendicular Intersection (preferred)



- Turn excess right-of-way into plaza
- Realign intersection to safer perpendicular design
- Leverage green space near old train depot building, add train caboose or public art to improve aesthetics and add interest

E Depot Street Gateway



Existing View

E Depot Street Gateway

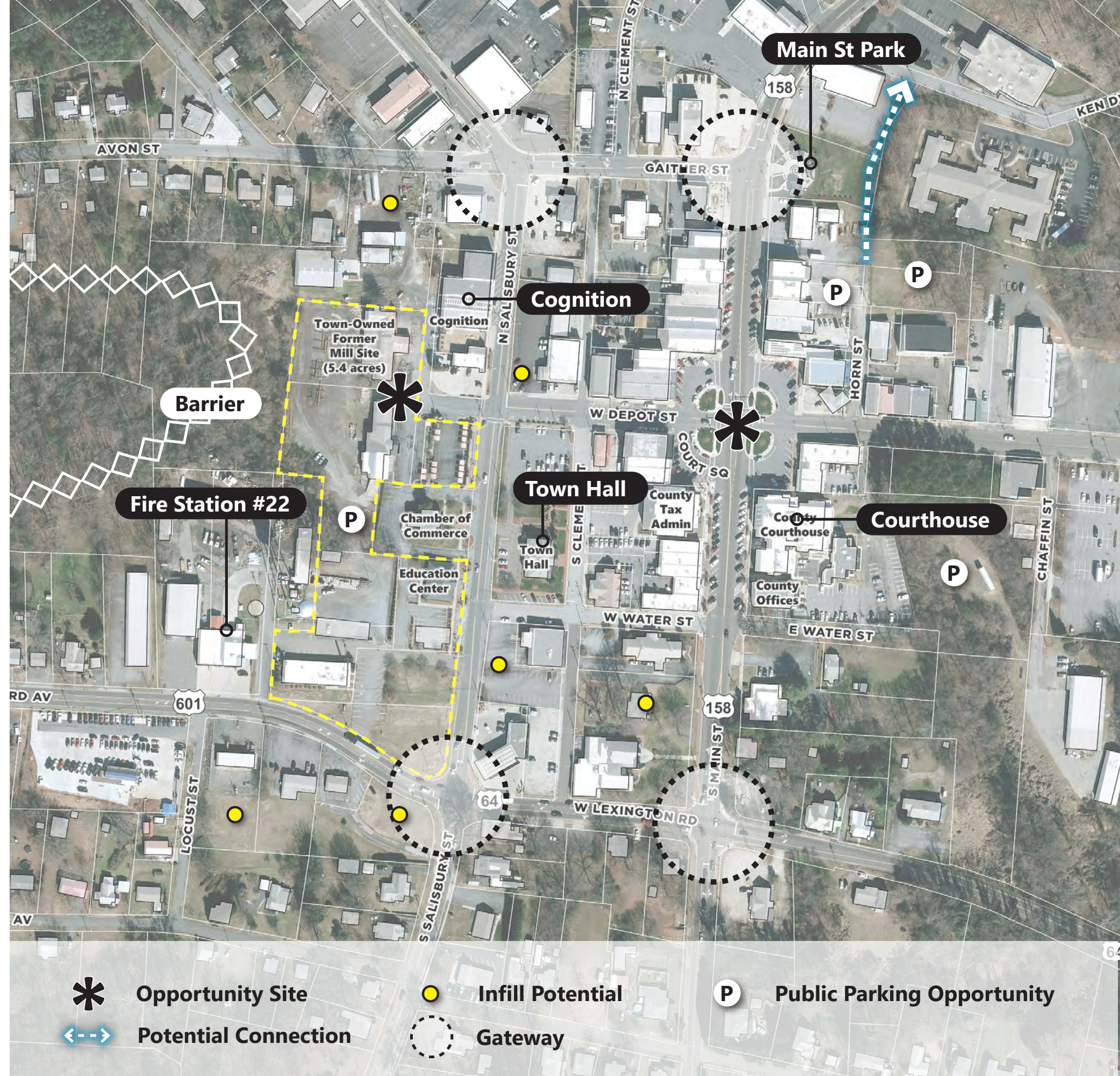


Conceptual Improvements

- New public plaza; pedestrian enhancements; adaptive reuse, neighborhood commercial

Core & West Areas




- Gateways: placemaking and intersection improvements, pedestrian safety
- Pedestrian improvements to Main Street & The Square
- Downtown expansion west of Main
- Infill development / housing opportunities
- Signature public open space, events & music
- Salisbury Street Streetscape
- Public parking opportunities
- Topography challenges affect development and connectivity opportunities
- Leverage cultural / historic assets (e.g. Cognition)



Core & West Areas

Mixed Use Option

- Gateway pedestrian improvements & public art
- Strategic enhancements of Main Street & The Square
- Downtown expansion west of Main
- Mixed Use Infill
- Signature park, events & music venue
- Salisbury Street Complete Street
- Public parking opportunities
- Dovetail park programming with cultural / historic assets (e.g. Cognition)




-  Commercial / Mixed Use
-  Residential
-  Public Parking



Core & West Areas

Alternate Option

- Town-scale housing infill
- Cultural campus expansion
- Signature public park, events & music
- Public parking
- Salisbury Street Complete Street
- Gateway pedestrian enhancements & public art
- Potential outdoor adventure park component

-  Commercial / Mixed Use
-  Residential
-  Public Parking





Mount Airy, NC



Mount Airy, NC



Governors Island, NY











Davidson Co./Lexington

TRAIL MAP

RODDIES & DIRTIES CYCLING CLUB

Trail Locations & Memberships






MAP UPDATES

Map Legend


- Mile 1
- Mile 2
- Mile 3
- Mile 4
- Mile 5
- Mile 6
- Access Road
- Utility Line

Total Mileage - 6 mi


PARTNERS




Erie Insurance



BREEDREN INSURANCE
SERVICING, INC.
Serving the Piedmont since 1963



LEXINGTON
UNIVERSITY OF THE SOUTH



THE Ridge CYCLE HUB



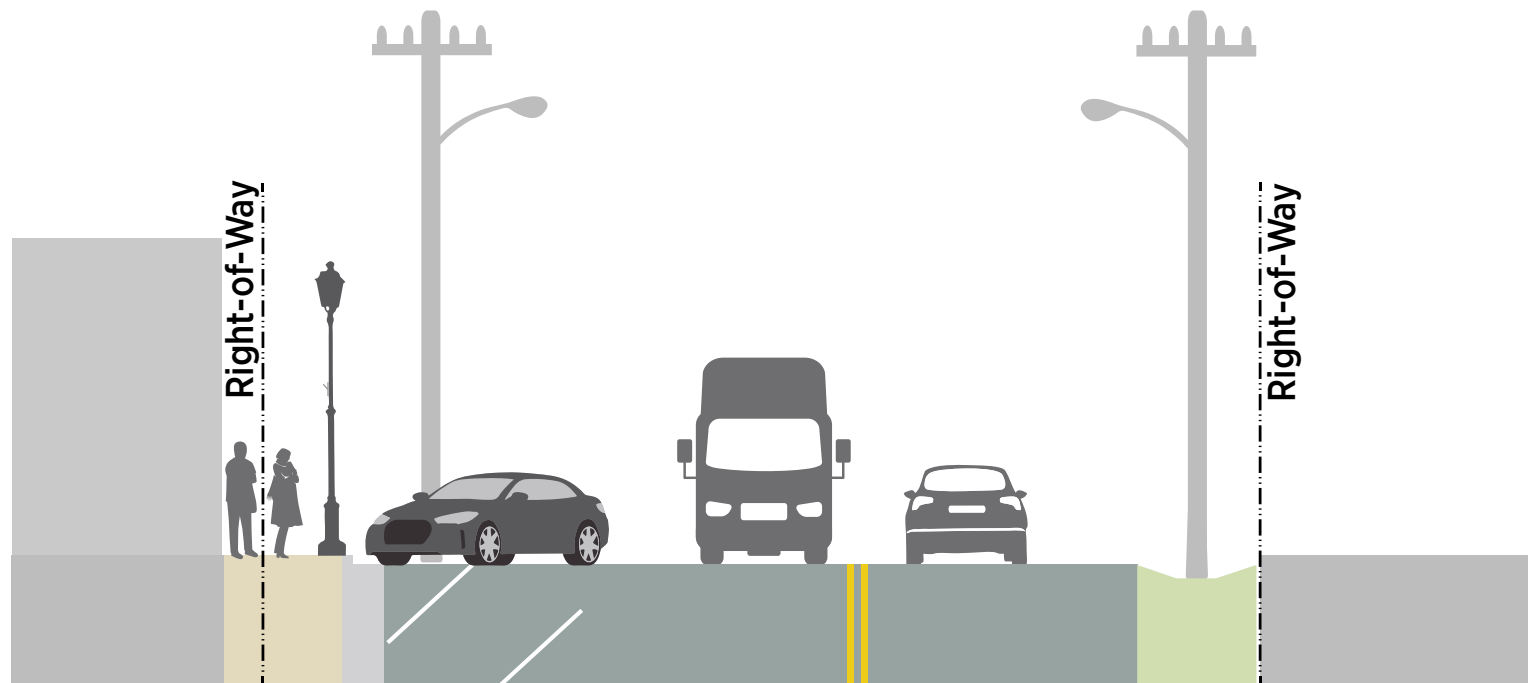


Inglewood, CA

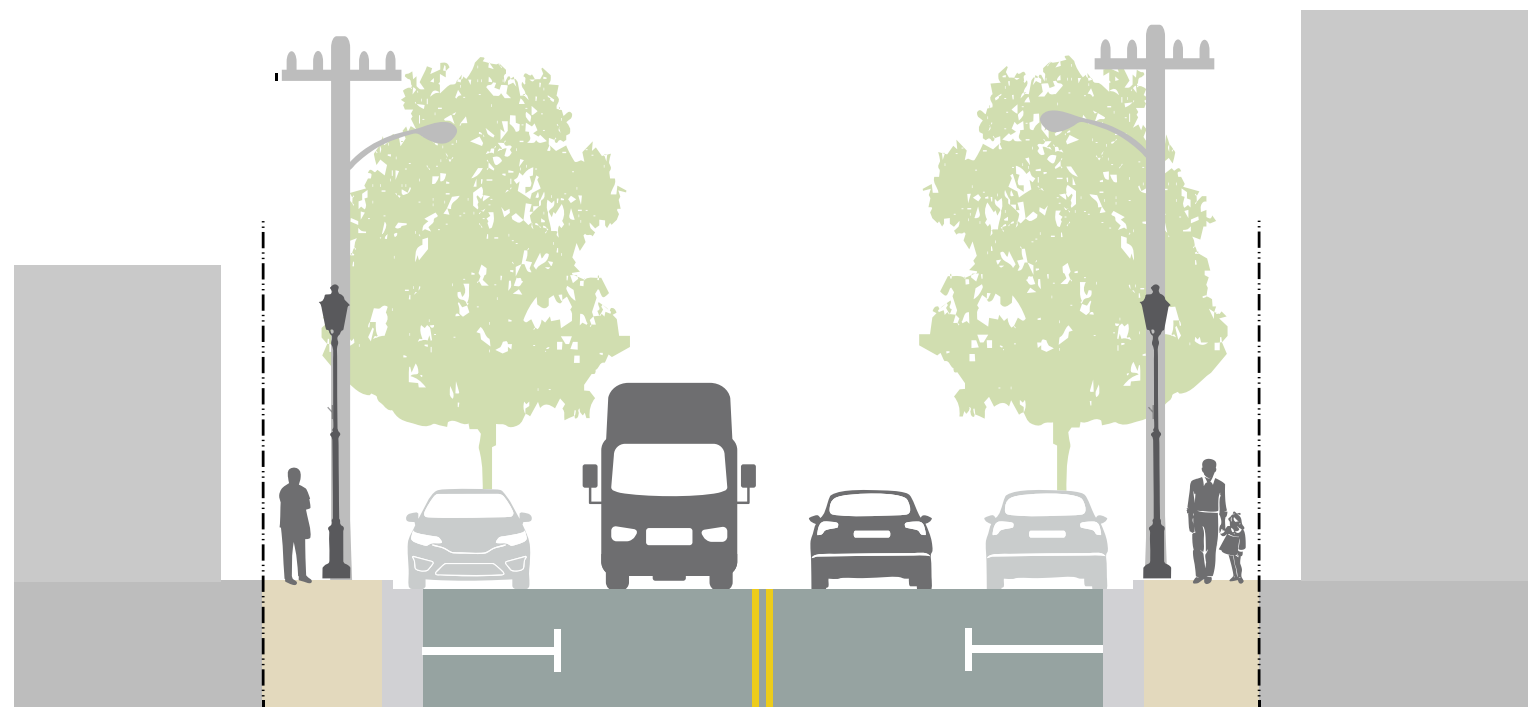


Skate Park / All Wheels Park – Lexington, NC

S Salisbury Street



Property ±6' Sidewalk +/- 11' Angled parking ±28' Travelway ±6' Drainage Swale Property



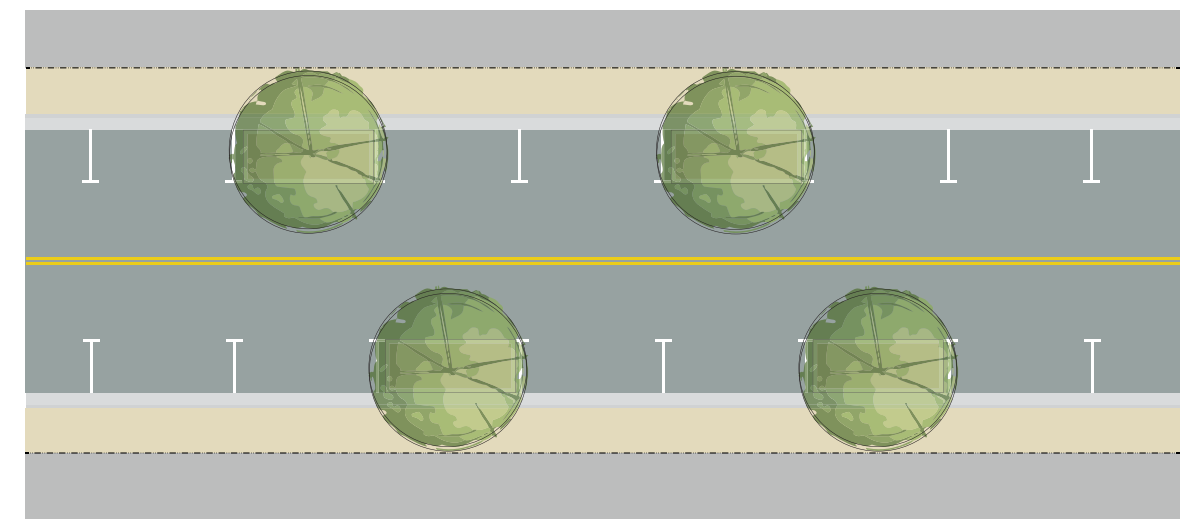
Property ±6' Sidewalk ±7' Parking/ Tree islands ±20' Travelway ±7' Parking/ Tree islands ±6' Sidewalk Property

S Salisbury Street Existing

- Head-in angled parking, sidewalk, curb and gutter on southbound side
- None on northbound side
- Wide travel lanes

S Salisbury Street Concept

- Consistent parallel parking on both sides
- 6 foot sidewalk on both sides
- Street trees possible in tree islands located in on street parking zone



Surface Parking Lot Concepts - East of Main Street

Existing



- +/- 28 spaces existing
- Public feedback suggested opportunity for future street connection from E Depot to Ken Dwiggins Drive

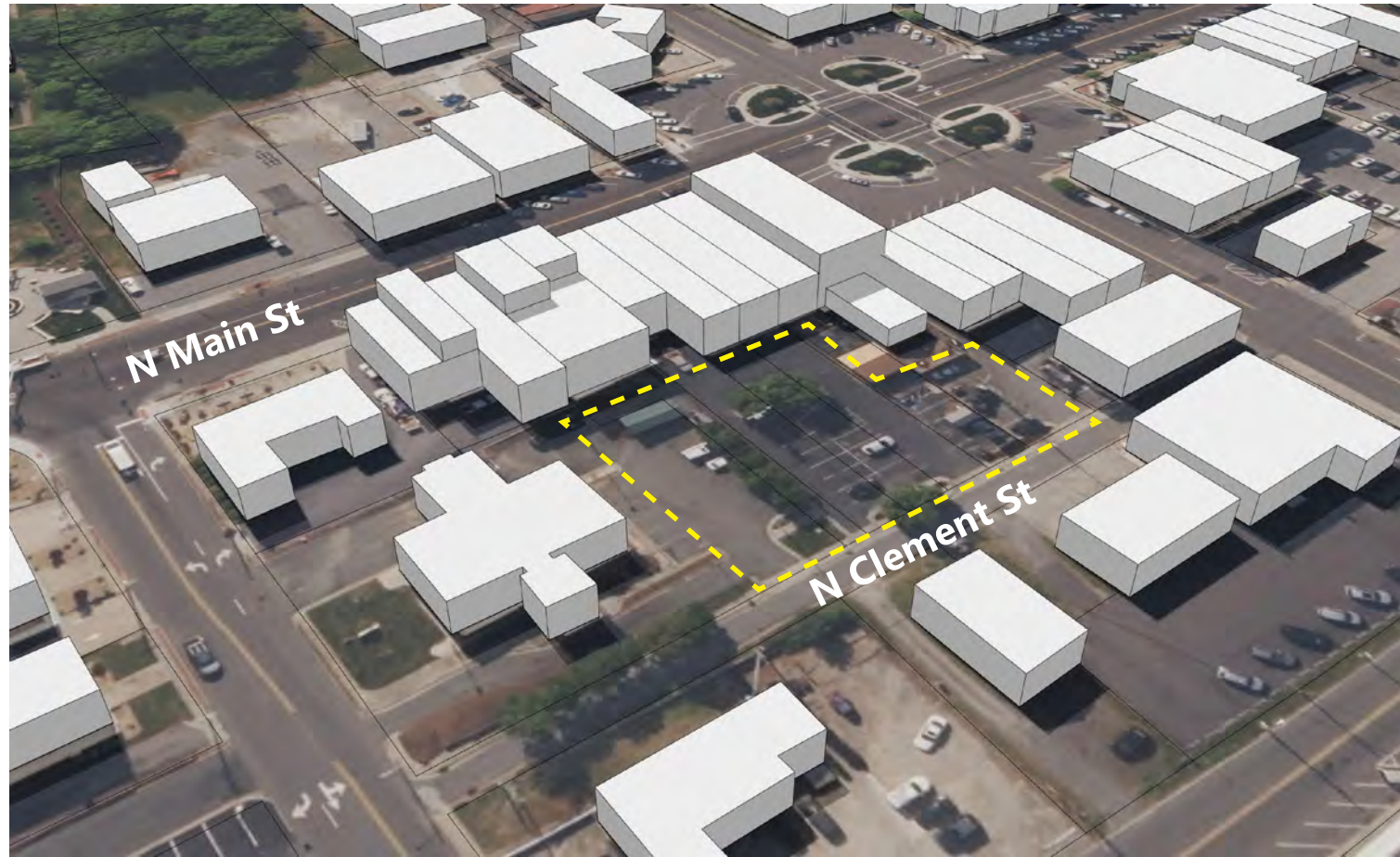
Concept



- Lot 1 - 59 spaces
- Alleyway connection to E Depot St
- Lot 2 - 71 spaces
- +/- 1/2 acre

Surface Parking Lot Concepts - West of Main Street

Existing



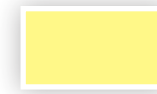
- Existing number of spaces +/- 31
- Several different property owners

Concept



- +/- 46 spaces
- New pedestrian connections to businesses

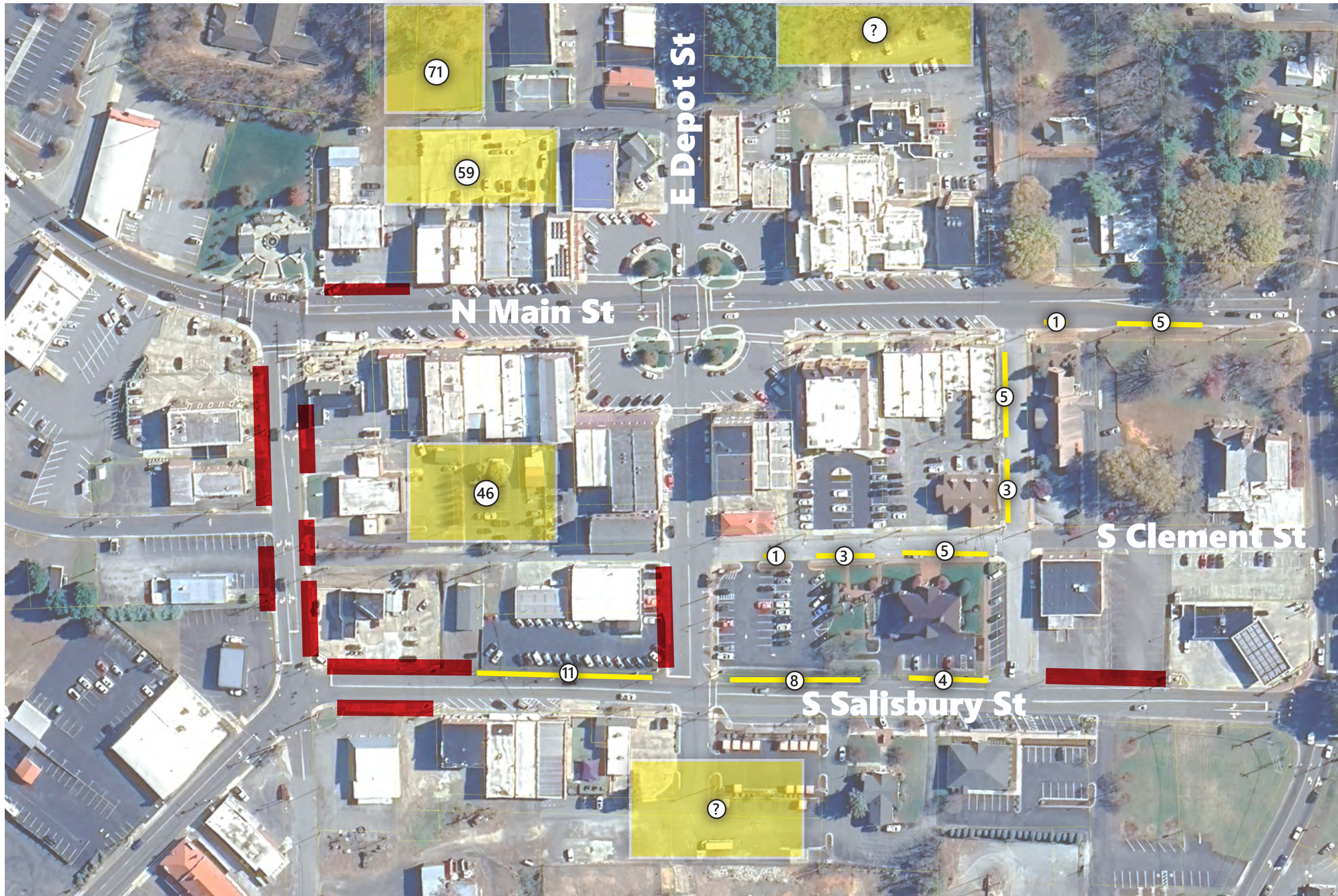
Potential Parking Opportunities



Locations & Approximate Spaces



On Street Parking Limited by Curb Cuts

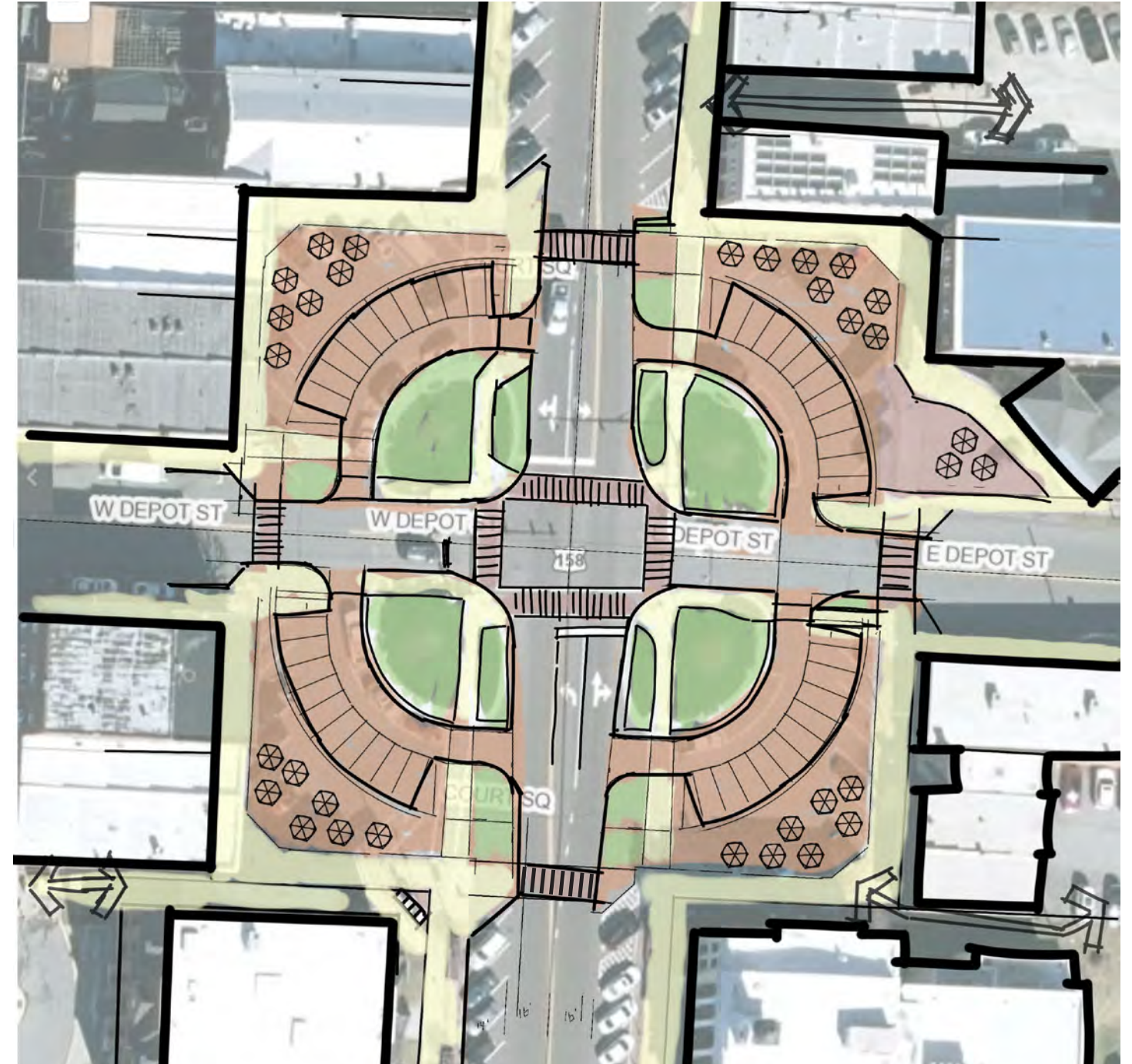


Net gain of ~163 not including Courthouse property and Energy United site

The Square



- Two-way "driveways" to access parking
- Narrow sidewalks in front of buildings
- Public feedback: Investigate making the square more pedestrian friendly while maintaining



- Convert two-way drive lane to one-way
- Change angled parking to perpendicular
- Add +/-11,000 square feet of plaza space (1/4 acre)
- Outdoor seating / dining areas
- Higher visibility pedestrian crossings

The Square - Existing



The Square - Concept Improvements

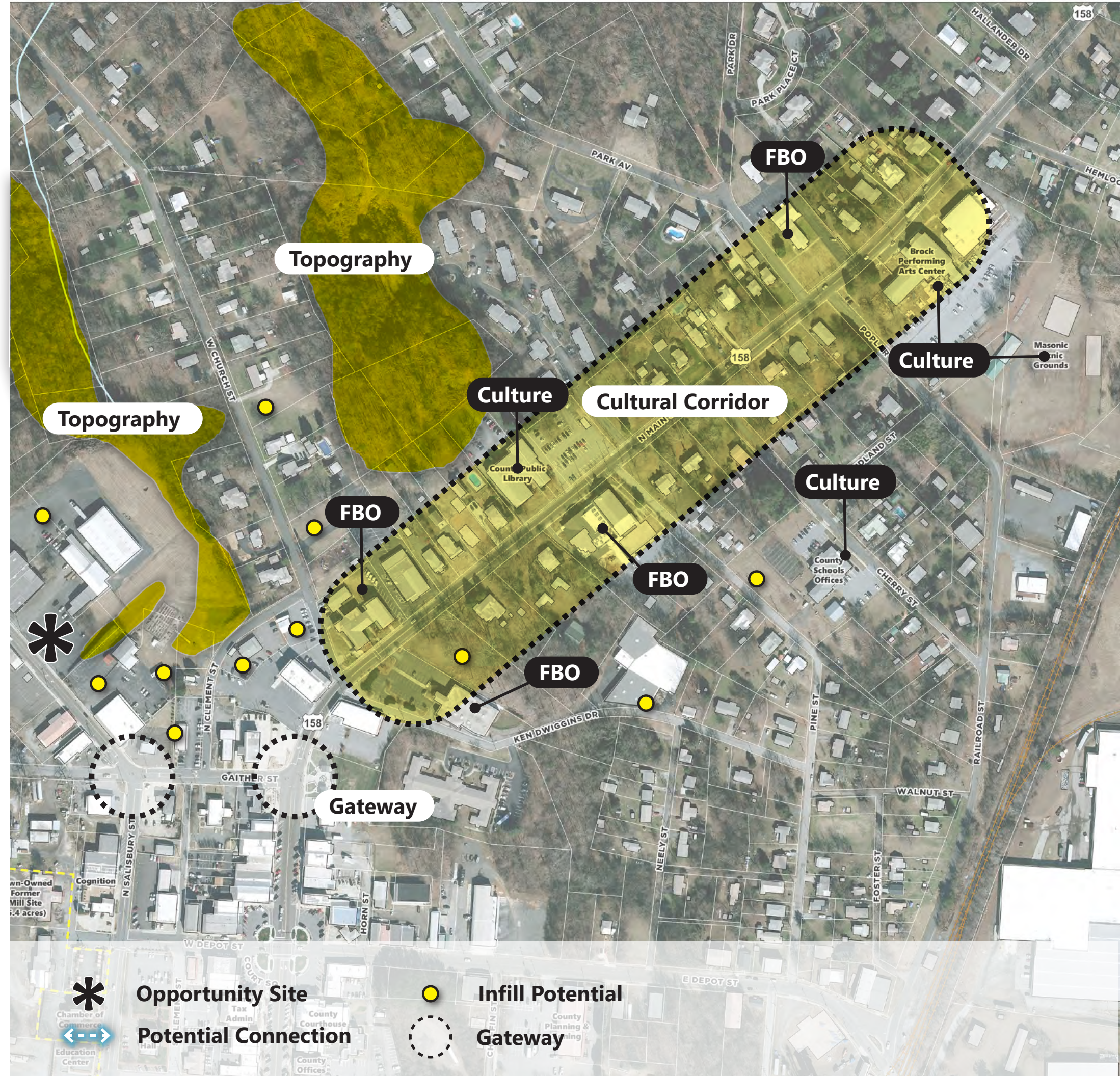


**Potential Plaza View
at The Square**



North Area

- Cultural Corridor - Connect cultural assets to downtown (e.g. Library, Brock, history trail, events)
- Create partnerships with faith-based organizations (FBO)
- Gateways: wayfinding, public art, beautification
- Infill development / housing opportunities
- Improve walkability to downtown (e.g. event shuttle, sidewalks)
- Topography challenges affect development and connectivity opportunities



North Area

- North Main St wayfinding, public art, beautification
- Expand community garden - orchard, vineyard, pavilion area
- Wilkesboro Street Infill
- Infill development / housing opportunities, leverage institutional partners
- First United Methodist Church
- First Baptist Church
- Library
- Planned Museum



Mixed Use



Live / Work



Townhouse



Duplex / Quadplex



Narrow Lot Single Family



Cottage Court



Housing Diversity & Key Design Elements

- Porches / balconies address the street
- Facade details and materials create visual interest
- Garages / parking set back, not visible
- More units promotes affordability

N Main Street Infill Site



Ken Dwiggin's Dr

First United Methodist
Church Family Life Center

N Main Street

First United Methodist Church

NOW OPEN

N Main Street Infill Site - Townhome Concept





Next Steps

- Planning Board and DMC meetings during May/June to discuss the draft Comprehensive Plan and Downtown Master Plan
- Additional community input meeting(s) in late June
- Adoption process July – September



Comprehensive Plan Update + Downtown Master Plan

Downtown Workshop #3

April 20, 2026