



EAST HUNTERSVILLE AREA DEVELOPMENT PLAN:

Huntersville, North Carolina **URBAN DESIGN ASSOCIATES**

APRIL 2007



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ADOPTED BY TOWN BOARD OF COMMISSIONERS ON APRIL 16, 2007



East Huntersville Area Development Plan

PREPARED FOR
Town of Huntersville,
North Carolina

FUNDED BY
Town of Huntersville,
North Carolina

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A special thanks to the residents of the Huntersville neighborhoods who gave their time, input and energy to this effort.

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COVER IMAGE
Intersection of Church Street and
Dellwood Drive looking northeast

ADOPTED BY TOWN BOARD OF COMMISSIONERS ON APRIL 16, 2007

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Executive Summary



THE EAST HUNTERSVILLE AREA DEVELOPMENT PLAN provides a series of development initiatives and public improvements for land east of Church Street and the north/south rail corridor, adjacent to the downtown. The unusual shape of the study area represents the inclusion of those older areas of town that have not been planned to the same extent but have been impacted, and will continue to be impacted by the surrounding growth. With this study, the Town seeks to:

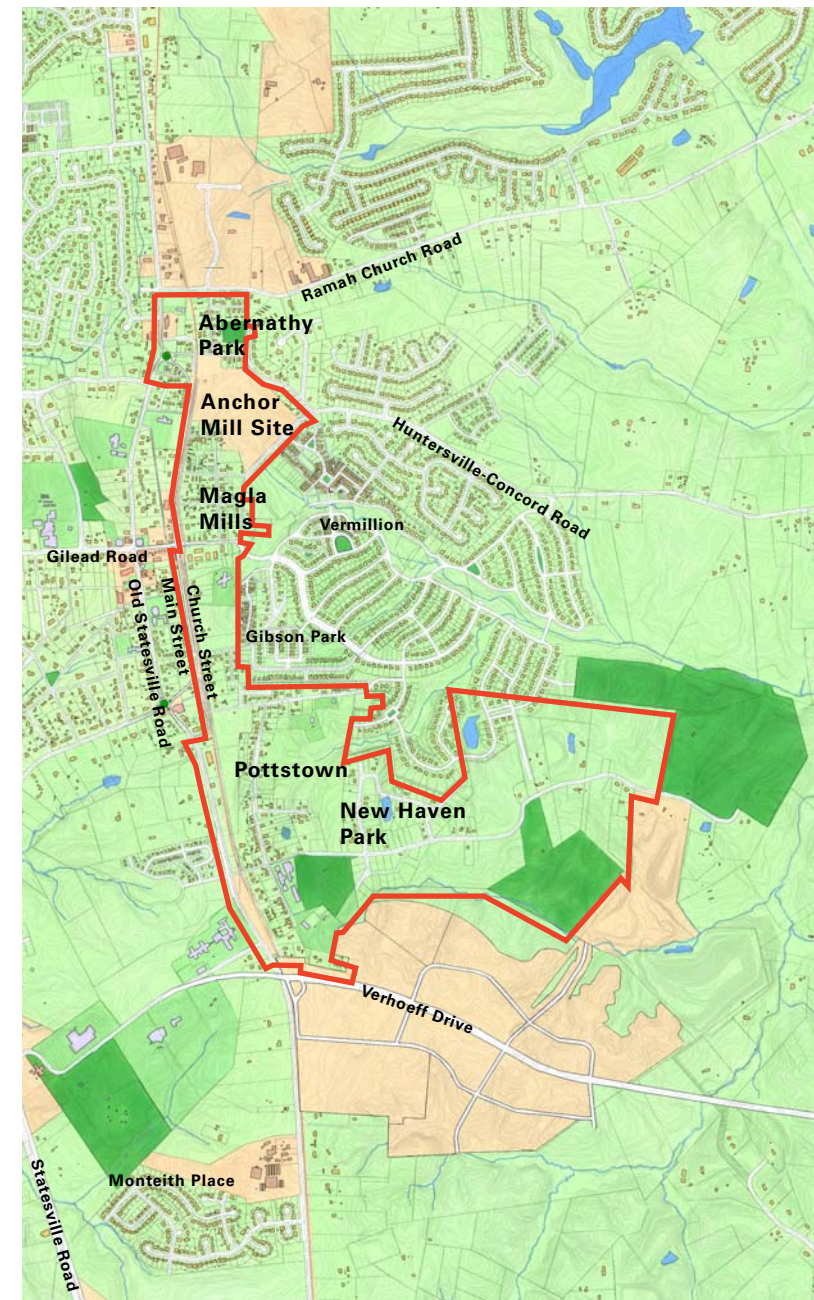
- 1 *Strengthen* and *protect* existing historic neighborhoods
- 2 *Integrate* various development initiatives with improved multi-modal circulation and access
- 3 *Explore* the potential for Transit Oriented Development
- 4 *Develop* a system of open space, trails and recreation areas.

HISTORIC COMMUNITIES

Most of the study area addresses historic neighborhoods and road corridors that are located between major new developments and growth areas. Recent rapid growth has created new development related pressures on existing communities and infrastructure. These new developments are carefully planned and proceed through an orderly review and approval process. Existing neighborhoods have not benefited from this same level of investment and design and sometimes suffer from the effects of increased development surrounding them. In this public planning process, managed by the Town of Huntersville, the pre-existing communities have been given a voice and opportunity to shape their future. Recommendations include public investment in infrastructure and the creation of private development opportunities.

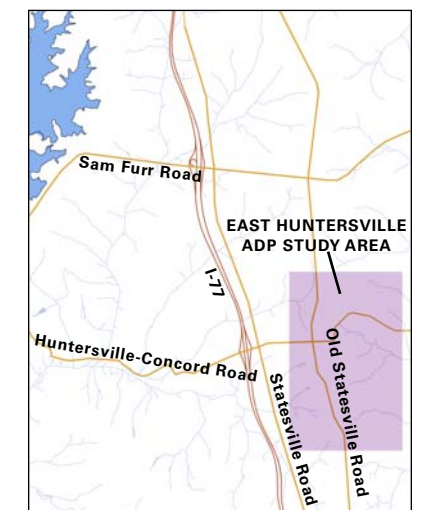
Study Area

The East Huntersville ADP study area is bounded by Ramah Church Road to the north, Old Statesville Road and Church Street to the west, Verhoeff Drive extension to the south, and Vermillion and county owned land to the north and east.



EXISTING CONDITIONS The East Huntersville Study Area and its surrounding neighborhoods

REGIONAL LOCATOR The East Huntersville ADP study area is located east of the railroad line from downtown Huntersville, near several important north-south arterials that connect Charlotte to Huntersville.



Improved Traffic Circulation

As Huntersville grows, more traffic is generated and congestion has resulted as residents, commuters and visitors attempt to drive from one destination to the next. The Town has identified deficiencies in the road network east of the railroad tracks. Within the geographic limits of this study area, opportunities for improving the road network in the Town have been explored.

Transit Oriented Development

A new commuter rail service (North Corridor Line) is planned by the Charlotte Area Transit System (CATS) for communities north of Charlotte including a new station at Huntersville-Concord Road in downtown Huntersville. This major regional investment will have a tremendous impact on the future of the East Huntersville Area Development Plan study area. The Town recognized the importance of planning for Transit Oriented Development opportunities in the station area as an important component of the area plan.

Open Space

The Town of Huntersville, in cooperation with developers, has begun to create a series of open space corridors and trails in Vermillion and adjacent areas. In addition, the town has designated land along Holbrooks Road for a future community park to complement the recently developed Waymer Center Park adjacent to the historic Torrence Lytle School. This plan explores ways to extend the open space corridors and add new parks and recreation venues.

AREA PLAN RECOMMENDATIONS

The East Huntersville Area Development Plan process identified a

series of discrete initiatives that will improve the study area and provide the vision for an orderly pattern of renewal and growth in the study area.

Roundabouts at Old Statesville Road and Main Street

The town is proposing to build two roundabouts on Old Statesville Road, one south of the downtown at the intersection of Main Street and Mt. Holly-Huntersville Road, and a second north of the downtown at the intersection of Main Street and NC 115 (Old Statesville Road). Studies have shown that roundabouts distribute traffic more efficiently than signalized intersections, thereby increasing capacity and relieving congestion. In addition to their traffic benefits, the roundabouts will serve as attractive landscaped gateways into the downtown.

Abernathy Park

Abernathy Park is known for its historic homes and town park. Recommendations include the addition of new homes, improvements to the town park including improved parking and pedestrian walks and improvements to Seagle Street as an important north/south roadway.

Anchor Mill Site and Magla Mills Neighborhood

The Anchor Mill property is a vacant, town-owned site adjacent to the Magla Mills neighborhood, just north of the downtown and close to the future commuter rail station at Huntersville-Concord Road. The Anchor Mill site and parts of the Magla Mills neighborhood are proposed to be redeveloped as a mixed-use transit oriented neighborhood including a variety of single and multi-family residential housing types such as apartments, live work units, condominiums

and detached single family homes. These housing types will exist within walking distance of commercial and retail development.

Rail Corridor

Church Street will be improved and extended to create an important north/south roadway in Huntersville. Main Street and Church Street will be landscaped and homes developed on vacant parcels to create an attractive corridor for motorists, pedestrians and rail commuters.

Pottstown

Street improvements are recommended in Pottstown to improve safety, drainage and the appearance of the neighborhood. Renovation and reuse of Torrence-Lytle School is recommended to preserve the historic structure and provide new housing and community space.

New Haven Park

Storm water and sanitary sewers should be extended to New Haven Park and east of this area to permit the development of new residential neighborhoods to the north and south along Holbrooks Road. This area should be connected by a new north/south road that extends from Verhoeff Drive north to Huntersville-Concord Road.

Open Space

Landscaped ravines and trails should connect from Vermillion into Anchor Mill, Pottstown and New Haven Park to create a continuous greenway trail system. A new Town park and smaller neighborhood parks are also planned along the Holbrooks Road corridor to provide recreation space for adjacent residential areas.

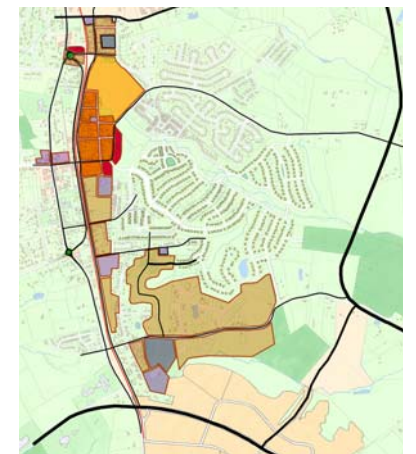


Diagram showing the initiative areas on which the Master Plan focuses. These initiative areas include both physical neighborhoods and corridors, in addition to general directives, like linking open space.



Frameworks Diagram showing improvements to open space network through a system of parkways and trails, including formalized and more natural open spaces.



(1) PROPOSED DEVELOPMENT FOR THE ANCHOR MILL SITE View looking southeast of new mixed-use development integrated into existing Magla Mills neighborhood



(2) PROPOSED RAIL CORRIDOR IMPROVEMENTS Residential infill and redesign of the Main and Church street sections and landscaping emphasize the rail corridor as an important asset to the town (view looking north)



ILLUSTRATIVE MASTER PLAN The design initiatives proposed through the public process



(3) PROPOSED IMPROVEMENTS TO POTTSTOWN NEIGHBORHOOD Renovation of existing houses and improvements including curbs, gutters, sidewalks, landscaping and street trees



(4) PROPOSED RENOVATION OF TORRENCE-LYTTLE SCHOOL Conversion of abandoned school into possible senior housing with mixed-use component to serve the neighborhood

Previous Planning Efforts

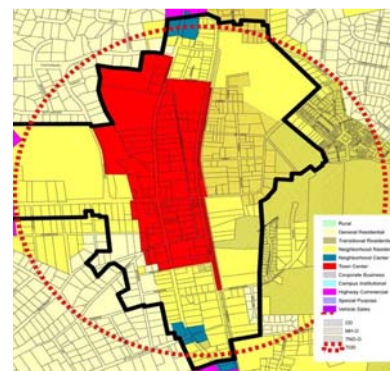
THE EAST HUNTERSVILLE AREA DEVELOPMENT PLAN is closely tied to several planning studies that preceded it and builds upon many ideas and initiatives that emerged from those planning efforts.

In 1996, the Town of Huntersville adopted aggressive development codes and policies that fundamentally changed the way the town would develop. The codes embraced a Smart Growth policy of focusing on development in specific areas of the Town. Land uses for the East Huntersville study area are delineated in the Huntersville Zoning Map.

The East Huntersville study area is immediately adjacent to or was partially included in several previous studies including the Huntersville Downtown Master Plan, the Gilead Road/US-21 Transportation and Land Use Vision Small Area Plan, the Vermillion Master Plan and subsequent updates, the Anchor Mill Site Study by Duany Plater-Zyberk & Company and the North Mecklenburg Industrial Park along Verhoeff Drive to the south.

The rail corridor is part of a regional commuter rail initiative developed by CATS that is in planning and implementation. A commuter rail station will be located just north of the intersection of Main Street and Huntersville/Concord Road in the study area. The East Huntersville Area Development Plan will further guide planning work for CATS by presenting a community vision for the rail corridor and station area.

The town has explored new regional road corridors as part of an overall transportation framework for East Huntersville. The recommendations for the Asbury Chapel Extension are incorporated into this study.



1. DOWNTOWN PARKING STUDY Effort by the Planning Department staff to inventory existing parking and suggest strategies to accommodate future demand



2. HUNTERSVILLE DOWNTOWN MASTER PLAN Adopted by Town Board on Feb. 6, 2006



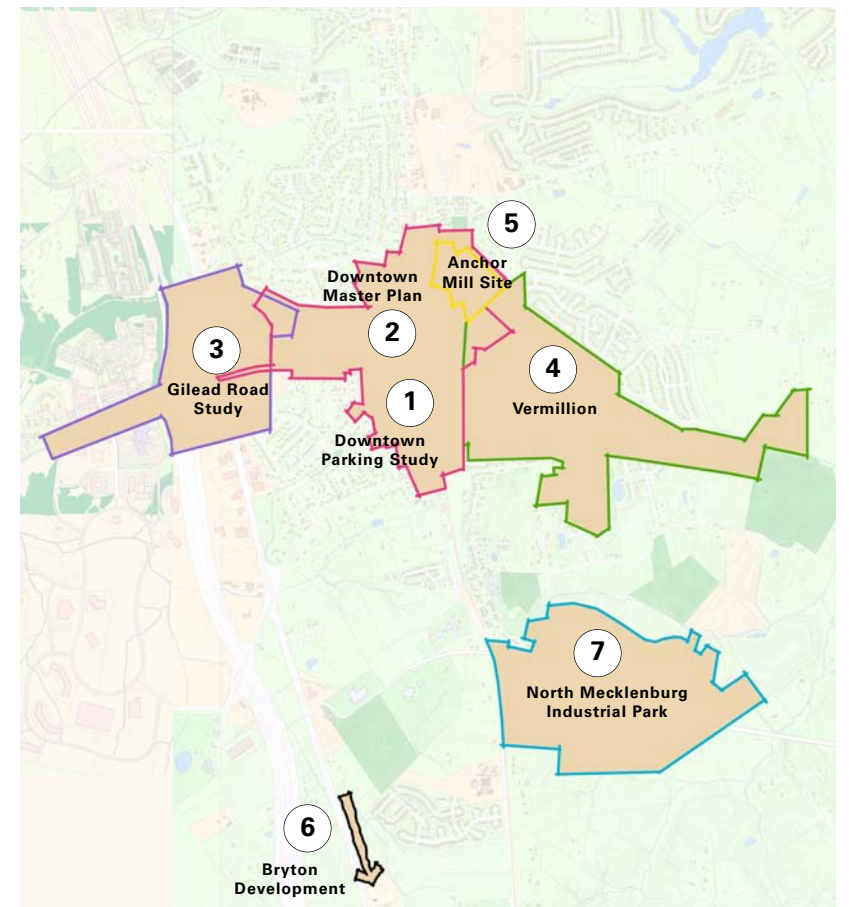
3. GILEAD ROAD STUDY UDA proposal for intersection at US 21



4. VERMILLION MASTER PLAN Neighborhood plan developed by DPZ



5. ANCHOR MILL SITE STUDY DPZ study and proposal for mixed-use development



6. BRYTON DEVELOPMENT New TOD approved by Town Board on Oct. 16, 2006



7. NORTH MECKLENBURG INDUSTRIAL PARK 126 acre property whose first tenant began operations in 2006

Process and Analysis

THE EAST HUNTERSVILLE AREA DEVELOPMENT PLAN was developed in an open and inclusive process. The public process became the foundation for building consensus and forging a vision for the future. The open process helped to assure that this Plan is a manifestation of the diverse opinions of the neighborhoods and represents a consensus vision for the community.

The Area Plan process was guided by a Steering Committee. The Steering Committee consisted of residents, property owners and business owners. The Steering Committee provided input to the planning team at important points in the process. In addition, the planning team solicited input from the general public through public meetings and open houses.

The first phase of the planning process took place from August to September 2006 and was dedicated to analyzing the study area and gathering input from stakeholders. The planning team collected both hard data and soft data. Hard data consists of mapping, photography and analysis of the physical conditions of the community. Soft data consists of the stories, the culture and the aspirations of the stakeholders. All participated in 'dotmocracy,' a process where the strengths and weaknesses of the community and the surrounding areas are physically identified with dots on maps. The resulting patterns helped the planning team identify what elements should be supported and built upon, as well as which parts of the community are liabilities to be addressed in the plan.

The second phase of the process was highlighted by a week-long design charrette held at the end of September 2006. During the charrette, the planning team met regularly with stakeholders and the Steering Committee and generated design alternatives for the future to explore with the community. This charrette culminated in a public

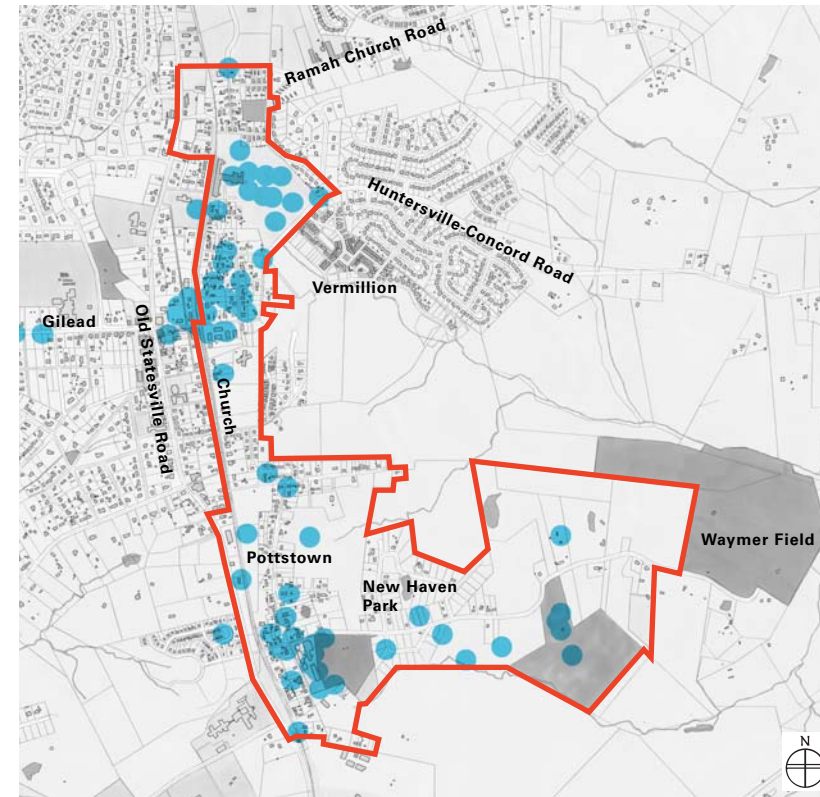
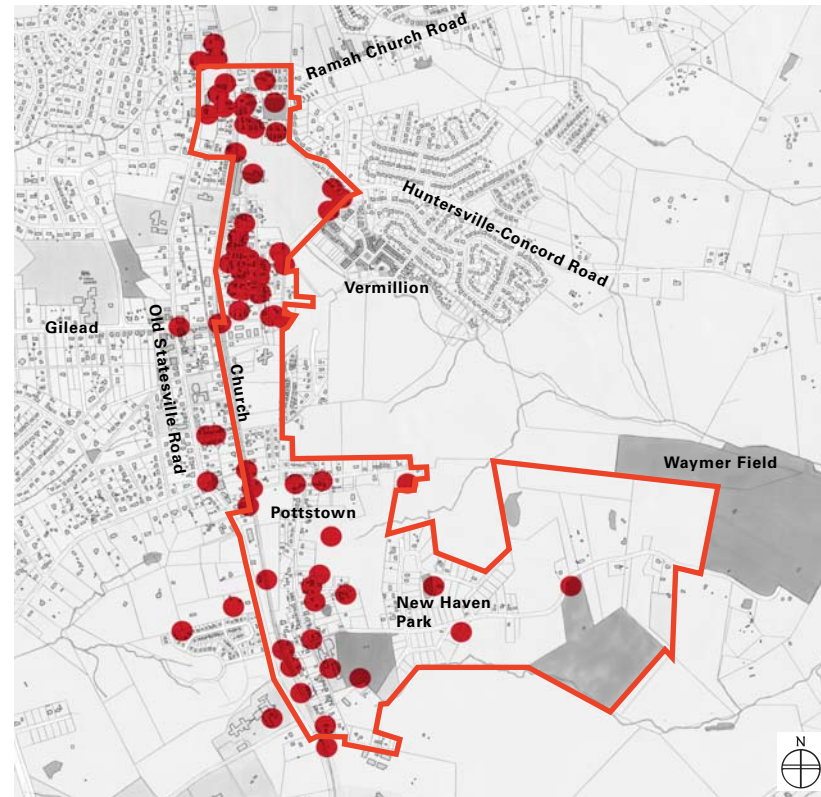
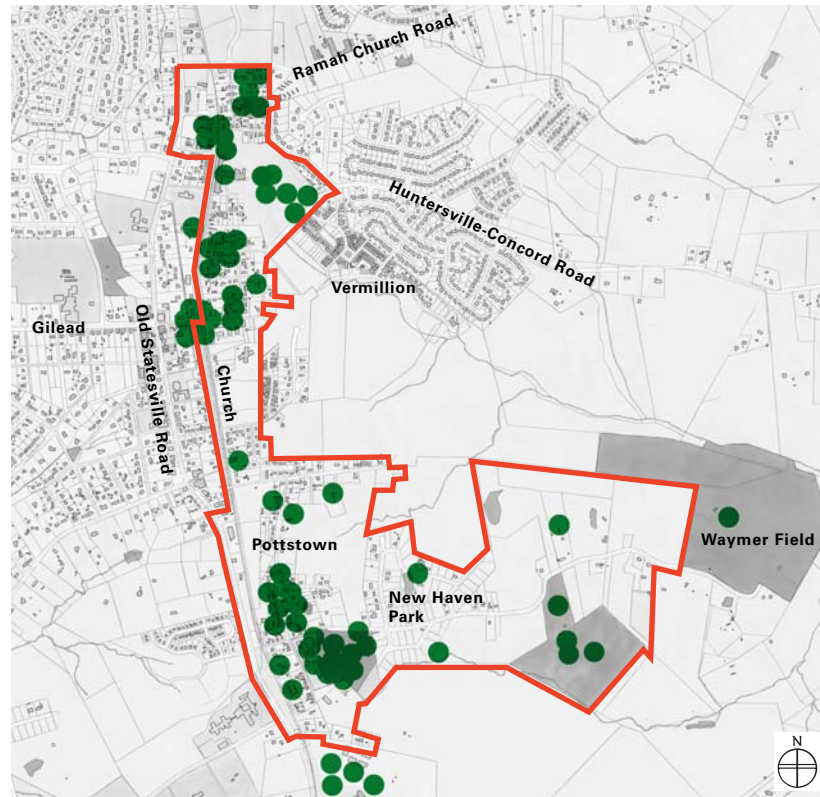
meeting where alternatives were presented. The public was then asked to comment on the alternatives in order to further shape the Plan.

Throughout the fall, town staff reached out to community groups and gathered input on the charrette ideas. Beginning in October 2006, the planning team, together with the Steering Committee and town staff, refined the Plan and produced a draft report for public review in January 2007. A final draft report was then presented to and endorsed by the Planning Board on March 27, 2007 and finally adopted by the Town Board on April 16, 2007.



PUBLIC PROCESS The planning process engaged many residents of Huntersville, as well as civic leaders and local business owners





STRENGTHS

- Central location within surrounding region
- Proposed commuter rail connection to Charlotte
- Ample space for new development within the town
- Established residential community with unique neighborhoods and rich history
- Network of green and open spaces throughout the city



WEAKNESSES

- General lack of infrastructure including sewer and storm water management
- Absentee ownership of properties and dilapidated trailer homes
- Poor connectivity within the street system causing inefficient traffic flows
- Lack of transit system and poor regional connectivity



VISIONS

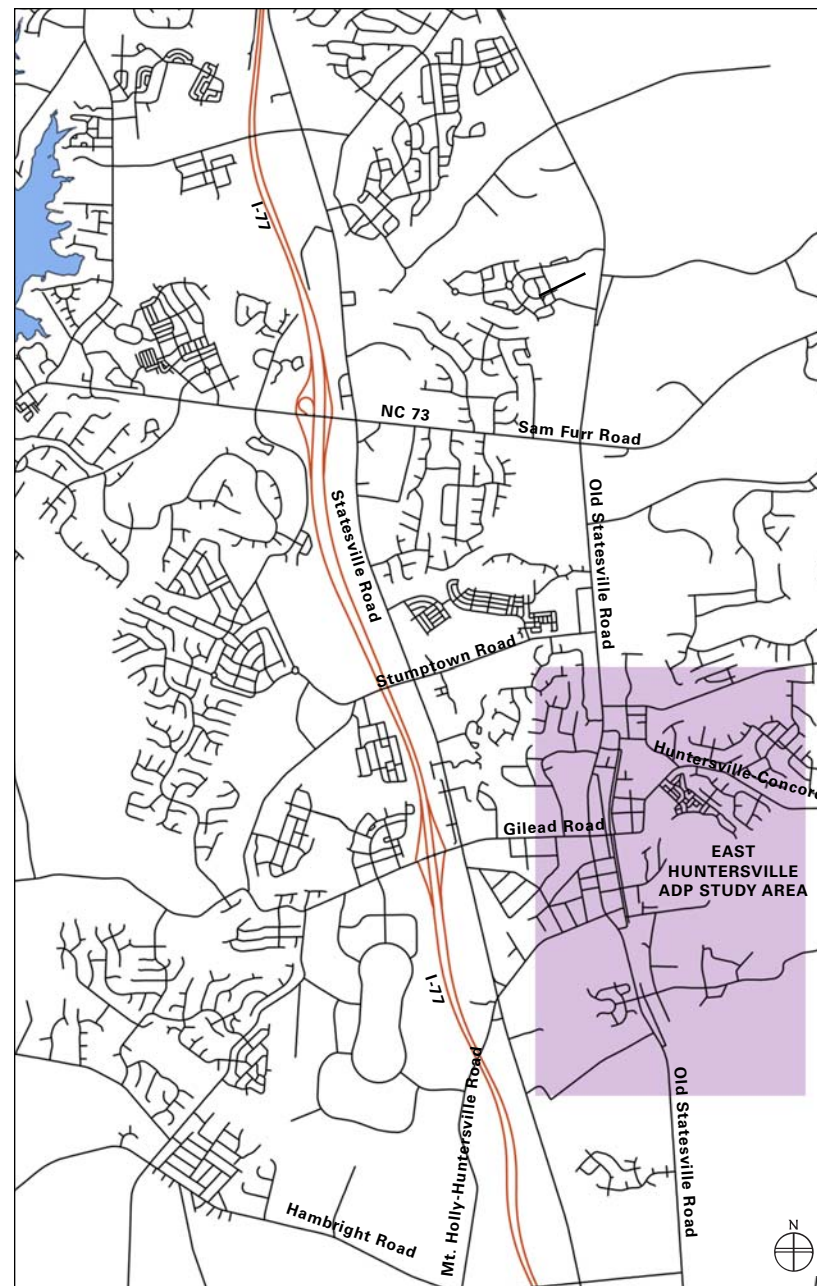
- Create a well balanced community where people can live, work, and play
- Develop affordable housing stock with a range of housing types for senior citizens
- Preserve the unique character of the various neighborhoods
- Enhance regional connectivity through rail and improved automobile traffic
- Develop neighborhood oriented retail like grocery stores, etc.



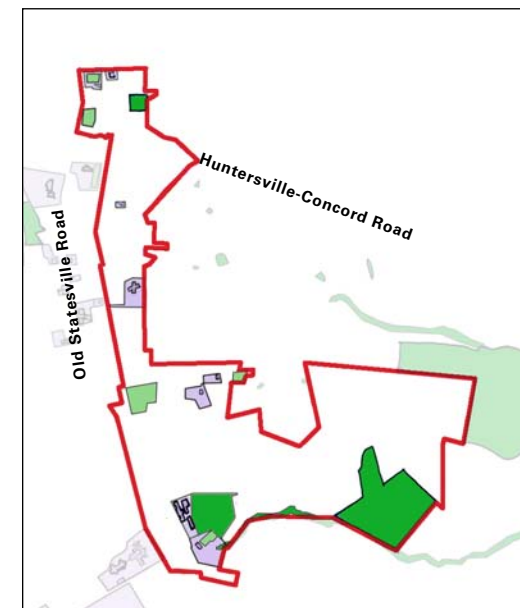
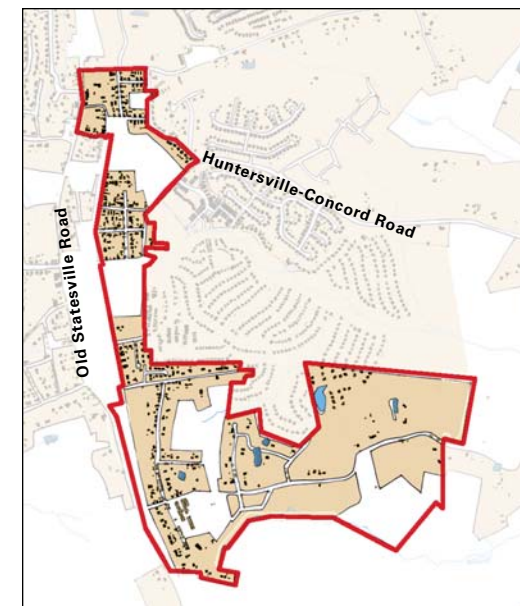
Urban Form

The consultant team collected hard data in order to better understand the study area, as well as to illustrate to residents the assets and natural patterns found throughout the community. A UDA X-Ray® drawing isolates a physical element of land uses, such as streets, for example, to illustrate patterns and opportunities difficult to perceive when combined in a single drawing. By studying various natural and man-made systems, the underlying patterns, problems, and opportunities of a project area are revealed. Often from these patterns, the beginnings of strategies and solutions emerge.

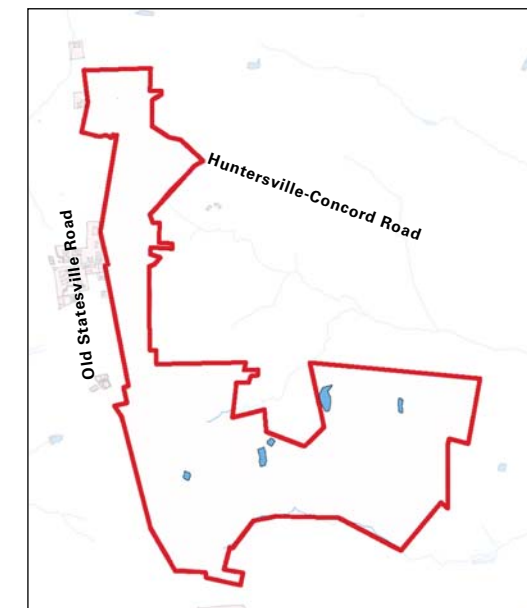
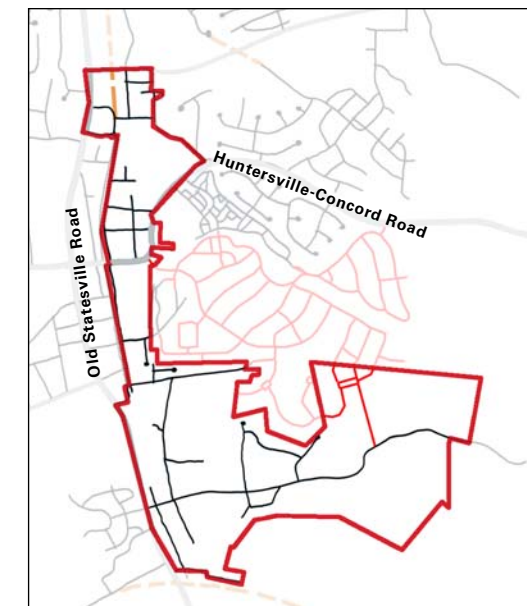
The X-Rays reveal a predominantly residential area that lacks sufficient road infrastructure and community services. There are two town parks in the study area, but the pattern of interconnected open space is incomplete.



REGIONAL HIGHWAYS AND ARTERIALS X-RAY The East Huntersville Study Area is located east of several important north-south arterials that connect Charlotte with its northern neighbor, including I-77 and the railroad. Statesville Road and I-77 were built as successive bypasses for the arterials to the east. However, no north/ south arterials exist east of Old Statesville Road in the study area.



RESIDENTIAL SETTLEMENT X-RAY (TOP) The study area is primarily residential
INSTITUTIONS, PARKS, AND OPEN SPACE X-RAY (BOTTOM) Open space in the study area is disconnected



STREETS X-RAY (TOP) Street pattern within the study area is disconnected and lacking north/ south connectors
COMMERCIAL X-RAY (BOTTOM) Commercial uses are absent within the study area boundaries and neighborhood service needs are not being met.

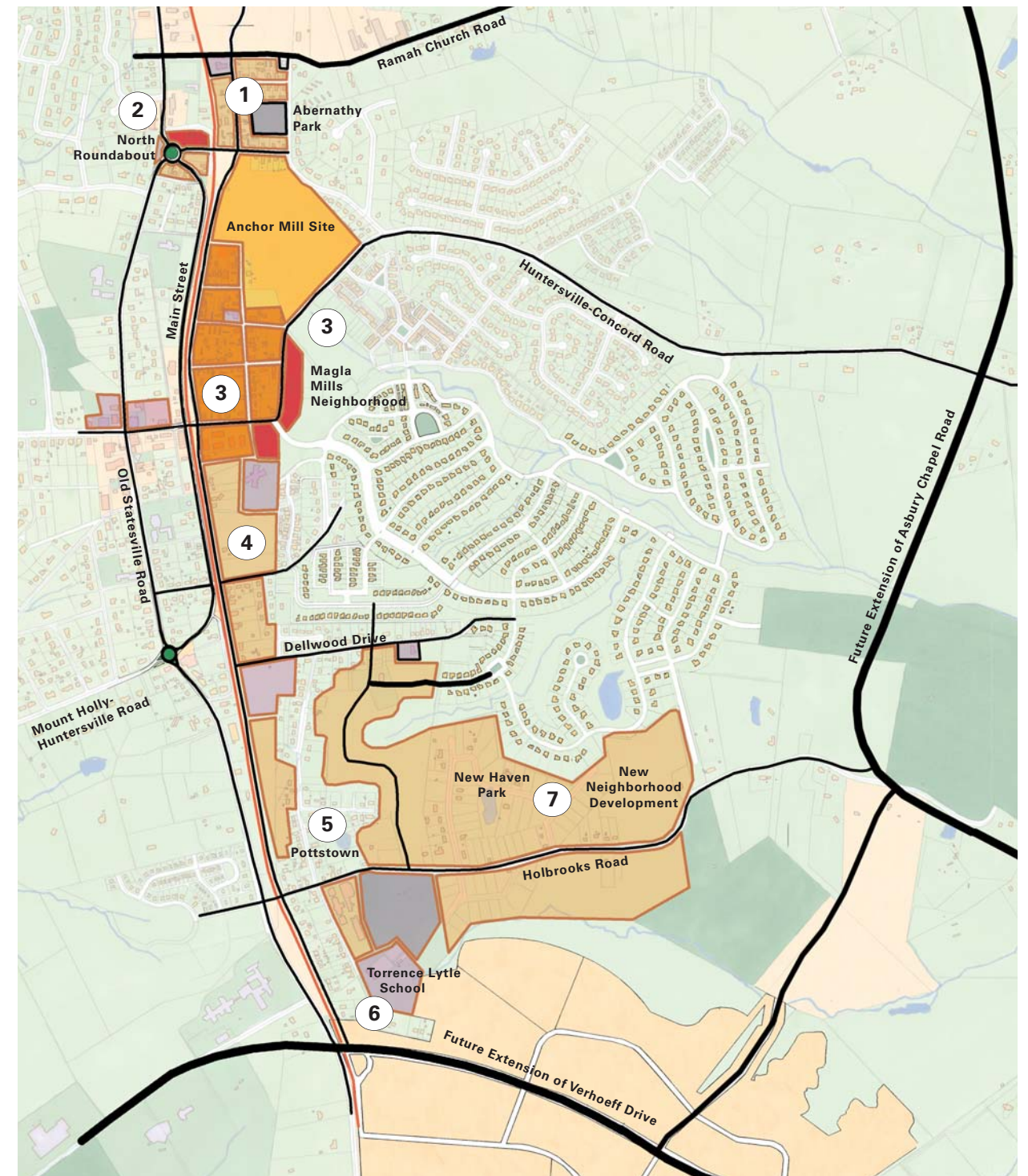
Initiative Areas

THE FOLLOWING SECTION describes the East Huntersville Area Development Plan recommendations in detail. These initiatives emerged directly out of the public process as overall areas of concern or as areas identified for study by stakeholders and participants in the process. Each initiative is envisioned to build upon the existing strengths of the study area and to capture the public's vision for the community.

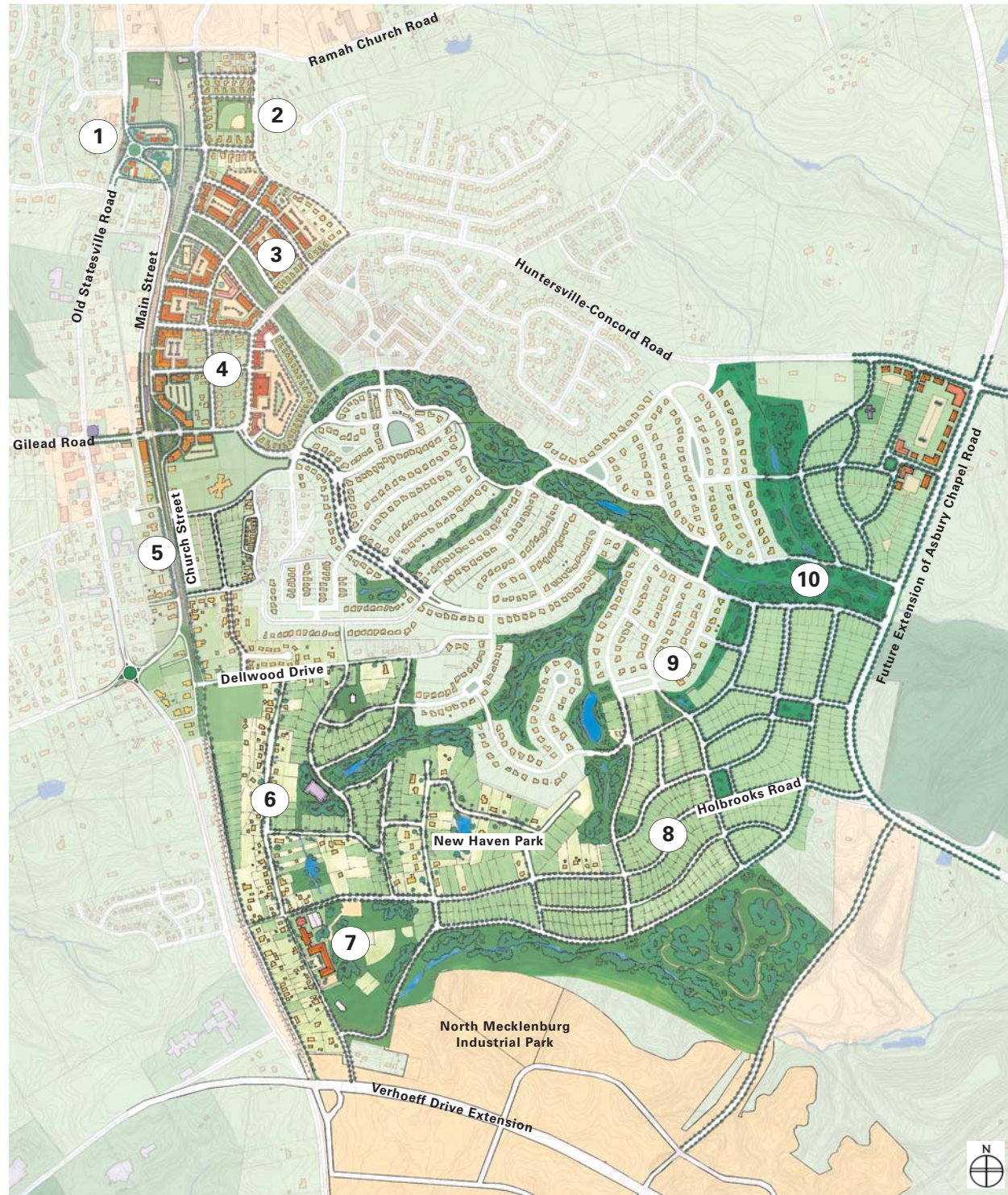
The Plan describes both public and private actions designed to leverage the most value. Public actions include investment in infrastructure and participation in the reuse of historic structures. Private actions include investment in existing properties and development of land made attractive and more valuable by public improvements in infrastructure.

These initiatives can be implemented over a number of years, based on funding availability and community priorities. Some traffic related improvements are already funded and others have just been identified and are subject to the funding process. A schedule for implementation can be found on page 27 of the study.

INITIATIVE AREAS
1 Abernathy Park and Neighborhood
2 North Roundabout and adjacent land uses
3 Anchor Mill Site and Magla Mills Neighborhood
4 Improvements to Church Street, Seagle Street, and the Rail Corridor
5 Pottstown infrastructure improvements
6 Reuse of Torrence Lytle School buildings
7 New neighborhood development along Holbrooks Road



INITIATIVE AREAS The initiative areas were developed in direct response to community input regarding study area strengths, weaknesses and priorities.



ILLUSTRATIVE PLAN The master plan focuses on street and pedestrian network design, linkage of greenways and open space, as well as redevelopment and new development initiatives throughout the study area.



NEW NEIGHBORHOODS Development east of New Haven Park



ANCHOR MILL SITE New development and integration into existing Magla Mills neighborhood

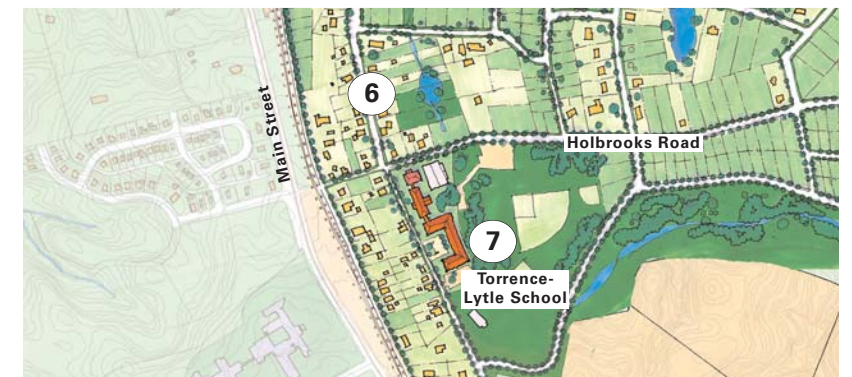


RAIL CORRIDOR two-way pair, and treatment of Main and Church Streets

- KEY DIRECTIVES OF THE AREA DEVELOPMENT PLAN**
- 1 Build the north roundabout on Old Statesville Road as a gateway public space with adjoining residential and commercial development
 - 2 Improvements to Abernathy Park including infill housing
 - 3 A new Transit Oriented Development on the Anchor Mill Site
 - 4 Redevelopment and conservation in the Magla Mills neighborhood
 - 5 Street and landscape improvements to Church Street and infill housing along the rail corridor
 - 6 Street improvements and infill housing in Pottstown
 - 7 Reuse of the historic Torrence-Lytle School buildings
 - 8 Extend utilities to open up new neighborhood development along Holbrooks Road
 - 9 New street connections to improve town-wide access in East Huntersville
 - 10 New open space connections for trails and recreation



ABERNATHY PARK neighborhood, surrounding area, and north traffic circle



POTTSTOWN NEIGHBORHOOD revitalization of neighborhood and renovation of Torrence-Lytle School

Street and Open Space Framework Improvements



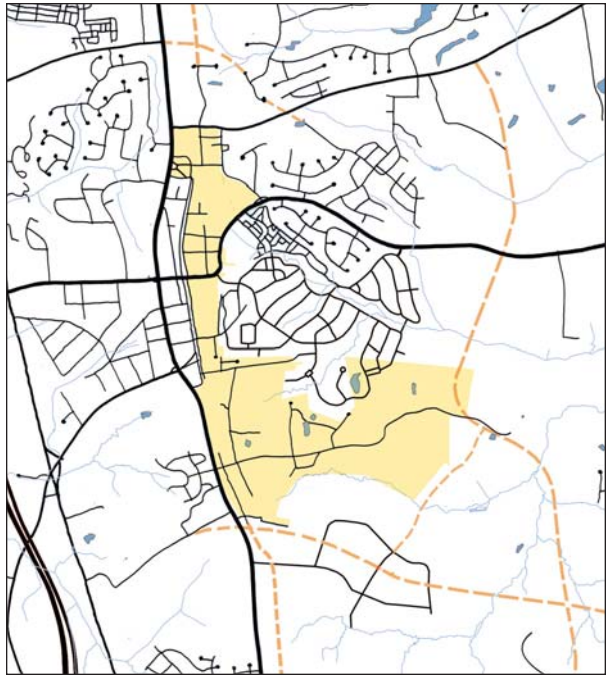
DESIGN PROPOSAL Illustrative Plan highlighting the street and open space frameworks

OPEN SPACE FRAMEWORK IMPROVEMENTS

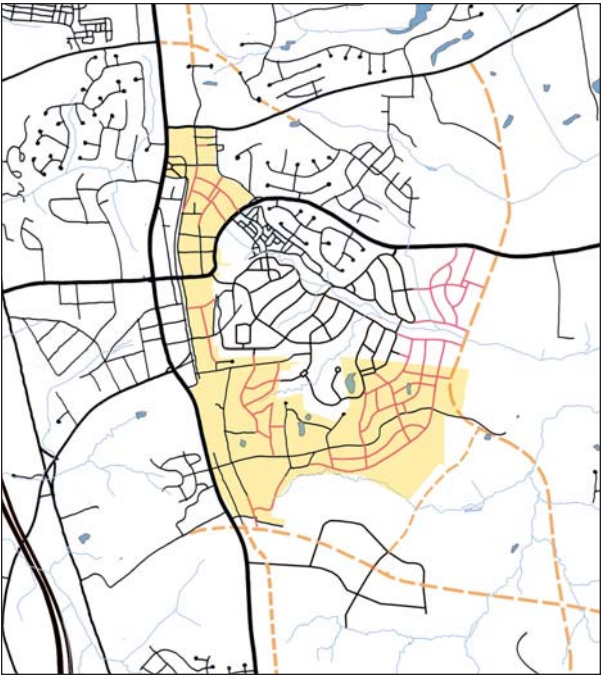
As rural land develops, the watersheds and ravines will remain undeveloped and provide a continuous pattern of open space for recreation areas and trails. This pattern started in Vermillion and will be extended into adjacent new development areas. The Town's greenway system will be extended to connect to new neighborhoods and parks. This system of open space will be a valuable amenity to residents of East Huntersville.

STREET FRAMEWORK IMPROVEMENTS

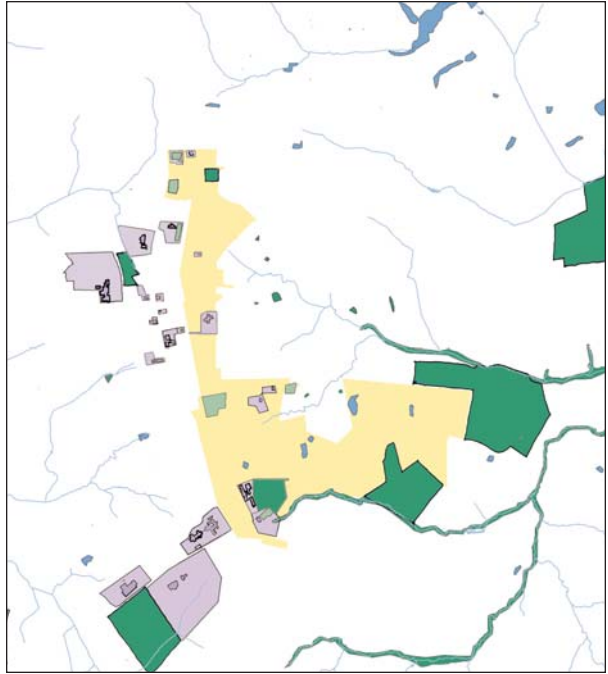
New development in East Huntersville will enable the town to incrementally build town-wide street connections. These new connections will improve mobility between neighborhoods and throughout the area. The Town's policy of interconnecting subdivisions is critical in East Huntersville. Vermillion will be connected south to new residential areas along Holbrooks Road and northwest across Huntersville-Concord Road into the Anchor Mill site. New connections created by infill development will link Pottstown to Vermillion. Church Street will be extended north and south to create a new continuous corridor. In the more distant future, a new Asbury Chapel Road extension will provide regional connections through the eastern part of the study area.



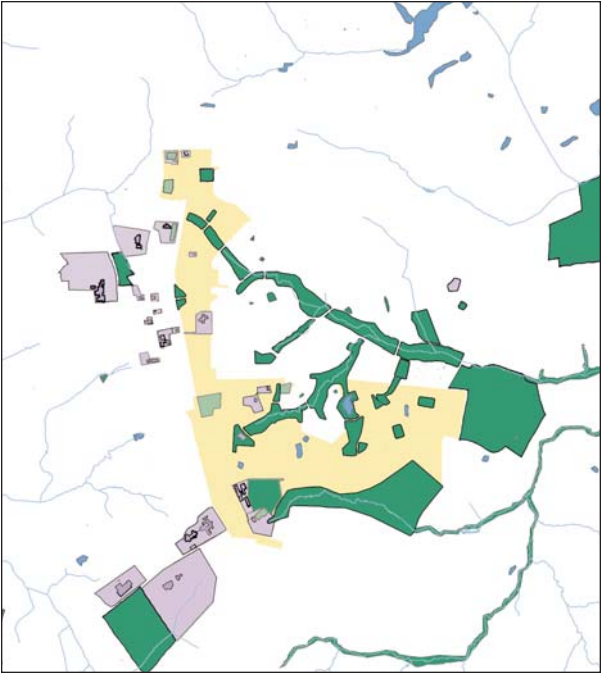
EXISTING CONDITIONS X-Ray illustrating the existing and approved street network in the study area



DESIGN PROPOSAL X-Ray illustrating the new proposed street network in pink and the improved connections in the study area



EXISTING CONDITIONS X-Ray illustrating the existing pattern of open space and institutional land

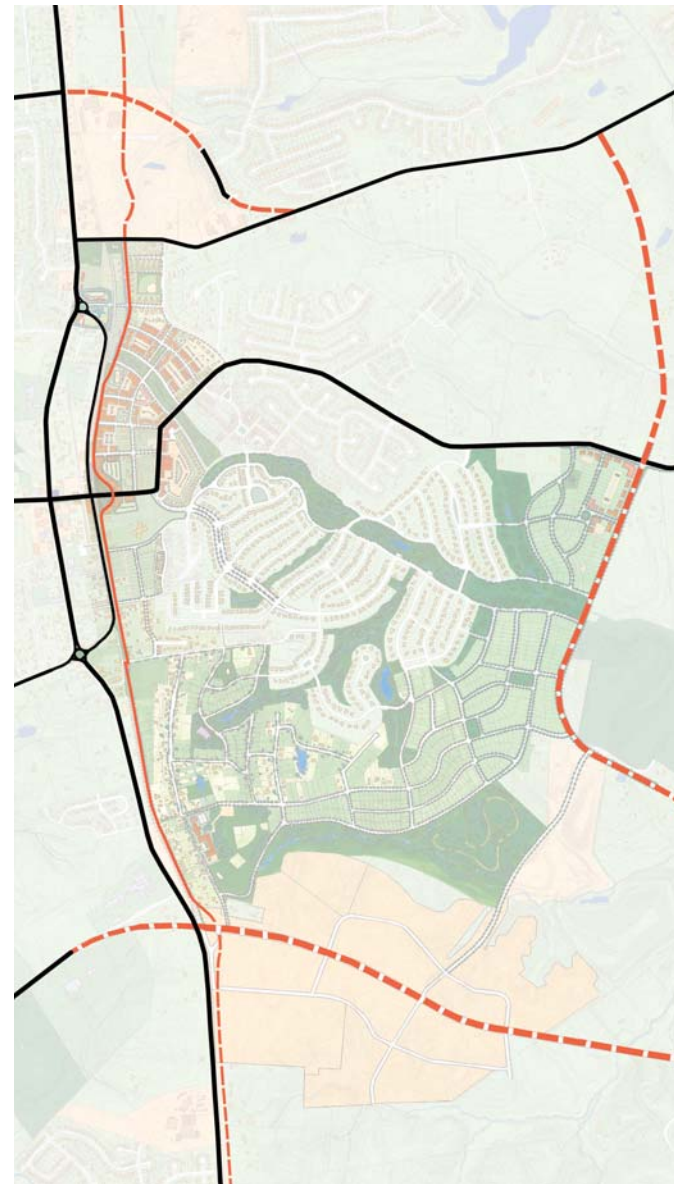
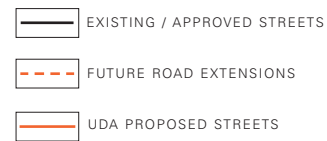


DESIGN PROPOSAL X-Ray illustrating the improved open space network, which capitalizes on and links into greenways and natural resources

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STREET HIERARCHIES

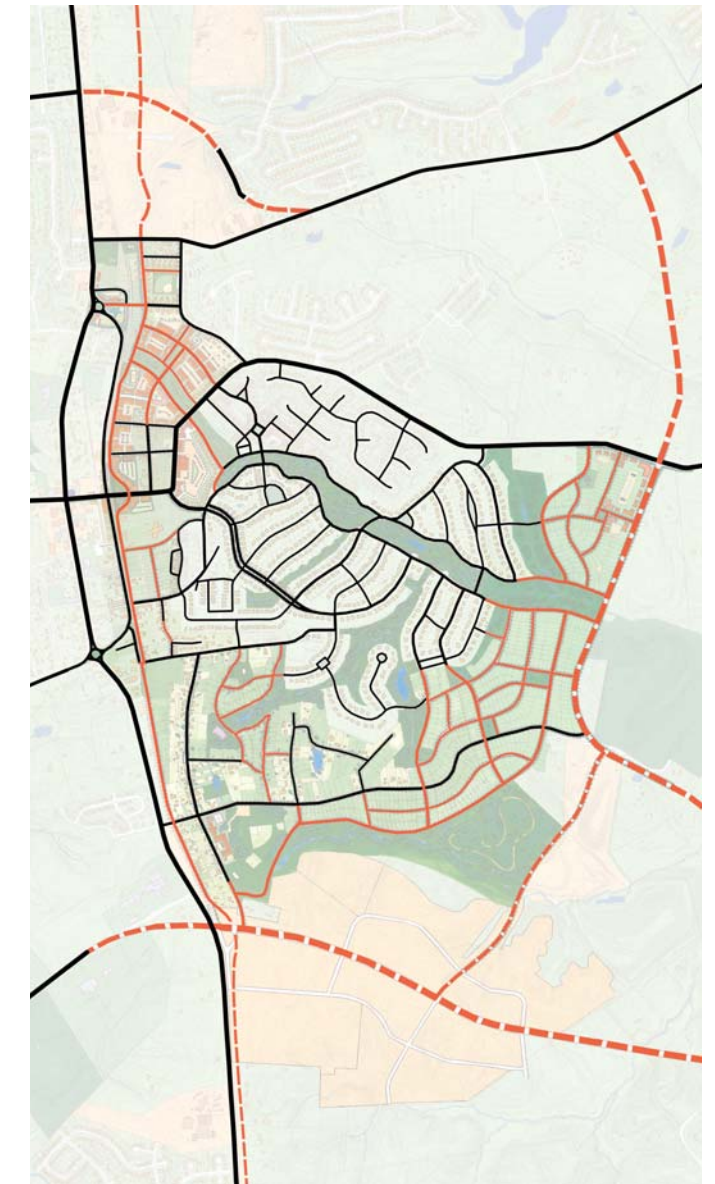
The new framework improvements outlined in this plan are enriched by a variety of clear street hierarchies. At the highest level are the primary collectors, which provide major thoroughfares for higher volumes of traffic. Primary collectors, such as Old Statesville Road, Church Street, Ramah Church Road, Huntersville-Concord Road, Verhoeff Drive extension, and the Asbury Chapel extension tend to exist along the periphery of the study area and are fed by secondary connectors and residential streets. This second level of local connectors allows for links between the thoroughfares and local destinations. Important secondary connections within the study area include the parkways flanking the greenways, Central Avenue and Holbrooks Road. Finally, the residential street network creates a fine-grained fabric and linkage between local connectors. The residential street grid provides for multiple travel path options and helps to disperse traffic to multiple intersections with larger connectors and thoroughfares. This hierarchy should be reflected through appropriate street design, with varying widths and landscaping treatment.



PRIMARY COLLECTORS Diagram illustrating the pattern of major thoroughfares in the study area. These roads are collectors for traffic from secondary feeders and provide links between regional destinations.



LOCAL CONNECTORS Diagram illustrating the pattern of secondary connectors, in addition to primary collectors shown previously. Secondary connectors provide links between the thoroughfares and local destinations.

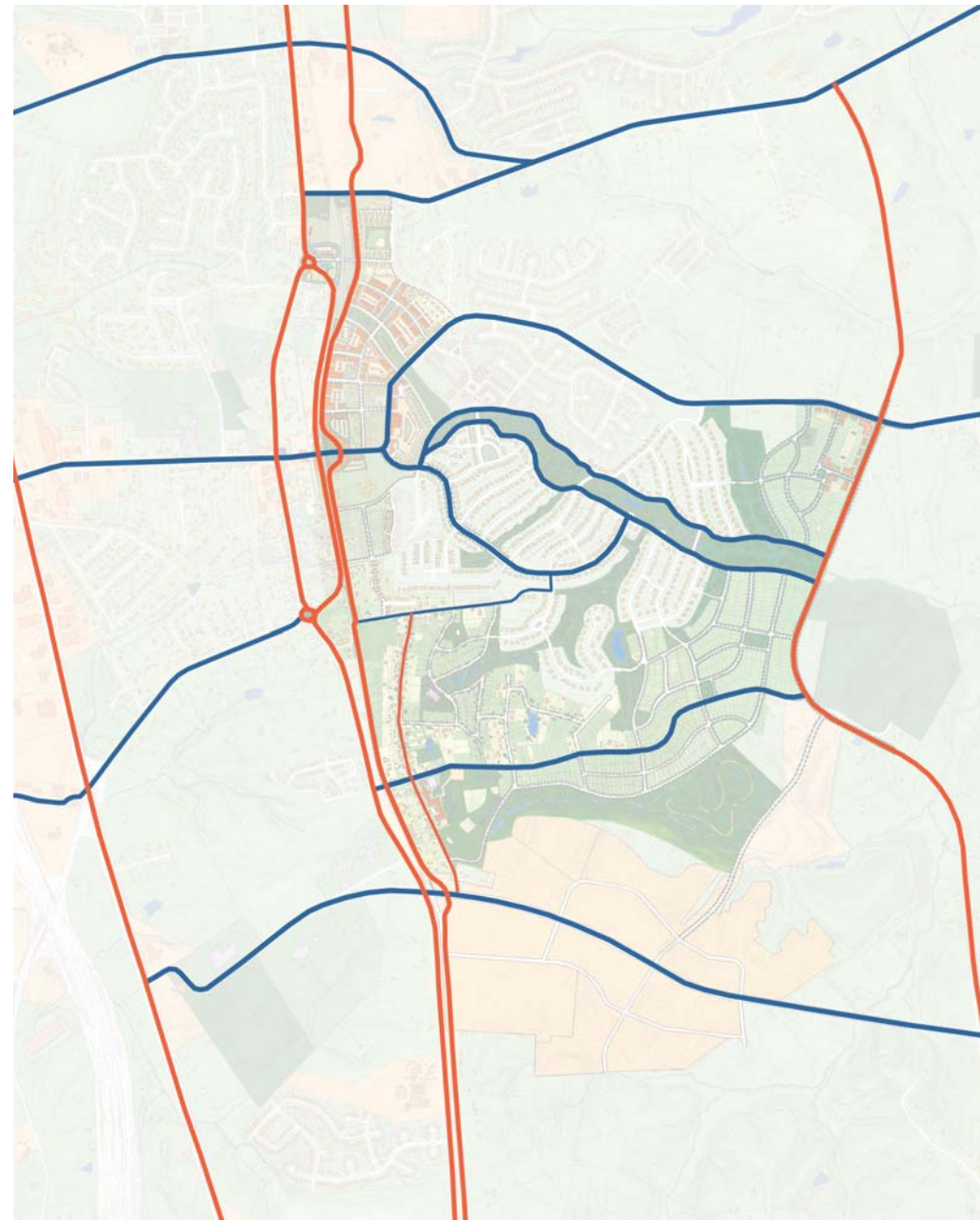


RESIDENTIAL CONNECTORS X-Ray illustrating the pattern of streets, including residential connectors, local connectors, and primary collectors. Residential connectors create the fine grained network of residential fabric.

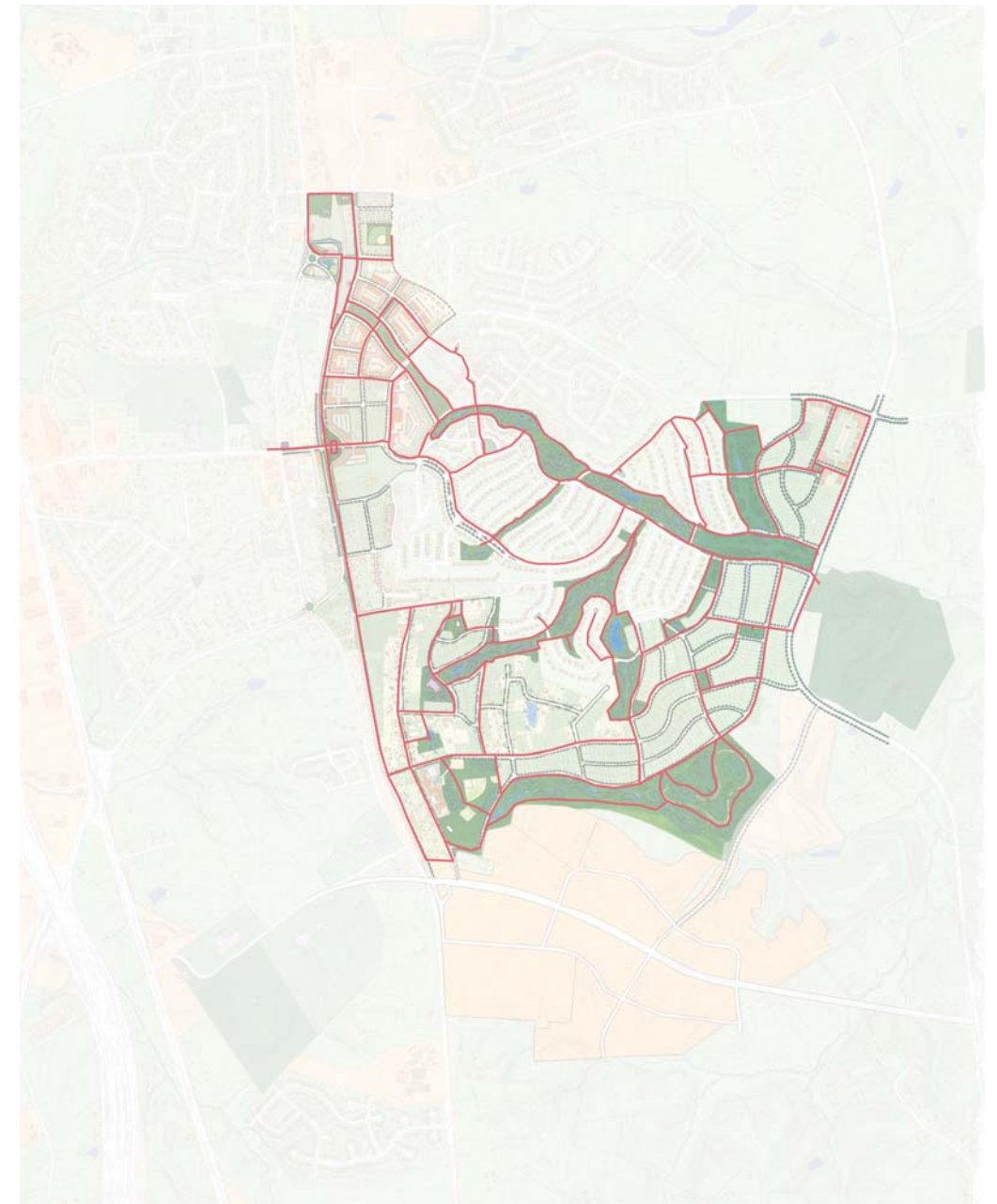
CIRCULATION PATTERNS AND CONNECTIONS

The East Huntersville Area Development Plan places major emphasis on the connections between thoroughfares and local connectors. Residents expressed concern with the current and future traffic issues, especially Huntersville-Concord Road. While emphasis was placed on ensuring that north/ south alternatives east of Old Statesville Road were created on Church Street and the new Asbury Chapel Road extension, design considerations were also taken into account to provide for necessary east/ west connectors. By extending Holbrooks and the Vermillion parkway flanking the greenway through the new neighborhoods to the East and connecting back to the Asbury Chapel Road extension, congestion on Huntersville-Concord Road can be relieved. These connections, in addition to Ramah Church Road and the Verhoeff Drive extension will carry the traffic generated by the new development east without putting pressure on existing roads closer to downtown.

In addition to the improved street frameworks, pedestrian circulation will also be positively affected. A new system of greenways and street improvements such as sidewalks, landscaped buffers, and traffic calming tactics will allow for safer and more convenient pedestrian opportunities. All streets will foster a pedestrian friendly environment and will be linked to a greenway system integrated with parks. The design should encourage residents to walk to both the new mixed use developments, as well as to the transit stop and downtown.



CARDINAL CONNECTORS Diagram showing the relationship of north/ south thoroughfares to east/ west thoroughfares and connectors. Primary north/ south connections are shown in red, while primary and secondary east/ west connections are shown in blue.



PEDESTRIAN LINKS Diagram illustrating pedestrian links and their relationship to downtown, focusing on greenways, parkways, and trail systems. All streets will feature pedestrian friendly amenities such as sidewalks and street trees, but the diagram highlights the primary connections to downtown and neighborhood amenities.

NEIGHBORHOOD IMPROVEMENTS

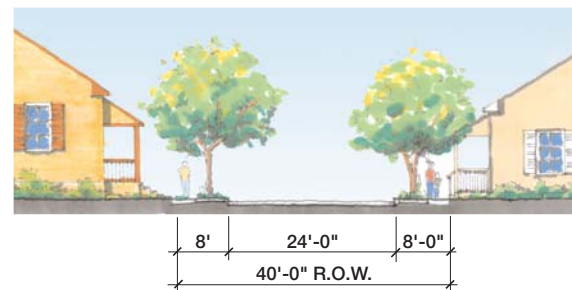
Abernathy Park



DESIGN PROPOSAL Abernathy Park pavilion



EXISTING CONDITIONS Seagle Street section south of Fifth Street, facing south



DESIGN PROPOSAL Seagle Street section south of Fifth Street, facing south

EXISTING CONDITIONS

Abernathy Park is a small neighborhood of work force housing and mobile homes built to serve the former Anchor Mill. The original work force housing units have a consistency and quality about them that strengthens the identity and character of the neighborhood. Several have recently been renovated. Numerous lots have mobile homes, some of which are abandoned. The streets in Abernathy Park are very narrow, with open drainage swales and no sidewalks. Abernathy Park is home to a small town park of that name, which features a ball field, half basketball court and play equipment. The park is popular among residents and is well used by surrounding communities. The park is located on Glendale Drive, a narrow street with no sidewalks. The street and parking area is considered dangerous by residents.

DESIGN RECOMMENDATIONS

Improvements to Seagle Street

Seagle Street will be connected into the Anchor Mill site to create an important north/south road connection. To achieve this connection, Seagle street should be widened from 17 feet to 24 feet to better accommodate vehicular traffic. Eight foot sidewalks should also be provided. To accomplish this widening, houses on one side of the street will need to be moved back about seven feet to enable the improvements.

Improvements to Glendale Drive

In front of Abernathy Park, the existing diagonal parking spaces on Glendale Drive should be replaced with parallel spaces and sidewalks to improve safety for neighborhood residents and visitors.

Infill Housing

Redevelop mobile home properties with new infill housing that is consistent with the historic workforce housing.

Park Improvements

Redesign the park to maximize the use of park property and include a small park pavilion with restrooms, which reflects the architecture of the mill housing. Enhance connectivity with the adjacent neighborhood and encourage pedestrian use.

Create New Park Frontage

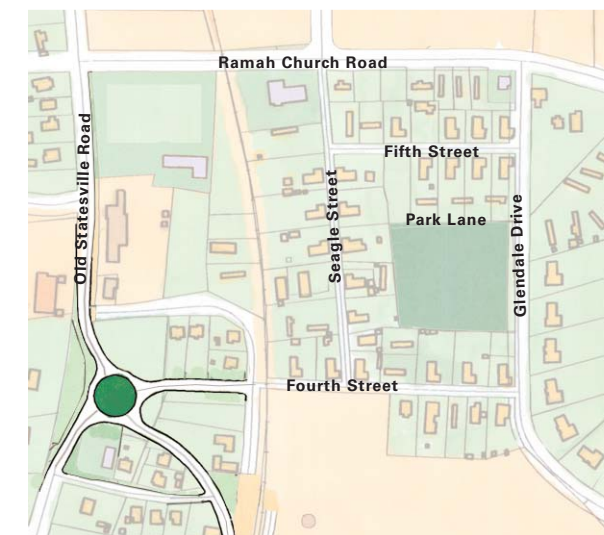
Extend Park Lane along the northern edge of Abernathy Park to connect Glendale to Seagle. This will improve access to the park and allow properties along the northern side of Park Lane to be developed with new housing facing the park.



EXISTING CONDITIONS Photo of Abernathy Park from Park Lane



EXISTING CONDITIONS Photo of housing stock in Abernathy Park



EXISTING CONDITIONS The neighborhood surrounding Abernathy Park consists of Fifth, Fourth, Glendale, and Seagle Streets, all of which are in need of improvements. The park lacks surrounding streets and pedestrian-friendly amenities.



ILLUSTRATIVE MASTER PLAN The plan addresses the connectivity and proposes widening the street sections to include sidewalks and street trees. Park Lane is extended between Glendale and Seagle with houses fronting on Abernathy Park.

STREET IMPROVEMENTS

Roundabouts

EXISTING CONDITIONS

The Town of Huntersville is proposing two roundabouts along Old Statesville Road, one north and one south of the downtown. These roundabouts will function as efficient traffic distributors to facilitate north/south traffic flow through the downtown. The intention of these roundabouts is to improve and upgrade usage of Main Street, reduce traffic congestion at the intersection of Huntersville/Concord Road and Old Statesville Road, and create an equal pair of two way streets. The northern traffic circle, located within the study area boundaries, represents a unique opportunity to create an entrance gateway to downtown along Old Statesville Road.

DESIGN RECOMMENDATIONS

Landscaping and Urban Furniture

Landscape the center of the roundabout with colorful flower beds and shrubs. Consider installation of a public art piece in the center of the island to celebrate the entry into the town center. Consider directional and gateway signage integrated into the landscaping.

Realignment of Main Street

The realignment of Main Street will require reconfiguration of private property. It may be possible to move a historic house on Main Street that is in the way of the realignment to face the roundabout on the eastern parcel. This house or a similar community building can provide a historical entry into the downtown. The Hunter Garden can be re-oriented and opened as a community amenity.

Street Improvements to Roundabout

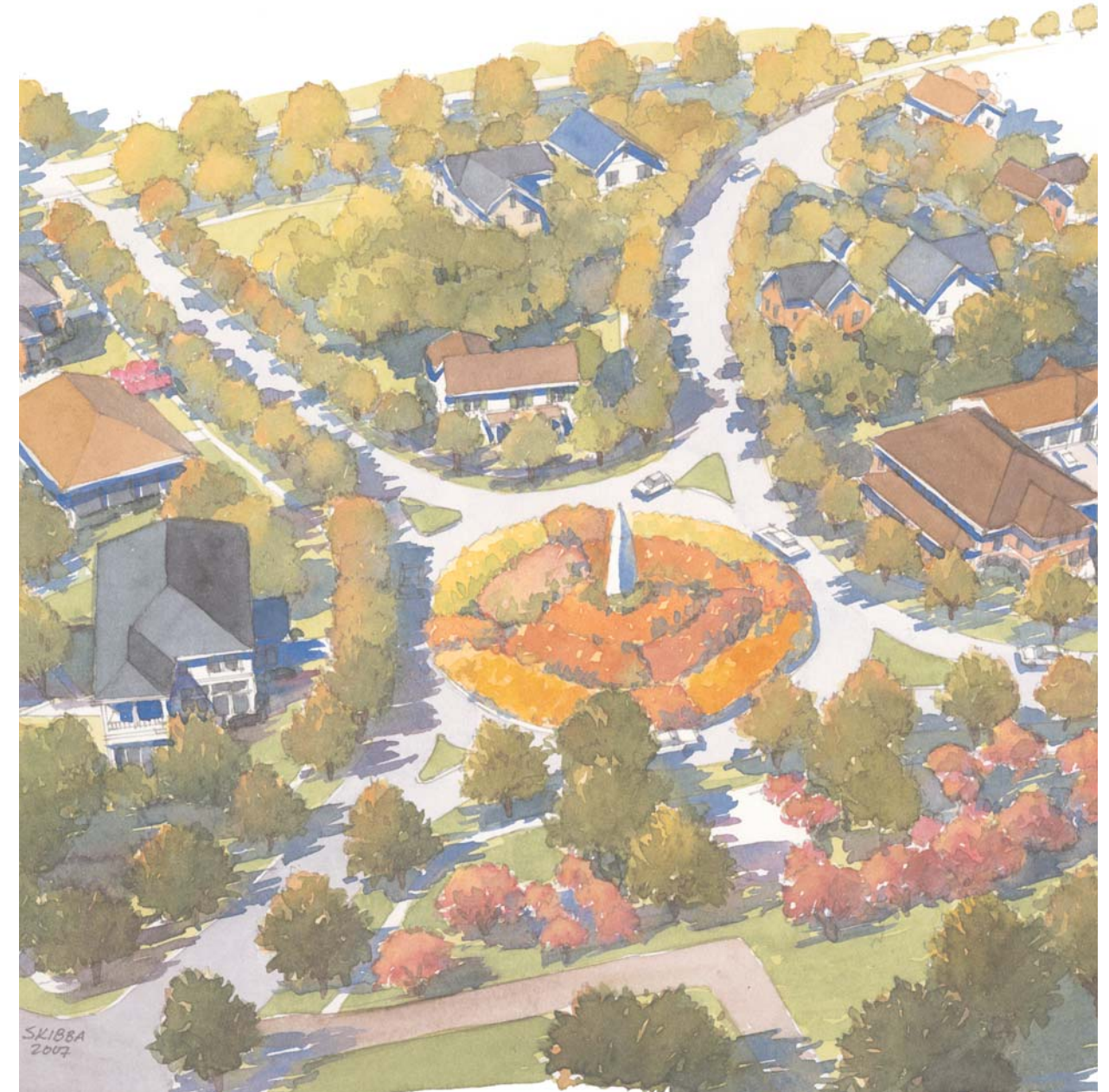
Build sidewalks around the roundabout along the residential properties and landscape with distinctive plants, trees and picket fences to further define the roundabout as a public space.



EXISTING CONDITIONS Photo of intersection at Main Street and Old Statesville Road, site of future roundabout



EXISTING CONDITIONS Photo of historic house that could be moved to prominent location on the roundabout and enhance the character of the entrance into downtown



DESIGN PROPOSAL Aerial perspective looking southeast at proposed design of new north roundabout, with relocated historic house, Hunter house and garden, gateway park, and new small scale commercial buildings

Creation of Public Gateway Park

The realignment of Old Statesville Road into the roundabout will create a crescent-shaped space well suited for a small public park. The park would have more formal landscaping and benches, with a picket fence masking an alley necessary to access existing driveways. The park will serve as a visual cue and an appropriate gateway from the North, signaling the entrance to downtown.

Development of Small Scale Commercial Buildings on Northern Parcel

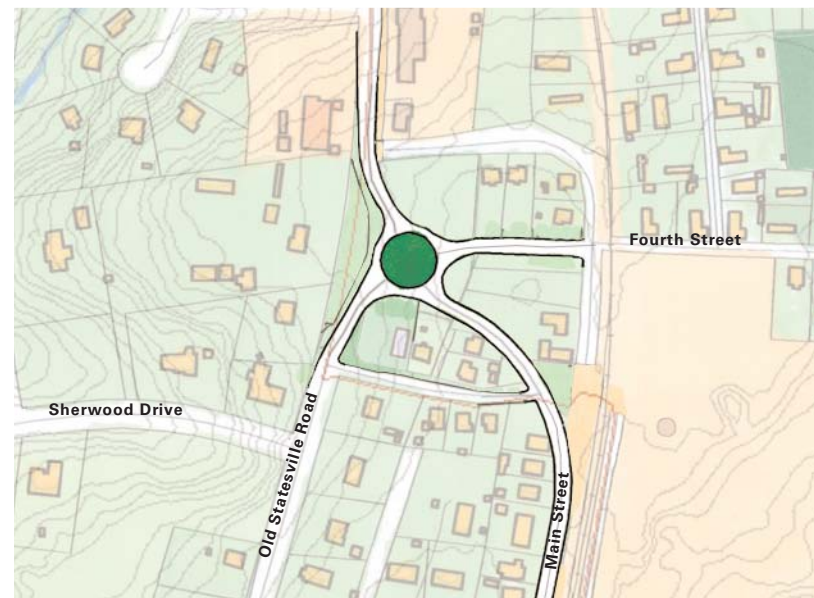
The northern parcel of the roundabout is not only the largest, but also favorably positioned to support small scale retail uses. This location is suitable for three buildings which may accommodate up to 10,000 square feet of retail, with adequate space for parking, accessed by a service road in the rear. It is recommended that the buildings be single and two story buildings of residential character. They should be sited to face the center of the roundabout, with appropriate setbacks and front yards. The purpose of these buildings is to accommodate neighborhood retail and office uses at the gateway to the downtown, while respecting surrounding building types.

Development of Multi-family Housing on Southern Parcel

A residential complex should be developed on the parcel south of the roundabout with two buildings oriented towards the roundabout. The buildings will be single family mansion types, but would accommodate several multi-family units. Garages and out buildings form a parking court, which is accessed by a new service road between Old Statesville Road and Main Street.



EXISTING CONDITIONS Intersection of Main Street and Old Statesville Road prior to interventions, at the site of the future north roundabout



PLANNED CONDITIONS North roundabout as planned by the town, completing the two-way pair between Old Statesville Road and Main Street



DESIGN PROPOSAL Illustrative Plan of northern roundabout with relocated historic homes and gardens, public gateway park, multi-family housing, and small scale retail development

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NEIGHBORHOOD IMPROVEMENTS

Anchor Mill / Magla Mills / Vermillion

DESIGN PRINCIPLES

- 1 Mix land uses
- 2 Take advantage of compact building design
- 3 Create a range of housing opportunities
- 4 Create walkable neighborhoods
- 5 Foster distinctive, attractive communities with a strong sense of place
- 6 Preserve open space, farmland, natural beauty and critical environmental areas
- 7 Strengthen and direct development towards existing communities
- 8 Provide a variety of transportation choices
- 9 Make development decisions predictable, fair, and cost effective
- 10 Encourage community and stake holder collaboration in development decisions

EXISTING CONDITIONS

The “Anchor Mill” property is the site of a former cotton mill and is considered to be a significant redevelopment opportunity in Huntersville. Other than foundations, the water tower is the single remaining industrial artifact of the mill. The site features a rolling topography and the beginning of a drainage basin which extends across Huntersville-Concord Road into Vermillion. The Anchor Mill Site is near downtown Huntersville and the future commuter rail station. It is adjacent to the Magla Mills neighborhood, which is located to the south of the Anchor Mill property.

The Magla Mills neighborhood is composed of rental and owner-occupied properties of varying conditions. Some of the housing in this neighborhood was built to house workers at the cotton mill. Many properties near the future commuter rail station are owned by single individuals in anticipation of future redevelopment. The homes along Walker Street are in the best condition. Many properties closer to the tracks are vacant or in poor condition. This neighborhood is home to the Church of God of the Bible, located at the corner of Walker and Second Street.

ANCHOR MILL TRANSIT ORIENTED DESIGN

The combined area of Anchor Mill and Magla Mills represents a significant redevelopment opportunity for the town. The site is adjacent to downtown Huntersville, Vermillion and the future commuter rail station. If the rail initiative is funded, this site will become one of the prime Transit Oriented Development opportunities in the region. With a direct rail connection into downtown Huntersville, this redevelopment opportunity can be considered at significant intensity. Redevelopment of the area presents the following opportunities.



EXISTING CONDITIONS Vacant Anchor Mill site, with existing tower and rolling topography



DESIGN PROPOSAL The design proposal improves connections within the site and surrounding areas, provides greenway links and access, and capitalizes on a slightly higher density housing model.



EXISTING CONDITIONS Train cars sit on tracks north of the Huntersville-Concord Road crossing. The history of Huntersville as a rail town lends itself well to transit oriented development.



EXISTING CONDITIONS Abandoned water tower on the Anchor Mill Site that could become an iconic symbol for the new development

Mixed Use Pedestrian Friendly Neighborhoods

With rail connections and close proximity to downtown, these combined areas are prime sites for higher intensities of development including mixed use buildings that combine retail with housing and office space, multi-family buildings offering a range of apartments and condominiums, and attached single family units in a variety of configurations. The plan of the site is organized into a series of small development blocks served by a network of streets and parks.

Improved Street Network

The new development will be organized into a series of development blocks created by a grid of interconnected streets. These streets should connect to existing streets to improve mobility and circulation of traffic in the area. Church Street should be extended north into the Anchor Mill Site to connect to Seagle Street west of Abernathy Park, creating a critical north/south route east of the rail line. Multiple connections from Huntersville-Concord Road will create travel options for motorists that do not exist today.

Open Space and Parks

Development of the Anchor Mill site will follow the contour of the land. The site's topography forms the beginning of a ravine which courses through Vermillion. This ravine is a significant open space opportunity and organizing element for the Anchor Mill site and can extend the open space system of trails and landscaped areas started by Vermillion to the south. Additional neighborhood greens and lawns are proposed for the neighborhood to create unique addresses for new homes in the redevelopment.



DESIGN PROPOSAL Aerial perspective showing proposal for neighborhood development on the Anchor Mill Site, mixed use development along Church Street, and the integration into the Magla Mills neighborhood

MAGLA MILLS REDEVELOPMENT

Blocks adjacent to the rail corridor in Magla Mills are currently occupied by a mix of owner-occupied and rental properties and represent opportunities for redevelopment at higher densities. These blocks should be redeveloped as two and three story mixed use buildings, predominantly residential, but with the potential for retail uses on Church Street and Huntersville-Concord Road near the future commuter rail station. Adequate room should be created for Church Street to accommodate on-street parking, bicycles, sidewalks and landscaping. Parking for these new developments should be located mid-block and screened from public view. Redevelopment of these blocks will provide important connections between the proposed CATS commuter station and the Anchor Mill redevelopment area.

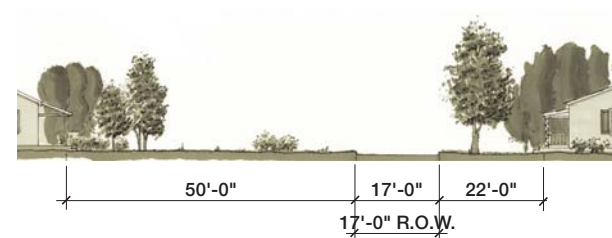
Conservation Area

Much of the historic character of Huntersville is defined by the historic housing stock. Existing homes along Walker Street in Magla Mills are of a quality that merits preservation and designation as a conservation area. Preservation of older homes will add character to new developments and preserve a range of housing options and densities. The existing single story homes should be screened from higher density development and parking with landscaping and site improvements. Where a direct transition between existing single-family and new multi-family residential development is proposed, appropriate site and architectural measures should be taken to ensure a compatible transition between these uses by stepping down and integrating into the historic neighborhood.

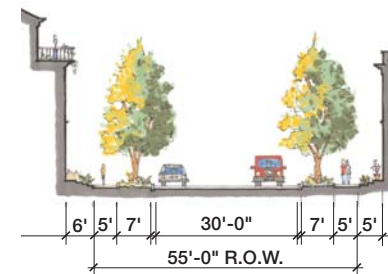
VERMILLION

This parcel is highly visible to the large traffic volumes on Huntersville Concord Road and is well situated for commercial and mixed use development. It is large enough to include a small to medium size food market of 35,000 square feet and additional retail to serve the growing resi-

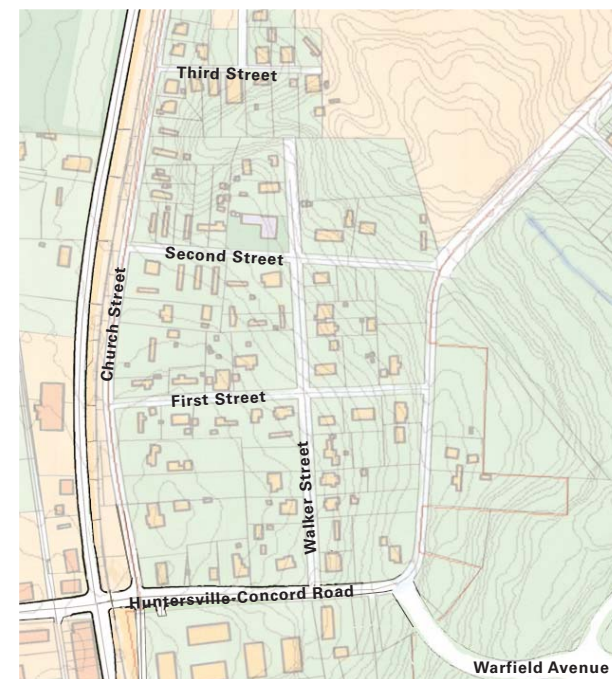
dential population east of the tracks. The buildings should be designed with fronts facing the road and parking behind. The road should be designed for pedestrian access in this area and feature generous sidewalks, safe crosswalks and landscaping. If warranted, street intersections should include signalization. A mixed use building with upper floor office or residential should be included in the development mix to give this development a multi-floor scale and presence.



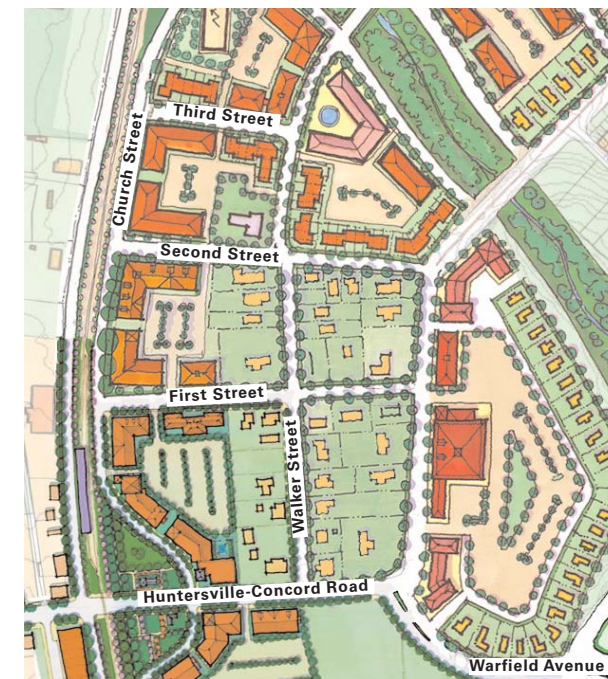
EXISTING CONDITIONS Existing First Street section at Walker Street, facing east



DESIGN PROPOSAL Proposed First Street section between Church Street and Walker Street, facing east



EXISTING CONDITIONS Existing Magla Mills neighborhood, with more permanent housing along Walker and Huntersville-Concord.



DESIGN PROPOSAL New development along Church and Huntersville-Concord Road and improvements to existing homes.



EXISTING CONDITIONS Mobile homes in west Magla Mills neighborhood



EXISTING CONDITIONS Electrical sub station north of Third Street



DESIGN PROPOSAL Conservation area in Magla Mills with historic housing stock



DESIGN PROPOSAL Parcel adjacent to Vermillion with potential for retail, mixed-use, and residential development

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NEIGHBORHOOD IMPROVEMENTS

Transit Oriented Development Potential

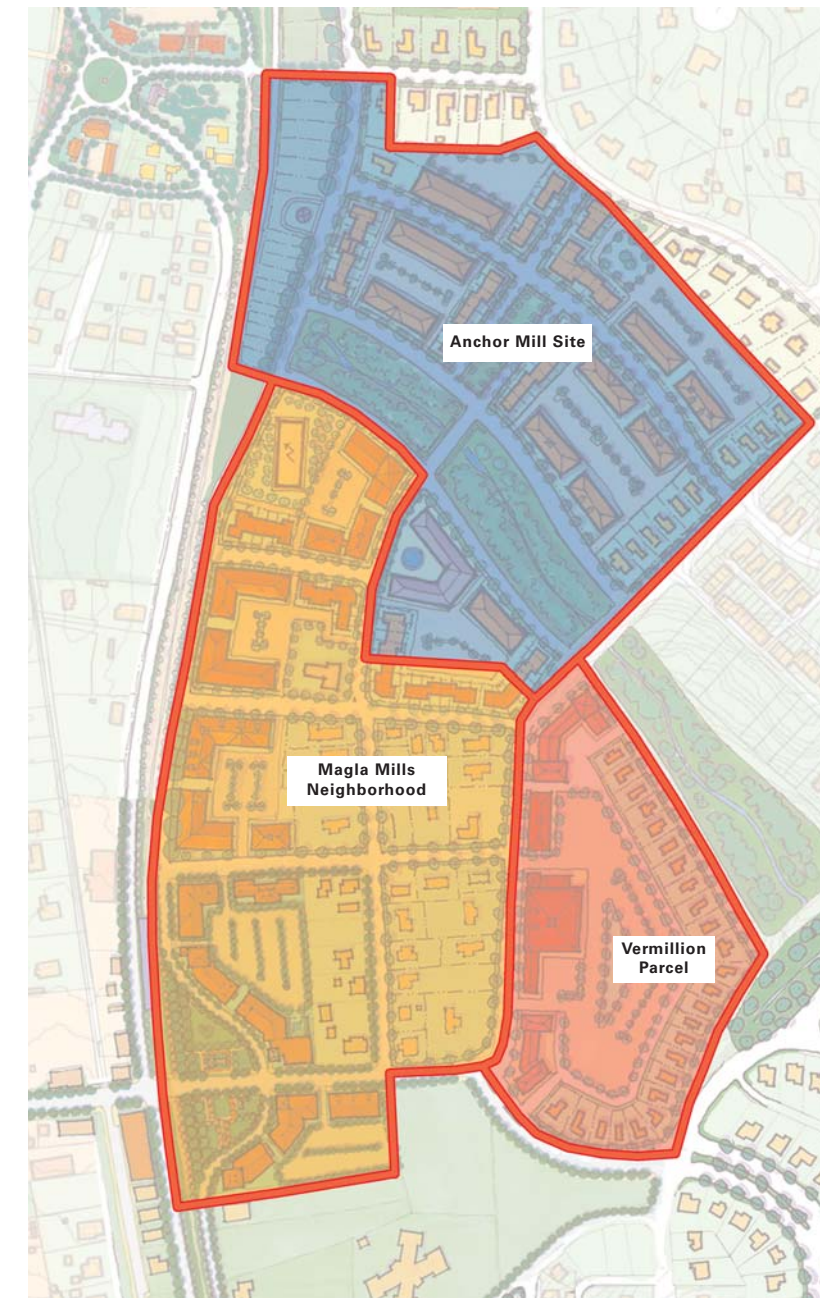
ANCHOR MILL SITE

This site offers the potential for a very attractive balance of retail uses, single family units and multi-family units set along a four acre green space. Situated against a linear park to the southern edge, residents and businesses can enjoy beautiful views and easy connection to the Huntersville greenway trail network.

In the center of the redeveloped Anchor Mill is a large public green with a series of town houses on three sides and the large park enclosing the southern end. Just to the east or west of this public square are a series of multi-family units with mid-block parking with easy connections to Church Street and Huntersville-Concord Road.

While the final mix and type of land uses on the Anchor Mill site will be subject to market conditions at the time that development occurs, the overall development pattern for this site should be consistent with the Transit Oriented Development (TOD) design principles set forth in the Town's zoning ordinance.

TOTAL DEVELOPMENT POTENTIAL	
1	120,700 sq. ft. of Retail Commercial Development
2	43 Single Family Detached Residential Units
3	94 Single Family Townhouse Residential Units
4	502 Multi-Family Residential Units (Calculated at 1200 sq. ft. per unit)
5	4.75 Acres of Open Space Development



KEY Plan showing boundaries of the Anchor Mill Site, Magla Mills Neighborhood, and the parcel adjacent to Vermillion

ANCHOR MILL SITE POTENTIAL	
1	20,200 sq. ft. of Retail
2	18 Single Family Detached Units
3	67 Townhouse Units
4	198 Multi-family Units
5	4 Acres of Open Space

MAGLA MILLS POTENTIAL	
1	28,500 sq. ft. of Retail
2	0 Single Family Detached Units
3	27 Townhouse Units
4	282 Multi-family Units
5	0.75 Acres of Open space

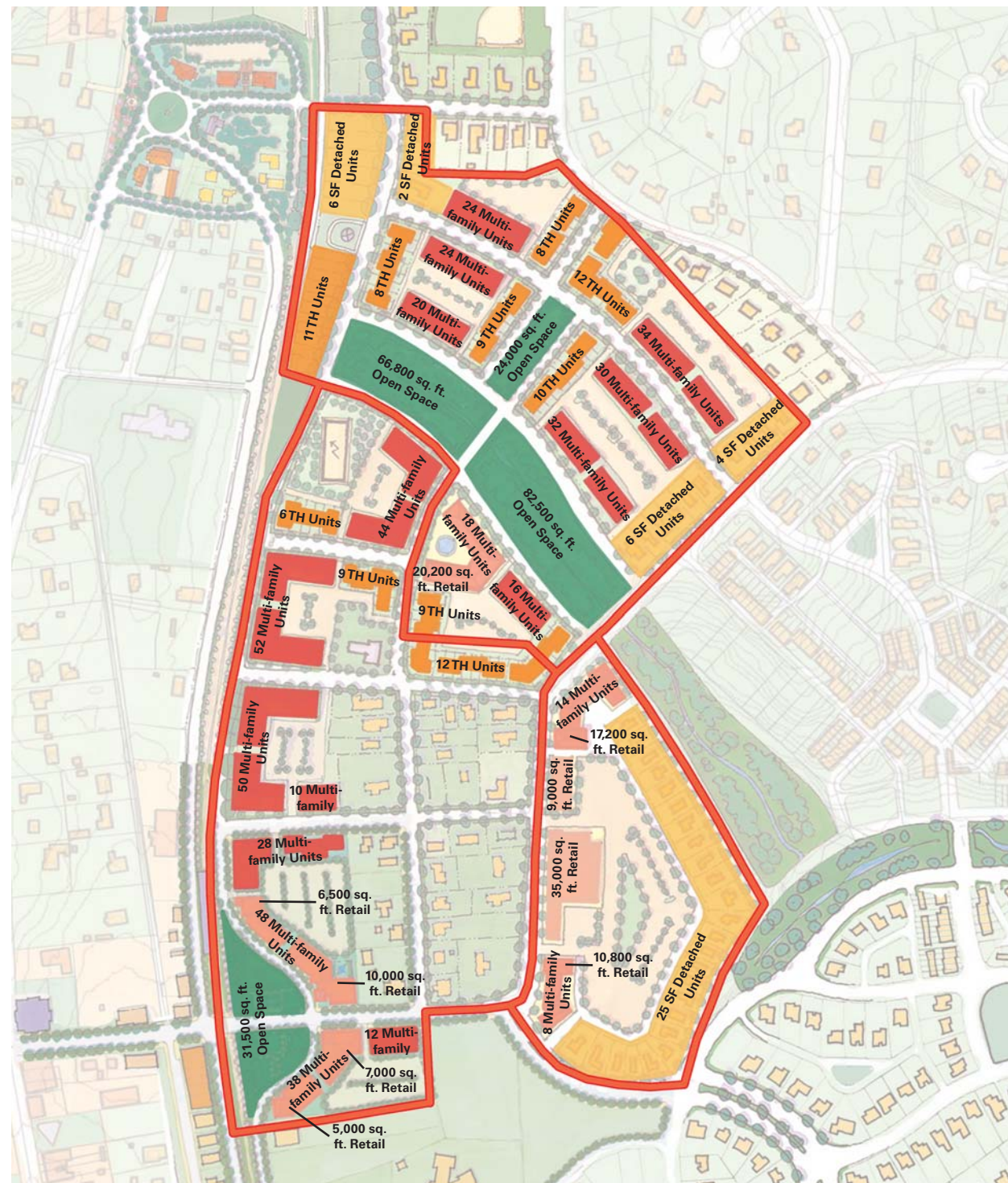
VERMILLION PARCEL POTENTIAL	
1	72,000 sq. ft. of Retail
2	25 Single Family Detached Units
3	0 Townhouse Units
4	22 Multi-family Units
5	0 Acres of Open Space

MAGLA MILLS NEIGHBORHOOD

This neighborhood serves as the connection between Anchor Mill and the center of town and will play an important role for people coming to and from the area. The prominence of Church Street and its frontage along the rail line makes this area a prime retail corridor for new businesses in Huntersville. In addition to the retail potential, there is considerable opportunity for multi-family housing along the western portion of the area. To ensure conservation of the existing historic character of the Magla Mills neighborhood, homes located in the eastern portion of the neighborhood should be preserved to the extent possible. Replacement dwellings should be consistent with and sympathetic to the neighborhood’s architectural character.

VERMILLION PARCEL

The land to the east of Huntersville-Concord Road also features the possibility of mixing retail uses with single and multi-family units. Of the three areas shown to the right, this parcel represents the highest density of retail potential amounting to more than 25,000 square feet. The high volume of vehicular and pedestrian traffic along Huntersville-Concord Road makes this a strong site for small to mid-size businesses.



DESIGN PROPOSAL Diagram showing the breakdown of the potential for new development by block for the Anchor Mill Site, Magla Mills Neighborhood, and the parcel adjacent to Vermillion

- SINGLE FAMILY DETACHED
- SINGLE FAMILY TOWNHOUSE
- MULTI-FAMILY RESIDENTIAL
- MIXED-USE
- COMMERCIAL RETAIL
- OPEN SPACE

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STREET IMPROVEMENTS

Rail Corridor



DESIGN PROPOSAL Area Plan proposal for intersection of Church Street and Huntersville-Concord Road, to provide the required 200 foot separation from Main Street



DESIGN PROPOSAL Aerial view looking at proposal for intersection of Church Street and Huntersville-Concord Road

EXISTING CONDITIONS

Conditions along the Norfolk-Southern Rail Line in the study area vary from location to location. In some instances, the rail line is flanked by streets on both sides, and in others, just on one side. Street crossings are located at Fourth Street, Church Street, Huntersville-Concord Road, Gibson Park Drive, Dellwood Drive, and Holbrooks Road. Many of these crossings are inadequate, lacking sufficient room and accessible grades. Church Street and Main Street have 19 feet cross sections with drainage swales and limited sidewalks. Grades vary from the rail line, creating visual barriers and unusual conditions that fragment perceptions of the corridor as a public space. Church street is a promising north/south road linkage but is discontinuous.

DESIGN RECOMMENDATIONS

Improve Church Street

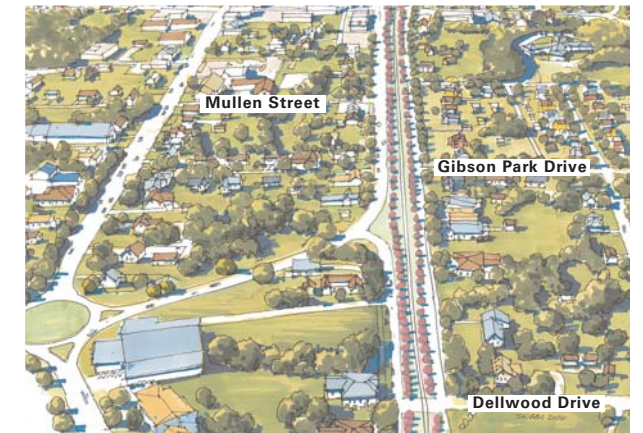
Church Street should be extended to create a continuous north/south street that extends from Verhoeff Drive in the south and rerouted through Seagle Street to connect to Ramah Church Road in the north. This will require a new connection at Verhoeff Drive, new sections of road between Holbrooks Road and Dellwood Drive along the cemetery, and a new linkage north to Ramah Church Road. Church Street should be widened from 19 feet to 22 feet and improved with new drainage. It is recommended that power lines and poles be moved as necessary to accommodate the street improvements. Sidewalks and landscaping should be integrated on a block by block basis where possible to create a continuous civic corridor, similar to urban boulevards. Existing trees and historic elements should be preserved to the maximum extent possible. It is also recommended that development along the rail corridor implement noise mitigation measures, including construction and site planning techniques.



AERIAL VIEW OF CHURCH AND MAIN STREETS AT DELLWOOD DRIVE ALONG RAIL CORRIDOR New street sections of the rail corridor improve the pedestrian quality of the area and encourage residential infill on vacant sites.



EXISTING CONDITIONS Aerial view looking north along rail corridor, from Dellwood Drive to Mullen Street



PROPOSED IMPROVEMENTS Roundabout in lower left corner creates two-way pair street pattern between Old Statesville Road and Main Street, while landscaping and infill improve Church Street

Rail Crossings

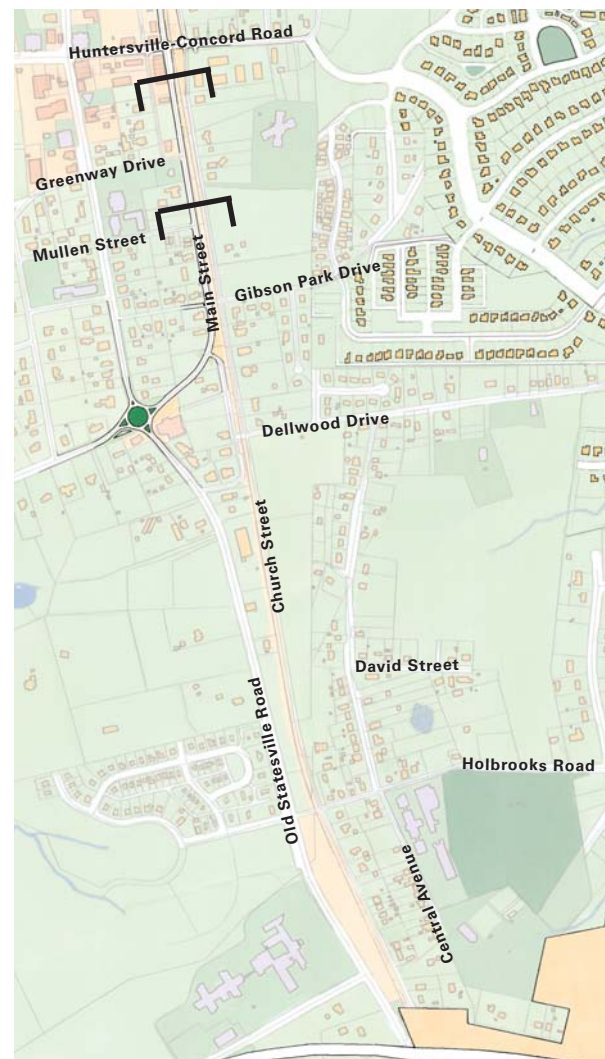
The existing rail crossings at Church Street and Gibson Park Drive should be eliminated. Road grades should be adjusted to reduce or eliminate existing grade differentials between side streets and the rail line. Grades of the improved rail corridor should be reconsidered to reduce the impact of grading on adjacent properties. It is also recommended that consideration be given to the construction of an additional pedestrian and bicycle rail crossing point between Huntersville-Concord Road and Fourth Street to provide enhanced connectivity between the Anchor Mill and Magla Mills developments and the proposed transit station.

Intersection at Huntersville-Concord Road

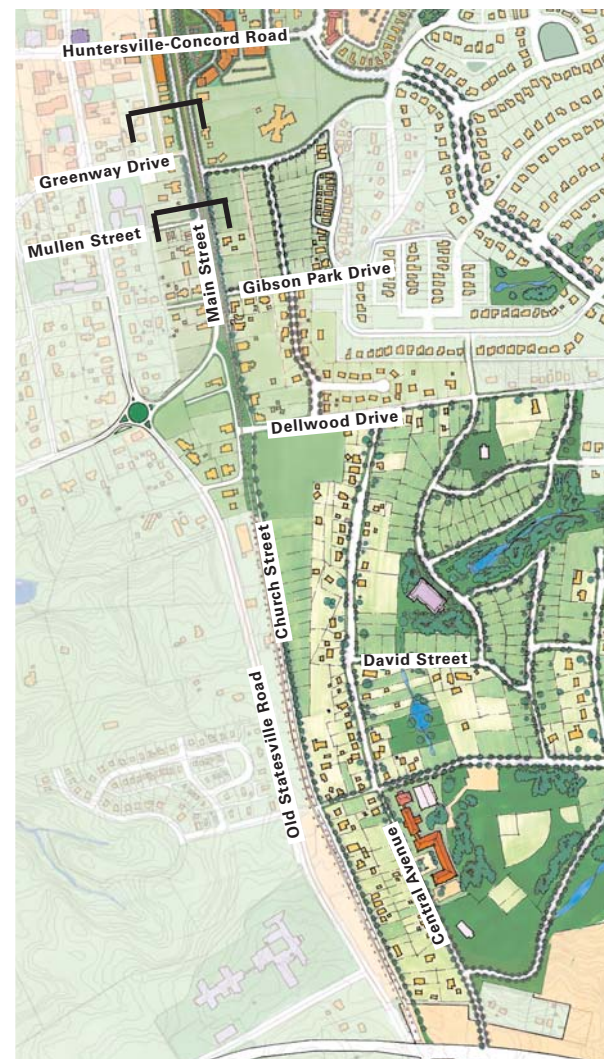
The intersection of Main Street and Huntersville-Concord Road is adjacent to the tracks. The intersection of Church Street should be moved 200 feet east to separate the two intersections into a block interval. This will create sufficient stacking space on Huntersville-Concord Road and maneuvering room at the intersection. Church Street can transition in a radius, creating a crescent and forming a new gateway park next to the transit stop. This will require acquisition and redevelopment of the eastern parcels. The park space should feature a community pavilion and tower, creating a visual landmark for the Huntersville transit station. Combined with reuse of the existing commercial buildings on Main, new development around the crescent will form a significant and unique civic space for downtown Huntersville.

New Houses

Several locations along Church Street are undeveloped. These sites represent great opportunities to build new homes of high quality and traditional architectural design. The character of Church Street and

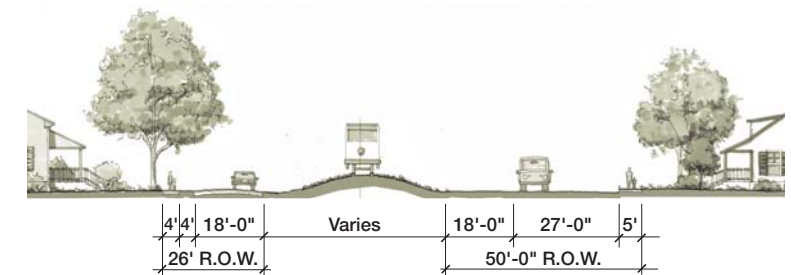


EXISTING CONDITIONS Portrait of existing conditions in historic Pottstown Neighborhood

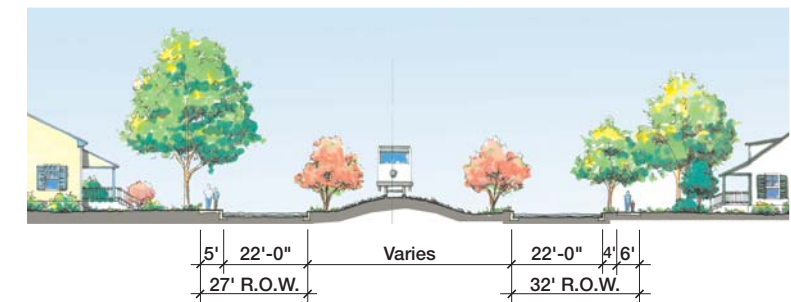


DESIGN PROPOSAL Illustrative Plan showing conservation of existing houses and infill on darker green (vacant) lots

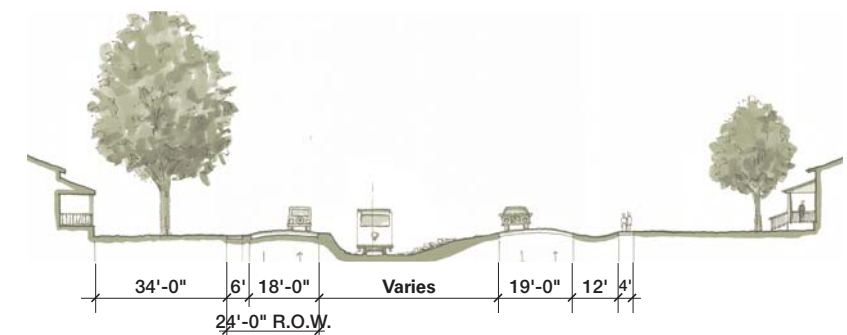
Main Street should be predominantly residential. The experience of a rail passenger arriving along a residential boulevard will be unique in the system and distinguish Huntersville from all other locations along the North Corridor Rail Line.



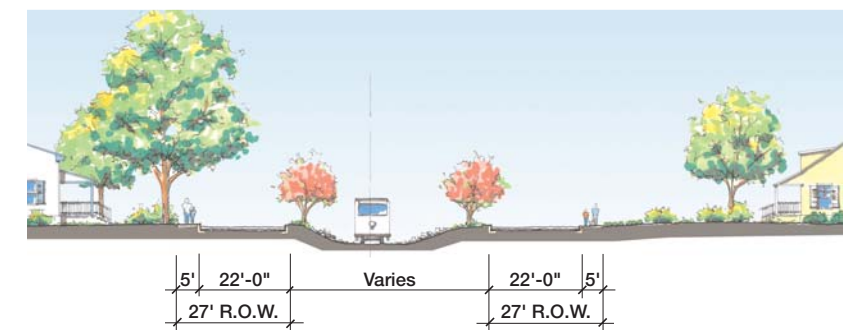
EXISTING CONDITIONS Existing section of Church Street, Railroad, and Main Street south of Huntersville-Concord Road



DESIGN PROPOSAL Proposed section for Church Street, Railroad, and Main Streets south of Huntersville-Concord Road



EXISTING CONDITIONS Existing rail corridor section at Greenway Drive



DESIGN PROPOSAL Proposed section for rail corridor at Greenway Drive

NEIGHBORHOOD IMPROVEMENTS

Pottstown Neighborhood

EXISTING CONDITIONS

Pottstown is a historic African American neighborhood located east of the rail corridor and concentrated along Central Avenue and Dellwood Drive. The community is composed of mostly of homeowners, many who have lived there for multiple generations. The houses are modest but generally well maintained. Two prominent churches are located in the neighborhood, the United House of Prayer and St. Phillips Church. This neighborhood lacks many of the amenities one might find in adjacent newer developments such as piped storm water, curbs, sidewalks, underground utilities and street landscaping. A large tract of undeveloped land is located between Dellwood Drive and Holbrooks Road, east of Central Avenue.

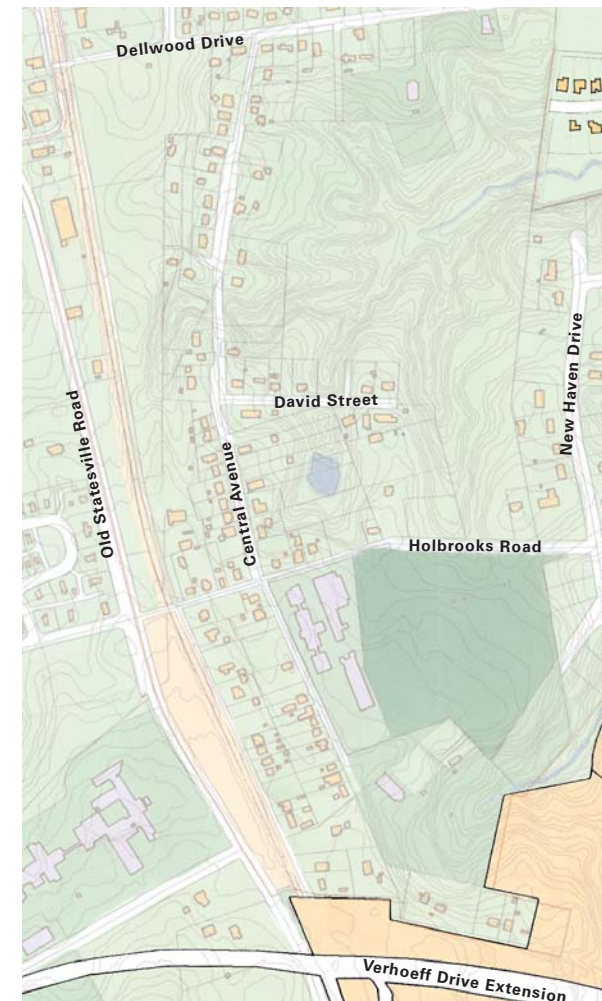
DESIGN RECOMMENDATIONS

Infill Housing

New single family houses should be considered for vacant lots in the community. The houses should be similar in scale and mass to existing houses (1 and 1.5 story houses) and sited with similar setbacks. Off street parking in the side and rear yards should be provided.



EXISTING CONDITIONS Photos of existing houses on Central Avenue



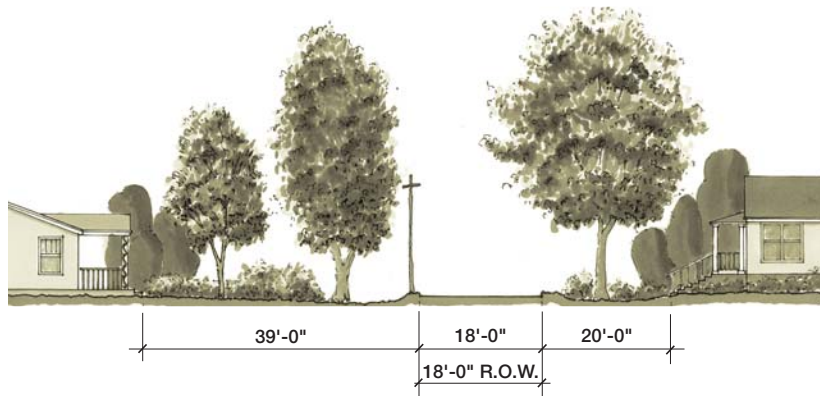
EXISTING CONDITIONS The existing Pottstown neighborhood consists of Central Avenue, Dellwood Drive, David Street, and Holbrooks Roads, which lack connections to one another and larger arterials. The livelihood of the neighborhood would benefit greatly from revitalization of its center and connections out to its boundaries and neighboring communities.



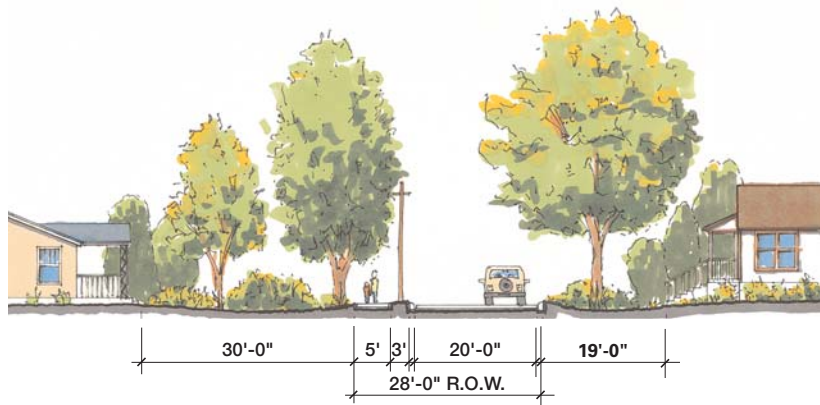
DESIGN PROPOSAL The Area Plan for west Pottstown focuses on a preservation district, proposing street improvements and renovation to existing homes. Undeveloped land presents an opportunity for possible senior housing or additional residential homes of the same scale as the context neighborhood and better connections to surrounding areas.



EXISTING CONDITIONS Photo of street conditions on Central Avenue, facing south



EXISTING CONDITIONS Existing Central Avenue street section



DESIGN PROPOSAL Proposed Central Avenue street section with curbs and sidewalks

New Residential Development

A new residential neighborhood can be developed on vacant land east of Central Avenue between Dellwood Drive and Holbrooks Road. A new system of streets should follow the contours of the site and connect to existing roads and streets in Pottstown. New single family homes can be located along the streets. The site has steep topography and the existing ravines should be set aside for trails as part of a larger open space system.

Street Improvements

Improvements should be made to the two significant streets in Pottstown, Central Avenue and Dellwood Drive. The existing road width should be increased to 20 feet and the street should receive curbs and storm water sewers. Sidewalks and storm sewers should be built in place of the existing swales where existing tree lines allow .



EXISTING CONDITIONS View looking east down Dellwood Drive in Pottstown Neighborhood



DESIGN PROPOSAL Perspective looking down improved Dellwood Drive with street improvements including curbs, gutters, sidewalks, landscaping and street trees.

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Torrence-Lytle School



PROPOSED VIEW OF TORRENCE LYTLE SCHOOL RENOVATION View looking south down Central Avenue from the intersection with Holbrooks towards renovated Torrence-Lytle School. New suggested uses for the building include senior citizen center and housing, and small neighborhood support retail to revitalize the center of Pottstown.



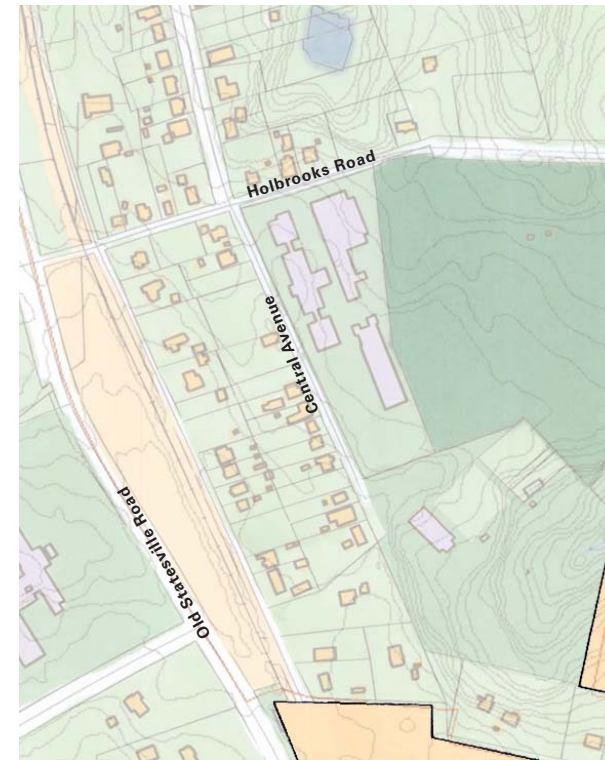
EXISTING CONDITIONS Situated on the corner of Central Avenue and Holbrooks, the abandoned and dilapidated shell of this historic school is centrally located in the Pottstown Community.

EXISTING CONDITIONS

Torrence-Lytle School was built in 1933 as a public school for the Pottstown neighborhood and surrounding areas and was the only school for African American children in Huntersville before desegregation. The school building is held in high esteem by the Pottstown community and is a source of pride and identity. The school was closed in 1966 and the building is currently vacant. It has deteriorated and is in need of considerable investment to preserve it for future uses. The school district considered reopening it as a school in the past and has rejected that option. In 2006, the Town Board of Commissioners designated the school as a historic landmark property. Future redevelopment of this structure must be approved by the Mecklenburg County Historic Landmarks Commission. Adjacent athletic fields have been converted into Waymer Park, a major town park and community center facility. Paramount to the community is the preservation and adaptive reuse of Torrence-Lytle School.

DESIGN RECOMMENDATIONS

The school is located on a five acre parcel that offers the opportunity for multiple adaptive reuse options. The community suggested a variety of uses for the property including senior housing, retail or office space, and a pre-school. The undeveloped land along Central Avenue can be used to develop a multi-family residential building, possibly senior housing in a courtyard configuration. The original hipped roof school building can be converted into common facilities with food service, living parlors, meeting space, offices and support functions. The later additions facing Holbrooks Road can house community functions with ground floor retail and office space above. This wing could also house a child care facility. Adaptive reuse can include sensitive additions while preserving the historic integrity of the building.



EXISTING CONDITIONS The Torrence-Lytle School is located on the southeast corner of Central Avenue and Holbrooks Road, next to the Waymer Center and the United House of Prayer Church



DESIGN PROPOSAL The renovated Torrence-Lytle buildings will serve as the center of a revitalized Pottstown community. This center could feature mixed uses, revitalizing and encouraging growth in the Pottstown neighborhood



EXISTING CONDITIONS Views of the existing Torrence-Lytle School buildings

NEIGHBORHOOD IMPROVEMENTS

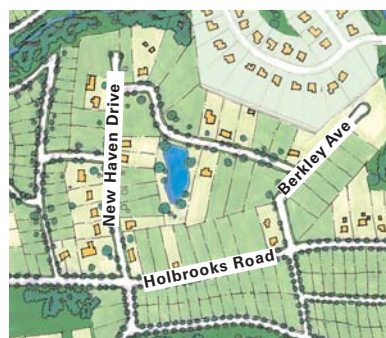
New Haven Park and East Neighborhoods

EXISTING CONDITIONS

New Haven Park is a neighborhood located along Holbrooks Road that was never fully developed due to the absence of sanitary sewer service. In addition, the soils are poor and not suitable for septic fields. Additional houses are located on Holbrooks Road but the land has not been developed for similar reasons. Holbrooks Road is the route for trucks servicing a land fill site at the end of the road, which is another major impediment to redevelopment. The land fill is permitted to continue operation through 2011. The landfill operator recently donated a major tract of land to the Town of Huntersville for a future recreation area. Holbrooks Road also provides access to Waymer Field, a Mecklenburg County owned model airplane flying field located on a former landfill site. New Haven Park is located north of the North Mecklenburg Industrial Park, a 125 acre site along Verhoeff Drive. This development is significant because it can positively influence the future of New Haven Park and new neighborhoods along Holbrooks Road by providing an employment center in close proximity to the neighborhood.



EXISTING CONDITIONS Photo of pond and rural character of New Haven Park



DESIGN PROPOSAL Area Plan showing infill sites in New Haven

DESIGN RECOMMENDATIONS

Utilities

To spur development along Holbrooks Road, it is recommended that utilities, including sanitary sewer service, be extended into New Haven Park and the area to the East. The sanitary lines can extend from regional trunk lines being built to service the Bryton development to the south. The extension of sanitary service into this area will allow New Haven Park to be fully developed and make additional residential development along Holbrooks Road possible.

Asbury Chapel Extension

Connect Holbrooks Road east to the new Asbury Chapel Extension.

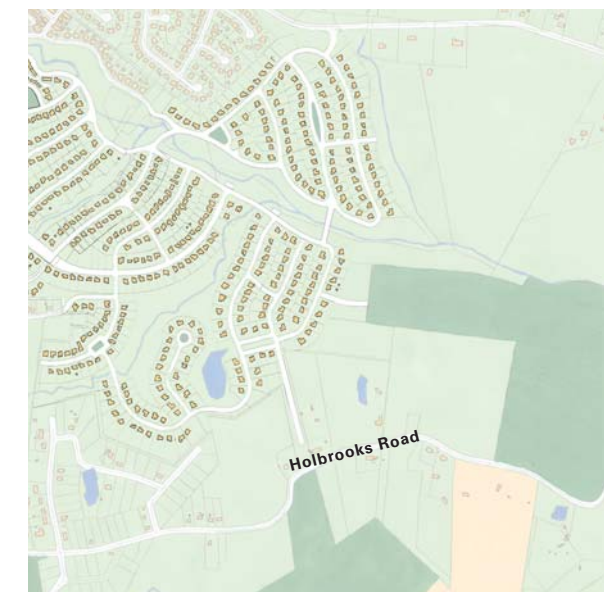
This extension will connect south to Verhoeff Drive in the industrial park and north to Huntersville-Concord Road. This linkage is critical because it will provide alternative truck access to the land fill operations. The link between Holbrooks Road and Verhoeff Drive should be built as a first phase to reroute trucks and free up Holbrooks for redevelopment as a residential area.

New Neighborhood

Redevelop the land along Holbrooks Road as a residential neighborhood with a grid of streets that connect north into Vermillion. The future town recreation area can be integrated with the residential development to achieve an ideal configuration. The streets will follow the contours of the land and existing ravines will connect into a regional open space network of trails and natural areas.



DESIGN PROPOSAL: Examples of new housing stock for infill sites and new neighborhoods along Holbrooks Road



EXISTING CONDITIONS Portrait showing Valencia, the final phase of Vermillion, and the rural, undeveloped land directly south



DESIGN PROPOSAL Area Plan proposing new neighborhoods that link into Vermillion frameworks and north/south connections to the east, continuing the scale and character of Pottstown

Implementation

Abernathy Park and Neighborhood

The Town can immediately plan improvements for the Park and adjacent streets. The city can negotiate with adjacent property owners to create new home sites along the northern edge of the park.

Improvements to Seagle Street should occur in conjunction with the proposed extension of Church Street through Anchor Mill as part of the redevelopment of the Anchor Mill Site.

North Roundabout and Adjacent Land Uses

Construction of the roundabout will set the address for redevelopment. These projects can run concurrent with the road improvements.

Anchor Mill Site and Magla Mills Neighborhood

The city should prepare an RFP to developers for the redevelopment of the Anchor Mill Site. The developer should be encouraged to acquire additional parcels along the rail corridor in Magla Mills to expand the redevelopment towards the commuter rail station. This study should be included in the RFP materials and be part of the requirements that must be addressed by the developers.

Improvements to Church Street, Seagle Street and the Rail Corridor

The realignment of Church Street in the vicinity of Huntersville-Concord Road will be tied to the commuter rail project. Land acquisition to achieve the desired Church Street alignment may be assigned to the rail project scope. Redevelopment of the parcels around the station can be timed to be concurrent with the station development. Improvements to Church Street along the corridor can be associated with the rail corridor improvements and upgrades.



EXISTING CONDITIONS Photos of initiative areas where implementation of the plan will occur

PHASING					
DEVELOPMENT INITIATIVES	1 YEAR	2 YEARS	3 YEARS	5 YEARS	10 YEARS
1 Abernathy Park and Neighborhood	█				
2 North Roundabout and adjacent Land uses	█	█			
3 Anchor Mill Site and Magla Mills Neighborhood		█	█	█	
4 Improvements to Church Street, Seagle Street and the Rail Corridor		█	█	█	
5 Pottstown infrastructure improvements	█	█	█		
6 Reuse of Torrence Lytle School buildings	█	█	█		
7 New neighborhood development along Holbrooks Road			█	█	█
POLICY AND REGULATIONS					
A Rezone Anchor Mill Site and Magla Mills to TOD / R					
B Town Board formally designate Transit Station site					
C Remove Mobile Home Overlay District (MHO)					



DESIGN PROPOSAL Plan and perspectives showing design for the Anchor Mill Site and Magla Mills Neighborhood

DESIGN PROPOSAL Perspectives showing design for the North Roundabout and the reuse of the Torrence-Lytle School buildings in Pottstown

INITIATIVE AREAS	
1	Abernathy Park and Neighborhood
2	North Roundabout and adjacent land uses
3	Anchor Mill Site and Magla Mills Neighborhood
4	Improvements to Church Street, Seagle Street, and the Rail Corridor
5	Pottstown infrastructure improvements
6	Reuse of Torrence Lytle School buildings
7	New neighborhood development along Holbrooks Road

Pottstown Infrastructure Improvements

Improvements to the streets in Pottstown should be programmed into the town's annual budget allocations and phased over several years.

Re-use of Torrence-Lytle School Buildings

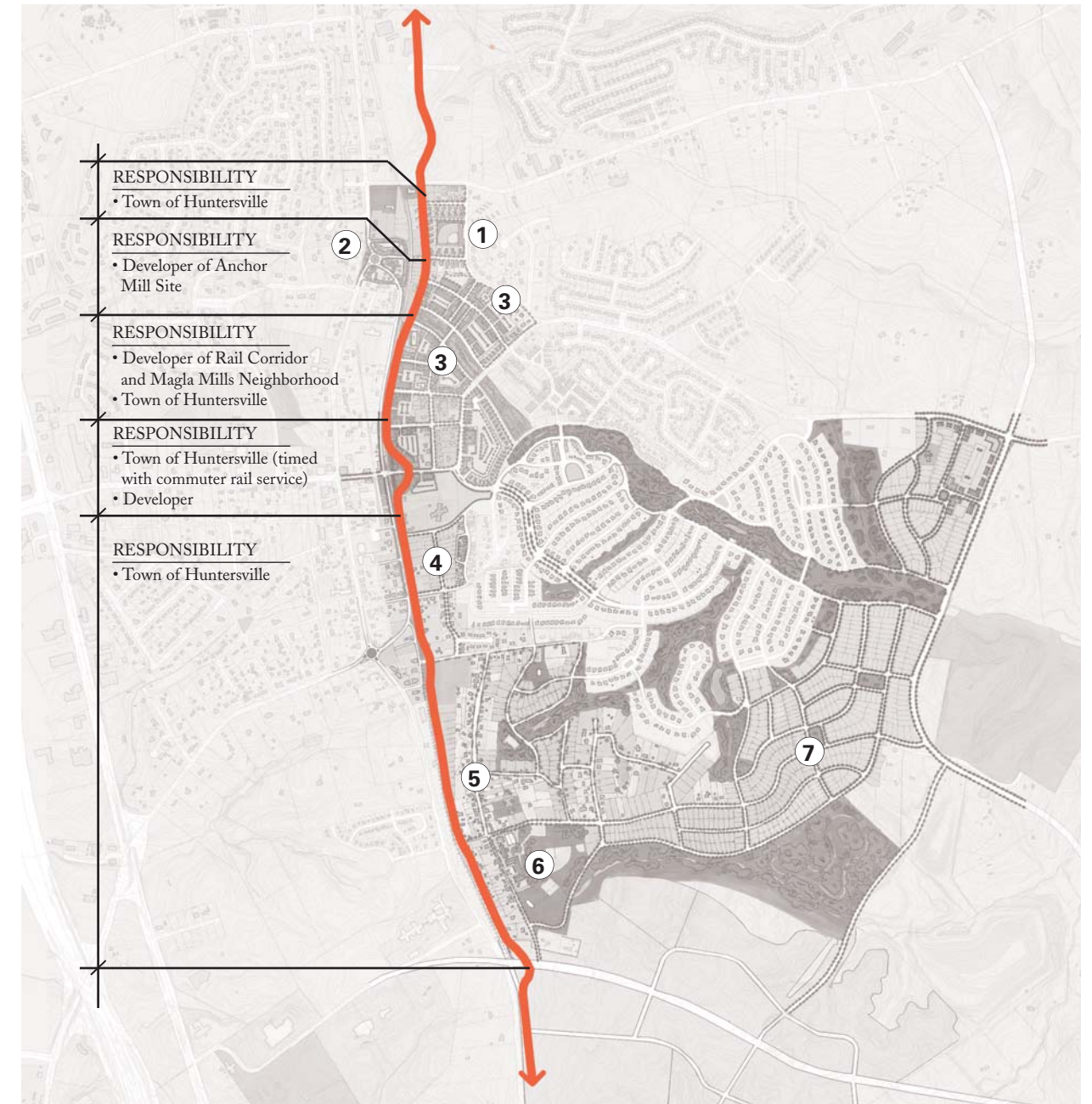
The town and the Mecklenburg County Historic Landmarks Commission should immediately examine the economic feasibility of reusing these historic buildings and summarize the financing opportunities using historic tax credits and other subsidies. Assuming a favorable outcome, a developer should be selected to proceed with design and implementation of the project.

New Neighborhood Development along Holbrooks Road

Extension of regional sewers to the new Bryton development should include a branch to this area. Once sewer service is available, housing development can begin along Holbrooks Road. The development of this area should be timed with construction of the Asbury Chapel Road extension and rerouting of truck traffic to the landfills.



DESIGN PROPOSAL Perspective showing improvements to the Rail Corridor at the intersection of Dellwood Drive and Church Street



DESIGN PROPOSAL Implementation Schedule illustrating responsibility for funding proposed infrastructure improvements to Church Street