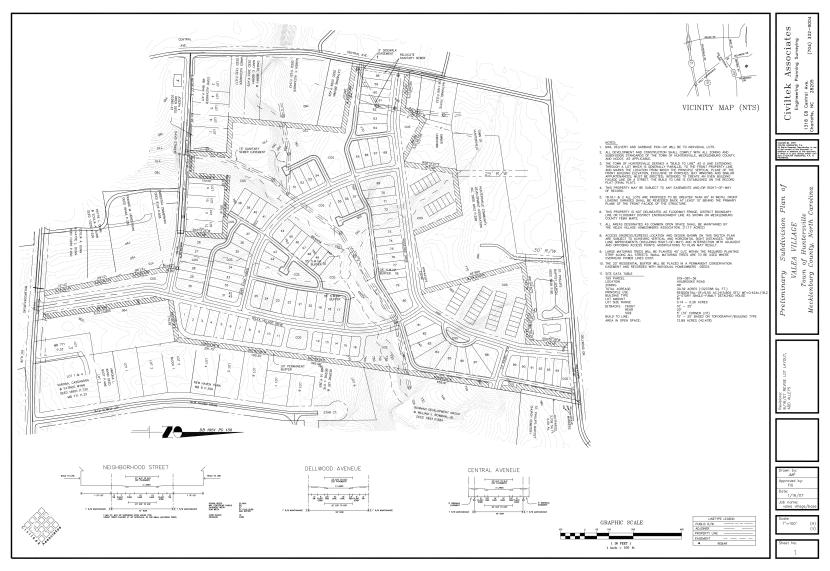
Preliminary Subdivision Plan





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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

- 1 Strengthen and protect existing historic neighborhoods
- 2 Integrate various development initiatives with improved multimodal 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 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 carrellly 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.

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



EAST HUNTERSVILLE AREA DEVELOPMENT PLAN: HUNTERSVILLE, NORTH CAROLINA | APRIL 16, 2007 | URBAN DESIGN ASSOCIATES

EXECUTIVE SUMMARY

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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



ABERNATHY PARK neighborhood, surrounding area, and north traffic circle



RAIL CORRIDOR two-way pair, and

KEY DIRECTIVES OF THE AREA DEVELOPMENT PLAN

- 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



POTTSTOWN NEIGHBORHOOD revitalization of neighborhood and renovation of Torrence

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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

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



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.

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INITIATIVE AREAS: 23 POTTSTOWN NEIGHBORHOOD







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 improvements6 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

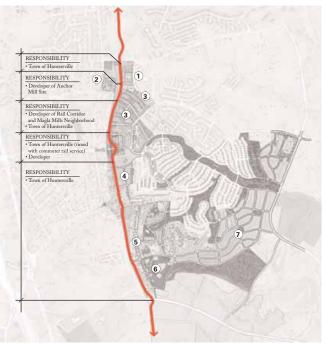
The town and the Mecklenburg County Historic Landmarks
Commission should immediately examine the economic feasibility of
reusing these historic buildings and summarize the financing opportunities using historic tax credits and other subsidies. Assuming a
favorable outcome, a developer should be selected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



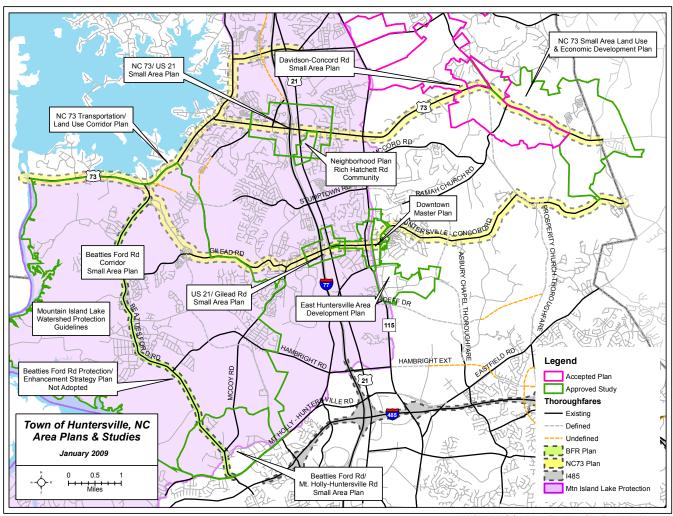
DESIGN PROPOSAL Implementation Schedule illustrating responsibility for funding proposed infrastructure improvements to Church Street

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