

Section V: Village Center



Village Center
V

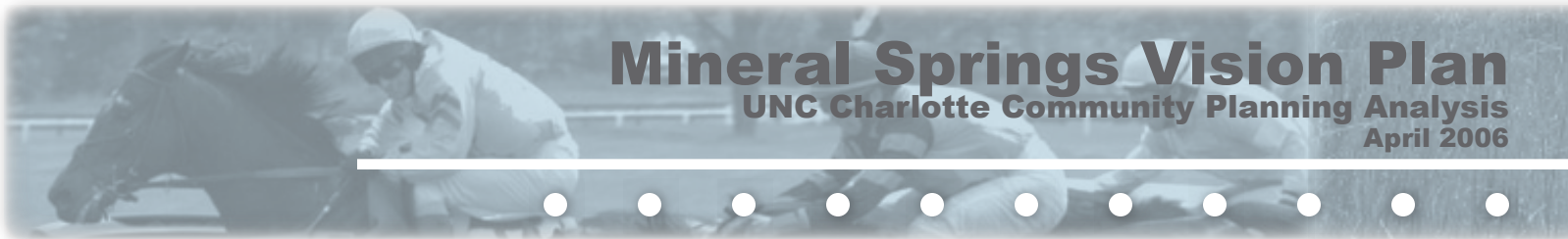


Fig. 47 Aerial views of proposed village center



Fig. 48 Aerial views of proposed village center

“Make downtown a quaint small town feel with commercial structures that are newer. Take advantage of Hwy 75 traffic, yet slow people down through downtown. Designate a park with fields, hiking, small lodge, playground and woods. Keep lots large and wooded.”



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Higher Intensity Model

This design alternative illustrates a mixed-use development at the center of town including a small specialty grocery store, a new civic area incorporating a new town hall, library and community center built around a new "Town Square" or "Village Green," a variety of small retail or commercial buildings and live/work units, and a neighborhood of small-lot single family housing. A small park adjacent to the "Town Square" is retained around two older buildings reserved for some potential future civic or institutional use (not shown on aerial views but indicated on Fig. 52). As a distant future scenario, at least twenty or thirty years out, this plans shows a diagrammatic idea of a future train station for passenger travel, capitalizing on the rail corridor directly adjacent to the town center.

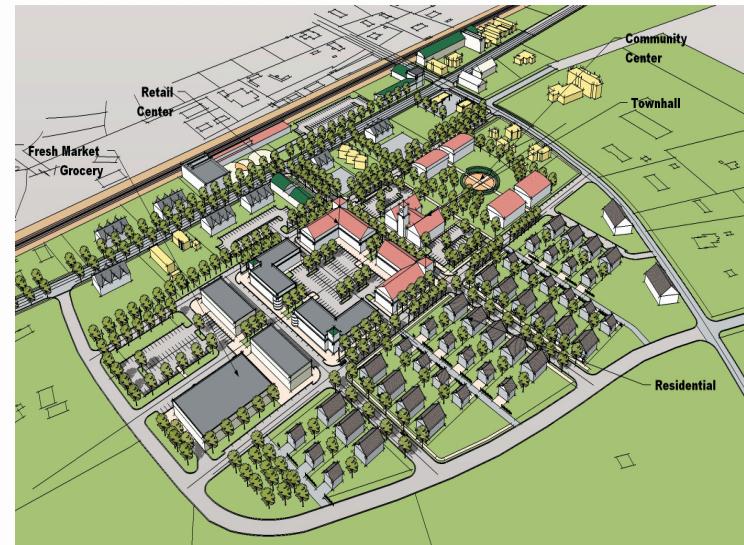


Fig. 50 Overall View Looking Northeast



Fig. 49 Village Center Closeup



Fig. 51 Civic Core & New Housing

Town Center Study 1: Higher Intensity Model

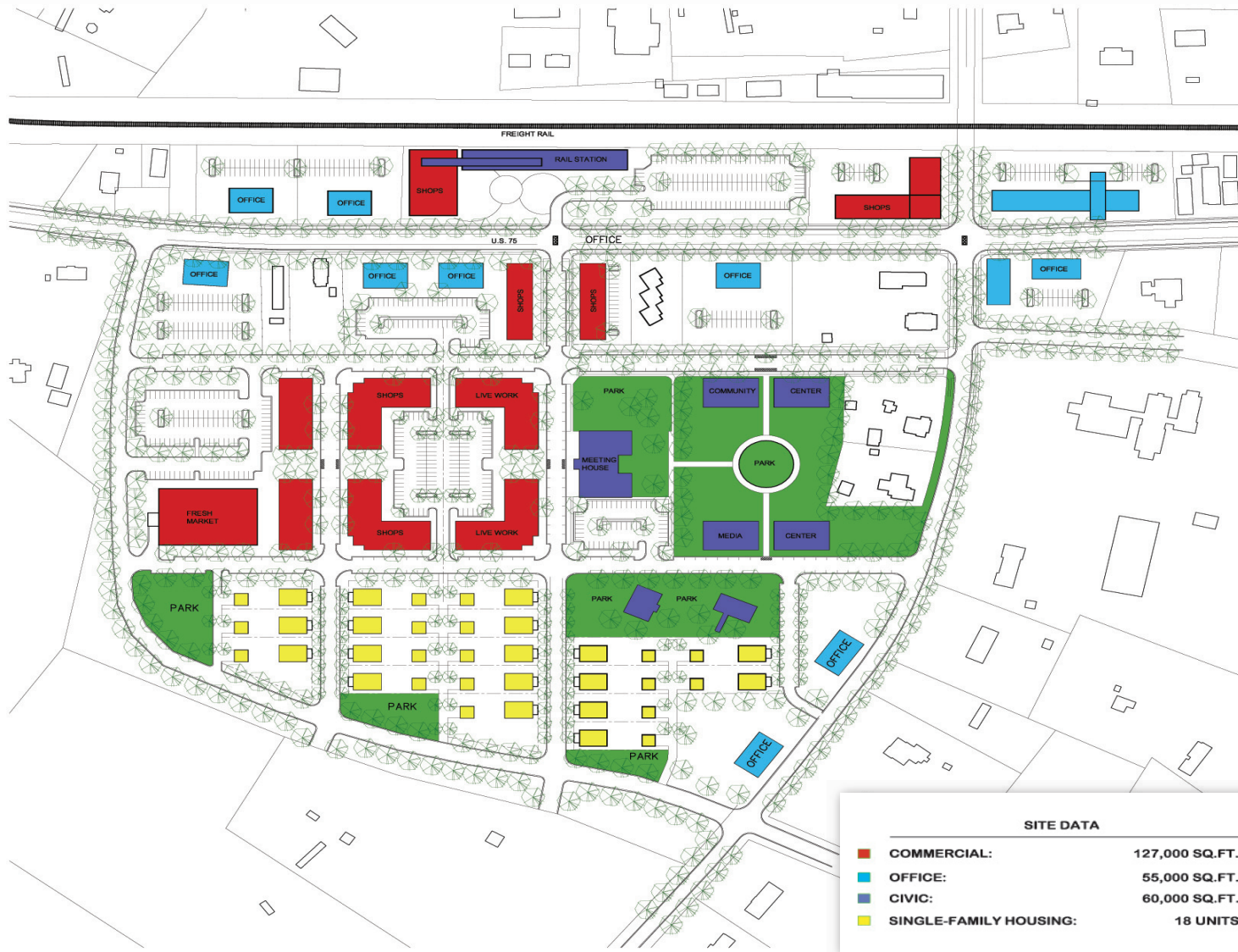


Fig. 52

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B. Lower Intensity Model

This alternative design limits retail and commercial development to small-scale one and two-storey buildings fronting both sides of a new "Main Street" parallel to Highway 75. There is no grocery store or grand civic area. The same small park as noted in Alternative (a) is created around the two existing older buildings on the site, and in this scenario these two buildings could be converted to provide space for a small town hall and community building (not shown on aerial views, but indicated on Fig 56). The majority of the site is developed as small-lot single family housing in order to create a sense of a walkable, predominantly residential center for the community, modeled on traditional American small towns where residential neighborhoods are directly adjacent to Main Street shops and offices.



Fig. 54 Overall View Looking Southwest



Fig. 53 Village Center Closeup



Fig. 55 Overall View Looking Southeast

Town Center Study 2: Lower Intensity Model



Fig. 56

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Highway 75

These scenarios illustrate the progressive urbanization of the highway as it passes through the town center as buildings, sidewalks, trees, streetlights and other urban amenities are added. These are proven techniques for reducing driving speeds through what will increasingly become the center of the community. These more urban street-edge conditions are essential if and when the road is widened to four lanes. Without these urban edges that send the important message "you're entering a built-up area; slow down!" high-speed traffic will dominate the town center area (Fig 60).

With the hard work necessary to obtain the cooperation of the DOT engineers, it may be possible to keep highway 75 as a two-lane road with on-street parking. This would be difficult, but would represent the best scenario for establishing a distinct sense of identity for the town (Fig 61).



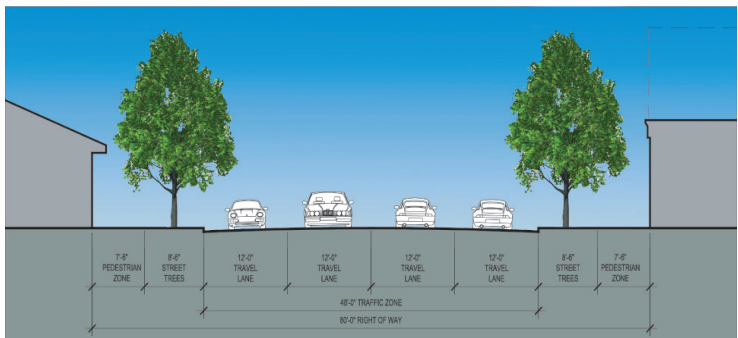
Fig. 57 Existing conditions at main intersection.



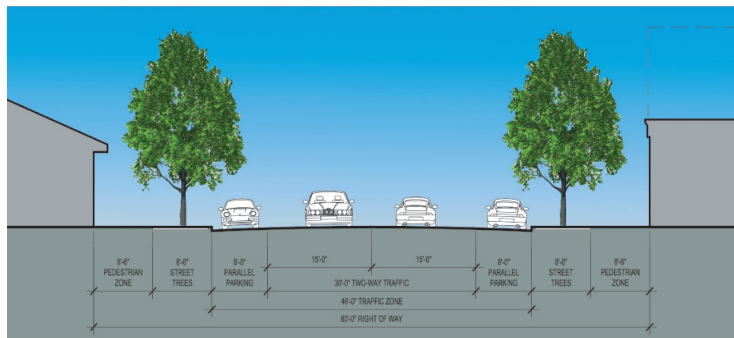
Fig. 58 Existing conditions at main intersection.



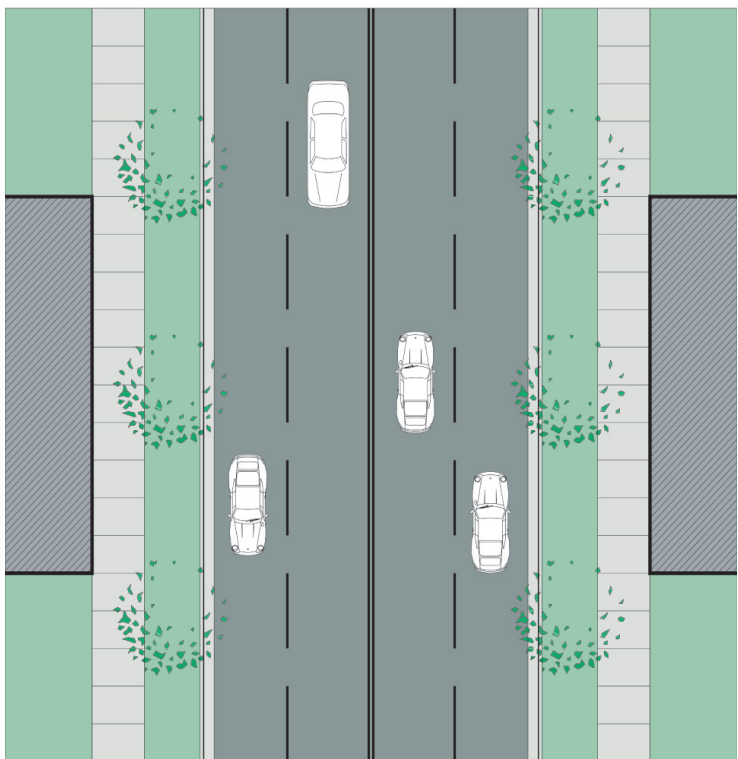
Fig. 59 Existing conditions at main intersection.



4 LANE STATE HIGHWAY STREET SECTION
SCALE: 1" = 60'-0"

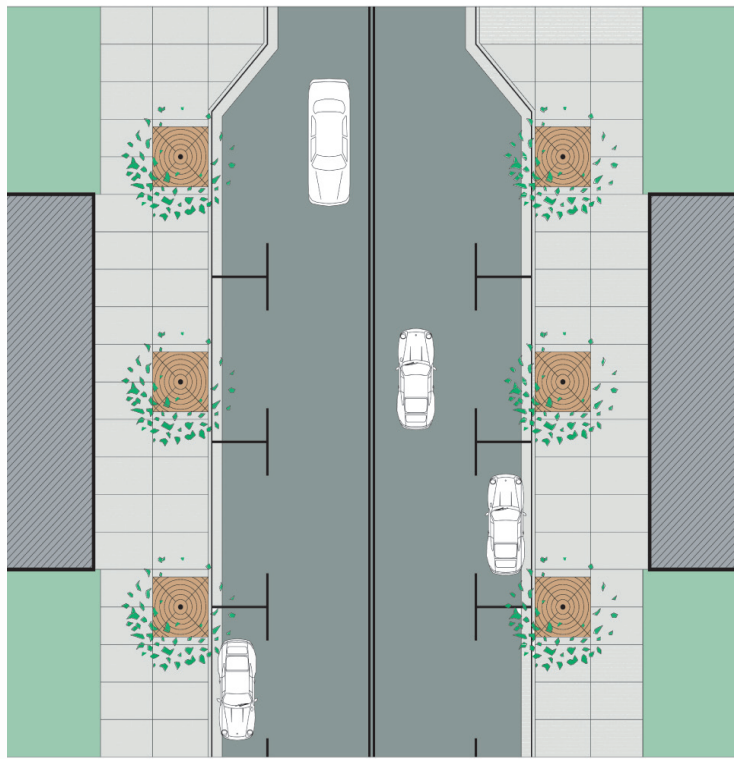


PARALLEL PARKING STREET SECTION
SCALE: 1" = 60'-0"



4 LANE STATE HIGHWAY PLAN
SCALE: 1" = 60'-0"

MINERAL SPRINGS, NC - RT. 75 - 4 LANE TRAFFIC SCHEME



PARALLEL PARKING PLAN
SCALE: 1" = 60'-0"

MINERAL SPRINGS, NC - RT. 75 - TRAFFIC CALMING SCHEME

Fig. 60

Fig. 61



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Fig. 62 Highway 75 as existing.





Fig. 63 Highway 75 rendered to 4-lanes (basic NCDOT design)

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Fig. 64 Highway 75 as urban boulevard with limited development





Fig. 65 Highway 75 as urban boulevard with higher density development.

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Greenway

The proposed greenway system provides a recreational and alternative transport system around the town. The greenway runs along protected stream corridors whenever possible. To make a complete loop, a section of the greenway will need to parallel the main highway 75 in the form of a wide multi-use path.

MS Phases of Greenway Development



Fig. 66

MS Greenway Development Vignettes



Fig. 67

Obesity and inactivity are dual problems that generate significant economic and social costs. Policy makers are starting to realize the high economic costs associated with increasing rates of obesity. A recent report found that inactive lifestyles cost North Carolina \$24.1 billion per year.[1] The human costs are starker. According to the North Carolina Department of Health Services, heart disease, stroke, cancer and diabetes are responsible for 42,000 deaths per year in North Carolina. The reasons for the obesity epidemic are complex. However, the increasing toll on quality of life and public budgets is compelling policy makers to address the epidemic. Some studies have indicated that rates of obesity in rural environments are greater than in urban environments. Developing and implementing an accessible greenway system is one planning suggestion that can assist local residents in engaging in more active, healthier lifestyles. (1. The Economic Costs of Unhealthy Lifestyles in North Carolina. 2005. Produced by Chenoweth Associates or Be Active North Carolina. Available at: <http://www.beactivenc.org/mediacenter/Summary%20Report.pdf>).

MS Greenway Distances and Viewsheds



Fig. 68