



PROSPERITY VILLAGE

Comprehensive Neighborhood Improvement Project (CNIP)



Comprehensive Community Investment Strategy Report

January 29, 2016

Prosperity Village Comprehensive Investment Strategy Summary Report

Project:

Advanced Planning for the 2014 CNIP
Prosperity Village Comprehensive Neighborhood Improvement Project

Prepared For:

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January 29, 2016

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Executive Summary

The CIP and CNIP Programs

The Comprehensive Neighborhood Improvement Program (CNIP) is an expansion of the City's traditional Neighborhood Improvement Program. The earlier Program addressed infrastructure deficiencies within established neighborhoods by investing in street, sidewalk, storm water, and water/sewer improvements. Such infrastructure improvements clearly provided a foundation for improved neighborhood identity and pride among residents. However, that foundation depended on an almost random collection of influences - other public agency initiatives, private land development trends, and community forces - to collectively move the neighborhood in a positive direction.

In contrast, the expanded Program, the CNIP, was conceived to make strategic investments in larger, multi-neighborhood geographies in order to more comprehensively address a broad array of community needs.

The intent of the CNIP pre-planning process was to develop a strategic work plan for each of the CNIP Project Areas to provide the transformation needed to support and catalyze the City's vision.

The pre-planning work included the following:

- Develop and perform a community engagement process
- Identify potential projects within the projected geographic area
- Prioritize potential projects
- Prepare an order of magnitude cost estimate
- Prepare a Comprehensive Community Investment Strategy (CCIS) Report and an Executive Summary

The Prosperity Village CNIP was unique in that it was directly following the development and adoption of an area plan for a significant element within the CNIP boundary.

The Prosperity Hucks Area Plan

The area plan provides policy direction to guide future growth and development consistent with the Centers, Corridors and Wedges framework. The area plan focuses on the activity (village) center within the Prosperity Village CNIP boundary. The Prosperity Hucks Area Plan was developed to provide a community-supported vision and provides detailed policy direction to shape the character and pattern of development. The completion of the unique I-485 interchange and its related transportation improvements would dramatically reposition Prosperity Village within the region.

The area plan provides policy direction to guide future growth and development consistent with the Centers, Corridors, and Wedges Growth Framework. A significant focus of the plan was the activity (village) center within the Prosperity Village CNIP boundary.

The area plan suggests the activity center should provide a mixture of uses to include retail, office, institutional and residential uses. These uses should be developed in mixed use buildings in a dense, pedestrian friendly, network of connected local streets. The wedge neighborhoods should be a mixture of lower density residential uses supported by a network of public and private open space, and an expanded greenway system.

While the area plan provides clear policy language and guidance on the vision for the Prosperity Village area, it also identifies multiple project opportunities which the CNIP could undertake to catalyze future development and create the transformative change that is desired.

The Market Study

Prosperity Village has been categorized as an emerging, high growth area in need of increased connectivity to regional nodes and employment centers.

2014 market analysis by the Noell Consulting Group suggested the following opportunities:

- Further a sense of neighborhood location and tie different land uses together to create a whole greater than the sum of its parts.
- Further the sense of value and location in the area to enhance home price appreciation, rent and lease growth, and demand for residential and commercial products.
- Broaden housing offerings in the area to appeal to a wider array of market audiences.

The market study also describes the Prosperity Hucks market as a neighborhood-serving retail core anchored by groceries, drug stores and local-serving retail and office users. The market suggests retail opportunities will increase with the opening of the I-485 interchange. By pulling the existing retail centers into a more consistent core there can be a sense of local destination via streetscaping, key design elements and infilling neighborhood retail. The analysis suggested Prosperity Village may get attention from big box retail developers because of its distance from the nearest big box retail developments, although this may not serve the goals of the village center as established by the area plan.

The Prosperity Hucks area does not offer the key factors needed to attract large scale office development according to the market study. A local/neighborhood-serving retail orientation in the area and the low-density environment indicate a more local-serving office use would be more appropriate. The market study recommends creating a greater sense of lifestyle in the area by furthering a mixed use environment and enhancing walkability.

The opening of the I-485 interchange and the planned infrastructure improvements will further residential opportunities in the area. The area has a stable neighborhood environment and a growing potential for residential product diversification.

Community Engagement Process

The Prosperity Village CNIP team developed a multi-stage community engagement process to best identify and engage the community stakeholders. This process included a series of six focus groups and a public charrette. Focus groups targeted specific segments of community stakeholders to extract specific information about the community's needs and wishes. The public charrette was an open drop in session to allow any person from the public to review the projects identified, to suggest additional projects, and to discuss ways the CNIP funding should be invested in the community.

The results of the first focus groups gave the team an understanding of the perception of the community by the stakeholders, general needs of the community in the eyes of the stakeholders and the stakeholders' priority in general ways to use the investment funding.

The community charrette was developed to introduce the first of the potential projects to the community and identify additional specific projects. The identified projects were separated into project categories: Community Identity and Beautification, Greenways, Trails and Open Space, Pedestrian Circulation, Transportation, and Partnerships. The project's categories were separated to different discussion tables to reduce confusion and allow for greater input on each of the specific categories. An overall map was provided at the end to allow the community to choose their favorite projects in order to determine the overall consensus of preferred projects. A ballot was created to collect community input in order to eliminate any unnecessary projects as well as add suggested projects.

The community identified multiple additional projects to the CNIP team for consideration in the planning process. Many of these projects were in the pedestrian circulation and transportation categories.

The the second series of focus groups were organized to gain an understanding of the more specific project details that would support the general needs which were identified in the first focus groups. The focus groups were again divided into

three groups: public sector, private sector, and community leaders. The same participants were invited from the first focus groups along with additional interested parties and stakeholders that were further identified. The project team developed a series of identified projects in five major project typologies/categories; **Community Identity and Beautification, Greenways, Trails and Open Space, Pedestrian Circulation, Transportation, and Partnerships**. These projects were presented to each focus group. The team asked each focus group to select their highest priority project within each project category as well as select their five highest priority projects out of all the identified projects.

Following the focus groups, community charrette, and development of the investment strategy by the project team, a Public Information Meeting was held. This meeting was a presentation of the overall process that had been followed to reach a final recommendation on the CNIP investment strategy for the Prosperity Village area.

The strategy was well received and began a series of detailed questions and discussions among the attendees. One of the most promising discussions regarded the new community association that has formed, taking on issues such as developing a name and identity brand for the community, organizing community members to be active in the zoning and development activities within the community and the dissemination of information within the community.

Project Identification

Through several iterations, a list of projects was developed and identified to create the largest impact on the emerging community. Identifying the projects was a very fluid process from the beginning that started with an initial analysis of the community's primary needs identified by the Prosperity Hucks Area Plan, the Market Analysis and the Community feedback and additional suggestions. Projects were added to the list based on the data gathered from the focus groups and public charrette. The community engagement process was essential to identifying the projects by providing multiple platforms for communication and feedback.

The identified projects were organized in a matrix based on the project categories. Each project was reviewed in greater detail to gather the information required to develop a magnitude of cost for each. A map of the CNIP area was created and all of the 49 identified projects were located on the map for a clear representation of the geographic distribution of the investment funding.

Project Prioritization

Project prioritization was determined based on a weighted system. In order to meet the goals of both the City of Charlotte and Prosperity Village, the system consisted of two major factors which were the CIP Program Goals and Neighborhood/Area Specific Criteria. The factors were weighted as 30% CIP Program Goals and 70% Area Specific Criteria. Each factor was broken down further into several goals/criteria to evaluate each potential projects' impact on the community.

A prioritization matrix was developed to list each project and show the score for each goal and criteria. After analyzing each of the projects along these lines, a narrowed list of 21 projects was created. These were the projects that scored typically high to medium on the prioritization matrix. These projects were reviewed in the development of the comprehensive community investment strategy.

Comprehensive Community Investment Strategy

The Comprehensive Neighborhood Improvement Program is a collection of projects designed to stimulate and support growth - that is, development that improves livability, transportation, and prosperity for the residents of the area.

Collectively, the projects will contribute to:

- A growing mix of land uses that provide an activity center with a choice of housing types, retail opportunities, and community services.
- Continued growth of area, single-family neighborhoods and nearby job centers.
- A high degree of connectivity for vehicles, pedestrians, bicyclists, and all users of greenways and open space.

Perhaps the most significant element of the strategy is to “leverage private sector investment.” This premise recognizes that public resources cannot fully build a community and create a “sense of community” among those who work, live, shop and recreate there. The community must emerge and grow from investments of developers in the built environment and investments of the residents and visitors in the daily activities that create a vibrant quality of life. The goal of the CNIP is to select public investments that will best provide the platform and catalyst for private development and for private institutions, businesses, community organizations, and neighbors to create a strong mix of land uses, activities, and life experiences.

Forty-nine individual projects were identified to contribute to one or more of the above goals. An extensive public input process, along with detailed planning analysis, has selected 21 of these projects to strategically invest in the Prosperity Village area. The overall strategy can be summarized into the three categories: **build the village center, link to the surrounding neighborhoods and support the outlying areas.**

The first category of projects, “Build the Village Center,” are selected to fill gaps in infrastructure, grow a sense of community identity, and directly partner with the private development sector to knit together existing and future land uses in a way that promotes shopping, services, and leisure activity with a combination of private and public facilities.

The second category of recommended CNIP projects is “Connect to the Activity Center.” Here the strategy is to link the activity center to the surrounding residential areas through sidewalk, trail, and street connections. A mix of significant projects - from the extension of greenways and sidewalks, to the upgrade of DeArmon Road to a “complete street” - provide community residents modal choices for getting back and forth to the activity center. Walking, bicycling, and driving all become viable for transportation and improved access.

Thirdly, the CNIP recommendations include infrastructure enhancements to “Surround the Activity Center.” The objective is to better knit together the surrounding neighborhoods and community assets like schools, parks and greenways with sidewalks, greenway connections, crosswalks, and traffic signals. Again, giving residents and visitors ample and safer choices for getting around the community will add to the overall quality of life and desirability of the community.

Residents in Charlotte-Mecklenburg have many choices of where to live, shop, and spend their time. Ultimately, the City of Charlotte’s goal is to provide the framework for each area of the City to be a desirable place, and give residents a quality range of choices. These CNIP recommendations have been selected to strategically build the infrastructure foundation of the Prosperity Village area, allowing the community to grow over time into a “community of choice,” by leveraging the investments of developers in the built environment and the investments of the residents and visitors in the daily activities that create a vibrant quality of life.

The recommended CNIP projects of landmark gateways at the interchange, art and/or landscaping features in the roundabouts and around the interchange loop, and a community signage program provide the opportunity to build on the traditions and add new elements and identity that can become known across Charlotte and the region. As that unique identity becomes stronger and more well-known, developers and businesses should be motivated to take advantage of it in their architecture, marketing, and signage.

Another component of a strong core is appropriate public facilities. The area immediately around the activity center is well served with schools and parks; however, two public facilities for the core were identified through the public input process - a community gathering spot and a library. The CNIP recommendations address these facilities by allocating funds to leverage private sector investments and another public agency. For a community gathering spot, there is an excellent opportunity to restore and enhance an existing pond on property adjacent to Prosperity Church. A portion of the land around the pond would be developed as urban, open space, providing a location for small community events, evening concerts, and just simple “people watching” after residents and visitors shop and dine in nearby businesses. The remainder of the land around the pond would be privately developed with a mix of uses that also take advantage of the water frontage.

A public library is another resource for community events and another destination for those visiting the activity center. While the CNIP funds cannot fully finance a new library, the recommended concept is to collaborate with Mecklenburg County and a developer to combine resources for the location, construction, and operation of a new library. The library and urban gathering spot would support and complement the other elements of the activity center at Prosperity Village. These public investments will stimulate private development, business activity, and engaged residents to improve the quality of life in the Prosperity Village area over the next 5 to 10 years.

Prosperity Village Analysis

The CIP and CNIP Programs

The Comprehensive Neighborhood Improvement Program (CNIP) is an expansion of the City's traditional Neighborhood Improvement Program. The earlier Program addressed infrastructure deficiencies within established neighborhoods by investing in street, sidewalk, storm water, and water/sewer improvements. Such infrastructure improvements clearly provided a foundation for improved neighborhood identity and pride among residents. However, that foundation depended on an almost random collection of influences - other public agency initiatives, private land development trends, and community forces - to collectively move the neighborhood in a positive direction.

In contrast, the expanded Program, the CNIP, was conceived to make strategic investments in larger, multi-neighborhood geographies in order to more comprehensively address a broad array of community needs. The investments are to be strategic in the sense that they increase collaboration among public agencies, emphasize larger rather than smaller projects, leverage private sector investment, serve as a catalyst for transformative change, and create long-term impacts to address systemic issues.

The intent of the CNIP pre-planning process was to develop a strategic work plan for each of the CNIP Project Areas to provide the transformation needed to support and catalyze the City's vision.

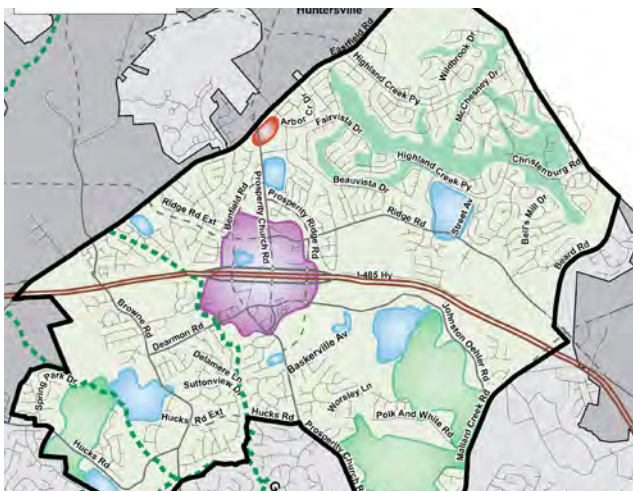
The pre-planning work included the following:

- Develop and perform a community engagement process
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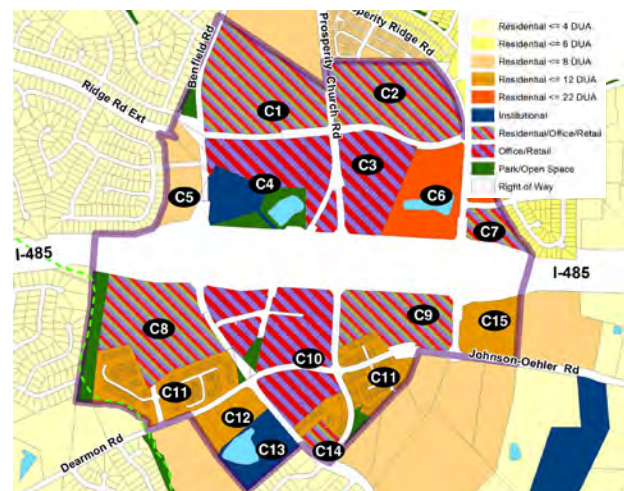
The Prosperity Village CNIP was unique in that it was directly following the development and adoption of an area plan for a significant element within the CNIP boundary.

Analysis of the Prosperity Hucks Area Plan

The Prosperity Hucks Area Plan was developed to provide a community-supported vision and provides detailed policy direction to shape the character and pattern of development. The completion of the unique I-485 interchange and its related transportation improvements would dramatically reposition Prosperity Village within the region.



Prosperity Hucks Area Plan, City of Charlotte, July 2015

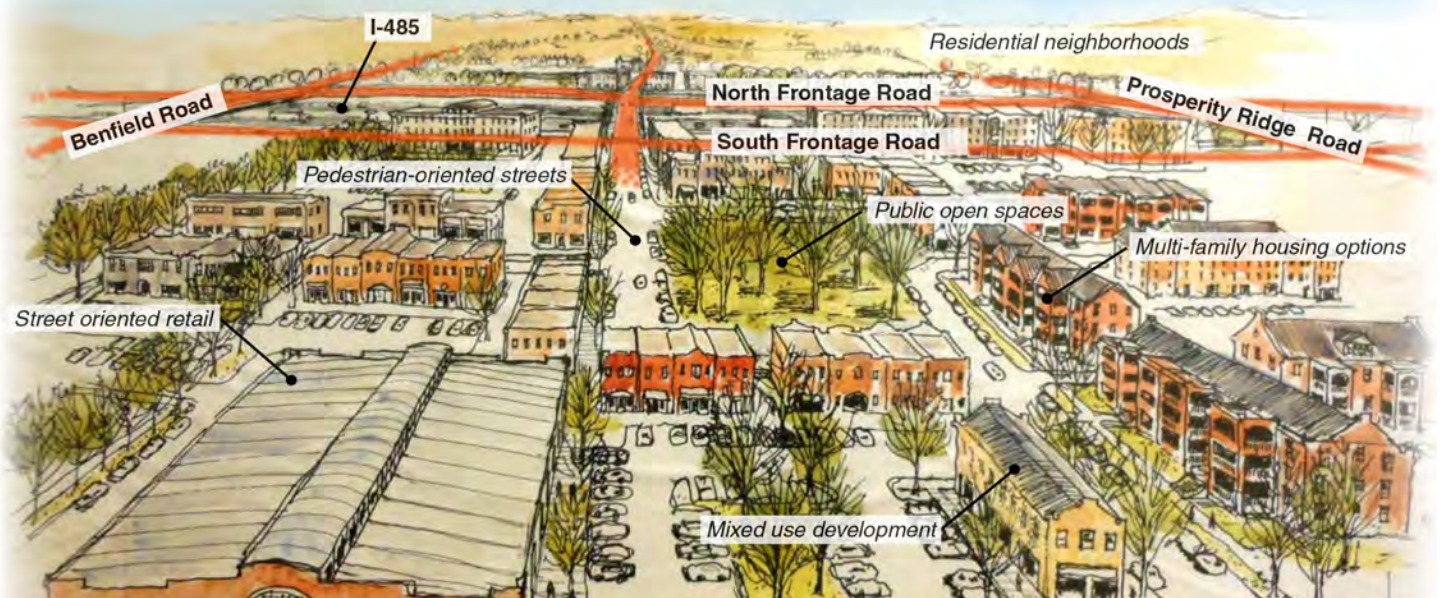
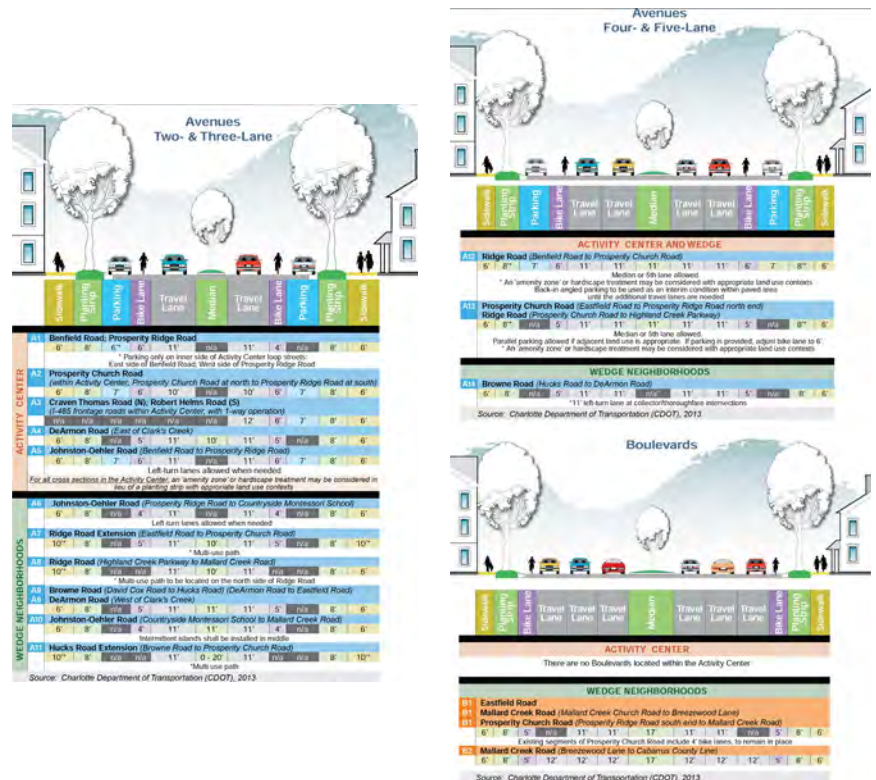


The plan provides policy direction to guide future growth and development consistent with the Centers, Corridors, and Wedges Growth Framework. A significant focus of the plan was the activity (village) center within the Prosperity Village CNIP boundary.

It incorporates policy to guide the development of an activity/village center, connections to wedge neighborhoods, transportation and mobility, and an open space network. The area plan has laid out specific parameters for roadway design to create a safe multi-modal transportation network in the activity center. Several cross sections were developed to ensure each street is built with the best treatment depending on its future use.

The area plan suggests the Village Center should provide a mixture of uses to include retail, office, institutional and residential uses. These uses should be developed in mixed use buildings in a dense, pedestrian friendly, network of connected local streets. The wedge neighborhoods should be a mixture of lower density residential uses supported by a network of public and private open space, and an expanded greenway system.

While the area plan provides clear policy language and guidance on the vision for the Prosperity Village area, it also identifies multiple project opportunities which the CNIP could undertake to catalyze future development and create the transformative change that is desired.



The vision for Prosperity Hucks is centered on a walkable Activity Center that supports the surrounding neighborhoods.

Prosperity Hucks Area Plan, City of Charlotte, July 2015

Analysis of the Market Study

Prosperity Village has been categorized as an emerging, high growth area in need of increased connectivity to regional nodes and employment centers. The 2014 market analysis by the Noell Consulting Group suggested the following opportunities in Prosperity Village:

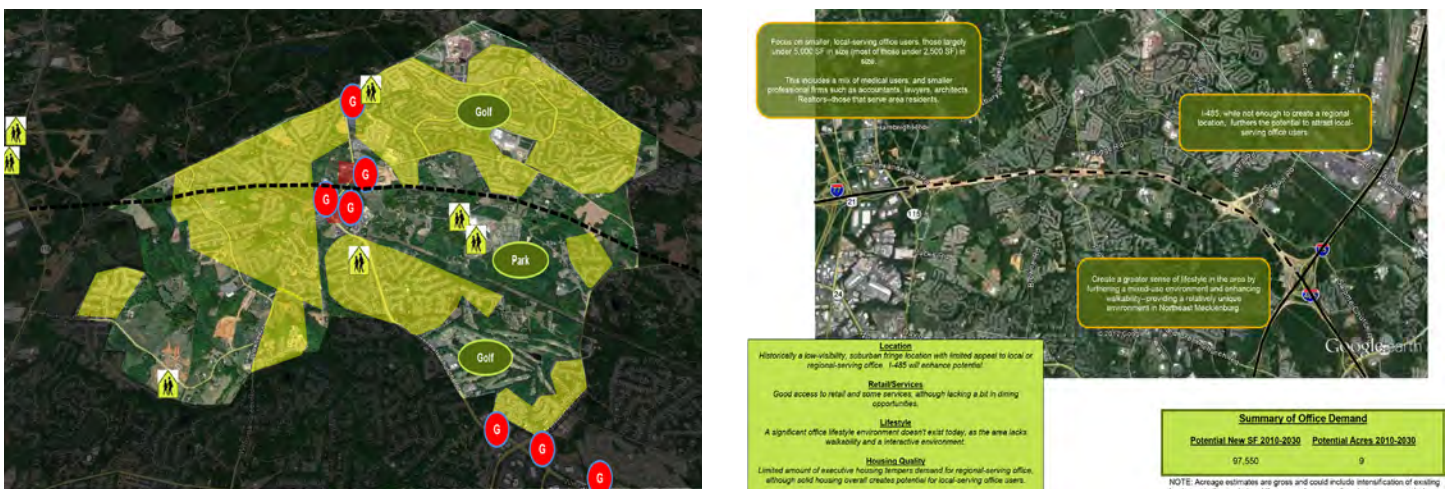
- Further a sense of neighborhood location and tie different land uses together to create a whole greater than the sum of its parts.
- Further the sense of value and location in the area to enhance home price appreciation, rent and lease growth, and demand for residential and commercial products.
- Broaden housing offerings in the area to appeal to a wider array of market audiences.

The market study also describes the Prosperity Hucks market as a neighborhood-serving retail core anchored by groceries, drug stores and local-serving retail and office users. The study suggests retail opportunities would increase with the opening of the I-485 interchange. By pulling the existing retail centers into a more consistent core there can be a sense of local destination via streetscaping, key design elements and infilling neighborhood retail. The analysis suggested Prosperity Village may get attention from big box retail developers because of its distance from the nearest big box retail developments, although this may not serve the goals of the village center as established by the area plan.

The Prosperity Hucks area does not offer the key factors needed to attract large scale office development for the market study. A local/neighborhood-serving retail orientation in the area and the low-density environment indicate a more local-serving office use would be more appropriate.

The market study recommends creating a greater sense of lifestyle in the area by furthering a mixed use environment and enhancing walkability.

The opening of the I-485 interchange and the planned infrastructure improvements would further residential opportunities in the area. The area has a stable neighborhood environment and a growing potential for residential product diversification.



Prosperity Hucks Study Area Market Analysis, Noell Consulting Group, December 2012

Community Engagement

Summary

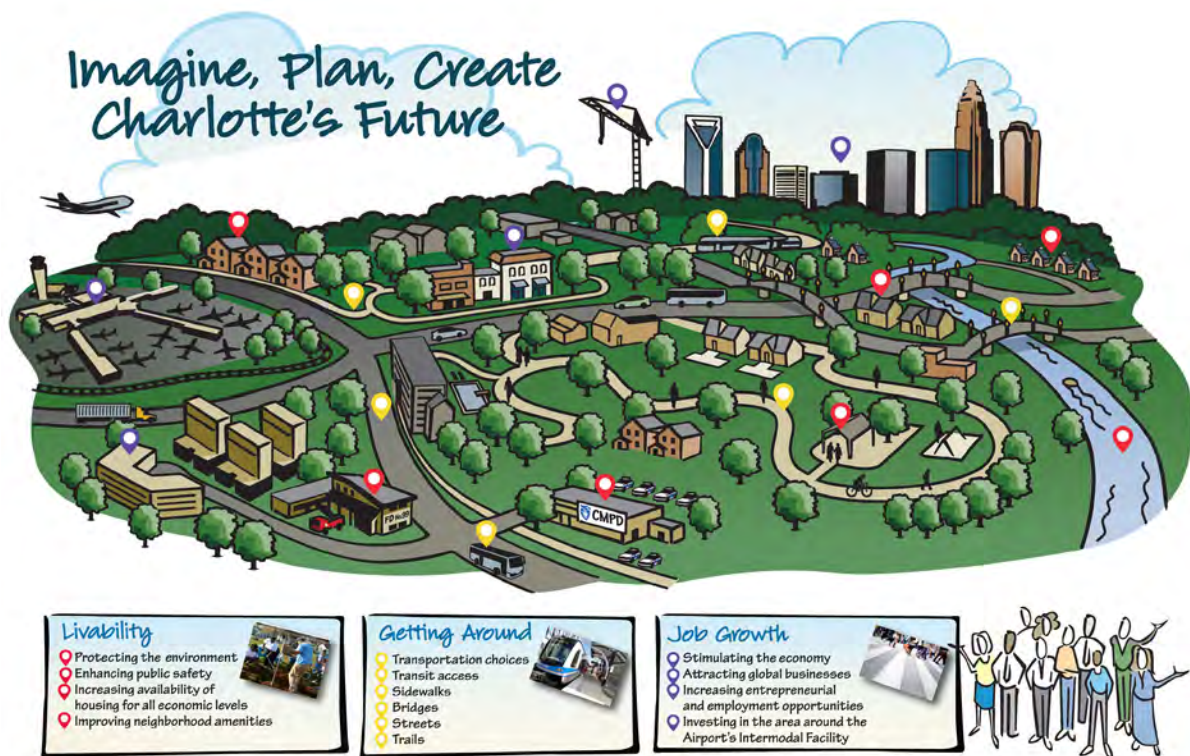
The Prosperity Village CNIP team developed a multi-stage community engagement process to identify and engage the community stakeholders. The process was based on the community engagement strategy as adopted by the City of Charlotte.

Stakeholder identification was developed by gathering information from multiple sources. The main resources were through the efforts of the Prosperity Hucks Area Plan community engagement process and public agency representatives. The team also sought stakeholder information from churches/places of worship, homeowner association leadership, and the local police.

A series of six focus groups and a public charrette were held. The entire process was then followed up with a Public Informational Meeting explaining the results and recommendations of the planning effort.

Focus Groups targeted specific segments of community stakeholders to extract specific information about the community's needs and wishes. Focus groups covered three main sectors: public sector, private sector, and community leaders.

The public charrette was an open drop in session to allow any person from the public to review the projects identified, to suggest additional projects, and to discuss ways the CNIP funding should be invested in the community.



First Focus Groups

A series of three focus groups were organized to gain an understanding of the general needs within the neighborhood from different perspectives. There were three groups: public sector, private sector, and community leaders. The project team, with the help of multiple public agency representatives, developed a questionnaire to gain a general understanding for the needs of the neighborhood (i.e., connectivity, safety, etc.) and learn what types of investments each focus group thought would be most transformative for the community.

Public Sector Agency Focus Group

The public sector focus group included the participation of eleven individuals. The group responded to all the prepared questions and held very thoughtful discussion throughout the polling process. Obviously each public sector agency has their own agenda, but they agreed any area public safety could be increased should be given priority. The option of developing a library was discussed. The idea of public/private partnerships to leverage the available bond money for a real return on the investment was discussed. The area plan was discussed and the biggest concerns were getting the consensus of the community members and the level of control the plan would have in directing future developments. There were some major themes which resulted from both the polling questions as well as our observation of the discussions. These themes were based on providing increased livability, better connectivity, job growth, and transformative change.

Major Themes – Public Sector Focus Groups (in order highest to lowest priority)

1. Transportation

Vehicular
Public Transit

2. Connectivity (in order from high to low priority)

Vehicular
Pedestrian
Greenway
Bike

3. Aesthetics (no particular order)

Architecture
Gateway Entry
Lighting
Landscape/Streetscape

4. Open Space

Village Open Space/Green
Neighborhood Park

5. Government Facilities

Library
Fire/Police



Private Sector Focus Group

The private sector focus group included the participation of nine individuals including investment groups, realtors, and developers. The group responded to all the prepared questions and held very thoughtful discussion throughout the polling process. There were a few major themes which resulted from both the polling questions as well as our observation of the discussions. These themes were based on providing, increased livability, better connectivity, job growth, and transformative change.

Major Themes – Private Sector Focus Groups (in order highest to lowest priority)

1. Transportation

Vehicular
Public Transit

2. Connectivity (in order from high to low priority)

Vehicular
Pedestrian
Greenway
Bike

3. Form Based Codes

Signage Standards
Architectural Standards
Landscape Standards

4. Aesthetics

Architecture
Gateway Entry
Lighting
Landscape/Streetscape

5. Open Space

Village Open Space/Green
Neighborhood Park

6. Developer Incentives

Density Incentives for
developers that include
public open space
Public/Private Partnerships



Community Leaders Focus Group

The residential sector focus group included the participation of seventeen individuals. The group was unable to respond to all the prepared questions. Long rounds of discussion were held throughout the polling process. While observing the discussions we noticed some people displayed confusion over the CNIP process, and some did not like the idea of the small area plan as it was proposed. These people also suggested they did not want bond money spent on items such as storm water, sewer and water utilities as they felt these should be funded by their traditional sources.

There was also another group of people that were very much in support of the small area plan, but were worried about the actual ability of the plan to direct development into its intended direction. These people understand development pressure is real and unavoidable. They agree they would rather work with the developers to guide the development into a land use pattern, scale and aesthetic appeal which suits their objectives. Some major themes were noticed from the residential sector focus group.

Major Themes – Residential Sector Focus Groups (in order highest to lowest priority)

1. Transportation

Vehicular
Public Transit- Lower Interest

2. Connectivity

(in order from high to low priority)

Vehicular
Pedestrian
Greenway
Bike

3. Aesthetics

Architecture
Gateway Entry
Lighting
Landscape/Streetscape

4. Open Space

Village Open Space/Green
Neighborhood Park

5. Government Facilities

Library
Fire/Police/EMS

Community Charrette

The community charrette was developed to introduce the first of the potential projects to the community and identify additional specific projects. The projects were categorized to different tables to reduce confusion and allow for greater input on each of the categories. An overall map was provided at the end to allow the community to choose their favorite projects in order to determine the overall preferred projects. A ballot was created to collect community input in order to eliminate any unnecessary projects as well as add suggested projects.

Community Identity and Beautification Table

Summary

Representative Staff: Wayne Robinson and Curt White

PowerPoint – Looped Images of different types of Community Identity and Beautification Projects

Neighborhood Map – Showing current potential Community Identity projects and locations

Neighborhood Aerial – Aerial of Area Plan/Village Area

What do we want to learn from the participants? We want to gauge what types of Community Identity and Beautification Projects the community would support. We also want to determine in what locations these projects should be considered.

Ballot Questions:

Please tell us the three (3) Community Identity and Beautification projects you would support the most.

Please tell us the one (1) Community Identity and Beautification project you support the least.

Map Location Markup – Participants would be given arrow stickers to show potential project locations other than those already shown on the potential projects list.



Results

What we heard during discussions at the table

The participants all seemed to like the idea of establishing an identity/brand for the neighborhood. Many people liked the idea of having greater control over architectural design guidelines and establishing a common look to streetscapes, lighting, etc. Public art was supported, but a few participants suggested that creating better connectivity from the neighborhoods to the village was more important. The idea of a library was well received and discussed even though it was outside of the topic of the table.

What the responses on the ballot told us

The community mentioned the following investment project types the following number of times.

- I-2 I-485 Ramp and Frontage Road Streetscape – 12 Occurrences
- I-4 Community Signage/Identity – 10 Occurrences
- I-1 Prosperity Village Gateways – 9 Occurrences
- I-3 Landmarks at Roundabouts – 6 Occurrences
- Public Art – 4 Occurrences
- Pattern Book – Design Guidelines – 2 Occurrences
- P-1 Library – 2 Occurrences



Greenways, Trails and Open Space Table

Summary

Representative Staff: Andrew Pack

PowerPoint – Looped Images of different types of Greenway, Trail and Open Space Projects

Neighborhood Map – Showing current potential Greenway, Trail and Open Space projects and locations

Neighborhood Aerial – Aerial of Area Plan/Village Area

What do we want to learn from the participants? We want to gauge what types of greenway, trail and open space projects the community would support. We also want to determine in what locations these projects should be considered.

Ballot Questions:

Please tell us the three (3) greenway, trail and open space projects you support the most.

Please tell us the one (1) greenway, trail and open space project you support the least.

Map Location Markup – Participants would be given arrow stickers to show potential project locations other than those already shown on the potential projects list.

Results

What we heard during discussions at the table

The participants all supported any and all greenway expansion projects. They also supported creating the greatest possible level of connectivity from the surrounding neighborhoods to the village center. The most popular project is G-1 the Trailhead and Clark's Creek Greenway Expansion. This garners nearly unanimous support. The next most supported project is G-3 the multi-use trail that would connect the trailhead to the south portion of the village. A new project G-6 Mallard Creek Greenway Bridge Connection to the CATS lot was also supported by everyone that saw the new potential project. Some participants mentioned the development of a central green space within the village center, which we also heard during the focus groups, but have determined this may only be possible through a public/private partnership.

What the responses on the ballot told us

The community mentioned the following investment project types the following number of times.

- G-1 Trailhead and Clark's Creek Greenway Extension – 9 Occurrences
- G-2 Clark's Creek Greenway Northern Extension – 4 Occurrences
- G-3 Southwest Connector Multi-Use Trail – 4 Occurrences
- G-4 and G-5 Clark's Creek Tributary #1 & 1A – 4 Occurrences
- G-6 Mallard Creek Greenway Bridge Connection to CATS lot – 4 Occurrences
- G-7 Jimmy Oehler Multi-Use Trail – 3 Occurrences, but we also had 2 people suggest this was the least important.

Pedestrian Circulation Table

Summary

Representative Staff: Paul Smith

Project Example Board – Shows photos of types of Pedestrian Circulation projects.

Neighborhood Map – Showing current potential Pedestrian Circulation projects and locations.

Neighborhood Aerial – Aerial of Area Plan/Village Area

What do we want to learn from the participants? We want to gauge what types of pedestrian circulation projects the community would support. We also want to determine in what locations these projects should be considered.

Ballot Questions:

Please tell us the three (3) pedestrian circulation projects you support the most.
Please tell us the one (1) pedestrian circulation project you support the least.

Map Location Markup – Participants would be given arrow stickers to show potential project locations other than those already shown on the potential projects list.

Results

What we heard during discussions at the table

The participants all supported developing a very solid network of connections from the surrounding neighborhoods to the village center. Sidewalk and multi-use trail connections are all desired throughout the neighborhoods.

What the results of the ballot told us

The community mentioned the following investment project types the following number of times.

- C-7 Sidewalk on Ridge Road from Prosperity Church Road to Highland Creek Parkway - 10 Occurrences
- C-1 Pedestrian Crossing/Signal at Prosperity Church and Katelyn - 5 Occurrences
- C-8 Sidewalks on Prosperity Church Road - 5 Occurrences
- C-6 Sidewalk Gaps from Prosperity Church Road to Johnston Oehler Road - 4 Occurrences
- C-12 Sidewalk on Browne Road - 5 Occurrences
- C-13 Sidewalk on DeArmon Road – 3 Occurrences
- Traffic Light/Pedestrian Crossing at Mallard Creek High School – 3 Occurrences
- C-2 Crosswalk at Senior Center on Prosperity Church Road - 1 Occurrence
- C-4 Traffic Signal at Driwood Court – 1 - Occurrence
- C-9 Sidewalk Gaps on Eastfield Road – 2 Occurrences, but we also had 1 person suggest this was the least important.
- C-11 Additional midblock refuge island on Ridge Road – 1 Occurrence, but one person suggested this was the least important project in the category.
- C-14 Sidewalk Gaps on David Cox Road – 1 Occurrence
- Access to Mallard Creek Greenway via the CATS parking lot – 1 Occurrence

Transportation Table

Summary

Representative Staff: Tom Sorrentino (CDOT) and Kelly Hayes (SEPI)

Project Example Board – Shows photos of types of Transportation projects

Neighborhood Map – Showing current potential Transportation projects and locations

Neighborhood Aerial – Aerial of Area Plan/Village Area

What do we want to learn from the participants? We want to gauge what types of transportation projects the community would support. We also want to determine in what locations these projects should be considered.

Results

What we heard during discussions at the table

The participants all liked any projects that reduced traffic congestion and provided better access from the surrounding neighborhoods to the village center.

What the responses on the ballot told us

The community mentioned the following investment project types the following number of times.

- T-1 Prosperity Church Road Widening – 2 Occurrences
- T-2 Ridge Road Extension - 6 Occurrences
- T-3 Ridge Road Widening – 5 Occurrences
- T-4 Roundabout at Prosperity Church and Prosperity Ridge Road - 2 Occurrences
- T-5 DeArmon Road Farm to Market - 4 Occurrences
- T-6 Prosperity Ridge Road Southeast Arc – 4 Occurrences

- T-8 Roundabout at Christenbury Road and Millstream Ridge – 1 Occurrence suggesting as not important
- T-9 Hucks Road Extension Eastern Segment – 1 Occurrence
- T-14 Traffic Signal/Intersection Improvements at Browne and DeArmon Road – 5 Occurrences
- Traffic Calming on Prosperity Church Road – 1 Occurrence
- Intersection Improvements Hucks and Old Statesville – 1 Occurrence
- Roundabout for Benfield and Prosperity Church Road – 1 Occurrence
- Widen Roads and include turn lanes – 1 Occurrence
- Bike Lanes – 4 Occurrences – Some people had specific roads in mind and others generally wanted bike lanes added in the neighborhood.

Questionnaire Table

Representative Staff: Jim Schumacher and Kent Main

Question #1 – Are you a long time resident or newer resident? Do you reside in a Single Family home or Apartment/Townhome/Condominium? Do you work in the area or are you a business owner in the area?

What the responses on question #1 told us – About the respondent

- Total number of respondents - 21
- Number of long-time residents – 14
- Number of new residents – 5
- Number of those in single-family home – 13
- Number in apartment or townhouse – 1
- Number that own local business or work in area – 6

Question #2 – What do you like most about the Prosperity Village Area?

What the responses on question #2 told us – Like most about Prosperity Village

- Convenience – 4 Occurrences
- Quiet/Rural – 3 Occurrences
- Modernization of infrastructure and village – 2 Occurrences
- Open Space – 1 Occurrence
- Time invested in planning the future of the community – 6 Occurrences
- Bicycle and pedestrian friendly options – 1 Occurrence
- Accessibility and 485 Accessibility – 2 Occurrences
- Friendly and active young families – 2 Occurrences

Question #3 – What changes which are occurring are considered positive?

What the responses on question #3 told us – Positive Change

- Bike and Walkway Improvements – 8 Occurrences
- Greenway Expansion – 3 Occurrences
- Small shops and better retail – 7 Occurrences
- Positive planning effort - 5 Occurrences
- Fresh new appearance – 1 Occurrence

Question #4 – What changes which are occurring are considered negative?

What the responses on question #4 told us – Negative Change

- Traffic – 3 Occurrences
- Poor connectivity – 2 Occurrences
- Overdevelopment – too urbanized – 3 Occurrences
- Apartments – 1 Occurrence
- Dealing with road construction – 1 Occurrence
- Too many roundabouts – 1 Occurrence

Question #5 – What should be added or changed to make the area a better place to live?

- Restaurant/Retail Choices – explain:
- Housing choices – explain:
- Neighborhood public spaces – explain:
- Walking/Biking choices – explain:
- Vehicular choices – explain:
- Other – explain:

What the responses on question #5 told us – What should be added or changed to make the neighborhood a better place.

- Restaurants and Retail – Greater choices, locally owned, gathering places, family oriented
- Neighborhood Public Spaces – Basketball courts, public garden, water park, more connections to parks and greenways, library
- Walking/Biking Choices – More and better connections to greenways and parks, more sidewalks, better connections to shopping and eating, more accessibility to village center
- Housing Choices – Condos, off street, smaller developments, increased density, emphasize low density (townhouse), multi-family to increase density, more single-family homes and condos, no large apartments
- Vehicular Choices – Very willing to use public transit, better connections to and from CATS express, bus transportation

Question #6 – Are there any specific infrastructure projects and locations you feel are a priority, such as streets, sidewalks, landscaping, bike lanes, public spaces, etc?

What the responses on question #6 told us – Are there any specific infrastructure projects and locations you feel are a priority?

- Sidewalks and turn lanes on Ridge Road, walkable/bikeable space and gathering space, parks and/or green space, trails, etc.
- Expansion of greenways, pedestrian connection between Highland Creek and Mallard Creek Park
- Stop light at DeArmon Road and Browne Road Intersection
- Sidewalks along DeArmon Road and Browne Road
- Utilize CATS parking area for greater community access
- Hucks Road complete street, and or sidewalks
- Public Spaces
- Sidewalk - C-7
- Library is highest priority

Second Focus Groups

A series of three focus groups were organized to gain an understanding of the more specific project details that would support the general needs which were identified in the first focus groups. The focus groups were again divided into three groups: public sector, private sector, and community leaders. The same participants were invited from the first focus groups along with additional interested parties. The project team developed a series of identified projects in five major categories; **Community Identity and Beautification, Greenways, Trails and Open Space, Pedestrian Circulation, Transportation and Partnerships.** These projects were presented to each focus group. The team asked each focus group to select their highest priority project within each project category as well as select their five highest priority projects out of all the identified projects.

The results of the second focus groups were organized into a matrix of information, one matrix page for each project category. The matrix was developed to show in a quantitative way the priority each project received within its own project category. The first two columns of the matrix list the project number and project title. The next three columns include the number of times each specific project was selected from each of the focus group meetings (Private Sector, Public Agency and Community Leaders). The sixth column is the sum of selections each project received from all three focus groups. The seventh column is the percentage of selections out of all focus groups. The eighth column represents the number of times each project was selected as part of an attendees top five priority projects out of all projects from all project categories. The final column is a listing of comments and notes made by participants about the projects. The matrices use a color code to provide clarity while ranking each project which is: red = low rank, yellow = medium rank, green = high rank.

The second focus group results matrices are on the following pages:

Prosperity Village CNIP 2nd Focus Group Summary Table										
Project Information		Number of Selections by Participants per Focus Group					Percentage of Selections (Within Each Project Category)	Top 5 Selections (Includes All Project Categories)	Comments/Notes by Participants	
Project ID	Name	Private Sector Group	Public Agency Group	Community Leaders Group	All Focus Groups					
Community Identity and Beautification										
I-1	Prosperity Village Gateway on I-485 Exit Ramp	3	7	5	15	50%	7	1. monument/sign 2. any “art” with NCDOT ROW will require NCDOT Arts council approval 3. maintenance? 4. if city maintained 5. CNIP 6. would rank #1 7. if city maintains		
I-2	I-485 Ramp Loop Streetscape Beautification	3	10	10	23	77%	9	1. widen sidewalk 2. Need to identify long-term maintenance plan 3. Abandon some ROW along roads to bring building closer to parallel parking 4. maintenance?		
I-3	Landmarks at Roundabouts	1	7	2	10	33%	3	1. maintenance? 2. widen RABS 3. include 7th roundabout at Prosperity Ridge Road / Johnston-Oehler Road 4. Should include way finding signage (?) & seven major roundabouts/intersections 5. I like this too! 6. PVAA 7. if city maintains		
I-4	Community Signage Program	3	9	4	16	53%	5	1. Should include way finding signage & seven major roundabouts/intersections 2. Need way-finding included 3. Include way-finding 4. All Over 5. PVAA 6. Too widespread 7. Need signage within activity center & locations seem too far out 8. signage package that can be picked up by developer		
I-5	Village Gateway Landmarks	0	5	8	13	43%	3	1. Monument/sign		
I-6	Village Identity Monuments	2	4	7	13	43%	4	1. Urban space open DeArmon / O12 Prosp. Ch. (sp?) 2. Library could be partner if we were located with a public plaza 3. Native plantings – low maintenance & no watering required if possible 4. Like the idea in general but not the current proposed location 5. Gazebo but with larger marker relating Pros. Village in pie shape at Bi-Lo. 6. Phipps says monument at Bi-Lo or Gazebo 7. I like seating & gazebo area; bike 8. This would be a close #4 9. In Duke Power right of way – no structures		
Project Rank		Low	Med	High						
Percentage of Selections		0% - 25%	26% - 50%	51% - 100%						
Number of Top 5 Selections		0 - 2	3 - 6	7 - 13						

Prosperity Village CNIP 2nd Focus Group Summary Table

Project Information		Number of Selections by Participants per Focus Group					Percentage of Selections (Within Each Project Category)	Top 5 Selections (Includes All Project Categories)	Comments/Notes by Participants	
Project ID	Name	Private Sector Group	Public Agency Group	Community Leaders Group	All Focus Groups					
Greenways, Trails and Open Space										
G-1	Clark's Creek Greenway Trailhead and Extension	3	10	10	23	77%	13	1. Possible library location with trailhead 2. Existing end to DeArmon 3. Should be 1 project with G-2 4. Should be considered single project with G-2 5. Trailhead @ DeArmon 6. DeArmon with library 7. I like connecting activity center to greenway 8. Cell tower owner will be a challenge		
G-2	Clark's Creek Greenway Northern Extension	2	7	5	14	47%	7	1. Possible library location 2. Under I-485 3. Developer is on the hook to build 4. Up to Eastfield 5. Goes to Eastfield 6. I like connecting activity center to greenway		
G-3	Southwest Connector Multi-Use Trail	1	10.5	2	13.5	45%	5	1. Stop @ Benfield Road 2. Anything to help residents get to the village is a priority (To get there via bike or foot, not car) 3. Connect Village 4. Behind Bi-Lo 5. Would this be combined with C-2? I like this too 6. I like connecting activity center to greenway		
G-4	Clark's Creek Tributary #1	0	0	3	3	10%	2	1. West to 115 2. May be nice in the future but no real immediate “village” benefit 3. Low priority 4. Could something along Hucks do both? 6. Combined by creating multi-use path along Hucks Road extended sidewalk connect to county park on Hucks		
G-5	Clark's Creek Tributary #1A	0	0	3	3	10%	2	1. low priority 2. Could something along Hucks do both? 3. Combined by creating multi-use path along Hucks Road, extended sidewalk connects to county park on Hucks 4. same as above (no “village” benefit)		
G-6	Mallard Creek Greenway Bridge Connection to Existing CATS	2	7	5	14	47%	5	1. Slightly different alignment 2. c/o Mallard Creek Church Rd. 3. Could also be a consideration depending on how “hard” the CNIP boundary is 4. Same as above (no “village” benefit)		
G-7	Jimmy Oehler Multi-Use Trail	0	2.5	1	3.5	12%	1	1. Farm-To-Market 2. Maybe in future but can just go through the roundabouts now 3. Allow future development to create/pay		
G-8	Southeast Multi-Use Trail/Greenway to Mallard Creek Regional Park	4	5	7	16	53%	3	1. Really like connecting park to activity center!		
Project Rank			Low	Med	High					
Percentage of Selections			0% - 25%	26% - 50%	51% - 100%					
Number of Top 5 Selections			0 - 2	3 - 6	7 - 13					

Prosperity Village CNIP 2nd Focus Group Summary Table

Project Information		Number of Selections by Participants per Focus Group				Percentage of Selections (Within Each Project Category)	Top 5 Selections (Includes All Project Categories)	Comments/Notes by Participants
Project ID	Name	Private Sector Group	Public Agency Group	Community Leaders Group	All Focus Groups			
Pedestrian Circulation								
C-1	Traffic Signal at Prosperity Church Road and Katelyn Drive	1	1	6	8	27%	3	1. 2 of these 4 would be desirable to address this section of PCR 2. These don't feel like CNIP projects 3. CDOT should just do the 2 or so that are needed 4. Use sensor pad w/light favoring Prosp. Ch. Rd. 5. All same vicinity - choose 1 6. Already have trouble entering/exiting the neighborhoods - Expect it to get worse 7. Really like calming down speeders 8. Should be a CDOT cost – shared? 9. if this exists C2 & C3 shouldn't be necessary since they would cross here
C-2	Crosswalk at Prosperity Creek Senior Apartments	0	5	3	8	27%	1	1. 2 of these 4 would be desirable to address this section of PCR 2. These don't feel like CNIP projects 3. CDOT should just do the 2 or so that are needed 4. CATS Rt. 22 5. All same vicinity- choose 1 6. Really like calming down speeders 7. Don't need 2 so close together pick one 9. CDOT – one or the other
C-3	Pedestrian beacon at Prosperity Church Road and Prosperity Point Lane	0	2	2	4	13%	0	1. 2 of these 4 would be desirable to address this section of PCR 2. These don't feel like CNIP projects 3. CDOT should just do the 2 or so that are needed 4. CATS Rt. 22 5. All same vicinity- choose 1 6. Really like calming down speeders 7. Whatever is most logical to help the most pedestrians & drivers 8. Don't need 2 so close together pick one 9. CDOT – one or the other
C-4	Traffic Signal at Prosperity Church Road and Driwood Court	2	1	0	5	17%	0	1. 2 of these 4 would be desirable to address this section of PCR 2. These don't feel like CNIP projects. CDOT should just do the 2 or so that are needed 3. Not necessary in my opinion 4. Retail on both sides makes this more valuable
C-5	Sidewalk gaps on Mallard Creek Road from WT Harris Boulevard to Prosperity Church Road	1	5	1	7	23%	1	1. CATS Rt's 22 + 53
C-6	Sidewalk gaps on Mallard Creek Road from Prosperity Church Road to Johnston Oehler Road	1	3	2	6	20%	1	1. Would this support development along this area? Could help Mallard Creek Park & schools
C-7	Sidewalk gaps on Ridge Road from Prosperity Church Road to Highland Creek Parkway	4	6	9	19	63%	3	1. Never occur on IC (?) not done with CNIP 2. Access to village 3. See Transportation 4. Needs to be done with road widening 5. Should be done by developer 6. #1 I need a sidewalk
C-8	Sidewalk on Prosperity Church Road	1	7	8	16	53%	3	1. Needs to be done with road widening 2. See Transportation 3. Village 4. Complete street possibility 5. Let developers do
Project Rank		Low		Med		High		
Percentage of Selections		0% - 25%		26% - 50%		51% - 100%		
Number of Top 5 Selections		0 - 2		3 - 6		7 - 13		

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Project Information		Number of Selections by Participants per Focus Group				Percentage of Selections (Within Each Project Category)	Top 5 Selections (Includes All Project Categories)	Comments/Notes by Participants	
Project ID	Name	Private Sector Group	Public Agency Group	Community Leaders Group	All Focus Groups				
Pedestrian Circulation									
C-9	Sidewalk gaps on Eastfield Drive	1	3	6	10	33%	2	1. Eastfield is very close to the village center but there is NO way to get there, something needs to be done. People have to walk in the street and it’s very dangerous!	
C-10	Additional midblock refuge islands on Ridge Road	0	2	1	3	10%	0	1. Part of Ridge Rd. Project 2. They can use Prosp. Ridge Signal	
C-11	Sidewalk on Browne Road	1	2	1	4	13%	1	1. Lot of expense for distance	
C-12	Sidewalk on DeArmon Road	2	8	2	12	40%	2	1. If library is here, we need pedestrian access to village center 2. Part of T-5	
C-13	Sidewalk gaps on David Cox Road	0	3	2	5	17%	1	1. Could help school	
C-14	Sidewalk gaps on Jimmy Oehler Road	2	5	1	8	27%	0	1. Should be part of a comprehensive look at Jimmy Oehler Rd (Multi use trail, etc.) and how that can facilitate development	
C-15	Sidewalk along Hucks Road	0	3	2	5	17%	2	1. Corporate partner? Leverage funds	
C-16	Crosswalk at Clark's Creek Nature Preserve	0	3	1	4	13%	0		
C-17	Sidewalk on Ridge Road from Highland Creek Parkway to Shelley Avenue	2	4	7	13	43%	3	1. School 2. Needs to be done w/ Ridge Rd 3. Add missing gap from Ridge Rd Village to Highland Creek Pkwy 4. Should continue to Mallard Creek Rd	
C-18	Signalized Crosswalk at Johnston Oehler for Mallard Creek High School	2	5	6	13	43%	0	1. Not a CNIP project – just do it	
Project Rank			Low	Med	High				
Percentage of Selections			0% - 25%	26% - 50%	51% - 100%				
Number of Top 5 Selections			0 - 2	3 - 6	7 - 13				

Prosperity Village CNIP 2nd Focus Group Summary Table

Project Information		Number of Selections by Participants per Focus Group				Percentage of Selections (Within Each Project Category)	Top 5 Selections (Includes All Project Categories)	Comments/Notes by Participants
Project ID	Name	Private Sector Group	Public Agency Group	Community Leaders Group	All Focus Groups			
Transportation								
T-1	Prosperity Church Road Widening	3	5	5	13	43%	4	1. Include T-4 in this project 2. Add T-4 roundabout to this project 3. Include T-4 4. YES 5. Needed 6. Should be a complete street and done with T-4
T-2	Ridge Road Extension	2	7	9	18	60%	7	1. Better than widening (T-1)
T-3	Ridge Road Widening	1	8	2	11	37%	3	
T-4	Roundabout at Prosperity Church Road and Prosperity Ridge Road	1	1	4	8	27%	1	1. See T-1 2. See T-1 (double lane NOT single lane) 3. As part of T-1 4. Should be done w/ T-1 as a complete street project
T-5	DeArmon Road Farm-to-Market	4	9	6	19	63%	4	1. Preferable signalize; need left-turn access to library preferred 2. Would require city to take maintenance of DeArmon from NCDOT 3. Would support greenway/activity center 4. With T-14
T-6	Prosperity Ridge Road Southeast Arc	2	3	6	11	37%	3	1. Connectivity / Development Partnership 2. See P-3 3. Belongs in partnership bucket 4. Developer should complete/assist 5. Should be done by a developer
T-7	Robin Lane Farm-to-Market	0	3	2	5	17%	0	1. Mallard Ridge Drive connectivity 2. This barricade never made sense to me
T-8	Christenbury Road & Millstream Ridge Drive Roundabout	0	1	2	3	10%	0	1. Redesign roundabout to accommodate WB-67 2. Not a CNIP project...this is maintenance 3. See T10 comment 4. Bottom of my list - bad idea – part Cabarrus 5. Doesn’t need repair – need to educate drivers
T-9	Hucks Road Extension Eastern Segment	1	8	2	11	37%	1	1. Going thru Amber Leigh may not be feasible
T-10	Arbor Creek Drive & Rocky Ford Club Road Roundabout	0	0	0	0	0%	0	1. Not a roundabout issue – need to educate drivers 2. See T-8 comment
Project Rank		Low		Med		High		
Percentage of Selections		0% - 25%		26% - 50%		51% - 100%		
Number of Top 5 Selections		0 - 2		3 - 6		7 - 13		

Prosperity Village CNIP 2nd Focus Group Summary Table

Project Information		Number of Selections by Participants per Focus Group					Percentage of Selections (Within Each Project Category)	Top 5 Selections (Includes All Project Categories)	Comments/Notes by Participants
Project ID	Name	Private Sector Group	Public Agency Group	Community Leaders Group	All Focus Groups				
Transportation									
T-11	Highland Creek Parkway and Eastfield Road Signalization and Intersection Improvements	1	6	7	14	47%	6	1. Unless developer will pay 2. Need left-turn lanes 3. Put on developer / public-private bucket 4. Developer needs to do w/ 11 acre property development 5. This is needed especially with park 6. Should be built by developer of 11 acre parcel 7. In current rezoning plan let developer do 8. Should be done by developer that is currently under contract on llac parcel!	
T-12	Rebuild Road Pavement Sections on Christenbury Road	0	0	0	0	0%	0	1. Maintenance	
T-13	Hucks Road Complete Street Old Statesville Road to Browne Rd	3	6	3	12	40%	1	1. multi use path 2. Multi-use path would be sufficient – pedestrian traffic larger issue 3. With signal at Old Statesville	
T-14	DeArmon Road and Browne Road Signalization and Inersection Improvements	1	5	6	12	40%	2	1. Would require signal analysis 2. With T-5 – complete street 3. Part of T-5 4. With T-5	
T-15	Old Statesville Road and Hucks Road Intersection Improvements	0	6	5	11	37%	0	1. Left Turn Lanes 2. Carrier engages police 4 days a week @ 4:30 to help handle plant traffic	
T-16	Browne Road Complete Streets from I-485 to WT Harris	0	2	1	3	10%	0	1. Low priority – doesn’t help with village/activity center	
Project Rank			Low	Med	High				
Percentage of Selections			0% - 25%	26% - 50%	51% - 100%				
Number of Top 5 Selections			0 - 2	3 - 6	7 - 13				

Prosperity Village CNIP 2nd Focus Group Summary Table														
Project Information		Number of Selections by Participants per Focus Group					Percentage of Selections (Within Each Project Category)	Top 5 Selections (Includes All Project Categories)	Comments/Notes by Participants					
Project ID	Name	Private Sector Group		Public Agency Group		Community Leaders Group					All Focus Groups			
Partnership, Public/Public and Public/Private														
P-1	Prosperity Village Public Library Land Acquisition (Location To Be Determined)		2		4.5		7.5		14		47%		9	1. Bundle with P-2 3. Combine with P-2 3. WANT ALL THREE! 4. I like the DeArmon trailhead location 5. See P-2 6. Like idea of combining with P-2 if possible
P-2	Urban Open Space with Water View		2		4.5		4.5		11		37%		10	1. With the lake already existing, this could be a real beauty 2. Keep as private ownership/partnership 3. Combine with P-1 4. WANT ALL THREE! 5. Consider putting library on this space. Should also consider buying rental property as part of purchase. 6. With library & community center 7. “Radiator pond”
P-3	Prosperity Ridge Road Southeast Arc		0		4		1		5		17%		2	Connectivity & Development this is a close 2nd
Project Rank				Low		Med		High						
Percentage of Selections				0% - 25%		26% - 50%		51% - 100%						
Number of Top 5 Selections				0 - 2		3 - 6		7 - 13						
Additional Comments/Notes by Participants														
Assume that if any road project were adopted, ALL appropriate road/ped/rdw projects would be incorporated in each....														
Need to keep an eye on Eastfield/Prosp. Ch. Intersection. Additional improvements may be needed there once 485 opens. o Eastbound RT Lane on Eastfield o Westbound dual lefts on Eastfield & relocate AT&T switch on Prosp. Ch.														
Community signage package w/wayfindnig to Jimmy Oehler multi-use trail connection across 485 into neighborhood, addressing sidewalk gaps & ped connections & public/private partnership w/proposed developments. This can’t, in my opinion, be viewed as discrete projects at this level. It would be like renovating a building but only doing the hvac and not the electrical...														
Would like to see Greenway option from G-2 through Prosperity Church & Radiator Pond														
Light at Christenbury & HC Pkwy														
Right turn lane on Eastfield eastbound going to Prosperity Church Rd														
Focus of funds on building greenway infrastructure allows developers to tie in.														

Public Information Meeting

Following the Focus Groups, Community Charrette, and development of the investment strategy by the project team, a Public Information Meeting was held. This meeting was a presentation of the overall process and recommendations for the investment strategy.

Following the Prosperity Village CNIP public information meeting there was a question and answer period which included the following questions, comments, and suggestions from the participants:

1. Two citizens spoke to the crowd about the newly formed Prosperity Village Area Association. The association is seeking more involvement from residents and businesses in the area. One of the citizens also announced there is a Community Cleanup Event planned for the I-485 interchange area on October 26th.
2. A citizen asked for others to assist in the support and petitioning for the Clark's Creek Greenway Extension and Trailhead project. The Prosperity Village Area Association would like that project constructed as one of the first projects.
3. Two citizens addressed the audience. Anyone that would like to get involved with the Prosperity Village Area Association or any of the rezoning meetings should contact her or any of the other six (6) board members present at the meeting. The Prosperity Village Area Association uses both Facebook and Nextdoor for communication and updates.
4. A citizen, representing the Browne's Ferry HOA, asked about the possibilities for CNIP funding for projects in their neighborhood. She asked if the CNIP planning is finalized or if it can be revised. The Browne's Ferry/Cheshunt/Davis Lake Neighborhoods would like access to the existing greenway. The team explained this pre-planning process is complete but offered to coordinate separately to explore what improvements the community is seeking. The funding of the bond cycles was also explained. Kristie Kennedy will follow up with her separately.
5. A citizen asked if it is possible to get sidewalks on Ridge Road, between Highland Creek Parkway and Prosperity Church Road, before the Ridge Road Widening project. He thinks the 5-9 year timeframe estimated for the project is a long wait. It was explained it would cost more money to construct the sidewalks now, and have to tear them out when the Ridge Road Widening project is constructed.
6. A resident expressed concern about the quality of construction/materials on recent developer built projects. Kent Main answered that future projects will be reviewed against the Prosperity Hucks Area Plan criteria. Councilman Phipps also spoke in regards to City Council's efforts towards requiring developers to construct higher quality construction.
7. A citizen expressed concern about the approval of the new ABC Store's location. The rezoning for this building was approved about 10 years ago. He also has concerns about the lack of basketball courts in the area. Kevin Brickman (Park and Recreation) spoke about opportunities to add courts to the upcoming park, Hucks Road Community Park, and also future plans for a large regional park on Eastfield Road. A resident also suggested coordinating with the local schools to use their gyms.
8. A resident asked the community to be more active attending rezoning meetings.
9. A resident asked about the relevance of the approved zoning for Spring Park off Hucks Road. If the developer follows the approved plan, another rezoning would not be necessary. If they deviate from the approved plan, they will need to go through another rezoning.
10. A resident asked about the possibility of jointly working with Huntersville and Concord for connecting projects and sharing of funding. Wayne Robinson discussed the plans for the area and Kent Main explained the City's funding could only be used within the City limits.
11. A resident requested that the City expedite the sidewalk project on Ridge Road.
12. A resident brought up the poor condition of area roadways due to construction impacts from the I-485 interchange construction and area construction in general. She specifically mentioned the poor condition along Ridge Road. The

13. A resident expressed the need for sidewalks along David Cox Road to connect to the schools. The team directed her to the CDOT sidewalk program. CDOT has a sidewalk ranking list for prioritization.

14. A resident asked what would be the main draw for the Village Center. Kent Main explained that was the emphasis with the Prosperity Hucks Area Plan development standards. The Village Center development should create the interest to make it a special place.

15. A resident asked for the timeframe for the Hucks Road Community Park. Kevin Brickman responded the project is beginning design this year. He mentioned there will be a public workshop in the near future giving the community an opportunity to be involved.

16. What is the timeframe for the Eastfield Regional Park? Park and Recreation funding could be available after 2018, so the planning and design may start in 2019.

17. A resident expressed a desire for more youth programs to keep up with all the new population growth in the area.

18. Who came up with the design for all the roundabouts in the I-485 intersections? NCDOT and CDOT designed the interstate interchange including the roundabouts.

19. A resident asked about the new road and the future Publix development in concern for traffic in her neighborhood because it only has one entrance. Kent Main answered that project is the Benfield Road Extension and is under construction now.

20. A resident asked if a shelter is planned for the Hucks Road Community Park. A citizen stated that a shelter is in the plan, and the plan also calls for road and sidewalk improvements.

21. A resident wants to know about any plans the City or State have to put in sidewalks or widen Sugar Creek and David Cox near their intersection. Sidewalk is missing in that area.

22. Kristie Kennedy closed the meeting and asked everyone to turn in the feedback questionnaire.

Project Identification

Summary

Through several iterations, a list of projects was developed and identified to create the largest impact on the emerging community. The Prosperity Hucks Area Plan was generated before the pre-planning process began to guide development in the Village Center. Identifying the projects was a very fluid process from the beginning that started with an initial analysis of the community's primary needs identified by the Prosperity Hucks Area Plan, the Market Analysis and the community engagement process. A list of 49 projects was developed and presented to the public, private, and community leader sectors for feedback and additional suggestions. Projects were eliminated and added to the list based on the data gathered from the focus groups and public charrette. The community engagement process was essential to identifying the projects by providing multiple platforms for communication and feedback.

The identified projects were organized in a matrix based on the project categories. Each project was reviewed in greater detail to gather the information required to develop a magnitude of cost for each. A map of the CNIP area was created and all of the 49 identified projects were located on the map for a clear representation of the geographic distribution of the investment funding.

The project identification matrices were created very similar to the second focus group matrix. The projects were listed by project category. The first two rows have the project number and the project title. The third row is a detailed description of the project. The project identification matrices are shown on the following pages and the map showing all 49 identified projects (see Appendix XX for large scale map).

Project Number	Name	Description
Community Identity and Beautification		
I-1	Prosperity Village Gateway on I-485 Exit Ramp	This potential project is the development and construction of gateway identification monuments/signs installed on both I-485 off ramps to provide unique identification landmarks at the main entrances to Prosperity Village. The addition of the gateway will provide an opportunity for the branding of the entire village. The gateway monuments/signs will include: a special designed monument/sign structure, reverse channel lighted lettering, accent lighting, special accent landscape design and an irrigation system.
I-2	I-485 Ramp Loop Streetscape Beautification	This potential project is the design and installation of streetscape beautification of the roadway and walkway loops including 4,960 L.F. of interstate frontage roads, the six roundabouts and three bridges. The project would include a widening of the existing sidewalks to a multi-use trail width of 12', street trees on both sides of the frontage roads, accent landscape at special nodes with understory trees, flowering and evergreen shrubs and ground cover, landscape irrigation, area/pedestrian lighting and potential seating/resting locations.
I-3	Landmarks at Roundabouts	This potential project is to design and install landmarks at the roundabouts located along the I-485 exit ramps and frontage roads. The landmarks can include sculptural/art pieces or specific branding/identification structures, accent landscaping, landscape irrigation and special accent lighting.
I-4	Community Signage Program	This potential project is to develop and install community identification signs at major intersections throughout the Prosperity Village neighborhood. This signage program can include replacement of selected street signs with special branded street signs and/or instillation of small signs or monuments at the seven (7) major intersections around the perimeter of the village neighborhood. This project would only include the street signs and small monument signs, no landscape, lighting, irrigation should be included.
I-5	Village Gateway Landmarks	This potential project is to design and construct gateway landmarks similar to but smaller than the I-485 gateways at the north and south village core entries (Prosperity Church Road and Eastfield Road and Prosperity Church Road and Stone Park Drive). These landmarks would include the landmark structure, reverse channel lighted letters, accent landscape, landscape irrigation system and accent lighting.
I-6	Village Identity Monuments	This potential project is to design and construct a main village monument with pedestrian open space at the northeast corner of the Prosperity Church Road and DeArmon Road intersection. This project would include a monument of covered gazebo type structure, a special paved plaza area, accent landscaping, landscape irrigation system and accent and pedestrian level lighting.

Project Number	Name	Description
Greenways, Trails and Open Space		
G-1	Clark's Creek Greenway Trailhead and Extension	The project would involve a 0.65 mile extension of the existing Clark's Creek Greenway up to DeArmon Road and could include the creation of trailhead at DeArmon. The greenway extension is already planned by Mecklenburg County and is a Tier 2 greenway nearly qualifying as a Tier 1 since the majority of the property along the route has been acquired. Property acquisition on two parcels is remaining for the greenway and the trailhead would be dependent on the acquisition of approximately 3 acres to provide parking for approximately 40 spaces. The project will need to include a pedestrian bridge crossing Clark's creek for connectivity between the previously acquired land. The Trailhead component could provide access to both the southern and future northern Clark's Creek Greenway. This project is very well supported by the public and Parks and Rec. CNIP funding with Park and Rec partnership in the project could expedite the design and construction of the project.
G-2	Clark's Creek Greenway Northern Extension	This Mecklenburg County planned 1.44 mile long greenway extension would run north from DeArmon Road under I-485, utilizing the constructed crossing, up to Eastfield Road. The greenway could be constructed with the typical 12' wide asphalt paved trail with 2' gravel shoulders on each side. There is also an opportunity to add a spur connection to the northern Village area running parallel to the I-485 westbound on ramp. The main greenway can utilize portions of a Duke Energy transmission easement and potentially some land provided as part of a future development between I-485 and DeArmon. CNIP funding with Park and Rec partnership could expedite the design and construction of the project.
G-3	Southwest Connector Multi-Use Trail	The potential project would create pedestrian and bicycle connectivity from the Clark's Creek Greenway to the Prosperity Village center. The Multi-use trail would be approximately 0.58 miles long running along DeArmon Road starting and Prosperity Church Road to the Village Center also creating a strong pedestrian friendly connection to the unique I-485 interchange. The I-485 interchange currently includes sidewalks and bicycle lanes which create connections to the six roundabout intersections and the opportunity for pedestrians to walk, jog and ride through the village center. This multi-use connection project was very well received with the public and could be packaged with several other potential projects. The routing within the Village will need to be further studied to select the best route connecting along the future development sites.
G-4	Clark's Creek Tributary #1	The project would involve a 2.56 mile tributary extension of the existing Clark's Creek Greenway branching westward to connect to Old Statesville Road. The greenway extension is already planned by Mecklenburg County. The greenway is a higher tier greenway since the majority of the property acquisition has not occurred. CNIP funding with Park and Rec partnership in the project could expedite the design and construction of the project.
G-5	Clark's Creek Tributary #1A	The project would consist of a 1.86 mile tributary extension of the existing Clark's Creek Greenway branching northwesterly between Browne Road and Old Statesville Road. This greenway branch is already planned by Mecklenburg County but is a higher tiered greenway since the majority of the property acquisition has not occurred. The greenway would be constructed to Park and Recreation standards with a 12' asphalt paved surface and 2' gravel shoulders. CNIP funding with Park and Rec partnership in the project could expedite the design and construction of the project.
G-6	Mallard Creek Greenway Bridge Connection to Existing CATS	The project creates the connection of a CATS Park and Ride parking lot to the Mallard Creek Greenway on East Side of Mallard Creek Road across from the intersection with Prestigious Lane. The parking lot is on the opposite side of the creek from the existing greenway and would require the construction of a pedestrian bridge to cross the creek and the addition of approximately 400 linear feet of greenway to connect the bridge to the parking lot. This project was brought to the team by a resident who has developed the project's concept to create additional greenway parking and potential increase the greenway usage.
G-7	Jimmy Oehler Multi-Use Trail	This potential project suggested by a resident would connect Thomas Ridge Drive and Jimmy Oehler Road via a 700 linear foot +/- multi-use trail. The trail could be constructed like a typical greenway as a 12' wide paved path with 2' gravel shoulders. The project could provide additional access to the northern Village area but would require an easement across the Oehler property. This connection would likely be formed with the residential development of Oehler property.
G-8	Southeast Multi-Use Trail/Greenway to Mallard Creek Regional Park	The project would consist of 1.02 miles of proposed multi-use trail / greenway to connect the southern Village Area to Mallard Creek Park. The trail project would require easements across private property but portions of the trail alignment would be on Mecklenburg County property and within an existing Duke Energy transmission line easement. This potential greenway project was added for consideration after public charrette discussions but it is not currently included in the Park and Rec master plan due to the overland connection between Mallard Creek Park and the Village Area via Johnston-Oehler's sidewalks and bike lanes (currently under construction).

Project Number	Name	Description
Pedestrian Circulation		
C-1	Traffic Signal at Prosperity Church Road and Katelyn Drive	This project includes the addition of a 4 way signalized intersection at an existing intersection and pedestrian crossing/crosswalk improvements. There are no apparent roadway improvements necessary.
C-2	Crosswalk at Prosperity Creek Senior Apartments	This project includes the addition of a signalized pedestrian crosswalk at the Prosperity Creek Senior Center and pedestrian crossing/crosswalk improvements to the roadway surface. There are no apparent roadway improvements necessary.
C-3	Pedestrian beacon at Prosperity Church Road and Prosperity Point Lane	This project includes the addition of a signalized pedestrian crosswalk/beacon at Prosperity Point Lane and pedestrian crossing/crosswalk improvements to the roadway surface. There are no apparent roadway improvements necessary.
C-4	Traffic Signal at Prosperity Church Road and Driwood Court	This project includes the addition of traffic signalization at Prosperity Church Road and Driwood Court. There are no apparent roadway improvements necessary.
C-5	Sidewalk gaps on Mallard Creek Road from WT Harris Blvd to Prosperity Church Road	This project includes filling in sidewalk gaps along the west side of Mallard Creek Road totaling +/- 6,170 L.F. Special attention needs to be made how to connect the sidewalk along the west side of the bridge over Mallard Creek Greenway NE.
C-6	Sidewalk gaps on Mallard Creek Road from Prosperity Church Road to Johnston Oehler Road	This project includes filling in sidewalk gaps along the west side of Mallard Creek Road from Prosperity Church Road to Johnston Oehler Road totaling +/- 6,170 L.F. Special attention needs to be made how to connect the sidewalk along the west side of the bridge over Mallard Creek Greenway NE.
C-7	Sidewalk gaps on Ridge Road from Prosperity Church Road to Highland Creek Parkway	This project includes the addition of midblock refuge islands for pedestrians crossing the roadway.
C-8	Sidewalk on Prosperity Church Road	This project includes the addition of new sidewalk on both sides of Prosperity Church Road from Ridge Road to Prosperity Ridge Road which is approximately +/- 2,275 L.F.
C-9	Sidewalk gaps on Eastfield Drive	This project includes sidewalk gaps on the south side of Eastfield Road from Browne Road to the City/County line which is approximately +/- 10,660 L.F.
C-10	Additional midblock refuge islands on Ridge Road	This project includes at least one midblock refuge island along Ridge Road to help pedestrians cross the road between intersections.
C-11	Sidewalk on Browne Road	This project includes approximately 12,010 L.F. on the west side of Browne Road and +/- 16,940 L.F. on the east side of the road. This crosses 5 full intersections, 15 one sided intersections and 28 driveways.
C-12	Sidewalk on DeArmon Road	This project includes the addition of a new sidewalk to the north side of DeArmon Road and sidewalk gaps on the south side. The south side is approximately +/- 2,300 L.F. and the north side +/- 2,896 L.F. Special consideration needs to be made where DeArmon Road crosses the Clark's Creek greenway because CDOT wants.
C-13	Sidewalk gaps on David Cox Road	This project includes the addition of sidewalks on David Cox Road from Old Statesville Road to Browne Road. The sidewalks measure +/- 4,432 L.F. on the north side of the road and +/- 5,472 L.F. on the south side.
C-14	Sidewalk gaps on Jimmy Oehler Road	This project includes the addition of sidewalks on Jimmy Oehler Road from Creek Breeze Road to the newly constructed bridge over I-485. The sidewalk measures +/- 525 L.F. on the north side of the road.
C-15	Sidewalk along Hucks Road	This project includes the addition of a new sidewalk to the north side of DeArmon Road and sidewalk gaps on the south side. The south side is approximately +/- 2,300 L.F. and the north side +/- 2,896 L.F. Special consideration needs to be made where DeArmon Road crosses the Clark's Creek greenway because CDOT wants.
C-16	Crosswalk at Clark's Creek Nature Preserve	This project includes a signalized pedestrian crosswalk at the Clark Creek Nature Preserve. No other roadway improvements are anticipated.
C-17	Sidewalk on Ridge Road from Highland Creek Parkway to Shelley Avenue	This project includes the addition of sidewalks along the north and south sides of Ridge Road from Highland Creek Parkway to Shelley Avenue. This sidewalks measure +/- 2,925 L.F. on the south side and +/- 3,050 L.F. on the north side.
C-18	Signalized Crosswalk at Johnston Oehler for Mallard Creek High School	This project includes a signalized pedestrian crosswalk at Mallard Creek High School on Johnston Oehler Road. No other roadway improvements are anticipated.

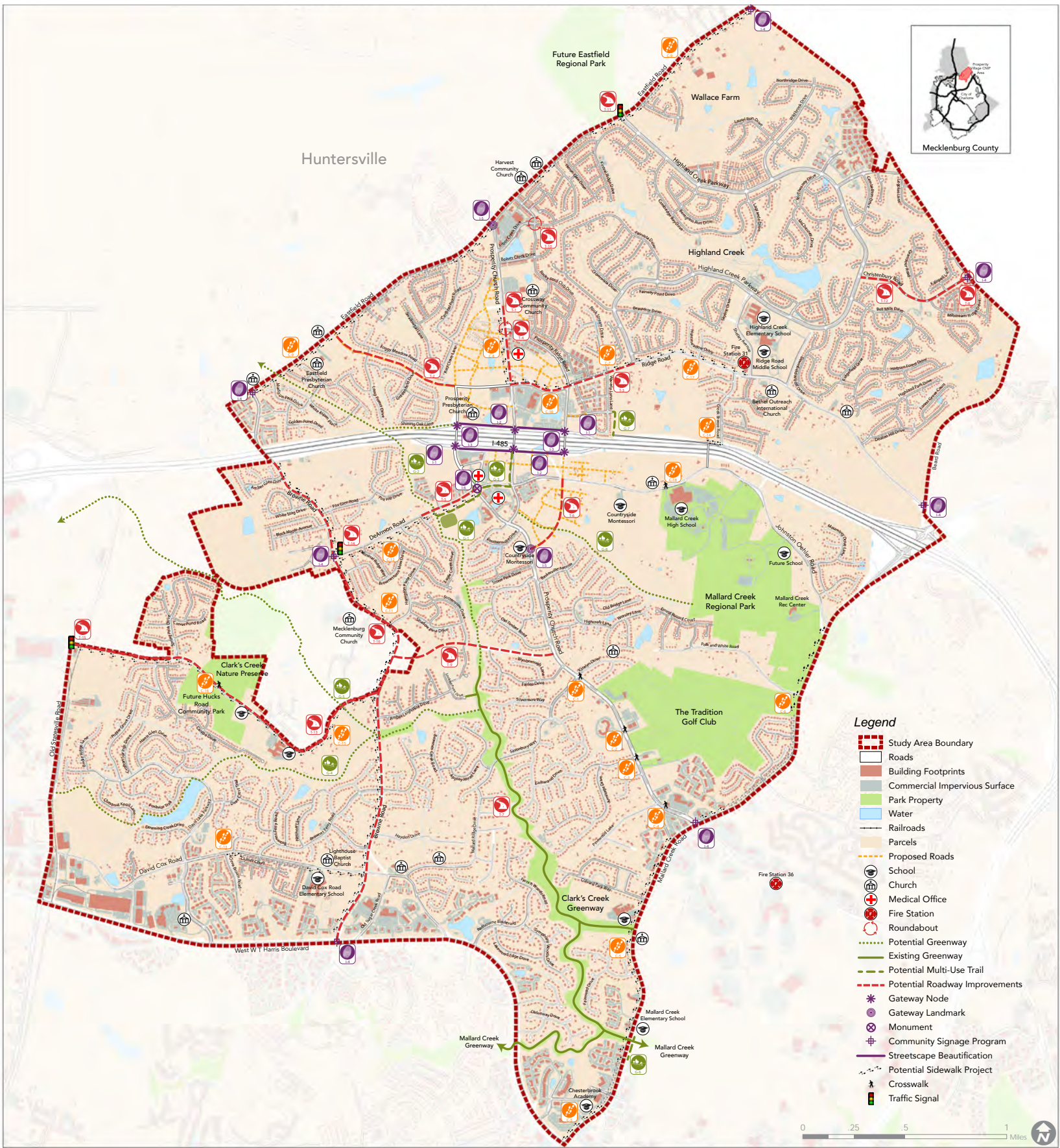
Project Number	Name	Description
Transportation		
T-1	Prosperity Church Road Widening	Prosperity Church Road widening from Ridge Road to Prosperity Ridge Road - "Complete Street". Widen Prosperity Church Road approximately 1,467 L.F. Following Cross Section A-2 from the Area Plan.
T-2	Ridge Road Extension	Ridge Road Extension from Eastfield Road to Benfield Road - "Complete Street". Extend Ridge Road approximately 3,500 L.F. Follow cross section A-7 in the Area Plan. Add eastbound right-turn lane, add westbound left turn-lane with 3-way signalization.
T-3	Ridge Road Widening	Prosperity Church Road to Highland Creek Parkway - "Complete Street"; Widen Ridge Road approximately 3,700 LF, 5 - 12' lanes, 4' bike lane on both sides, 30" curb & gutter on both sides, 6' sidewalk on both sides.
T-4	Roundabout at Prosperity Church Road and Prosperity Ridge Road	Single Lane Roundabout with widened approaches from Prosperity Church Road and Prosperity Ridge Road approximately 1,000 L.F. each.
T-5	DeArmon Road Farm-to-Market	DeArmon Road from Browne Road to Benfield Road - "Complete Street". Widen DeArmon Road approximately 4,500 LF, 3 - 12' lanes, 4' bike lane on both sides, 30" curb & gutter on both sides, 6' sidewalk on both sides, add northbound right turn-lane with 4-way signalization.
T-6	Prosperity Ridge Road Southeast Arc	Johnston Oehler Road to Prosperity Church Road - "Complete Street"; Extend Prosperity Ridge Road Southeast Arc approximately 1,600 L.F., 5 - 12' lanes, 4' bike lane on both sides, 30" curb & gutter on both sides, 6' sidewalk on both sides, add northbound right turn-lane with 4-way signalization.
T-7	Robin Lane Farm-to-Market	Short Gap in Robin Lane but not a critical project?
T-8	Christenbury Road & Millstream Ridge Drive Roundabout	Rebuild widened single lane roundabout with widened approaches from Christenbury Parkway and Millstream Ridge Drive approximately 1,000 L.F. each.
T-9	Hucks Road Extension Eastern Segment	Browne Road to Prosperity Church Road - "Complete Street"; Extend Hucks Road approximately 4,500 L.F., 3 - 12' lanes, 4' bike lane on both sides, 30" curb & gutter on both sides, 6' sidewalk on both sides.
T-10	Arbor Creek Drive & Rocky Ford Club Road Roundabout	Rebuild widened single lane roundabout with widened approaches from Arbor Creek Drive and Rocky Ford Club Road approximately 1,000 LF each.
T-11	Highland Creek Parkway and Eastfield Road Signalization and Intersection Improvements	Widen southbound Eastfield Road for approximately 1,700 L.F., add southbound turn-lane with 3-way signalization
T-12	Rebuild Road Pavement Sections on Christenbury Road	Christenbury Road from Highland Creek Parkway to Millstream Ridge Drive. - Full Depth Pavement Rehabilitation for approximately 1,650 L.F.
T-13	Hucks Road Complete Street Old Statesville Road to Browne Road	Widen Hucks Road approximately 7,200 L.F. Follow cross section A-11 in the Area Plan, 3 - 12' lanes, 4' bike lane on both sides, 30" curb & gutter on both sides, 6' sidewalk on both sides, add westbound right turn-lane with 4-way signalization.
T-14	DeArmon Road and Browne Road Signalization and Intersection Improvements	Widen westbound DeArmon Road approximately 900 L.F., add northbound right-turn lane, add westbound 12' right turn-lane with 4-way signalization.
T-15	Old Statesville Road and Hucks Road Intersection Improvements	Widen southbound Old Statesville Road approximately 1,600 L.F., add southbound left turn-lane, add northbound right turn-lane, add westbound right-turn lane with 3-way signalization .
T-16	Browne Road Complete Streets from I-485 to WT Harris	Widen Browne Road and West Sugar Creek Road approximately 16,000 L.F., 5 - 12' lanes, 4' bike lane on both sides, 30" curb & gutter on both sides, 6' sidewalk on both sides.

Project Number	Name	Description
Partnership, Public/Public and Public/Private		
P-1	Prosperity Village Public Library Land Acquisition (Location To Be Determined)	Establish a site for a new public library by partnering with a developer. The City would fund a portion of the development's public infrastructure as payment for the library site. Then the City would coordinate a trade or lease of the tract to the Charlotte Mecklenburg Library System.
P-2	Urban Open Space with Water View	In a public-private partnership, reconstruct an existing pond on private land abutting Prosperity Church, with surrounding green-space, to create a community gathering place for the Prosperity Village activity center. A portion of the waterfront would have adjacent privately developed retail and/or housing, and the developer/landowner would be responsible for daily and routine maintenance of the pond and green-space. Acquire remnant NCDOT parcels and coordinate new local streets with the church and developers.
P-3	Prosperity Ridge Road Southeast Arc	Incent a housing developer to construct housing on property along the proposed Southeast Arc by funding a portion of the cost of the public infrastructure.



Comprehensive Neighborhood Improvement Program (CNIP)

Prosperity Village Public Charette



Prosperity Village CNIP Potential Projects

May 19, 2015

Community Identity and Beautification

- I-1 Prosperity Village Gateway on I-485 Exit Ramp
- I-2 I-485 Ramp Loop Streetscape Beautification
- I-3 Landmarks at Roundabouts
- I-4 Community Signage Program
- I-5 Village Gateway Landmarks
- I-6 Village Identity Monument

Greenways, Trails, and Open Space

- G-1 Clark's Creek Greenway Trailhead and Extension
- G-2 Clark's Creek Greenway Northern Extension
- G-3 Southwest Connector Multi-Use Trail
- G-4 Clark's Creek Tributary #1
- G-5 Clark's Creek Tributary #1A
- G-6 Mallard Creek Greenway Bridge Connection to Existing CATS Parking Lot
- G-7 Jimmy Oehler Multi-use Trail
- G-8 Southeast Multi-use Trail/Greenway to Mallard Creek Regional Park

Pedestrian Circulation

- C-1 Traffic Signal at Katelyn Drive
- C-2 Crosswalk at Senior Center on Prosperity Church Road
- C-3 Pedestrian Beacon at Prosperity Point Lane
- C-4 Traffic Signal at Drivewood Court
- C-5 Sidewalk Gaps from WT Harris Blvd and Prosperity Church Road
- C-6 Sidewalk Gaps from Prosperity Church Road to Johnston Oehler Road
- C-7 Sidewalk on Ridge Road from Prosperity Church Road to Highland Creek Parkway
- C-8 Sidewalk on Prosperity Church Road
- C-9 Sidewalk Gaps on Eastfield Drive
- C-10 Additional Midblock Refuge Islands on Ridge Road
- C-11 Sidewalk on Browne Road
- C-12 Sidewalk on DeArmon Road
- C-13 Sidewalk Gaps on David Cox Road
- C-14 Sidewalk Gaps on Jimmy Oehler Road
- C-15 Sidewalk along Hucks Road
- C-16 Crosswalk at Clark's Creek Nature Preserve
- C-17 Sidewalk on Ridge Road from Highland Creek Parkway to Shelley Avenue
- C-18 Signalized Crosswalk at Johnston Oehler for Mallard Creek High School

Transportation

- T-1 Prosperity Church Road Widening
- T-2 Ridge Road Extension
- T-3 Ridge Road Widening
- T-4 Roundabout at Prosperity Church Road and Prosperity Ridge Road
- T-5 DeArmon Road Farm-to-Market
- T-6 Prosperity Ridge Road Southeast Arc
- T-7 Robin Lane Farm-to-Market
- T-8 Christenbury Road & Millstream Ridge Drive Roundabout
- T-9 Hucks Road Extension Eastern Segment
- T-10 Arbor Creek Drive & Rocky Ford Club Road Roundabout
- T-11 Highland Creek Parkway and Eastfield Road Signalization and Intersection Improvements
- T-12 Rebuild Road Pavement Sections on Christenbury Road
- T-13 Hucks Road Complete Street Old Statesville Road to Browne Road
- T-14 DeArmon Road and Browne Road Signalization and Intersection Improvements
- T-15 Old Statesville Road and Hucks Road Intersection Improvements
- T-16 Browne Road Complete Streets from I-485 to WT Harris

Partnership, Public-Public, Public-Private

- P-1 Prosperity Village Public Library Land Acquisition (Location To Be Determined)



Project Descriptions

The project list was narrowed to 29 projects that were determined to be medium or high priority according to the evaluation matrix. The list below outlines each project with the advantages, disadvantages, opportunities and concerns (ADOC) associated with each of the projects, grouped by category.

Community Identity and Beautification Projects



I-1 – Prosperity Village Gateway on I-485 Exit Ramp

This potential project is the development and construction of gateway identification monuments/signs installed on both I-485 entrance ramps to provide unique identification landmarks at the main entrances to Prosperity Village. The addition of the gateway would provide an opportunity for the branding of the entire Village. The gateway monuments/signs could include a special designed monument/sign structure, reverse channel lighted lettering, accent lighting, special accent landscape design, and an irrigation system.

ADOC – The project would provide a unique landmark to identify the main entries into Prosperity Village from I-485. A second advantage is the ability for this project to establish a level of aesthetic identity and value throughout this developing community. This project has the opportunity to be leveraged with projects I-2 and I-3 to create a larger, singular project that would transform the entire I-485 interchange into a statement landmark for Prosperity Village. There are two major concerns inherent to this project. The first is the community does not yet have a brand or identity. This identity and/or brand needs to be developed and defined prior to the design phase of this project in order to ensure the project is compatible with the identity/brand of the community. The second concern is determining who will maintain the infrastructure and landscaping, whether it will be NCDOT or the City of Charlotte. This would need to be negotiated prior to the design phase of the project.

Order-of-magnitude- \$1,000,000; 2-3 years

I-2 – I-485 Ramp Loop Streetscape Beautification

This potential project is the design and installation of streetscape beautification of the roadway and walkway loops including 4,960 L.F. of interstate frontage roads, the six roundabouts and three bridges. The project could include a widening of the existing sidewalks to a multi-use trail width of 12', street trees on both sides of the frontage roads, accent landscape at special nodes with understory trees, flowering and evergreen shrubs and ground cover, landscape irrigation, area/pedestrian lighting and potential seating/resting locations.

ADOC – This project can establish a level of aesthetic identity to the streetscape design throughout the Village. This project has the opportunity to be combined with projects I-1 and I-3 to create a larger, singular project that would transform the entire I-485 interchange into a statement landmark for Prosperity Village. There is one major concern inherent to this project which is determining who will maintain the infrastructure and landscaping, whether it will be NCDOT or the City of Charlotte. This would need to be negotiated prior to the design phase of the project.

Order-of-magnitude- \$1,500,000; 2-3 years

I-3 – Landmarks at Roundabouts

This potential project is to design and install landmarks at the roundabouts located along the I-485 exit ramps and frontage roads. The landmarks could include sculptural/art pieces or specific branding/identification structures, accent landscaping, landscape irrigation and/or special accent lighting.

ADOC – The six roundabouts as part of the I-485 interchange are a unique feature to the City and set the Prosperity Village interchange apart from all others within the City. Landmarks and public art could be constructed within the roundabouts to create a special sense of place and way-finding within Prosperity Village. This project has the opportunity to be leveraged with projects I-1 and I-2 to create a larger, singular project that would transform the entire I-485 interchange into a statement landmark for Prosperity Village. There are two major concerns inherent to this project. The identity and/or brand needs to be developed and defined prior to the design phase of this project in order to ensure the project is compatible with the identity/brand of the community. The second concern is determining who will maintain the infrastructure and landscaping, whether it will be NCDOT or the City of Charlotte. This would need to be negotiated prior to the design phase of the project.

Order-of-magnitude- \$1,000,000; 2-3 years

I-4 – Community Signage Program

This potential project is to develop and install community identification signs at major intersections throughout the Prosperity Village area. This signage program can include replacement of selected street signs with special branded street signs and/or installation of small signs or monuments at the seven (7) major intersections around the perimeter of the area. This project would only include the street signs and small monument signs. No landscape, lighting, or irrigation would be included.

ADOC – Seven major intersections were determined to be the main roadway entrances into the community. These intersections would provide a location for the signage that would define the boundary of the community. The project gives the community the chance to display their adopted identity/brand. One concern is the lack of an official identity/brand for the community. This needs to be complete prior to the design effort for the signs. Another concern is the larger community outside the Village is made up of multiple neighborhoods that already have names, brands and internal aesthetics that may not be compatible.

Order-of-magnitude- \$100,000; 1-2 years

I-5 – Village Gateway Landmarks

This potential project is to design and construct gateway landmarks at the I-485 gateways at the north and south village core entries (the intersection of Prosperity Church Road and Eastfield Road and the intersection of Prosperity Church Road and Stone Park Drive, respectively). These landmarks would include the landmark structure, reverse channel lighted letters, accent landscape, landscape irrigation system and accent lighting.

ADOC – These gateway landmarks would emphasize the main north/south entries into the Village. They would become an associative symbol of Prosperity Village and a good way-finding landmark. This project would create a unique feature that separates Prosperity Village from surrounding communities. The landmarks would begin to create the community's persona and identity. One concern is the identity and/or brand needs to be developed and defined prior to the design phase of this project in order to ensure the project is compatible with the identity/brand of the community. The second concern is determining who will maintain the infrastructure and landscaping, whether it will be NCDOT or the City of Charlotte. This would need to be negotiated prior to the design phase of the project.

Order-of-magnitude- \$700,000; 2-3 years

I-6 – Village Identity Monument

This potential project is to design and construct a main village monument with pedestrian open space at the northeast corner of the Benfield Road and DeArmon Road Intersection. This project could include a monument and/or a covered gazebo type structure, a special paved plaza area, accent landscaping, landscape irrigation system and accent, and pedestrian level lighting.

ADOC – The identity monument would become the primary visual landmark that people associate with Prosperity Village. Another opportunity the project would provide is to create a new pedestrian open space which is absent in the community today. There are two major concerns inherent to this project. The identity and/or brand needs to be developed and defined prior to the design phase of this project in order to ensure the project is compatible with the identity/brand of the community. The second concern is determining who will maintain the infrastructure and landscaping, whether it will be NCDOT or the City of Charlotte. This would need to be negotiated prior to the design phase of the project.

Order-of-magnitude- \$1,000,000; 2-3 years

Greenways, Trails and Open Space Projects



G-1 – Clark’s Creek Greenway Trailhead and Extension

The project would involve a 0.65 mile extension of the existing Clark’s Creek Greenway up to DeArmon Road and could include the creation of a trailhead at DeArmon. Property acquisition on two parcels remains for the greenway. The trailhead would be dependent on the acquisition of approximately three (3) acres to provide parking for approximately 40 spaces. The project would need to include a pedestrian bridge crossing Clark’s Creek for connectivity between the previously acquired lands. This project is very well supported by the public. CNIP funding with Park and Recreation partnership in the project could expedite the design and construction of the project.

ADOC – The project is highly supported by the public and would create a great amenity for the community. It would also provide for additional neighborhood connections to the Village. The community boasts the longest greenway in Charlotte which is 7 miles long and this connection would be great way to increase the usage. A trailhead would create a location where groups can meet to take advantage of the greenway amenity. The major concern is the need for a partner with Park and Recreation to buy needed ROW and build the greenway. Another opportunity is the ability to bundle the project with G-3, T-5, I-2 and I-6.

Order-of-magnitude- \$2,000,000; 3-4 years

G-2 – Clark’s Creek Greenway Northern Extension

This Mecklenburg County planned 1.44 mile long greenway extension would run north from DeArmon Road, under I-485, utilizing the constructed crossing, up to Eastfield Road. The greenway could be constructed with the typical 12’ wide asphalt paved trail with 2’ gravel shoulders on each side. There is also an opportunity to add a spur connection to the side of the Village area running parallel to the I-485 westbound on ramp. The main greenway can utilize portions of a Duke Energy transmission easement and potentially some land provided as part of a future development between I-485 and DeArmon. CNIP funding with Park and Recreation partnership could expedite the design and construction of the project

ADOC – This greenway extension would create a pedestrian friendly connection between the northern and southern portions the Village. The interstate creates a barrier between the northern and southern portions of the community and this project can help provide another option of mobility for the community. The project could also become a catalyst for future greenway extension up to Huntersville. There is an opportunity to partner with Duke Energy to use their power line easement for a portion of the greenway extension.

Order-of-magnitude- \$3,000,000; 4-5 years

G-3 – Southwest Connector Multi-Use Trail

The potential project would create pedestrian and bicycle connectivity from the Clark’s Creek Greenway to the Village. The multi-use trail would be approximately 0.58 miles long running along DeArmon Road starting at the creek crossing up to the Village. The I-485 interchange currently includes sidewalks and bicycle lanes which create connections to the six roundabout intersections and the opportunity for pedestrians to walk, jog and ride bicycles. This multi-use connection project was very well received with the public and could be packaged with several other potential projects. The routing within the Village would need to be further studied to select the best route connecting along the future development sites.

ADOC – The connector trail would provide a direct pedestrian and bicycle connection from the Clark’s Creek Greenway Trailhead to the central portion of the Village and the loop road improvements at the I-485 interchange. This project has direct connections to the following projects: G-1, I-2 and T-5. One concern is the need for this project to coincide with other projects to complete the connectivity (G-1, I-2 and T-5).

Order-of-magnitude- \$2,000,000; 4-5 years

G-6 – Mallard Creek Greenway Bridge Connection to Existing CATS

The project creates the connection of a CATS Park and Ride parking lot to the Mallard Creek Greenway on the east side of Mallard Creek Road across from the intersection with Prestigious Lane. The parking lot is on the opposite side of the creek from the existing greenway and would require the construction of a pedestrian bridge to cross the creek and the addition of approximately 400 L.F. of greenway/pathway to connect the bridge to the parking lot. This project was brought to the team by a resident who has developed the project's concept to create additional greenway parking/access and potentially increase the greenway usage.

ADOC – This is a simple stand-alone project that would provide for better access to the Mallard Creek Greenway. This project would link local public transportation (CATS) to the Mallard Creek Greenway (Park and Recreation). A concern is the need for a partnership between Park and Recreation and CATS for this project to be approved and move forward.

Order-of-magnitude- \$1,000,000; 4-5 years

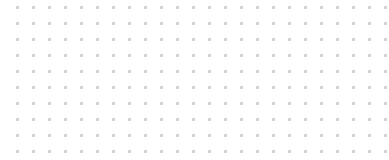
G-8 – Southeast Multi-Use Trail/Greenway to Mallard Creek Regional Park

The project would consist of 1.02 miles of proposed multi-use trail/greenway to connect the southern Village Area to Mallard Creek Park. The trail could be constructed with the typical greenway section consisting of a 12' paved path with 2' gravel shoulders. The trail project would require easements across private property but portions of the trail alignment would be on Mecklenburg County property and within an existing Duke Energy transmission line easement. This potential greenway project was added for consideration after public charrette discussions but it is not currently included in the Park and Recreation Master Plan because sidewalks and bike lanes between Mallard Creek Park and the Village Area, via Johnston Oehler Road, are currently under construction.

ADOC – The main advantage of this project is creating a direct connection from the south portion of the Village to Mallard Creek Regional Park. This also offers an option other than the newly improved Johnston Oehler Road. The major disadvantage is that this project could be seen as a redundant route to Johnston Oehler Road. A majority of the route lies in a stream buffer, but that buffer is only 30' in width and may not be wide enough to allow for the construction of the proposed greenway. The major concerns are the perception of this trail being redundant and the need for a partnership with Park and Recreation.

Order-of-magnitude- \$2,000,000; 4-6 years

Pedestrian Circulation Projects



C-1 – Traffic Signal at Prosperity Church Road and Katelyn Drive

This project includes the addition of a four-way signalized intersection at an existing intersection and pedestrian crossing/crosswalk improvements. There are no apparent roadway improvements necessary. The design and location of the traffic signal will be determined based on a traffic study done by CDOT.

ADOC – This is a quick turnaround project that was a publicly suggested project due to safety issues. The segment of Prosperity Church Road in which this intersection falls is a very long segment without any signalized intersections that allow safe crossing by pedestrians. This project has shown it is a need and has received good community support. The disadvantage to the project is the disruption in vehicular traffic through that segment. The signalized intersection would slow traffic along the segment and help create a safer pedestrian environment. There is potential for a partnership with CDOT to help with funding a portion of the traffic signal. The main concern is this project's proximity to other pedestrian crosswalks/signals as requested by the community.

Order-of-magnitude- \$200,000; 2-3 years

C-3 – Pedestrian Crosswalk at Prosperity Church Road and Prosperity Point Lane

This project could include the addition of a signalized pedestrian crosswalk/beacon at Prosperity Point Lane and pedestrian crossing/crosswalk improvements to the roadway surface. There are no apparent roadway improvements necessary. The design and location of the pedestrian crosswalk will be determined based on a traffic study done by CDOT.

ADOC – This is a quick turnaround project that was a publicly suggested project due to safety issues. This could potentially interfere with traffic flow but would allow pedestrians to safely cross Prosperity Church Road. The disadvantages are the disruption in traffic flow when pedestrians are using the crosswalk and its proximity to other crosswalks and signals requested by the community. The crosswalk would help make the area more pedestrian friendly which could lead to a more connected community. There is potential for a partnership with CDOT to help with funding a portion of the traffic signal.

Order-of-magnitude- \$200,000; 2-3 years

C-4 – Pedestrian Crosswalk at Prosperity Church Road and Driwood Court

This project could include the addition of some sort of pedestrian crosswalk designed and determined by CDOT at Prosperity Church Road and Driwood Court. There are no apparent roadway improvements necessary. The design and location of the pedestrian crosswalk will be determined based on a traffic study done by CDOT.

ADOC – This is a quick turnaround project that was a publicly suggested project due to safety issues. This could potentially interfere with traffic flow but would allow pedestrians to successfully cross Prosperity Church Road. The disadvantages are the disruption in traffic flow when pedestrians are using the crosswalk and its proximity to other crosswalks and signals requested by the community. There is potential for a partnership with CDOT to help with funding a portion of the traffic signal.

Order-of-magnitude- \$300,000; 2-3 years

C-7 – Sidewalk Gaps on Ridge Road from Prosperity Church Road to Highland Creek Parkway

This project includes the addition of new sidewalk on the northern side of Ridge Road between Prosperity Church Road and Highland Creek Parkway. The project would include approximately 2,850 L.F. of sidewalk completing the connection from Highland Creek to the Village.

ADOC – There are two areas of sidewalk gaps along this stretch of Ridge Road. One is a sidewalk gap where there is no development adjacent to the roadway. This type of gap would be completed as part of any future development adjacent to the roadway. The other type is a sidewalk gap that currently has development adjacent to the roadway. This type of gap would need to be filled with CNIP funds as there is a low likelihood CDOT would fund the construction of the gap. The project would complete a pedestrian connection from a large community (Highland Creek) to the Village.

Order-of-magnitude- \$800,000; 4-5 years

C-8 – Sidewalk on Prosperity Church Road

This project includes the addition of new sidewalk on both sides of Prosperity Church Road from Ridge Road to Prosperity Ridge Road which is approximately 2,275 L.F.

ADOC – The sidewalks on Prosperity Church Road would be essential to creating a walkable Village center. This road is a main thoroughfare through Prosperity Village and sidewalks would be needed to allow for a safe pedestrian area. This project has the opportunity to set the precedent for the streetscape and sidewalk design for the rest of the area because of the central location.

Order-of-magnitude- \$600,000; 4-5 years

C-10 – Additional midblock refuge islands on Ridge Road

This project includes at least one midblock refuge island along Ridge Road to help pedestrians cross the road between intersections.

ADOC – This is a quick turnaround project that is inexpensive in comparison to the others. It would upgrade the road by creating a safe pedestrian crossing along a major road in the Village center. In the last few months this project has been included in a developer's plan for the parcels to the north. This would no longer require CNIP funding to be constructed.

Order-of-magnitude- \$100,000; 2-3 years

C-18 – Signalized Crosswalk at Johnston Oehler for Mallard Creek High School

This project includes a signalized pedestrian crosswalk at Mallard Creek High School on Johnston Oehler Road. No other roadway improvements are anticipated. The design and location of the signalized crosswalk will be determined based on a traffic study done by CDOT.

ADOC – The signalized crosswalk would allow students walking to school to cross safely. The project could be a quick win if the current Johnston Oehler Road improvement project can include it in their scope of work. This project's main advantage is public safety. The project has good public support.

Order-of-magnitude- \$100,000; 2-3 years



Transportation Projects

T-1 – Prosperity Church Road Widening

Prosperity Church Road widening from Ridge Road to Prosperity Ridge Road- “Complete Street Improvements”. Widen Prosperity Church Road approximately 1,467 L.F. to follow cross section A-2 from the Area Plan. The design, construction, and timeframe will be determined by CDOT and NCDOT.

ADOC – The widening of this road would help develop a central main street for the community. It would begin to create the Village Center’s identity and develop the precedent for the rest of the street network. There could be concern with the traffic issues while this road is shut down because it is highly used. CNIP funds could be leveraged to partner with private developers to help fund a portion of the road construction which could improve the project timeline.

Order-of-magnitude- \$3,500,000; 5-6 years

T-2 – Ridge Road Extension

Ridge Road Extension from Eastfield Road to Benfield Road - “Complete Street Improvements.” Extend Ridge Road approximately 3,500 L.F. to follow cross section A-7 in the Area Plan. Add eastbound right-turn lane, add westbound left turn-lane with 3-way signalization. The design, construction, and timeframe will be determined by CDOT and NCDOT.

ADOC – This project would extend the east-west connector to allow connection to Eastfield Road and into Huntersville in the future. This project would not be built unless a specific effort by the CNIP is made. This project would be very political as the ROW for the road runs behind multiple existing houses. This project also requires some ROW purchase to complete the connection.

Order-of-magnitude- \$8,500,000; 5-6 years

T-3 – Ridge Road Widening

Prosperity Church Road to Highland Creek Parkway - “Complete Street Improvements”; Widen Ridge Road approximately 3,700 L.F. to follow of cross section A-13 in the Area Plan. The design, construction, and timeframe will be determined by CDOT and NCDOT.

ADOC – The Ridge Road widening project will upgrade the east-west connector road to help with traffic issues and future growth. There is potential to partner with a developer for a portion of the project but the rest would fall on the use of the CNIP funds to construct this widening and associated sidewalks. This road is centrally located and a portion is in a potentially very commercial/retail dominated area so the widening could catalyze future development. Widening the streets in the Village Center would set them apart from the residential streets and in turn create a developable commercial center. There is a concern this project could be broken into very small pieces because of the expectation that developers should design and construct portions of the widening. CNIP funds could be leveraged to partner with private developers to help fund portions of the road construction which could improve the project timeline. This project has the potential to be bundled with C-7, T-2, and C-10.

Order-of-magnitude- \$5,500,000; 5-6 years

T-4 – Roundabout at Prosperity Church Road and Prosperity Ridge Road

Single lane roundabout with widened approaches from Prosperity Church Road and Prosperity Ridge Road approximately 1,000 L.F. each. The design, construction, and timeframe will be determined by CDOT and NCDOT.

ADOC – This project would be bundled with T-1 Prosperity Church Road Widening. It is a better solution than having two signalized intersections very close to each other. Residents have publicly questioned the use of the roundabouts at the interstate interchange, which may make it difficult to develop a consensus for this project.

Order-of-magnitude- \$2,500,000; 3-4 years

T-5 – DeArmon Road Farm-to-Market

DeArmon Road from Browne Road to Benfield Road - “Complete Street Improvements.” Widen DeArmon Road approximately 4,500 L.F. to follow the A-4 street cross section northeast of the creek, A-9 street cross section southwest of the creek, greenway crossing, and add northbound right turn-lane with 4-way signalization. The street cross section is according to the Prosperity Hucks Area Plan. The design, construction, and timeframe will be determined by CDOT and NCDOT.

ADOC – DeArmon Road is one of the four major east-west connector streets. This road needs to be upgraded to a full complete street to help avoid traffic issues in the future. The project has the potential to be bundled with G-1, C-12, and T-14. This project is highly supported by the public. There is concern the current right of way is not wide enough for the required street section in several areas along the road. Another concern is the amount of grade change along the length of the street. There is potential for a partnership with CDOT and NCDOT to help with funding a portion of the road construction.

Order-of-magnitude- \$8,000,000; 5-6 years

T-6 – Prosperity Ridge Road Southeast Arc

Johnston Oehler Road to Prosperity Church Road - “Complete Street Improvements.” Extend Prosperity Ridge Road Southeast Arc approximately 1,600 L.F. to follow the A-1 street cross section, add northbound right turn-lane with 4-way signalization. The street cross section is according to the Prosperity Hucks Area Plan. The design, construction, and timeframe will be determined by CDOT and NCDOT.

ADOC – This project would extend into an area with ample developable land but CNIP funds will need to be leveraged to partner with a developer. This road is essential to the residential growth in the south portion of the Village.

Order-of-magnitude- \$5,500,000; 5-6 years

T-9 – Hucks Road Extension Eastern Segment

Browne Road to Prosperity Church Road - “Complete Street Improvements”; Extend Hucks Road approximately 4,500 L.F. to follow the A-11 street cross section. The street cross section is according to the Prosperity Hucks Area Plan. The design, construction, and timeframe will be determined by CDOT and NCDOT.

ADOC – This is a shortened segment of the original project. The project would allow residents a better east-west vehicular connection to Prosperity Church Road. The discussion of this project in the past has had mixed levels of support. There is potential to partner with CDOT but not much chance with developers due to the lack of developable lands along the route. The project can help with the traffic problems surrounding the area by allowing alternative east-west routes through the community.

Order-of-magnitude- \$9,500,000; 5-6 years

T-11 – Highland Creek Parkway and Eastfield Road Signalization and Intersection Improvements

Widen southbound Eastfield Road for approximately 1,700 L.F. and add southbound turn-lane with three-way signalization. The design, construction, and timeframe will be determined by CDOT and NCDOT.

ADOC – This project was suggested by a resident because of traffic problems at this intersection. The 11 AC parcel at this intersection is currently required to provide intersection upgrades and signalize the intersection with its zoning approval. The CNIP program could partner with this development to cover some of the cost to catalyze the development's timeframe.

Order-of-magnitude- \$6,000,000; 5-6 years

T-13 – Hucks Road Complete Street Old Statesville Road to Browne Rd

Widen Hucks Road approximately 7,200 L.F. to follow cross section A-11 in the Area Plan and add westbound right turn-lane with four-way signalization. The design, construction, and timeframe will be determined by CDOT and NCDOT.

ADOC – This long stretch of Hucks Road would create an east-west connector street to develop a better linkage between neighborhoods. There is a big concern for the cost of the project versus the transformative change it would provide. There is a potential to bundle this project with C-15 and C-16.

Order-of-magnitude- \$11,000,000; 5-6 years

Partnership Projects



P-1 – Prosperity Village Public Library Public/Private Partnership

Establish a site for a new Northeast Regional Public Library by partnering with Charlotte Mecklenburg Library and a developer. The City could fund a portion of the development's public infrastructure in exchange for a library site. Then the City would coordinate a trade or lease of the tract to the Charlotte Mecklenburg Library System.

ADOC – There has been significant public interest in a Public Library for the area, so the support for this project during the public input process was very positive. New libraries in Mecklenburg County must compete for funding through the County's capital planning process, and total costs for a new facility can approach \$15 million. If a developer and the CNIP program can form a partnership to provide a site, that may be a competitive advantage for the library as it competes for full funding through Mecklenburg County. However, this strategy will likely require a number of years to come to fruition, since the County's capital planning process and prioritization of funds takes place over a five year period. This long time frame adds to the difficulty of the strategy, as the developer would have to hold the site vacant for a number of years. However, this project has the potential to become a focal point in the community as a centrally located public facility that hosts a wide variety of community events.

Order-of-magnitude- unknown; 3-8 years

P-2 – Urban Open Space with Water View Public/Private Partnership

In a public-private partnership, reconstruct an existing pond on private land abutting Prosperity Church, with surrounding green-space, to create a community gathering place for Prosperity Village. A portion of the waterfront would have adjacent privately developed retail and/or housing and other uses, and the developer/landowner would be responsible for daily and routine maintenance of the pond and green-space. Acquire remnant NCDOT parcels and coordinate new local streets with the church and developers.

ADOC – The Village does not have a prominent public open space. The community recognizes that such a space would provide a place for residents and visitors to gather for festivals, music, art shows, and just plain strolling and people watching, activities that help build "community" through social interactions. Although the community desires a public open space, this type of space does not fit any City or County programs for ownership. It will take a public/private partnership to make it happen. This project has the potential to become a focal point in the community. There is a potential to bundle this project with I-2.

Order-of-magnitude- unknown; 2-5 years

Project Prioritization

Summary

After sifting through the community engagement feedback and data, a prioritization matrix was developed to narrow down the project list based on several factors.

The team reviewed the use of both the CIP and CNIP goals as they were established for the individual programs. It was decided to focus on the CIP goals as they better scored the overall breadth of positive potential for an individual project. Some of the CNIP goals were found to overlap in some instances and missed some of the positive potential of the individual projects. Each of the projects could be analyzed to determine if it will help in the achievement of the specific CIP goals for the community.

The CIP area goals as follows:

- Create jobs and tax base
- Leverage public and/or private investments
- Public Safety
- Transportation Mobility
- Housing Diversity
- Integrated Improvements

The team also developed a series of Area Specific Criteria to even better analyze each project for its potential positive effects. These criteria include:

- Usage
- Transformative Change
- Consistent with Local Plans
- Private Property Impacts
- Stakeholder Support

Project prioritization was determined based on a weighted system. In order to meet the goals of both the City of Charlotte and Prosperity Village, the system consisted of two major factors which were the CIP Program Goals and Area Specific Criteria.

The two main factors were weighted as 30% CIP Program Goals and 70% Area Specific Criteria. While the CIP program goals are important, the team decided the area specific criteria should be weighted greater to better represent the needs and wishes of the community and stakeholders. Each factor was broken down further into several goals to evaluate each potential projects' impact on the community. A project prioritization matrix was created to reveal how each of the 49 identified projects could be prioritized.

CIP Goals Prioritization Method (30% of the Overall Project Prioritization Score)

1. **Create Jobs and Tax Base** – Increasing community stability and increasing residential and non-residential rents/values. This criterion would be out of a total of 5 points, and credited on a pass/fail basis.
 - **Is the project a catalyst for future development; does it expand the tax base and future revenues?**
No, the project would not receive credit for the criterion. – **Zero Points**
Yes, the project would receive credit for the criterion. – **Five Points**
2. **Leverage Investments** – Leverage CNIP investments with public agency and/or Private developer investments to get a greater value for the investment dollars. This criterion would be out of a total of 5 points, and credited on a pass/fail basis.
 - **Does the proposed project include a high probability for public agency or private development partnering?**
No, the project would not receive credit for the criterion. – **Zero Points**
Yes, the project would receive credit for the criterion. – **Five Points**
3. **Public Safety** – Increasing public safety within the community. This criterion would be out of a total of 5 points, and credited on a pass/fail basis.
 - **Does the proposed project enhance public safety?**
No, the project would not receive credit for the criterion. – **Zero Points**
Yes, the project would receive credit for the criterion. – **Five Points**
4. **Transportation Mobility** – Increase transportation and mobility options within the community and increase connections from the community to other local communities. This criterion would be out of a total of 5 points, and credited on a pass/fail basis.
 - **Does the project have a positive effect on overall community connectivity, increase transportation choices and/or connect the neighborhood to the greater Charlotte community?**
No, the project would not receive credit for the criterion. – **Zero Points**
Yes, the project would receive credit for the criterion. – **Five Points**
5. **Housing Diversity** – Increase housing choice and diversity. This criterion would be out of a total of 5 points, and credited on a pass/fail basis.
 - **Does the proposed project have a positive effect or promote housing diversity within the neighborhood?**
No, the project would not receive credit for the criterion. – **Zero Points**
Yes, the project would receive credit for the criterion. – **Five Points**
6. **Integrated Improvements** – Project improvements are integrated to provide solutions to more than one problem/issue at one time. This criterion would be out of a total of 5 points, and credited on a pass/fail basis.
 - **Does the proposed project enhance a current or existing neighborhood improvement project (Improves upon the existing) or have a direct relationship with another CNIP potential project (bundling potential)?**
No, the project would not receive credit for the criterion. – **Zero Points**
Yes, the project would receive credit for the criterion. – **Five Points**

Area Specific Criteria Prioritization Method (70% of the Overall Project Prioritization Score)



1. **Usage** – Potential of the project to serve the public. This criterion would be out of a total of 10 **points**, and divided into low, medium and high values.
 - **Does the proposed project serve a very low number of the public and/or could its service be argued as non-critical?**
Yes, the project would receive a low credit for this criterion. – **Zero Points**
 - **Does the proposed project serve a low to medium number of people and is its service seen as potentially critical in the community?**
Yes, the project would receive a medium credit for this criterion. – **Five Points**
 - **Does the proposed project serve a high number of people and its service is seen as critical in the community?**
Yes, the project would receive the highest credit for this criterion. – **Ten Points**
2. **Transformative Change** – Potential of the proposed project to fill a void within the existing fabric of the community, be bundled with other CNIP/public investment projects and/or catalyze positive community development. This criterion would be out of a total of 20 **points**, and divided into low, medium and high values.
 - **Does the proposed project have very little potential for major positive community impact?**
Yes, the project would receive a low credit for this criterion. – **Zero Points**
 - **Does the proposed project have moderate potential for major positive community impact?**
Yes, the project would receive a medium credit for this criterion. – **Ten Points**
 - **Does the proposed project have high potential for major positive community impact?**
Yes, the project would receive the highest credit for this criterion. – **Twenty Points**
3. **Consistency with Local Plans** – Determination of conformance with current City goals and objectives, the Area Plan, Market Analysis and Urban Street Design Guidelines, etc. This criterion would be out of a total of 10 **points**, and divided into a low, medium and high value.
 - **Is the proposed project inconsistent with any local plans?**
Yes, the project wouldn't receive any credit for this criterion. – **Zero Points**
 - **Is the proposed project consistent with at least the Area Plan?**
Yes, the project would receive a medium credit for this criterion. – **Five Points**
 - **Is the proposed project consistent with a majority of all local plans?**
Yes, the project would receive a high credit for this criterion. – **Ten Points**
4. **Private Property Impacts** - Impacts to private property. This criterion would be out of a total of 10 **points**, and divided into a low, medium and high value.
 - **Does the proposed project have a positive effect on private property (enhanced access, provide connections to public services; enhance development potential of private property)?** Yes, the project would receive the highest credit for this criterion. – **Ten Points**
 - **Does the proposed project have a neutral effect on private property (increase adjacent property value, access and/or connections to public services, but also requires small amounts of land acquisition)?**
Yes, the project would receive a medium credit for this criterion. – **Five Points**
 - **Does the project have a negative effect on private property (requires acquisitions of land and/or temporary access closures to residents and/or businesses)?**
Yes, the project would receive a low credit for this criterion. – **Zero Points**

Area Specific Criteria Prioritization Method (70% of the Overall Project Prioritization Score)



5. **Stakeholder Support** – level of support the project receives from the community engagement process.
This criterion would be out of a total of 20 **points**, and divided into a low, medium and high value.

- **Does the community engagement process provide definitive evidence that the proposed project has very little to no stakeholder support?**
Yes, the project wouldn't receive any credit for this criterion. – **Zero Points**
- **Does the community engagement process provide definitive evidence that the proposed project has moderate stakeholder support?**
Yes, the project would receive a medium credit for this criterion. – **Ten Points**
- **Does the community engagement process provide definitive evidence that the proposed project has significant stakeholder support?**
Yes, the project would receive the highest credit for this criterion. – **Twenty Points**

The prioritization matrix was developed to list each of the 49 identified projects and record the score for each goal and area criteria.

Prosperity Village CNIP - Potential Project Prioritization Matrix

POTENTIAL PROJECT CATEGORY		PROJECT DESCRIPTIONS	PROJECT PRIORITIZATION CRITERIA												ESTIMATE OF PROJECT COST, DURATION AND BUNDLING OPPORTUNITIES						
Community Identity and Beautification			PROJECT PRIORITIZATION CRITERIA												ESTIMATE OF PROJECT COST, DURATION AND BUNDLING OPPORTUNITIES						
Greenway, Trails and Open Space			PROJECT PRIORITIZATION CRITERIA												ESTIMATE OF PROJECT COST, DURATION AND BUNDLING OPPORTUNITIES						
Pedestrian Circulation			PROJECT PRIORITIZATION CRITERIA												ESTIMATE OF PROJECT COST, DURATION AND BUNDLING OPPORTUNITIES						
Transportation			PROJECT PRIORITIZATION CRITERIA												ESTIMATE OF PROJECT COST, DURATION AND BUNDLING OPPORTUNITIES						
Public/Public, Public Private Partnerships			PROJECT PRIORITIZATION CRITERIA												ESTIMATE OF PROJECT COST, DURATION AND BUNDLING OPPORTUNITIES						
			PROJECT PRIORITIZATION CRITERIA												ESTIMATE OF PROJECT COST, DURATION AND BUNDLING OPPORTUNITIES						
			PROJECT PRIORITIZATION CRITERIA												ESTIMATE OF PROJECT COST, DURATION AND BUNDLING OPPORTUNITIES						
Project ID	Project Name	CIP Goals 30% of overall prioritization score 0-5 = Low, 10-15 = Medium, 20-30 = High							CIP Goal Total	Neighborhood Specific Criteria 70% of overall prioritization score 0-20 = Low, 25-45 = Medium, 50-70 = High					Criteria Total	Project Priority 0-40 = Low, 45-65 = Medium, 70-100 = High	Estimated Project Real Estate Cost (Included in Total Project Cost)	Project Cost Estimate Detail	Estimated Total Project Cost (planning, design and construction)	Potential Schedule Estimated Time (Start of Design to End of Construction)	Potential Project Bundle(s)
		Create Jobs Tax Base	Leverage Investments	Public Safety	Transportation Mobility	Housing Diversity	Integrated Improvement	Usage (0, 5, 10)		Transformative change (0, 10, 20)	Consistent Local Plans (0, 5, 10)	Private Property Impacts (0, 5, 10)	Stakeholder Support (0, 10, 20)								
G-1	Clark's Creek Greenway Trailhead and Extension		✓	✓	✓		✓	High (20)	High (10)	High (20)	High (10)	Med (5)	High (20)	High (65)	High (85)	\$86,000	The project would involve a 0.65 mile extension of the existing Clark's Creek Greenway up to DeArmon Road (\$520,000), 1 pedestrian bridge (300,000), 1 trailhead parking lot all inclusive (\$300,000), ROW land acquisition (\$86,000) and Trailhead Land Acquisition (\$100,000). Total Estimate includes Real Estate costs; as well as, Contingency and Design costs at 35% and 25% of Estimated Construction Cost, respectively. \$1.7M Rounded to \$2M	\$2,000,000	3 - 4 Years	G-3, T-5, I-2, I-6	
T-5	DeArmon Road Farm-to-Market		✓	✓	✓	✓	✓	High (25)	High (10)	High (20)	High (10)	Low (0)	High (20)	High (60)	High (85)	\$500,000	This project includes a farm to market road upgrade of a NCDOT roadway from the intersection of Browne Road to Benfield Road. Pricing includes the 4,300 LF of improvements, bridge to allow greenway crossing under the roadway, 8,600 lf of 2'-6 curb, 6,000 tons of asphalt paving, 28 Storm Structures with 5,200 lf of piping, Street Lighting, 6,000 SY of Multi use path / sidewalk, and canopy trees @ 40' O.C. Estimate includes real estate costs, contingency and design costs. \$7.8 M rounded to \$8M	\$8,000,000	5 - 6 Years	C-12, G-1, T-14	
P-2	Urban Open Space with Water View Public/Private Partnership	✓	✓	✓	✓		✓	High (25)	High (10)	High (20)	High (10)	Low (0)	High (20)	High (60)	High (85)	\$2,000,000	Placeholder estimate for private developer and City partnership	\$2,000,000	2-5 Years	I-2	
I-2	I-485 Ramp Loop Streetscape Beautification		✓	✓	✓		✓	High (20)	High (10)	Med (10)	High (10)	High (10)	High (20)	High (60)	High (80)	None	This project includes a 6' widening of the existing sidewalks, decorative street lighting, site furniture (25 pieces), canopy trees @ 40' o.c., Flowering trees in clusters @ 15' o.c., Large Shrubs (500), Medium Shrubs (1000), Small Shrubs/Ground cover (4,000), Sod, Mulch, Irrigation, Landscape Lighting (100) and design costs.	\$1,500,000	2-3 Years	G-1, G-3 I-1, I-3	
P-1	Prosperity Village Public Library Public/Private Partnership	✓	✓	✓			✓	High (20)	High (10)	High (20)	High (10)	Low (0)	High (20)	High (60)	High (80)	\$2,000,000	Placeholder estimate for private developer and City partnership	\$2,000,000	3-8 Years	P-2	
I-4	Community Signage Program		✓					Med (10)	High (10)	Med (10)	High (10)	High (10)	High (20)	High (60)	High (70)	None	8 locations, graphic design, City Council approval, engineering for CDOT and NCDOT approval	\$100,000	1-2 Years	I-3, I-5, I-6	
T-1	Prosperity Church Road Widening	✓	✓	✓	✓		✓	High (25)	High (10)	Med (10)	High (10)	Med (5)	Med (10)	Med (45)	High (70)	\$98,000	This project includes approximately 28-ft of road widening requiring 2,500 Tons of asphalt paving, 1,500 LF of storm drainage piping, 3,200 LF of Curb and Gutter, Street Lighting, 1,630 SY of sidewalk, and canopy trees @ 40' O.C. Estimate includes Real Estate costs; as well as, Contingency and Design costs at 35% and 25% of Estimated Construction Cost, respectively. \$3.4M estimate rounded to \$3.5M	\$3,500,000	5 - 6 Years	T-4, C-8	

Prosperity Village CNIP - Potential Project Prioritization Matrix

POTENTIAL PROJECT CATEGORY		PROJECT DESCRIPTIONS	PROJECT PRIORITIZATION CRITERIA													FINAL PRIORITY		ESTIMATE OF PROJECT COST, DURATION AND BUNDLING OPPORTUNITIES				
	Community Identity and Beautification															High (70-100)						
	Greenway, Trails and Open Space															Med (45-65)						
	Pedestrian Circulation															Low (0-40)						
	Transportation																					
	Public/Public, Public Private Partnerships																					
			CIP Goals 30% of overall prioritization score 0-5 = Low, 10-15 = Medium, 20-30 = High							CIP Goal Total	Neighborhood Specific Criteria 70% of overall prioritization score 0-20 = Low, 25-45 = Medium, 50-70 = High					Criteria Total		Project Priority 0-40 = Low, 45-65 = Medium, 70-100 = High	Estimated Project Real Estate Cost (Included in Total Project Cost)	Project Cost Estimate Detail	Estimated Total Project Cost (planning, design and construction)	Potential Schedule Estimated Time (Start of Design to End of Construction)
Project ID	Project Name	Create Jobs Tax Base	Leverage Investments	Public Safety	Transportation Mobility	Housing Diversity	Integrated Improvement	Usage (0, 5, 10)	Transformative change (0, 10, 20)		Consistent Local Plans (0, 5, 10)	Private Property Impacts (0, 5, 10)	Stakeholder Support (0, 10, 20)									
T-2	Ridge Rd. Extension	Ridge Road Extension from Eastfield Road to Benfield Road - "Complete Street". Extend Ridge Road approximately 3,500 LF. Follow cross section A-7 in the Area Plan. Add eastbound right-turn lane, add westbound left turn-lane with 3-way signalization.			✓	✓	✓	Med (15)	High (10)	Med (10)	High (10)	Low (0)	High (20)	High (50)	Med (65)	\$580,000	This project includes clearing and grading of new roadway alignment requiring borrow excavation, 5,200 tons of asphalt paving, 3,500 LF of storm drainage piping, 7,200 LF of Curb and Gutter, Street Lighting, 7,800 SY of Multi use path, and canopy trees @ 40' O.C. Estimate includes Real Estate costs; as well as, Contingency and Design costs at 35% and 25% of Estimated Construction Cost, respectively. \$8.3 M estimate rounded to \$8.5M	\$8,500,000	5 - 6 Years	T-3, C-10		
T-3	Ridge Road Widening	Prosperity Church Road to Highland Creek Parkway - "Complete Street". Widen Ridge Road approximately 3,700 LF, 5 - 12' lanes, 4' bike lane on both sides, 2'-6" curb & gutter on both sides, 6' sidewalk on both sides.	✓	✓	✓	✓	✓	High (25)	High (10)	Med (10)	High (10)	Low (0)	Med (10)	Med (40)	Med (65)	\$135,000	This project includes approximately 32' of widening requiring 6,900 Tons of asphalt paving, 3,100 LF of storm drainage piping, 6,200 LF of Curb and Gutter, Street Lighting, 4,140 SY of 6' Conc. Sidewalk, and canopy trees @ 40' O.C. Approximately 600 LF of this project has been completed by a private developer between Prosperity Church Road and Prosperity View Drive. Estimate includes Real Estate costs; as well as, Contingency and Design costs at 35% and 25% of Estimated Construction Cost, respectively. \$5.4M estimate rounded to \$5.5M	\$5,500,000	5 - 6 Years	C-7, T-2, C-10		
T-4	Roundabout at Prosperity Church Road and Prosperity Ridge Road	Single Lane Roundabout with widened approaches from Prosperity Church Road and Prosperity Ridge Road approximately 1,000 LF each.		✓	✓	✓	✓	High (20)	High (10)	Med (10)	High (10)	Med (5)	Med (10)	High (45)	Med (65)	\$165,000	3,000 LF x 1 mile / 5280 ft x \$4M per mile = \$2.3M rounded to \$2.5M	\$2,500,000	3 - 4 Years	T-1, C-8		
T-6	Prosperity Ridge Road Southeast Arc	Johnston Oehler Road to Prosperity Church Road - "Complete Street". Extend Prosperity Ridge Road Southeast Arc approximately 1,600 LF, 5 - 12' lanes, 4' bike lane on both sides, 2'-6" curb & gutter on both sides, 6' sidewalk on both sides, add northbound right turn-lane with 4-way signalization.	✓	✓	✓	✓	✓	High (25)	High (10)	Med (10)	High (10)	Low (0)	Med (10)	Med (40)	Med (65)	\$375,000	This project includes clearing and grading of new roadway alignment requiring borrow excavation, 7,800 tons of asphalt paving, 2,500 LF of storm drainage piping, 3,200 LF of Curb and Gutter, Street Lighting, 1,800 SY of 5' Concrete Sidewalk, and canopy trees @ 40' O.C. Estimate includes Real Estate costs; as well as, Contingency and Design costs at 35% and 25% of Estimated Construction Cost, respectively. \$5.2M estimate rounded to \$5.5M.	\$5,500,000	5 - 6 Years			
P-3	Prosperity Ridge Road Southeast Arc	Johnston Oehler Road to Prosperity Church Road - "Complete Street". Extend Prosperity Ridge Road Southeast Arc approximately 1,600 LF, 5 - 12' lanes, 4' bike lane on both sides, 2'-6" curb & gutter on both sides, 6' sidewalk on both sides, add northbound right turn-lane with 4-way signalization.	✓	✓	✓	✓	✓	High (25)	High (10)	Med (10)	High (10)	Low (0)	Med (10)	Med (40)	Med (65)	\$375,000	This project includes clearing and grading of new roadway alignment requiring borrow excavation, 7,800 tons of asphalt paving, 2,500 LF of storm drainage piping, 3,200 LF of Curb and Gutter, Street Lighting, 1,800 SY of 5' Concrete Sidewalk, and canopy trees @ 40' O.C. Estimate includes Real Estate costs; as well as, Contingency and Design costs at 35% and 25% of Estimated Construction Cost, respectively. \$5.2M estimate rounded to \$5.5 M.	\$5,500,000	5 - 6 Years			
C-7	Sidewalk Gaps on Ridge Road from Prosperity Church Road to Highland Creek Parkway	This project includes the addition of new sidewalk on the northern side of Ridge Road between Prosperity Church Road and Highland Creek Boulevards. The project would include approximately 2,850 L.F. of sidewalk completing the connection from Highland Creek to the village.			✓	✓	✓	Med (15)	High (10)	Med (10)	Med (5)	Med (5)	High (20)	High (50)	Med (65)	\$132,000	2,850 LF x 1 mile / 5280 ft x \$1.3 M per mile = \$702,000 estimate rounded to \$800,000	\$800,000	4 - 5 Years	T-3, C-10		
C-8	Sidewalk on Prosperity Church Road	This project includes the addition of new sidewalk on both sides of Prosperity Church Road from Ridge Road to Prosperity Ridge Road which is approximately +/- 2,275 LF.			✓	✓	✓	Med (15)	High (10)	Med (10)	Med (5)	Med (5)	High (20)	High (50)	Med (65)	\$98,000	2,275 LF x 1 mile / 5280 ft x \$1.3 M per mile = \$560,000 rounded to \$600,000	\$600,000	4 - 5 Years	T-1, T-4		
G-2	Clark's Creek Greenway Northern Extension	This Mecklenburg County planned 1.44 mile long greenway extension would run north from DeArmon Road under I-485, utilizing the constructed crossing, up to Eastfield Road. The greenway could be constructed with the typical 12' wide asphalt paved trail with 2' gravel shoulders on each side. There is also an opportunity to add a spur connection to the Northern Village area running parallel to the I-485 Westbound on ramp. The main greenway can utilize portions of a Duke Energy transmission easement and potentially some land provided as part of a future development between I-485 and DeArmon. CNIP funding with Park and Rec partnership could expedite the design and construction of the project.		✓	✓	✓	✓	High (20)	Med (5)	Med (10)	High (10)	Med (5)	Med (10)	Med (40)	Med (60)	\$54,000	1.44 Miles x 1.8M / mile = \$2,592,000. Rounded to \$3 M	\$3,000,000	4 - 5 Years	G-1, G-3		

Prosperity Village CNIP - Potential Project Prioritization Matrix

POTENTIAL PROJECT CATEGORY		PROJECT DESCRIPTIONS	PROJECT PRIORITIZATION CRITERIA													FINAL PRIORITY	ESTIMATE OF PROJECT COST, DURATION AND BUNDLING OPPORTUNITIES					
	Community Identity and Beautification															High (70-100)						
	Greenway, Trails and Open Space															Med (45-65)						
	Pedestrian Circulation															Low (0-40)						
	Transportation																					
	Public/Public, Public Private Partnerships																					
Project ID	Project Name		CIP Goals 30% of overall prioritization score 0-5 = Low, 10-15 = Medium, 20-30 = High						CIP Goal Total	Neighborhood Specific Criteria 70% of overall prioritization score 0-20 = Low, 25-45 = Medium, 50-70 = High					Criteria Total		Project Priority 0-40 = Low, 45-65 = Medium, 70-100 = High	Estimated Project Real Estate Cost (Included in Total Project Cost)	Project Cost Estimate Detail	Estimated Total Project Cost (planning, design and construction)	Potential Schedule Estimated Time (Start of Design to End of Construction)	Potential Project Bundle(s)
			Create Jobs Tax Base	Leverage Investments	Public Safety	Transportation Mobility	Housing Diversity	Integrated Improvement		Usage (0, 5, 10)	Transformative change (0, 10, 20)	Consistent Local Plans (0, 5, 10)	Private Property Impacts (0, 5, 10)	Stakeholder Support (0, 10, 20)								
G-3	Southwest Connector Multi-Use Trail	The potential project would create pedestrian and bicycle connectivity from the Clark's Creek Greenway to the Prosperity Village Activity Center. The Multi-use trail would be approximately 0.58 miles long running along DeArmon Road starting and Prosperity Church Road to the Activity Center also creating a strong pedestrian friendly connection to the unique I-485 interchange. The I-485 interchange currently includes sidewalks and bicycle lanes which create connections to the six roundabout intersections and the opportunity for pedestrians to walk, jog and ride through the Activity Center. This multi-use connection project was very well received with the public and could be packaged with several other potential projects. The routing within the Village will need to be further studied to select the best route connecting along the future development sites.			✓	✓		✓	Med (15)	High (10)	High (20)	Med (5)	Low (0)	Med (10)	Med (45)		Med (60)	\$148,000	1.02 Miles x 1.8M / mile = \$1,836,000. Rounded to \$2M	\$2,000,000	4 - 5 Years	G-1, G-2
T-13	Hucks Road Complete Street Old Statesville Road to Browne Rd	Widen Hucks Road approximately 7,200 LF, follow cross section A-11 in the Area Plan, 3 - 12' lanes, 4' bike lane on both sides, 2' 6" curb & gutter on both sides, 6' sidewalk on both sides, add westbound right turn-lane with 4-way signalization.		✓	✓	✓		✓	High (20)	High (10)	Med (10)	Med (5)	Med (5)	Med (10)	Med (40)		Med (60)	\$1,200,000	This project includes approximately 17' of widening requiring 8,000 tons of asphalt paving, 8,200 LF of storm drainage piping, 14,400 LF of Curb and Gutter, Street Lighting, 9,600 SY of 6' Conc. Sidewalk, and canopy trees @ 40' O.C. Estimate includes Real Estate costs; as well as, Contingency and Design costs at 35% and 25% of Estimated Construction Cost, respectively.	\$11,000,000	5 - 6 Years	C-15, C-16
I-1	Prosperity Village Gateway on I-485 Exit Ramp	This potential project is the development and construction of gateway identification monuments/signs installed on both I-485 off ramps to provide unique identification landmarks at the main entrances to Prosperity Village. The addition of the gateway will provide an opportunity for the branding of the entire Village. The gateway monuments/signs could include: a special designed monument/sign structure, reverse channel lighted lettering, accent lighting, special accent landscape design and an irrigation system.		✓				✓	Med (10)	High (10)	Med (10)	Med (5)	High (10)	Med (10)	Med (45)		Med (55)	None	Cost includes monument structure and finishes, signage, lighting, landscape, irrigation, utility connections and misc. items.	\$1,000,000	2-3 Years	I-2, I-3
I-3	Landmarks at Roundabouts	This potential project is to design and install landmarks at the roundabouts located along the I-485 exit ramps and frontage roads. The landmarks can include sculptural/art pieces or specific branding/identification structures, accent landscaping, landscape irrigation and special accent lighting.		✓				✓	Med (10)	High (10)	Med (10)	Med (5)	High (10)	Med (10)	Med (45)		Med (55)	None	6 Roundabouts @ \$76,000 (includes base/pedestals, lighting, landscape, irrigation), 6 Art Installations @ \$75,000 each, water and electric utilities. \$960,000 estimate rounded to \$1M	\$1,000,000	2-3 Years	I-1, I-2
G-8	Southeast Multi-Use Trail/Greenway to Mallard Creek Regional Park	The project would consist of 1.02 miles of proposed multi-use trail / greenway to connect the Southern Village Area to Mallard Creek Park. The trail could be constructed with the typical greenway section consisting of a 12' paved path with 2' gravel shoulders. The trail project would require easements across private property but portions of the trail alignment would be on Mecklenburg County property and within an existing Duke Energy transmission line easement. This potential greenway project was added for consideration after public Charrette discussions but it is not currently included in the Park and Rec Master Plan due to the overland connection between Mallard Creek Park and the Village Area via Johnston-Oehler's sidewalks and bike lanes (currently under construction).			✓	✓		✓	Med (15)	Med (5)	Med (10)	Low (0)	Med (5)	High (20)	Med (40)		Med (55)	\$75,000	1.02 Miles x 1.8M per mile = \$1,944,000. Rounded to \$2M	\$2,000,000	4 - 6 Years	
I-6	Village Identity Monument	This potential project is to design and construct a main village monument with pedestrian open space at the Northeast corner of the Prosperity Church Road and DeArmon Road intersection. This project would include a monument of covered gazebo type structure, a special paved plaza area, accent landscaping, landscape irrigation system and accent and pedestrian level lighting.		✓				✓	Med (10)	Med (5)	Med (10)	Med (5)	High (10)	Med (10)	Med (40)		Med (50)	None	Based on a 20,000 SF area, 1 monument @ \$500,000, hardscape area of 10,000 SF, landscape area of 10,000 SF, irrigation, lighting, utility connections, site furniture and design fee.	\$1,000,000	2-3 Years	
G-6	Mallard Creek Greenway Bridge Connection to Existing CATS	The project creates the connection of a CATS Park and Ride parking lot to the Mallard Creek Greenway on East Side of Mallard Creek Road across from the intersection with Prestigious Lane. The parking lot is on the opposite side of the creek from the existing greenway and would require the construction of a pedestrian bridge to cross the creek and the addition of approximately 400 linear feet of greenway to connect the bridge to the parking lot. This project was brought to the team by a resident who has developed the project's concept to create additional greenway parking and potentially increase the greenway usage.		✓	✓	✓		✓	High (20)	Med (5)	Med (10)	Low (0)	Med (5)	Med (10)	Med (30)		Med (50)	\$13,000	Pedestrian Bridge (300K) + Greenway to Parking Connection (200K) + 25% Design (\$125K) = \$625,000. Rounded to \$1M	\$1,000,000	4-5 Years	

Prosperity Village CNIP - Potential Project Prioritization Matrix

POTENTIAL PROJECT CATEGORY			PROJECT DESCRIPTIONS	PROJECT PRIORITIZATION CRITERIA												FINAL PRIORITY		ESTIMATE OF PROJECT COST, DURATION AND BUNDLING OPPORTUNITIES													
Community Identity and Beautification	Greenway, Trails and Open Space	Pedestrian Circulation		Transportation	Public/Public, Public Private Partnerships	CIP Goals 30% of overall prioritization score 0-5 = Low, 10-15 = Medium, 20-30 = High	CIP Goal Total	Neighborhood Specific Criteria 70% of overall prioritization score 0-20 = Low, 25-45 = Medium, 50-70 = High					Criteria Total	Project Priority 0-40 = Low, 45-65 = Medium, 70-100 = High	Estimated Project Real Estate Cost (Included in Total Project Cost)	Project Cost Estimate Detail	Estimated Total Project Cost (planning, design and construction)						Potential Schedule Estimated Time (Start of Design to End of Construction)	Potential Project Bundle(s)							
Project ID	Project Name			Create Jobs Tax Base	Leverage Investments			Public Safety	Transportation Mobility	Housing Diversity	Integrated Improvement	Useage (0, 5, 10)						Transformative change (0, 10, 20)	Consistent Local Plans (0, 5, 10)	Private Property Impacts (0, 5, 10)	Stakeholder Support (0, 10, 20)										
C-1	Traffic Signal at Prosperity Church Road and Katelyn Drive	This project includes the addition of a 4 way signalized intersection at an existing intersection and pedestrian crossing/crosswalk improvements. There are no apparent roadway improvements necessary.			✓			✓	✓			Med (15)						High (10)	Low (0)	Med (5)	High (10)	Med (10)			Med (35)	Med (50)	None	Traffic Signal with Traffic Study = \$200,000	\$200,000	2-3 Years - Project could be expedited	
C-10	Additional midblock refuge islands on Ridge Road	This project includes at least one midblock refuge island along Ridge Road to help pedestrians cross the road between intersections.						✓	✓		✓	Med (15)						Med (5)	Low (0)	High (10)	High (10)	Med (10)			Med (35)	Med (50)	None	Concrete Island with signage & striping - no signalization anticipated	\$100,000	2-3 Years - Project should be planned to coincide with private development on Ridge Road	
I-5	Village Gateway Landmarks	This potential project is to design and construct gateway landmarks similar to but smaller than the I-485 gateways at the north and south village core entries (intersection of Prosperity Church Road and Eastfield Road and intersection of Prosperity Church Road and Stone Park Drive). These landmarks would include the landmark structure, reverse channel lighted letters, accent landscape, landscape irrigation system and accent lighting.		✓					Low (5)	Med (5)	Med (10)	Med (5)	High (10)	Med (10)	Med (40)	Med (45)	None	2 Landmarks @ \$150,000 each, landscape, irrigation, lighting, utility connections and design fee	\$700,000	2 - 3 Years											
C-18	Signalized Crosswalk at Johnston Oehler for Mallard Creek High School	This project includes a signalized pedestrian crosswalk at Mallard Creek High School on Johnston Oehler Road. No other roadway improvements are anticipated.		✓	✓	✓		✓	High (20)	Med (5)	Low (0)	Low (0)	High (10)	Med (10)	Med (25)	Med (45)	None	Pedestrian Beacon (\$50K), Refuge in Median (25K), Planning and Design (25K)	\$100,000	2-3 Years, could be shortened if designed and change ordered in Johnston Oehler's Construction Project											
T-11	Highland Creek Parkway and Eastfield Road Signalization and Intersection Improvements	Widen southbound Eastfield Road for approximately 1,700 LF, add southbound turn-lane with 3-way signalization	✓	✓	✓	✓			High (20)	High (10)	Low (0)	Med (5)	Low (0)	Med (10)	Med (25)	Med (45)	\$580,000	Placeholder Estimate of \$6 M for the intersection improvement. Cost could widely vary depending on the extents of the reconstruction.	\$6,000,000	5 - 6 Years											
T-9	Hucks Road Extension Eastern Segment	Browne Road to Prosperity Church Road - "Complete Street"; Extend Hucks Road approximately 4,500 LF, 3 -12' lanes, 4' bike lane on both sides, 2'-6" curb & gutter on both sides, 6' sidewalk on both sides.			✓	✓		✓	Med (15)	High (10)	Low (0)	High (10)	Low (0)	Med (10)	Med (30)	Med (45)	\$550,000	4,500 LF x 1 mile / 5280 ft x \$11 M per mile = \$9.4M estimate rounded to \$9.5M	\$9,500,000	5 - 6 Years											
C-2	Crosswalk at Prosperity Creek Senior Apartments	This project includes the addition of a signalized pedestrian crosswalk at the Prosperity Creek Senior Center and pedestrian crossing/crosswalk improvements to the roadway surface. There are no apparent roadway improvements necessary.		✓	✓	✓			Med (15)	Low (0)	Low (0)	Med (5)	High (10)	Med (10)	Med (25)	Low (40)	None	Pedestrian Beacon (\$50K), Refuge in Median (25K), Planning and Design (25K)	\$100,000	3 - 4 Years											
C-12	Sidewalk on DeArmon Road	This project includes the addition of a new sidewalk to the north side of DeArmon Road and sidewalk gaps on the south side. The south side is approximately +/- 2,300 L.F. and the north side +/- 2,896 L.F. The project assumes an overland connection to Clark's Creek Greenway crossing DeArmon Road.			✓	✓		✓	Med (15)	High (10)	Low (0)	Med (5)	Low (0)	Med (10)	Med (25)	Low (40)	\$67,000	2900 LF x 1 mile / 5280 ft x \$1.3M per mile = \$714,000 rounded to \$1M	\$1,000,000	4 - 5 Years	T-5										
T-14	DeArmon Road and Browne Road Signalization and Intersection Improvements	Widen westbound DeArmon Road approximately 900 LF, add northbound right-turn lane, add westbound 12' right turn-lane with 4-way signalization			✓	✓			Med (10)	High (10)	Low (0)	Med (5)	Med (5)	Med (10)	Med (30)	Low (40)	\$500,000	Placeholder Estimate of \$6 M for the intersection improvement. Cost could widely vary depending on the extents of the reconstruction.	\$6,000,000	5 - 6 Years											
T-15	Old Statesville Road and Hucks Road Intersection Improvements	Widen southbound Old Statesville Road approximately 1,600 LF, add southbound left turn-lane, add northbound right turn-lane, add westbound right-turn lane with 3-way signalization			✓	✓			Med (10)	High (10)	Low (0)	Med (5)	Med (5)	Med (10)	Med (30)	Low (40)	\$500,000	Placeholder Estimate of \$6 M for the intersection improvement. Cost could widely vary depending on the extents of the reconstruction.	\$6,000,000	5 - 6 Years											
C-9	Sidewalk Gaps on Eastfield Drive	This project includes sidewalk gaps on the south side of Eastfield Road from Browne Road to the City/County line which is approximately +/- 10,660 L.F.			✓	✓			Med (10)	Med (5)	Med (10)	Low (0)	Med (5)	Med (10)	Med (30)	Low (40)	\$215,000	10,660 LF x 1 mile / 5280 ft x \$1.3 M per mile. Based on only one side of the road. \$2,625,000 rounded to \$3M	\$3,000,000	4 - 5 Years											
C-4	Traffic Signal at Prosperity Church Road and Drivewood Court	This project includes the addition of traffic signalization at Prosperity Church Road and Drivewood Court. There are no apparent roadway improvements necessary.		✓	✓	✓			Med (15)	Med (5)	Low (0)	Med (5)	High (10)	Low (0)	Low (20)	Low (35)	None	\$200,000 + 70,000 contingency	\$300,000	2-3 Years											
C-14	Sidewalk Gaps on Jimmy Oehler Road	This project includes the addition of sidewalks on Jimmy Oehler Road from Creek Breeze Road to the newly constructed bridge over I-485. The sidewalk measures +/- 525 L.F. on the north side of the road.			✓	✓			Med (10)	High (10)	Low (0)	Med (5)	Low (0)	Med (10)	Med (25)	Low (35)	\$20,000	525 LF x 1 mile / 5280 ft x \$1.3M per mile = \$130,000 estimate rounded up to \$200,000	\$200,000	2-3 Years, could be shortened if designed and change ordered in Johnston Oehler's Construction Project											
T-16	Browne Road Complete Streets from I-485 to WT Harris	Widen Browne Road and West Sugar Creek Road approximately 16,000 LF, 5 - 12' lanes, 4' bike lane on both sides, 2'-6" curb & gutter on both sides, 6' sidewalk on both sides.			✓	✓		✓	Med (15)	High (10)	Low (0)	Med (5)	Med (5)	Low (0)	Low (20)	Low (35)	Not Estimated	16,000 LF x 1 mile / 5280 ft x \$11 M per mile = \$33,300,000 estimate rounded to \$34M	\$34,000,000	5 - 6 Years											
I-1	Clark's Creek Tributary #1	The project would involve a 2.56 mile tributary extension of the existing Clark's Creek Greenway branching westward to connect to Old Statesville Road. The greenway extension is already planned by Mecklenburg County. The greenway is a low priority to Park and Rec since the majority of the property acquisition has not occurred. The greenway would be constructed to Park and Recreation standards with a 12' asphalt paved surface and 2' gravel shoulders. CNIP funding with Park and Rec partnership in the project could expedite the design and construction of the project.		✓	✓	✓		✓	High (20)	Low (0)	Low (0)	High (10)	Low (0)	Low (0)	Low (10)	Low (30)	Not Estimated	2.56 Miles x 1.8M / mile = \$4,608,000. Park and Rec 2014 Estimate = \$4,185,000. Rounded estimate to \$4.5M	\$4,500,000	4-5 Years											

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	Community Identity and Beautification															High (70-100)						
	Greenway, Trails and Open Space															Med (45-65)						
	Pedestrian Circulation															Low (0-40)						
	Transportation																					
	Public/Public, Public Private Partnerships																					
Project ID	Project Name		CIP Goals 30% of overall prioritization score 0-5 = Low, 10-15 = Medium, 20-30 = High						CIP Goal Total	Neighborhood Specific Criteria 70% of overall prioritization score 0-20 = Low, 25-45 = Medium, 50-70 = High					Criteria Total	Project Priority 0-40 = Low, 45-65 = Medium, 70-100 = High	Estimated Project Real Estate Cost (Included in Total Project Cost)	Project Cost Estimate Detail	Estimated Total Project Cost (planning, design and construction)	Potential Schedule Estimated Time (Start of Design to End of Construction)	Potential Project Bundle(s)	
			Create Jobs Tax Base	Leverage Investments	Public Safety	Transportation Mobility	Housing Diversity	Integrated Improvement		Useage (0, 5, 10)	Transformative change (0, 10, 20)	Consistent Local Plans (0, 5, 10)	Private Property Impacts (0, 5, 10)	Stakeholder Support (0, 10, 20)								
C-5	Clark's Creek Tributary #1A	The project would consist of a 1.86 mile tributary extension of the existing Clark's Creek Greenway branching northwesterly between Browne and Old Statesville Road. This greenway branch is already planned by Mecklenburg County. This greenway is a low priority for Park and Rec since the majority of the property acquisition has not occurred. The greenway would be constructed to Park and Recreation standards with a 12' asphalt paved surface and 2' gravel shoulders. CNIP funding with Park and Rec partnership in the project could expedite the design and construction of the project.		✓	✓	✓		✓	High (20)	Low (0)	Low (0)	High (10)	Low (0)	Low (0)	Low (10)	Low (30)	Not Estimated	1.86 Miles x 1.8M / mile ~\$3,348,000. Estimate rounded to \$3.5M	\$3,500,000	4-5 Years		
C-3	Pedestrian Beacon at Prosperity Church Road and Prosperity Point Lane	This project includes the addition of a signalized pedestrian crosswalk/beacon at Prosperity Point Lane and pedestrian crossing/crosswalk improvements to the roadway surface. There are no apparent roadway improvements necessary.		✓	✓	✓			Med (15)	Low (0)	Low (0)	Med (5)	High (10)	Low (0)	Low (15)	Low (30)	Not Estimated	Pedestrian Beacon, Refuge in Median, Planning and Design	\$200,000	2-3 Years		
C-5	Sidewalk Gaps on Mallard Creek Road from WT Harris Blvd to Prosperity Church Road	This project includes filling in sidewalk gaps along the west side of Mallard Creek Road totaling +/- 6,700 L.F. Special attention needs to be made how to connect the sidewalk along the west side of the bridge over Mallard Creek Greenway NE.				✓	✓		Med (10)	Med (5)	Med (10)	Med (5)	Low (0)	Low (0)	Low (20)	Low (30)	Not Estimated	6,700 LF x 1 mile / 5280 ft x \$1.3 M per mile. Based on only one side of the road. \$1,650,000 Estimate rounded to \$2M	\$2,000,000	4 - 5 Years		
C-6	Sidewalk Gaps on Mallard Creek Road from Prosperity Church Road to Johnston Oehler Road	This project includes filling in sidewalk gaps along the west side of Mallard Creek Road from Prosperity Church Road to Johnston Oehler Road totaling +/- 4240 L.F. This project assumes an overland connection across Mallard Creek Road to cross the Mallard Creek bridge.				✓	✓		Med (10)	Med (5)	Med (10)	Med (5)	Low (0)	Low (0)	Low (20)	Low (30)	Not Estimated	4240 LF x 1 mile / 5280 ft x \$1.3 M per mile. Based on only one side of the road. \$1.4M estimate rounded to \$1.5M	\$1,500,000	4 - 5 Years		
C-11	Sidewalk on Browne Road	This project includes approximately 12,010 L.F. on the west side of Browne Road and +/- 16,940 L.F. on the east side of the road. This crosses 5 full intersections, 15 one sided intersections and 28 driveways.				✓	✓		Med (15)	Med (5)	Low (0)	Med (5)	Low (0)	Low (0)	Low (10)	Low (25)	Not Estimated	28,950 LF x 1 mile / 5280 ft x \$1.3 M per mile. Based on adding walk to both sides of the road. \$7.13M estimate rounded to \$7.5M	\$7,500,000	4-5 Years	T-16	
C-15	Sidewalk along Hucks Road	This project includes new sidewalk along both sides of Hucks Road from Browne Road to Old Statesville Road. Includes 9,575 L.F. length.				✓	✓		Med (15)	Med (5)	Low (0)	Med (5)	Low (0)	Low (0)	Low (10)	Low (25)	Not Estimated	9,575 LF x 1 mile / 5280 ft x \$1.3 M per mile. Based on adding walk to both sides of the street. \$2.3M estimate rounded to \$2.5M	\$2,500,000	4 - 5 Years	C-16, T-13	
C-17	Sidewalk on Ridge Road from Highland Creek Parkway to Shelley Avenue	This project includes the addition of sidewalks along the north and south sides of Ridge Road from Highland Creek Parkway to Shelley Avenue. These sidewalks measure +/- 2,925 L.F. on the south side and +/- 3,050 L.F. on the north side.				✓	✓		Med (10)	Med (5)	Low (0)	Low (0)	Low (0)	Med (10)	Med (15)	Low (25)	Not Estimated	5,472 LF x 1 mile / 5280 ft x \$1.3 M per mile. Based on only one side of the road. \$1.47 M estimate rounded to \$1.5M	\$1,500,000	4 - 5 Years	C-7	
C-13	Sidewalk Gaps on David Cox Road	This project includes the addition of sidewalks on David Cox Road from Old Statesville Road to Browne Road. The sidewalks measure +/- 4,432 L.F. on the north side of the road and +/- 5,472 L.F. on the south side.				✓	✓		Med (10)	Med (5)	Low (0)	Med (5)	Low (0)	Low (0)	Low (10)	Low (20)	Not Estimated		\$1,500,000	4 - 5 Years		
T-7	Robin Lane & Mallard Ridge Drive Connections	Connecting the short gap in Robin Lane & Mallard Ridge Drive to create better connectivity and access.				✓	✓		Med (10)	Low (0)	Low (0)	Low (0)	High (10)	Low (0)	Low (10)	Low (20)	None		\$900,000	4 - 5 Years		
T-12	Rebuild Road Pavement Sections on Christenbury Road	Christenbury Road from Highland Creek Parkway to Millstream Ridge Drive. - Full Depth Pavement Rehabilitation for approximately 1,650 LF.					✓		Low (5)	Med (5)	Low (0)	Low (0)	High (10)	Low (0)	Low (15)	Low (20)	None		\$1,000,000	1 Year		
T-8	Christenbury Road & Millstream Ridge Drive Roundabout	Rebuild widened single lane roundabout with widened approaches from Christenbury Parkway and Millstream Ridge Drive approximately 1,000 LF each.					✓		Low (5)	High (10)	Low (0)	Low (0)	Low (0)	Low (0)	Low (10)	Low (15)	Not Estimated		\$4,000,000	4 - 5 Years		
G-7	Jimmy Oehler Multi-Use Trail	This potential project suggested by a resident would connect Thomas Ridge Drive and Jimmy Oehler Road via a 700 linear foot +/- multi-use trail. The trail could be constructed like a typical greenway as a 12' wide paved path with 2' gravel shoulders. The project could provide additional access to the Northern Village area but would require an easement across the Oehler property. This connection would likely be formed with the residential development of Oehler property.				✓	✓		Med (10)	Low (0)	Low (0)	Low (0)	Low (0)	Low (0)	Low (0)	Low (10)	Not Estimated		\$200,000	2 - 3 Years		
C-18	Crosswalk at Clark's Creek Nature Preserve	This project includes a signalized pedestrian crosswalk at the Clark's Creek Nature Preserve. No other roadway improvements are anticipated. The project is not needed until the Hucks Park is constructed or sidewalk is constructed on the along the south side of Hucks Road.				✓	✓		Med (10)	Low (0)	Low (0)	Low (0)	Low (0)	Low (0)	Low (0)	Low (10)	None		\$100,000	4 - 7 Years		
T-10	Arbor Creek Drive & Rocky Ford Club Road Roundabout	Rebuild widened single lane roundabout with widened approaches from Arbor Creek Drive and Rocky Ford Club Road approximately 1,000 LF each.					✓		Low (5)	Low (0)	Low (0)	Low (0)	Low (0)	Low (0)	Low (0)	Low (5)	None		\$500,000	3-4 Years		

Community Identity/ Beautification

I-1: Prosperity Village Gateway on I-485 Exit Ramp



Priority Ranking:
MED , 55
Estimated Budget:
\$1,000,000
Project Duration:
2-3 YEARS



This potential project is the development and construction of gateway identification monuments/signs installed on both I-485 off ramps to provide unique identification landmarks at the main entrances to Prosperity Village. The addition of the gateway will provide an opportunity for the branding of the entire Village. The gateway monuments/signs could include: a special designed monument/sign structure, reverse channel lighted lettering, accent lighting, special accent landscape design and an irrigation system.

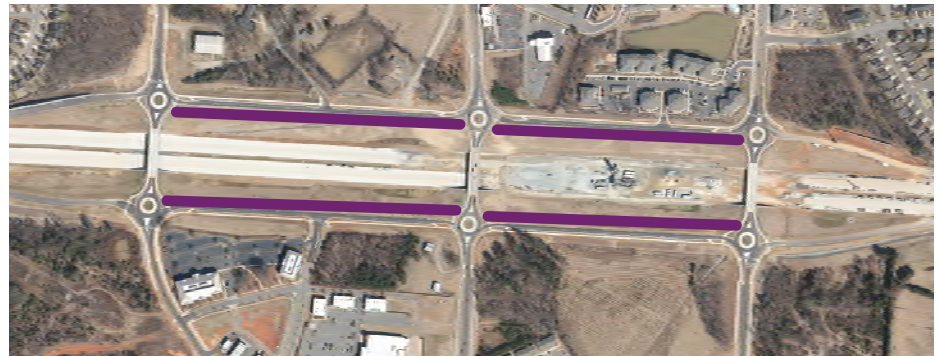


PROJECT PRIORITIZATION CRITERIA												FINAL PRIORITY	
												HIGH (70-100)	
												MEDIUM (45-65)	
												LOW (0-40)	
CIP Goals 30% of overall prioritization score 0-5=Low , 10-15=Medium , 20-30=High						CIP Goal Total	Neighborhood Specific Criteria 70% of overall prioritization score 0-20=Low , 25-45=Medium , 50-70=High					Criteria Total	Project Priority 0-40 = LOW 45-65 = MED 70-100 = HIGH
Create Jobs Tax Base	Leverage Investments	Public Safety	Transportation Mobility	Housing Diversity	Integrated Improvement		Useage (0, 5, 10)	Transformative Change (0, 10, 20)	Consistent Local Plans (0, 5, 10)	Private Property Impacts (0, 5, 10)	Stakeholder Support (0, 10, 20)		
	✓				✓	MEDIUM (10)	HIGH (10)	MEDIUM (10)	MEDIUM (5)	HIGH (10)	MEDIUM (10)	MEDIUM (45)	MEDIUM (55)

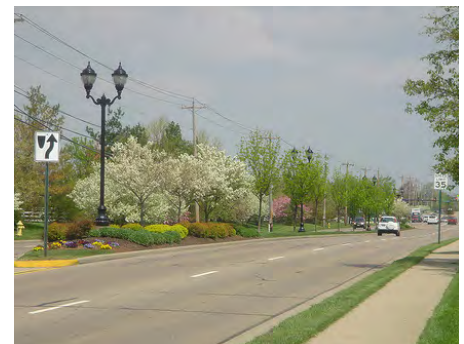




Priority Ranking:
HIGH , 80
Estimated Budget:
\$1,500,000
Project Duration:
2-3 YEARS

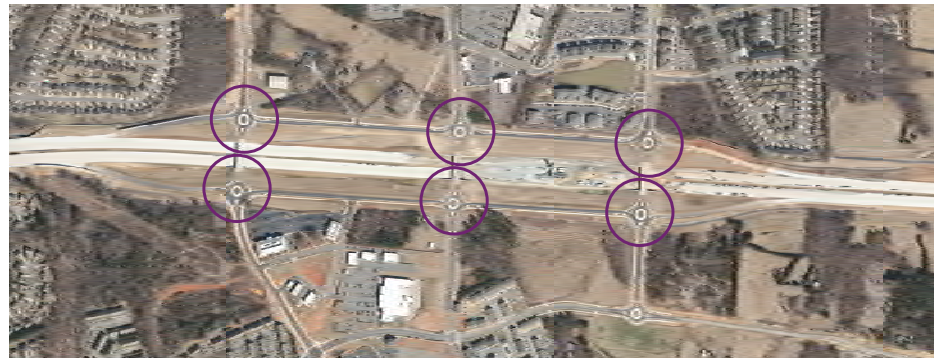


This potential project is the design and installation of streetscape beautification of the roadway and walkway loops including 4,960 L.F. of interstate frontage roads, the six roundabouts and three bridges. The project would include a widening of the existing sidewalks to a multi-use trail width of 12', street trees on both sides of the frontage roads, accent landscape at special nodes with understory trees, flowering and evergreen shrubs and ground cover, landscape irrigation, area/pedestrian lighting and potential seating/resting locations.



PROJECT PRIORITIZATION CRITERIA											FINAL PRIORITY		
											HIGH (70-100)		
											MEDIUM (45-65)		
											LOW (0-40)		
CIP Goals 30% of overall prioritization score 0-5=Low , 10-15=Medium , 20-30=High						CIP Goal Total	Neighborhood Specific Criteria 70% of overall prioritization score 0-20=Low , 25-45=Medium , 50-70=High					Criteria Total	Project Priority 0-40 = LOW 45-65 = MED 70-100 = HIGH
Create Jobs Tax Base	Leverage Investments	Public Safety	Transportation Mobility	Housing Diversity	Integrated Improvement		Useage (0, 5, 10)	Transformative Change (0, 10, 20)	Consistent Local Plans (0, 5, 10)	Private Property Impacts (0, 5, 10)	Stakeholder Support (0, 10, 20)		
	✓	✓	✓		✓	HIGH (20)	HIGH (10)	MEDIUM (10)	HIGH (10)	HIGH (10)	HIGH (20)	HIGH (60)	HIGH (80)





This potential project is to design and install landmarks at the roundabouts located along the I-485 exit ramps and frontage roads. The landmarks can include sculptural/ art pieces or specific branding/identification structures, accent landscaping, landscape irrigation and special accent lighting.



PROJECT PRIORITIZATION CRITERIA											FINAL PRIORITY		
											HIGH (70-100)		
											MEDIUM (45-65)		
											LOW (0-40)		
CIP Goals 30% of overall prioritization score 0-5=Low , 10-15=Medium , 20-30=High						CIP Goal Total	Neighborhood Specific Criteria 70% of overall prioritization score 0-20=Low , 25-45=Medium , 50-70=High					Criteria Total	Project Priority 0-40 = LOW 45-65 = MED 70-100 = HIGH
Create Jobs Tax Base	Leverage Investments	Public Safety	Transportation Mobility	Housing Diversity	Integrated Improvement		Useage (0, 5, 10)	Transformative Change (0, 10, 20)	Consistent Local Plans (0, 5, 10)	Private Property Impacts (0, 5, 10)	Stakeholder Support (0, 10, 20)		
	✓				✓	MEDIUM (10)	HIGH (10)	MEDIUM (10)	MEDIUM (5)	HIGH (10)	MEDIUM (10)	MEDIUM (45)	MEDIUM (55)

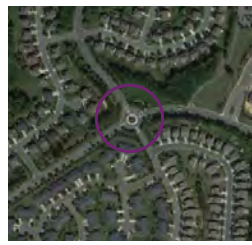
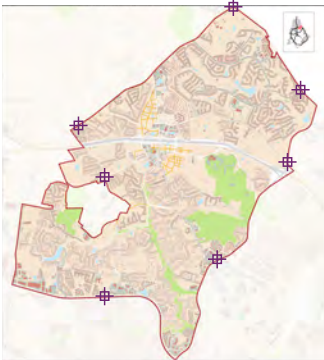


Community Identity/ Beautification

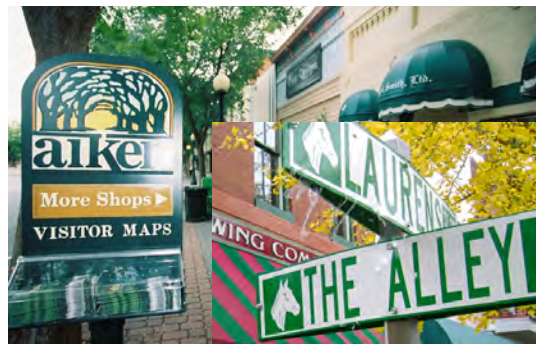
I-4: Community Signage Program



Priority Ranking:
HIGH , 70
Estimated Budget:
\$100,000
Project Duration:
1-2 YEARS



This potential project is to develop and install community identification signs at major intersections throughout the Prosperity Village neighborhood. This signage program can include replacement of selected street signs with special branded street signs and/or instillation of small signs or monuments at the seven (7) major intersections around the perimeter of the Village neighborhood. This project would only include the street signs and small monument signs, no landscape, lighting, irrigation should be included.



PROJECT PRIORITIZATION CRITERIA											FINAL PRIORITY		
											HIGH (70-100)		
											MEDIUM (45-65)		
											LOW (0-40)		
CIP Goals 30% of overall prioritization score 0-5=Low , 10-15=Medium , 20-30=High						CIP Goal Total	Neighborhood Specific Criteria 70% of overall prioritization score 0-20=Low , 25-45=Medium , 50-70=High					Criteria Total	Project Priority 0-40 = LOW 45-65 = MED 70-100 = HIGH
Create Jobs Tax Base	Leverage Investments	Public Safety	Transportation Mobility	Housing Diversity	Integrated Improvement		Useage (0, 5, 10)	Transformative Change (0, 10, 20)	Consistent Local Plans (0, 5, 10)	Private Property Impacts (0, 5, 10)	Stakeholder Support (0, 10, 20)		
	✓					MEDIUM (10)	HIGH (10)	MEDIUM (10)	HIGH (10)	HIGH (10)	HIGH (20)	HIGH (60)	HIGH (70)





This potential project is to design and construct gateway landmarks similar to but smaller than the I-485 gateways at the North and South village core entries (Prosperity Church Road and Eastfield Road and Prosperity Church Road and Stone Park Drive). These landmarks would include the landmark structure, reverse channel lighted letters, accent landscape, landscape irrigation system and accent lighting.



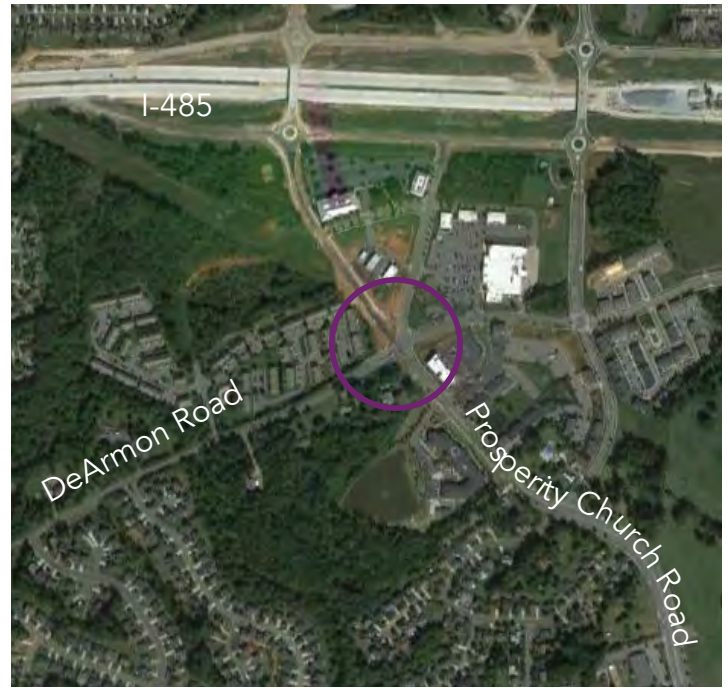
PROJECT PRIORITIZATION CRITERIA												FINAL PRIORITY	
												HIGH (70-100)	
												MEDIUM (45-65)	
												LOW (0-40)	
CIP Goals 30% of overall prioritization score 0-5=Low , 10-15=Medium , 20-30=High						CIP Goal Total	Neighborhood Specific Criteria 70% of overall prioritization score 0-20=Low , 25-45=Medium , 50-70=High					Criteria Total	Project Priority 0-40 = LOW 45-65 = MED 70-100 = HIGH
Create Jobs Tax Base	Leverage Investments	Public Safety	Transportation Mobility	Housing Diversity	Integrated Improvement		Useage (0, 5, 10)	Transformative Change (0, 10, 20)	Consistent Local Plans (0, 5, 10)	Private Property Impacts (0, 5, 10)	Stakeholder Support (0, 10, 20)		
	✓					LOW (5)	MEDIUM (5)	MEDIUM (10)	MEDIUM (5)	HIGH (10)	MEDIUM (10)	MEDIUM (40)	MEDIUM (45)





This potential project is to design and construct a main village monument with pedestrian open space at the Northeast corner of the Prosperity Church Road

and Dearmon Road intersection. This project would include a monument of covered gazebo type structure, a special paved plaza area, accent landscaping, landscape irrigation system and accent and pedestrian level lighting.



PROJECT PRIORITIZATION CRITERIA												FINAL PRIORITY	
												HIGH (70-100)	
												MEDIUM (45-65)	
												LOW (0-40)	
CIP Goals 30% of overall prioritization score 0-5=Low , 10-15=Medium , 20-30=High						CIP Goal Total	Neighborhood Specific Criteria 70% of overall prioritization score 0-20=Low , 25-45=Medium , 50-70=High					Criteria Total	Project Priority 0-40 = LOW 45-65 = MED 70-100 = HIGH
Create Jobs Tax Base	Leverage Investments	Public Safety	Transportation Mobility	Housing Diversity	Integrated Improvement		Useage (0, 5, 10)	Transformative Change (0, 10, 20)	Consistent Local Plans (0, 5, 10)	Private Property Impacts (0, 5, 10)	Stakeholder Support (0, 10, 20)		
	✓				✓	MEDIUM (10)	MEDIUM (5)	MEDIUM (10)	MEDIUM (5)	HIGH (10)	MEDIUM (10)	MEDIUM (40)	MEDIUM (50)



Greenways, Trails, and Open Space

G-1: Clark's Creek Greenway Trailhead and Extension



Priority Ranking:
HIGH , 85
Estimated Budget:
\$2,000,000
Project Duration:
3-4 YEARS



The project would involve a 0.65 mile extension of the existing Clark's Creek Greenway up to DeArmon Road and could include the creation of trailhead at DeArmon. The greenway extension is already planned by Mecklenburg County and is a Tier 2 greenway nearly qualifying as a Tier 1 since the majority of the property along the route has been acquired. Property acquisition on two parcels is remaining for the greenway and the trailhead would be

dependent on the acquisition of approximately 3 acres to provide parking for approximately 40 spaces. The project will need to include a pedestrian bridge crossing Clark's Creek for connectivity between the previously acquired land. The Trailhead component could provide access to both the Southern and future Northern Clark's Creek Greenway. This project is very well supported by the public and Park and Rec. CNIP funding with Park and Rec partnership in the project could expedite the design and construction of the project.

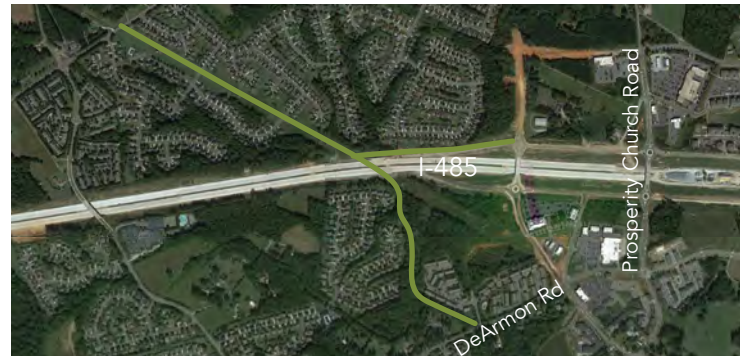


PROJECT PRIORITIZATION CRITERIA												FINAL PRIORITY	
												HIGH (70-100)	
												MEDIUM (45-65)	
												LOW (0-40)	
CIP Goals 30% of overall prioritization score 0-5=Low , 10-15=Medium , 20-30=High						CIP Goal Total	Neighborhood Specific Criteria 70% of overall prioritization score 0-20=Low , 25-45=Medium , 50-70=High					Criteria Total	Project Priority 0-40 = LOW 45-65 = MED 70-100 = HIGH
Create Jobs Tax Base	Leverage Investments	Public Safety	Transportation Mobility	Housing Diversity	Integrated Improvement		Useage (0, 5, 10)	Transformative Change (0, 10, 20)	Consistent Local Plans (0, 5, 10)	Private Property Impacts (0, 5, 10)	Stakeholder Support (0, 10, 20)		
	✓	✓	✓		✓	HIGH (20)	HIGH (10)	HIGH (20)	HIGH (10)	MEDIUM (5)	HIGH (20)	HIGH (65)	HIGH (85)





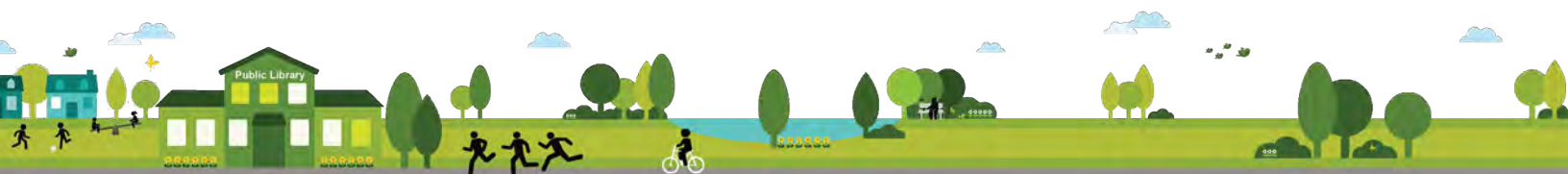
Priority Ranking:
MED , 60
Estimated Budget:
\$3,000,000
Project Duration:
4-5 YEARS



This Mecklenburg County planned 1.44 mile long greenway extension would run North from DeArmon Road under I-485, utilizing the constructed crossing, up to Eastfield Road. The greenway could be constructed with the typical 12' wide asphalt paved trail with 2' gravel shoulders on each side. There is also an opportunity to add a spur connection to the Northern Village area running parallel to the I-485 Westbound on ramp. The main greenway can utilized portions of a Duke Energy transmission easement and potentially some land provided as part of a future development between I-485 and Dearmon. CNIP funding with Park and Rec partnership could expedite the design and construction of the project.



PROJECT PRIORITIZATION CRITERIA													FINAL PRIORITY
													HIGH (70-100)
													MEDIUM (45-65)
													LOW (0-40)
CIP Goals 30% of overall prioritization score 0-5=Low , 10-15=Medium , 20-30=High						CIP Goal Total	Neighborhood Specific Criteria 70% of overall prioritization score 0-20=Low , 25-45=Medium , 50-70=High					Criteria Total	Project Priority 0-40 = LOW 45-65 = MED 70-100 = HIGH
Create Jobs Tax Base	Leverage Investments	Public Safety	Transportation Mobility	Housing Diversity	Integrated Improvement		Useage (0, 5, 10)	Transformative Change (0, 10, 20)	Consistent Local Plans (0, 5, 10)	Private Property Impacts (0, 5, 10)	Stakeholder Support (0, 10, 20)		
	✓	✓	✓		✓	HIGH (20)	MEDIUM (5)	MEDIUM (10)	HIGH (10)	MEDIUM (5)	MEDIUM (10)	MEDIUM (40)	MEDIUM (60)





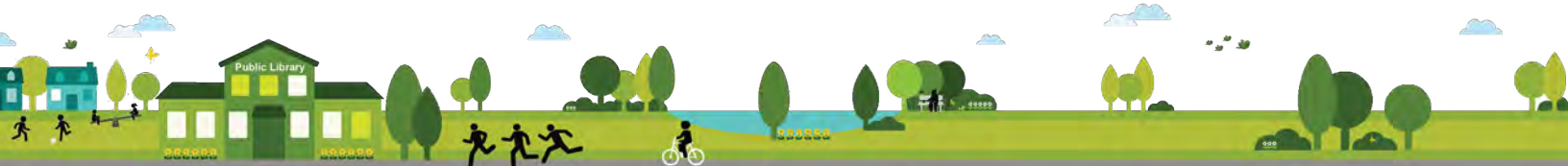
Priority Ranking:
MED , 60
Estimated Budget:
\$2,000,000
Project Duration:
4-5 YEARS



The potential project would create pedestrian and bicycle connectivity from the Clark's Creek Greenway to the Prosperity Village Activity Center. The Multi-use trail would be approximately 0.58 miles long running along DeArmon Road starting and Prosperity Church Road to the Activity Center also creating a strong pedestrian friendly connection to the unique I-485 interchange. The I-485 interchange currently includes sidewalks and bicycle lanes which create connections to the six roundabout intersections and the opportunity for pedestrians to walk, jog and ride through the Activity Center. This multi-use connection project was very well received with the public and could be packaged with several other potential projects. The routing within the Village will need to be further studied to select the best route connecting along the future development sites.



PROJECT PRIORITIZATION CRITERIA													FINAL PRIORITY
													HIGH (70-100)
													MEDIUM (45-65)
													LOW (0-40)
CIP Goals 30% of overall prioritization score 0-5=Low , 10-15=Medium , 20-30=High						CIP Goal Total	Neighborhood Specific Criteria 70% of overall prioritization score 0-20=Low , 25-45=Medium , 50-70=High					Criteria Total	Project Priority 0-40 = LOW 45-65 = MED 70-100 = HIGH
Create Jobs Tax Base	Leverage Investments	Public Safety	Transportation Mobility	Housing Diversity	Integrated Improvement		Useage (0, 5, 10)	Transformative Change (0, 10, 20)	Consistent Local Plans (0, 5, 10)	Private Property Impacts (0, 5, 10)	Stakeholder Support (0, 10, 20)		
		✓	✓		✓	MEDIUM (15)	HIGH (10)	HIGH (20)	MEDIUM (5)	LOW (0)	MEDIUM (10)	MEDIUM (45)	MEDIUM (60)



Greenways, Trails, and Open Space

G-6: Mallard Creek Greenway Bridge

Connection to Existing CATS Parking Lot



Priority Ranking:
MED , 50
Estimated Budget:
\$1,000,000
Project Duration:
4-5 YEARS

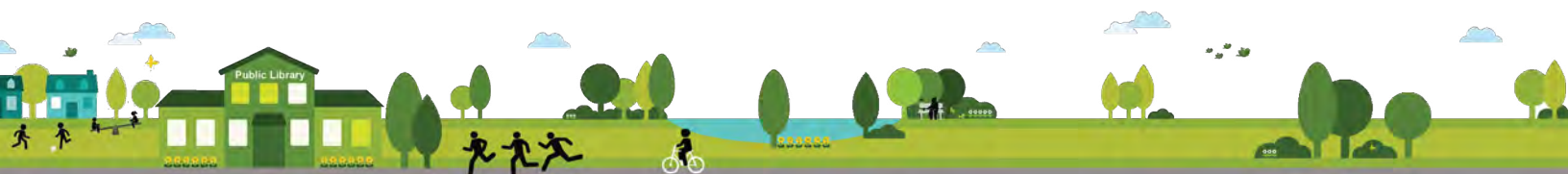


The project creates the connection of a CATS Park and Ride parking lot to the Mallard Creek Greenway on East Side of Mallard Creek Road across from the intersection with Prestigious Lane. The parking lot is on the opposite side of the creek from the existing greenway and would require the construction of a

pedestrian bridge to cross the creek and the addition of approximately 400 linear feet of greenway to connect the bridge to the parking lot. This project was brought to the team by a resident who has developed the project's concept to create additional greenway parking and potentially increase the greenway usage.



PROJECT PRIORITIZATION CRITERIA													FINAL PRIORITY
													HIGH (70-100)
													MEDIUM (45-65)
													LOW (0-40)
CIP Goals 30% of overall prioritization score 0-5=Low , 10-15=Medium , 20-30=High						CIP Goal Total	Neighborhood Specific Criteria 70% of overall prioritization score 0-20=Low , 25-45=Medium , 50-70=High					Criteria Total	Project Priority 0-40 = LOW 45-65 = MED 70-100 = HIGH
Create Jobs Tax Base	Leverage Investments	Public Safety	Transportation Mobility	Housing Diversity	Integrated Improvement		Usage (0, 5, 10)	Transformative Change (0, 10, 20)	Consistent Local Plans (0, 5, 10)	Private Property Impacts (0, 5, 10)	Stakeholder Support (0, 10, 20)		
	✓	✓	✓		✓	HIGH (20)	MEDIUM (5)	MEDIUM (10)	LOW (0)	MEDIUM (5)	MEDIUM (10)	MEDIUM (30)	MEDIUM (50)





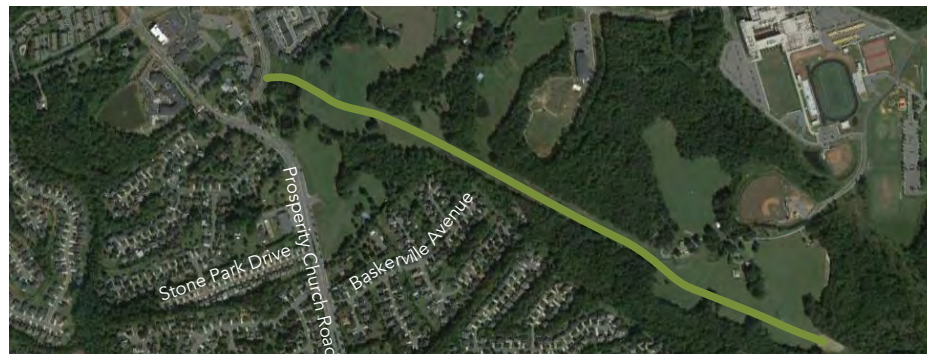
Greenways, Trails, and Open Space

G-8: Southeast Multi-use Trail/Greenway

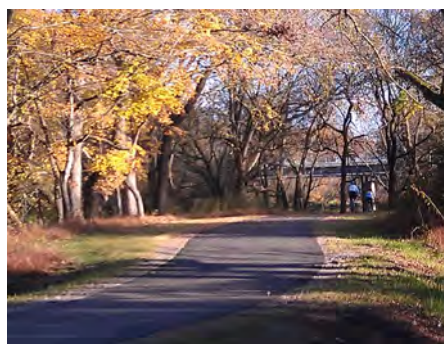
to Mallard Creek Regional Park



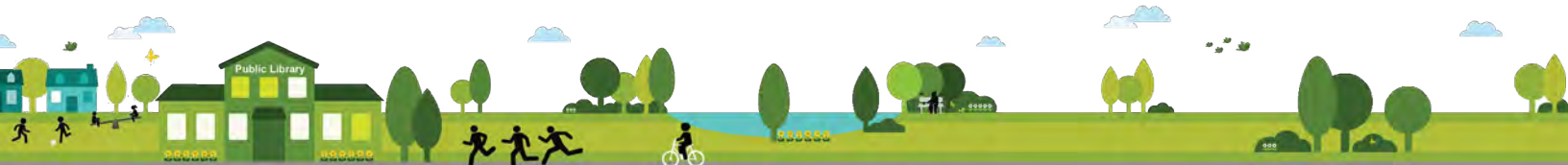
Priority Ranking:
MED , 55
Estimated Budget:
\$2,000,000
Project Duration:
4-6 YEARS



The project would consist of 1.02 miles of proposed multi-use trail / greenway to connect the Southern Village Area to Mallard Creek Park. The trail could be constructed with the typical greenway section consisting of a 12' paved path with 2' gravel shoulders. The trail project would require easements across private property but portions of the trail alignment would be on Mecklenburg County property and within an existing Duke Energy transmission line easement. This potential greenway project was added for consideration after public Charrette discussions but it is not currently included in the Park and Rec Master Plan due to the overland connection between Mallard Creek Park and the Village Area via Johnston-Oehler's sidewalks and bike lanes (currently under construction).

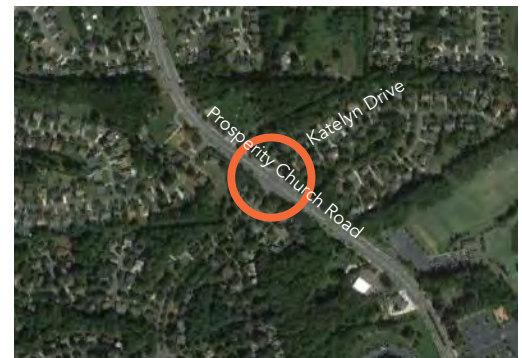


PROJECT PRIORITIZATION CRITERIA												FINAL PRIORITY	
												HIGH (70-100)	
												MEDIUM (45-65)	
												LOW (0-40)	
CIP Goals 30% of overall prioritization score 0-5=Low , 10-15=Medium , 20-30=High						CIP Goal Total	Neighborhood Specific Criteria 70% of overall prioritization score 0-20=Low , 25-45=Medium , 50-70=High					Criteria Total	Project Priority 0-40 = LOW 45-65 = MED 70-100 = HIGH
Create Jobs Tax Base	Leverage Investments	Public Safety	Transportation Mobility	Housing Diversity	Integrated Improvement		Useage (0, 5, 10)	Transformative Change (0, 10, 20)	Consistent Local Plans (0, 5, 10)	Private Property Impacts (0, 5, 10)	Stakeholder Support (0, 10, 20)		
		✓	✓		✓	MEDIUM (15)	MEDIUM (5)	MEDIUM (10)	LOW (0)	MEDIUM (5)	HIGH (20)	MEDIUM (40)	MEDIUM (55)





Priority Ranking:
MED , 50
Estimated Budget:
\$200,000
Project Duration:
2-3 YEARS



This project includes the addition of a 4 way signalized intersection at an existing intersection and pedestrian crossing/crosswalk improvements. There are no apparent roadway improvements necessary.



PROJECT PRIORITIZATION CRITERIA													FINAL PRIORITY
													HIGH (70-100)
													MEDIUM (45-65)
													LOW (0-40)
CIP Goals 30% of overall prioritization score 0-5=Low , 10-15=Medium , 20-30=High						CIP Goal Total	Neighborhood Specific Criteria 70% of overall prioritization score 0-20=Low , 25-45=Medium , 50-70=High					Criteria Total	Project Priority 0-40 = LOW 45-65 = MED 70-100 = HIGH
Create Jobs Tax Base	Leverage Investments	Public Safety	Transportation Mobility	Housing Diversity	Integrated Improvement		Useage (0, 5, 10)	Transformative Change (0, 10, 20)	Consistent Local Plans (0, 5, 10)	Private Property Impacts (0, 5, 10)	Stakeholder Support (0, 10, 20)		
	✓	✓	✓			MEDIUM (15)	HIGH (10)	LOW (0)	MEDIUM (5)	HIGH (10)	MEDIUM (10)	MEDIUM (35)	MEDIUM (50)



Pedestrian Circulation

C-3: Pedestrian crosswalk at Prosperity Church Road and



Priority Ranking:
LOW , 30
Estimated Budget:
\$200,000
Project Duration:
2-3 YEARS



This project includes the addition of a signalized pedestrian crosswalk/beacon at Prosperity Point Lane and pedestrian crossing/crosswalk improvements to the roadway surface. There are no apparent roadway improvements necessary.



PROJECT PRIORITIZATION CRITERIA													FINAL PRIORITY
													HIGH (70-100)
													MEDIUM (45-65)
													LOW (0-40)
CIP Goals 30% of overall prioritization score 0-5=Low , 10-15=Medium , 20-30=High						CIP Goal Total	Neighborhood Specific Criteria 70% of overall prioritization score 0-20=Low , 25-45=Medium , 50-70=High					Criteria Total	Project Priority 0-40 = LOW 45-65 = MED 70-100 = HIGH
Create Jobs Tax Base	Leverage Investments	Public Safety	Transportation Mobility	Housing Diversity	Integrated Improvement		Useage (0, 5, 10)	Transformative Change (0, 10, 20)	Consistent Local Plans (0, 5, 10)	Private Property Impacts (0, 5, 10)	Stakeholder Support (0, 10, 20)		
	✓	✓	✓			MEDIUM (15)	LOW (0)	LOW (0)	MEDIUM (5)	HIGH (10)	LOW (0)	LOW (15)	LOW (30)

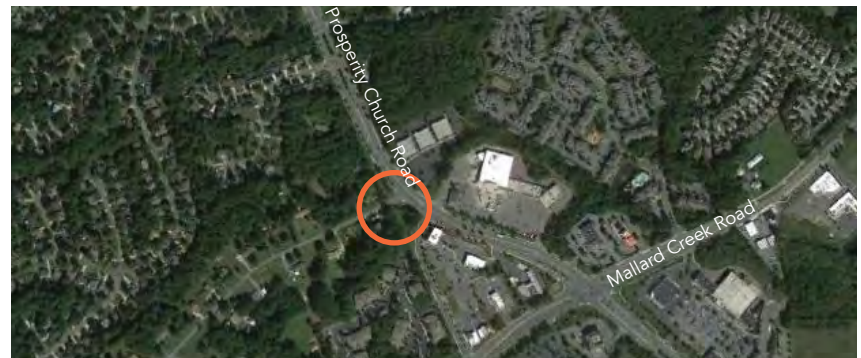


Pedestrian Circulation

C-4: Pedestrian crosswalk at Prosperity Church Road and



Priority Ranking:
LOW , 35
Estimated Budget:
\$300,000
Project Duration:
2-3 YEARS



This project includes the addition of traffic signalization at Prosperity Church Road and Driwood Court. There are no apparent roadway improvements necessary.



PROJECT PRIORITIZATION CRITERIA													FINAL PRIORITY
													HIGH (70-100)
													MEDIUM (45-65)
													LOW (0-40)
CIP Goals 30% of overall prioritization score 0-5=Low , 10-15=Medium , 20-30=High						CIP Goal Total	Neighborhood Specific Criteria 70% of overall prioritization score 0-20=Low , 25-45=Medium , 50-70=High					Criteria Total	Project Priority 0-40 = LOW 45-65 = MED 70-100 = HIGH
Create Jobs Tax Base	Leverage Investments	Public Safety	Transportation Mobility	Housing Diversity	Integrated Improvement		Useage (0, 5, 10)	Transformative Change (0, 10, 20)	Consistent Local Plans (0, 5, 10)	Private Property Impacts (0, 5, 10)	Stakeholder Support (0, 10, 20)		
	✓	✓	✓			MEDIUM (15)	MEDIUM (5)	LOW (0)	MEDIUM (5)	HIGH (10)	LOW (0)	LOW (20)	LOW (35)



Pedestrian Circulation

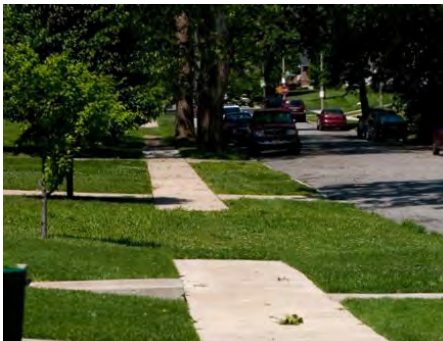
C-7: Sidewalk on Ridge Road



Priority Ranking:
MED , 65
Estimated Budget:
\$800,000
Project Duration:
4-5 YEARS



This project includes the addition of new sidewalk on the Northern side of Ridge Road between Prosperity Church Road and Highland Creek Boulevards. The project would include approximately 2,850 L.F. of sidewalk completing the connection from Highland Creek to the village.



PROJECT PRIORITIZATION CRITERIA													FINAL PRIORITY
													HIGH (70-100)
													MEDIUM (45-65)
													LOW (0-40)
CIP Goals 30% of overall prioritization score 0-5=Low , 10-15=Medium , 20-30=High						CIP Goal Total	Neighborhood Specific Criteria 70% of overall prioritization score 0-20=Low , 25-45=Medium , 50-70=High					Criteria Total	Project Priority 0-40 = LOW 45-65 = MED 70-100 = HIGH
Create Jobs Tax Base	Leverage Investments	Public Safety	Transportation Mobility	Housing Diversity	Integrated Improvement		Useage (0, 5, 10)	Transformative Change (0, 10, 20)	Consistent Local Plans (0, 5, 10)	Private Property Impacts (0, 5, 10)	Stakeholder Support (0, 10, 20)		
		✓	✓		✓	MEDIUM (15)	HIGH (10)	MEDIUM (10)	MEDIUM (5)	MEDIUM (5)	HIGH (20)	HIGH (50)	MEDIUM (65)



Pedestrian Circulation

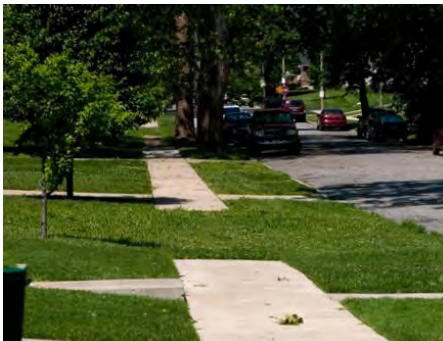
C-8: Sidewalk on Prosperity Church Road



Priority Ranking:
MED , 65
Estimated Budget:
\$600,000
Project Duration:
4-5 YEARS



This project includes the addition of new sidewalk on both sides of Prosperity Church Road from Ridge Road to Prosperity Ridge Road which is approximately +/- 2,275 L.F.



PROJECT PRIORITIZATION CRITERIA													FINAL PRIORITY
													HIGH (70-100)
													MEDIUM (45-65)
													LOW (0-40)
CIP Goals 30% of overall prioritization score 0-5=Low , 10-15=Medium , 20-30=High						CIP Goal Total	Neighborhood Specific Criteria 70% of overall prioritization score 0-20=Low , 25-45=Medium , 50-70=High					Criteria Total	Project Priority 0-40 = LOW 45-65 = MED 70-100 = HIGH
Create Jobs Tax Base	Leverage Investments	Public Safety	Transportation Mobility	Housing Diversity	Integrated Improvement		Useage (0, 5, 10)	Transformative Change (0, 10, 20)	Consistent Local Plans (0, 5, 10)	Private Property Impacts (0, 5, 10)	Stakeholder Support (0, 10, 20)		
		✓	✓		✓	MEDIUM (15)	HIGH (10)	MEDIUM (10)	MEDIUM (5)	MEDIUM (5)	HIGH (20)	HIGH (50)	MEDIUM (65)



Pedestrian Circulation

C-10: Additional Midblock Refuge Islands on Ridge Road



Priority Ranking:
MED , 50
Estimated Budget:
\$100,000
Project Duration:
2-3 YEARS



This project includes at least one midblock refuge island along Ridge Road to help pedestrians cross the road between intersections.



PROJECT PRIORITIZATION CRITERIA													FINAL PRIORITY
													HIGH (70-100)
													MEDIUM (45-65)
													LOW (0-40)
CIP Goals 30% of overall prioritization score 0-5=Low , 10-15=Medium , 20-30=High						CIP Goal Total	Neighborhood Specific Criteria 70% of overall prioritization score 0-20=Low , 25-45=Medium , 50-70=High					Criteria Total	Project Priority 0-40 = LOW 45-65 = MED 70-100 = HIGH
Create Jobs Tax Base	Leverage Investments	Public Safety	Transportation Mobility	Housing Diversity	Integrated Improvement		Useage (0, 5, 10)	Transformative Change (0, 10, 20)	Consistent Local Plans (0, 5, 10)	Private Property Impacts (0, 5, 10)	Stakeholder Support (0, 10, 20)		
		✓	✓		✓	MEDIUM (15)	MEDIUM (5)	LOW (0)	HIGH (10)	HIGH (10)	MEDIUM (10)	MEDIUM (35)	MEDIUM (50)



Pedestrian Circulation

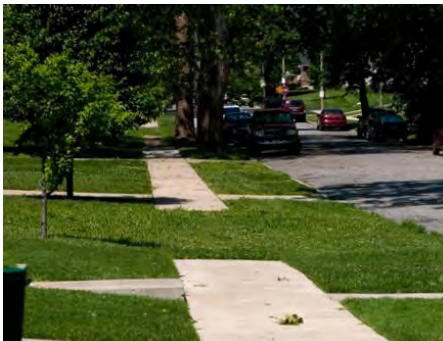
C-14: Sidewalk Gaps on Jimmy Oehler Road



Priority Ranking:
LOW , 35
Estimated Budget:
\$200,000
Project Duration:
2-3 YEARS



This project includes the addition of sidewalks on Jimmy Oehler Road from Creek Breeze Road to the newly constructed bridge over I-485. The sidewalk measures +/- 525 L.F. on the North side of the road.



PROJECT PRIORITIZATION CRITERIA													FINAL PRIORITY
													HIGH (70-100)
													MEDIUM (45-65)
													LOW (0-40)
CIP Goals 30% of overall prioritization score 0-5=Low , 10-15=Medium , 20-30=High						CIP Goal Total	Neighborhood Specific Criteria 70% of overall prioritization score 0-20=Low , 25-45=Medium , 50-70=High					Criteria Total	Project Priority 0-40 = LOW 45-65 = MED 70-100 = HIGH
Create Jobs Tax Base	Leverage Investments	Public Safety	Transportation Mobility	Housing Diversity	Integrated Improvement		Usage (0, 5, 10)	Transformative Change (0, 10, 20)	Consistent Local Plans (0, 5, 10)	Private Property Impacts (0, 5, 10)	Stakeholder Support (0, 10, 20)		
		✓	✓			MEDIUM (10)	HIGH (10)	LOW (0)	MEDIUM (5)	LOW (0)	MEDIUM (10)	MEDIUM (25)	LOW (35)

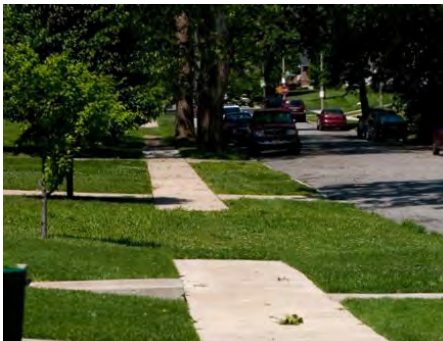




Priority Ranking:
MED , 45
Estimated Budget:
\$100,000
Project Duration:
2-3 YEARS



This project includes a signalized pedestrian crosswalk at Mallard Creek High School on Johnston Oehler Road. No other roadway improvements are anticipated.



PROJECT PRIORITIZATION CRITERIA													FINAL PRIORITY
													HIGH (70-100)
													MEDIUM (45-65)
													LOW (0-40)
CIP Goals 30% of overall prioritization score 0-5=Low , 10-15=Medium , 20-30=High						CIP Goal Total	Neighborhood Specific Criteria 70% of overall prioritization score 0-20=Low , 25-45=Medium , 50-70=High					Criteria Total	Project Priority 0-40 = LOW 45-65 = MED 70-100 = HIGH
Create Jobs Tax Base	Leverage Investments	Public Safety	Transportation Mobility	Housing Diversity	Integrated Improvement		Useage (0, 5, 10)	Transformative Change (0, 10, 20)	Consistent Local Plans (0, 5, 10)	Private Property Impacts (0, 5, 10)	Stakeholder Support (0, 10, 20)		
	✓	✓	✓		✓	HIGH (20)	MEDIUM (5)	LOW (0)	LOW (0)	HIGH (10)	MEDIUM (10)	MEDIUM (25)	MEDIUM (45)



Transportation

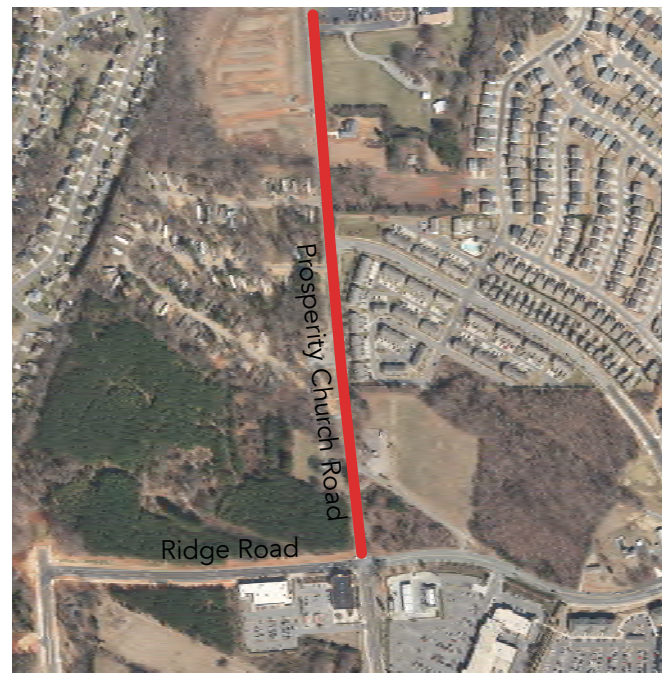
T-1: Prosperity Church Road Widening



Priority Ranking:
HIGH , 70
Estimated Budget:
\$3,500,000
Project Duration:
5-6 YEARS

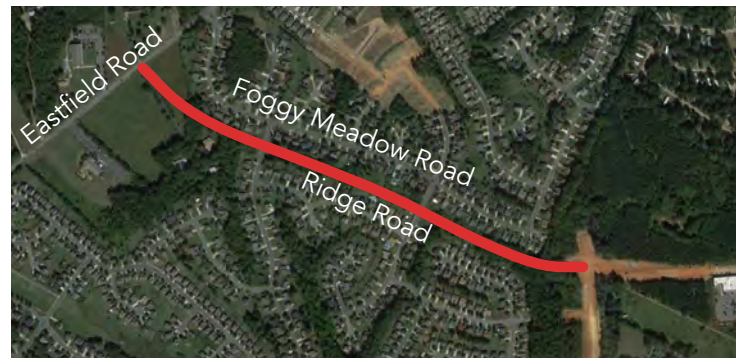


Prosperity Church Road Widening from Ridge Road to Prosperity Ridge Road - "Complete Street". Widen Prosperity Church Road approximately 1,467 LF. Following Cross Section A-2 from the Area Plan.



PROJECT PRIORITIZATION CRITERIA													FINAL PRIORITY
													HIGH (70-100)
													MEDIUM (45-65)
													LOW (0-40)
CIP Goals 30% of overall prioritization score 0-5=Low , 10-15=Medium , 20-30=High						CIP Goal Total	Neighborhood Specific Criteria 70% of overall prioritization score 0-20=Low , 25-45=Medium , 50-70=High					Criteria Total	Project Priority 0-40 = LOW 45-65 = MED 70-100 = HIGH
Create Jobs Tax Base	Leverage Investments	Public Safety	Transportation Mobility	Housing Diversity	Integrated Improvement		Useage (0, 5, 10)	Transformative Change (0, 10, 20)	Consistent Local Plans (0, 5, 10)	Private Property Impacts (0, 5, 10)	Stakeholder Support (0, 10, 20)		
✓	✓	✓	✓		✓	HIGH (25)	HIGH (10)	MEDIUM (10)	HIGH (10)	MEDIUM (5)	MEDIUM (10)	MEDIUM (45)	HIGH (70)





Ridge Road Extension from Eastfield Road to Benfield Road - "Complete Street". Extend Ridge Road approximately 3,500 LF, Follow cross section A-7 in the Area Plan. Add Eastbound right-turn lane, add Westbound left turn-lane with 3-way signalization.



PROJECT PRIORITIZATION CRITERIA													FINAL PRIORITY
													HIGH (70-100)
													MEDIUM (45-65)
													LOW (0-40)
CIP Goals 30% of overall prioritization score 0-5=Low , 10-15=Medium , 20-30=High						CIP Goal Total	Neighborhood Specific Criteria 70% of overall prioritization score 0-20=Low , 25-45=Medium , 50-70=High					Criteria Total	Project Priority 0-40 = LOW 45-65 = MED 70-100 = HIGH
Create Jobs Tax Base	Leverage Investments	Public Safety	Transportation Mobility	Housing Diversity	Integrated Improvement		Useage (0, 5, 10)	Transformative Change (0, 10, 20)	Consistent Local Plans (0, 5, 10)	Private Property Impacts (0, 5, 10)	Stakeholder Support (0, 10, 20)		
		✓	✓		✓	MEDIUM (15)	HIGH (10)	MEDIUM (10)	HIGH (10)	LOW (0)	HIGH (20)	HIGH (50)	MEDIUM (65)





Prosperity Church Road to Highland Creek Parkway - "Complete Street"; Widen Ridge Road approximately 3,700 LF, 5 - 12' lanes, 4' bike lane on both sides, 2'-6" curb & gutter on both sides, 6' sidewalk on both sides.



PROJECT PRIORITIZATION CRITERIA													FINAL PRIORITY
													HIGH (70-100)
													MEDIUM (45-65)
													LOW (0-40)
CIP Goals 30% of overall prioritization score 0-5=Low , 10-15=Medium , 20-30=High						CIP Goal Total	Neighborhood Specific Criteria 70% of overall prioritization score 0-20=Low , 25-45=Medium , 50-70=High					Criteria Total	Project Priority 0-40 = LOW 45-65 = MED 70-100 = HIGH
Create Jobs Tax Base	Leverage Investments	Public Safety	Transportation Mobility	Housing Diversity	Integrated Improvement		Useage (0, 5, 10)	Transformative Change (0, 10, 20)	Consistent Local Plans (0, 5, 10)	Private Property Impacts (0, 5, 10)	Stakeholder Support (0, 10, 20)		
✓	✓	✓	✓		✓	HIGH (25)	HIGH (10)	MEDIUM (10)	HIGH (10)	LOW (0)	MEDIUM (10)	MEDIUM (40)	MEDIUM (65)



Transportation

T-4: Roundabout at Prosperity

Church Rd and Prosperity Ridge Rd



Priority Ranking:
MED , 65
Estimated Budget:
\$2,500,000
Project Duration:
3-4 YEARS



Single Lane Roundabout with widened approaches from Prosperity Church Road and Prosperity Ridge Road approximately 1,000 LF each.

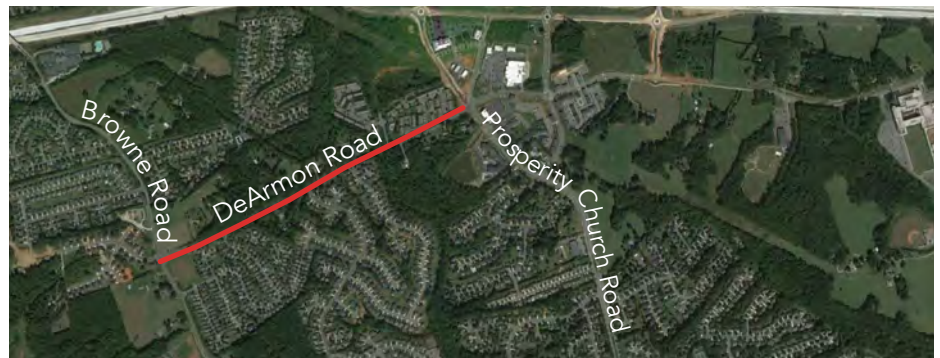


PROJECT PRIORITIZATION CRITERIA													FINAL PRIORITY
													HIGH (70-100)
													MEDIUM (45-65)
													LOW (0-40)
CIP Goals 30% of overall prioritization score 0-5=Low , 10-15=Medium , 20-30=High						CIP Goal Total	Neighborhood Specific Criteria 70% of overall prioritization score 0-20=Low , 25-45=Medium , 50-70=High					Criteria Total	Project Priority 0-40 = LOW 45-65 = MED 70-100 = HIGH
Create Jobs Tax Base	Leverage Investments	Public Safety	Transportation Mobility	Housing Diversity	Integrated Improvement		Usage (0, 5, 10)	Transformative Change (0, 10, 20)	Consistent Local Plans (0, 5, 10)	Private Property Impacts (0, 5, 10)	Stakeholder Support (0, 10, 20)		
	✓	✓	✓		✓	HIGH (20)	HIGH (10)	MEDIUM (10)	HIGH (10)	MEDIUM (5)	MEDIUM (10)	HIGH (45)	MEDIUM (65)





Priority Ranking:
HIGH , 85
Estimated Budget:
\$8,000,000
Project Duration:
5-6 YEARS



DeArmon Road from Browne Road to Benfield Road - "Complete Street". Widen DeArmon Road approximately 4,500 LF, 3 - 12' lanes, Greenway Crossing, 4' bike lane on both sides, 24" curb & gutter on both sides, 6' sidewalk on both sides, add Northbound right turn-lane with 4-way signalization.



PROJECT PRIORITIZATION CRITERIA													FINAL PRIORITY
													HIGH (70-100)
													MEDIUM (45-65)
													LOW (0-40)
CIP Goals 30% of overall prioritization score 0-5=Low , 10-15=Medium , 20-30=High						CIP Goal Total	Neighborhood Specific Criteria 70% of overall prioritization score 0-20=Low , 25-45=Medium , 50-70=High					Criteria Total	Project Priority 0-40 = LOW 45-65 = MED 70-100 = HIGH
Create Jobs Tax Base	Leverage Investments	Public Safety	Transportation Mobility	Housing Diversity	Integrated Improvement		Useage (0, 5, 10)	Transformative Change (0, 10, 20)	Consistent Local Plans (0, 5, 10)	Private Property Impacts (0, 5, 10)	Stakeholder Support (0, 10, 20)		
✓	✓	✓	✓		✓	HIGH (25)	HIGH (10)	HIGH (20)	HIGH (10)	LOW (0)	HIGH (20)	HIGH (60)	HIGH (85)





Johnston Oehler Road to Prosperity Church Road - "Complete Street"; Extend Prosperity Ridge Road Southeast Arc approximately 1,600 LF, 5 - 12' lanes, 4' bike lane on both sides, 2'-6" curb & gutter on both sides, 6' sidewalk on both sides, add Northbound right turn-lane with 4-way signalization.



PROJECT PRIORITIZATION CRITERIA													FINAL PRIORITY
													HIGH (70-100)
													MEDIUM (45-65)
													LOW (0-40)
CIP Goals 30% of overall prioritization score 0-5=Low , 10-15=Medium , 20-30=High						CIP Goal Total	Neighborhood Specific Criteria 70% of overall prioritization score 0-20=Low , 25-45=Medium , 50-70=High					Criteria Total	Project Priority 0-40 = LOW 45-65 = MED 70-100 = HIGH
Create Jobs Tax Base	Leverage Investments	Public Safety	Transportation Mobility	Housing Diversity	Integrated Improvement		Useage (0, 5, 10)	Transformative Change (0, 10, 20)	Consistent Local Plans (0, 5, 10)	Private Property Impacts (0, 5, 10)	Stakeholder Support (0, 10, 20)		
✓	✓	✓	✓		✓	HIGH (25)	HIGH (10)	MEDIUM (10)	HIGH (10)	LOW (0)	MEDIUM (10)	MEDIUM (40)	MEDIUM (65)

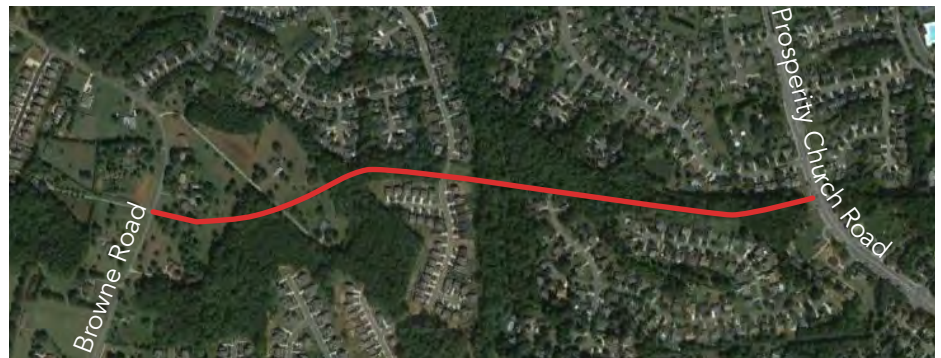


Transportation

T-9: Hucks Road Extension Eastern Segment



Priority Ranking:
MED , 45
Estimated Budget:
\$9,500,000
Project Duration:
5-6 YEARS



Browne Road to Prosperity Church Road - "Complete Street"; Extend Hucks Road approximately 4,500 LF, 3 - 12' lanes, 4' bike lane on both sides, 2'-6" curb & gutter on both sides, 6' sidewalk on both sides.

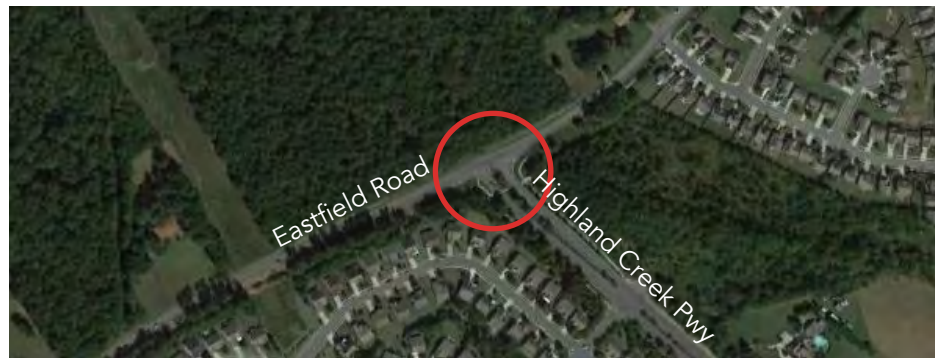
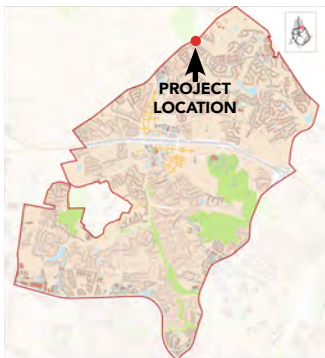


PROJECT PRIORITIZATION CRITERIA													FINAL PRIORITY
													HIGH (70-100)
													MEDIUM (45-65)
													LOW (0-40)
CIP Goals 30% of overall prioritization score 0-5=Low , 10-15=Medium , 20-30=High						CIP Goal Total	Neighborhood Specific Criteria 70% of overall prioritization score 0-20=Low , 25-45=Medium , 50-70=High					Criteria Total	Project Priority 0-40 = LOW 45-65 = MED 70-100 = HIGH
Create Jobs Tax Base	Leverage Investments	Public Safety	Transportation Mobility	Housing Diversity	Integrated Improvement		Useage (0, 5, 10)	Transformative Change (0, 10, 20)	Consistent Local Plans (0, 5, 10)	Private Property Impacts (0, 5, 10)	Stakeholder Support (0, 10, 20)		
		✓	✓		✓	MEDIUM (15)	HIGH (10)	LOW (0)	HIGH (10)	LOW (0)	MEDIUM (10)	MEDIUM (30)	MEDIUM (45)





Priority Ranking:
MED , 45
Estimated Budget:
\$6,000,000
Project Duration:
5-6 YEARS



Widen Southbound Eastfield Road for approximately 1,700 LF, add Southbound turn-lane with 3-way signalization.



PROJECT PRIORITIZATION CRITERIA													FINAL PRIORITY
CIP Goals 30% of overall prioritization score 0-5=Low , 10-15=Medium , 20-30=High						CIP Goal Total	Neighborhood Specific Criteria 70% of overall prioritization score 0-20=Low , 25-45=Medium , 50-70=High					Criteria Total	HIGH (70-100)
													MEDIUM (45-65)
Create Jobs Tax Base	Leverage Investments	Public Safety	Transportation Mobility	Housing Diversity	Integrated Improvement		Usage (0, 5, 10)	Transformative Change (0, 10, 20)	Consistent Local Plans (0, 5, 10)	Private Property Impacts (0, 5, 10)	Stakeholder Support (0, 10, 20)		LOW (0-40)
✓	✓	✓	✓			HIGH (25)	HIGH (10)	LOW (0)	MEDIUM (5)	LOW (0)	MEDIUM (10)	MEDIUM (25)	Project Priority 0-40 = LOW 45-65 = MED 70-100 = HIGH MEDIUM (45)

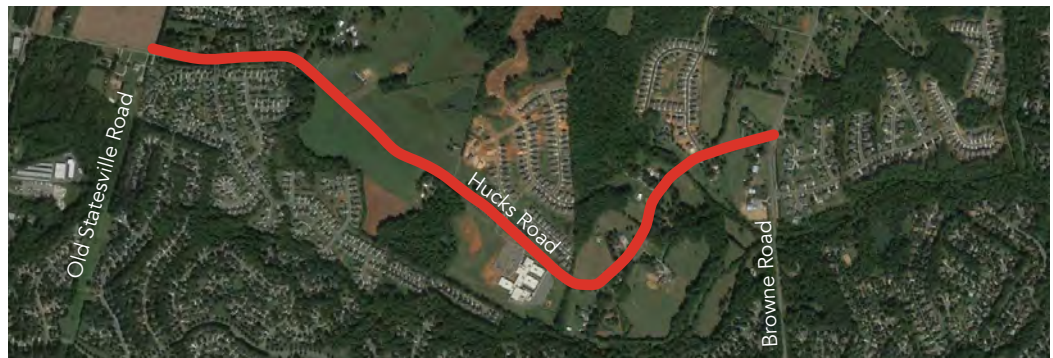


Transportation

T-13: Hucks Rd Complete Street from Old Statesville Rd to Browne Rd



Priority Ranking:
MED , 60
Estimated Budget:
\$11,000,000
Project Duration:
5-6 YEARS



Widen Hucks Road approximately 7,200 LF, follow cross section A-11 in the Area Plan, 3 - 12' lanes, 4' bike lane on both sides, 2'-6" curb & gutter on both sides, 6' sidewalk on both sides, add Westbound right turn-lane with 4-way signalization.



PROJECT PRIORITIZATION CRITERIA													FINAL PRIORITY
													HIGH (70-100)
													MEDIUM (45-65)
													LOW (0-40)
CIP Goals 30% of overall prioritization score 0-5=Low , 10-15=Medium , 20-30=High						CIP Goal Total	Neighborhood Specific Criteria 70% of overall prioritization score 0-20=Low , 25-45=Medium , 50-70=High					Criteria Total	Project Priority 0-40 = LOW 45-65 = MED 70-100 = HIGH
Create Jobs Tax Base	Leverage Investments	Public Safety	Transportation Mobility	Housing Diversity	Integrated Improvement		Useage (0, 5, 10)	Transformative Change (0, 10, 20)	Consistent Local Plans (0, 5, 10)	Private Property Impacts (0, 5, 10)	Stakeholder Support (0, 10, 20)		
	✓	✓	✓		✓	HIGH (20)	HIGH (10)	MEDIUM (10)	MEDIUM (5)	MEDIUM (5)	MEDIUM (10)	MEDIUM (40)	MEDIUM (60)





Priority Ranking:
HIGH , 80
Estimated Budget:
\$2,000,000
Project Duration:
3-8 YEARS



Establish a site for a new public library by partnering with a developer. The City would fund a portion of the development's public infrastructure as payment for the library site. Then the City would coordinate a trade or lease of the tract to the Charlotte Mecklenburg Library System.



PROJECT PRIORITIZATION CRITERIA													FINAL PRIORITY
													HIGH (70-100)
													MEDIUM (45-65)
													LOW (0-40)
CIP Goals 30% of overall prioritization score 0-5=Low , 10-15=Medium , 20-30=High						CIP Goal Total	Neighborhood Specific Criteria 70% of overall prioritization score 0-20=Low , 25-45=Medium , 50-70=High					Criteria Total	Project Priority 0-40 = LOW 45-65 = MED 70-100 = HIGH
Create Jobs Tax Base	Leverage Investments	Public Safety	Transportation Mobility	Housing Diversity	Integrated Improvement		Useage (0, 5, 10)	Transformative Change (0, 10, 20)	Consistent Local Plans (0, 5, 10)	Private Property Impacts (0, 5, 10)	Stakeholder Support (0, 10, 20)		
✓	✓	✓			✓	HIGH (20)	HIGH (10)	HIGH (20)	HIGH (10)	LOW (0)	HIGH (20)	HIGH (60)	HIGH (80)

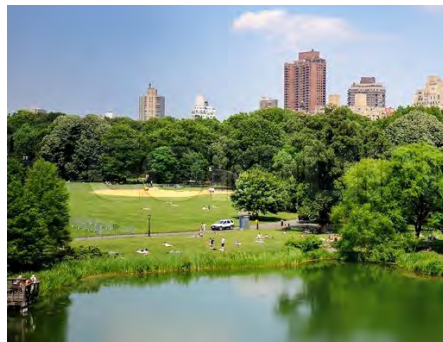




Priority Ranking:
HIGH , 80
Estimated Budget:
\$2,000,000
Project Duration:
2-5 YEARS



In a public-private partnership, reconstruct an existing pond on private land abutting Prosperity Church, with surrounding green-space, to create a community gathering place for the Prosperity Village Activity Center. A portion of the waterfront would have adjacent privately developed retail and/or housing, and the developer/landowner would be responsible for daily and routine maintenance of the pond and green-space. Acquire remnant NCDOT parcels and coordinate new local streets with the church and developers.



PROJECT PRIORITIZATION CRITERIA													FINAL PRIORITY
													HIGH (70-100)
													MEDIUM (45-65)
													LOW (0-40)
CIP Goals 30% of overall prioritization score 0-5=Low , 10-15=Medium , 20-30=High						CIP Goal Total	Neighborhood Specific Criteria 70% of overall prioritization score 0-20=Low , 25-45=Medium , 50-70=High					Criteria Total	Project Priority 0-40 = LOW 45-65 = MED 70-100 = HIGH
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✓	✓	✓	✓		✓	HIGH (25)	HIGH (10)	HIGH (20)	HIGH (10)	LOW (0)	HIGH (20)	HIGH (60)	HIGH (85)



Comprehensive Community Investment Strategy (CCIS)

Summary

The Comprehensive Neighborhood Improvement Program (CNIP) is a collection of projects designed to stimulate and support growth - that is, development that improves livability, transportation, and prosperity for the residents of the area. Collectively, the projects would contribute to:

- A growing mix of land uses that provide a Village Center with a choice of housing types, retail opportunities, and community services.
- Continued growth of area single-family neighborhoods and nearby job centers.
- A high degree of connectivity for vehicles, pedestrians, bicyclists, and all users of greenways and open space.

This community's "sense of place" is rooted in the traditional form of a central business district, where a mix of retail, office and other business uses is found, surrounded by residential areas. In the case of Prosperity Village, the central business district, or Village Center, is focused around the new interchange of I-485 and Prosperity Church Road. The recently adopted Prosperity Hucks Area Plan provides excellent guidance for adding to existing development that would create good choices for retail opportunities, office and other business uses, community services, and even housing in the Village Center. A good and growing mix of residential neighborhoods, with both attached and detached homes, already surround the Village Center. The CNIP investments have been selected to build on this traditional and very effective framework.

Forty-nine individual projects were identified to contribute to one or more of the above goals. An extensive public input process, along with detailed planning analysis, has given way to 15 of these projects to strategically invest in the Prosperity Village area. The overall strategy can be summarized into the three categories: **build the village center, link to the surrounding neighborhoods, and support the outlying areas.**

Build the Village Center

Encourage a mix of private development projects in the core area, centered on the Prosperity Church Road interchange with I-485, through public streetscape and sidewalk projects that knit the various uses together and create a Village Center appealing for shopping, services, and leisure.

The following highly ranked projects support the build the village center strategy:

Recommended Projects

- I-485 Ramp Loop Streetscape Beautification (I-2) \$1.5M
- Prosperity Village Gateway on I-485 Exit Ramp (I-1) \$1M
- Ridge Road Midblock Refuge Islands (C-10) \$100K
- Ridge Road Extension (T-2) \$8.5M

Projects in Reserve – Require a Private Partner

- Prosperity Church Road Widening (T-1) including sidewalk (C-7) and roundabout at Prosperity Ridge Road. \$3.5M
- Ridge Road Widening (T-3) which includes sidewalk (C-8) \$5.5M
- Public Library Public Private Partnership (P-1) \$2M
- Urban Space with Water View Public / Private Partnership (P-2) \$2M

The first category of projects, "Build the Village Center," are selected to fill gaps in infrastructure, grow a sense of community identity, and directly partner with the private development sector to knit together existing and future land uses in a way that promotes shopping, services, and leisure activity with a combination of private and public facilities. Closing sidewalk gaps and enhancing crosswalks would encourage pedestrian activity in the core, which in turn, would stimulate expanded and new destinations. This "virtuous cycle" of more destinations yielding more pedestrians and customers yielding more destinations results in new shopping opportunities, the availability of professional services such as insurance, medical providers, real estate agents, accountants and others, and restaurants and pubs.

To support the sense of place provided by a strong mix of choices in the Village Center, a strong sense of identity for the place is needed. The community already has an identity founded in the history of Prosperity Presbyterian and other churches in the area, along with multi-generational family farms and traditions. However, a burst of new development in the 2000's, and another burst likely to occur over the next decade triggered by the outstanding access afforded by the newly opened I-485, could lose that traditional identity and become overshadowed by the familiarity of national franchises and ordinary design. The recommended CNIP projects of landmark gateways at the interchange, art and/or landscaping features in the roundabouts and around the interchange loop, and a community signage program provide the opportunity to build on the traditions and add new elements and identity that can become known across Charlotte and the region. As that unique identity becomes stronger and more well-known, developers and businesses should be motivated to take advantage of it in their architecture, marketing, and signage.

Another component of a strong core is appropriate public facilities. The area immediately around the Village Center is well served with schools and parks; however, two public facilities for the core were identified through the public input process - a community gathering spot and a library. The CNIP recommendations address these facilities by allocating funds to leverage private sector investments and another public agency. For a community gathering spot, there is an excellent opportunity to restore and enhance an existing pond on property adjacent to Prosperity Church. A portion of the land around the pond would be developed as urban, open space, providing a location for small community events, evening concerts, and just simple "people watching" after residents and visitors shop and dine in nearby businesses. The remainder of the land around the pond would be privately developed with a mix of uses that also take advantage of the water frontage.

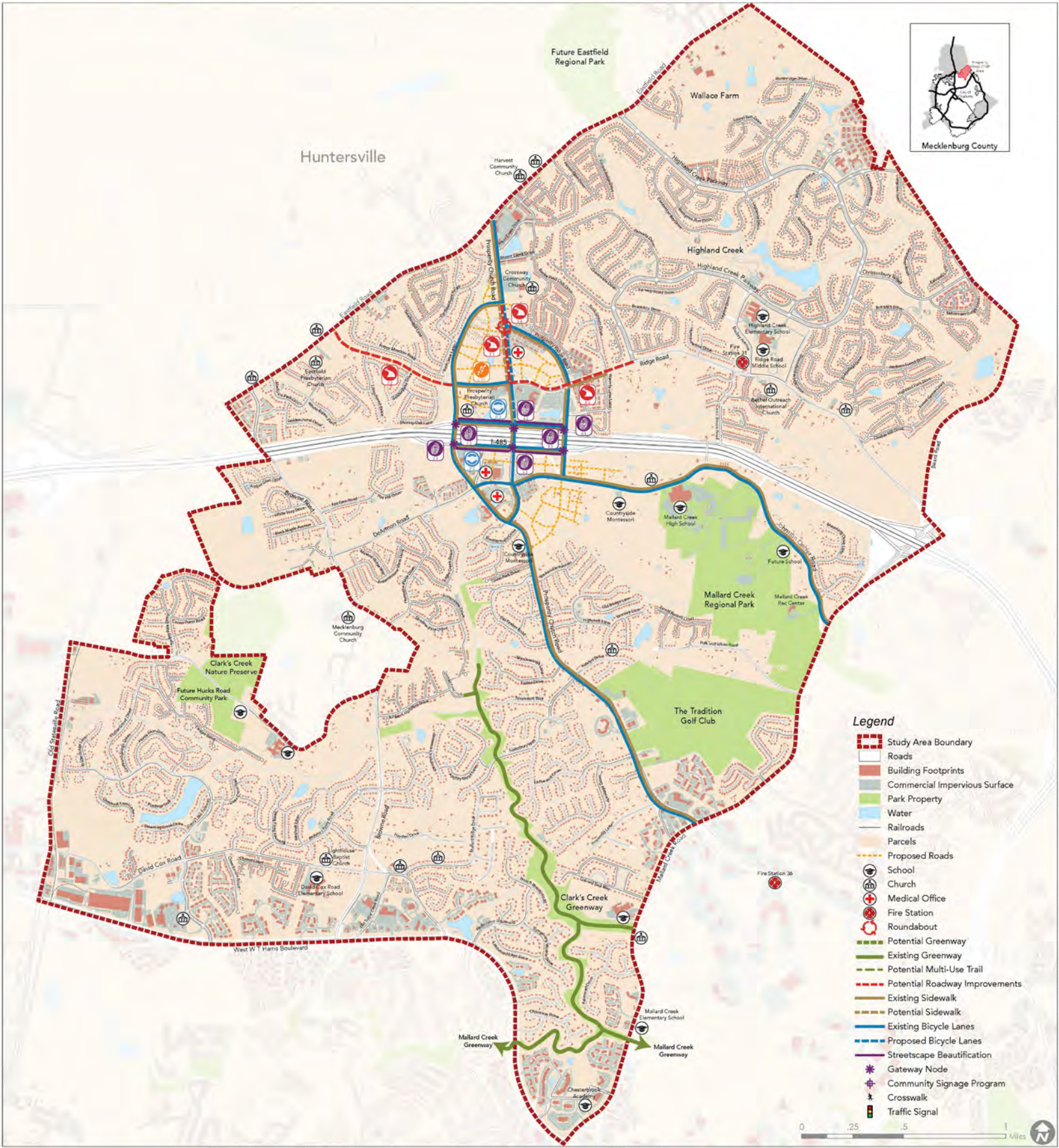
A public library is another resource for community events and another destination for those visiting the Village Center. While the CNIP funds cannot fully finance a new library, the recommended concept is to collaborate with Mecklenburg County and a developer to combine resources for the location, construction, and operation of a new library. The library and urban gathering spot would support and complement the other elements of the Village Center at Prosperity Village. These public investments would stimulate private development, business activity, and engaged residents to improve the quality of life in the Prosperity Village area over the next 5 to 10 years.

The Build the Village Center projects are recommended for funding with a combined total magnitude of cost of \$24.1 million. These projects are located on a map on the following page.



Comprehensive Neighborhood Improvement Program (CNIP)

Prosperity Village



Prosperity Village CNIP Recommended Projects

September 29, 2015

- Build Village Center**
- P-2 Urban Open Space with Water View Public/Private Partnership (Location TBD)
 - I-2 I-485 Ramp Loop Streetscape Beautification
 - P-1 Prosperity Village Public Library Land Acquisition (Location TBD)
 - T-1/T-4 Prosperity Church Rd Widening; Roundabout at Prosperity Church Rd and Prosperity Ridge Rd
 - T-2 Ridge Road Extension
 - T-3 Ridge Rd Widening from Prosperity Church Rd to Highland Creek Pkwy
 - I-1 Prosperity Village Gateway on I-485 Exit Ramp
 - I-3 Landmarks at Roundabouts
 - C-10 Additional Midblock Refuge Islands on Ridge Rd



Link the Surrounding Neighborhoods

Provide sidewalk, trail and street connections outward from the Village Center in all directions to the surrounding neighborhoods.

The following high and medium ranked projects **link the surrounding neighborhoods** to the Village Center:

Recommended Projects

- Clarks Creek Greenway Trailhead and Extension (G-1) \$2M
- DeArmon Road Farm to Market (T-5) \$8M
- Southwest Connector Multi-Use Trail (G-3) \$500K

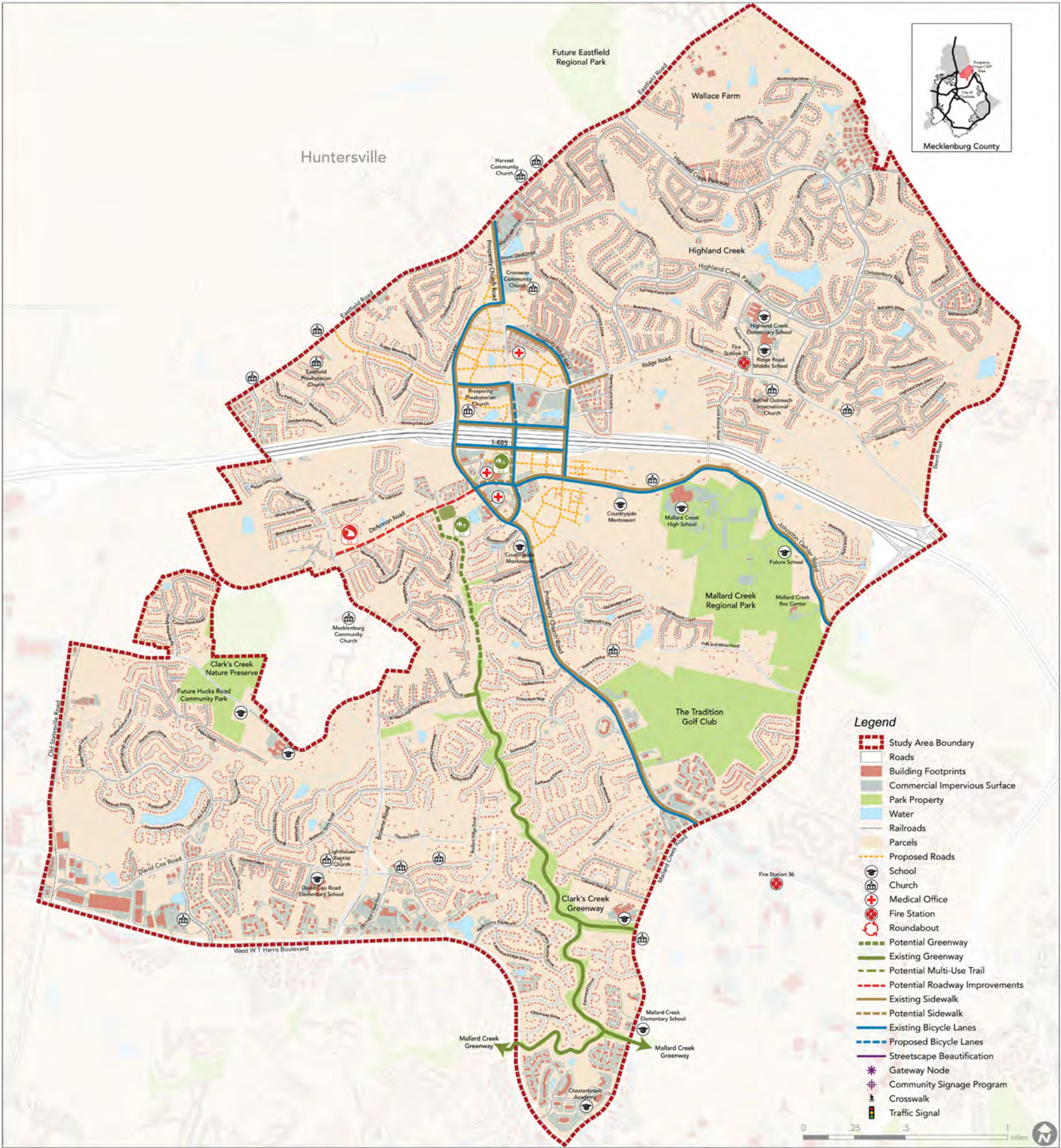
The second category of recommended CNIP projects is “Link the Surrounding Neighborhoods.” Here, the strategy is to link the Village Center to the surrounding residential areas through sidewalk, trail, and street connections. A mix of significant projects - from the extension of greenways and sidewalks, to the upgrade of DeArmon Road to a “complete street” - provide community residents modal choices for getting back and forth to the Village Center. Walking, bicycling, and driving all become viable for transportation and improved access.

These projects are recommended for funding with a combined total magnitude of cost of \$12.0 million. These projects are located on a map on the following page.



Comprehensive Neighborhood Improvement Program (CNIP)

Prosperity Village



Prosperity Village CNIP Partnership Projects

September 29, 2015

- Link Surrounding Neighborhoods**
- G-1 Clark's Creek Greenway Trailhead and Extension
 - T-5 DeArmon Rd Farm-to-Market
 - G-3 Southwest Connector Multi-Use Trail



Support the Outlying Areas

Ensure neighborhoods that are safely connected to each other - provide key sidewalk, crosswalk, and street connections in the larger community area around the Village Center. The projects proposed in this strategy are third order priority but all are recommended depending on the availability of funding. Several of the projects are smaller in scope and could be completed quickly.

The following list of projects support the **support the outlying areas** strategy:

Recommended Projects

- Mallard Creek Greenway Bridge Connection to Existing CATS parking lot (C-6) \$1M
- Prosperity Church Road Pedestrian Crossing/Signalization(C-1, C-2, C-3, C-4) \$200K – Up to two of the four projects listed
- Signalized Crosswalk at Johnston Oehler for Mallard Creek High School (C-18) \$100K
- Sidewalk Gaps on Jimmy Oehler Road (C-14) \$200K

Thirdly, the CNIP recommendations include infrastructure enhancements to “support the outlying areas.” The objective is to better knit together the surrounding neighborhoods and community assets like schools, parks and greenways with sidewalks, greenway connections, crosswalks, and traffic signals. Again, giving residents and visitors ample and safer choices for getting around the community would add to the overall quality of life and desirability of the community.

The combined magnitude of cost estimate for the Support the Outlying Areas projects is \$1.5 Million. These projects are located on a map on the following page.



Comprehensive Neighborhood Improvement Program (CNIP)

Prosperity Village



Prosperity Village CNIP Recommended Projects

September 29, 2015

- Support Outlying Area**
- G-6 Mallard Creek Greenway Bridge Connection to Existing CATS Parking Lot
 - C-1 Traffic Signal at Prosperity Church Rd and Katelyn Dr
 - C-18 Signalized Crosswalk at Johnston Oehler for Mallard Creek High School
 - C-4 Pedestrian Crossing at Prosperity Church Rd and Drivewood Court
 - C-14 Sidewalk Gaps on Jimmy Oehler Rd
 - C-3 Pedestrian Crossing at Prosperity Church Rd and Prosperity Point Lane



Conclusion

The 15 projects described in the investment strategy totals \$37.6 million, exceeding the \$30 million budgeted for Prosperity Village. Included in the 15 projects are two partnership projects totaling \$4 million that require further feasibility study and four Mecklenburg County Greenway related projects totaling \$7 million. Additionally with the I-485 interchange opening there is active development occurring throughout the Prosperity Village area. It is expected private development will fund and construct portions of these projects which should help fund additional projects. Due to the dynamic nature of this project area the Prosperity Village program should be flexible in regards to both the project's timing and funding.

A significant element of the investment strategy is to “leverage private sector investment.” This premise recognizes that public resources cannot fully build a community and create a “sense of community” among those who work, live, shop and recreate there. The community as a place must emerge and grow from investments of the public as well as private developers in the built environment. The goal of the CNIP is to select public investments that would best provide the platform and catalyst for private development and for private institutions, businesses, community organizations, and neighbors to create a strong mix of land uses, activities, and life experiences.

The CNIP funding is to be provided through 4 bond referendums over an eight year period totaling \$30 million in investment for Prosperity Village. During those years, it may be possible to realize some of the recommended improvements through private development and/or other public funding sources. Also, it will take time to identify and implement the public/private partnerships, and some may not prove to be viable.

The recommended funding strategy is to allocate the portion of the \$30 million from the 2014 and 2016 bonds to a number of the projects that can proceed immediately. While those projects are being implemented, continue to look for alternate ways to fund the remainder of the projects, and pursue the public/private partnerships. When it is time to allocate the 2018 and 2020 bonds, some of the projects may have already been achieved through other means, and the costs of the viable public/private partnerships will be better known. As a result, the final portion of the \$30 million can be matched to the best combination of remaining projects at that time.

Residents in Charlotte Mecklenburg have many choices of where to live, shop, and spend their time. Ultimately, the City of Charlotte's goal is to provide the framework for each area of the City to be a desirable place, and give residents a quality range of choices. These CNIP recommendations have been selected to strategically build the infrastructure foundation of the Prosperity Village area, allowing the community to grow over time into a “community of choice,” by leveraging the investments of developers in the built environment and the investments of the residents and visitors in the daily activities that create a vibrant quality of life.



Comprehensive Neighborhood Improvement Program (CNIP)

Prosperity Village



Prosperity Village CNIP Recommended Projects

September 29, 2015

Build Village Center

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- I-2 I-485 Ramp Loop Streetscape Beautification
- P-1 Prosperity Village Public Library Land Acquisition (Location TBD)
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Link Surrounding Neighborhoods

- G-1 Clark's Creek Greenway Trailhead and Extension
- T-5 DeArmon Rd Farm-to-Market
- G-3 Southwest Connector Multi-Use Trail

Support Outlying Area

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- C-1 Traffic Signal at Prosperity Church Rd and Katelyn Dr
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