



*Comprehensive Neighborhood
Improvement Program (CNIP)*

PROSPERITY VILLAGE CNIP

2nd FOCUS GROUP MEETINGS

6/3/2015



Comprehensive Neighborhood Improvement Program (CNIP)

CNIP Team

City of Charlotte Core Team:

- Kristie Kennedy – E&PM Project Manager
- Kent Main - Planning Department Rep.
- Tom Sorrentino - CDOT Rep.
- John Short - Neighborhood and Business Services Rep.

Woolpert Team:

- Paul Smith – Woolpert Project Manager
- Wayne Robinson – Woolpert Project Planner
- Marc Meddaugh – Woolpert Designer
- Gary Stewart – Leading the Way, LLC
- Jim Schumacher – Schumacher Urban Projects
- Kelly Hayes – SEPI Inc.



Comprehensive Neighborhood Improvement Program (CNIP)

Focus Group Agenda

- Introduction - CIP and Prosperity Village CNIP Overview
- Prosperity Hucks Area Plan Update
- What Have We Heard? – Community Engagement
 - 1st round of Focus Group Meetings – Dec 9, 2014 - Summary
 - Public Charrette – May 2, 2015 - Summary
- City Engine – 3D Village Model with Potential Projects
- Potential Project Ranking
- Prioritization Process
- Open Discussion



Comprehensive Neighborhood Improvement Program (CNIP)

CIP vs CNIP

- The Community Investment Plan (CIP) is a **long-range investment** program designed to meet the needs of our growing community.
- Over the next several years, **\$816.4 M** in proposed community improvements will be planned, designed and implemented.
- The CIP includes \$120 M for **5 CNIP's**.
- **Prosperity Village CNIP** is slated to receive **\$30 M** of that total over an eight year period.



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Community Investment Plan Goals

The overall goal of the CIP program is to invest in projects that generate the most benefit and impact to our entire community in the following ways:

Creating jobs and growing the tax base

Leveraging public and private investments

Enhancing public safety

Enhancing transportation choices and mobility

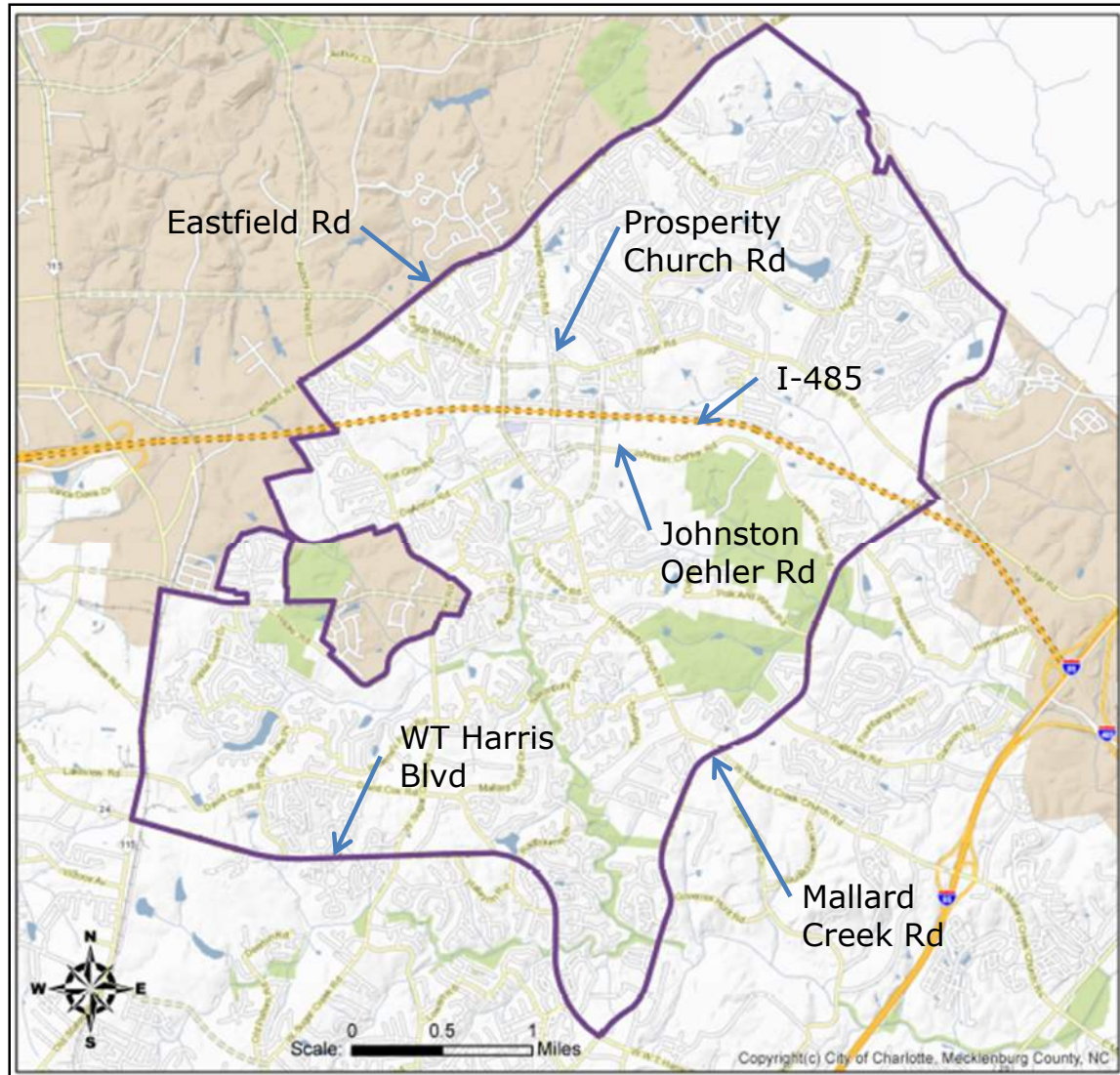
Ensuring housing diversity

Providing integrated neighborhood improvements



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CNIP Area





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Prosperity Village CNIP

- Prosperity Village is categorized as an emerging, high growth area in need of increased connectivity to regional nodes and employment centers.
- The Prosperity Village project area includes most of the same area described in the draft *Prosperity Hucks Area Plan*.
 - The area is generally low-density
 - with strong, stable neighborhoods and
 - contains a Mixed-Use Activity Center in the vicinity surrounding Prosperity Church Road and I-485.



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Prosperity Hucks Area Plan Update

- Current Version of the Area Plan is consistent with the Public Presentation held on April 15, 2015
- Next Steps for the Plan Adoption:
City Council Meeting - June 22, 2015
Public Comment Opportunity
- Scheduled Area Plan Adoption - July, 2015



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PROJECT CRITERIA FROM THE AREA PLAN

- Streets need to be pedestrian friendly
- Projects need to create a great place to live, work, and play
- Connect the neighborhoods with the Activity Center
- Transportation needs to be safe for pedestrians, bicyclists, transit users, and motorists
- Integrate greenways, parks, and open space
- Need to provide protection of environmentally sensitive areas



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PROJECT CRITERIA FROM THE AREA PLAN

- Activity Center needs to become a gathering place and sense of place
- Local streets need to be connected
- Important to provide interconnectivity of vehicles, bicycles, and pedestrians within the Activity Center
- Activity Center includes 4 large tracts to accommodate walkable sub-town centers
- There are 2 core areas within the Activity Center-
 - North: retail, the heart of the Village, sense of place, civic uses around existing pond, and gathering spaces
 - South: employment center, sense of place, promote walking, connect to Clark's Creek Greenway



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IMPLEMENTATION GUIDE FROM THE AREA PLAN

Short-term Projects (0-5 years)

- NCDOT transfer of ownership of Ridge Road Natural Heritage Site
- Construct and upgrade the thoroughfares to the Activity Center:
 - Benfield Road
 - Prosperity Church Road
 - Ridge Road
 - Johnston-Oehler Road
 - I-485 Frontage Roads



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IMPLEMENTATION GUIDE FROM THE AREA PLAN

Medium-term Projects (5-10 years)

- Expand Transit Service
- Greenway overland connection along DeArmon Road from Clark's Creek to the Activity Center
- Complete greenways
- Create a network of interconnected open space using the greenway system
- Establish and maintain the Clark's Creek Nature Preserve



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What We Have Heard?

- 1st Focus Groups
- Public Charrette



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Results from December 2014 Focus Groups

- Private Sector Meeting
- Public Sector Meeting
- Residential Leaders Meeting



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FOCUS GROUPS INPUT FROM DECEMBER, 2014

PRIVATE SECTOR MEETING

- For transformative change, create an employment center that is supported with public amenities/services and well connected pedestrian environment
- Combination of large and smaller projects
- Projects should be ranked based on their environmental impact and consistency with the Area Plan
- For it to become a special place, the Activity Center will need to happen with mixed land uses, gathering spaces, and connected with the surrounding neighborhoods
- There are opportunities for greenways, and open space integration
- Provide incentives to developers to build the Activity Center
- Public sector needs to focus on improving the gaps between developments- sidewalks, etc.
- Retail and office will be the hottest land uses after the I-485 interchange is open.



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FOCUS GROUPS INPUT FROM DECEMBER, 2014

PUBLIC SECTOR MEETING

- Desirable open space will make the area a livable community
- Roadway improvements will be the best investment for getting around
- To promote an employment center, need to provide transit service and roadway improvements
- Best way to get a transformative change is with providing quality open space along with improvements to transit service
- No preference to large or small projects
- Highest usage should be the key consideration in ranking the projects
- Great opportunity for this area to become an employment center and sense of place, with great public amenities and access



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FOCUS GROUPS INPUT FROM DECEMBER, 2014

PUBLIC SECTOR MEETING

- Use the lake north of I-485 to create a sense of place
- Public should focus on infrastructure improvements to bring in private capital
- Best Projects for the public sector include:
 - Transportation
 - Open space
 - Transit service
 - Sidewalks and greenways
- Create public-private partnerships with developers
- Consider a library



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FOCUS GROUPS INPUT FROM DECEMBER, 2014

PUBLIC SECTOR MEETING

- Most important transportation needs:
 - Widen surface streets
 - Provide a connection with the light rail system
 - Greenways
- Provide pedestrian connections with the neighborhoods
- Create bike lanes
- Use traffic controls with designated bike lanes, and pedestrian crosswalks to make it a safer community



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FOCUS GROUPS INPUT FROM DECEMBER, 2014

COMMUNITY LEADERS MEETING

- Best investments to make it a livable community-
 - Vehicular transportation
 - Pedestrian transportation
 - Aesthetics- gateways, streetscapes, and signage
 - Open space
- Best investments in getting around-
 - Pedestrian transportation
- Best investments for job growth-
 - Water/waste water/ and storm water improvements
 - Aesthetics- gateways, streetscapes, and signage



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FOCUS GROUPS INPUT FROM DECEMBER, 2014

COMMUNITY LEADERS MEETING

- To create transformative change focus on the following:
 - Aesthetics- gateways, streetscapes, and signage
 - Open space
 - Pedestrian transportation
- Prefer multiple smaller projects
- Rank the projects based on:
 - Consistency with the Area Plan
 - Increased value
 - Usage
- Best way to strengthen the existing residential neighborhoods:
 - Open space
 - Aesthetics
 - Pedestrian transportation
 - Government facilities- library



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Results from May 2015 Public Charrette

Four Potential Project Categories:



Community Identity and Beautification



Greenways, Trails and Open Space



Pedestrian Circulation



Transportation



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COMMUNITY IDENTITY AND BEAUTIFICATION

- Establish a brand for the community
- Create better connectivity
- Most popular projects-
 - I-485 and Frontage Roads Streetscapes
 - Community signage
 - Village gateways



GREENWAYS, TRAILS, AND OPEN SPACE

- Support all greenway expansion projects
- Connect neighborhoods with the Activity Center
- Most popular projects:
 - G1 Trailhead and Clark's Creek Greenway extension
 - G3 Southwest Connector Multi-Use Trail



PEDESTRIAN CIRCULATION

- Connect neighborhoods with the Activity Center
- Most popular projects-
 - Sidewalks on Ridge Road from Prosperity Church Road to Highland Creek Parkway



TRANSPORTATION

- Any project that will reduce traffic congestion
- Provide better access from the neighborhoods to the Activity Center
- Most popular projects:
 - T2 Ridge Road Extension
 - T3 Ridge Road Widening
 - T14 Traffic Signal/Intersection Improvement at Brown and DeArmon



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PARTNERSHIPS

- Connect neighborhoods with the Activity Center
- Most popular projects-
 - Sidewalks on Ridge Road from Prosperity Church Road to Highland Creek Parkway



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CHARRETTE DISCUSSION ITEMS

- Hucks complete street and sidewalks
- Sidewalks and turn lanes on Ridge Road
- Expansion of greenways, pedestrian connections between Highland Creek and Mallard Creek Park
- Traffic signal at DeArmon and Browne Road
- Utilize CATS parking area on Mallard Creek Road for Mallard Creek Greenway Access
- Provide public open space
- Library is a high priority



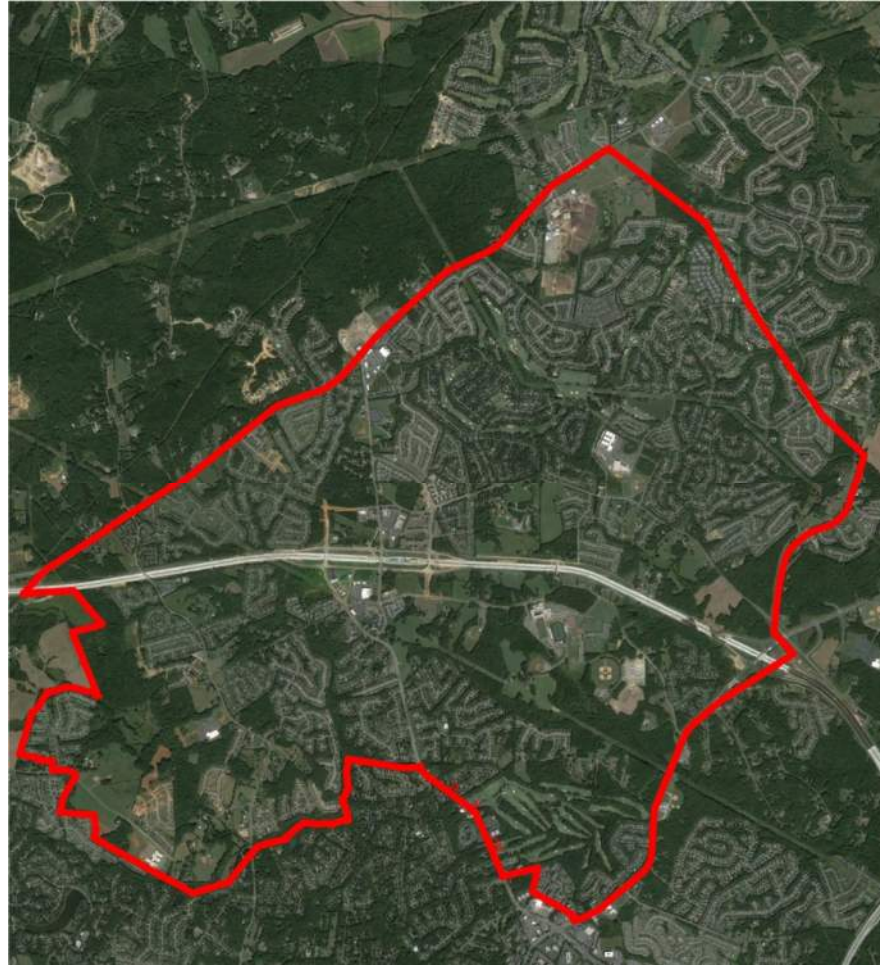
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CityEngine Planning and Design Tools



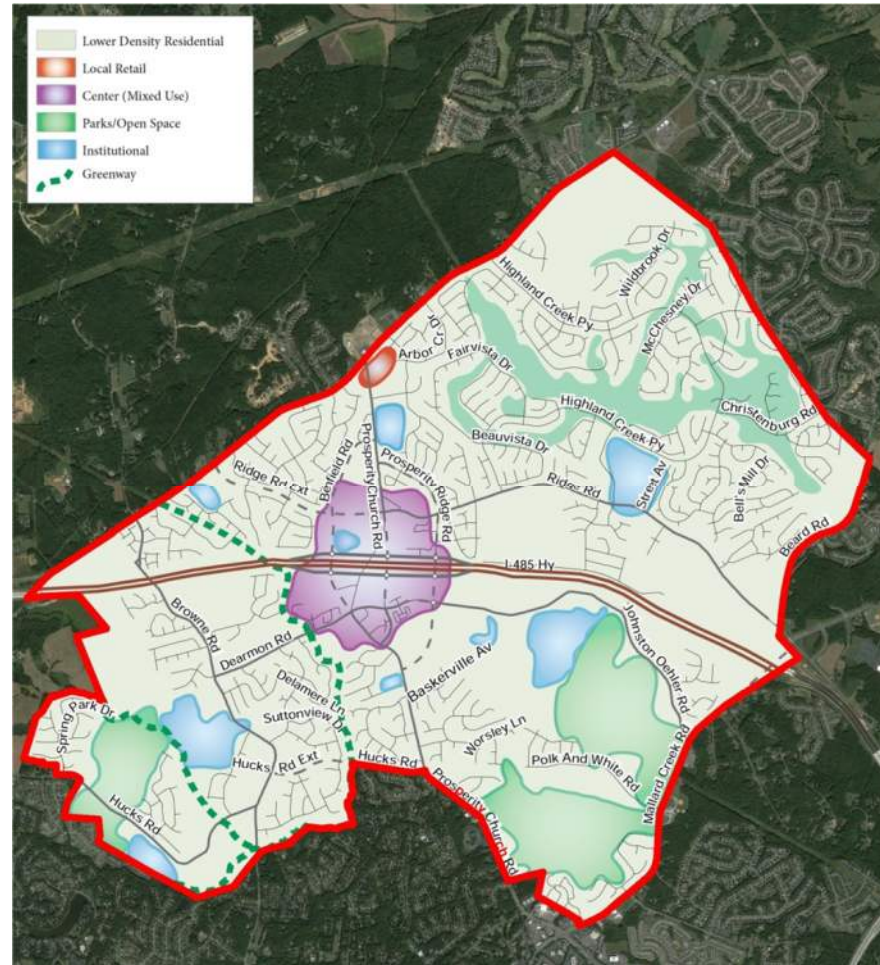
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Prosperity Village Area Plan Boundary



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Prosperity Village Area Plan Concept





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Activity Center Boundary



Comprehensive Neighborhood Improvement Program (CNIP)

Activity Center Concept





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Area C4



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Area C4 Concept Sketch

New Street Connection

East-West connecting Highland Shoppes Drive to Benfield Road supports Activity Center mobility.

Relocation of McKay Road

Provides North-South movement and improve intersection and site access functionality.



Retail and Office

Uses that orient to the pond and to the new street connections knits the Activity Center together.

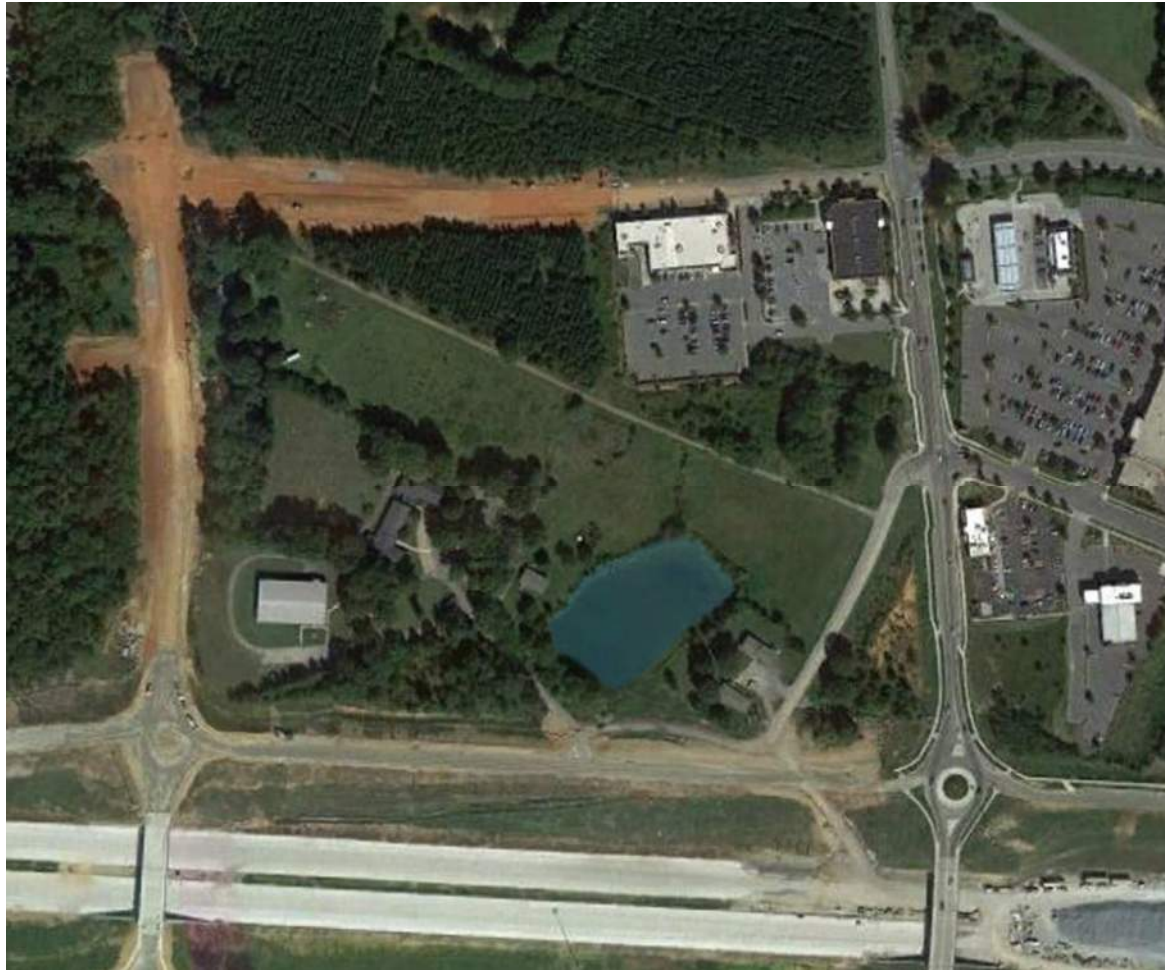
Open Space

Use of existing pond as an amenity serves the community as a central gathering location.



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Area C4 Existing Conditions Aerial





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Area C4 Existing Conditions City Engine Model





Comprehensive Neighborhood Improvement Program (CNIP)

Area C4 Existing Conditions City Engine Model Perspective





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City Engine Model of Proposed Roadway Alignment of Highland Shoppes Drive Extension





Comprehensive Neighborhood Improvement Program (CNIP)

City Engine Model of Proposed Roadway Alignment of Highland Shoppes Drive Extension





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Community Identity / Beautification





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Community Identity / Beautification

As we discuss each project please think about which projects would garner the highest priority. We will ask you to select three (3) of your highest priority projects from this list at the end of the presentation.

- 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



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Community Identity / Beautification

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



- Development and construction of gateway identification monuments/signs installed on both I-485 off ramps
- Special designed monument/sign structure with reverse channel lighted lettering
- Accent lighting
- Special accent landscape design
- Irrigation system.



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Community Identity / Beautification

I-2: I-485 Ramp Loop Streetscape Beautification



- Design and installation of streetscape beautification
- +/- 4,960 L.F. of interstate frontage roads
- Widening of the existing sidewalks to 12', street trees on both sides
- 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



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Community Identity / Beautification

I-3: Landmarks at Roundabouts



- design and install landmarks at the roundabouts
- sculptural/art pieces or specific branding/identification structures
- accent landscaping, landscape irrigation and special accent lighting.

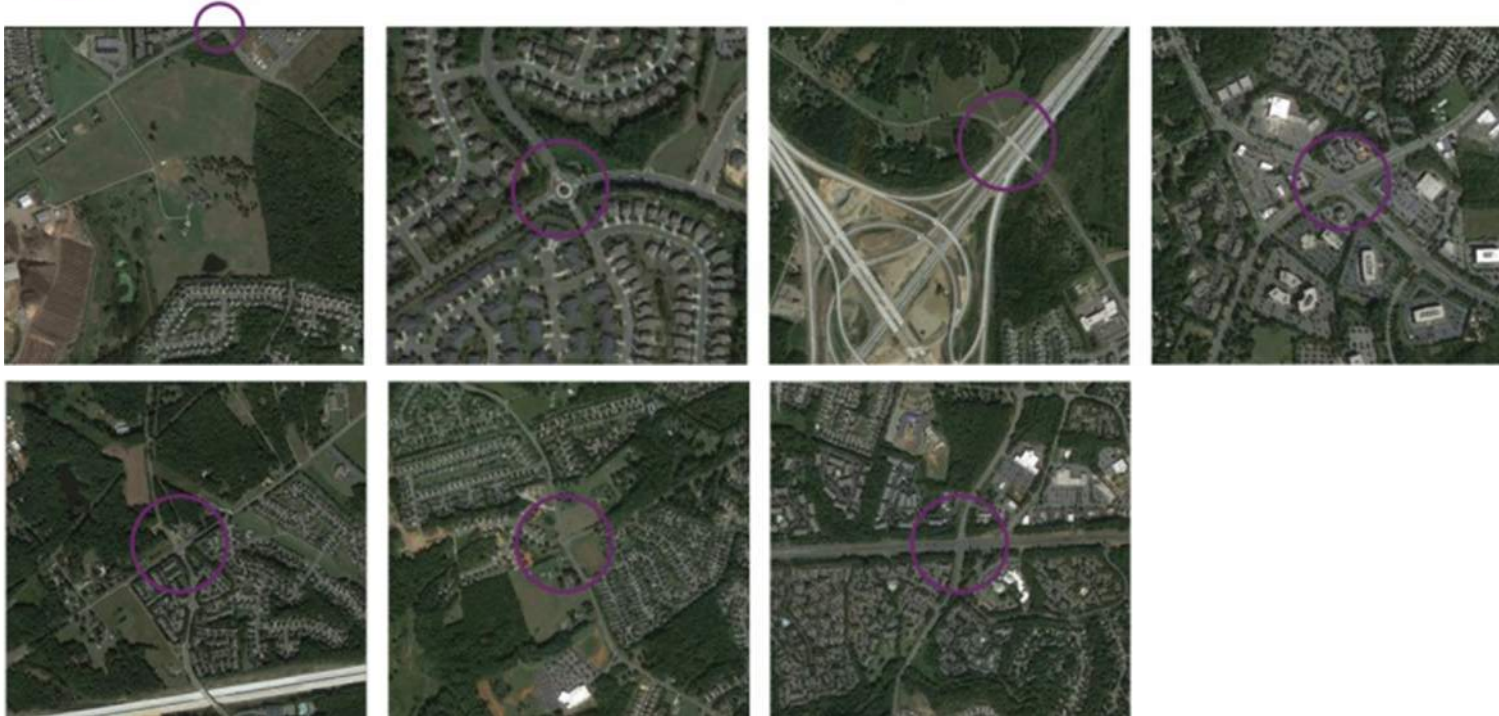


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Community Identity / Beautification

I-4: Community Signage Program



- Develop and install community identification signs
- Small signs or monuments at the seven (7) major intersections
- No landscape, lighting, irrigation should be included.

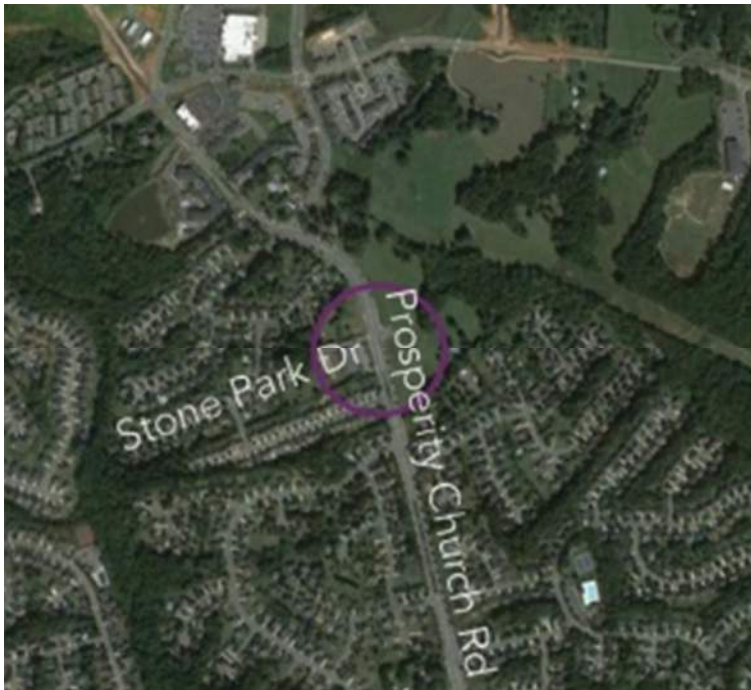


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Community Identity / Beautification

I-5: Village Gateway Landmarks



- North and South village core entries (Prosperity Church Road and Eastfield Road and Prosperity Church Road and Stone Park Drive)
- Landmark structure, reverse channel lighted letters, accent landscape, landscape irrigation system and accent lighting.

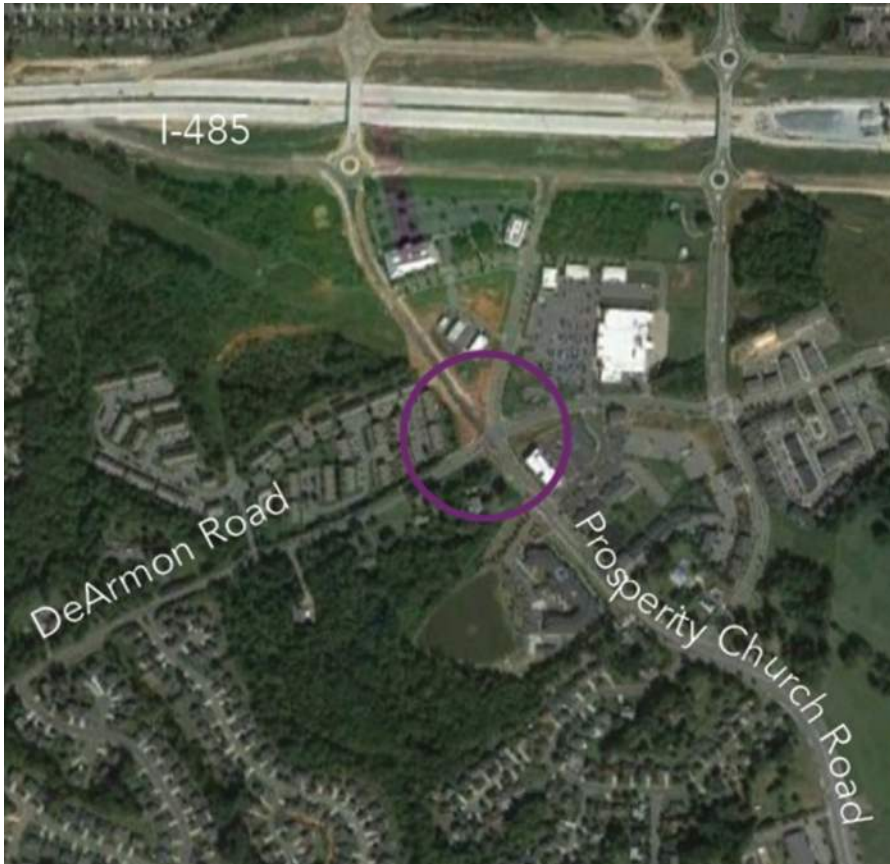


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Community Identity / Beautification

I-6: Village Identity Monument



- Main village identity monument
- Pedestrian open space
- Located at Northeast corner of the Prosperity Church Road and Dearmon Road intersection
- Monument or covered gazebo type structure and a special paved plaza area with seating
- Accent landscaping, landscape irrigation system and accent and pedestrian level lighting



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Community Identity / Beautification

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Comprehensive Neighborhood Improvement Program (CNIP)



Greenways, Trails, and Open Space





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Greenways, Trails, and Open Space

As we discuss each project please think about which projects would garner the highest priority. We will ask you to select three (3) of your highest priority projects from this list at the end of the presentation.

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

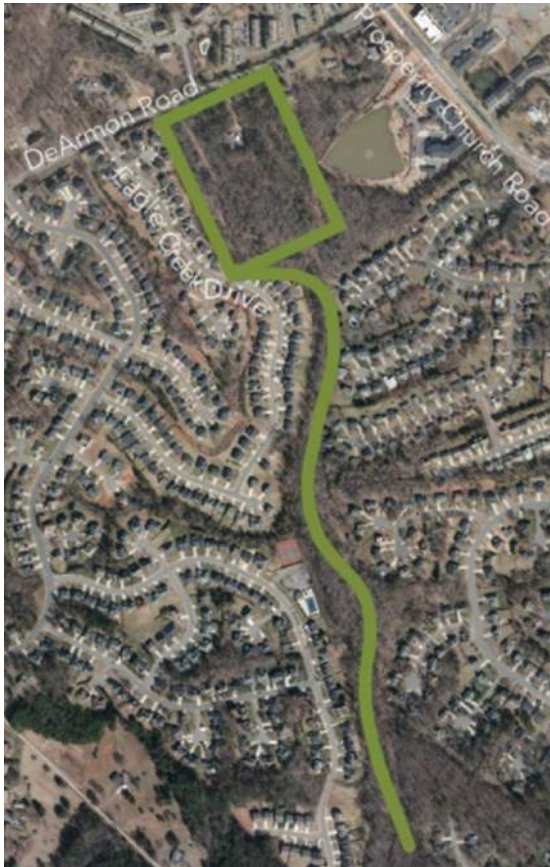


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Greenways, Trails, and Open Space

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



- 0.65 mile extension of the existing Clark's Creek Greenway
- Trailhead at DeArmon Road
- Property acquisition on two parcels – Greenway
- Acquisition of 3 acres – Trailhead
- 40 parking spaces
- Pedestrian bridge crossing Clark's Creek
- Well supported by the public and Parks and Rec
- CNIP funding with Park and Rec partnership



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Greenways, Trails, and Open Space

G-2: Clark's Creek Greenway Northern Extension



- 1.44 mile long greenway extension from North from DeArmon road under I-485 to Eastfield Road
- 12' wide asphalt paved trail with 2' gravel shoulders on each side
- Spur connection to the Northern Village area running parallel to the I-485 Westbound on ramp
- Utilize Duke Energy transmission easement
- CNIP funding with Park and Rec partnership



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Greenways, Trails, and Open Space

G-3: Southern Connector Multi-Use Trail



- Pedestrian and bicycle connectivity from the Clark's Creek Greenway to the Prosperity Village center
- 0.58 miles long running along DeArmon Road and Prosperity Church Road to the Village Center
- This multi-use connection project was very well received by the public
- Routing within the Village will need to be further studied to select the best route

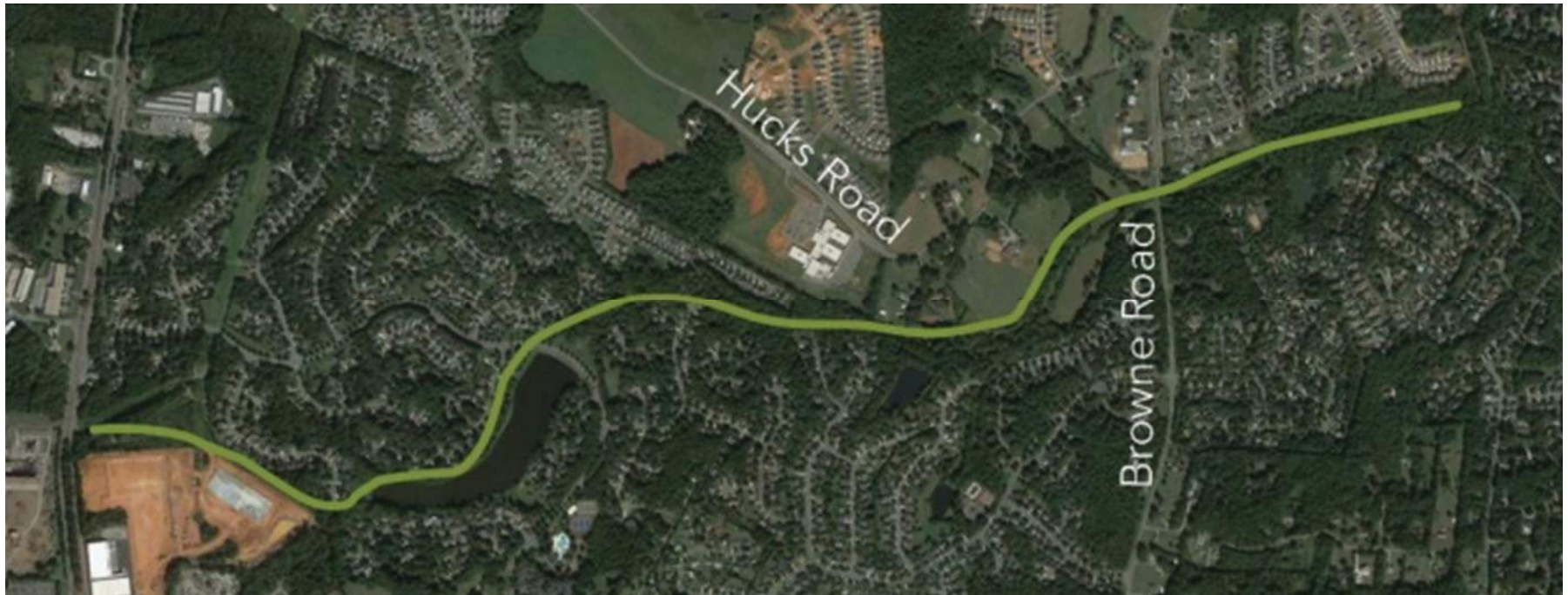


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Greenways, Trails, and Open Space

G-4: Clark's Creek Tributary #1



- 2.56 mile tributary extension of Clark's Creek Greenway
- Already planned by Mecklenburg County
- Property acquisition has not occurred
- Park and Recreation standards with a 12' asphalt paved surface and 2' gravel shoulders
- CNIP funding with Park and Rec partnership

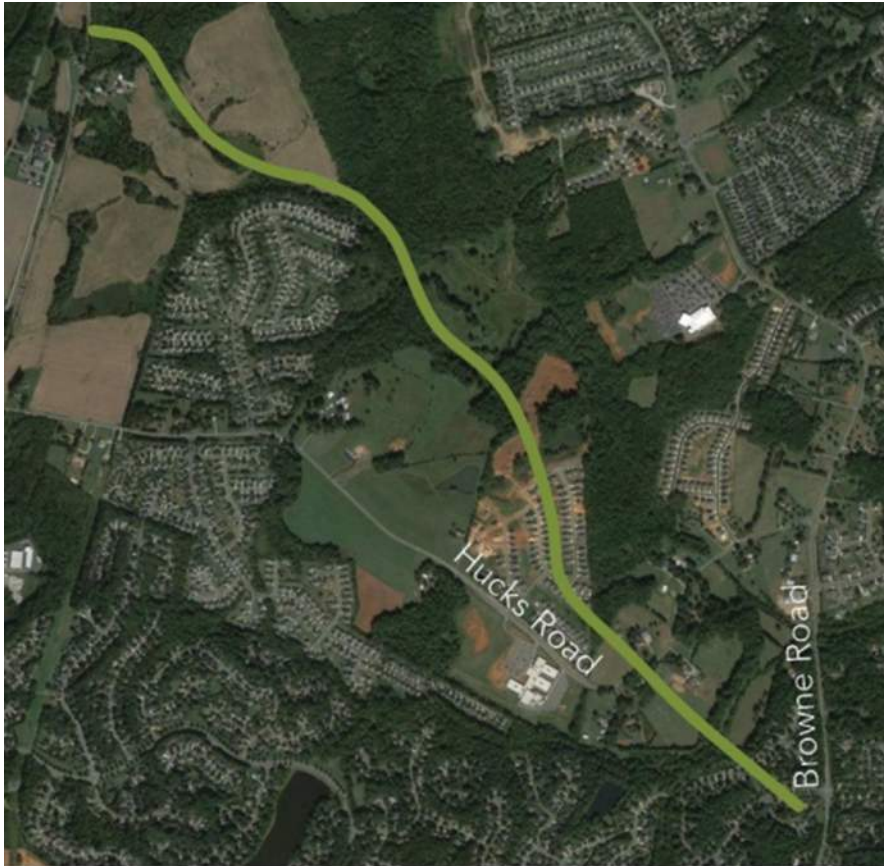


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Greenways, Trails, Open Space

G-5: Clark's Creek Tributary #1A



- 1.86 mile tributary extension of the existing Clark's Creek Greenway
- Branching Northwesterly between Browns and Old Statesville Road
- Already planned by Mecklenburg County
- Property acquisition has not occurred
- Park and Recreation standards with a 12' asphalt paved surface and 2' gravel shoulders
- CNIP funding with Park and Rec partnership



Comprehensive Neighborhood Improvement Program (CNIP)



Greenways, Trails, and Open Space

G-6: Mallard Creek Greenway Bridge Connection to Existing CATS Parking Lot



- Connection of a CATS Park and Ride lot to the Mallard Creek Greenway on East Side of Mallard Creek Road
- Across from the intersection with Prestigious Lane
- Requires the construction of a pedestrian bridge and approximately 400 linear feet of greenway
- 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.

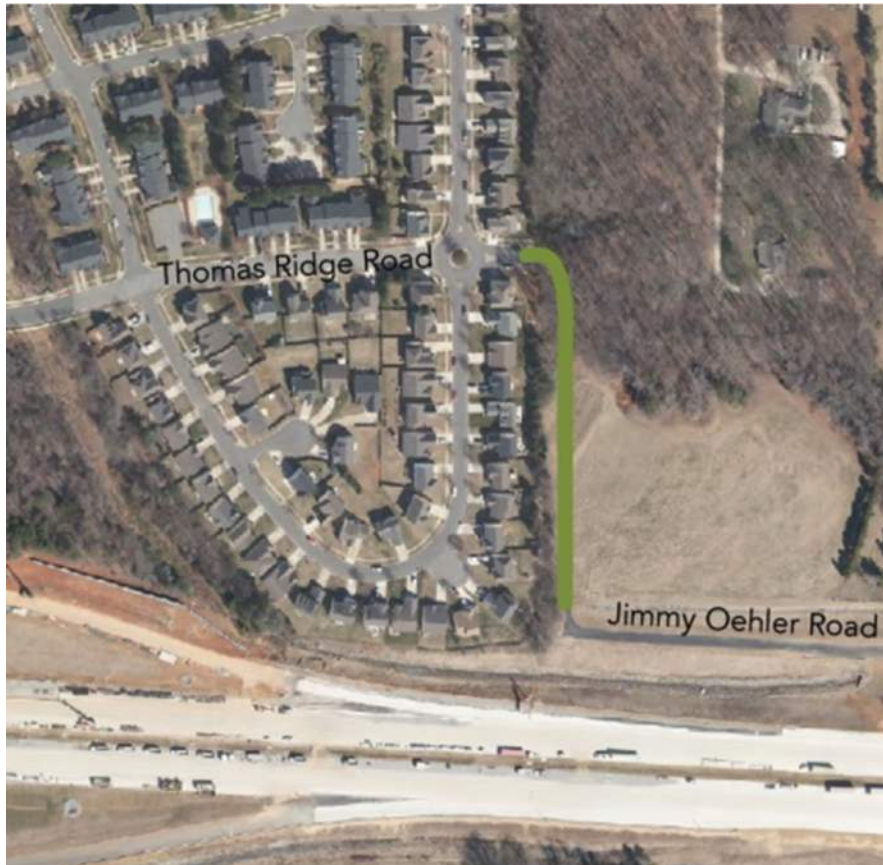


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Greenways, Trails, and Open Space

G-7: Jimmy Oehler Multi-use Trail



- Suggested by a resident
- Connect Thomas Ridge Drive and Jimmy Oehler Road via a 700 linear foot +/- multi-use trail
- Constructed like a greenway as a 12' wide paved path with 2' gravel shoulders
- Require an easement across the Oehler property

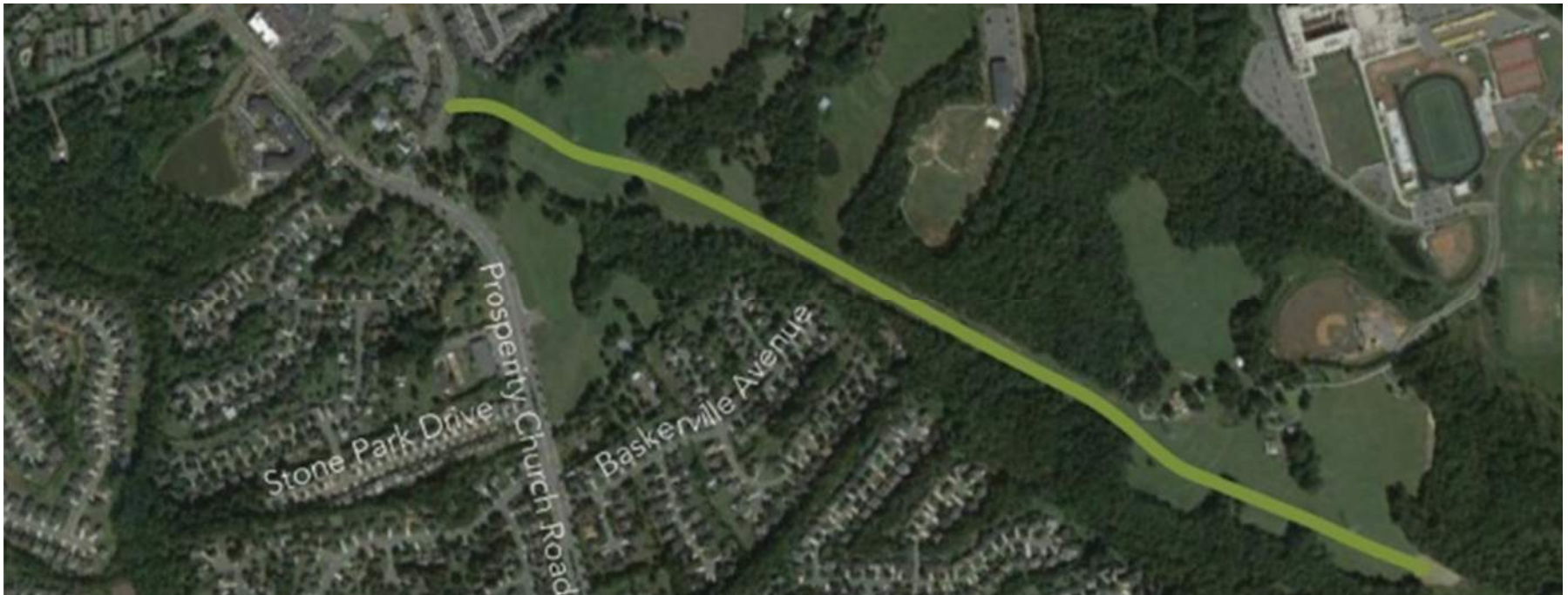


Comprehensive Neighborhood Improvement Program (CNIP)



Greenways, Trails, and Open Space

G-8: Southeast Multi-use Trail/Greenway to Mallard Creek Regional Park



- 1.02 miles of proposed multi-use trail / greenway
- Connect the Southern Village Area to Mallard Creek Park
- 12' paved path with 2' gravel shoulders
- Require easements across private property
- portions of the alignment would be on Mecklenburg County property and within an existing Duke Energy transmission line easement



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Greenways, Trails, and Open Space

As we discuss each project please think about which projects would garner the highest priority. We will ask you to select three (3) of your highest priority projects from this list at the end of the presentation.

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



Comprehensive Neighborhood Improvement Program (CNIP)



Pedestrian Circulation





Comprehensive Neighborhood Improvement Program (CNIP)



Pedestrian Circulation

As we discuss each project please think about which projects would garner the highest priority. We will ask you to select five (5) of your highest priority projects from this list at the end of the presentation.

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

C-2 Crosswalk at Senior Center on Prosperity Church Road

C-3 Pedestrian Beacon at Prosperity Church Road and Prosperity Point Lane

C-4 Traffic Signal at Prosperity Church Road and Driwood Court

C-5 Sidewalk Gaps on Mallard Creek Road from WT Harris Blvd to 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

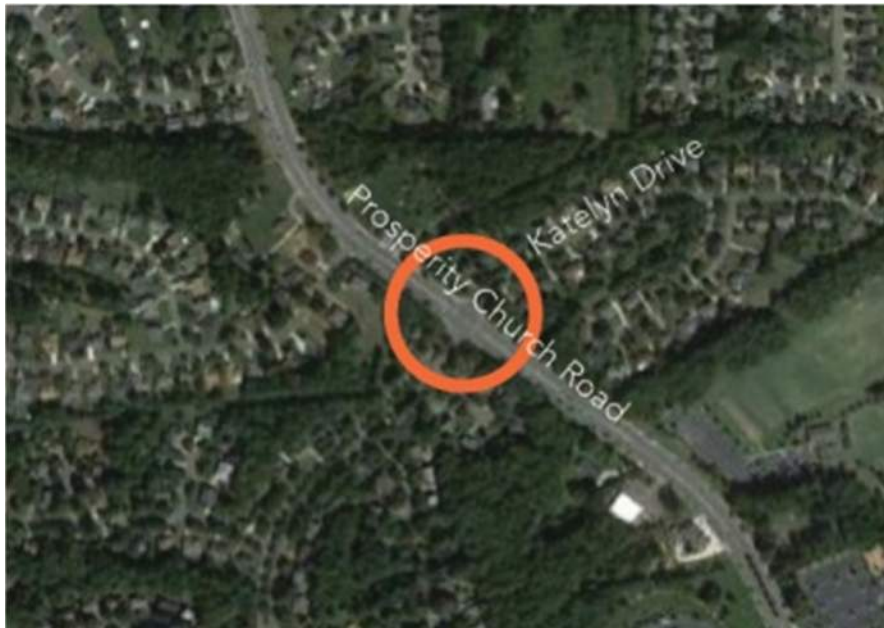


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Pedestrian Circulation

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



- Addition of a 4 way signalized intersection
- Pedestrian crossing improvements
- No apparent roadway improvements necessary

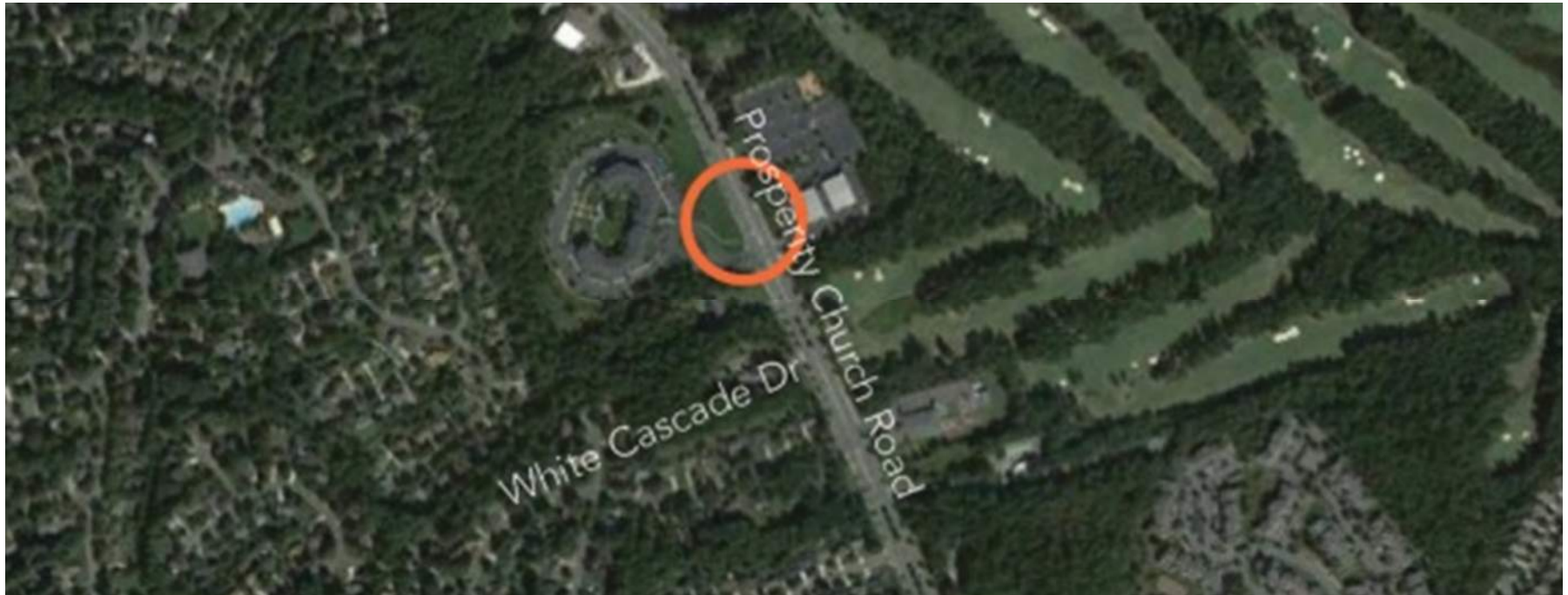


Comprehensive Neighborhood Improvement Program (CNIP)



Pedestrian Circulation

C-2: Crosswalk at Senior Center on Prosperity Church Road



- Addition of a signalized crosswalk
- Pedestrian crosswalk improvements
- No apparent roadway improvements necessary

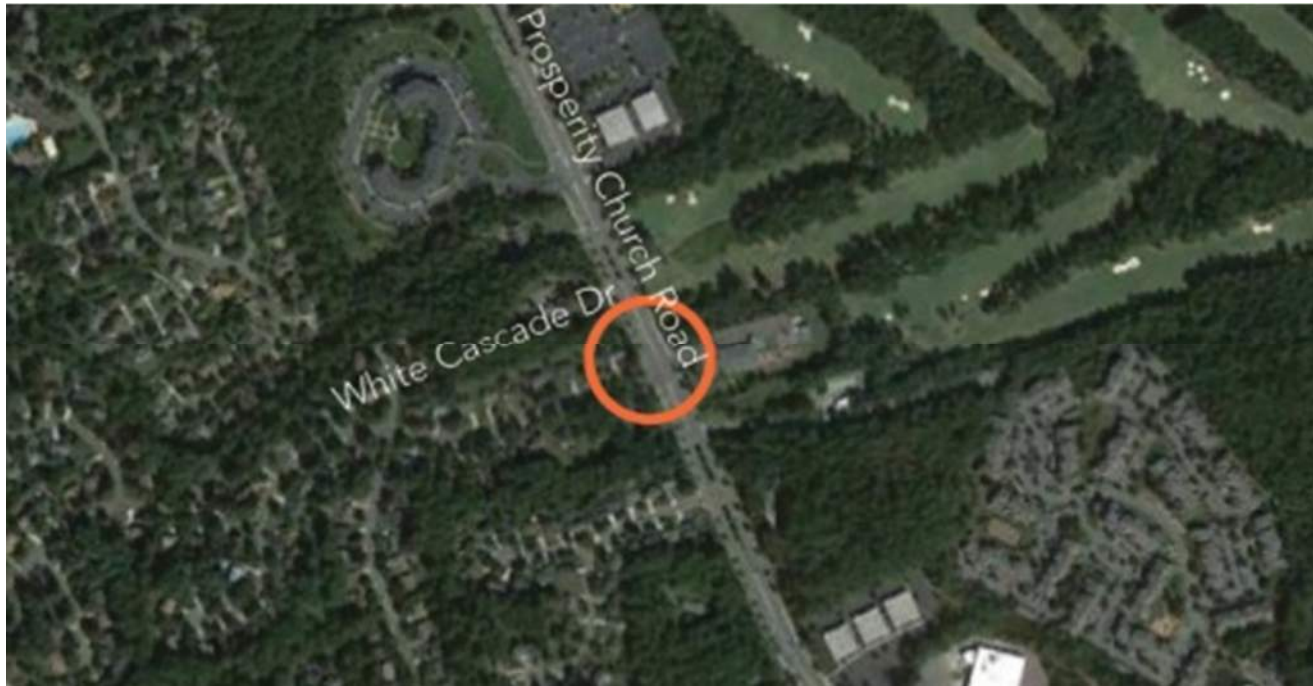


Comprehensive Neighborhood Improvement Program (CNIP)



Pedestrian Circulation

C-3: Pedestrian Beacon at Prosperity Church Road and Prosperity Point Lane



- Addition of a signalized pedestrian crosswalk
- Pedestrian crosswalk improvements
- No apparent roadway improvements necessary

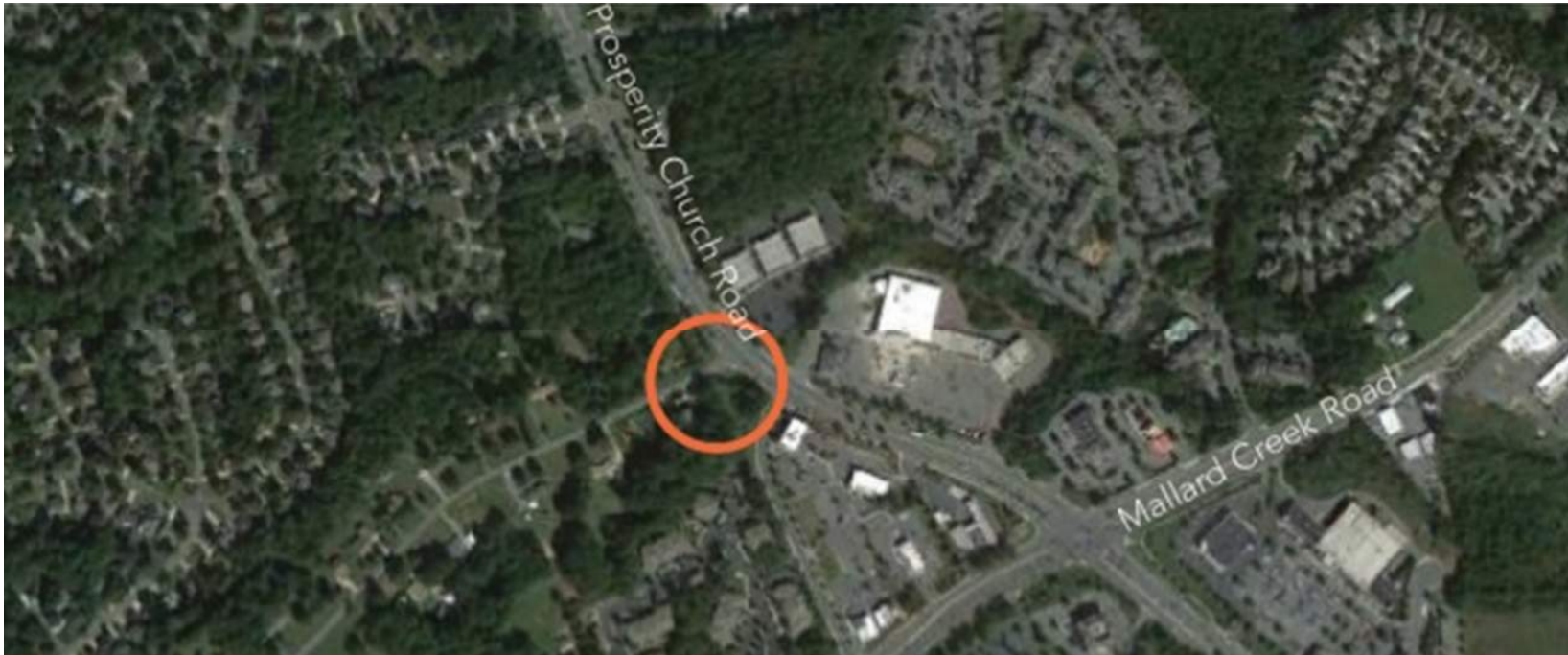


Comprehensive Neighborhood Improvement Program (CNIP)



Pedestrian Circulation

C-4: Traffic Signal at Driwood Court



- Addition of a traffic signal
- Pedestrian crosswalk improvements
- No apparent roadway improvements necessary

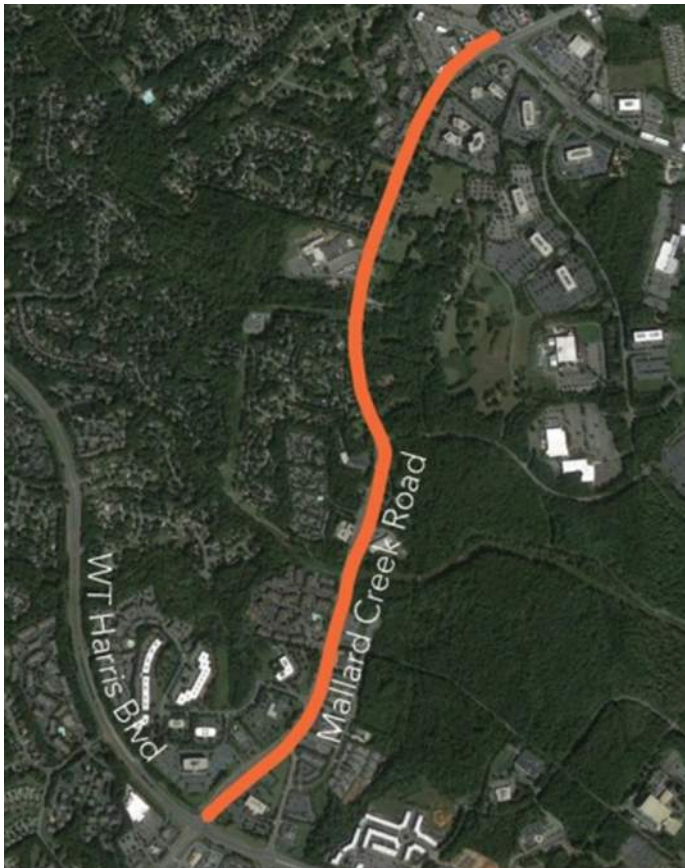


Comprehensive Neighborhood Improvement Program (CNIP)

Pedestrian Circulation



C-5: Sidewalk Gaps Mallard Creek Road from WT Harris Blvd to Prosperity Church Rd



- Sidewalk gaps on West side of Mallard Creek Road
- +/- 6,170 L.F. of gaps
- Special attention - West side of the bridge over Mallard Creek Greenway NE

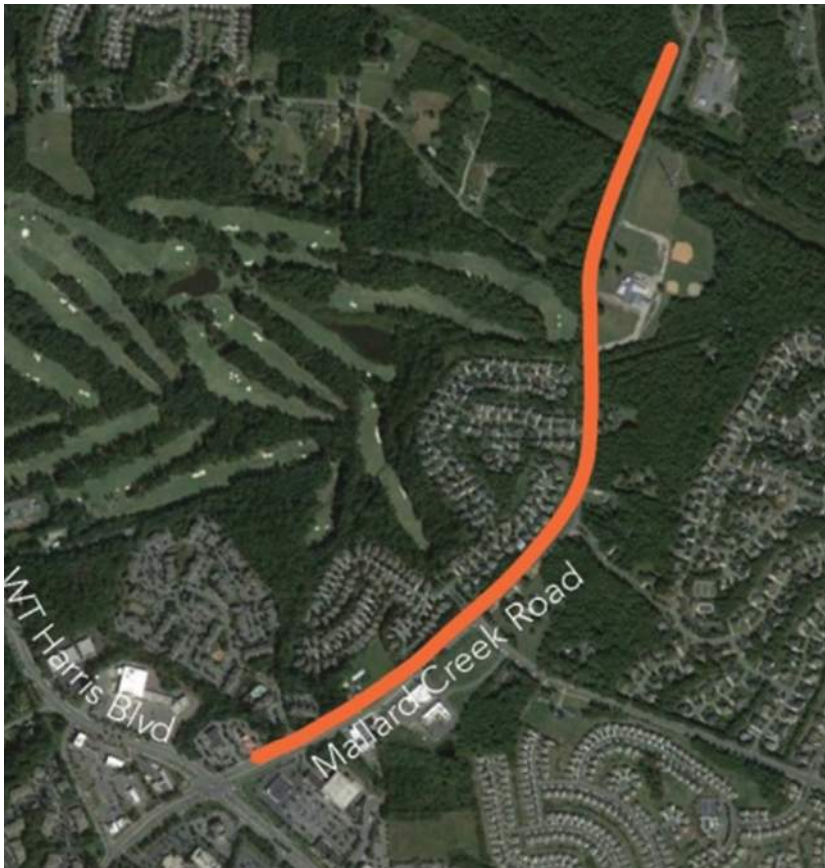


Comprehensive Neighborhood Improvement Program (CNIP)



Pedestrian Circulation

C-6: Sidewalk Gaps from Prosperity Church Rd to Johnston Oehler Rd



- Sidewalk gaps on East and West side of Mallard Creek Road from Prosperity
- +/- 6,680 L.F. of gaps



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Pedestrian Circulation

C-7: Sidewalk on Ridge Road



- Sidewalk on Ridge Road from Prosperity Church Road to Highland Creek Parkway
- +/- 2,839 L.F. located on North and South sides of the road



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Pedestrian Circulation

C-8: Sidewalk on Prosperity Church Road



- New sidewalk on both sides of Prosperity Church Road
- From Ridge Road to Prosperity Ridge Road
- +/- 2,275 L.F.

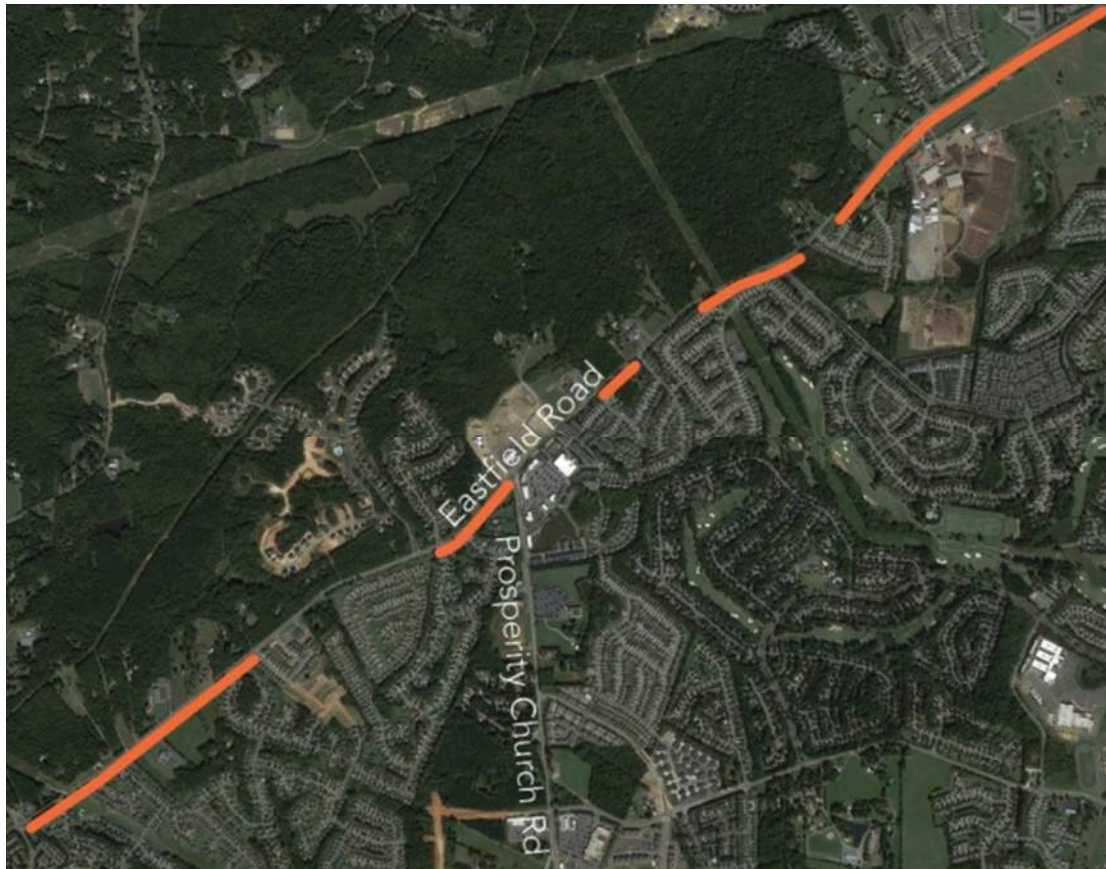


Comprehensive Neighborhood Improvement Program (CNIP)



Pedestrian Circulation

C-9: Sidewalk Gaps on Eastfield Drive



- Sidewalk gaps along Eastfield Road Browne Road to City/County Line
- +/- 10,660 L.F. South side of the road



Comprehensive Neighborhood Improvement Program (CNIP)



Pedestrian Circulation

C-10: Additional Midblock Refuge Islands on Ridge Road

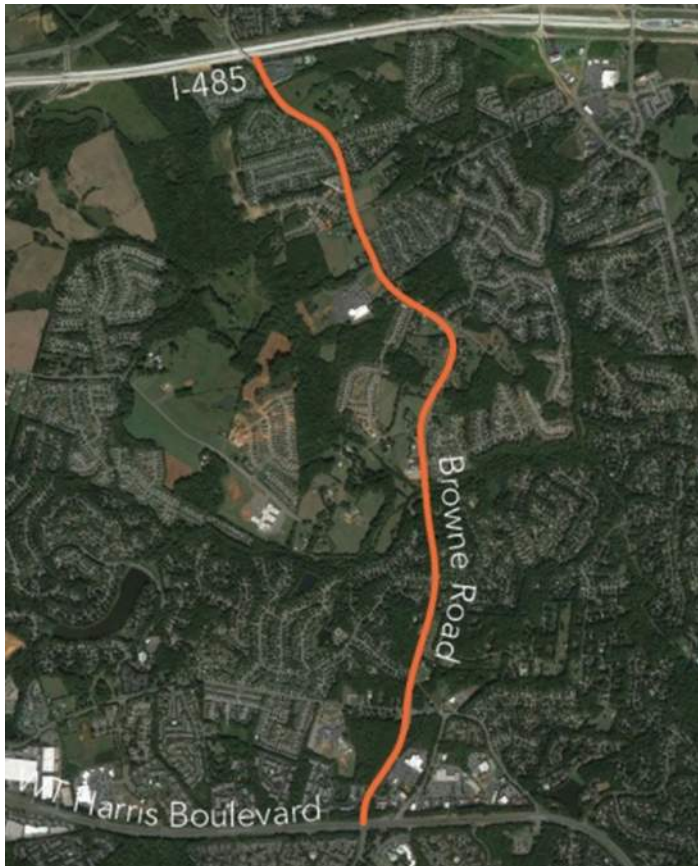


- Pedestrian midblock refuge islands on Ridge Road



Pedestrian Circulation

C-11: Sidewalk on Browne Road

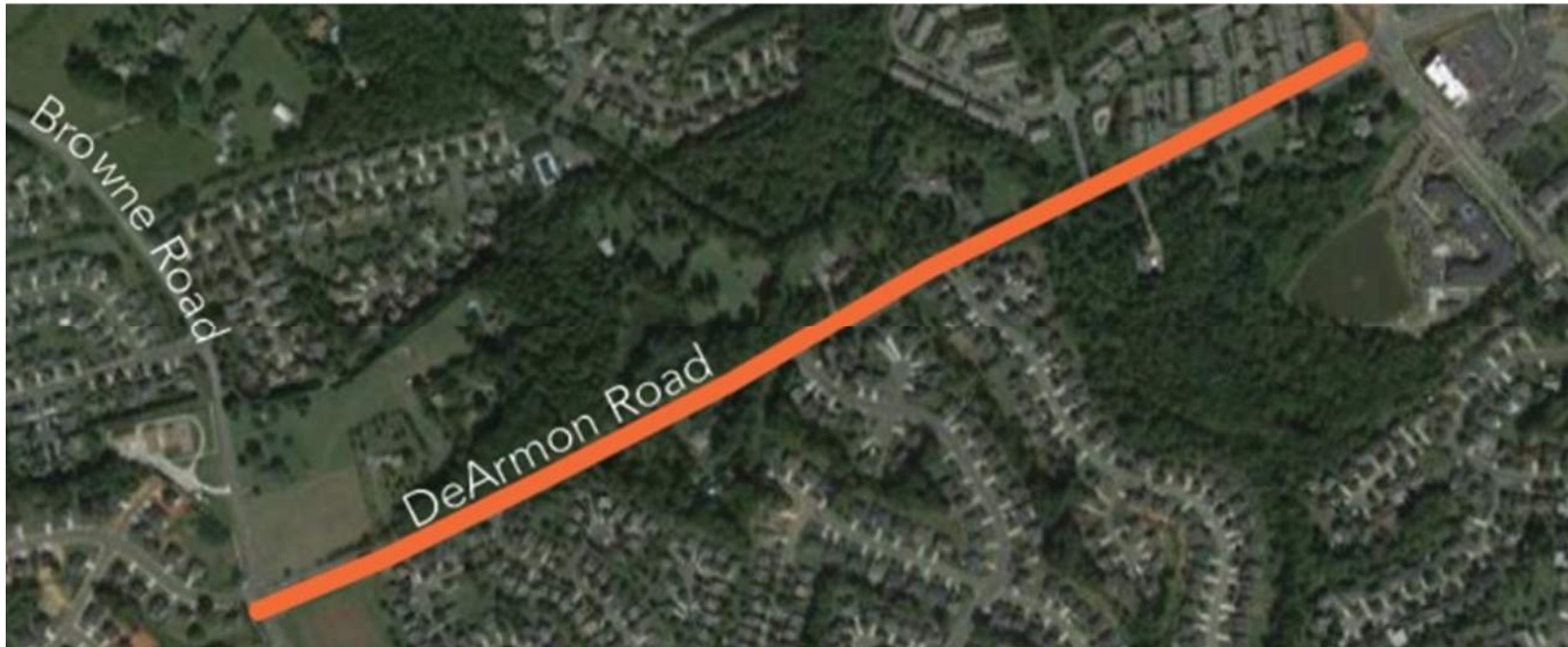


- New sidewalk along Browne Road
- Between I-485 and WT Harris Boulevard
- Approximately +/- 12,010 L.F. on the West side of the road
- Approximately +/- 16,940 L.F. on the East side of the road
- Sidewalks would cross 5 full intersections, 15 one side intersections and 28 driveways



Pedestrian Circulation

C-12: Sidewalk on DeArmon Road



- New sidewalks along DeArmon Road
- Between Browne Road and Prosperity Church Road which is approximately +/- 2,300 L.F. on the South side and +/- 2,896 L.F. on the North side.
- Special consideration needs to be made where DeArmon Road crosses the Clark's Creek greenway



Comprehensive Neighborhood Improvement Program (CNIP)



Pedestrian Circulation

C-13: Sidewalk Gaps on David Cox Road



- Sidewalks on David Cox Road from Old Statesville Road to Browne Road
- +/- 4,432 L.F. on the North side and +/- 5,472 L.F. on the South side of the road.
- ROW acquisition may be required



Comprehensive Neighborhood Improvement Program (CNIP)



Pedestrian Circulation

C-14: Sidewalk Gaps on Jimmy Oehler Road



- Sidewalk 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



Comprehensive Neighborhood Improvement Program (CNIP)



Pedestrian Circulation

C-15: Sidewalk along Hucks Road



New sidewalk along Hucks Road between Browne Road and Old Statesville Road.

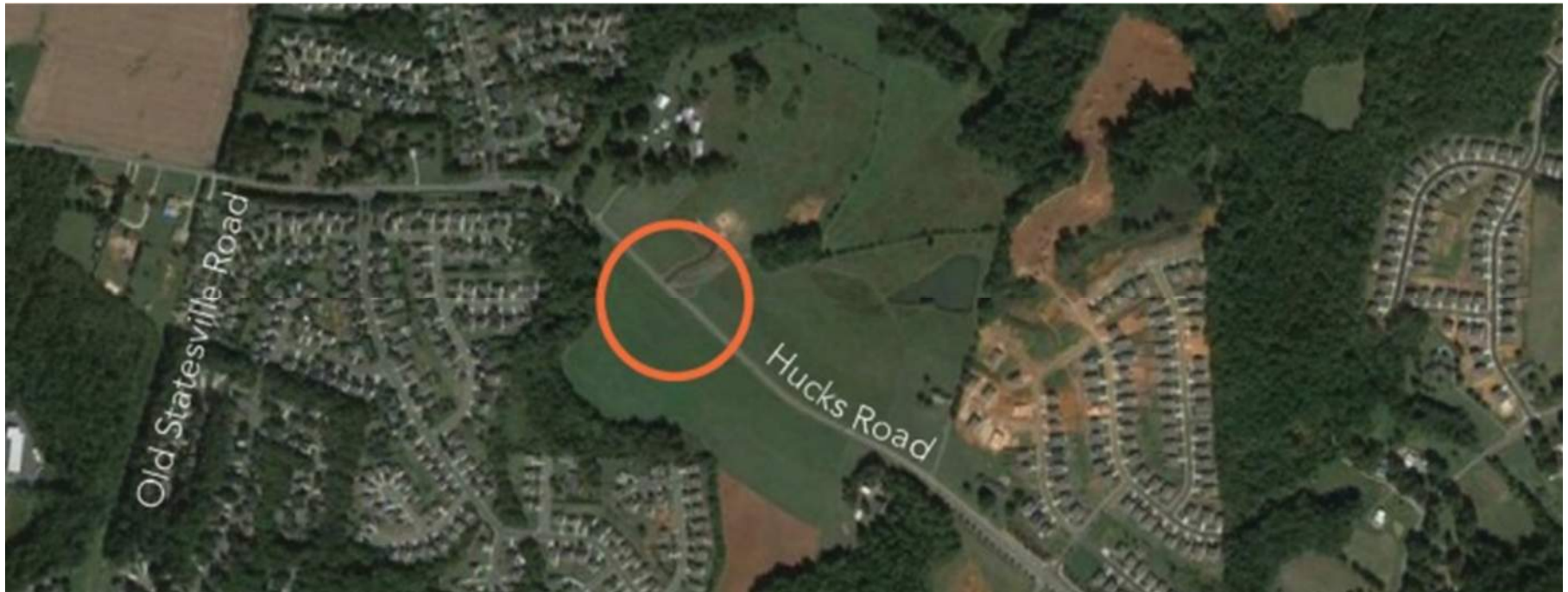


Comprehensive Neighborhood Improvement Program (CNIP)



Pedestrian Circulation

C-16: Crosswalk at Clark's Creek Nature Preserve



- Signalized crosswalk connecting Clark's Creek Nature Preserve and the Future Hucks Road Community Park.



Comprehensive Neighborhood Improvement Program (CNIP)



Pedestrian Circulation

C-17: Sidewalk on Ridge Rd from Highland Creek Pkwy to Shelley Ave



- New sidewalk along Ridge Road between Highland Creek Parkway and Shelley Avenue
- Sidewalks measure +/- 2,925 L.F. on the South side and +/- 3,050 L.F. on the North side



Comprehensive Neighborhood Improvement Program (CNIP)



Pedestrian Circulation

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



Comprehensive Neighborhood Improvement Program (CNIP)



Pedestrian Circulation

As we discuss each project please think about which projects would garner the highest priority. We will ask you to select five (5) of your highest priority projects from this list at the end of the presentation.

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

C-2 Crosswalk at Senior Center on Prosperity Church Road

C-3 Pedestrian Beacon at Prosperity Church Road and Prosperity Point Lane

C-4 Traffic Signal at Prosperity Church Road and Driwood Court

C-5 Sidewalk Gaps on Mallard Creek Road from WT Harris Blvd to 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



Comprehensive Neighborhood Improvement Program (CNIP)



Transportation





Comprehensive Neighborhood Improvement Program (CNIP)



Transportation

As we discuss each project please think about which projects would garner the highest priority. We will ask you to select five (5) of your highest priority projects from this list at the end of the presentation.

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

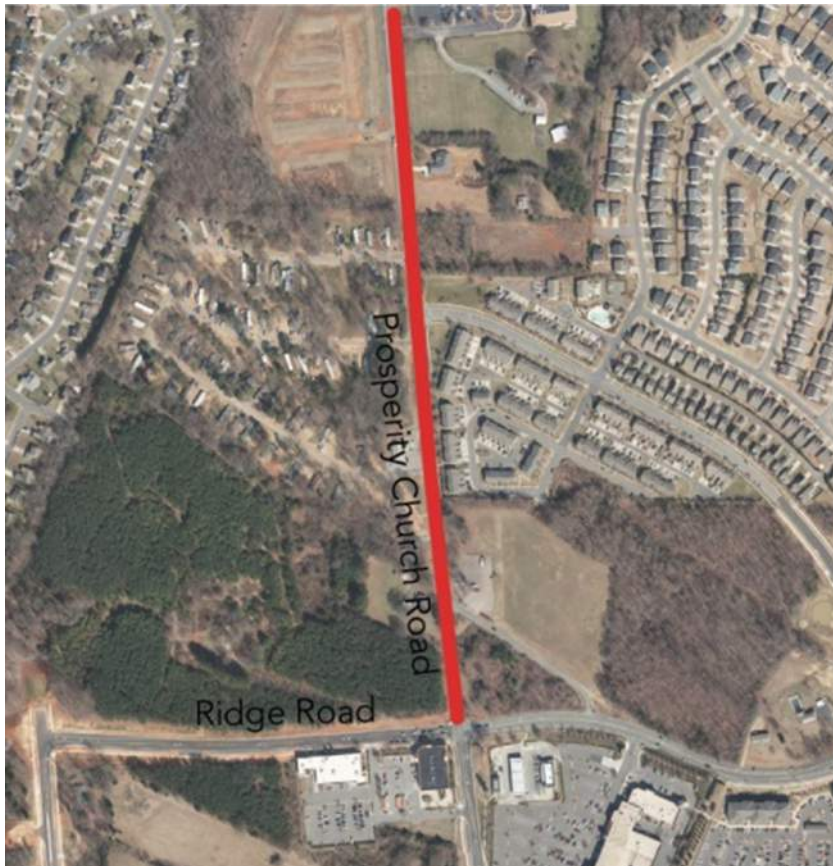


Comprehensive Neighborhood Improvement Program (CNIP)



Transportation

T-1: Prosperity Church Road Widening



- Prosperity Church Road from Ridge Road to Prosperity Ridge Road - "Complete Street"
- Prosperity Church Road approximately 1,467 L.F.
- Cross Section A-2 in the Area Plan



Comprehensive Neighborhood Improvement Program (CNIP)



Transportation

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



Comprehensive Neighborhood Improvement Program (CNIP)



Transportation

T-3: Ridge Road Widening



- Widening of Ridge Road from Prosperity Church Road to Highland Creek Parkway - "Complete Street"
- Widen Ridge Road approximately +/- 3,700 L.F.
- Follow cross section A-13
- The widening will also include a complete street design with sidewalks and bike lanes.



Comprehensive Neighborhood Improvement Program (CNIP)



Transportation

T-4: Roundabout at Prosperity Church Rd and Prosperity Ridge Rd



- Single Lane Roundabout
- Widened approaches from Prosperity Church Road and Prosperity Ridge Road approximately 1,000 L.F. each



Comprehensive Neighborhood Improvement Program (CNIP)



Transportation

T-5: DeArmon Road Farm-to-Market



- DeArmon Road from Browne Road to Benfield Road - "Complete Street"
- Approximately 4,500 LF
- Following cross section A-4 East of Clark's Creek and A-9 West of Clark's Creek
- Add northbound right turn-lane with 4-way signalization.



Comprehensive Neighborhood Improvement Program (CNIP)



Transportation

T-6: Prosperity Ridge Road Southeast Arc



- Johnston Oehler Road to Prosperity Church Road - "Complete Street"
- Approximately 2,140 L.F.
- Follow cross section A-1 in the Area Plan
- Add northbound right turn-lane with 4-way signalization.



Comprehensive Neighborhood Improvement Program (CNIP)



Transportation

T-7: Robin Lane and Mallard Ridge Drive Connections



- Removal of barricade on Robin Lane
- Connect Mallard Ridge Drive to Mallard Drive



Comprehensive Neighborhood Improvement Program (CNIP)



Transportation

T-8: Roundabout at Christenbury Road & Millstream Ridge Drive



- Repair cracking pavement at roundabout
- Located at Christenbury Road and Millstream Ridge Drive



Comprehensive Neighborhood Improvement Program (CNIP)



Transportation

T-9: Hucks Road Extension Eastern Segment



- Hucks Road Extension from Browne Road to Prosperity Church Road - "Complete Street"
- Approximately 4,500 LF
- Follow cross section A-11 in the Area Plan



Comprehensive Neighborhood Improvement Program (CNIP)



Transportation

T-10: Roundabout at Arbor Creek Drive & Rocky Ford Club Road



- Rebuild/Widen Single Lane Roundabout
- Widen approaches from Arbor Creek Drive and Rocky Ford Club Road approximately 1,000 LF each.



Comprehensive Neighborhood Improvement Program (CNIP)



Transportation

T-11: Highland Creek Pkwy and Eastfield Rd Signalization and Intersection Improvements



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



Comprehensive Neighborhood Improvement Program (CNIP)



Transportation

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.
- Match Existing cross section



Comprehensive Neighborhood Improvement Program (CNIP)



Transportation

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



- Widen Hucks Road approximately 7,200 L.F.
- Follow cross section A-11 in the Area Plan
- Add westbound right turn-lane with 4-way signalization.

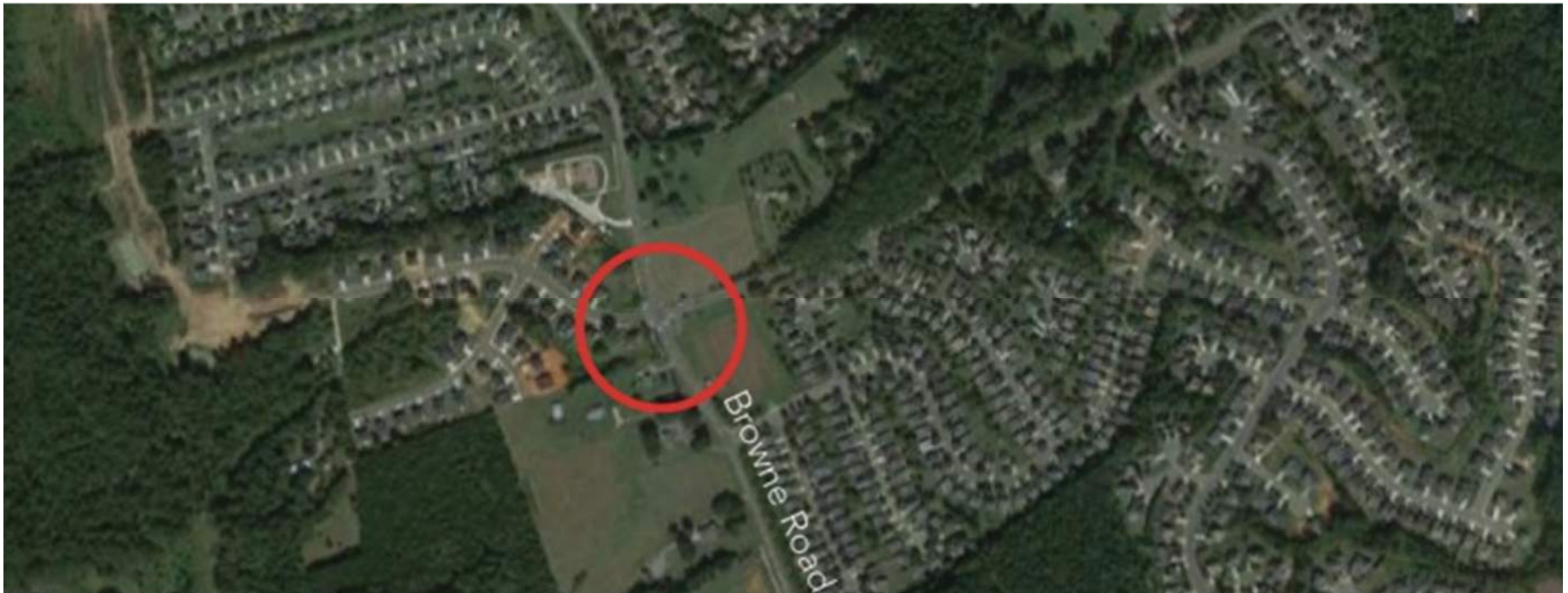


Comprehensive Neighborhood Improvement Program (CNIP)



Transportation

T-14: DeArmon Rd and Browne Rd 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



Comprehensive Neighborhood Improvement Program (CNIP)



Transportation

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
- 3-way signalization

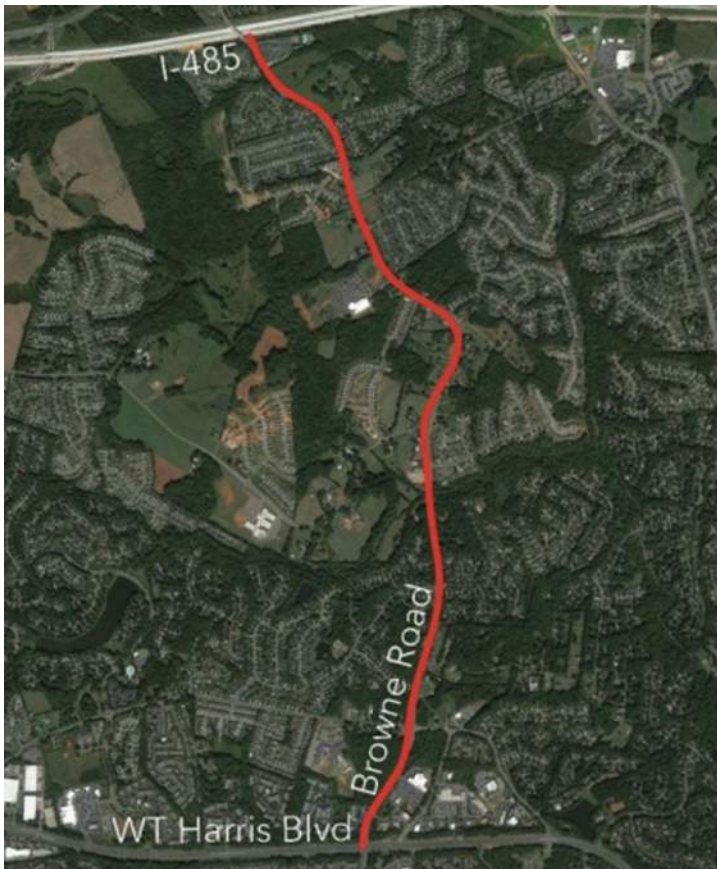


Comprehensive Neighborhood Improvement Program (CNIP)



Transportation

T-16: Browne Road Complete Streets from I-485 to WT Harris Blvd



- Widen Browne Road and West Sugar Creek Road approximately 16,000 L.F.
- Follow cross section A-9 in the Area Plan



Comprehensive Neighborhood Improvement Program (CNIP)



Transportation

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Comprehensive Neighborhood Improvement Program (CNIP)



Partnerships

As we discuss each project please think about which projects would garner the highest priority. We will ask you to select one (1) of your highest priority projects from this list at the end of the presentation.

P-1: Prosperity Village Public Library Land Acquisition

P-2: Urban Open Space w/ Water View

P-3: Prosperity Ridge Road Southeast Arc



Comprehensive Neighborhood Improvement Program (CNIP)



Partnerships

P-1: Prosperity Village Public Library Land Acquisition

- Establish a site for a new public library
- Partnering with a developer
- CNIP funds a portion of the development's public infrastructure as payment for the library site
- trade or lease the tract to the Charlotte Mecklenburg Library System.



Comprehensive Neighborhood Improvement Program (CNIP)



Partnerships

P-2: Urban Open Space w/ Water View

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



Comprehensive Neighborhood Improvement Program (CNIP)



Partnerships

P-3: Prosperity Ridge Road Southeast Arc

- Incent a housing developer to construct housing on property along the proposed SE Arc
- Fund a portion of the cost of the public infrastructure.



Comprehensive Neighborhood Improvement Program (CNIP)



Partnerships

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P-1: Prosperity Village Public Library Land Acquisition

P-2: Urban Open Space w/ Water View

P-3: Prosperity Ridge Road Southeast Arc



Comprehensive Neighborhood Improvement Program (CNIP)

Project Prioritization Criteria

- CIP Program Goals
 - Creating Jobs and Growing the Tax Base
 - Leveraging Public and Private Investments
 - Enhancing Public Safety
 - Enhancing Transportation Choices and Mobility
 - Ensuring Housing Diversity
 - Providing Integrated Neighborhood Improvements



Comprehensive Neighborhood Improvement Program (CNIP)

Project Prioritization Criteria

- Additional Criteria
 - Public Support
 - Usage
 - Private Property Rights
 - Transformative Change
 - Previously Identified by Public Agency/Program
 - Consistency with local plans/codes



Comprehensive Neighborhood Improvement Program (CNIP)

Open Discussion



Comprehensive Neighborhood Improvement Program (CNIP)

Thank You for Participating

Additional information on the CNIP program can be found on the City of Charlotte Website:

<http://charmeck.org/city/charlotte/charlottefuture/CIP/CNIP/Pages/Prosperity.aspx>

Kristie Kennedy
(704) 336-6194

kkennedy@charlottenc.gov