AGENDA

Meeting Type:	SPECIAL
Date.	04/20/1999
JOINT MEETING:	CITY/COUNTY/SCHOOLS

City of Charlotte, City Clerk's Office

JOINT LUNCHEON
City Council/County Commission/School Board

April 20, 1999

A G E N D A

- Briefing on Children's Services Network - Annette Nikonovich
- Briefing on United Way Community Planning/Community Works - Katherin Brink of United Way
- Presentation on Joint 485 Interchange Study Analysis - Tim Gibbs
- Brief update on work of the Planning Liaison Committee - John Tabor

CITY OF CHARLOTTE
MAYOR'S OFFICE

Memorandum

April 14, 1999

RECEIVED
APR 16 1999
OFFICE OF CITY CLERK

TO City Council
County Commission
Board of Education

FROM Mayor Pat McCrory

SUBJECT City-County-School Board Luncheon - Tuesday, April 20, 1999

The City is pleased to host our joint luncheon on Tuesday, April 20, 1999, 12 noon in Rm 267 of the CMGC The following items are on our agenda

- Briefing on United Way Community Planning/Community Works - Katherin Brink of United Way
- Briefing on Children's Services Network - Annette Nikonovich
- Presentation on Joint 485 Interchange Study Analysis - Tim Gibbs
- Brief update on work of the Planning Liaison Committee - John Tabor

We look forward to seeing you on the 20th at noon

Attachment 1999 Luncheon Schedule

I-485 Interchanges

Summary of Existing Conditions and Preliminary Recommendations

April 20, 1999

DRAFT

DESIGN

LAND USE

TRANSPORTATION

Developed by staff from the Charlotte Mecklenburg Planning Commission, Charlotte Department of Transportation, Towns of Huntersville, Matthews, Mint Hill, and Pineville, Cabarrus County, Union County, Mecklenburg County, and the Mecklenburg-Union Metropolitan Planning Organization

I-485 Interchange StudyTimeline

	1998			1999						
	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL
TASKS										
Issue Analysis										
Infrastructure Assessment										
Design Analysis										
Land Use Analysis										
Traffic Forecasting										
PUBLIC/OTHER INPUT										
Public Workshops										
Staff Work Sessions										
Elected Officials										
RECOMMENDATIONS										
Progress Report										
Draft Report										
Public Meeting on Draft Report										
Final Report Adopted by MPO										

Status of I-485 Interchanges

INTERCHANGE NAME	Complete	Partially Complete	Under Construction	Funded	Not Built Unfunded
S Tryon St (NC 49)	X				
Arrowood Road		X			
Steele Creek Road (NC 160)				X	
West Blvd Extension				X	
Wilkinson Boulevard (US 29-74)				X	
I-85 South				X	
Moore's Chapel Road				X	
Mount Holly Road (NC 27)				X	
Brookshire Boulevard (NC 16)				X	
Oakdale Road				X	
Vance Road				X	
I-77 North				X	
Old Statesville Road (NC 115)				X	
Prosperity Church Road				X	
Mallard Creek Road				X	
I-85 North				X	
N Tryon Street (US 29)			X		
University City Boulevard (NC 49)			X		

. . status of I-485 interchanges continued

INTERCHANGE NAME	Complete	Partially Complete	Under Construction	Funded	Not Built Unfunded
Rocky River Road				X	
Harrisburg Road				X	
Albemarle Road (NC 24-27)				X	
Blair Road (NC 51)				X	
Fairview Road (NC 218)				X	
Lawyers Road			X		
Idlewild Road			X		
Independence Boulevard (US 74)		X			
John Street	X				
Weddington Road				X	
Providence Road (NC 16)	X				
Rea Road	X				
Johnston Road Ext (US 521)		X			
Pineville-Matthews Road (NC 51)	X				
Polk St /South Blvd (US 521)	X				
Westinghouse Boulevard					X
I-77 South	X				
TOTAL	**7**	**3**	**4**	**20**	**1**

Guiding Principles

The following are key principals that guided the interchange analysis and provided the framework for the proposed recommendations for each of the thirty five interchanges planned for I-485

- Each interchange area has unique characteristics that must be understood in making specific land use and/or transportation recommendations
- An interchange should allow the land use future envisioned for the surrounding community Therefore, the preferred land use future should be determined, and then the transportation/mobility infrastructure needed to achieve that future should be identified
- The interchange design should correspond with expected future conditions, including land use, access issues, signal system needs, capacity of local roadways, and environmental concerns A simple diamond interchange is not always the best design
- Good access management is a critical element in ensuring that the interchange functions effectively
- Opportunities to provide open space near the interchange areas should be identified and pursued as a key part of integrating the interchange area into the community
- Negative impacts of the interchange on existing neighborhoods should be mitigated as much as possible
- Development in the interchange area should be designed to provide connections to adjacent areas

General Recommendations for All Interchanges

- Design interchange areas to accommodate pedestrian and bicycle travel This includes providing sidewalks, crosswalks and medians for pedestrians, and extra width on the road for bicyclists, particularly at bridge locations (More specific design criteria for accommodating bicycle travel is provided in the draft *Charlotte-Mecklenburg Bicycle Transportation Plan)*

- Encourage internal connectivity between land uses/developments near interchanges

- Include streetscape improvements, such as landscaping and pedestrian-scale lighting, as part of the design for each interchange to better integrate the interchange area into the community

- Locate any proposed service roads far enough away from I-485 so that land can be developed along both sides of the road In addition, build service roads to the local standard for their intended future use or, at a minimum, inform the land owners that they may be required to improve the road to local standards when they develop their property

- Ensure that any "land-locked" property is provided access through the land subdivision process

- Amend local subdivision ordinances to require developers to utilize natural land contours, or otherwise provide visual screening in residential areas along I-485 wherever the NCDOT is not proposing to construct noise walls

- Provide adequate lighting at interchange areas, especially at on and off ramps, to facilitate the safety of motorists, pedestrians and bicyclists The lighting should not intrude into adjacent neighborhoods

Wilkinson Boulevard

Transportation

Existing Plans for Interchange Area

•Interchange is designed as a half cloverleaf with the ramps on the south side of Wilkinson

•There is a proposal to make Wilkinson an expressway from I-485 to the Airport Entrance Road

•The 4-lane sections of Wilkinson will be widened to six lanes as part of a 1998 road bond project

•There are no sidewalks on Wilkinson Boulevard in the interchange area

Suggested Changes to Existing Plans

•Coordinate interchange construction with the expressway plans for Wilkinson Boulevard

•Ultimately, the bridges will need to be re-built to provide enough width for at least six traffic lanes on Wilkinson Boulevard

•Include signage on I-485 to direct traffic for Sam Wilson Road to use the Wilkinson Boulevard interchange

Land Use and Zoning

Existing and Planned Land Use/Zoning

- North of the interchange is primarily zoned for single family uses, as well as mobile home development South of the interchange includes some single family zoning, but the majority of the area is zoned for industrial uses
- The Southwest District Plan indicates that a mixture of office/industrial is appropriate for most of the area surrounding the interchange A community retail center is also indicated at this interchange
- The draft Westside Strategy Plan recommends that the community retail center designation be removed for this interchange and that the land in this area be developed as industrial/office

Suggested Changes to Existing Plans

- Support the development of an Airport Area Transit and Land Use Study as recommended in the draft *Westside Strategy Plan* The boundaries for this study should generally encompass the approximately 5000 acres located west of I-485 to the county line, south of Wilkinson Boulevard and north of Shopton Road West
- Support the recommendation in the draft *Westside Strategy Plan* to remove the commercial center shown at this interchange in the *Southwest District Plan*, and show the future land use as industrial/office

Interstate 85 South

Transportation

Existing Plans for the Interchange Area

- The interchange will be a partial cloverleaf and partial directional

Suggested Changes to Existing Plans

- Although the general recommendations state that internal connectivity between land uses/developments should be encouraged near all interchanges, this is particularly important at "freeway to freeway" interchanges These interchanges are unique in that surrounding properties can not be accessed from the interchange road, since it too is a freeway

Land Use and Zoning

Existing and Planned Land Use/Zoning

- The primary land uses near this interchange are office and industrial Although much of the vacant land is zoned for residential development, most proposals are for office/industrial/business park uses
- Northeast of the interchange is an existing golf course and single family development
- The *Southwest District Plan* indicates that a mixture of office/industrial is appropriate for most of the area surrounding this interchange Some commercial uses are indicated northwest of the interchange
- The draft *Westside Strategy Plan* recommends that the existing golf course in the area just northeast of I-485 remain

Suggested Changes to Existing Plans

- Support the land use recommendation for this interchange provided in the draft *Westside Strategy Plan*

Moores Chapel Road

Transportation

Existing Plans for the Interchange Area

- The interchange is designed as a simple diamond
- Moores Chapel Road will be re-located

Suggested Changes to Existing Plans

- Re-design this interchange to include roundabouts and consider constructing a roundabout at Rhyne Road and Moores Chapel Road
- Design Moores Chapel Road as a two-lane, median-divided facility from Rhyne Road to Waldon Road
- Extend control of access along Moores Chapel Road from I-485 to Rhyne Road

Land Use and Zoning

Existing and Planned Land Use/Zoning

- Most of the land surrounding this interchange is either zoned for, or developed as residential
- The *Northwest District Plan* indicates that residential is the appropriate land use in this area
- The draft *Westside Strategy Plan* recommends a mixture of single family and multi family development It also recommends commercial development in the area adjacent to the interchange in the northwest quadrant of I-485 and Moores Chapel

Suggested Changes to Existing Plans

- Support the land use recommendations for this interchange provided in the *Westside Strategy Plan*

NC 27 (Mt. Holly Road)

Transportation

Existing Plans for the Interchange Area

- Interchange is designed as a half cloverleaf
- Two rail lines exist on the south side of the interchange
- Gum Branch Road will be partially relocated
- NC 27, from I-85 to the Charlotte City Limits, is funded to be widened to 4 lanes with a median
- Tom Sadler Road is planned to be re-located at NC 27
- The Bicycle Transportation Plan recommends a curb-lane width of 14 feet to accommodate bicycles on Mt Holly Road

Suggested Changes to Existing Plans

- Consider the operation of the intersection of Tom Sadler Road and Gum Branch Road with the idea of making Gum Branch the through movement to NC 27
- Widen Mt Holly Road to a median divided multi-lane facility, with a minimum 14 foot curb lane, from Lee Drive to I-485 Include provisions for petroleum spill containment in the roadway design
- As rezonings/developments are proposed, the control of access should be extended along Mt Holly Road from I-485 to Tom Sadler Road
- Extend control access along Mt Holly Road from I-485 to Rhyne Road and construct a service road to provide access to the property in the northwest quadrant of the interchange

Land Use and Zoning

Existing and Planned Land Use/Zoning

- Much of the land surrounding this interchange is either zoned for, or developed as residential Industrial development/zoning is located south of the interchange near the railroad line
- The *Northwest District Plan* indicates residential as the appropriate land use north of the interchange, and a combination of land uses south of the interchange including residential and industrial
- The draft *Westside Strategy Plan* recommends a mixed use center in the northwest quadrant of Mt Holly Road and I-485, including higher density housing transitioning to lower density adjacent to the existing neighborhood to the west and north

Suggested Changes to Existing Plans

- Support the land use recommendations for this interchange in the draft *Westside Strategy Plan*

NC 16 (Brookshire Boulevard)

Transportation

Existing Plans for the Interchange Area

- Interchange is designed as a diamond with two loops

Suggested Changes to Existing Plans

- Revise the interchange design to include, at a minimum, an additional loop to be located in the southeast quadrant Ultimately, a full cloverleaf will be needed at this interchange

Land Use and Zoning

Existing and Planned Land Use/Zoning

- Much of the land north of this interchange is either zoned for, or developing as commercial, business and higher density residential South of the interchange is primarily existing/zoned for lower density residential development
- The *Northwest District Plan* calls for a mix of office, commercial, multi-family and business park north of the interchange South of the interchange is indicated as a mixture of multi family and office
- The draft *West ide Strategy Plan* recommends that a specific land use and urban design plan for an urban village/mixed use town center be developed for the area north of the interchange South of the interchange is recommended for development of a park/recreation area

Suggested Changes to Existing Plans

- Support the recommendation of the draft *Westside Strategy Plan* to complete a land use and urban design plan for the I-485/Brookshire Boulevard Interchange area

Oakdale Road

Transportation

Existing Plans for the Interchange Area

- The interchange is designed as a simple diamond
- Oakdale Road is a 2-lane minor thoroughfare It is not currently planned to be widened
- Sidewalks have not been constructed on Oakdale Road

Suggested Changes to Existing Plans

- Consider delaying the construction of this interchange
- If interchange is to be built, consider constructing roundabouts at both ramps
- Construct a median (with no openings) on Oakdale Road from Mt Holly-Huntersville Road to approximately Long Creek
- As rezonings/developments are proposed, the control of access should be extended along Oakdale Road from I-485 to Mt Holly-Huntersville Road to the north and to Long Creek to the south

Land Use and Zoning

Existing and Planned Land Use/Zoning

- Most of the land surrounding this interchange is either developed as, or zoned for low density residential development A residential development with 8 dwelling units per acre has been proposed just northwest of the interchange
- The adopted *Northwest District Plan* calls for residential development in most of the area around this interchange The nearest non-residential land uses are at Sunset Road
- The draft *Westside Strategy Plan* recommends a mixture of single family and multi-family residential development up to 8 units per acre in the northwest and northeast quadrants of the interchange The draft plan also recommends a park/recreational area in the southwest quadrant

Suggested Changes to Existing Plans

- Support the land use recommendations for this interchange in the draft *Westside Strategy Plan*

Vance Road

Transportation

Existing Plans for the Interchange Area

•The interchange is a planned as a simple diamond

•The widening of Vance Road (a 2-lane major thoroughfare) currently ranks #26 in the 2020 Transportation Plan

•I-77 is planned to be widened beginning in 2003

•Fred Alexander Boulevard is a proposed major thoroughfare that parallels I-485 on the south side

•Sidewalks have not been constructed on Vance Road in this area, and the existing road network does not provide for bicycle transportation

Suggested Changes to Existing Plans

•Consider designing the interchange as an urban diamond to accommodate expected development

•Fund the widening of Vance/Reames Road between I-77 and Mt Holly-Huntersville Road

•Construct a minor thoroughfare between Reames Road and Mt Holly-Huntersville Road

•Provide for a Dixon Creek greenway connection to the proposed Long Creek greenway trail

•Extend the control of access and access management along Vance Road

•Do not allow full median openings on Vance Road from Mt Holly-Huntersville Road to Reames Road except at I-485

•Provide access to the Bonnie Circle area from the proposed mall site rather than building a separate service road

Land Use and Zoning

Existing and Planned Land Use/Zoning

•The predominant exiting land use is residential close to the interchange Pecan Ridge Shopping Center (Food Lion) is located at Mt Holly Huntersville and Vance Roads Most of the non-residential development is proposed closer to Reames Road and I-77, including a 700,000 square foot business park (Perimeter Woods) and a one million square foot mall Between the proposed mall and I-485 there is a proposal for development of a 2 million square foot business park A greenway is proposed along Long Creek

•The adopted *Northwest District Plan* indicates the future land use in the area immediately surrounding the interchange as residential, with a neighborhood convenience center Closer to Reames Road and I-77, the plan shows office uses and a regional shopping center

•The draft *Westside Strategy* plan call for a mixture of residential development up to 8 units per acre in the southeast quadrant of Vance and I-485 It recommends business park/industrial uses east of I-485 and north of Pointe O'Woods Drive

Suggested Changes to Existing Plans

•Support the land use recommendations for this interchange provided in the draft *Westside Strategy Plan*

North

Interstate 77 North

Transportation

Existing Plans for the Interchange Area

- The interchange is planned as a freeway-to-freeway interchange
- I-77 is planned to be widened
- US 21 is planned to be re-located, and possibly designed as a 4-lane, median-divided roadway

Suggested Changes to Existing Plans

- Re-assess the operation of I-77 from Harris Boulevard to the I-485 interchange in light of the proposed mall development at Harris Boulevard and I-77
- Design the relocation of US 21 as a 4-lane median divided road with the 2-lane initial construction off-set on the east side of the right of way
- Ensure that the five I-485 bridges over US 21 are designed to accommodate the future cross section of US 21 (4 lanes) including adequate room for sidewalks and bicycle accommodations
- Ensure that the I-485 roadway project allows for the Dixon Creek greenway to pass under I-485
- Provide access to Puckett Road from proposed mall site rather than from a separate service road
- Although the general recommendations state that internal connectivity between land uses/developments should be encouraged near all interchanges, this is particularly important at "freeway to freeway" interchanges These interchanges are unique in that surrounding properties can not be accessed from the interchange road, since it too is a freeway

Land Use and Zoning

Existing and Planned Land Use/Zoning

- The predominant exiting land use is non-residential North Mecklenburg High School is in the northeast quadrant Twin lakes Business Park is in the southeast quadrant
- The northwest quadrant is zoned for business park and residential development
- The adopted *Northeast District Plan* indicate the future land use in the area immediately surrounding the interchange as predominantly non-residential, including office, industrial and business park North of Alexanderana Road is shown as residential

Suggested Changes to Existing Plans

- Amend the *Northeast District Plan* to indicate industrial/business park land use in the southeast quadrant of the interchange, consistent with the existing B-D zoning (The adopted plan currently shows this area as commercial)

North

NC 115 (Old Statesville Road)

Transportation

Existing Plans for the Interchange Area

- The current design is for a half cloverleaf It is not scheduled for construction until after 2007
- I-77 is planned to be widened beginning in 2003
- US 21 is planned to be re-located where it crosses I-485
- NC 115 is a 2-lane major thoroughfare It is currently scheduled for widening to 4 lanes from US 21 to Harris Blvd (From Harris Blvd to I 485 ranks #79 in the 2020 Transportation Plan)
- The draft *Bicycle Transportation Plan* proposes bike lanes for Old Statesville Road
- Alexanderana Road will be "severed" at I-485
- Hambright-Ridge Connector will parallel I-485 on the north side
- Sidewalks have not been constructed along Old Statesville Road in this area

Suggested Changes to Existing Plans

- Fund the widening of NC 115 between Harris Boulevard and I-485
- Extend control of access along NC 115 from I-485 north to Alexanderana Road
- Ensure that the I-485 crossing of the railroad tracks is designed to accommodate dual tracks to provide for future transit

Land Use and Zoning

Existing and Planned Land Use/Zoning

- North Mecklenburg High School and Twin Lakes Business Park are in the northwest quadrant Southwest of the interchange is either developed or already zoned for business park or industrial uses East of Old Statesville road is zoned primarily for low density residential development
- The adopted *Northeast District Plan* indicates the future land use in the area immediately surrounding the interchange as predominantly non-residential, including industrial and business park A neighborhood retail center is indicated at the intersection of Eastfield and Alexanderana Roads

Suggested Changes to Existing Plans

- Consider amending the *Northeast District Plan* to indicate a multi-family residential land use future in the area south of Alexanderana Road (northeast quadrant of interchange) This area is currently zoned R-4 (The adopted plan currently shows this area as business park)

North

Prosperity Church Road

Transportation

Existing Plans for the Interchange Area

- The current design is for three bridge crossings within 1/4 mile of each other with on and off ramps at the two outside bridges The three minor thoroughfares planned to lead up to the bridges, are proposed to have sidewalks and bicycle lanes
- Prosperity Church Road is funded to be widened to 4 lanes from Mallard Creek Road to Katelyn Drive beginning in 2002
- The street network will be on a grid pattern surrounding the interchange

Suggested Changes to Existing Plans

- Given the large amount of proposed development in this area, consider providing all three of the proposed bridges at the project outset
- Fund the widening of Prosperity Church Road from Loganville Drive to Hucks Road Extension
- Provide a bicycle/pedestrian crossing across I-485 from the Highland Creek area to Mallard Creek Park

Land Use and Zoning

Existing and Planned Land Use/Zoning

- Most of the land in the interchange area is currently vacant or developed with single family homes A small convenience center exists at Prosperity Church and Ridge Roads Prosperity Presbyterian Church is located just north of the interchange
- Most of the land is currently zoned for residential development, with the exception of a few tracts of land adjacent to I-485 which have been rezoned for retail and business uses
- A specific land use and urban design plan was recently (March 2, 1999) adopted for this interchange area That plan proposes development of a compact, pedestrian oriented mixed use village The plan calls for higher density land uses (office retail mid rise residential) to be located adjacent to I-485, transitioning to multi-family development, then to single family development

Suggested Changes to Existing Plans

- Support the land use recommendations provided in the *Prosperity Church Road Villages* small area plan (March 1999)

North

Mallard Creek Road

Transportation

Existing Plans for the Interchange Area

•The interchange is currently planned to be a simple diamond

•Mallard Creek and Odell School Roads are 2-lane thoroughfare They will be re-aligned, but are not scheduled for widening

•Christenbury Road could be extended to Highland Creek parkway in conjunction with subdivision expansion

Suggested Changes to Existing Plans

•Design the interchange as an urban diamond

•Change the designation of Odell School Road to a major thoroughfare on the Thoroughfare Plan

•Fund the widening of Odell School Road a a multi-lane facility

•Fund the widening of Mallard Creek Road to four lanes from I-485 to Prosperity Church Road

•Develop alternative access to the Mallard Woods subdivision

Land Use and Zoning

Existing and Planned Land Use/Zoning

- Most of the land in the immediate interchange area is currently vacant or developed with single family homes and is zoned for residential development The adopted land use plan call for primarily residential development in this area with a community retail center at the intersection of Mallard Creek and Ridge Roads
- A proposal for 100,000 square feet of retail, 100 single family homes and 420 multi-family homes was recently approved for the area east of the interchange Another proposal is currently being considered for 700,000 square feet of retail, 2400 multi-family homes and 1 5 million square feet of office in this area
- In Cabarrus County, most of the nearby land is developing with retail, office and multi-family uses The 1 7 million square foot Concord Mill mall, approximately one mile from this interchange, is scheduled to open in September 1999

Suggested Changes to Existing Plans

- Support the Planning Commission in the completion of a special project plan for this area (see map) The special project plan will consider amending existing land use, transportation and transit plans in response to tremendous growth pressures in this area

North

Interstate 85 North

Transportation

Existing Plans for the Interchange Area

- The interchange will be a freeway-to-freeway design
- Mallard Creek and Salome Creek Church Roads are currently 2-lane thoroughfares in this area and are not scheduled for widening
- Sidewalks have not been constructed on Mallard Creek Road or Salome Creek Church Road in the interchange area

Suggested Changes to Existing Plans

- Although the general recommendations state that internal connectivity between land uses/developments should be encouraged near all interchanges, this is particularly important at "freeway to freeway" interchanges These interchanges are unique in that surrounding properties can not be accessed from the interchange road, since it too is a freeway

Land Use and Zoning

Existing and Planned Land Use/Zoning

- Most of the land in the immediate interchange area is currently vacant or developed with single family homes and most of the land is zoned for residential development
- A proposal is currently being considered for 700,000 square feet of retail, 2400 multi-family homes and 1 5 million square feet of office in this area Another proposal is for 800 residential units adjacent to the interchange
- A business park has been proposed for the southwest quadrant
- In Cabarrus County, most of the nearby land is developing with retail, office and multi-family uses The 1 7 million square foot Concord Mill mall, approximately 1 5 miles from this interchange, is scheduled to open in September 1999
- The adopted land use plan call for primarily residential and research-related development in this area with a neighborhood retail center at Salome Church Road

Suggested Changes to Existing Plans

- Support the Planning Commission in the completion of a special project plan for this area (see map) The special project plan will consider amending existing land use, transportation and transit plans in response to tremendous growth pressures in this area

North

US 29 (North Tryon Street)

Transportation

Existing Plans for the Interchange Area

•The interchange is planned as a diamond with one loop

•Modeling information shows significant congestion may occur at this interchange

•Salome Church Road is planned to be aligned with Pavilion Boulevard at US 29

•US 29 will be widened to 6 lanes (reversible)

•Sidewalks do not exist on US 29 in this area

Suggested Changes to Existing Plans

•Ultimately, the interchange may need to be an urban diamond For the short-term, add a loop in the southeast quadrant

•Align Salome Church Road with Pavilion Boulevard at US 29 and signalize intersection

•Extend control of access along NC 29 from I-485 north to Pavilion Boulevard

Land Use/Zoning

Existing and Planned Land Use/Zoning

• North of the interchange is primarily existing residential and vacant land zoned for residential development

• South of the interchange is the Blockbuster Music Pavilion and the Starlight multi-plex theater, as well as some convenience retail

• Commercial and office uses exist west of the interchange nearer to Mallard Creek Church Road

• Industrial/employment land uses exist and are planned in Cabarrus County in the interchange area

• The area surrounding the interchange is shown as appropriate primarily for multi-family residential, retail and research land uses on the adopted land use plan A neighborhood center is shown in the southeast quadrant of the interchange

Suggested Changes to Existing Plans

• Support the Planning Commission in the completion of a special project plan for this area (see map) The special project plan will consider amending existing land use, transportation and transit plans in response to tremendous growth pressures in this area

East

NC 49 (University City Boulevard)

Transportation

Existing Plans for Interchange Area

- This interchange is built as a half cloverleaf with all of the ramps on the north side The interchange is scheduled to open in June 1999
- The State has plans to ultimately widen NC 49 to 8 lanes up to the County line NC 49 will be 4 lanes in Cabarrus County
- Sidewalks do not exist on NC 49 in this area

Suggested Changes to Existing Plans

- As rezonings/developments occur, control of access should be extended along NC 49 from I-485 east to Oak Leigh Drive
- Extend control access along NC 49 from I-485 west to Pavilion Boulevard
- Determine how access will be provided to properties located south of the interchange, from the Eastern Circumferential to the county line, considering the impact of the high speed rail corridor

Land Use and Zoning

Existing and Planned Land Use/Zoning

- Commercial and multi-family are the predominant land uses that currently exist along most of University City Boulevard, even beyond I-485, transitioning to low density single family away from the highway An elementary school sits in the northwest quadrant of the interchange, and Backcreek Church sits in the southwest quadrant
- Seven convenience stores/gas stations have been approved on NC 49 from Mallard Creek Church Road to I-485
- Cabarrus County anticipates office/industrial employment in the NC 49 corridor Retail development is restricted eastward until you reach the "town center" Multi-family development will extend into Mecklenburg, north of Caldwell Road
- The *Northeast District Plan* shows primarily multi-family and office development at the interchange, with a neighborhood center to the west and one to the east (both already exist)

Suggested Changes to Existing Plans

- Consider amending the *Northeast District Plan* to indicate a single family residential land use future in the two quadrants south of NC 49 (The adopted plan currently shows this area as multi-family and mixed housing)
- Consider amending the *Northeast District Plan* to indicate a light industrial land use future and delete the neighborhood center designated for the property southeast of the interchange, abutting the eastern most side of the property described above (The adopted plan currently shows this area as retail)

East

Rocky River Road

Transportation

Existing Plans for the Interchange Area

- The Interchange is planned as a simple diamond design
- Sidewalks have not be constructed on Rocky River Road in this area

Suggested Changes to Existing Plans

- Ensure that adequate right of way is protected in all quadrants of this interchange to add loops if needed
- Change the designation of Rocky River Road to a major thoroughfare on the Thoroughfare Plan
- Extend control of access on both sides of Rocky River Road, from I-485 east to Plaza Road Extension
- Locate a frontage road in the northeast quadrant to align with Plaza Road Extension at Rocky River Road
- Determine how access will be provided to property located west of I-485 in this area

Land Use and Zoning

Existing and Planned Land Use and Zoning

- Land use in this area is primarily very low density single family The Brantley Oaks subdivision, south of the interchange area, includes approximately 500 single family homes
- Sewer service is not yet available in this area
- The *Northeast District Plan* shows mixed density residential at this interchange with multi-family on the eastern side A neighborhood retail center is also shown at this interchange
- Cabarrus County sees this as an employment area (light industrial, office and very limited retail) Cabarrus is trying to direct growth away from designated "preservation" areas, and into the town center area

Suggested Changes to Existing Plans

- Amend the *Northeast District Plan* to indicate that the neighborhood retail center should be located east of I-485 (The adopted plan does not specify in which quadrant of the interchange the center should be located)

Harrisburg Road

Transportation

Existing Plans for the Interchange Area

- The interchange is planned as a simple diamond
- Harrisburg Road is a 2-lane major thoroughfare and is not scheduled for widening
- Sidewalks have not been constructed on Harrisburg Road, nor are there any provisions for bicycling

Suggested Changes to Existing Plans

- Reconfigure the ramps north of the I-485 bridge
- Construct roundabouts at the Harrisburg Road/Reedy Creek Road and Harrisburg Road/I-485 South intersections Also, consider a roundabout at the Cambridge Commons Drive/Harrisburg Road intersection
- Change the designation of Harrisburg Road from I-485 to the county line to a minor thoroughfare on the Thoroughfare Plan
- Close Reedy Creek Road east of Harrisburg Road and provide a new connection north of the interchange

Land Use and Zoning

Existing and Planned Land Use/Zoning

- Land use in this area is primarily low density residential development The Bradfield Farms subdivision, south of the interchange area, includes approximately 1000 single family homes A grocery-anchored (Food Lion) shopping center is located south of the interchange
- The *East District Plan* shows residential development at this interchange, with the neighborhood retail center as developed The draft *Eastside Strategy Plan* does not recommend any additional retail
- Cabarrus County is proposing country side/rural residential because of limited sewer access

Suggested Changes to Existing Plans

- Clarify the adopted *East District Plan* to show that only the northwest quadrant of this interchange as appropriate for nonresidential uses

Albemarle Road

Transportation

Existing Plans for the Interchange Area

- The interchange is designed as a half cloverleaf (rail line poses a constraint to the south)
- Albemarle Road is a 4-lane major thoroughfare
- There are no sidewalks on this portion of Albemarle Road

Suggested Changes to Existing Plans

- Determine how access will be provided to the properties located south of railroad tracks
- Extend control of access on the south side of Albemarle Road, to the east and west beyond the interstate ramps

Land Use and Zoning

Existing and Planned Land Use/Zoning

- Land use in this area is primarily vacant and very low density residential development with limited convenience retail at Albemarle Road and NC 51
- Mint Hill plans call for a mixed use office park at this location The town is planning to do a more detailed plan for this area The vision is to have non-residential land uses along Albemarle between I-485 and NC 51, transitioning to residential east of NC 51
- The adopted *East District Plan* shows multi-family surrounding the north side of the interchange, but the draft Eastside Strategy Plan proposes to change the land use to mixed use/office to be consistent with the Mint Hill Plan

Suggested Changes to Existing Plans

- Support the recommendation in the draft *Eastside Strategy Plan* to change the future land use north of the interchange to office/light industrial (The adopted plan shows this area as multi-family)

NC 51 (Blair Road)

Transportation

Existing Plans for the Interchange Area

- The interchange is planned as a simple diamond
- Sidewalks have not been constructed on Blair Road in this area

Suggested Changes to Existing Plans

- Delay the construction of the interchange ramps until the area is more developed and the interchange is needed to relieve traffic congestion at Albemarle Road
- Widen NC 51 to four lanes from NC 218 to Albemarle Road

Land Use and Zoning

Existing and Planned Land Use/Zoning

- The predominant exiting land use is vacant with some low density residential development
- Mint Hill's land use plan shows 1-acre lots in areas without utilities and 1/2 acre lots in areas with utilities Most of the land in the interchange area does not currently have utilities
- Town land use plan is currently being updated

Suggested Changes to Existing Plans

- No changes recommended at this time

NC 218 (Fairview Road)

Transportation

Existing Plans for the Interchange Area

•The interchange is designed as a simple diamond

•Sidewalks have not been constructed on Fairview Road in this area

•A road project is planned to revise the NC 218 intersection with NC 51 and Wilgrove-Mint Hill Road Road

•The Bartlett Road intersection with NC 218 will not be relocated as originally proposed by NC DOT

Suggested Changes to Existing Plans

•Add a loop in the southwest quadrant of the interchange in the short-term Ultimately, an urban diamond interchange will be needed

•As development/rezonings are proposed, extend control of access along NC 218 from Bartlett Road to Brief Road

Land Use and Zoning

Existing Plans for the Interchange Area·

• The predominant exiting land use is low density residential and vacant in the interchange area A park is located in the southwest quadrant

• Union County has sewer service in this area Old Sycamore residential golf course community is developed at 2-3 dwelling units per acre

• Mint Hill's land use plan shows 1-acre lots in areas without utilities and 1/2 acre lots in areas with utilities Most of the land in the interchange area does not currently have utilities, but CMUD will extend water to I-485 and sewer will be provided within 10 years

• From the park towards downtown Mint Hill, some commercial, light industrial and office uses are called for

• Town land use plan is currently being updated

Suggested Changes to Existing Plans

• No changes recommended at this time

Lawyers Road

Transportation

Existing Plans for the Interchange Area

- The interchange is designed as a simple diamond
- Sidewalks have not been constructed on Lawyers Road in this area

Suggested Changes to Existing Plans

- Consider adding roundabouts at the interchange ramps at a later date
- Review alternative access to land locked properties in the northwest quadrant of the interchange

Land Use and Zoning

Existing and Planned Land Use/Zoning

- The predominant exiting land use is low density residential and vacant in the interchange area A golf course community has been developed south of the interchange, in Union County
- Mint Hill's land use plan shows 1-acre lots in areas without utilities and 1/2 acre lots in areas with utilities Most of the land in the interchange area does not have utilities
- Union County plans call for 1-2 dwelling units per acre in this area, with some office uses further from the interchange
- Town land use plan is currently being updated

Suggested Changes to Existing Plans

- No changes recommended at this time

Idlewild Road

Transportation

Existing Plans for the Interchange Area

•The interchange is designed as a simple diamond

•Sidewalks have not been constructed on Idlewild Road in this area

•Idlewild Road is identified for widening in the 2020 Transportation Plan

Suggested Changes to Existing Plans

•Add a loop in the northeast (assuming I-485 runs east/west) quadrant of this interchange Ultimately, a second loop will be needed

•Construct a median with no openings between I-485 and Stallings Road

•Relocate Stallings Road to align with Hook Road

Land Use and Zoning

Existing and Planned Land Use/Zoning

•The predominant existing land use is low density residential and vacant in the interchange area At NC 51, a low density townhouse development has been approved along with some limited commercial uses An elementary/middle school complex has been proposed north of NC 51 near Margaret Wallace Road

•Matthews and Mint Hill have agreed to keep the land use as low density single family from the interchange north to NC 51

•South of the interchange, in Union County, plans call for a mixture of office/institutional and office/business park land uses

•Town land use plans are currently being updated

Suggested Changes to Existing Plans

•No changes recommended at this time

US 74 (Independence Boulevard)

Transportation

Existing Plans for the Interchange Area

- The interchange is proposed as a partial cloverleaf with one directional ramp
- Independence Blvd is a 6-lane major thoroughfare and is identified as a mass transit corridor
- Sidewalks have not been constructed on Independence Blvd or on Campus Ridge Road in this area

Suggested Changes to Existing Plans

- Amend the Thoroughfare Plan to extend Independence Pointe Parkway across I-485 to Tank Town Road/Matthews-Indian Trail Road
- Amend the Thoroughfare Plan to extend McKee Road to Campus Ridge Road and make Campus Ridge Road a thoroughfare from the McKee Road Extension to Tank Town Road/Matthews Indian Trail Road
- Construct a grade separation where Matthews-Mint Hill Road crosses US 74
- Construct the Northeast Parkway from Windsor Square Shopping Center to Matthews-Mint Hill Road (at Moore Road)

Land Use and Zoning

Existing and Planned Land Use/Zoning

- A mixture of office, warehouse and residential is proposed in the northwest quadrant, nearest the interchange Further from the interchange is predominantly developed with commercial land uses
- The new CPCC campus is located in the southwest quadrant A mixed use development (850,000 sq ft) is proposed south of the CPCC campus, for 86 acres off of Ridge Road, to include a residential component adjacent to existing neighborhoods transitioning to office/warehouse closer to the interchange
- The northeast quadrant is primarily residential, along with Butler High School The southeast is a mix of office commercial residential vacant and industrial
- The Matthews Land Use Plan, adopted in 1998, indicates the future land use in the area consistent with the above existing and proposed developments

Suggested Changes to Existing Plans

- No changes recommended at this time

John Street

Transportation

Existing/Proposed

- The interchange is proposed as a simple diamond
- John Street is a 2-lane major thoroughfare Widening John Street to 4 lanes ranks #10 on the 2020 Transportation Plan
- Sidewalks have not been constructed on John Street in this area
- A proposed minor thoroughfare, north of the interchange, would link Independence Blvd with the proposed extension of Independence Pointe Parkway

Suggested Changes to Existing Plans

- Prohibit full median openings on John Street from the proposed minor thoroughfare (north of I-485) to the Duke Power substation driveway, except at I-485
- Include as part of the Transit Connectivity Analysis (that will be done as part of the Transit Corridor Study), the extension of the greenway from Squirrel Lake Park to the transit station

Land Use and Zoning

Existing and Planned Land Use/Zoning

- The predominant exiting land uses are vacant and residential close to the interchange
- The northwest quadrant is zoned for development of a shopping center A current development proposal for this site includes 25,000 sq ft of commercial, a 100 room hotel, 20,000 sq ft of office/apartments (this could be office or apartments), and 250 apartments
- Habitat homes and a public works building are being built in the northeast quadrant, near the railroad tracks (transit corridor) There is also a proposal for single family development in this quadrant nearest the interchange
- There is a proposal for office park or light industrial development in the southeast quadrant
- The Matthews Land Use Plan, adopted in 1998, indicates the future land use in the area immediately surrounding the interchange as low density residential, with the shopping center in the northwest quadrant

Suggested Changes to Existing Plans

- No changes recommended at this time

Weddington Road

Transportation

Existing Plans for the Interchange Area

- The interchange is planned as a half cloverleaf, is funded, and is scheduled for construction beginning in 2006
- Weddington Road and McKee Road are both 2-lane major thoroughfares and are not identified for widening in the 2020 Transportation Plan
- Sidewalks have not been constructed on either McKee or Weddington Roads
- Although there is a lot of bicycling in this area, the roads are not designed to facilitate bicycle travel

Suggested Changes to Existing Plans

- Complete a transportation planning study on Weddington Road from Pleasant Plains Road to Tilley Morris Road to determine possible improvements to make this narrow, winding road safer for motorists, pedestrians and bicyclists

Land Use and Zoning

Existing and Planned Land Use/Zoning

- North of the interchange is mainly developed as single family with some vacant tracts zoned for low density single family development
- South of the interchange, to McKee Road is an existing grocery-anchored shopping center with a planned addition of 70,000 to 100,000 sq ft of additional office and retail (for a total of 127,500 sq ft retail, 167,000 sq ft office and 88 bed assisted living), a large YMCA recreational facility, Helenic Park, single family homes, and low density residentially zoned vacant land
- South of McKee Road is a mixture of newly developing single family and multi-family residential at about 8 units per acre Most of the vacant land is currently zoned for low density residential development
- Most of the undeveloped land in the interchange area is shown as single family on land use plans

Suggested Changes to Existing Plans

- No changes recommended

Providence Road

Transportation

Existing Plans for the Interchange Area

- This interchange was built as a simple diamond The addition of two loops, in the northeast and southwest quadrants, will be completed by 2003
- The widening/realignment of Providence Road to four lanes, between NC Highway 51 and Ballantyne Commons Parkway, is underway and is scheduled to be completed in 2001
- Widening of the section of Providence Road south of I-485 is planned to begin in 2004
- Sidewalks do not exist on Providence Road in this area

Suggested Changes to Existing Plans

- Phase the Providence Road widening project to construct the section from I-485 to Providence Country Club as early as possible
- Implement the transportation and land use recommendations provided in the draft *Providence Road/I-485 Area Plan Update* (April 1999)

Land Use and Zoning

Existing and Planned Land Use/Zoning

- The properties closest to the interchange are zoned for commercial and moderate density housing (up to 12 units per acre) Some of these properties have been developed while others remain vacant Most of the remainder of the area is zoned for single family and institutional uses, and much of the land north of the interchange is developed with single family subdivisions
- Two rezoning petitions for non-residential development have been submitted for this area One proposal is for a 450,000 sq ft retail center in the northwest quadrant of the interchange The other petition is requesting office development for a site on the west side of Providence Road, south of the interchange
- A land use plan was adopted for this interchange in 1990 and amended in 1993 A process to update this plan has been underway since July of 1998 Staff recommendations from that process (the draft Providence Road/I-485 Area Plan) were presented to the public in February and April and the draft plan will be reviewed by the Planning Committee of the Planning Commission in April

  The draft plan addresses land use, public facilities, transportation, and community design It proposes density changes to a number of residential properties (It recommends reducing the number of higher density residential properties and increasing the base density for the area from 3 to 4 units per acre) The draft plan also proposes that the northwest quadrant of the interchange be developed with a retail center, instead of office, hotel, and highway commercial uses The plan proposes design guidelines for both residential and non-residential development

Suggested Changes to Existing Plans

- Implement the transportation and land use recommendations provided in the draft *Providence Road/I 485 Area Plan Update* (April 1999)

Rea Road

Transportation

Existing Plans for the Interchange Area

•Interchange is opened and constructed as a diamond with two loops

•The extension of Colony Road, north of the interchange, and Rea Road, south of the interchange, are scheduled to begin this year (1999)

•Sidewalks exist along most of Rea Road in the interchange area However, sidewalks are needed on the bridge over I-485

•A coordinated traffic signal system is proposed/underway on Rea Road

Suggested Changes to Existing Plans

•Prohibit any additional median openings on Rea Road from Ballantyne Commons Parkway to Piper Glen Drive

Land Use and Zoning

Existing and Planned Land Use/Zoning

•The Piper Glen community is the predominate land use north of the interchange This community includes a 60,000 sq ft grocery-anchored shopping center off of Rea Road, as well as approximately 2,323 residential units

•Immediately south of the interchange is the new Stonecrest shopping center (467,000 sq ft) Across from Stonecrest, 550,000 sq ft of office, 50,000 sq ft of retail and 393 residential units have been approved (some is currently under development)

•Much of the vacant land south of the interchange is zoned for residential development The multi-family zoning ranges from 8 to 20 units per acre, with the majority in the 8-12 range The single family is generally zoned at 3 units per acre

•North of the interchange is mainly developed as single family with some vacant tracts zoned for low density single family development

•Land use plan shows a regional shopping center at this location with office and multi-family uses transitioning to single family further from the immediate interchange area

Suggested Changes to Existing Plans

•No changes recommended

Johnston Road

Transportation

Existing Plans for the Interchange Area

- State only constructed partial interchange here
- Johnston Road is planned to be extended to NC 51 This project is funded and scheduled to begin in 2001
- Pedestrian access is restricted on Johnston Road south of I-485

Suggested Changes to Existing Plans

- Extend control of access on Johnston Road from I-485 to Community House Road
- Make funding available for the Community House bridge over I-485 to be constructed when development completes Community House Road from I-485 to Johnston Road
- Provide pedestrian access north and south of I-485 via Community House Road
- Connect Endhaven Lane to Community House Road and implement appropriate roadway improvements and traffic calming measures on Endhaven Lane

Land Use and Zoning

Existing and Planned Land Use/Zoning

- South of this interchange is the 2000 acre Ballantyne mixed use development (fill sq ft) Currently, this development includes 443,000 sq ft of office, 325 single family and 838 multi-family units, and employs 1,700 workers When complete, the development will have a total of 5363 residential units, 590,000 sq ft of retail and 5,415,000 sq ft of office
- North of the interchange is currently undeveloped, but multi-family is planned in the northeast and a combination of office/retail/hotel in the northwest A new school is also planned northeast of the interchange
- Land use plans indicate multi-family and office for the area immediately north of the interchange

Suggested Changes to Existing Plans

- Development north of I-485 should be designed as a mixed-use village with access off of Community House Road

NC 51 (Pineville-Matthews Road)

Transportation

Existing Plans for the Interchange Area:

- Interchange is open
- No sidewalks exist along NC 51 in this area
- Dorman Road could provide a back door to Heritage USA/South Carolina

Suggested Changes to Existing Plans

- Encourage Carolina Place Mall to consider funding a special ramp from eastbound I-485 into the mall
- Complete an access management study for NC 51 between the State Line and Carmel Road As part of this study, look at access to Park Road and Carolina Place Mall from I-485 west
- Encourage development of the proposed greenway in this area to provide greater accessibility for pedestrians and bicyclists

Land Use/Zoning

Existing and Planned Land Use/Zoning

- Carolina Place Mall (1 1 mil sq ft), the Centrum Shopping Center (320,000 sq ft) and associated retail and commercial uses dominate the existing land use pattern at this interchange
- Potential for expansion of mall as well as additional retail along Park Road north of interchange
- Predominantly single family residential southeast of interchange
- Pineville's draft land use plan shows heavy commercial west of interchange and office/light industrial with some medium density residential northeast of the interchange
- Residential is shown on Charlotte-Mecklenburg plans for land use southeast of the interchange

Suggested Changes to Existing Plans

- No changes recommended

US 521 (Polk Street/South Blvd.)

Transportation

Existing Plans for the Interchange Area

- Interchange is open and is a diamond with two loops
- U S 521 is a major 4 lane thoroughfare
- Sidewalks exist along US 521 north of I-485 From the interchange area south, the sidewalk network is incomplete

Suggested Changes to Existing Plans

- Re-evaluate the need for signals at both interstate ramps
- Complete the sidewalk system on Polk Street from I-485 to the Pineville town center
- Develop a streetscape plan for the Polk Street/I-485 area to create a "gateway" to Pineville
- Add landscaping at Interstate ramp areas

Land Use and Zoning

Existing and Planned Land Use/Zoning

- Commercial uses/zoning line US 521
- Northeast and southeast of the interchange is a large concentration of retail/commercial uses including Carolina Pavilion Shopping Center (874,000 exiting square feet), several restaurants, a multi-plex cinema, and additional free-standing retail (i e ,Jumbo Sports) and a recreation facility (Celebration Station)
- Northwest of the interchange are some convenience retail as well as some residential areas, including the Sterling Neighborhood
- Southland Industrial Park is southwest of the interchange and includes some vacant land
- Land use plans show most of the area north of the interchange as commercial and multi-family, transitioning to industrial nearer Westinghouse Blvd
- Industrial and heavy commercial is shown in Pineville's draft land use plan for the area south of the interchange

Suggested Changes to Existing Plans

- No changes recommended

Westinghouse Boulevard

Transportation

Existing Plans for the Interchange Area

- Sidewalks have not been completed on Westinghouse Boulevard in this area, but they have been funded
- Westinghouse is a 4-lane major thoroughfare

Suggested Changes to Existing Plans

- The State has not included construction of this interchange as part of the I-485 project Ultimately, this interchange will not be needed and should be considered for removal from the Mecklenburg-Union Thoroughfare Plan

Land Use and Zoning

Existing and Planned Land Use/Zoning

- Much of the land in this area is vacant Vulcan Materials is located north of this interchange
- The majority of the area around this interchange is shown as industrial on the adopted land use plan

Suggested Changes to Existing Plans

- No changes recommended

Interstate 77 South

Transportation

Existing Plans for Interchange Area

- The interchange is open and is experiencing congestion problems during peak travel times
- South Carolina is widening I-77 to 8 lanes at the state line These 8 lanes will feed into 6 lanes in North Carolina
- I-77 widening to 10 lanes between Uptown and the South Carolina state line ranks highly in the 2020 Transportation Plan

Suggested Changes to Existing Plans

- Although the general recommendations state that internal connectivity between land uses/developments should be encouraged near all interchanges, this is particularly important at "freeway to freeway" interchanges These interchanges are unique in that surrounding properties can not be accessed from the interchange road, since it too is a freeway
- Design new development with access a greater distance away from the interchanges that serve those properties where possible

Land Use and Zoning

Existing and Planned Land Use/Zoning

- Large land uses in this area include General Tire, Royal Insurance, and Ramblewood Park
- Most of the land in the immediate area is zoned for business or industrial uses
- South of the interchange is shown as industrial on the adopted land use map North of the interchange is shown as office

Suggested Changes to Existing Plans

- No changes recommended

NC 49 (South Tryon)

Transportation

Existing Plans for the Interchange Area

•The existing interchange design is a diamond with one loop

•State is widening NC 49 to multi-lanes from Tyvola Road to the South Carolina state line

•Sidewalks have been constructed on the east side of NC 49 in this area, including on the I-485 bridge

•A coordinated traffic signal system will be provided on NC 49

Suggested Changes to Existing Plans

•Add a second loop to the interchange (northeast quadrant) Ultimately, this interchange will need to be an urban diamond

•As site plan amendments/rezonings are proposed, encourage greater connectivity between land uses within the Whitehall development

Land Use/Zoning

Existing and Planned Land Use/Zoning

•The Whitehall development encompasses much of the interchange area It includes 500,000 sq ft of commercial uses currently under construction, approximately 2 9 million sq ft of office and industrial development, 246 single family units, and 1647 multi-family units

•The planned development described above is reflected on the adopted land use plan which shows industrial, office and residential uses in this area from NC 49 to the Arrowood Road interchange

Suggested Changes to Existing Plans

•No changes recommended

Arrowood Road

Transportation

Existing Plans for the Interchange Area

•The interchange is built as a simple diamond

•Arrowood Road is a partially opened 4-lane major thoroughfare It is under construction between NC 49 and I-485

•Sidewalks have not been constructed on Arrowood Road in this area

Suggested Changes to Existing Plans

•Add two loops to the simple diamond interchange

•Reconstruct the bridge to accommodate sidewalks

•As development/rezonings are proposed, extend control of access along Arrowood Road to Sandy Porter Road

•Construct left-overs on Arrowood Road at Whitehall Park Drive

•Determine how a roadway connection can be provided between Whitehall Park Drive and Sandy Porter Road

Land Use and Zoning

Existing and Planned Land Use/Zoning

•The Whitehall development extends from the NC 49 interchange to the Arrowood Road interchange It includes 500,000 sq ft of commercial uses currently under construction, approximately 2 9 million sq ft of office and industrial development, 246 single family and 1647 multi-family units The commercial uses are oriented to the NC 49 interchange

•Olympic High, Kennedy Middle, and Steele Creek Elementary schools are located northwest of the interchange

•Much of the land north of the interchange is vacant and zoned for low density residential development

•The land north of the interchange is currently shown as appropriate for residential and park development on the adopted land use plan The draft *Westside Strategy Plan*, however, proposes the future land use north of the interchange as office, and a combination of office, business park and industrial uses because of its location within the airport noise contours

Suggested Changes to Existing Plans

•Support the land use recommendations for this interchange provided in the draft *Westside Strategy Plan*

NC 160 (Steele Creek Road)

Transportation

Existing Plans for the Interchange Area

•The interchange will have two loops off of NC 160 onto I-485

•Wallace Neal Road is planned to be reconstructed, by the Airport, as a frontage road on the east side of I-485

•Shopton Road and Dixie River Road may be aligned at NC 160

•Alignment of Sam Wilson/NC 160 Connector is not determined

•Sidewalks have not been constructed on Steele Creek Road in this area and are not proposed as part of the I-485 project

•NCDOT will widen Steele Creek Road to 3 lanes north of the interchange to Shopton Road

Suggested Changes to Existing Plans

•Align Shopton Road and Dixie River Road at NC 160

•As development/rezonings are proposed, limit access along NC 160 between Shopton Road and Shopton Road West

Land Use and Zoning

Existing and Planned Land Use/Zoning

•Most of the land in this area is currently zoned/developed as low density single family with some commercial and industrial at Shopton and Steele Creek Roads

•The land northeast of the interchange is currently shown as appropriate for residential and commercial development on the adopted land use plan, with the other quadrants shown as primarily single family residential The draft *Westside Strategy Plan*, however, proposes the future land uses around the interchange as primarily non-residential (office, industrial, business park) with some mixture of multi-family residential

Suggested Changes to Existing Plans

•Support the land use recommendations for this interchange provided in the draft *Westside Strategy Plan*

•Support the development of an Airport Area Transit and Land Use Study as recommended in the draft *Westside Strategy Plan*

West Boulevard

Transportation

Existing Plans for the Interchange Area

- The interchange is planned as a simple diamond
- West Boulevard is planned to be re-aligned and extended to I-485
- Wallace Neal Road is planned to be reconstructed as a frontage road on the east side of I-485
- Alignment of Sam Wilson/NC 160 Connector is not determined
- Sidewalks do not exist on West Boulevard in this area, and are not proposed on the bridge over I-485

Suggested Changes to Existing Plans

- Extend control of access along West Boulevard Extension from the interchange to Steele Creek Road (NC 160)
- Access for the future retail center should be provided from Steele Creek Road only, not West Boulevard

Land Use and Zoning

Existing and Planned Land Use/Zoning

- Most of the land in this area is currently zoned/developed as low density single family with some light industrial uses nearer to the airport
- The land northeast of the interchange is currently shown on the adopted land use plan as appropriate for industrial/office development, with the other quadrants shown as primarily parks and low density residential A neighborhood shopping center is also shown at this interchange The draft *Westside Strategy Plan*, however, proposes the future land uses around the interchange as primarily non-residential (office, industrial, business park), with open space The neighborhood center is shown in the southeast quadrant

Suggested Changes to Existing Plans

- Support the land use recommendations for this interchange provided in the draft *Westside Strategy Plan*
- Support the development of an Airport Area Transit and Land Use Study as recommended in the draft *Westside Strategy Plan*

Status Report of Children's Services Network

Annette Nikonovich
Executive Director

April 20, 1999

Status Report of Children's Services Network

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Executive Director

April 20, 1999

Why am I here?

- Report on the Status of CSN
- Discuss information needs regarding community resources
- Propose a plan to meet those needs

Original Charge of CSN

- Track children's services
- Facilitate system change
- Facilitate problem solving re children's issues
- Consult providers to improve efficiency & effectiveness
- Encourage collaboration
- Eliminate duplication of services & identify gaps

Where are we a decade later?

- Children are higher on our community agenda
- Needs of children must be holistically addressed
- Outcome measurement is used to determine effectiveness of programs
- Technology has changed dramatically
- Partnering is essential

Children are Higher on Our Community Agenda

Evidence includes:

- Success By Six
- Four year old preschool (Bright Beginnings)
- 50% by 2000 (teen pregnancy reduction initiative)
- United Way's Focus on Children & Youth
- Smart Start
- Child Protection and Fatality Prevention Team

Technology Has Changed

Databases in our community include:

- United Way Information & Referral
- City/County Customer Service & Information
- Char Meck Library
- CMS – School Partners Database
- Smart Start Home Visitation
- Adolescent Services
- M-CAP Directory of Youth Services
- Substance Abuse Treatment Providers
- **Many, Many others**

Quotable Quotes

- *"Charlotte is a resource-rich community"*
- *"It is so difficult to know what's available"*
- *"Maintaining a database is a nightmare"*
- *"I wouldn't do it again if my life depended on it"*

What's Our Challenge?

- No standards and protocols for documenting community resources
- No common language
- Redundant information
- Many resources aren't documented

What's Our Opportunity?

- Create a "yellow pages" of human services a ***Community-Shared Database***
- Establish standards & protocols
- Classify/categorize human services

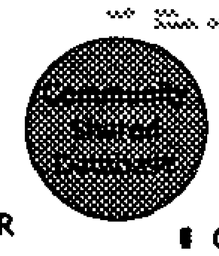
A Community-Shared Database

- **Would:**
  - Help set standards & protocols
  - Be a source of community resource information - online and hardcopy
  - Be a resource for community assessments

A Community-Shared Database

- **Would Not:**
  - Play a community planning role
  - Evaluate or render opinions regarding duplicative services or program effectiveness
  - Case manage clients

Users of a Community-Shared Database



- The United Way I&R
- Community Police Officers
- School Counselors
- Family & Juvenile Court Counselors
- City/County Customer Service & Information
- Community Residents
- Community Agencies
- Advocacy Groups

How do we make this work?

Must Have

- Broad-based community support
- Support of Funders
- Multi year funding

Must Be

- Viewed as a community resource
- Responsive to the needs of the community

Who Supports the Concept?

- Foundation for the Carolinas
- United Way of Central Carolinas
- Family Courts System
- Charlotte Chamber of Commerce

Action Requested

- Support that CSN continue to facilitate this initiative
- Allow residual CSN funds to be used as seed money for this initiative

Status Report of Children's Services Network

Annette Nikonovich
Executive Director

April 20, 1999

Ovens Auditorium Box Office	335 3100
Overgrown/Trashed Lots City	336 2673
Park & Recreation / Events	336 5800
Reservations	336-4200
Administration	336 3854
Park & Ride	336-7433
Parking Tickets To Pay	375 3177
Police Information	353 1000
Police Records / Reports	336 848
Potholes City	336-2930
County	596 6900
Recycling City	336 2673
County	336-6087
Register of Deeds	336-2443
Rezoning	336-2205
RideShare	336-7433
Road Maintenance	
County & State	596-6900
School Bus	
Breakdowns / Problems	343-5046
Routes Call School Directly	
School Information	379-7010
Sewer Backups	357-6064
Shelter for Battered Women	332 2513
Sidewalks	336-3893
Social Security	800-772 1213
Social Services	336-3150
Special Transportation -City	336-2637
County	336-4547
Storm Drain Cleaning	336-2930
Storm Water Issues	336 7246
Street Cleaning	336 2673
Street Closings	336 3893
Street Lights City	336 3893
County	336-3718
Towed Vehicles	336 7600
Tax Office	336 4600
Traffic Citations	347 7809
Traffic Signals/Signs City	336 3893
Towed Vehicles	336 7600
Unemployment Employement Security	
Commission	342-6131
United Way info & referral	377 1100
Veterans Services	336-2102
Vice/Drugs Hotline	336-8423
Victim Assistance	336-2190
Voter Registration	336-2133
Warrant Issuing	347 7844
Water/Sewer Bills	336 2211
Water Leaks	336-2564
Water Quality	336-7600
Weather	570-1000 / 570-6463
Welfare-Social Services	336-3150
Yard Waste Collection	336-2673
Zoning Permits/Violations	336-3569

When you don't know who to call the City-County Customer Service & Information Center can assist 336-7600

CS&IC 7/98

CHARLOTTE

Frequently Called Numbers

Courtesy of the City-County Customer Service & Information Center

336-7600

Emergency	
Police Fire or Medic	911
Dangerous Dog Hotline	336-3840
Poison Control	355-4000
Non-emergency	
Police - Information	353-1000
Fire	336-2441
Medic	336-3401
Customer Service & Information Center	
City / County	336-7600
Abandoned Cars/Junk City	336-2673
County	336-3835
Airport Information	359-4013
Alarm Ordinance	800-773-2673
Animal Control / Shelter	336-3786
Aquatic Center	336-3483
Backflow Prevention	391 5145
Better Business Bureau	527-0012
Birth/Death Certificates	
prior to 1913	919-733-3526
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Building Permit/Inspections	336-2831
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DMV Brookshire-Tags	399-8306
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Gun Permits	336-3664
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Housing Code Enforcement	
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County Jobs Hotline	336-3535
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Independence Arena	
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Jury Pool	347 7804
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Hours of Service	336-2066
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Mosquito Control	336-5101
Noise Control	911

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- Elected Officials

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- Clothing and Furniture
- Housing
- Homeless Crisis
- Holiday Assistance
- Transportation

Consumer Services
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Criminal Justice/Legal Services
- Legal Assistance
- Crime Prevention
- Tax Assistance
- Ex-Offender Services

Education
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Neighborhood Environmental Quality
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- Non Profit After School Alliance and Members
- Churches and Faith Communities
- Mentoring
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- Crisis Intervention
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- Outpatient
- Support Groups

Organizational/Community Services
- Neighborhood Organizations
- Community Centers
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Frequently Called Numbers

Basic Needs

Food

Food Stamps ----------353-1500

Housing / Shelter

Housing Authority ----------336-5183
Housing Code Enforcement
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Bus Information ----------336-3366

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Complaints

Better Business Bureau ----------527-0012
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Business License----------336-6315
Cable TV Complaints----------336-2288
Complaints – City / County ----------336-7600
Damage Claims----------336-3301

Licenses, Permits, Records, Zoning

Birth/Death Certificates
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1913-present ----------336-4799
Divorce Records----------347-7814
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Graffiti Hurts Hotline----------336-7600
Highway Patrol----------547-0042
Jail / Sheriff ----------336-2543
Immigration & Naturalization ----------523-1704
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Potholes
City ----------336-2930
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City ----------336-3893
County----------336-3718

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- County ---------- 336-3835

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Garbage Collection – City ---------- 336-2673

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Illegal Sewer Discharge ---------- 394-9284

Water Leaks ---------- 336-2564

Water Quality ---------- 336-7600

Health Care

Income Security and Employment

City Jobs Hotline ---------- 336-3968

County Jobs Hotline ---------- 336-3535

Employment Security Commission ---------- 342-6131

Job Link Centers
- *Downtown Location* ----------
- South Boulevard ----------
- Other ----------

Social Security Office ---------- 800-772-1213

Social Services ---------- 336-3150

Veterans Services – File Disability ---------- 336-2102

Welfare – Social Services ---------- 336-3150

Individual and Family Life

Coroner / Medical Examiner ---------- 336-2005

Mental Health Care & Counseling

Detoxification (Substance Abuse) ---------- 336-3067

Health Dept Clinic Appoints ---------- 336-6500

Mental Health Emergencies ---------- 358-2800

Organizational / Community Services

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- City Manager ---------- 336-2241
- City Council / Mayor ---------- 336-2241
- Council Agendas ---------- 336-2247

County Government
- County Manager ---------- 336-2472
- County Commission ---------- 336-2472
- Commission Agendas ---------- 336-2559

Federal Government Information -- 800-688-9889

Election Office ---------- 336-2133

Voter Registration ---------- 336-2133

Community Centers and Recreation

Amay James Center ----------

Aquatic Center ---------- 336-3483

Coliseum Box Office ---------- 357-4801

Convention & Visitors Bureau ---------- 331-2700

Convention Center ---------- 339-6000

Chamber of Commerce ---------- 378-1300

Discovery Place ---------- 372-6261

Independence Arena Box Office ---------- 335-3100

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Central Piedmont Community College Library ----------

Public Law Library ----------

Information Services

Child Care Resources ----------

United Way – Information & Referral ---------- 377-1100

Weather ---------- 570-1000 / 570-6463

Cabarrus • Mecklenburg • Union

COMMUNITY WORKS

Presentation to Charlotte Mecklenburg Joint Luncheon April 20, 1999

The challenge

To maximize the use of capital and human resources in the delivery of human services and to ensure the community remains aware of emerging needs.

Assumptions

- There are opportunities to improve the delivery of health and human services.
- There are opportunities to integrate and coordinate existing community collaborations and planning initiatives.
- Additional collaboration and improved information systems would benefit clients and heighten donor satisfaction.

April 20, 1999 CommunityWorks 3

Goals

- Provide access to comprehensive community data and information resources.
- Provide the forum for setting priorities and needs.
- Institute and sustain a culture of collaboration.

April 20, 1999 CommunityWorks 4

CommunityWorks Model

Goals

- Provide access to comprehensive data and resources ➡ *(information resource)*
- Provide forum for setting priorities ➡ *(problem focused)*
- Institute a culture of collaboration ➡ *(leadership for change)*

Action Plan

- Develop standards of excellence for information systems.
- Coordinate collection and reporting of community indicators.
- Facilitate the development and maintenance of systems standards.
- Plan community forum on human services priorities.

Current Initiatives

- **Working with service provider groups to develop model for community-wide networks** focused on collaboration, information resources, and communication
- **Coordinating development of community consensus on desired outcomes and indicators by focus area** (early childhood, older adult wellness, economic independence)

Current Initiatives

- **Improving access to I & R information through the internet.**
- **Working with Homeless Services Network to enhance planning-implementation cycle** to achieve outcomes.
- **Researching other community information systems** to develop model for organizing and delivering best practices resources.

A Sample Social Indicators Project

- **Minnesota Milestones**
  - **Outcomes measurement model used by government, business & non-profits to understand where the state is headed.**
  - **19 major goals; 70 indicators of *progress toward goals.***
  - **Since 1990 progress has been made on seven goals; has reversed on two; and is mixed on the remaining.**

Children and Youth

- **Outcome: *A greater proportion of children will be born to healthy mothers.***
- **Indicators:**
  - ***1st trimester prenatal care***
  - **Low birth weight babies**
  - **Infant mortality rate**

Charlotte-Mecklenburg Early Childhood

- **Outcome:** ***A greater proportion of children are ready for school.***
- **Indicators to be tracked:**
  - **Student scores on Dial R.**
  - **End of grade scores.**
  - **Parental involvement in school activities.**

SAMPLE

Expected Outcomes

- **Community consensus** on social indicators.
- **Recurring community dialogue** on current and emerging issues.
- **Collaborative design, funding and implementation** of services.
- **Enhanced information network** of community services.