



Newell-South Neighborhood Neighborhood Improvement Plan

Public Involvement Brochure • June 2008





CHARLOTTE.
NEIGHBORHOOD
DEVELOPMENT



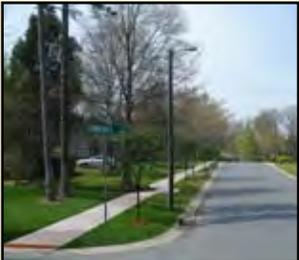
Dear Residents:

In November of 2006, voters approved a \$25 million Neighborhood Improvement Bond package. These bonds will be used for the city's Neighborhood Improvement Program (NIP). The NIP is designed to revitalize, stabilize, and maintain infrastructure in existing neighborhoods.



Some of the key NIP components include the installation of new curb and gutter, sidewalks, storm drainage, street lighting, landscaping, asphalt paving, and neighborhood participation.

I want to personally thank you for your participation in the public involvement process for the Newell-South neighborhood. As a result of your participation, this document will be used to prioritize the infrastructure needs in your neighborhood as we work to make it a more desirable place to live, work, and play.



I encourage you to stay involved in the months and years ahead as we work to make Newell-South a place you can always call home.

Sincerely,

Stanley D. Watkins
Key Business Executive
Neighborhood Development



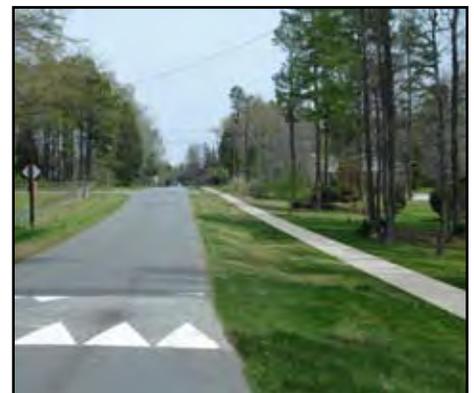
Introduction

Neighborhood Improvement Program

Since 1990, the City of Charlotte has been taking actions to revitalize, stabilize, and maintain infrastructure in established neighborhoods. The Neighborhood Improvement Program (NIP) provides established neighborhoods with the minimum level of infrastructure consistent with the needs and character of the area. It addresses health, safety, and appearance related to infrastructure needs, and leverages other public and private investments in the area.

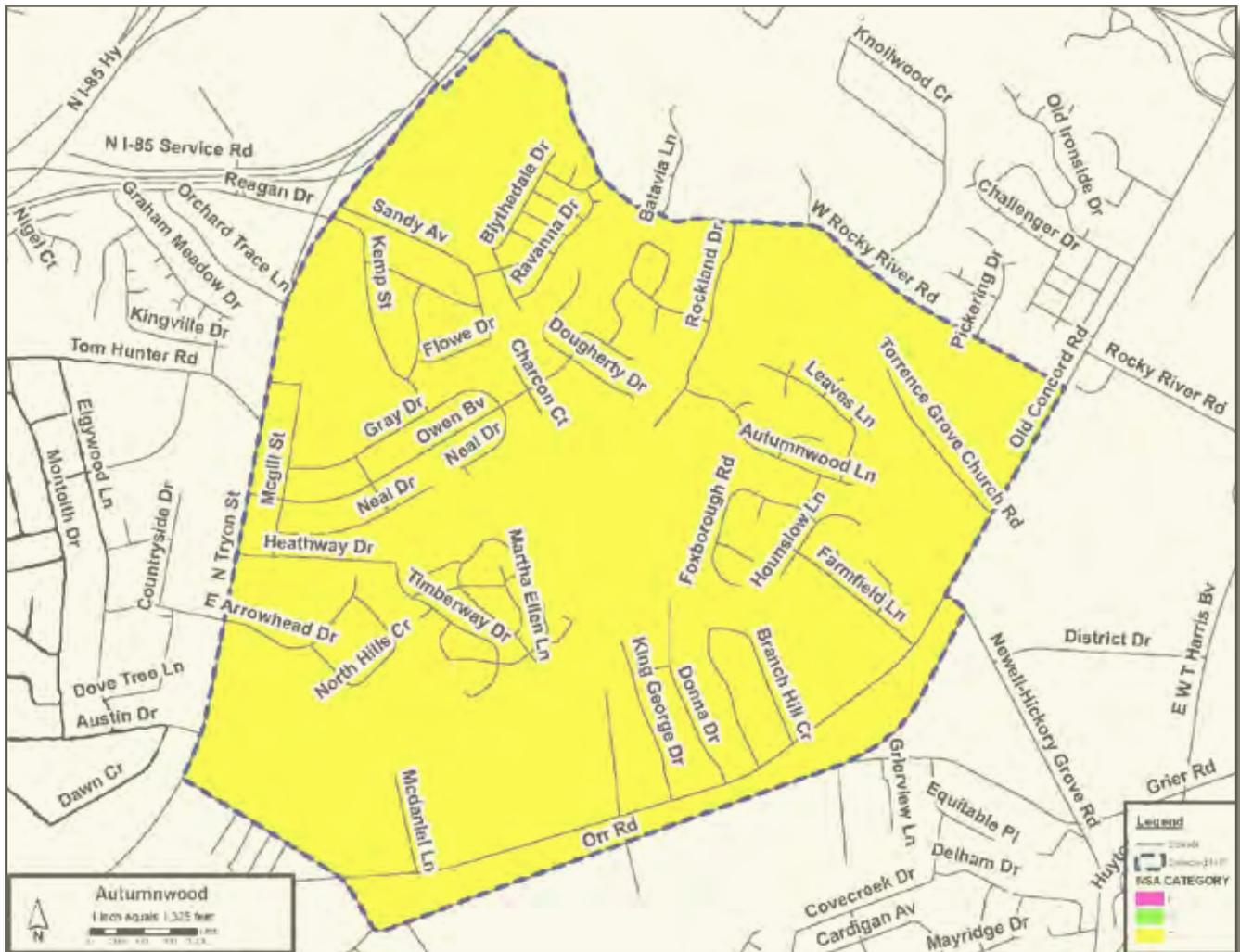
Implementation of the NIP projects will take approximately four years. Upon completion of the planning phase in the first year, project design will last another year. After completion of final project design plans, residents will be contacted in the following year by a City of Charlotte property acquisition agent should a portion of their property be affected by the project plans. Construction of neighborhood improvements will take approximately one year after right-of-way acquisitions are finalized. This document provides a record of the project planning phase for the Newell-South neighborhood in Northeast Charlotte, and it outlines the Newell-South Neighborhood Improvement Plan. The Neighborhood Improvement Plan establishes the conceptual framework for the Newell-South NIP project that will proceed to the project design phase.

The City of Charlotte identified \$2 million of NIP funding available for infrastructure investment within the Newell-South neighborhood. The public involvement process for the Newell-South Neighborhood Improvement Plan began on June 28, 2007, when the City of Charlotte, its consultants, and the Newell-South neighborhood residents participated in the first of a series of neighborhood planning workshops. Through the neighborhood planning workshop process, the Newell-South neighborhood residents identified and prioritized neighborhood infrastructure improvements to best serve the needs of the neighborhood promoting its safety, walkability, and health. As a result of this planning process, a consensus was achieved that will help the residents and the City of Charlotte to improve the quality of life in Newell-South by effectively advancing the Neighborhood Improvement Plan presented herein following.



The Neighborhood

Location and History



Like much of reconstruction-era Mecklenburg, the Newell area was once a disperse collection of cotton, corn, and tobacco farms scattered along Old Concord Road, the original 19th century farm-to-market road connecting Charlotte and Concord. In the 1880s, the area's eventual namesakes, William Burns Newell and "Squire" John A. Newell, along with their brother-in-law, N. W. Wallace, began buying up tracts of this farmland between Back Creek and Old Concord Road and along the former North Carolina Railroad. In 1892, W.B. Newell and N.W. Wallace capitalized on the accessibility of their farmland to both Old Concord Road and the railroad by

constructing a successful country store near the intersection of Old Concord Road and present day Rocky River Roads. The Newell family soon became prominent farmers, merchants, and local politicians, and their small crossroads commercial center flourished as the heart of northeast Mecklenburg County's farming community well into the early twentieth century.

Today, Newell is a community poised on the brink of transition. While its southern boundary is dominated by aging industrial and commercial uses along the North Tryon and Old Concord Road corridors, Newell's northern

and eastern edges are experiencing rapid office and residential growth typical for its University City location. Caught between the two is a large pocket of low-density, older suburban single-family residential development. This area, which includes the site of the historic Newell “village center,” is a key area of concern for Newell as it seeks to build on its rural crossroads community roots.

The “rural” feel of the 3,052-acre Newell study area is due predominantly to its low-intensity residential character and unusually high percentage (over 30 percent) of vacant land. Low density single-family development accounts for 30 percent of the existing land use, and close to 60 percent of the property in the study area is zoned for single-family residential housing. Houses typically range from 30 years to less than a year in age; however, there are several early 20th century farmhouses along Old Concord and Rocky River Roads. Only one of these homes is registered as a historic landmark (the WB Newell House). Most of the residential subdivisions in the Newell study area have been constructed since the 1940s and were designed around automobile accommodations.



Subdivisions contain numerous cul-de-sacs with no connectivity or street hierarchy and limited pedestrian or bicycle amenities.

Commercial uses along North Tryon are typified by both older (circa mid-1970s) and newer strip-type shopping centers with parking in front and service entry behind. There is also a regional “big box” commercial area at the corner of Harris Boulevard and North Tryon Street. Multi-family development is concentrated along Harris Boulevard. These existing apartment communities are designed so they turn their back on the Newell community. Several complexes are gated, and all are typified by large expanses of surface parking with no external pedestrian connectivity.

The headwaters of both Back Creek and Toby Creek, which are part of the Yadkin drainage basin, originate in and drain through the study area. Toby Creek empties into Mallard Creek just east of the University of North Carolina at Charlotte campus, and Back Creek continues past the study area and into Cabarrus County before joining the Rocky River east of Harrisburg.

Source: Newell Area Plan: Concept Plan and Implementation Guidelines; Charlotte-Mecklenburg Planning Commission, August 26, 2002

Neighborhood Quality of Life Study

The Neighborhood Quality of Life Study divides the city into 173 neighborhood statistical areas (NSAs) in order to examine 20 neighborhood variables collected from local databases maintained by the City of Charlotte, Mecklenburg County, and Charlotte-Mecklenburg Schools. The study converts the individual statistical values into NSA neighborhood-ranking categories – stable, transitioning, and challenged. This research demonstrates that Newell-South falls in the category of “transitioning”. Transitioning NSAs are around average on most dimensions, but also display a weakness in one or more of the dimensions. This status can indicate an improving or declining position relative to other Charlotte NSAs.



Quality of Life Historical Data

NSA 139 Autumnwood

Quality of Life Index		2000	2002	2004	2006	Difference	2006
Rating		Stable	Stable	Transitioning	Transitioning	Between 2000-2006	City-Wide
Profile Variables	Population	3,421	2,906	3,196	2,283	(1,138)	656,983
	Youth Population	845	786	884	647	(198)	168,188
	Number of Housing Units	716	737	842	904	188	281,358
	Area (Acres)	1,346	1,346	1,344	1,344	(2)	150,093
	Median Household Income	\$56,222	\$70,843	\$50,589	\$49,529	(\$6,693)	\$46,082
	Average House Value	\$107,177	\$136,726	\$120,126	\$129,972	\$22,795	\$192,844
Analysis Variables	Social Dimension						
	% of Persons over Age 64	13.6%	6.9%	6.9%	8.4%	(5.2%)	8.8%
	Average Kindergarten Score	2.8	2.8	2.9	2.8	(0.0)	2.9
	Dropout Rate	6.5%	3.7%	8.9%	4.3%	(2.2%)	4.2%
	% of Children Passing Competency Exams	52.8%	86.3%	62.2%	67.5%	(18.8%)	79.2%
	% of Births to Adolescents	6.8%	6.0%	9.4%	3.3%	(3.5%)	6.0%
	Crime Dimension						
	Violent Crime Rate	0.7	0.9	1.1	1.5	0.8	1.0
	Juvenile Crime Rate	0.6	0.2	0.5	1.2	0.6	1.0
	Property Crime Rate	0.7	1.1	1.2	1.4	0.7	1.0
	Physical Dimension						
	% Substandard Housing	7.3%	0.0%	0.0%	1.6%	(5.7)	0.8%
	% Homeowners	88.0%	86.8%	83.5%	82.4%		54.5%
	Projected Infrastructure Improvement Costs	\$1,354,642	\$1,557,839	\$1,700,000	\$2,379,150	\$1,024,508	N/A
	% of Persons with Access to Public Transportation	10.9%	8.1%	17.0%	6.8%	(4.1%)	55.6%
	% Persons with Access to Basic Retail	0.0%	0.0%	0.0%	0.0%	0.0%	18.0%
	Pedestrian Friendliness Index	Low	Low	Low	Low	No Change	Low
Economic Dimension							
% of Persons Receiving Food Stamps	0.0%	4.1%	5.4%	12.3%	12.3%	8.7%	
% Change in Income	3.5%	6.8%	1.9%	1.0%		1.1%	
% Change in Housing Value			2.0%	2.7%		1.2%	

Source: <http://www.charmeck.org/qol/cwac.htm>

Public Participation

First Public Workshop

Newell-South Neighborhood Improvement Program Public Meeting June 28, 2007				
LEGEND				Identified as top five preferred projects by each group
				Identified as possible alternative projects by each group
Previously Recommended Projects	Group 1/2	Group 3/4	Group 5/6	
Old Concord Road Sidewalk				
Owen Boulevard Sidewalk				
Creekstone Place Sidewalk				
Blue Rock Drive Sidewalk				
Rockland Drive Sidewalk				
Autumnwood Lane Sidewalk				
Farmfield Lane Sidewalk				
Donna Drive Sidewalk				
Rocky River Road Sidewalk				
Donna / Rockland Street Connection				
Knollwood / Woodsman Connection				
Torrence Grove Church Road Extension				
Pickering Street Extension				
Pickering / Old Concord Connector				
North Tryon Street Sidewalks				
Old Concord Road Sidewalks				
Farmfield / Butternut Sidewalks				
Rockland Drive Sidewalk				
Kemp Street Sidewalk				
Project Identified at Public Meeting				
Erosion Control (along Toby Creek)				
Old Concord Road Bike Lanes				
Signal at Old Concord and Rocky River				
Sidewalk / Speed Control along Sandy Avenue				
Greenway / Sidewalk in the Blue Rock Road / Rockland Drive Area				
Culvert under Rockland Drive at Rocky Road				
Curb and Gutter along Rockland Drive and Rocky River Road Opposite of New Development				
Street Lights along Stonehill Court				

The first public meeting for the Newell-South Neighborhood was held on June 28, 2007 at Newell Presbyterian Church. The project team gave an overview of the city's Neighborhood Improvement Program and reviewed previously identified projects for the neighborhood area. In 2002, city staff along with members of the Autumnwood community, identified improvements during the Newell small area planning efforts.

After a brief presentation, the meeting attendees were divided into three work groups. Each group was asked to select their top five projects from the list of the previously recommended project for the neighborhood. This list of recommended projects included sidewalk and roadway and bicycle lane improvements. Maps and other handouts were used to aid each work group in creating their priority list. Groups also had the option of adding new projects to the recommended list. A representative from each group presented their results. All selected projects were combined into a prioritized list of projects that will be used in moving forward (see list at left).

First Community Workshop
Date held: June 28, 2007

Second Community Workshop
Date held: October 25, 2007

Third Community Workshop
Date held: June 19, 2008

All workshops were held at the Newell Presbyterian Church from 6:30 p.m. - 8:30 p.m.

Project Needs Issues Identified by Meeting Attendees

Sidewalks

Owen Boulevard
Creekstone Place
Blue Rock Drive
Rockland Drive
Autumnwood Lane
Donna Drive
North Tryon Street
Kemp Street

Stormwater

Erosion Control along Toby Creek
Replace Culvert under Rockland Drive at Rocky River Road

Traffic Calming

Speed Control along Sandy Drive

Greenway

Connection to Future Toby Creek
Greenway in Blue Rock Road/
Rockland Drive Area

Bicycle Lanes

Old Concord Road

Street Connection

Donna Drive to Rockland Street

Curb & Gutter

Rockland Drive
Rocky River Road

Street Lighting

Stonehill Court

Second and Third Public Meetings

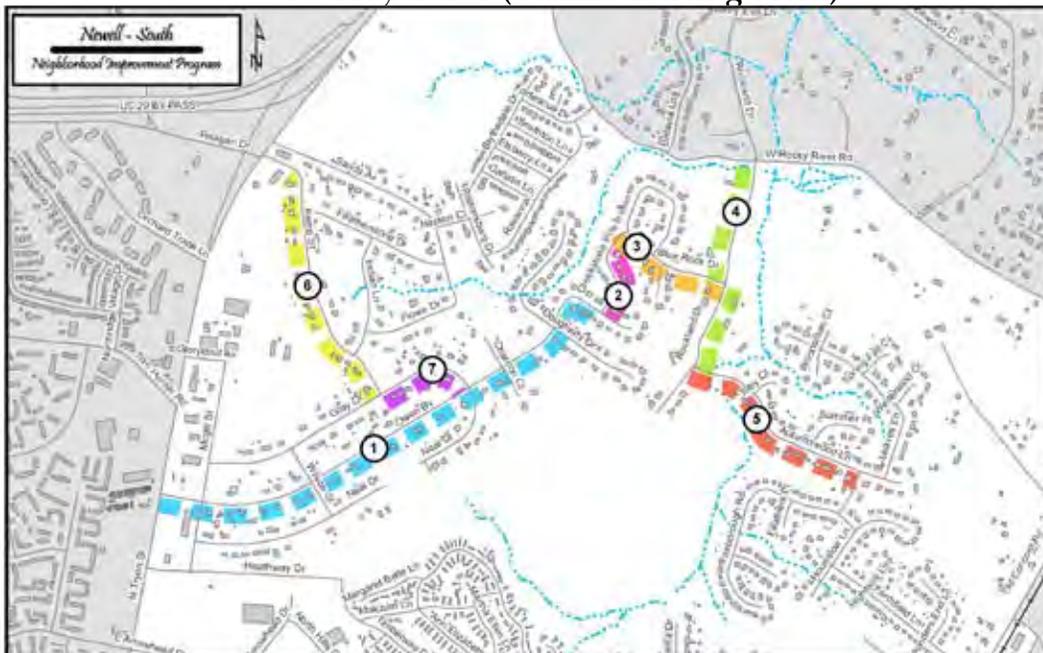
Second Public Meeting: The project team gave a presentation which recapped the first public meeting plus presented results of the top priority projects previously selected by neighborhood residents. The selected projects from the first public meeting were grouped into different project packages (A thru E). Attendees were given ballots to vote on which project package they preferred to see move forward into conceptual design. The presentation was followed by a question and answer session where attendees were given the opportunity to provide input on the final selection of project alternatives.

Using the input received from attendees, along with staff's input and the available funding considerations, package D was selected to move forward into conceptual design (see package description below). A complete list of each project package and a more detailed description of each project in package D, is provided on pages 10 through 13.

Third Public Meeting: The project team presented the recommended alternative for each individual project in package D and gave a brief explanation of the Real Estate Acquisition process. Photographs of existing and proposed typical sections were shown to help attendees visualize how new sidewalk may look behind a curb or existing ditch within their neighborhood. The presentation was followed by a question/answer session where attendees were given the opportunity to provide comments and suggestions on the proposed projects. After the question/answer session, attendees were able to review the exhibits of the proposed improvements and ask questions one-on-one with project team members.

Package D

1. Owen Boulevard Sidewalk (behind existing ditch)
2. Creekstone Place Sidewalk (behind existing curb with planting strip)
3. Blue Rock Drive Sidewalk (behind existing curb with planting strip)
4. Rockland Drive Sidewalk (behind existing ditch)
5. Autumnwood Lane Sidewalk (behind existing curb with planting strip)
6. Kemp Street Sidewalk (behind existing ditch)
7. Gray Drive (behind existing ditch)



Package A

Owen Boulevard Sidewalk (New Curb with Planting Strip)
Creekstone Place Sidewalk (Behind Existing Curb with Planting Strip)
Blue Rock Drive Sidewalk (Behind Existing Curb with Planting Strip)
Rockland Drive Sidewalk (New Curb with Planting Strip)
Autumnwood Lane Sidewalk (Behind Existing Curb with Planting Strip)
Donna Drive Sidewalk (New Curb with Planting Strip)
Kemp Street Sidewalk (New Curb with Planting Strip)
Sandy Avenue Sidewalk (New Curb with Planting Strip)

Package B

Owen Boulevard Sidewalk (Behind Existing Ditch)
Creekstone Place Sidewalk (Behind Existing Curb with Planting Strip)
Blue Rock Drive Sidewalk (Behind Existing Curb with Planting Strip)
Rockland Drive Sidewalk (Behind Existing Ditch)
Autumnwood Lane Sidewalk (Behind Existing Curb with Planting Strip)
Donna Drive Sidewalk (Behind Existing Ditch)
Kemp Street Sidewalk (Behind Existing Ditch)

Package C

Owen Boulevard Sidewalk (New Curb with Planting Strip)
Creekstone Place Sidewalk (Behind Existing Curb with Planting Strip)
Blue Rock Drive Sidewalk (Behind Existing Curb with Planting Strip)
Rockland Drive Sidewalk (New Curb with Planting Strip)

Package D

Owen Boulevard Sidewalk (Behind Existing Ditch)
Creekstone Place Sidewalk (Behind Existing Curb with Planting Strip)
Blue Rock Drive Sidewalk (Behind Existing Curb with Planting Strip)
Rockland Drive Sidewalk (Behind Existing Ditch)
Autumnwood Lane Sidewalk (Behind Existing Curb with Planting Strip)
Kemp Street Sidewalk (Behind Existing Ditch)
Gray Drive Sidewalk (Behind Existing Ditch)

Package E

Owen Boulevard Sidewalk (Behind Existing Ditch)
Creekstone Place Sidewalk (Behind Existing Curb with Planting Strip)
Blue Rock Drive Sidewalk (Behind Existing Curb with Planting Strip)
Rockland Drive Sidewalk (Behind Existing Ditch)
Autumnwood Lane Sidewalk (Behind Existing Curb with Planting Strip)
Donna Drive Sidewalk (Behind Existing Ditch)

Estimated Construction Costs

Package A	\$3,000,000
Package B	\$1,800,000
Package C	\$1,500,000
Package D	\$1,400,000
Package E	\$1,300,000

The Plan

(Package D)

Project Descriptions

1 *Owen Boulevard (Tryon to Dougherty)*

- Place a 5-ft sidewalk on east side behind existing ditch.
- Existing street lighting on east side may provide additional safety for pedestrians.
- Will need to meander around some mature trees and existing landscaping on either side.



1 *Owen Boulevard (Dougherty to Creekstone)*

- Place an 8-ft planting strip and a 5-ft sidewalk on the east side behind existing valley curb.
- Existing trees near curb form a natural planting strip.
- Steep driveways on the west side would be difficult to tie back to existing.
- Existing street lighting on east side may provide additional safety for pedestrians.



2 *Creekstone Place (Owen to Bluerock)*

- Place an 8-ft planting strip and a 5-ft sidewalk on the east side behind existing valley curb.
- Steep driveways on the west side would be difficult to tie back to existing.
- Placing sidewalk on the east side would provide a continuous sidewalk from Owen Boulevard.

3 *Blue Rock Drive (Creekstone to Rockland)*

- Place an 8-ft planting strip and a 5-ft sidewalk on the south side behind existing valley curb.
- An existing neighborhood entrance sign is located on the north side near Rockland. Can avoid impacting this sign by placing sidewalk on south side.
- Will have the opportunity to improve sight distance at the Rockland intersection by placing sidewalk on the south side.
- Placing sidewalk on the south side would provide a nice continuous sidewalk from Creekstone Place.





Rockland/Blue Rock Intersection - Before



Rockland/Blue Rock Intersection - Proposed

4 *Rockland Drive (Autumnwood to Blue Rock)*

- Place a 8-ft planting strip and a 10-ft sidewalk (multi-use trail) on east side behind new curb.
- Placing sidewalk on the west side would require a significant amount of excavation.
- Switch from east side to west side at Blue Rock intersection.

4 *Rockland Drive (Blue Rock to W. Rocky River)*

- Place a 5-ft sidewalk on west side behind new curb.
- Utilize retaining wall to minimize excavation.
- Placing sidewalk on the east side would require a significant amount of fill.



5 *Autumnwood Lane (Rockland to Buttermere)*

- Place an 8-ft planting strip and a 5-ft sidewalk on the south side behind existing valley curb.
- South side of Autumnwood is flatter, easier construction.
- More trees on north side. Avoiding impacts to trees would create a wide planting strip which would require reconstructing several driveways and constructing retaining walls.

6 *Kemp Street (Tryon to Gray)*

- Place a 5-ft sidewalk on west side behind existing ditch.
- May need to fill ditch and pipe in some areas. This would improve frontage of yards.

7 *Gray Drive (Kemp to Oven)*

- Place a 5-ft sidewalk on north side behind existing ditch.
- More potential utility conflicts on south side.

Acknowledgements

City Council Members

Pat McCrory, Mayor

Michael Barnes	Patsy Kinsey
Susan Burgess	John Lassiter
Nancy Carter	James Mitchell, Jr.
Andy Dulin	Edwin Peacock
Anthony Foxx	Warren Turner

Key Business Executives

Curt Walton
City Manager

Stanley Watkins
Neighborhood Development

Debra Campbell
Charlotte-Mecklenburg Planning Commission

Danny Pleasant
Charlotte Department of Transportation

Jeb Blackwell
Engineering & Property Management

Doug Bean
Charlotte-Mecklenburg Utilities

Keith Parker
Charlotte Area Transit System

Residents

Beth Andrews	Deborah Dickens	Mike Hay	Lax Patel
Jolene Baker	Elmer Dryden	Vincent & Joyce Hicks	Robin Perry
Tiffany Barnes	Gabriel Duran	George Hodge	Peggy Plyler
Barry Bickley	Mark Ervin	Michael Hudson	Rick Ramsen
Mike & Ginny Blavatt	Jon Finn	Eula Johnson	Dan Reichert
Paul Bottiglio	Chasity Finley	Nell Kelley	Ross Ritchie
Brad Busiek	James Gadd, Sr.	Ciara Lilly	Dennis Rochelle
Jimmy Bustle	Travis & Sarah Gass	Chris Litaker	Olga Ross
Randy Brown	Jose Gomez	Harry Litaker	Bernard Schneider
Amy & Mike Clark	Vickie Goudy	Ernest McClain	Leisha Schult
Kim & James Cook	Shawn Gray	Jim & Shirley McLaughlin	Yvonne Shelton
Brandon & Kim Cooper	Mary Greene	Bill Miller	Jack Smith
Chris Cooper	Peggy Griffie	Ben & Elaine Moose	Najeedah Stover
Agnes Corkill	Johnny Griffin	Deborah Moser	Richard Suddreth
Larry Creed	Brandy Hagler	Cara & Jens Mueller	Kad Vang
Gail Christenbury	Susan Hartsell	John Neilson	
Stan & Amelia Dawson	James Hawks		

NIP Project Team

Manson Bruce	Rick Hiner, PE	Kourtnie Vincent
Greg Cole, PE	Michael Holt, PE	Veronica Wallace, PE
Mark Cole, PE	Fred Hunter	Theresa J.L. Watley
Gwen Cook	Carl Jarrett	Ashton Watson
Kathleen Cornett	William Jones	
Mike Davis, PE	Greg Kolat	
Michael Dozzi, PE	Pamela Lopez	
Charlenea Duncan	Gina Schaar, PE	
Cedric Elder	Brad Taylor, PE	

Visit the Newell-South Neighborhood Website

- Log on to www.charmeck.org
- Click on Departments
- Click Engineering & Property Management
- Click on Projects
- Click on Neighborhood

Next Steps

This report represents completion of the planning phase of the Newell-South Neighborhood Improvement Plan. As next steps, Engineering and Property Management staff will work with the project consultants to design the various neighborhood improvements. Actual construction of the project is dependent on voter approval of the 2010 neighborhood improvement bonds. Please check the city's website (www.charmeck.org) for periodic updates on the project.

For other concerns from the workshops not addressed in the Newell-South Neighborhood Improvement Plan, please dial "311" to contact the following departments or programs:



Neighborhood Improvement	Source (other than NIP)
Improve Street Lighting	Charlotte Department of Transportation
Eliminate Vagrants	Charlotte Police Department
Pedestrian Signal Maintenance	Charlotte Department of Transportation
Replace Damaged Street Signs	Charlotte Department of Transportation
Eliminate Truck Traffic	Charlotte Department of Transportation
Construct Gateway Treatments	Neighborhood Development Matching Grant Program
Toby Creek Greenway	Mecklenburg County Park and Recreation
Demolish Boarded Up/Unsafe Houses	Neighborhood Development
Install Roadside Signage	Charlotte Department of Transportation
Enact Code Enforcement (overgrowth)	Neighborhood Development
Reduce Power Lines	Duke Power
Increase and/or Eliminate Bus Stops	Charlotte Area Transit
Open Ditches/Creek Overgrowth	Stormwater Services

For Future Concerns Contact:

Pamela Lopez
 Neighborhood Services Supervisor
 Neighborhood Development
 704.336.2735

Theresa J.L. Watley
 Senior Project Manager
 Engineering and Property Management,
 Engineering Services
 704.336.5268