

Comprehensive Community Investment Summary Report

*Whitehall/Ayrsley Area
January 2016*



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Executive Summary

The City of Charlotte’s Community Investment Plan (CIP) is a long-range investment program intended to provide transformative community investments. The Comprehensive Neighborhood Improvement Program (CNIP) is a new approach combining the City of Charlotte’s Neighborhood Improvement Program and Business Corridor Revitalization Program to comprehensively address community needs consistent with the goals of the City’s CIP.

The Whitehall/Ayrsley area was selected for the CNIP because it is an emerging high growth area in need of increased connectivity to regional nodes and employment centers. The area is described in the *Steele Creek Area Plan* as developed with mainly office and industrial land uses housing large employers that attract workers from all over the region. The area has a relatively strong and diverse economy, containing nearly twice as many jobs as households with a large influx of daily commuters. Housing in the area is typically newer and somewhat more owner-occupied-single-family than the City overall. Owner-occupied homes are typically of moderate value and a large number of single-family homes are rental units. Newer developments have incorporated retail and residential uses. A market analysis confirms the Whitehall/Ayrsley area is an important component of the regional economy.

Projects to be funded by CNIP were selected through a community engagement process:

STEP 1: Define the Area and Get Community Insight

The first community engagement activities focused on gathering public input on the deficiencies, needs and aspiration of the area, and identifying projects that address those concerns.

STEP 2: Get Focused: Community Identifies Highest Priorities

Participants at the second community meeting were asked to identify their top ten priority projects from the 59 CNIP-eligible projects identified in Step 1.

STEP 3: Rank Identified Projects

The project team ranked each project according to Stakeholder Input, CIP Goals, Vehicular Mobility, Pedestrian/Bicycle Connectivity, Predicted Usage, Place-Making Opportunities, and Consistency with the *Steele Creek Area Plan*.

Results: Six projects, totaling \$33.4M, were selected. These projects will provide a well-connected network of streets, sidewalks, greenways and bike lanes throughout the area to benefit all users – pedestrians, bicyclist, and motorists.

SELECTED PROJECTS
Brown-Grier Road/Arrowood Road Upgrades
Sandy Porter Road Upgrades
Steele Creek Greenway
Westinghouse Blvd Sidewalk/Multi-use Path
S. Tryon St/Whitehall Park/Ayrsley Town Blvd Intersection Improvement
Ayrsley Town Blvd Traffic Calming

An analysis of the potential economic and fiscal impact of the selected projects concludes these investments could add more than 2,000 jobs, nearly 300 homes, and nearly 1,000,000 additional square feet of office, retail and industrial space to the Whitehall/Ayrsley area, increasing tax revenues by \$4 million annually.

Next Step: Move Forward with Planning and Design on Selected Projects

While ongoing funding for CNIP is dependent on passage of future bond referendums expected in 2016, 2018 and 2020; some funds from the voter-approved 2014 bond referendum are available to begin planning and design as well as minor construction for the selected projects.

Program Goals: Improving Communities

Community Investment Plan

The City of Charlotte's Community Investment Plan is a long-range investment program intended to provide transformative community investments. It is a holistic approach to community investment that leverages public infrastructure and private investments, sustains Charlotte's assets, and addresses a broad array of existing community needs to create Charlotte's future. The overall goal of the Community Investment Plan is to invest in projects that generate the most benefit and impact to our entire community in the following ways:

- Creating jobs and growing the tax base
- Leveraging public and private investment
- Enhancing public safety
- Enhancing transportation choices and mobility
- Ensuring housing diversity
- Providing integrated neighborhood improvements

INVESTMENT STRATEGY

Connect the Pieces

Make the area more attractive and inviting for people to want to live closer to where they work.

Comprehensive Neighborhood Improvement Program

The Comprehensive Neighborhood Improvement Program (CNIP) is a new approach, combining the City of Charlotte's Neighborhood Improvement Program and Business Corridor Revitalization Program to comprehensively address community needs consistent with the goals of the City's Community Investment Plan. It is a long-range investment program designed to transform our neighborhoods and strengthen our City's regional, national and global competitiveness. The comprehensive program enhances the City's ability



to implement area plans, heighten collaboration with other public and private partners, leverage multiple investments, and catalyze change. What is unique about CNIP is its comprehensive or "complete" approach to place-making by fostering vibrant, diverse, and economically strong communities with a highly connected network of streets around activity nodes that include a mix of office, retail, and residential land uses.

The goals of this comprehensive approach include:

- A well-connected network of streets, sidewalks, greenways, and bike lanes that link to and enhance existing community assets;
- Easy accessibility to transit and the larger regional network of streets;
- Better connections between neighborhoods and major employment, institutional, and retail areas;
- Successful public/private partnerships that leverage investments and catalyze changes occurring in neighborhoods;
- Greater coordination with public safety, code enforcement, social services, and education; and
- Enhanced engagement with residents in determining which investments meet our collective aspirations.

Program Goals: Improving Communities

Whitehall/Ayrsley Goals

The Whitehall/Ayrsley area was selected for the CNIP because it is an emerging high growth area in need of increased connectivity to regional nodes and employment centers. Within the Whitehall/Ayrsley Focus Area, the Programs' goal is to leverage assets within the Ayrsley and Berewick mixed-use

developments, capture the value of natural amenities in the Steele Creek Greenway and along the Catawba River, and enhance the employment momentum from Charlotte-Douglas International Airport and the Arrowood Road business corridor.

STRATEGIC GOALS

Enhance Walkability

Increase Mobility Options

Improve Streets

Foster Place-Making



Whitehall/Ayrsley Area

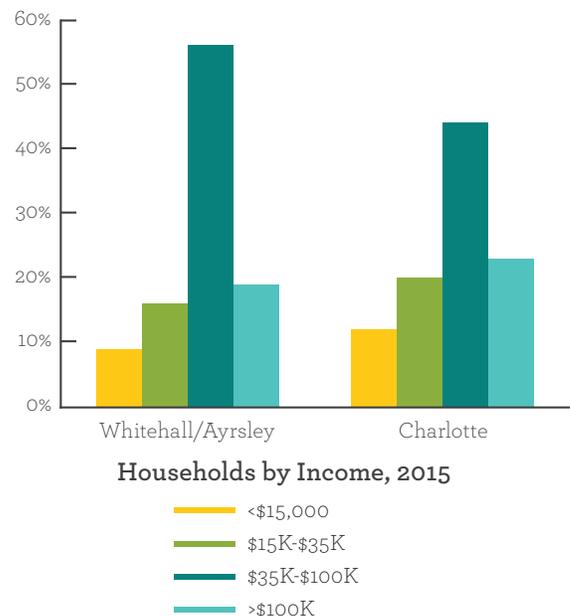
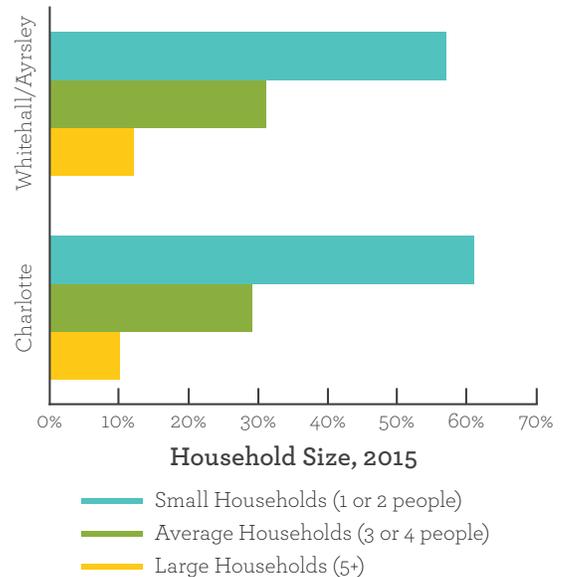
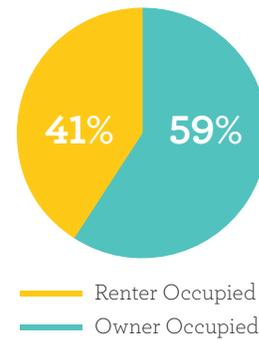
The Whitehall/Ayrsley CNIP area, as illustrated in Figure 1, is generally bounded by I-485, Coffey Creek, Ayrsley, Westinghouse Boulevard, Shopton Road West, and the Catawba River. It includes the Westinghouse industrial corridor; parts of the Berewick development; the Whitehall and Ayrsley developments; and the neighborhoods along Sandy Porter Road, Steele Creek Road and Brown-Grier Road.

Market Analysis

A Market Analysis Baseline Report (see Appendix A) was prepared for the area to document population and household trends, employment and income patterns, and the performance of key sectors of the real estate market. This report demonstrates that the Whitehall/Ayrsley area is an important component of the regional economy due to its proximity to Charlotte-Dougllass International Airport, I-77, I-485 and I-85, as well as its direct access to Uptown Charlotte. The area is described in the *Steele Creek Area Plan* as developed with mainly office and industrial land uses housing large employers that attract workers from all over the region. Housing in the area is typically newer and somewhat more owner-occupied-single-family than the City overall. Owner-occupied homes are typically of moderate value and a large number of single-family homes are rental units. Newer developments have incorporated retail and residential uses.

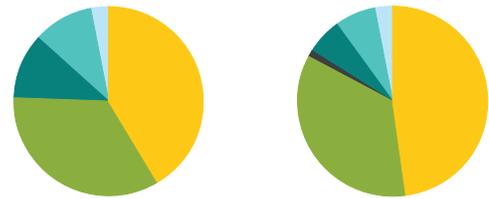
Study Area Housing	
AGE OF HOUSING	
Units built since 2000	3,458
Units built 1980-2000	1,918
Units built pre-1980	1,264
TYPE OF HOUSING	
Single Family	4,635
Multi-Family	1,990

Housing Occupancy



Whitehall/Ayrsley Area

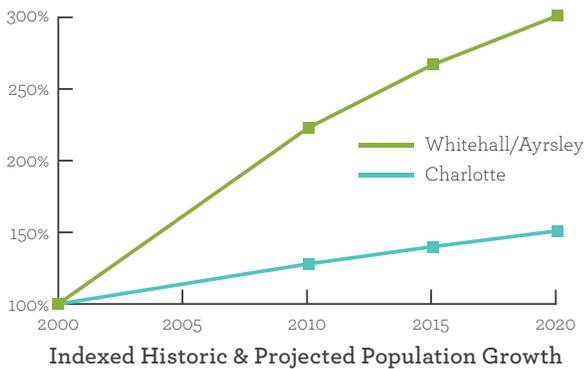
The area has grown rapidly over the past decade and sports a relatively strong and diverse economy. It contains nearly twice as many jobs as households with a large influx of daily commuters. The area's demographics are similar to the City's overall population and household profile, trending somewhat more middle class and ethnically diverse. The commercial real estate market is healthy with a broad mix of uses, weighted toward industrial, but also including Class A office and unique retail offerings. The area is dominated by an auto-focused environment with very little pedestrian access between land uses.



Whitehall/Ayrsley

Charlotte

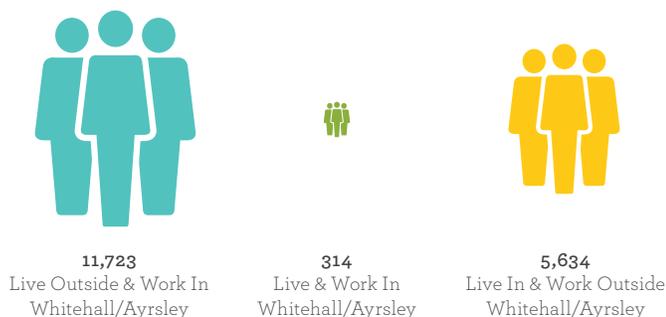
Population by Ethnic Group, 2015



Employment by Sector



Employment Inflow/Outflow



Whitehall/Ayrsley Area

The area's diverse land use leads to multiple identities rather than a regionally-recognized single moniker. Urban, human-scaled transportation system enhancements that accommodate pedestrians, bicyclists, public transit users, and vehicular traffic combined with unique and desirable amenities for residents and local employees can promote place-making within the area.

The Whitehall/Ayrsley CNIP area includes both industrial and mixed-use activity centers, and has experienced tremendous population and employment growth since 2000.

However the area lacks:

- Well connect street network, greenways, bike lanes
- Pedestrian network due to auto-oriented development
- Centralized focal points and gathering places

Potential CNIP projects should look to capitalize upon and leverage assets of the area including:

- Large employment center
- High growth and development in recent years
- Key activity nodes between Ayrsley Town Center, Whitehall Corporate Center, and the new Charlotte Premium Outlet Mall

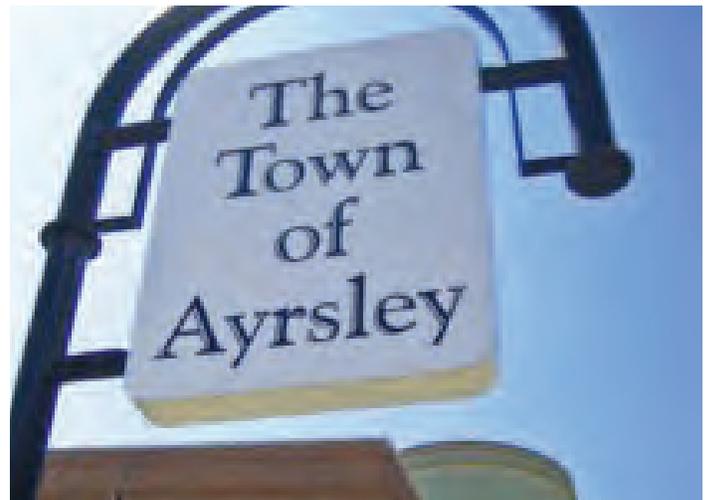


Figure 1: CNIP Study Area

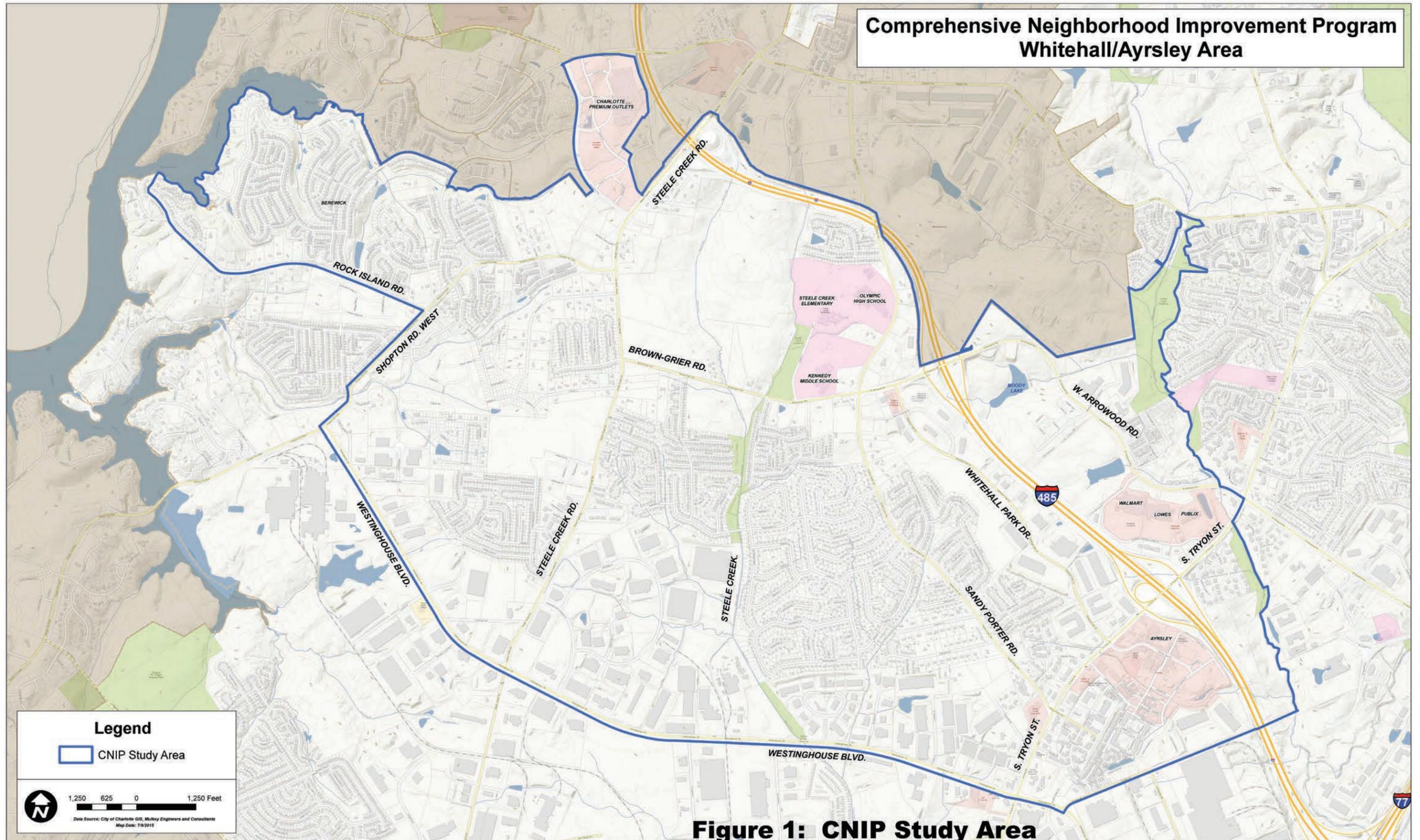


Figure 1: CNIP Study Area

Land Use Policy

Land use policy for the Whitehall/Ayrsley area has been refined over time through numerous studies. The most recent and comprehensive land use policy is contained in the *Steel Creek Area Plan*.

Southwest District Plan

The *Southwest District Plan*, adopted in 1991, first identified the need to establish a balanced land use pattern, preserve and enhance the character of existing neighborhoods, encourage low density residential use of the Catawba Riverfront, and maintain a balance between growth, infrastructure needs and environmental health on the City's west side. The Plan explicitly considered Charlotte-Douglas International Airport's projected noise contours to determine the compatibility of certain land uses. Within the Whitehall/Ayrsley area the plan included strategies to promote planned residential development, establish a mixed-use center at S. Tryon Street and I-485, and initiate environmental planning policies. The plan particularly encouraged acceleration of the widening of S. Tryon Street (NC 49) through the area and supported the Steele Creek Greenway.

Westside Strategic Plan

The *Westside Strategic Plan*, adopted in 2000 by Mecklenburg County and the City of Charlotte, identified concerns and developed priorities to address social, economic, and physical issues in the west Charlotte Area. The plan recognized the already fast-growing Westinghouse Boulevard industrial corridor, opportunities afforded by the completion of I-485, and the emergence of upscale housing along the Catawba River. It sought to maintain a good balance of land uses; change an often-associated negative image; improve the quality of education and condition of school facilities; retain employers; draw new jobs, business and quality housing; maintain and revitalize fragile and threatened neighborhoods; better link people to jobs through multi-modal transportation systems; provide public facilities similar to those found in other areas of the greater community; and improve the quality of the

natural environment in the area. Specifically the Plan developed strategies to obtain certain objectives identified for the district. Within the Whitehall/Ayrsley area these include:

- Identifying the Steele Creek Road widening as a "Very High Priority" road improvement project,
- Requesting planted median and landscaping as part of every roadway improvement project,
- Constructing sidewalks and bike lanes on all roadway projects and existing roads, and
- Accelerating construction of greenways.

Dixie-Berryhill Strategic Plan

The *Dixie-Berryhill Strategic Plan*, adopted in 2003, was prepared to encourage high quality mixed use development in an area encompassing the present day Berewick Community. True to the plan, Berewick consists of several residential villages (existing and proposed), an elementary school, a regional park, Charlotte Premium Outlets and a future mixed use Town Center.

GOAL

"Charlotte will continue to be one of the most livable cities in the country, with a vibrant economy, a thriving natural environment, a diverse population and a cosmopolitan outlook. Charlotteans will enjoy a range of choices for housing, transportation, education, entertainment and employment. Safe and attractive neighborhoods will continue to be central to the City's identity and citizen involvement key to its viability."

Centers, Corridors and Wedges Growth Framework, City of Charlotte. 2010.

Land Use Policy

General Development Policies

Charlotte's *General Development Policies* (GDP), updated beginning in 2001 and compiled in a single document in 2007, is based on a centers and corridors organizational framework. The GDP addresses four elements within the Whitehall/Ayrsley area: residential location and design, retail-oriented mixed/multi-use centers, environment, and infrastructure. Guiding Principles include:

- Designing development to accommodate pedestrians and bicyclists in addition to automobile drivers
- Encouraging mixed-use developments
- Protecting and enhancing the character of existing neighborhoods
- Encouraging a range of housing types and densities as well as integrating multi-family housing within the overall fabric of the larger neighborhood.
- Connecting land uses via sidewalks, paths and streets
- Encouraging redevelopment of existing commercial areas and new development in areas already zoned for specific development types
- Highly prioritizing protection of the natural environment in land use and development decisions
- Facilitating land uses that accommodate growth while respecting the natural environment
- Promoting and enabling environmentally sensitive site designs
- Considering environmental impacts, balanced with other land use and economic considerations
- Efficiently using existing and future infrastructure resources
- Coordinating growth with the provision of infrastructure
- Minimizing negative impacts when providing new infrastructure

Centers, Corridors and Wedges Growth Framework

The *Centers, Corridors and Wedges Growth Framework* adopted by the City in 2010 provided “an

overall vision for future growth and development” within the City’s Activity Centers, Growth Corridors and Wedges. This vision highlights the mixed-use activity center in the Ayrsley Town Center/Whitehall Commons vicinity and the industrial center along Westinghouse Boulevard. The remainder of the Whitehall/Ayrsley area is envisioned as consisting of residential neighborhoods.

The *Growth Framework* anticipates mixed-use activity centers as focal points for community activities, with a mix of cohesive pedestrian-oriented retail, office and civic uses and housing. Surrounding residential neighborhoods would be connected to activity centers by pedestrian and street networks. Industrial centers are intended as major economic generators with a strong employment focus. Wedges are proposed as areas where existing neighborhoods are preserved and enhanced and new neighborhoods are well-designed and supported by existing or proposed infrastructure. Multi-modal transportation is promoted to connect neighborhoods to all types of activity centers and growth corridors.

Steele Creek Area Plan

The *Steele Creek Area Plan* (2012) expands upon the Growth Framework to provide more specific direction to realize distinct goals for the Steele Creek Area. These goals include:

- A land use pattern that offers a mix of land uses and opportunities to live, work and recreate in close proximity.
- Development that promotes accessibility for pedestrians and cyclists while integrating green amenities and protecting environmentally sensitive features.
- A safe, accessible and efficient street network for all users.
- Public facilities to maintain and improve service levels to area residents.
- Environmentally sensitive land development practices that enhance the area’s land, air, and water quality.

Previous Study Recommendations

The *Steele Creek Area Plan* also identified key opportunities and constraints to achieving its stated Vision Statement.

Key opportunities include:

- Proximity to the Catawba River
- Interstate highway access
- Preservation of neighborhoods and natural Environmental features
- Convenience of activity centers for shopping, entertainment and employment
- Parks and greenways

Constraints include:

- Impact of increased development on the natural environment
- Lack of public facilities
- Lack of local street connectivity

Within the Whitehall/Ayrsley area, the *Steele Creek Area Plan* identified **specific transportation improvements** as a means to achieve the vision for the area:

- **Sandy Porter Road**
 - Farm-to-Market Upgrade
- **Brown-Grier Road**
 - Widen Key Thoroughfare (2-4 lanes)
- S. Tryon Street
 - Widen Key Thoroughfare (4-6 lanes)
- **Steele Creek Road**
 - Widen Key Thoroughfare (2-4 lanes)
- Westinghouse Boulevard
 - Widen Key Thoroughfare (2-4 lanes)
- **Steele Creek Road at Brown-Grier Road**
 - Intersection Improvement
- Steele Creek Road at Westinghouse Boulevard
 - Intersection Improvement
- Steele Creek Road at I-485
- S. Tryon Street at I-485
 - Intersection Improvement
- S. Tryon Street at Shopton Road West
 - Intersection Improvement
- **S. Tryon Street at Steele Creek Road**
 - Intersection Improvement

- S. Tryon Street at Whitehall Park Drive
 - Intersection Improvement
- Install **New Sidewalks** along Existing Thoroughfares
- Reduce Gaps in **Sidewalk System** in Residential Areas
- Construct **Bike Lanes** on Thoroughfares
- Complete **Greenways** in the Steele Creek Area
- Encourage **Bike and Pedestrian Connections** to Greenways
- Implement a Shared Use Path or Paved Shoulders along Shopton Road West



The *Steele Creek Area Plan* also adopted policies to enhance existing public infrastructure and meet future growth demands. These policies place the responsibility to utilize existing and planned water and sewer systems on developers, via the rezoning process. Policies also require the minimization of stormwater runoff through site design and use of Best Management Practices. Specific utility recommendation include ongoing efforts to develop and maintain utility systems as well as replacing the Steele Creek pump station.

Previous Study Recommendations

The *Plan* also identified other public-funded facilities within the Whitehall/Ayrsley area necessary to achieve its stated Vision:

- Continuing to develop the greenway system to connect residential areas to schools, shopping and employment.
- Extending school capacity by preserving school sites as development occurs.
- Construct a new Police Station on the southwest corner of S. Tryon Street and Westinghouse Boulevard.
- Develop a regional library on a site previously purchased for that purpose.

The Charlotte-Mecklenburg Planning Department prepared a *Market Assessment of the Steele Creek Area* in 2009 that identified the Whitehall area as one of the two Best Positioned Cores for Growth in Mecklenburg County and Southwest Mecklenburg County as the largest industrial core in the Carolinas. The Assessment documented strong job growth in the area compared to Mecklenburg County overall with moderate paying jobs in manufacturing, construction, wholesale and retail sectors and office jobs in professional services and information. Maintaining the vibrancy of the Whitehall/Ayrsley area as a mixed use, walkable area reinforced by parks and greenways was recommended to boost retail and office development. Amenities for employees in the Westinghouse Road corridor, such as greenways, parks and redevelopment of retail uses, was suggested to support industrial land uses.

STEELE CREEK AREA VISION

“The vision for the Steele Creek area is to create a unique and sustainable community that is a great place to live, work, and recreate, while preserving the community’s character by incorporating natural and historic features into new development.”

Steele Creek Area Plan, Charlotte-Mecklenburg Planning Department. 2012.

Project Selection Through Community Engagement



Projects for funding under the Comprehensive Neighborhood Improvement Program were identified and ultimately selected through a Community Engagement Process. Community engagement was initiated in October 2014 through interviews with Key Stakeholders and continued with Focus Groups and Community Meetings (3 each) through September 29, 2015.

STEP 1: Define the Area and Get Community Insight

The first community engagement activities focused on gathering public input on the deficiencies, needs and aspiration of the area and identify projects that address those concerns. The project team:

Gathered input from community stakeholders including:

- New Forum (Ayrslley Town Center)
- Ayrslley Development Corp
- Steele Creek Residents Association
- Berewick Community
- Arrowood Business Association
- Olympic High School
- Premium Outlets
- City/County Departments

Conducted focus groups within the study area:

- Ayrslley Town Center
- Siemens
- HUBER+SUHNER

Held a community meeting (1st of 3, all at Kennedy Middle School) – March 10, 2015:

- Outlined CNIP Objectives
- Gathered Input from Breakout Groups
- Identified 59 Potential CNIP-Eligible Projects to Meet Community Requests

During the community meeting attendees indicated where they lived and worked on a large scale map. Similarly they designated their favorite places within the Whitehall/Ayrslley area. Attendees also broke into groups focused on different neighborhoods or work/business areas depending on where they lived or their area of interest. The groups then discussed what was needed in each area.

The project team used the input from the stakeholders, focus groups, and community meetings to assemble a comprehensive list of potential projects. This list included those projects previously

Project Selection Through Community Engagement

identified and those suggested during Community Engagement. Projects were then identified as either funded by other sources, eligible for funding under CNIP, appropriate for other City/County programs, or ineligible for funding under CNIP. For example: Adjusting Traffic Signal Timing is an ongoing effort for the Charlotte Department of Transportation (CDOT); Speed Humps in Neighborhood are eligible for CDOT's Traffic Calming Program; Additional Bus Routes are funded by the Charlotte Area Transportation System. Projects were then sorted by project type, with those eligible for CNIP funding assigned numbers for visual coordination with the Potential Projects Map (see Figure 2). The remaining projects, such as signal timing adjustment and street lighting, were organized as Other Identified Area Projects. Both lists follow Figure 2.

STEP 2: Get Focused: Community Identifies Highest Priorities

Participants at the second community meeting held on April 23, 2015 were asked to identify their top ten priority projects (see page 14) from the 59 CNIP-eligible projects identified in Step 1. Attendees were also asked to note the top priorities for the other

identified projects so that information could be passed to appropriate City and County departments.

STEP 3: Rank Identified Projects

The project team ranked each project according to the following criteria (see page 16):

- **Stakeholder Input:**
Does the project agree with stakeholder input?
- **Community Investment Plan (CIP) Goals (listed on page 1 of this report):**
How does the project align with these goals?
- **Vehicular Mobility:**
How does the project improve mobility?
- **Pedestrian/Bicycle Connectivity:**
How does the project improve connectivity?
- **Predicted Usage:**
How many people will be positively affected?
- **“Place-Making” Element (CIP) Goals:**
How does the project contribute to creating a sense of “place”?
- **Consistency with existing Steele Creek Area Plan:**
How does the project complement other area plans?

CNIP GOALS

Well-Constructed Network of Streets, Sidewalks, Greenways and Bike Lanes

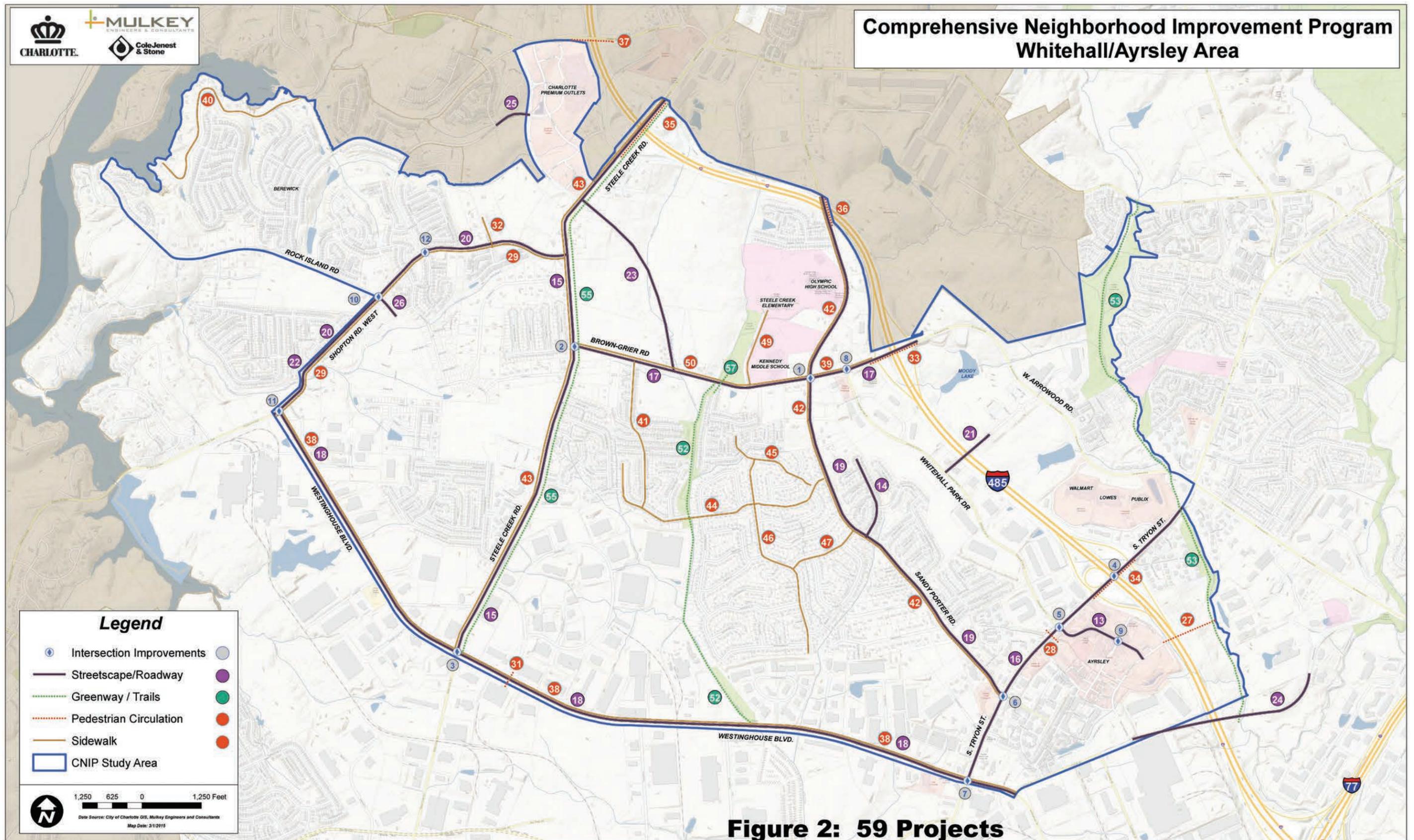
Easy Access To Transit

Better Connections between Neighborhoods and Major Employment, Institutional and Retail Areas

Successful Public/Private Partnerships

Public Input

Figure 2: 59 Projects



Potential Projects



Comprehensive Neighborhood Improvement Program

Whitehall / Ayrley CNIP Area

April 23, 2015

Please place a check mark by 10 projects that you think are the most important projects for the team to continue to study. Project numbers correspond to the number shown on the public meeting exhibits placed around the room.

Project Number	WHITEHALL/AYRSLEY CNIP - POTENTIAL PROJECTS	Check Mark
	Intersection Improvement	
1	Brown-Grier Road/Sandy Porter Road intersection improvement	
2	Brown-Grier Road/Steele Creek Road intersection improvement	
3	Steele Creek Road/Westinghouse Blvd. intersection improvement	
4	S. Tryon Street/I-485 intersection improvement	
5	S. Tryon Street/Whitehall Park/Ayrley Town intersection improvement	
6	S. Tryon Street/Sandy Porter Road intersection improvement	
7	S. Tryon Street/Westinghouse Blvd. intersection improvement	
8	Arrowood Road/Whitehall Park intersection improvement	
9	Ayrley Town/Kings Parade intersection improvement	
10	Rock Island Road/Shopton Road West intersection improvement	
11	Traffic signal at Shopton Road West/Westinghouse Blvd.	
12	Improve roundabout at Berewick Commons/Shopton Road West	
	Streetscape/Roadway	
13	Ayrley Town Boulevard traffic calming	
14	Steelechase Drive traffic calming	
15	Steele Creek Road (NC 160) widening	
16	S. Tryon Street widening	
17	Brown-Grier Road/Arrowood Road upgrades	
18	Westinghouse Boulevard upgrades	
19	Sandy Porter Road upgrades	
20	Shopton Road West upgrades	
21	Bridge over I-485 to connect to Moody Lake	
22	Improve S-curve along Shopton Road West	
23	Dixie River Road extension	
24	New street between Pioneer Avenue and Arrowpoint Boulevard	
25	Berewick Commons extension to Dixie River Road	
26	Rock Island Road extension	
	Pedestrian Circulation/Sidewalk	
27	Pedestrian bridge over I-485 that links Ayrley and Microsoft business park	
28	Passage way across Tryon Street to connect Ayrley and Whitehall	
29	Fill in missing gaps of sidewalk along Shopton Road West	

Potential Projects

Project Number	WHITEHALL/AYRSLEY CNIP - POTENTIAL PROJECTS	Check Mark
30*	Pedestrian access to CATS bus stops	
31	Mid-block pedestrian crossing along Westinghouse near International Paper	
32	Sidewalk connection at Cory Bret Lane and Shopton Road West	
33	Pedestrian improvement along Arrowood Road Bridge over I-485	
34	Pedestrian improvement along S. Tryon Street Bridge over I-485	
35	Pedestrian improvement along Steele Creek Road Bridge over I-485	
36	Pedestrian improvement along Sandy Porter Road Bridge over I-485	
37	Pedestrian improvement along Shopton Road Bridge over I-485	
38	Sidewalk along Westinghouse Boulevard	
39	Sidewalk along Arrowood Road	
40	Sidewalk along Windygap Road	
41	Sidewalk along Cedar Hill Drive	
42	Sidewalk along Sandy Porter Road	
43	Sidewalk along Steele Creek Road	
44	Sidewalk along Red Hickory Lane	
45	Sidewalk along Meadhaven Drive	
46	Sidewalk along O'hara Drive	
47	Sidewalk along Taragate Drive	
48*	Sidewalk in Taragate Farms	
49	Sidewalk along Gallant Lane	
50	Sidewalk along Brown-Grier Road	
	Community Identity	
51*	Branding/art for the area	
	Greenways/Trails	
52	Greenway along Steele Creek between Westinghouse and Brown-Grier	
53	Greenway along Coffey Creek	
54*	Paved bike way to connect to High School	
55	Bike path along Steele Creek Road (NC 160)	
56*	More walking trails/jogging path	
57	Brown-Grier Road overland greenway connector	
	Public Transportation	
58*	Add benches/shelters at bus stops	
	Other/miscellaneous	
59*	Address Lake Wylie access	

*Not shown on the public meeting exhibit

Other Identified Area Projects



Comprehensive Neighborhood Improvement Program

Whitehall / Ayrley CNIP Area

April 23, 2015

Please place a check mark by 5 projects that you think are the most important projects for the team to continue to study. These are projects that can be funded by other City/County Departments or Private Development.

	WHITEHALL/AYRSLEY CNIP - OTHER IDENTIFIED AREA PROJECTS	Check Mark
	Intersection Improvement - Charlotte Department of Transportation	
	Traffic signal at Steele Creek/Rigsby Road	
	Traffic signal at Steele Creek/Senior Center	
	Adjust traffic signal timing along S. Tryon/Sandy Porter	
	Streetscape/Roadway - Charlotte Deptment of Transportation	
	Street lighting along Brown-Grier Road	
	Street lighting along S. Tryon Street	
	Street lighting along Arrowood Road	
	Street lighting along Westinghouse Boulevard	
	Street lighting along Hillstone Court	
	Street lighting along Steele Creek Road	
	Street lighting along Sandy Porter Road	
	Street lighting along Merriweather Drive	
	Street lighting along Cedar Hill	
	Widen Cecilia Lane and add speed humps	
	Speed humps along Taragate Farms	
	Add landscaping along sidewalks	
	Community Identity - Private Development	
	Public Library in Berewick	
	Amateur sports complex	
	Multi-use sports facility	
	Community facility/recreation center	
	Larger YMCA	
	More recreational activites for youth	
	Parks/Open Space - Mecklenburg County Park and Recreation	
	More parks/pocket parks within the CNIP area	
	Need more athletic fields in the area	
	Dog park	
	Public park near Berewick	
	Common public gardens	
	Accessability and amenities at Berewick Park	
	Develop Whitehall's green space	

Other Identified Area Projects

	WHITEHALL/AYRSLEY CNIP - OTHER IDENTIFIED AREA PROJECTS	Check Mark
	Opportunity/Partnership - Private Development	
	Additional hotel accommodations	
	Additional office space in the area	
	Additional senior living in the area	
	Additional affordable housing in the area	
	Educational amenity at Brown-Grier farm property	
	Potential redevelopment of Clearview Acres	
	Additional restaurants in the area	
	Bowling alley	
	Health food store	
	More internet choices	
	Area set aside for weekly food truck rally	
	Public Transportation - CATS	
	CATS bus route to serve the High School	
	Additional public transportation options	
	Quick public transportation to uptown	
	Add light rail in area	
	Bus #56 - better connection to light rail	
	Water/Sewer and Storm Drainage - Street Maintenance	
	Replace 2-inch waterlines within neighborhoods as needed	
	Sewer maintenance on underground infrastructure	
	Improvements to unnamed tributary to Taragate Farms	
	Replace undersized pipes within neighborhoods (311 calls)	
	Repair manhole cover at Cedar Hill Drive/Red Hickory Lane	
	Other/miscellaneous	
	Repair potholes on Sandy Porter Road	
	Repair potholes on Steele Creek Road	
	Repair potholes on Brown-Grier Road	
	Enforce panhandling, jaywalking, stop signs	
	Increase police patrol	
	"No Parking" signs placed throughout neighborhoods	
	Add "Dead End" sign at beginning of Meadhaven/Mapleton	
	Use of Olympic HS track	
	Bicycle signage	
	Neighborhood street signage	
	Widen roadways before development is built	
	Rail crossing improvements	

Project Selection Through Community Engagement

Once the projects were ranked (see Appendix C for specific evaluation criteria), the project team either gathered previous-prepared cost estimates or developed new cost estimates from historic data of similar-type projects for each of the top 21 potential projects. These estimates were used to determine how many projects could be funded under the proposed CNIP funding for the Whitehall/Ayrsley area.

RANK	MAP ID	SCORE	PROJECT	COST
1	15	2.70	Steele Creek Road (NC 160) widening	\$16.5M
2	17	2.64	Brown-Grier Road/Arrowood Road upgrades	\$8.2M
3	19	2.59	Sandy Porter Road upgrades	\$16.1M
4	52	2.52	Greenway along Steele Creek	\$3.5M
5	16	2.48	S. Tryon Street widening	\$15.0M
6	38	2.33	Sidewalk along Westinghouse Boulevard	\$4.1M
7	5	2.29	S. Tryon Street/Whitehall Park/Ayrsley Town intersection improvement	\$1.0M
8	43	2.28	Sidewalk along Steele Creek Road	\$2.1M
9	50	2.27	Sidewalk along Brown-Grier Road	\$1.4M
10	42	2.21	Sidewalk along Sandy Porter Road	\$2.7M
11	2	2.19	Brown-Grier Road/Steele Creek Road intersection improvement	\$3.0M
12	57	2.19	Brown-Grier Road overland greenway connector	\$200K
13	29	2.16	Fill in missing gaps of sidewalk along Shopton Road West	\$400K
14	53	2.13	Greenway along Coffey Creek	\$3.7M
15	21	2.12	Bridge over I-485 to connect to Moody Lake	\$12.6M
16	13	2.11	Ayrsley Town Boulevard traffic calming	\$500K
17	4	2.07	S. Tryon Street/I-485 intersection improvement	\$3.0M
18	56	2.07	More walking trails/jogging path	
19	20	2.02	Shopton Road West upgrades - (7,400 LF)	\$11.2M
20	1	2.00	Brown-Grier/Sandy Porter Intersection Improvement	\$4.0M
21	34	1.88	Pedestrian improvement along S. Tryon Street over I-485	\$1.5M

Project Selection Through Community Engagement

Results:

Six projects were selected for funding by CNIP (see Figure 3). These projects will provide a well-connected network of streets, sidewalks, greenways and bike lanes throughout the area to benefit all users – pedestrians, bicyclists, and motorists. The selected projects were presented at a third community meeting on September 29, 2015. Descriptions of these projects are included under Recommendations beginning on page 25. In addition to these six projects, NCDOT is scheduled to begin construction of a four-lane median divided widening of Steele Creek Road (NC 160) in FY 2022. While this project was ranked highest among identified CNIP projects, its

estimated cost and NCDOT's eminent start to its project development process indicate this project is best completed by NCDOT. Maintaining NCDOT funding for the Steele Creek Road widening reserves available CNIP funds for the six selected projects that would otherwise be unfunded.

Next Step: Move Forward with Planning and Design on Selected Projects

While ongoing funding for CNIP is dependent on passage of future bond referendums expected in 2016, 2018 and 2020, some funds from the voter-approved 2014 bond referendum are available to begin planning and design as well as minor construction for the selected projects.

SELECTED PROJECTS

Brown-Grier Road/
Arrowood Road
Upgrades

Sandy Porter
Road Upgrades

Steele Creek
Greenway

Westinghouse
Boulevard Sidewalk

S. Tryon Street/
Whitehall Park/
Ayrlesley/ Town
Boulevard
Intersection
Improvement

Ayrlesley Town
Boulevard Traffic
Calming



Figure 3: Selected Projects

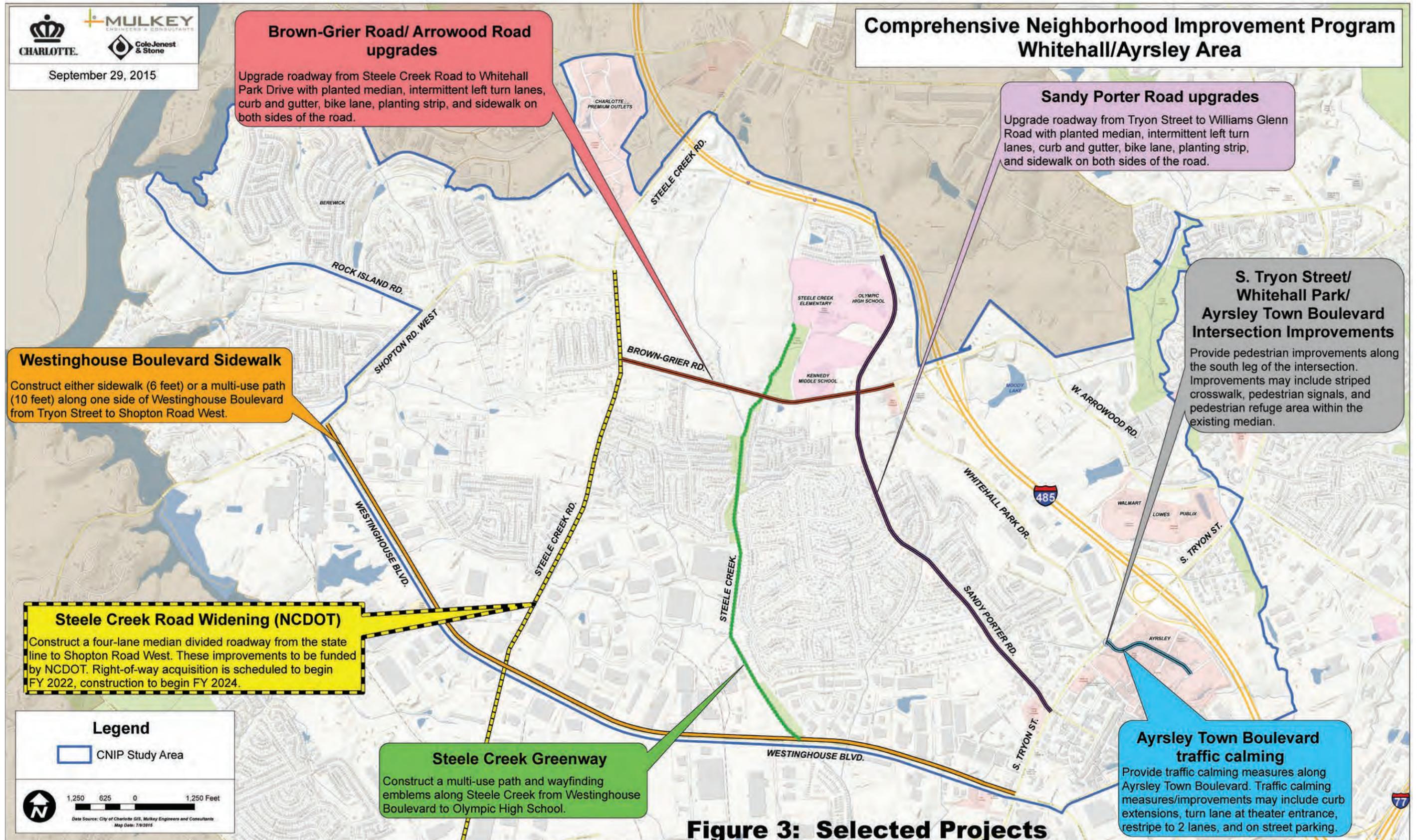


Figure 3: Selected Projects

Recommendations

PROJECT	RANK	BUDGET
Steele Creek Road (NC 160) Widening ¹	1	\$16.5M
Brown-Grier Road /Arrowood Road Upgrades	2	\$8.2M
Sandy Porter Road Upgrades	3	\$16.1M
Steele Creek Greenway ²	4	\$3.5M
Westinghouse Boulevard Sidewalk/Multi-use Path	6	\$4.1M
S. Tryon Street/Whitehall Park/Ayrsley Town Boulevard Intersection Improvement	7	\$1.0M
Ayrsley Town Boulevard Traffic Calming	16	\$0.5M
TOTAL		\$33.4M

¹Funded by NCDOT, not part of the CNIP Budget

²In cooperation with Mecklenburg County

The \$16.5-million (M) widening of Steele Creek Road, which is currently scheduled in NCDOT's Transportation Improvement Program for right-of-way acquisition beginning in FY 2020, was the top priority and highest ranked project for the Whitehall/Ayrsley area. With NCDOT funding this project, CNIP is able to fund projects ranked second, third and fourth: upgrades to Brown-Grier and Sandy Porter Road and a multi-use path along the Steele Creek Greenway, respectively. These projects are estimated at \$27.8M of the total \$30M CNIP budget for the Whitehall/Ayrsley area. The fifth highest ranked project is the widening of S. Tryon Street from four to six lanes. While some cost savings are anticipated on the higher ranked projects, the widening of S. Tryon Street is estimated to cost \$15M and cannot be accommodated within the area's CNIP remaining budget. However, the sidewalk/multi-use path along Westinghouse Boulevard, the sixth highest ranked project, is expected fall within the remaining budget. Additionally, the seventh ranked project, improvements at the S. Tryon Street/Whitehall Park/Ayrsley Town Boulevard intersection, and the 16th-ranked traffic calming project along Ayrsley Town Boulevard can be completed within the next two years. These two projects were selected

due to their low costs and in anticipation of a combination of cost savings for the higher ranked Whitehall/Ayrsley area projects and possible cost savings within the program's total overall budget. If sufficient cost savings are achieved, Pedestrian Improvements along S. Tryon Street across I-485 (Project ID 34, ranked 21st) could be implemented as a seventh project.

The proposed roadway upgrades will add more walking trails/jogging paths (Project ID 56, ranked 17th) and also address many of the highly ranked sidewalk and intersections that are community priorities, such as:

- Sidewalk along Steele Creek Road (Map ID 43, ranked 8th)
- Sidewalk along Brown-Grier Road (Map ID 50, ranked 9th)
- Sidewalk along Sandy Porter Road (Map ID 42, ranked 10th)
- Brown-Grier/Steele Creek Roads Intersection Improvements (Map ID 2, ranked 11th)
- Brown-Grier/Sandy Porter Roads Intersection Improvements (Map ID 1, ranked 20th)

Recommendations

RANK	MAP ID	PROJECT
1	15	Steele Creek Road (NC 160) widening
2	17	Brown-Grier Road/Arrowood Road upgrades
3	19	Sandy Porter Road upgrades
4	52	Greenway along Steele Creek
5	16	S. Tryon Street widening
6	38	Sidewalk along Westinghouse Boulevard
7	5	S. Tryon Street/Whitehall Park/Ayrsley Town intersection improvement
8	43	Sidewalk along Steele Creek Road
9	50	Sidewalk along Brown-Grier Road
10	42	Sidewalk along Sandy Porter Road
11	2	Brown-Grier Road/Steele Creek Road intersection improvement
12	57	Brown-Grier Road overland greenway connector
13	29	Fill in missing gaps of sidewalk along Shopton Road West
14	53	Greenway along Coffey Creek
15	21	Bridge over I-485 to connect to Moody Lake
16	13	Ayrsley Town Boulevard traffic calming
17	4	S. Tryon Street/I-485 intersection improvement
18	56	More walking trails/jogging path
19	20	Shopton Road West upgrades - (7,400 LF)
20	1	Brown-Grier/Sandy Porter Intersection Improvement
21	34	Pedestrian improvement along S. Tryon Street over I-485

- Funded by NCDOT
- Recommended
- Next-In-Line
- Addressed by Funded/Recommended Projects

Together the selected projects improve mobility for all modes of transportation throughout the Whitehall/Ayrsley area. Combined with NCDOT’s proposed widening of Steele Creek Road and existing sidewalks on S. Tryon Street, the projects create two shorter walking/biking loops within a larger loop and sidewalk connections from much of the area to Ayrsley Town Center and Charlotte Premium Outlets. The projects link residential

areas with public schools, retail services and employment areas; provide amenities for the Westinghouse employment center while linking it to retail areas; and improve walkability. Finally, the proposed intersection and traffic calming projects improve walkability within and between two of the area’s favorite locations and contribute to a greater sense of place.

Recommendations

PROJECT	BUDGET*	FY16	FY17	FY18	FY19	FY20	FY>20
Brown-Grier Road/Arrowood Road Upgrades	8.2	0.2	0.2	-	-	4.0	3.8
Sandy Porter Road Upgrades	16.1	0.2	0.2	4.0	11.7	-	-
Steele Creek Greenway	3.5	0.2	0.2	1.0	2.1	-	-
Westinghouse Boulevard Sidewalk/ Multi-use Path	4.1	0.2	2.0	1.9	-	-	-
S. Tryon Street /Whitehall Park/Ayrsley Town Blvd Intersection Improvement	1.0	0.25	0.75	-	-	-	-
Ayrsley Town Boulevard Traffic Calming	0.5	0.25	0.25	-	-	-	-
TOTAL	\$33.4	\$1.3	\$3.6	\$6.9	\$13.8	\$4.0	\$3.8

*Preliminary estimates in millions of dollars

The Bleakly Advisory Group analyzed the potential economic and fiscal impact of the selected projects (see Appendix D). Their research showed that 60% of residents prefer a neighborhood with active transportation choices and investment in a community’s walkability typically increase land values by 70 to 300 percent. Furthermore, multi-use greenways can dramatically increase the number of businesses in an area and boost retail sales. Their analysis concludes these investments could add more than 2,000 jobs, nearly 300 homes, and nearly 1,000,000 additional square feet of office, retail and industrial space to the Whitehall/Ayrsley area, increasing tax revenues by \$4 million annually. The recommended spending plan for the selected projects are shown in the table above. While not specifically included in the spending plan, some CNIP funds may be used as developer incentives if appropriate opportunities occur. For instance, most of the property adjacent to Brown-Grier Road is undeveloped. The upgrade project for the roadway is recommend to occur in the later years of the spending plan in anticipation of the other projects spurring development in the Brown-Grier corridor and subsequent developer contributions (i.e. right-of-way) to the project. Developer incentives could be used to encourage cohesive development of the corridor that would minimize the cost of the upgrade project.

Recommended and Next-in-Line projects are described in detail on the following pages, in order of rank.

“These proposed transportation infrastructure investments will, upon completion, change residents’ transportation patterns and daily routines as well as the built environment of the area....The shift toward more active transportation could have many positive impacts including reducing congestion and attracting more compact development.”

*Whitehall/Ayrsley CNIP Improvements
Potential Economic & Fiscal Impact, Bleakly
Advisory Group. 2015.*

Recommendations

Steele Creek Road (NC 160) Widening

Map ID: 15

Cost: \$16.5 million, Funded by the North Carolina 2016-2025 *Transportation Improvement Program*

Construction beginning in FY 2022



Existing Condition

South of Shopton Road West, Steele Creek Road, also known as NC 160, is a two-lane major thoroughfare. It has grass shoulders with minor widening to accommodate turn lanes at key driveways and intersections.



Proposed Project

NCDOT has funded a four-lane median divided widening from S. Tryon Street to Shopton Road West. Right-of-way acquisition is scheduled to begin in FY 2020, construction in FY 2022. The City of Charlotte will request the inclusion of bike lanes, sidewalks and landscaping in the project scope.

History

- Identified in the Steele Creek Area Plan as a Key Thoroughfare Capacity Improvement & for Key Intersection Enhancements at Brown-Grier Road and Westinghouse Boulevard.
- Identified in the Westside Strategic Plan as a Very High Priority road improvement project
- Identified by the Charlotte Department of Transportation Pedestrian Program as part of a multi-use loop path consisting of the Steele Creek Greenway, Brown-Grier Road, Steele Creek Road and Westinghouse Boulevard.

Community Engagement

- Endorsed by Focus Groups, Stakeholders and Area Residents
- Considered the most important project in the Whitehall/Ayrsley Area

Why is this Project Funded?

- Ranked #1 among potential projects
- Rated High for enhancing public safety, transportation choices, mobility, pedestrian/bicycle connectivity, integrated neighborhood improvements, usage, consistency with Steele Creek Area Plan and stakeholder input
- Advocates: Olympic High School, Arrowood Business Association

How does this Project Meet the CNIP Goals?

- This project is part of a well-connected network of streets, sidewalks, greenways, and bike lanes that link to and enhance existing community assets.
- The project creates a better environment for employment, retail and residential growth by increasing vehicular mobility/capacity to the area's major employment center, one of the area's major retail centers, and some of the area's larger undeveloped parcels.
- Sidewalk and bike lanes create better connections between neighborhoods and major employment and retail areas and enhance transportation choices.
- Improving the roadway corridor will enhance public safety.

Recommendations

Brown-Grier Road Upgrade

Map ID: 17

Cost: \$8.2 millions

Planning & Design: FY 2016-2017

Construction: Beginning in FY 2020



Existing Condition

Brown-Grier Road is a major thoroughfare connecting Steele Creek Road to Arrowood Road at Sandy Porter Road. It is a two lane roadway with grass shoulders and minor widening to accommodate left-turn lanes at side streets.

The Pedestrian Program has already committed to fund sidewalk on Brown Grier Road from Griers Fork Drive to Gallant Lane and the entire length of Gallant Lane as a Safe Routes to School project.



Proposed Project

Upgrade roadway from Steele Creek Road to Whitehall Park Drive with planted median, intermittent left-turn lanes, curb and gutter, bike lanes, planting strips and sidewalks on both sides of the road.

History

- Identified in the Steele Creek Area Plan to Increase Key Thoroughfare Capacity
- Intersection with Steele Creek Road Identified in the Steele Creek Area Plan as a Key Intersection Enhancement
- Identified by the CDOT Pedestrian Program as part of a multi-use loop path consisting of the Steele Creek Greenway, Brown-Grier Road, Steele Creek Road and Westinghouse Boulevard.
- The intersection of Brown-Grier/Arrowood/Sandy Porter Roads meets CDOT safety warrants for consideration of improvements
- The Charlotte Area Transit System noted its Arrowood Road route is the busiest of those that do not terminate uptown, but access to Brown-Grier Road is a problem

Community Engagement

- Endorsed by Focus Groups, Stakeholders and Area Residents
- Considered the third most important project in the Whitehall/Ayrsley Area

Why is this Project Funded?

- Ranked #2 among potential projects
- Rated high for enhancing public safety, transportation choices/mobility, integrated improvements, pedestrian/bicycle connectivity, usage, area plan consistency, and stakeholder input
- Advocates: Olympic High School, Steele Creek Residents Association

How does this Project Meet the CNIP Goals?

- The project is part of a well-connected network of streets, sidewalks, greenways, and bike lanes that link to and enhance existing community assets while improving mobility for all modes of transportation.
- It provides a better connection between neighborhoods and major employment and institutional areas.

Recommendations

Sandy Porter Road Upgrade

Map ID: 19

Cost: \$16.1 million

Planning & Design: FY 2016-2017

Construction: FY 2018-2019



Existing Condition

Sandy Porter Road is basically a two lane minor thoroughfare with grass shoulders. Sections of the route were widened to provide additional lanes, curb, gutter and sidewalk as adjoining properties were developed.



Proposed Project

Upgrade roadway from S. Tryon Street to Williams Glen Road with planted median, intermittent left-turn lanes, curb and gutter, bike lanes, planting strips and sidewalks on both sides of the road.

History

- Identified in the Steele Creek Area Plan as a Farm to Market Upgrade
- Identified by the CDOT Sidewalk Program for sidewalk completion
- Intersection with S. Tryon Street meets CDOT safety warrants for consideration of improvements.
- Endorsed by Focus Groups, Stakeholders, and Area Residents
- Considered the second most important project in the Whitehall/Ayrsley Area

Community Engagement

- Endorsed by Focus Groups, Stakeholders, and Area Residents
- Considered the second most important project in the Whitehall/Ayrsley Area

Why is this Project Funded?

- Ranked #3 among potential projects
- Rated high for enhancing public safety, transportation choices/mobility, integrated improvements, pedestrian/bicycle connectivity, usage, area plan consistency and stakeholder input
- Advocates: Olympic High School, Steele Creek Residents Association

How does this Project Meet the CNIP Goals?

- The project is part of a well-connected network of streets, sidewalks, greenways, and bike lanes that link to and enhance existing community assets while improving mobility for all modes of transportation.
- It provides a better connection between neighborhoods and major employment, institutional, and retail areas.

Recommendations

Steele Creek Greenway

Map ID: 52

Cost: \$3.5 million

Planning & Design: FY 2016-2017

Construction: FY 2018-2019



Existing Conditions

Existing Condition

Mecklenburg County owns undeveloped property along 70% of Steele Creek between Olympic High School and Westinghouse Boulevard.



Example Multi-Use Greenway Path

Proposed Project

Construct a multi-use path with wayfinding emblems along Steele Creek from Westinghouse Boulevard to Olympic High School.

History

- Identified by Mecklenburg County's Greenway Plan Update 2008 (Unfunded)
- Identified by the CDOT Pedestrian Program as part of a multi-use loop path consisting of the Steele Creek Greenway, Brown-Grier Road, Steele Creek Road and Westinghouse Boulevard.

Community Engagement

- Endorsed by Focus Groups, Stakeholders and Area Residents
- Considered the fourth most important project in the Whitehall/Ayrsley Area

Why is this Project Funded?

- Ranked #4 among potential projects
- Rated high for transportation choices, integrated improvements, pedestrian/bicycle connectivity, place-making and consistency with the area plan
- Advocates: Olympic High School, Steele Creek Residents Association

How does this Project Meet the CNIP Goals?

- The greenway provides an amenity for older residential area.
- It is part of a well-connected network of streets, sidewalks, greenways, and bike lanes that link to and enhance existing community assets.
- The greenway captures the value of the natural amenities along Steele Creek.
- It connects a significant number of neighborhoods to Kennedy Middle School, Steele Creek Elementary School and Olympic High School (the area's largest institutional center).

Recommendations

Westinghouse Boulevard Sidewalk/Multi-Use Path

Map ID: 38

Cost: \$4.1 million

Planning & Design: FY 2016

Construction: FY 2017-2018



Existing Condition

Westinghouse Boulevard is a two – three lane major thoroughfare with grass shoulders west of S. Tryon Street. The roadway sits on the northern side of a 150-foot public right-of-way.



Proposed Project

Construct either sidewalk (6 feet) or a multi-use path (10 feet) on one side of Westinghouse Boulevard from S. Tryon Street to Shopton Road West.

History

- Identified in the Westside Strategic Plan
- Identified by the CDOT Pedestrian Program as part of a multi-use loop path consisting of the Steele Creek Greenway, Brown-Grier Road, Steele Creek Road and Westinghouse Boulevard. Sidewalk or Multi-use path from Shopton Road West to S. Tryon Street with a connection to the Steele Creek Greenway.

Community Engagement

- Endorsed by Focus Groups and Stakeholders

Why is this Project Funded?

- Ranked #6 among potential projects
- Rated high for enhancing public safety and integrated improvements, usage, consistency with the area plan and stakeholder input
- Advocate: Arrowood Business Association

How does this Project Meet the CNIP Goals?

- The project is part of a well-connected network of streets, sidewalks, greenways, and bike lanes that link to and enhance existing community assets.
- The sidewalk or multi-use path increases pedestrian connectivity and mobility within the area's major employment corridor, providing an attractive amenity for employers and better accessibility to transit.

Recommendations

South Tryon Street/Whitehall Park Drive/Ayrsley Town Boulevard Intersection Improvement

Map ID: 5

Cost: \$1 million

Planning & Design: FY 2016

Construction: FY 2017



Existing Condition

Pedestrians walking between Whitehall Park and Ayrsley Town Center are only provided sidewalk on the west side of Whitehall Park Drive. Yet, there is no crosswalk on the west side of the South Tryon Street/Whitehall Park Drive/Ayrsley Town Boulevard intersection.

Proposed Project

Provide pedestrian improvements along the south leg of the intersection. Improvements may include a striped sidewalk, pedestrian signals, and a pedestrian refuge area within the existing median.

History

- Identified in the Steele Creek Area Plan as a Key Intersection Enhancement
- Identified by CDOT as a desirable location for a crosswalk

Community Engagement

- Endorsed by a focus group

Why is this Project Funded?

- Ranked #7 among potential projects
- Rated high for enhancing public safety, pedestrian/bicycle connectivity, usage, area plan consistency, and stakeholder input
- Advocate: Ayrsley Town Center Focus Group

How does this Project Meet the CNIP Goals?

- The project is part of a well-connected network of streets, sidewalks, greenways, and bike lanes that link to and enhance existing community assets.
- It provides a better connection between the Whitehall and Ayrsley developments, improving walkability and place-making.
- A new crosswalk and pedestrian signal will enhance public safety.

Recommendations

Fill In Missing Gaps of Sidewalk Along Shopton Road West

Map ID: 29

Cost: \$0.4 million

To be completed if funding allows



Existing Conditions

Existing Condition

Sidewalk is present, already funded through the Sidewalk Program to be provided by developers along the northwest side of Shopton Road West within the study area, but stops approximately 500 feet north of Westinghouse Boulevard.



Example Sidewalk

Proposed Project

Extend the sidewalk along the northwest side of Shopton Road West south to Westinghouse Boulevard. Extend the Stowe Branch culvert to accommodate the sidewalk.

History

- Identified by CDOT

Community Engagement

- Endorsed by stakeholders

Why is this Project Funded?

- Ranked #13 among potential projects
- Rated high for enhancing public safety and consistency with the area plan
- Advocates: Berewick Community

How does this Project Meet the CNIP Goals?

- The project is part of a well-connected network of streets, sidewalks, greenways, and bike lanes that link to and enhance existing community assets.
- It leverages existing assets, enhances public safety, and connects neighborhoods to the recommended Westinghouse Boulevard Sidewalk.

Recommendations

Pedestrian Improvement Along S. Tryon Street Over I-485

Map ID: 34

Cost: \$1.5 million

To be completed if funding allows



Existing Condition

Sidewalk is missing on the northwest side of S. Tryon Street between the northern boundary of Whitehall Technology Park and Whitehall Commons Shopping Center Drive. Sidewalk is present along the southeast side of S. Tryon Street across I-485, but neither crosswalks nor pedestrian signals are present at the I-485 ramp intersections.



Proposed Project

Complete sidewalk on the northwest side of S. Tryon Street between Whitehall Technology Park and the I-485 southbound ramps and between the I-485 northbound ramps and Whitehall Commons Shopping Center. Install crosswalks across S. Tryon Street at its intersections with the I-485 ramps and crosswalks across the southbound entrance ramp to I-485 and the northbound exit ramp from I-485. Retime traffic signals at S. Tryon Street's intersections with the I-485 Ramps and add Pedestrian Signals at all crosswalks.

History

- Identified in the Steele Creek Area Plan as a Key Intersection Enhancement
- Identified by CDOT for sidewalk, crosswalks and pedestrian signals
- Ramp intersections meet CDOT safety warrants for consideration of improvements

Community Engagement

- Endorsed by Focus Groups and Stakeholders as a walkability issue

Why is this Project Funded?

- Ranked #21 among potential projects
- Rated high for enhancing public safety, providing integrated neighborhood improvements, and consistency with the area plan.
- Advocates: New Forum, CDOT

How does this Project Meet the CNIP Goals?

- The project is part of a well-connected network of streets, sidewalks, greenways, and bike lanes that link to and enhance existing community assets.
- It enhances public safety and creates safer pedestrian access across I-485, connecting the Whitehall Park/Ayrsley activity center south of I-485 with Whitehall Commons Shopping Center and Coffee Creek Apartments.