

Cornelius  
Davidson  
Huntersville  
Kannapolis  
Concord



Lincoln County  
Mecklenburg County  
Cabarrus County

September 28, 2016  
10:30 AM - 12:00 PM  
Kannapolis City Hall  
401 Laureate Way  
Executive Conference Room 2201  
Kannapolis, NC

## Regular Meeting Minutes

### Attendees:

Susie Morris	Cabarrus County
Joseph Bearky	City of Concord
Margaret Pearson	City of Concord
Lucas Shires	City of Concord
Joe Wilson	City of Concord
Becky Partin	Town of Cornelius
Jason Burdette	Town of Davidson
Bill Coxe	Town of Huntersville
Mark Gibbons	Town of Huntersville
Sushil Nepal	Town of Huntersville
Jack Simoneau	Town of Huntersville
Zac Gordon	Town of Kannapolis
Bill Thunberg	Lake Norman Transportation Commission (LNTC)
Charles Knox	Lake Norman Chamber
Stuart Basham	NCDOT – Division 10
Warren Cooksey	NCDOT – Division 10
Anil Paniker	NCDOT – Division 12
Wilson Stroud	NCDOT – PDEA
Linda Dosse	NCDOT – Transportation Planning Branch (TPB)
Andy Bailey	NCDOT TPB
Mark Reep	HDR/ICA
Blair Israel	Centralina Council of Governments (CCOG)

### Via teleconference:

Mike Reese                      NCDOT – Congestion Management

### Welcome and Introductions:

Mr. Simoneau opened the meeting at 10:30 am. All present introduced themselves.

### Meeting Minutes from the June 1, 2016 COP meeting:

Motion was made to approve the minutes, was seconded and carried unanimously.

### Request by Town of Huntersville to CRTPO for FY '18 Federal planning funds in Unified Planning Work Program

Mr. Coxe reported that the Town of Huntersville has filed a request for planning funds of roughly \$100,000 for next fiscal year to study the Gilead Road corridor segment, from I-77 to the intersection of Beatties Ford Road and NC 73 (See handout of Gilead Road segment from NC 73 Transportation/Land Use Corridor Plan). In this area, major subdivision development is bringing traffic volume that is already beginning to exceed 2025 estimations in the NC 73 Corridor Plan (20,000 vpd). There are severe constraints from an environmental and historic standpoint, with McDowell/Torrence Creek running along the south side, and the historic Torrence store and house site. The Town is committed to putting up \$40,000, which exceeds the 80/20 required match. The Town requests endorsement from the COP, as the area is part of the NC 73 Corridor Plan; an update of which could be informed by this study. Mr. Gordon made the motion to endorse the Huntersville request for funds, seconded by Ms. Pearson. The motion passed unanimously.

### **NC 73 Corridor Project Updates**

Mr. Stroud and Mr. Reep described current progress on NC 73 projects in the NCTIP in Lincoln, Mecklenburg and Cabarrus Counties. West of I-77, from NC 16 Business to US 29, R-5710, R-5721 (A & B) and U-5765 are in the environmental study phase. Right-of-way acquisition is scheduled to begin in 2021, with construction beginning in 2023. East of I-77, project R-5706 (A & B) is being done under a separate study. The projects are intended to implement portions of the NC 73 Corridor Study. Mr. Reep reviewed the environmental study areas that involve major intersections, a crossing of the Catawba River, the McGuire Nuclear Plant and Cowens Ford Dam, the McDowell/Torrence Creek and multiple delineated wetlands, and a potential realignment proposed in the Huntersville Northwest Transportation Plan. Mr. Paniker added that existing powerlines in the Huntersville area would also pose a significant design restriction. Various configurations are being considered for the bridging the Catawba River that the corridor may accommodate multiple modes of travel, as this crossing is part of the State Bike Route 6 and the Lake Norman Bicycle Route. Mr. Thunberg reminded the group that they face an extremely rare opportunity to influence one of the two points of crossing of Lake Norman. The current NC 73 design limits bicycle and pedestrian usage. Preliminary designs should be ready by early next year. Mr. Stroud added that they are coordinating closely with Mike Reese in Congestion Management, and will be requesting traffic forecasts soon. Mr. Gordon reminded that a number of interim improvements had been proposed for the segment and asked about the status of those projects. Mr. Coxe reported that none of those are currently programmed for funding. Decisions will have to be made at some point about which of these stop-gap measures should be built or how they can be incorporated into future major projects. Mr. Reep suggested that interim projects should be implemented if they can be incorporated into interim development. Mr. Simoneau suggested that such development could occur imminently and reminded all to alert COP members of impending development, and that NCDOT is committed to informing the COP of any traffic impact analyses performed in the NC 73 Corridor. Mr. Gordon advised that for any new development along NC 73 with a transportation study that recommends improvements, the COP would need to review the Access Management Plan and determine on a project-by-project basis whether such interim improvements should be made.

Mr. Reep showed some typical proposed sections. They are assuming that the design would feature bike lanes in most cases, provision for sidewalks within the jurisdictions that wish to participate in the funding, curb and gutter, and 23' minimum medians. Super Street configuration is one of the design alternatives to be considered during the study. Mr. Basham

added that in such high volume corridors, Super Street design is routinely considered as an option.

Mr. Simoneau reminded that cross-sections should vary throughout the corridor. In response, Mr. Gordon posed the question of when the 2004 Corridor Plan should be updated. Mr. Simoneau charged each COP member to go back and review the appropriateness of the sections for the segments in their jurisdictions and compare them to the sections presented by Mr. Reep, and consider how, in many cases, the 2025 traffic projections have been far exceeded. The COP should then reconvene to consider the findings. Mr. Coxe followed with a suggestion that the COP have a design-oriented work session, preferably early in the process.

The public will be involved in evaluating the alternatives. Mr. Simoneau volunteered that the COP can play an important role there and enquired about that scheduling of that phase. Mr. Reep said that before the end of the year they would hold a public officials' informational meeting and develop a web presence, followed by public meetings/workshops for consideration of alternative design that they would host in coordination with Mr. Stroud and NCDOT. This initial public input would precede the availability of projected volume estimates. Mr. Nepal pointed out a potential conflict of selecting design concepts without a forecast of volume to be handled. Mr. Stroud answered that initial estimates can be requested. Ms. Dosse explained that NCDOT-TPB has the same MRN traffic model and can respond to those requests. Mr. Coxe suggested that the Chambers of Commerce continue their significant role in informing the process and communicating it.

### **NC 73 COP Branding for STI Projects**

Mr. Israel explained the need for the NC 73 COP to develop a title (and possibly tagline) to group the NC 73 corridor projects for easy identification by the public in the STI process. Mr. Stroud explained that such an identifier would be needed in November to prepare for posting on the NCDOT STI webpage, newsletter and notices. This project group title is in addition to the organizational brand that identifies the Council of Planning. Due to time constraints, this exercise will be handled outside of the meeting through subsequent communication.

### **What's New along the NC 73 Corridor**

#### Kannapolis

Mr. Gordon described significant growth in single and multi-family residential development in the Town's western jurisdictional areas, particularly in the vicinity of the NC 73/Kannapolis Parkway intersection, along with proposed office/retail. Just east of the Parkway and south on NC 73, an area previously zoned commercial has been rezoned light industrial for two 45,000 s.f. buildings, with more similar development expected. We will coordinate more as TIA results become available. We are currently consulting with NCDOT regarding this growth.

#### Concord

Ms. Pearson informed the group of a development on Odell School Road at NC 73 (see site plan 9/9/16). This property was recently annexed and the City is assigning zoning designation. The developer is planning for mixed-use, with commercial in front. The parcel is in the water supply watershed. City staff is requesting conditional zoning to grant them more control of certain design elements. Mr. Wilson added that traffic impact studies are being processed by NCDOT Congestion Management (Mike Reese). There is an adjacent school and the Moss Creek subdivision, which has a commercial element. The City is working out a joint traffic impact

study with the neighboring commercial piece. The new development would then build all necessary improvements, and assess Moss Creek for their part. We are looking at quadrant lefts at the intersection to help remedy some of the existing problems in anticipation of the NC 73 widening. Soccer fields are being considered to the east of the development in a subsequent phase.

#### Cabarrus County

Ms. Morris reported no progress in the self-storage project. Current focus potential development is in the west, around the Speedway and Harrisburg area.

#### Davidson

Mr. Burdette commented that activity on the Davidson East commercial development at Ramah Church Road has died down. The Washam Tract development conceptual plan was just approved for roughly 80 units. As part of this project, the S-curve of June Washam Road will be realigned into a T-intersection on the south end at the proposed development. There will also be a new connection between that development and Davidson East.

#### Huntersville

Mr. Simoneau shared an update of proposed redevelopment of the driving range in Birkdale into a commercial center, with concurrent changes at Lindholm Drive and NC 73 into a four-legged intersection. Impervious area issues are being worked out. At Beatties Ford Road, a rezoning request has been made by an elected official for a mini-storage on a parcel located in the planned realignment of NC 73. It is against staff policy to endorse commercial development proposed in a designated right-of-way of an adopted thoroughfare plan. The rezoning has not yet gone to public hearing. Plans will be shared with the COP as they become available. Mr. Coxe added that an RFP will be released in the next two weeks for thoroughfare alignment design in the area of the Northwestern Area Transportation Study. The designs will involve Hugh Torrence Parkway and Ervin Cook Road.

#### Cornelius

Ms. Partin conveyed that a 300 room hotel has been proposed across from Kenton Place on West Catawba Avenue. The Town is waiting on acceptance of the TIA fee by the applicant.

#### **Next Meeting:**

The next official meeting should occur at the beginning of 2017. However, additional communication will be required prior to determine the title for use by NCDOT in promoting the multiple projects occurring simultaneously in the NC 73 corridor, to help the public see these projects as part of an overarching vision. Mr. Israel requested that ideas be submitted to CCOG, and a list will be floated to the COP via doodle-poll for final selection. Regarding the wording of the title, several members reminded the group that the COP itself is not the focus or funder of the projects. But Mr. Gordon pointed out that NC 73 is unique in having a regional planning council and that this should be factored when considering ideas for the title.

There was general agreement for returning to Kannapolis for the next meeting. Mr. Simoneau adjourned the meeting at noon.