

Cornelius  
Davidson  
Huntersville  
Kannapolis  
Concord



Lincoln County  
Mecklenburg County  
Cabarrus County

## **Meeting Minutes December 6, 2007 Town Hall, Room 204 Cornelius**

**Attendees:** Andrew Bryant (Lincoln County), Ben Warren (Kannapolis), Parvis Moosavi (Davidson), Kris Krider (Davidson), Lauren Blackburn (Davidson), Kim Phillips (Lincolnton EDC), Zac Gordon (Huntersville), Ryan McDaniels (Cabarrus EDC), Jack Simoneau (Huntersville), Derrick Caudell (Concord), Linda Dosse (NCDOT), Bill Coxe (Huntersville), Bill Duston (Centralina), Susie Morris (Cabarrus County), Jason Abernathy (Cornelius), Blair Israel (Centralina).

**Welcome and Introductions:** Kris Krider opened the meeting at 1:30 PM with a quorum, welcoming those present.

### **ADMINISTRATIVE ITEMS**

**Approval of Agenda:** Mr. Krider asked if any changes should be made to the agenda. With no changes suggested, the original agenda was approved.

**Approval of Minutes of October 4, 2007 meeting:** The minutes of the previous regular meeting were approved.

**Introductions:** Various former members of the group have moved on to other positions, while others have joined the group. The COP welcomes Kim Phillips, representing the Lincoln County EDA, and fondly says goodbye to Karl Fritschen (City of Concord) and Stacy Yates (Lincoln County).

### **OLD ISSUES**

**Corridor Mapping Project Update:** Lauren Blackburn provided an update on the Davidson-Concord Road corridor stakeholder workshop. Her handouts included a project timeline, a photograph showing a well attended meeting, images from the designer consultants' PowerPoint presentation (depicting roads in rural settings and example urban forms from cities new and old in England and Italy), analysis maps of the area, and a sheet of tables showing workshop participant comments/votes regarding various area values such as walkability and connectivity. The process will continue with conceptual master planning and policy recommendations. A draft plan should be ready in February 2008. Discussion following yielded the observation that despite expressed desires for walkable communities, NC 73 would present an impasse to pedestrians, much

like Sam Furr Road does for Birkdale. It was noted that the English town depicted in the handouts was built on only one side of its major road.

## **NEW ISSUES**

### **Coordinating Development along the Mecklenburg /Cabarrus Line, consistent with the adopted Small Area and NC 73 Plans:**

Jack Simoneau showed the Small Area Plan depicting the area along NC 73 between Poplar Tent Road and McAuley Road. Various development plans within the area that are inconsistent with the Plan were discussed, particularly a future residential development located within the “light industrial” area of the Plan that lies in Concord’s planning jurisdiction (subject to annexation by Concord). The junction of four local jurisdictions within the planning area presents a challenge to coordinating implementation of the Plans.



This emphasized the need for greater coordination within the NC 73 Council of Planning itself. It was also pointed out that there have been two additional commercial curb-cuts on the north side of NC 73 in the same general vicinity. This, too, seemed to contradict the desire for strict access management controls that were envisioned in the Small Area Plan and the NC 73 Plan. Discussion ensued on the need to share development proposals with other members of the COP for input and comment.

**Huntersville Access Request:** Bill Coxe related a request for access to Sam Furr Road that illustrated an uncommon situation. The property in question lies immediately west of the Birkdale development and currently contains a single-family dwelling on it. The lot has direct access to NC 73 (i.e. Sam Furr Road). The property owner plans to develop the site for a use that would generate upwards of 300 automobile trips a day (as compared to the estimated 10 trips that the residence generates). The NC 73 Plan calls no “new driveways” along this portion of NC 73. Given the increase in projected traffic that would be created, both NCDOT and Huntersville’s land use regulations would judge this to be a “new driveway.” Thus, the Town has denied the application for a change in use. rules the new use of the driveway as a “new driveway”. Bill expressed that this is the first case he knew of where a new use required abiding by the new corridor standards for a strategic highway, where otherwise the access is grandfathered. He suggested that the COP compare the various access management standards throughout the NC 73 corridor. The COP agreed that this would make an excellent topic for the next meeting and it was decided that the NCDOT Division 10 & 12 Engineers should be invited to the meeting. Bill Duston said that he would personally call both Divisions to ask that they be in attendance. Bjorn Hansen had begun work on an access management comparative analysis, which Centralina will provide for the meeting. To avoid a potential scheduling conflict, the next COP meeting will be set to avoid the NCDOT Divisions Board Week.

## **ROUNDTABLE DISCUSSION ALONG THE CORRIDOR:**

- Centralina COG will send out monthly reminders to the COP for peer review of projects on the NC 73 website peer review page ([NC73.org](http://NC73.org)) and for the submittal of new projects for peer review. (Refer to minutes from the October 4<sup>th</sup> COP meeting for details.)
- The new project in northwest Huntersville on Beatties Ford Road (currently featured on the MUMPO website) will be placed on the COP peer review page shortly. Questions to consider include a new alignment of Vance Road and features of that intersection with NC 73.
- Huntersville recently adopted an Adequate Public Facilities Ordinance (APFO). The Ordinance addresses police, fire, parks and gym facilities for projects serving 1000 people or more. The APFO does not apply to roads. That notwithstanding, the Town also has language in its development code that requires traffic impact studies for new/expanded development based on the square footage of the building construction. Traffic studies are performed using Intersection Capacity Utilization (ICU) methodology, which reportedly permits less manipulation of the numbers. Bill Duston requested a copy of the Ordinance for Centralina's use, and for distribution to the COP membership
- Widening of I-85 has begun at NC 73. International Drive presents an issue. A right-in right-out option would be a detriment to the existing business park. Moving the Drive east could provide a solution. NCDOT "Garvey Bonds" are being used to fund the work. As pointed out by Bill Coxe, repayment of the bonds will be taken out of funds otherwise appropriated to Division 10.
- New NC 16 in Lincoln County still needs to be finished and signage improved along both New and Old NC 16, with designation clarified for "Old NC 16".
- News about the next Davidson-Concord Road workshop will be posted on NC73.org.
- Davidson APFO determinations are being protested.
- Improvements around the new Lowe's store in Lincoln County have been completed.
- Lincoln County's APFO was adopted. It too did not address transportation issues. But the County does have language that mandates traffic impact studies for new developments. The County has a list of five traffic engineering firms that a developer can choose from to complete the study. Lincoln County adopted a new transportation policy last month. The policy contains construction standards for roads within subdivisions, and also mandates the maintenance of acceptable levels of service for principal collector and arterial routes.
- The Cornelius Planning Board will soon review the Village at Lake Norman, a major new mixed-use development of 2 million square feet in Cornelius along I-77. A new interchange along I-77 is being proposed by the developer to serve the area.
- Cabarrus County has begun updating its western area plan. The county is coordinating this effort with the Cities of Concord and Kannapolis.

## **NEXT MEETING:**

The next regular meeting was set for February 14 at 1:30 pm at a location to be determined.

The meeting was adjourned at 3:30 pm.