

Prosperity Hucks Area Plan: Small Group Meeting Notes

Mix of Use

Aspiration

- Have heard that plan for Ridge Road vicinity is **22 units per acre**.
- Don't receive Zoning notices if live more than 300 feet from the edge of the proposal.
- Can't read zoning case numbers on small signs from moving cars.
- Stand at Prosperity Church at Ridge; **don't want to see apartments** in all directions.
- Want **no multi-family** in this quadrant.
- Apartments **above retail okay**; Townhouses are okay.
- Issue is **owner occupancy** more than multi-family style.
- Land use in Village has "ability to be single family;" want to say it "**will**" be single family.
- Ridge Apartment complex: saw 60 kids on school bus.
- Concerned by multi-family: will **intensify traffic congestion**.
- Need to find right mix/**balance of residential and retail**; Do not want big box stores.
- Understand **need for people** to support businesses, but having lots of folks here is a nightmare.
- A new grocery store will just kill off an existing one, leaving an **empty big box**.
- Infrastructure concern: Some communities have to handle their own trash: New streets now required to be to public street standards. Changes to City code to alter trash pick-up requirements.
- Make sure we maintain **control over big box stores**: No Home Depot/Walmart. Birkdale has some smaller anchor stores.
- Townhomes are reasonable; apartments not so much.
- Need to get right mix of uses in what is now vacant land.
- We think **apartments will decrease**/not increase **property values** in surrounding neighborhoods.
- Want **nice restaurants, but not fast food**.
- High density multi-family is not in anyone's best interest.
- **Don't want more multi-family**; enough here now.
- **Day care; Library**; internet store.
- Prosperity Ridge single family section is about 5 to 6 units per acre.
- Property north of Ridge Road across from Harris Teeter Center is shown on the adopted land use plans as residential use at up to 8 units per acre.
- Prefer townhouses to multi-family; **people own their own townhouses**.
- Don't consider **Strip Centers** to be an acceptable element of a Village.
- No multifamily; want quality similar to **existing neighborhoods**; schools over capacity already.
- Too many apartments; not enough salary based retail.
- Want sit down restaurant; **too much pizza and fast food** now.
- The retail is getting lost on the map in the multi-family.
- Don't want to see **retail overbuilt** to the point that there are lots of closures/vacancies.
- Understand the need for **townhouses** close by to **support retail**.
- Retail area has to sustain itself; but not necessary to have a big movie theater.
- Plans **already in place** for 300 or more in **townhouses**; lots of people for the area not yet developed.
- Areas zoned MX seem to be going toward apartments and convenience stores.
- Mobile home park now zoned for 4 units per acre; draft plan shows 22 units per acre.
- What kind of retail will we get? Got to be careful with that.
- **Townhouses** sell badly; don't want; **become renter occupied**, bring area values down.
- The more I think about it, the **Publix** may be a **good idea**.
- Need investment opportunities.
- Adding **apartments** does **little to attract** shoppers and neighbors to the center.
- Put in the Publix; wife will be happy; patronized them in prior city/neighborhood.
- How well thought out are uses? Hidden Valley was once a nice new place.
- Know we are **growing**; can't not have any multi-family, but keep at a **reasonable level**.
- Existing **undeveloped land** is likely to **be built out** as something.
- The challenges to this plan have ground **development activity to a halt**; the **confusion** is running potential buyers and retailers away; they are gun-shy of the uproar.
- Changes to **road names** at the last minute **blindsided** developers who had been working in good faith with names decided long ago. Cannot work on quicksand.
- Zoning meeting in July for rezoning of 39 acres for grocery store and apartments: takes a **big bite out of** this potential **village**.
- The **apartments** are what have everyone **up in arms**.
- There is fear that yet another grocery store will kill off one, and lead to a dead big box to deal with.
- If a new grocery store drives out the competition, so be it.
- **Multi-family** in the mix **like Birkdale** does it? Don't have problem with that.
- The current proposed rezoning takes up the big piece where could get the "Birkdale."
- Can't just do small shops; **need an anchor**/driver to support them.
- P.F. Chang won't come out by itself on an island.
- If a business goes out from competition, it will create an opportunity for more new upscale development: possibly **tear-down** and **new construction**. Sites here are valuable.
- Retail anchors and/or multi-family as driver to the rest of the development: **Anchor must come first**.
- Have zoning proposals moving through on own **rezoning process**; July 21.
- Don't want more multi-family in there.
- No continuity to create that village: **Birkdale** created from an **empty slate**.
- **Separate property ownership** has no incentive for owners to build in connections and continuity.
- This is harder than Birkdale to do: Working on how to deal with getting **continuity from site to site**.
- Hard to see the flow; rather have single family detached.
- **Listen** to the people who live here: want **retail, not more residential**.
- Want **upscale** retail, but not up to street; not appealing.
- No multi-family; leave room for retail.
- Do not want to become **typical I-485** destination for **strip and automobile retail**.
- Site on Ridge Road is perfect for where a developer is proposing retail uses; Do not need more multi-family.
- Need **luxury** neighborhoods possibly gated.
- Need luxury **condominiums: multi-family but not rental**.

Questions

- If zoned for multi-family, does that mean they can build at **any density**? Can we zone just for townhouse density?
- Is it the City's desire to have multi-family due to desire for more **tax** revenue?
- What happens if we **leave high density** housing **out** of the plan entirely? Won't have the shopping/restaurants unless have enough people to support them.
- Concern with **apartments? townhouses? condominiums?**
- Most people want land developed as single family? Can we have **just detached houses and a village** like Birkdale?
- How do we get 22 units per acre dropped, get heights limited?
- Might we get three **huge** apartment **complexes** if they so chose?
- Two parcels is all it would take to build a village center?
- Does **Dilworth have apartments?**
- If mobile home community is zoned R-4, how might it finally be developed?
- How many acres of **existing townhouse approvals?**
- How rabid is the market right now? Are **developers chomping at the bit?**
- Can we write an ordinance to **limit density?**
- Do developers think that they will **fill** all that **new retail**? We have vacancies now.
- Who is running the show? Being built in **bits and pieces**; can change 10 years later.
- **Where** will we see **the Birkdale type** uses where people will want to be
- What does **multi-family** bring to the area? **Traffic and schools?** Mallard Creek is a new school already using trailers.
- Can we require/build/have good restaurants? Who does that?
- Do we need a grocery store? **Do we need anchors** of some sort?
- Isn't the **existing population** enough to **draw upscale** retail/restaurants?
- Lots of **land up for sale**, which may conflict with the plan. Can we have a **moratorium?**
- Has current rezoning developer **changed their plan?** Community plans to be there. Can they/will they defer until plan is finalized?

This is a record of comments and questions from the small group meetings held at the Mallard Creek Recreation Center on Wednesday, June 11 and Thursday, June 12, 2014. Comments are grouped into several categories: Mix of Use, Character, Open Space, and Transportation; also grouped by whether they were expressions of aspiration or questions. The highlighted words are an attempt to give a sense of the key points, tone, range of issues, and diversity of thoughts expressed. The last two pages show the same comments as expressed in the individual groups.

Character

Aspiration

- No more than 3 to 4 stories; Like the new apartments.
- Need a way **to control the look**; not allow a hodgepodge.
- Highland Creek is high amenity location; like to see that level of **quality** in the Village.
- Want to **stay in neighborhood** and **downsize**, but have amenities: want a flat with **elevator** access similar to Metropolitan or Ratcliffe.
- City can **control height** limits; can control character in some ways.
- Some recent **townhouses** are **stripped down** from details on earlier townhouses.
- **Rents** have to be high; can't control rents or prices, but can control character.
- As example of **good village** design, look at Afton Village at Exit 54.
- Not connected; their green space feels like the **apartments' private backyard**.
- Plan has been presented as **cute village**, but what is happening is not what was shown in 1999; **apartments instead** of cute coffee shops.
- Challenge now is to figure out how the village development gets done with lots of **separate owners**; Birkdale had one owner/ developer.
- Want to see hanging baskets, brick, windows along the street.
- Music in park/school music programs
- Not allow **big parking lots** to dominate the center of the village.
- 201 Central center is covered with cars; not walkable or attractive.
- Don't want to have to **hold kids' hands** for safety.
- Development with **structured parking** rather than strip center with parking out front.
- **Design policies** are very **loose** and vague.
- Want to see **high end** development.
- Want to be able to **ride bike** into town.
- Have to watch City Council and zoning matters and monitor proposals.
- Show the area where a Birkdale type village is to be.
- Pedestrian Access: Want to be able to walk or bike to it.
- Want the place to **feel like a community**.
- Don't like **Concord Mills** and its wide roads and **strip development**; don't want that here.
- If we have to have townhouses, want higher value, for professionals working Uptown.
- Area has other challenges: Wallace Farm and its continuing smells; a golf course near to bankruptcy.
- Did not ever understand that the Village would be **what is being proposed** now.
- Control **price point** of the townhouses to support luxury type retail.
- Liked the original village concept; it is now turning into a **hodgepodge of strip centers and apartments**.
- Look at existing values in neighborhood: Professionals live here; after hours want use for them; Blakeney got it right; here **getting remnants** and how much can squeeze in.
- **Retail** developed here now is **schlocky**; want better.
- Development should be family oriented; geared to young families.
- Prosperity area has same demographics as **Ballantyne** and **South Park**; want the same level of **quality**; they do not have **multi-family there**.
- Ten years ago, envisioned growth similar to South Side.
- Our community is "active adults," but there are no **good eateries**.
- Lots of **rumors** going around about multi-family, and how they **will make area a slum**; I **think not**.
- Want place to **walk around** and enjoy; places where people **will spend money**; not just more places to live.
- Existing retail offerings are poor; no place to go with family for **lunch, walk, small shops**, etc.; hoping that this plan can get that for area.
- The challenge is that everyone wants the village, but the stuff coming in is **not like the village vision**.
- We are driving toward a thriving community.
- Can only have one plan: at some point have to bite bullet and **some may not like it**.
- Charlotte is growing; sometimes dense is good; **type and design** matters.
- Who will come here and **invest** if we are **still fighting** over the area plan?
- Preponderance of strip stores: Have too many; our small shops are **not that nice**.
- **Don't even notice** the **multi-family** at Birkdale; just enjoy the shops.
- Want **walking areas**/more **cohesive**.
- Regional distinctions: Concord Mills is #1 tourist attraction; Highland Creek is largest unique residential area; add to that a **unique interchange**.
- Miss trees and don't care for stores up to street edge; prefer **suburban setbacks**.
- It is **okay** for this to be **different**: a residential exit on the freeway.
- **Knew I-485 was coming** when moved here.
- Get **village feel** as best we can; but **not multi-family**.
- Bought into the Village idea with coffee shops, and will support that, but apartments only add **non-property owners**.
- Reston Town Center in Virginia does have multi-family; Don't see retail, but see the nice trees. Need a **good balance** to make it work. Walk/bike anywhere.

Questions

- The vision in plan is for **mixed use**; will we **champion** that or **allow for fragmented** development?
- Where and how are we getting the Birkdale type elements?
- Control **height** of buildings: two-story limit?
- Can we **require developers** to provide **amenities**?
- Question about present rezoning proposal: How is it like a Village?
- Why not draw something that **shows requirements**, other than land use plots.
- At **interchange location** can expect to see **push for fast food and gas stations**; can we ask for design restrictions, signage limits, etc.?
- Who controls/decides what is developed?
- Will this become **just a typical I-485 interchange** instead of something special?
- **How** are we going to **walk** to these places?
- At interchange we are trying to create a **pedestrian area**: is that possible?
- Most of village is to north of freeway, not to the south. How about **two smaller villages**?

Open Space

Aspiration

- No **place to gather** once all available land is developed.
- Need more gathering places: **open, grassy**, sizeable tract of land.
- Now drive to **Davidson** for quiet and open space.
- Can we **show a public open space** element and commit to it?
- Matthews has open space for Matthews Alive.
- Need some space to leave as open space/park/place to go.
- A Village should mean **places to sit, do** things. Get some through development process **from developer**.
- Need bigger, central space; identify need; **funding issue**.
- Highland Creek is de-facto park provider.
- Want **soccer fields** in center; none close by.
- Not space for big fields in village, but need space for **festivals, spray parks, basketball**.
- Need **more green space** and more walkability.
- Need for green space.
- Need green space **within the center**.
- Could use **library** and green spaces
- Not see park space designated; place to act as a community focus.
- Once you **lose green space**, you never get it back.
- Other than Clarks Creek **Nature Preserve**, have no green space; Do not consider recreation fields and greenway as green space.
- Reedy Creek is only state-certified nature preserve in the area.
- Need pockets of green space; provide **relief to Highland Creek** from being the **private provider** of open space for whole area.
- Want bike **paths and sidewalks**: have in Highland Creek but not extending outward or into village.
- Centralize a park space.

- **Where is** the green space?
- Can **City purchase** property for recreation purposes?
- Can we **require developers** to build open space?
- Can we **leave** some land **undeveloped**, with trees and open space?
- Will new multi-family and townhouse developments **have their own recreational amenities** and open space?
- Is Clarks Creek **greenway** designated, **funded**?

Questions

- **Back up in traffic** through Village area.
- Recent **increase** in traffic on **Highland Creek** Road.
- **Timing of Benfield** construction: northern section delayed by mobile home park.
- **Bus route**: how to accommodate without stopping traffic.
- Traffic problems; **horrible** now.
- Concerned with gas fumes at **roundabouts**.
- Multi-family **developers build** curb, gutters, sidewalks and the City is **off the hook** for those things.
- Four-lane Prosperity Church comes **down to two lanes** in village.
- **Eastfield** Road: What is **timing** of improvements?
- Roundabouts: **dangerous**?
- Does data show that options will allow some to not be on Eastfield, but **diverted to I-485**?
- Any **examples** of round-about interchanges like this?
- Will traffic **back up on ramps**?
- Why **new medians** (installed today) on Prosperity Church at Eastfield?
- Plans to **widen Eastfield** Road: **Who** would do it? When?
- Why entertain **adding** say 3,000 more cars to the area?
- **Absence of Ridge** Road extension to Eastfield Road puts pressure on Prosperity Church Road.
- Need to plan and think as though **Eastfield** is not going to be **widened**... Coping.
- We are driving these roads **every day trying to envision**.
- Eastfield is a main feeder road to I-485. It is a **bottleneck** and always will be.
- Pretty Village **will be overrun** by traffic.
- Alternative to the three roads would have been for the typical **single freeway crossing** with one four-lane road leading to **one interchange** with long left turn waits.
- Where is the **data**?
- Will we **require the builder** to construct the southeast arc (**Prosperity Ridge** below Johnston-Oehler)? (yes)
- **Who maintains** the roadways? Varies; some city; some state; some private developer or homeowner association.
- Property at southeast arc (Prosperity Ridge below Johnston-Oehler) is zoned for small lot **single family detached**; could it be changed to multi-family? (only if rezoned, with City Council public comment).
- Freeway will **not take traffic** from I-85, I-77; will still come through Prosperity Church Road.
- Plan does not take **Eastfield congestion** into consideration; takes ½ hour to get through Eastfield.
- Much of traffic **coming though** now will get onto I-485 and **bypass the neighborhood**, freeing things up.
- I believe and **trust** that the professionals have the **road design** worked out.
- Some Eastfield traffic will **use I-485 instead**.
- Congestion; likely to **continue**
- Pattern will **change dramatically** when I-485 opens; hard to predict.
- Street network looks a lot like **Dilworth** with **grid** of lots of streets.
- **Freeway** will be **below grade**; won't see it as we look across from one side to the other.
- Mallard Creek Church Road has nice bike lane now.
- When I-485 opens, much **pressure** will be **off Eastfield** Road.
- Lots of **major projects** and changes are already **in the works**.
- Another **interchange** at **Mallard Creek Road** also will relieve pressure on Prosperity Church.
- **On-street parking** is good; **still need other** parking; but shove it to the back.
- **Eastfield** is 2-lane **State route**, not scheduled for widening in foreseeable future.
- Recent **Browne Road** improvements did not improve conditions.
- When network is done, can take Prosperity Church and **other roads to get to** new access ramps.
- **Hucks Road** extension (Prosperity Hucks to Browne): Can't build 4-lane road section there; would like it to become a **greenway** connection instead.
- Traffic is at **gridlock**.
- Study putting in **bike paths and sidewalks**.
- Are there other places with street **network like this** somewhere?
- New **concrete median** at Prosperity Church near Eastfield: What is it? Why?
- Does City coordinate with **Cabarrus** and **Huntersville**?
- How many streets in the Village will have **sidewalks and bikeways**? All major thoroughfares will have both.
- Are there other places with street **network like this** somewhere?
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Prosperity Hucks Area Plan: Small Group Meeting Notes by Group

	Group 1 Wednesday 4 pm	Group 2 Wednesday 5:30 pm	Group 3 Wednesday 7 pm	Group 4 Thursday 2:30 pm	Group 5 Thursday 4 pm	Group 6 Thursday 7 pm
Mix of Use	<ul style="list-style-type: none"> Have heard that plan for Ridge Road vicinity is 22 units per acre. If zoned for multi-family, does that mean they can build at any density? Can we zone just for townhouse density? Is it the City's desire to have multi-family due to desire for more tax revenue? Don't receive Zoning notices if live more than 300 feet from the edge of the proposal. Can't read zoning case numbers on small signs from moving cars. Stand at Prosperity Church at Ridge; don't want to see apartments in all directions. Want no multi-family in this quadrant. Apartments above retail is okay; Townhouses are okay. Issue is owner occupancy more than multi-family style. 	<ul style="list-style-type: none"> Land use in Village has "ability to be single family;" want to say it "will" be single family. Ridge Apartment complex: saw 60 kids on school bus. What happens if we leave high density housing out of the plan entirely? Won't have the shopping/restaurants unless have enough people to support them. Concerned by multi-family: will intensify traffic congestion. Need to find right mix/balance of residential and retail; Do not want big box stores. Concern with apartments? townhouses? condominiums? Understand need for people to support businesses, but having lots of folks here is a nightmare. A new grocery store will just kill off an existing one, leaving an empty big box. Infrastructure concern: Some communities have to handle their own trash: New streets now required to be to public street standards. Changes to City code to alter trash pick-up requirements. Make sure we maintain control over big box stores: No Home Depot/Walmart. Birkdale has some smaller anchor stores. 	<ul style="list-style-type: none"> Does Zoning/Plan change over time? Sometimes developers come in and ask to change. What is driving changes to the prior plan? Most people want land developed as single family? Can we have just detached houses and a village like Birkdale? Townhomes are reasonable; apartments not so much. Can we write an ordinance to limit density? Need to get right mix of uses in what is now vacant land. How do we get 22 units per acre dropped, get heights limited? Might we get three huge apartment complexes if they so chose? Two parcels is all it would take to build a village center? Does Dilworth have apartments? We think apartments will decrease/not increase property values in surrounding neighborhoods. Want nice restaurants, but not fast food. High density multi-family is not in anyone's best interest. Who is running the show? Being built in bits and pieces; can change 10 years later. Don't want more multi-family; enough here now. Day care; Library; internet store. 	<ul style="list-style-type: none"> If mobile home community is zoned R-4, how might it finally be developed? Prosperity Ridge single family section is about 5 to 6 units per acre. 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Liked the original village concept; it is now turning into a hodge-podge of strip centers and apartments. Look at existing values in neighborhood: Professionals live here; after hours want use for them; Blakeney got it right; here getting remnants and how much can squeeze in. Retail developed here now is schlocky; want better. Development should be family oriented; geared to young families. Prosperity area has same demographics as Ballantyne and South Park; want the same level of quality; they do not have multi-family there. 	<ul style="list-style-type: none"> Ten years ago, envisioned growth similar to South Side. Our community is "active adults," but there are no good eateries. Lots of rumors going around about multi-family, and how they will make area a slum; I think not. Want place to walk around and enjoy; places where people will spend money; not just more places to live. Existing retail offerings are poor; no place to go with family for lunch, walk, small shops, etc.; hoping that this plan can get that for area. The challenge is that everyone wants the village, but the stuff coming in is not like the village vision. We are driving toward a thriving community. Can only have one plan: at some point have to bite bullet and some may not like it. Charlotte is growing; sometimes dense is good; type and design matters. Who will come here and invest if we are still fighting over the area plan? Preponderance of strip stores: Have too many; our small shops are not that nice. Don't even notice the multi-family at Birkdale; just enjoy the shops. 	<ul style="list-style-type: none"> Will this become just a typical I-485 interchange instead of something special? How are we going to walk to these places? Want walking areas/more cohesive. Regional distinctions: Concord Mills is #1 tourist attraction; Highland Creek is largest unique residential area; add to that a unique interchange. Miss trees and don't care for stores up to street edge; prefer suburban setbacks. It is okay for this to be different: a residential exit on the freeway. At interchange we are trying to create a pedestrian area: is that possible? Knew I-485 was coming when moved here. Get village feel as best we can; but not multi-family. Bought into the Village idea with coffee shops, and will support that, but apartments only add non-property owners. Reston Town Center in Virginia does have multi-family; Don't see retail, but see the nice trees. Need a good balance to make it work. Walk/bike anywhere. Most of village is to north of freeway, not to the south. How about two smaller villages?

Group 1 Wednesday 4 pm

- Where is the green space?
- Can City purchase property for recreation purposes?
- No place to gather once all available land is developed.
- Need more gathering places: open, grassy, sizeable tract of land.
- Can we require developers to build open space?
- Now drive to Davidson for quiet and open space.
- Can we show a public open space element and commit to it?

Group 2 Wednesday 5:30 pm

- Matthews has open space for Matthews Alive.
- Need some space to leave as open space/park/place to go.
- A Village should mean places to sit, do things. Get some through development process from developer.
- Need bigger, central space; identify need; funding issue.
- Highland Creek is de-facto park provider.
- Want soccer fields in center; none close by.
- Not space for big fields in village, but need space for festivals, spray parks, basketball.

Group 3 Wednesday 7 pm

- Can we leave some land undeveloped, with trees and open space?
- Will new multi-family and townhouse developments have their own recreational amenities and open space?
- Is Clarks Creek greenway designated, funded?

Group 4 Thursday 2:30 pm

- Need more green space and more walkability.
- Need for green space.
- Need green space within the center.
- Could use library and green spaces.

Group 5 Thursday 4 pm

- Not see park space designated; place to act as a community focus.
- Once you lose green space, you never get it back.
- Other than Clarks Creek Nature Preserve, have no green space; Do not consider recreation fields and greenway as green space.
- Reedy Creek is only state-certified nature preserve in the area.

Group 6 Thursday 7 pm

- Need pockets of green space; provide relief to Highland Creek from being the private provider of open space for whole area.
- Want bike paths and sidewalks: have in Highland Creek but not extending outward or into village.
- Centralize a park space.

- Eastfield Road: What is timing of improvements?
- Back up in traffic through Village area.
- Recent increase in traffic on Highland Creek Road.
- Timing of Benfield construction: northern section delayed by mobile home park.
- Bus route: how to accommodate without stopping traffic.
- Traffic problems; horrible now.
- Concerned with gas fumes at roundabouts.
- Multi-family developers build curb, gutters, sidewalks and the City is off the hook for those things.

- Four-lane Prosperity Church comes down to two lanes in village.
- Roundabouts: dangerous?
- Does data show that options will allow some to not be on Eastfield, but diverted to I-485?

- Any examples of round-about interchanges like this?
- Will traffic back up on ramps?
- Absence of Ridge Road extension to Eastfield Road puts pressure on Prosperity Church Road.
- Why new medians (installed today) on Prosperity Church at Eastfield?
- Plans to widen Eastfield Road: Who would do it? When?
- Need to plan and think as though Eastfield is not going to be widened... Coping.
- We are driving these roads every day trying to envision.
- Why entertain adding say 3,000 more cars to the area?
- Where is the data?
- Eastfield is a main feeder road to I-485. It is a bottleneck and always will be.
- Pretty Village will be overrun by traffic.
- Alternative to the three roads would have been for the typical single freeway crossing with one four-lane road leading to one interchange with long left turn waits.
- Will we require the builder to construct the southeast arc (Prosperity Ridge below Johnston-Oehler)? (yes)
- Who maintains the roadways? Varies; some city; some state; some private developer or homeowner association.

- Property at southeast arc (Prosperity Ridge below Johnston-Oehler) is zoned for small lot single family detached; could it be changed to multi-family? (only if rezoned, with City Council public comment).
- Are sidewalks required for new development (yes)
- Appreciate connectivity, but how do you know it will work without specifying/known the uses to be there?
- Freeway will not take traffic from I-85, I-77; will still come through Prosperity Church Road.
- Plan does not take Eastfield congestion into consideration; takes ½ hour to get through Eastfield.
- Much of traffic coming though now will get onto I-485 and bypass the neighborhood, freeing things up.
- When will the northeast arc (Prosperity Ridge above Ridge) be done? (December 2014 at same time as I-485).
- No right turn onto Prosperity Church from Eastfield. (planned/required as part of the recent rezoning at that corner) Who can we work on to get that earlier?
- Some Eastfield traffic will use I-485 instead.
- I believe and trust that the professionals have the road design worked out.
- Congestion; likely to continue.
- Some road elements now not to be done for 18 months; is there way to make sure development does not outrun those roads?

- Any plans to work on Eastfield Road?
- Pattern will change dramatically when I-485 opens; hard to predict.
- Street network looks a lot like Dilworth with grid of lots of streets.
- Freeway will be below grade; won't see it as we look across from one side to the other.
- How many streets in the Village will have sidewalks and bikeways? All major thoroughfares will have both.
- Mallard Creek Church Road has nice bike lane now.
- When I-485 opens, much pressure will be off Eastfield Road.
- Lots of major projects and changes are already in the works.
- Another interchange at Mallard Creek Road also will relieve pressure on Prosperity Church.
- On-street parking is good; still need other parking; but shove it to the back.

- Dearmon at Prosperity Church backs up so bad, can't get in or out of BiLo (as network is built, will alleviate that?)
- Where are actual entrances/exits onto I-485?
- Are the entrance/exit roads adequate for now, and for 20 years from now?
- Eastfield is 2-lane State route, not scheduled for widening in foreseeable future.
- Recent Browne Road improvements did not improve conditions.
- When network is done, can take Prosperity Church and other roads to get to new access ramps.
- Are there other places with street network like this somewhere?
- Hucks Road extension (Prosperity Hucks to Browne): Can't build 4-lane road section there; would like it to become a greenway connection instead.
- New concrete median at Prosperity Church near Eastfield: What is it? Why?
- Does City coordinate with Cabarrus and Huntersville?
- Traffic is at gridlock.
- Study putting in bike paths and sidewalks.