

Below is a summary of staff's response to comments received at the March 31, 2011 Community Workshop.

| Citizen Comment | Staff Response |
|--|---|
| Draft Plan Document | |
| 1. When does this draft plan change to an implementation plan? | <p>The draft <i>Steele Creek Area Plan</i> document is organized into three parts: Part I: <i>The Concept Plan</i> includes the Purpose, Vision Statement, Plan Goals and Policies. Only Part I will become adopted City policy. Part II, <i>Implementation Guide</i>, contains action steps to carry out plan policies, and will be used primarily to guide staff work. Part III, <i>Appendix</i>, provides supporting information and data used to develop the plan.</p> <p>The Implementation Guide is primarily a staff document that outlines steps that can be taken by various public and private bodies so that the future envisioned in this plan may be realized. These strategies, the lead responsible agency, and tentative time frame are listed in the Implementation Guide.</p> |
| 2. There are too many Mixed Use Activity Centers. | <p>The update to the Centers, Corridors and Wedges Growth Framework (CCW) was adopted by Charlotte City Council in 2010. It defines Activity Centers as focal points of economic activity typically with concentrations of compact development. There are 22 designated Activity Centers in Charlotte's sphere of influence. Currently, there are 2 Mixed Use Activity Centers and 2 Industrial Centers within the Steele Creek Area Plan boundaries. See page 16 of the draft <i>Steele Creek Area Plan</i> document for more information.</p> |
| 3. Does mixed use activity mean apartments? | <p>The draft Steele Creek Area Plan recommends higher density and more intense development that incorporate a mix of retail, office, civic, residential, and / or industrial land uses in the Mixed Use Activity Centers consistent with CCW. Residential development may include single family homes, townhomes, apartments, condominiums, or other types of residential development.</p> |
| 4. The plan recommendations allow for too many people and the roads cannot handle the traffic and noise. | <p>According to Noell Consulting Group, who conducted the Market Assessment of the Steele Creek Area. There will be demand for an additional 3,000 multi-family units and over 13,000 single family units in the plan area over the next 20 years. The plan recommendations take into consideration the Market Assessment and numerous other factors including the plan's vision and goals. The plan recognizes the need for transportation improvements within the area and recommends more intense development in the Activity Centers and along S. Tryon Street where the infrastructure can best support it.</p> |

Below is a summary of staff's response to comments received at the March 31, 2011 Community Workshop.

| Citizen Comment | Staff Response |
|--|---|
| Transportation | |
| 5. The turn lane at Rivergate is inadequate and requires traffic to stop in the thru lane. Two turn lanes or a longer lane is needed to accommodate turning traffic. The problem occurs with the timing of the Carowinds Boulevard traffic signal which holds up outbound traffic. | This is a short-term operational concern that does not have to be addressed by the area plan. The turn lane was recently extended and Charlotte Department of Transportation staff will re-evaluate timing of the traffic signal. Any intensification of the Rivergate Shopping Center site that requires rezoning may trigger a Traffic Impact Study that could result in dual left turns. |
| 6. A traffic signal is needed at Sam Neely Road and sidewalks are needed along Steele Creek Road. | The draft Steele Creek Area Plan shows Sam Neely Road and Steele Creek Road as having an enhanced intersection. Also, Steele Creek Road is shown as a Boulevard with sidewalks. |
| 7. It would have been helpful to have more information concerning plans for traffic lights and sidewalks down Steele Creek. | This is a short-term operational concern that does not have to be addressed in the area plan. Citizens can request traffic signals and sidewalks at any time by contacting the Charlotte Department of Transportation at 704.336.4119. |
| 8. The concept map still shows a road through the Siemens building. | The latest plan draft addresses this comment and the conceptual new street connection no longer goes through Siemens plant. |
| 9. Is the Moss road connector still hidden under a letter? It needs to go away. | In response to prior comments, the Moss Road connection is no longer included in the Concept Plan. However, in response to past Council action that supported a feasibility study, the connection is recognized in the Implementation Strategy section of the plan on page 54, project #18. Council does not adopt the Implementation Strategy but considers projects on a case by case basis. In response to citizen concerns, project #18 is noted as only advancing if homes fronting Moss Road are redeveloped. |
| 10. Will roads be provided for Steele Creek residents before being annexed? Many near Lake Wylie currently do not have paved roads and have to cross Crescent's land to access their homes. When will these roads be provided? | Roads outside City limits are generally maintained by the State. |
| 11. Erwin and Steele Creek roads should be evaluated. It is very bad when making a left off Erwin Road to Steele Creek Road, vision is blocked. | The draft plan can respond to this comment by recommended an enhanced intersection at Erwin and Steele Creek roads. |
| 12. There is only one traffic light at Brown-Grier / Arrowood Road and Sandy Porter. There are three schools back to back and increased traffic at certain times makes it difficult to safely turn left out of our neighborhood. | The existing signal at Gallant/Brown-Grier serves the schools. |

Below is a summary of staff's response to comments received at the March 31, 2011 Community Workshop.

| Citizen Comment | Staff Response |
|--|---|
| 13. There is a lot of traffic Steele Creek Road. Will it be expanded? Traffic bottlenecks severely on Steele Creek Road between S. Tryon Street and Gold Hill. | Draft plan generally addresses comment. Steele Creek Road is shown as a 4-lane Boulevard. However, the timing widening this road is beyond the scope of an Area Plan. |
| 14. Discussion of funding for road improvements would be helpful. | This is beyond the scope of the plan. However, the Implementation Guide, page 56, includes estimated costs of major roadway projects. |
| 15. Bicycle lanes are desperately needed on Youngblood and Steele Creek roads. | In the draft plan, Youngblood Road is shown as an Avenue with bicycle lanes. And Steele Creek Road is shown as a Boulevard with bicycle lanes. |
| 16. Plan lacks official transportation design and bike lanes. | Numerous streets in the Plan area are shown as Avenues and Boulevards, both of street types include bicycle lanes. |
| 17. Who is the NCDOT contact for the traffic lights on state roads? | Scott Cole. Scott can be reached at 704.982.0101. |
| Transit | |
| 18. Are there future plans to extend bus services in the Steele Creek area? | There are no current plans to extend bus service in this area. However, as the area continues to develop and the bus service will be expanded. The last service change for the area was in February 2011, 41x Steele Creek Express, service was extended to the Steeecroft area. In addition, 56 Arrowood, service was extended to Carolinas Medical Center – Steele Creek. However, as the area continues to develop CATS will look for ways to efficiently add service to the area. |
| Greenways | |
| 19. Are bike paths and walking trails planned for the new greenway areas? Need more greenways as identified. | Greenway amenities will be determined by Mecklenburg County Park and Recreation Department as a part of the planning process for developing the greenway. |
| Schools | |
| 20. Should schools be more centrally located? | Charlotte-Mecklenburg Schools utilizes a site selection process to determine where future schools are needed. New schools are located as close as possible to the students that they are intended to serve, and must be sited within the boundaries of the school or schools that the new school is relieving. Additional criteria that are considered include parcel sizes and the cost of available land. |
| 21. Why build more schools when schools are being closed | Schools in certain areas of the county are more overcrowded than in others. The moves to close and consolidate schools were primarily focused in areas where additional capacity existed. |



Updated April 20, 2011

Below is a summary of staff's response to comments received at the March 31, 2011 Community Workshop.

| Citizen Comment | Staff Response |
|--|--|
| Airport | |
| 22. The plan appears to ignore the change in airport operating procedure that is concentrating air traffic on the same flight path (previously disbursed). | Several residents voiced concerns about airplane noise and recent changes in flight patterns. Planning staff shared the names and numbers of persons who provided this information at the meeting and requested that Airport staff contact them. |