



WEDDINGTON ROAD CORRIDOR PLAN

ADOPTED | OCTOBER 13, 2022



CITY OF CONCORD MISSION STATEMENT

THE CITY OF CONCORD PARTNERS WITH OUR COMMUNITY TO DELIVER EXCELLENT SERVICE, AND PLANS FOR THE FUTURE WHILE PRESERVING, PROTECTING, AND ENHANCING THE QUALITY OF LIFE.

CORE VALUES

CULTURE OF EXCELLENCE:

We **respect** members of the public and each other, and treat all with courtesy and dignity. We rely on **teamwork** to provide a seamless experience for all customers. We uphold high **ethical standards** in our personal, professional, and organizational conduct. We **continuously improve** by promoting innovation and flexibility to best meet the needs of customers with available resources.

ACCOUNTABILITY:

We accept responsibility for our personal and organizational decisions and actions, while delivering cost-effective and efficient services that are done right the first time.

COMMUNICATION:

We openly communicate with the public and each other by sharing information and soliciting feedback to achieve our goals.

ENVIRONMENT:

We are concerned about our natural, historic, economic, and aesthetic resources and work to preserve and enhance them for future generations.

SAFETY:

We use education, prevention, and enforcement methods to protect life and property in the community, and maintain our infrastructure and facilities to provide a safe environment in which to live, work, shop, and play.

TRUST:

We realize the perception of our organization is dependent upon the public's confidence in our commitment to our core values and to meeting the goals set collectively by the Mayor and City Council.

AN ORDINANCE ADOPTING THE WEDDINGTON ROAD CORRIDOR PLAN
OF THE CITY OF CONCORD, NORTH CAROLINA

WHEREAS, the City of Concord, North Carolina pursuant to the authority conferred by the North Carolina General Statute §160A-364 enacted an Official Zoning Ordinance for the City of Concord, North Carolina and the Area of Extraterritorial Jurisdiction on July 28, 1977; and

WHEREAS, the City of Concord, North Carolina pursuant to the authority conferred by North Carolina General Statute §§160D-501 shall adopt and maintain a comprehensive plan that sets forth goals, policies, and programs intended to guide the present and future physical, social, and economic development of the jurisdiction; and

WHEREAS, the City may prepare and adopt other such plans as deemed appropriate, which may include small area plans and neighborhood plans; and

WHEREAS, the adopted 2030 Land Use Plan recommends the preparation of a plan for the general area of the George W. Liles Parkway, and the City has obtained property owner and public input in the development of the plan; and

WHEREAS, the Planning and Zoning Commission has unanimously recommended approval of the plan on September 20, 2022.

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of Concord, North Carolina:

SECTION 1: That the City Council adopted the following statement of reasonableness and consistency in support of adoption of the plan:

- The proposal is consistent with the 2030 Land Use Plan as the preparation of a mixed-use corridor plan for Weddington Road is cited as a task in the Implementation Work Program (Item LU-23) of the 2030 Land Use Plan.
- The proposal is reasonable in that the development of the Plan has included substantial outreach to property owners, stakeholders and the general public.

SECTION 2: That the Weddington Road Corridor Plan as indicated on Attachment A is adopted.

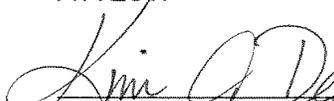
SECTION 3: That this Ordinance be effective immediately upon adoption.

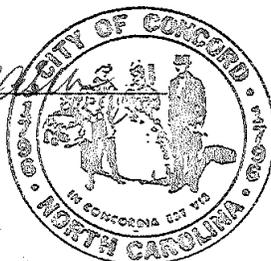
Adopted in this October 13, 2022.

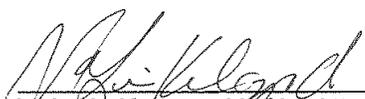
CITY COUNCIL
CITY OF CONCORD
NORTH CAROLINA


William C. Dusch, Mayor

ATTEST:


Kim Deason, City Clerk




Valerie Kolczynski, City Attorney

ACKNOWLEDGMENTS

ELECTED OFFICIALS

William C. “Bill” Dusch, Mayor
Andy Langford, Council Member District 1
W. Brian King, Council Member District 2
Betty M. Stocks, Council Member District 3
JC McKenzie, Council Member District 4
Terry Crawford, Council Member District 5
Jennifer P. Hubbard, Council Member District 6
John Sweat, Jr., Council Member District 7

CITY STAFF

Lloyd Payne, City Manager
Pam Hinson, Asst. City Manager
Steve Osborne, Director
Kevin Ashley, Deputy Director
Kaylee Caton, Design Manager
Gerald Warren, Urban Planner
George Daniels, Senior Planner (GIS)

Phillip Graham, Transportation Director
Jeff Corley, Water Resources Director
Alex Burris, Electric Systems Director
Bob Dowless, Parks & Recreation Director
Shelia Lowry, Deputy Parks & Recreation Director
Sue Hyde, Engineering Director

PLANNING & ZONING COMMISSION

John Howard (Chairman)
Jean King (Vice Chair)
Maya Jones
Eric Williamson
Phillip Jones
Brittany Evans
Deanne Haney (Alternate Member)
Jim Hays (Alternate Member)

RESIDENTS OF CITY OF CONCORD

A special thanks goes out to the public who attended the virtual community input session; participated in stakeholder meetings; and provided responses to the online public input survey.

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- 2.2. Existing Development
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- 2.5. 2030 Land Use Plan
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Recommendations

- 3.1. Mobility
- 3.2. Connectivity
- 3.3. **Beautification**



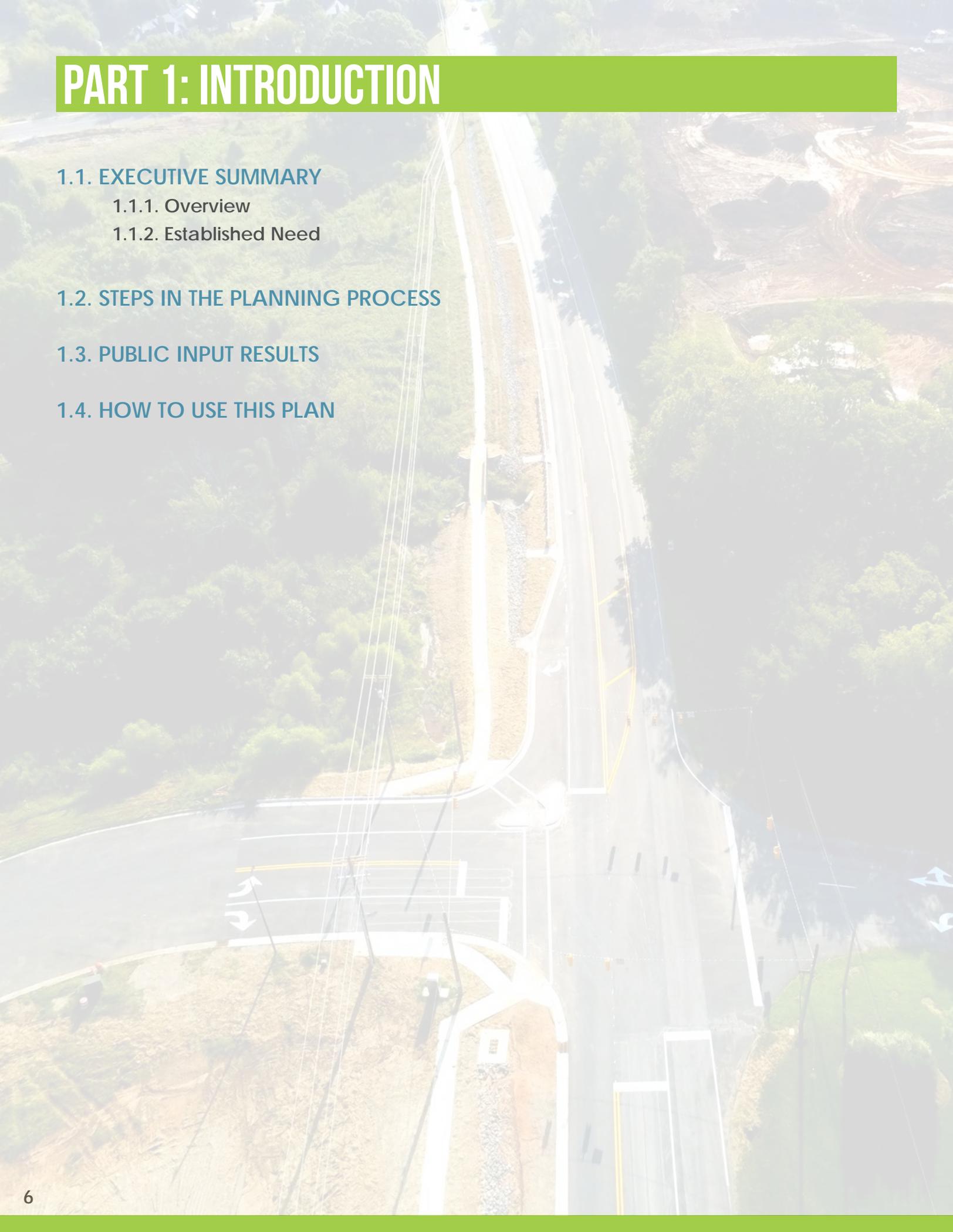
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PART 1: INTRODUCTION

An aerial photograph of a road construction site. A new road with white lane markings and yellow center lines is visible, curving through a landscape of green trees and brown earth. A green header bar is at the top of the page, and a green footer bar is at the bottom. The page number '6' is in the bottom left corner.

1.1. EXECUTIVE SUMMARY

1.1.1. Overview

1.1.2. Established Need

1.2. STEPS IN THE PLANNING PROCESS

1.3. PUBLIC INPUT RESULTS

1.4. HOW TO USE THIS PLAN



1

1.1. EXECUTIVE SUMMARY

1.1.1. OVERVIEW

The purpose of the Weddington Road Corridor Plan is to clearly articulate the existing conditions of the corridor, define planned developments along the corridor, and provide recommendations for future improvements particularly where related to mobility, connectivity, and beautification.

The overarching goal of this plan is to enhance Weddington Road by making it a multi-modal street and provide opportunities for beautification with safety at the front-of-mind for vehicles, pedestrians, and bicyclists. In support of these recommendations, the plan outlines implementation steps from an infrastructure, policy, and regulatory perspective.

Specifically, the plan recommends the following:

Mobility

- Intersection Improvements at Pitts School Road, George W. Liles Parkway, and Rock Hill Church Road related to pedestrian movement.
- Consider constructing a new roundabout at the intersection of Weddington Road and Rock Hill Church Road to improve sightlines and provide a safer intersection for vehicles, pedestrians, and bicyclists.
- Utilize existing signalized intersections, new Rapid Flash Beacons (RFB), and/or new High-

Intensity Activated Crosswalks (HAWK) beacons as needed to allow pedestrians and bicyclists to cross Weddington Road safely.

Connectivity

- Improve walkability along the corridor, providing a continuous multi-use path along Weddington Road for both pedestrian and bicycle use.
- Connect to existing and future greenways and multi-use paths in and around Weddington Road.
- Make improvements to the Hector Henry Greenway at the Weddington Road bridge over the Rocky River by adding a cantilever sidewalk.

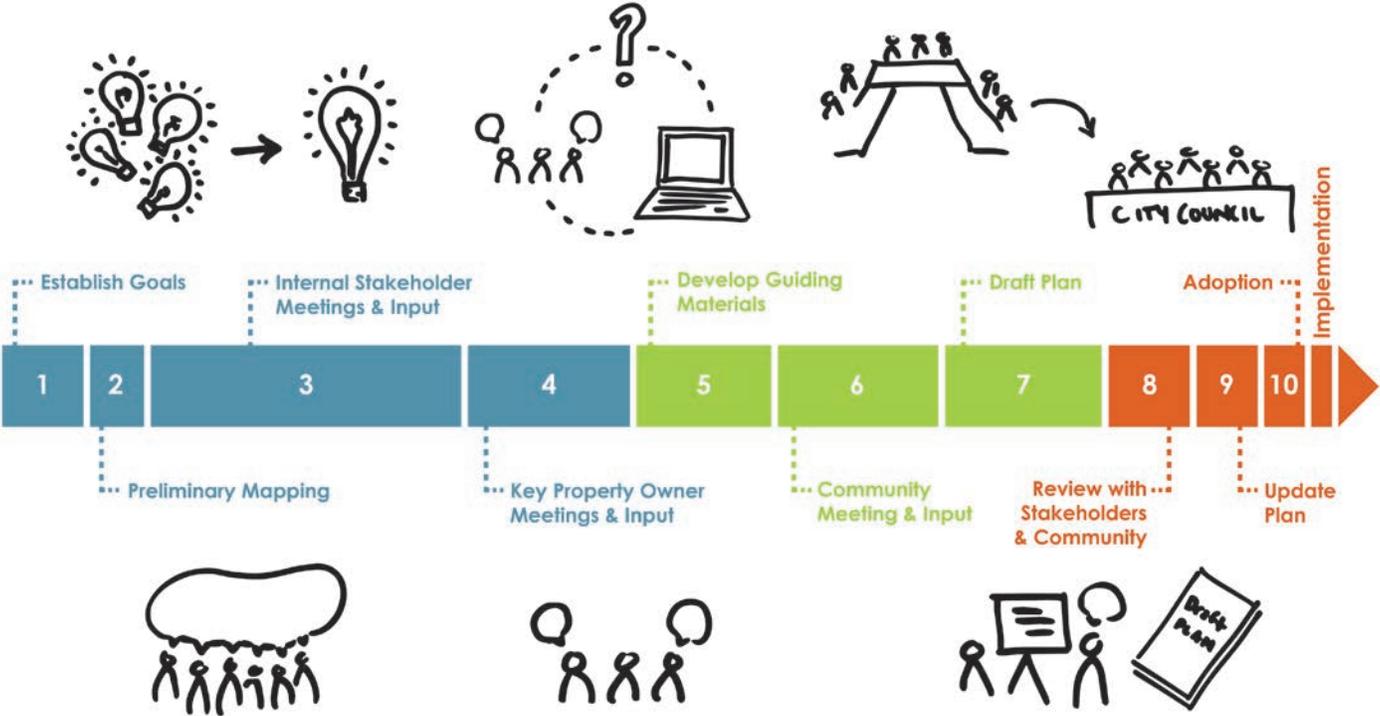
Beautification

- Identify areas along the Weddington Road Corridor for future Parks & Open Space per the Parks & Recreation Master Plan and Open Space Connectivity Analysis (OSCA) Plan.
- Add landscaping, furnishings and wayfinding signage to provide a more aesthetically pleasing experience along the corridor.
- Consider the importance of public art in Concord and identify potential sites for future sculptures, signal wraps, and other unique public art pieces.

1.1.2. ESTABLISHED NEED

The Implementation Work Plan of the 2030 Land Use Plan, approved in March 2018, calls for a Mixed-Use Corridor Plan for the Weddington Road Corridor from Rock Hill Church Road to Bruton Smith Boulevard. Considering the area is almost fully built out between existing and planned developments this Mixed-Use Corridor Plan focuses only on corridor improvements instead of future land use recommendations.

Weddington Road is one of Concord's significant east-to-west connectors traveling from the Concord Mills area to Concord Parkway/Hwy 29. Study area boundaries for the plan were identified in order to reach the surrounding neighborhoods and significant developments during the Public Input process. Part 2 | Existing Conditions goes into further detail on the study area boundary.



1.2. STEPS IN THE PLANNING PROCESS

Step One: Establish Goals

The first step in the planning process is to establish the boundaries of the Mixed-Use Corridor Plan, form the project team, and identify both the internal and external stakeholders and key property owners. During this step, City Staff establishes the overall goals for the Corridor Plan.

Step Two: Preliminary Mapping & Research

The next step in the planning process is to gain an understanding of the corridor by doing research and learning about its history and the built environment. The project team conducts data and map-based analysis for the corridor boundary, visits the site, and studies any and all existing plans for the area.

Step Three: Internal Stakeholder Meetings & Input

Once the background mapping and research are complete, the project team then puts together presentations and meets with internal stakeholders including City Department Staff (Water Resources, Electric, Transportation, Parks & Recreation, Fire, etc.), Rider Transit, and Cabarrus County to gather feedback and insight about the corridor.

Step Four: Key Property Owner Meetings & Input

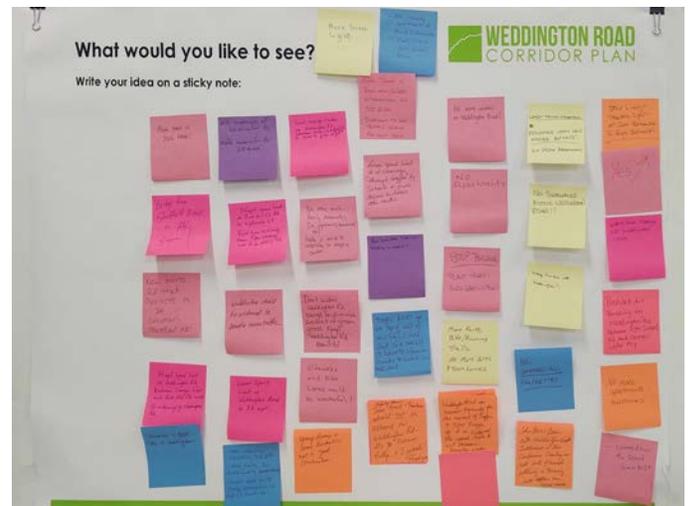
Following meetings with internal stakeholders, the project team meets individually with external stakeholders and/or key property owners identified in step one. City Staff presents and snapshot of the materials gathered up to this point and asks the stakeholders to provide their feedback and insight about the study area. City Staff may continue to meet with external stakeholders as needed throughout the planning process.

Step Five: Develop Guiding Materials

Taking all of the information gathered from step one through step four including mapping, research and various meetings with internal and external stakeholders, the project team then works on public outreach and holds a community meeting. Staff works on developing guiding materials for the Corridor Plan, taking into consideration existing conditions, infrastructure, and feedback received from stakeholders. These materials are then presented to the public during a community meeting where their feedback is requested.



August 2021 Community Meeting Open House



August 2021 Community Feedback

Step Six: Community Engagement & Outreach

The sixth step in the planning process, following the community meeting, City Staff makes available a Public Input Survey to gather all public feedback in one place. In the case of the Weddington Road Corridor Plan a community meeting was held on August 19th, 2021 and the survey was open to the public from August 19th to September 16th. Both the meeting and the survey were a success with about 50 meeting attendees, 170 survey participants, 907 question responses, and 540 comments. The following section, 1.3. Public Input Results, provides a summary of what was heard from the public. For more results see Appendix A.



April 2022 Community Meeting Presentation



April 2022 Community Feedback

Project progress and the results from the Public Input Survey were reviewed during a community meeting held on April 28th, 2022. Along with the presentation, cross section options were available to the public for their review and feedback.

Step Seven, Eight, Nine: Draft, Review & Update Plan

The next step is the task of assembling all of the data from the research, map analysis, existing conditions, planned development, and stakeholder and public input to create a draft plan. The draft is then reviewed by the public, made available for comment, and subsequently refined to create a final draft for use in the adoption process.

Step Ten: Adoption

The final step before implementation takes the draft plan through the City’s adoption process. The draft may continue to be refined as the plan advances through this process as the Planning & Zoning Commission and City Council conduct their review and provide additional input and guidance to the plan. In conducting their review, Planning & Zoning Commission and City Council evaluate the draft plan based on three criteria: consistency with the 2030 Land Use Plan, inclusive public engagement process, and long-range view.

Implementation

Plan implementation begins after the plan has been adopted, and continues indefinitely until the plan vision has been achieved, or until such time that a new plan for the area is undertaken and adopted. The task of implementing the plan is made easier by following the strategy that is outlined in the implementation chapter of the plan. This chapter identifies the relative priority for all of the recommendations in the plan.

1.3. PUBLIC INPUT RESULTS

Project Engagement

VIEWS
1,255

PARTICIPANTS
170

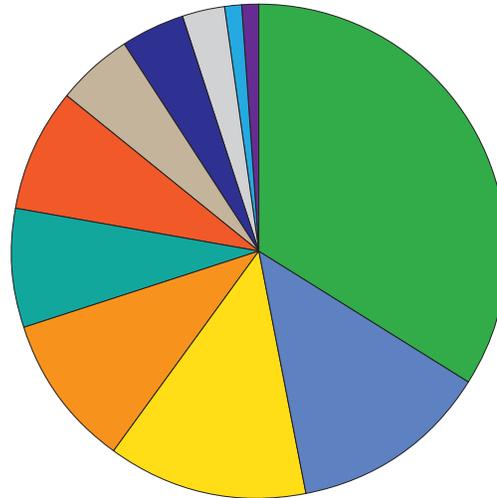
RESPONSES
907

COMMENTS
590

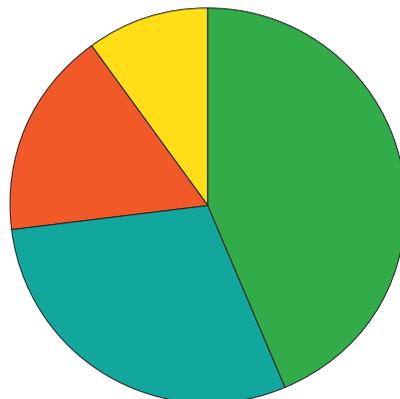


In which of the following neighborhoods do you reside?

- 34% Other Concord Neighborhood
- 13% Fairway Ridge
- 13% Sheffield Manor
- 10% Freedom Manor
- 8% Carriage Downs
- 8% Rosewood
- 5% Weddington Woods
- 4% Woodlands
- 3% Asheford Green
- 1% Laurel View
- 1% Outside of Concord



Which of the following interests you?



- 75% Sidewalks
- 50% Multi-Use Paths
- 29% Bike Lanes
- 17% Other

Where do you go for recreation?



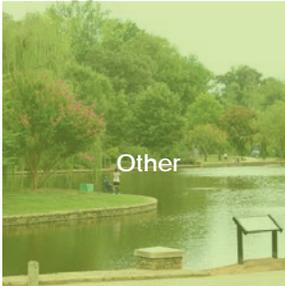
Frank Liske Park



Dorton Park



Weddington Bark Park
Hector Henry Greenway



Other

What types of land-uses would you like to see?



Parks & Recreation



Shopping & Dining



Residential



Commercial

Define your vision for the Weddington Road ?



Greenway/
Sidewalk Connections



Road Improvements/
Bike Lanes



Parks and Greenspaces



Land-Use

What could make Weddington Road Safer?

- Better street lighting
- More sidewalks and pedestrian crossing
- Reduce speed limit
- Roundabout
- Wider shoulders
- Less Development

*Reflects some (not all) of the comments received.



Green Space/Open Space
 Greenways
 Good access to major roadways
 Direct Route to shopping
 Close proximity to schools
 Great mix of neighborhoods and schools
 Accessibility to each end of town
 Mature Landscaping and beautification

What do you like about Weddington Road?

Increased traffic congestion
 Limited walkways, and cross walks
 Dark at night, more street lighting
 Flooding during strong storms
 Speeding vehicles
 Large trucks

What do you not like?

*Reflects some (not all) of the comments received for both Area A & B.

1.4. HOW TO USE THIS PLAN

The recommendations identified in this plan provide a guide to day-to-day decision making related to public investment, private development, and partnerships. The plan gives the flexibility needed to pursue unforeseen opportunities that will arise and to respond to new challenges over the coming years. The Weddington Road Corridor Plan is broken down into three main parts: Existing Conditions, Recommendations, and Implementation.

Existing Conditions

This section provides an overview of the existing conditions for the Study Area including existing development, public infrastructure, zoning districts, future land use categories, and planned developments.

Recommendations

This section summarizes area recommendations and expands into further detail how each recommendation could be achieved. The future vision of the corridor is broken down into three categories:

- Connectivity - Relating to Parks & Recreation with a focus on pedestrian and bicycle connections.
- Mobility - Relating to Transportation with a focus on vehicles and pedestrian safety.
- Beautification - Recommendations for aesthetic improvements along the corridor.

Within each category, the plan describes key recommendations. Topic sections also include maps, showing where relevant concepts could be located in the corridor.

Implementation

The implementation section describes the tools and partnerships that will be used in achieving the vision, identifies priority recommendations, and describes how implementation progress will be measured.

PART 2: EXISTING CONDITIONS

2.1. CORRIDOR PLAN BOUNDARY

2.2. EXISTING DEVELOPMENT

2.2.1. Existing Neighborhoods

2.2.2. Existing Facilities

2.3. EXISTING INFRASTRUCTURE

2.3.1. Transportation

2.3.2. Public Transit

2.4. EXISTING ZONING

2.5. 2030 LAND USE PLAN

2.6. PLANNED DEVELOPMENT



2

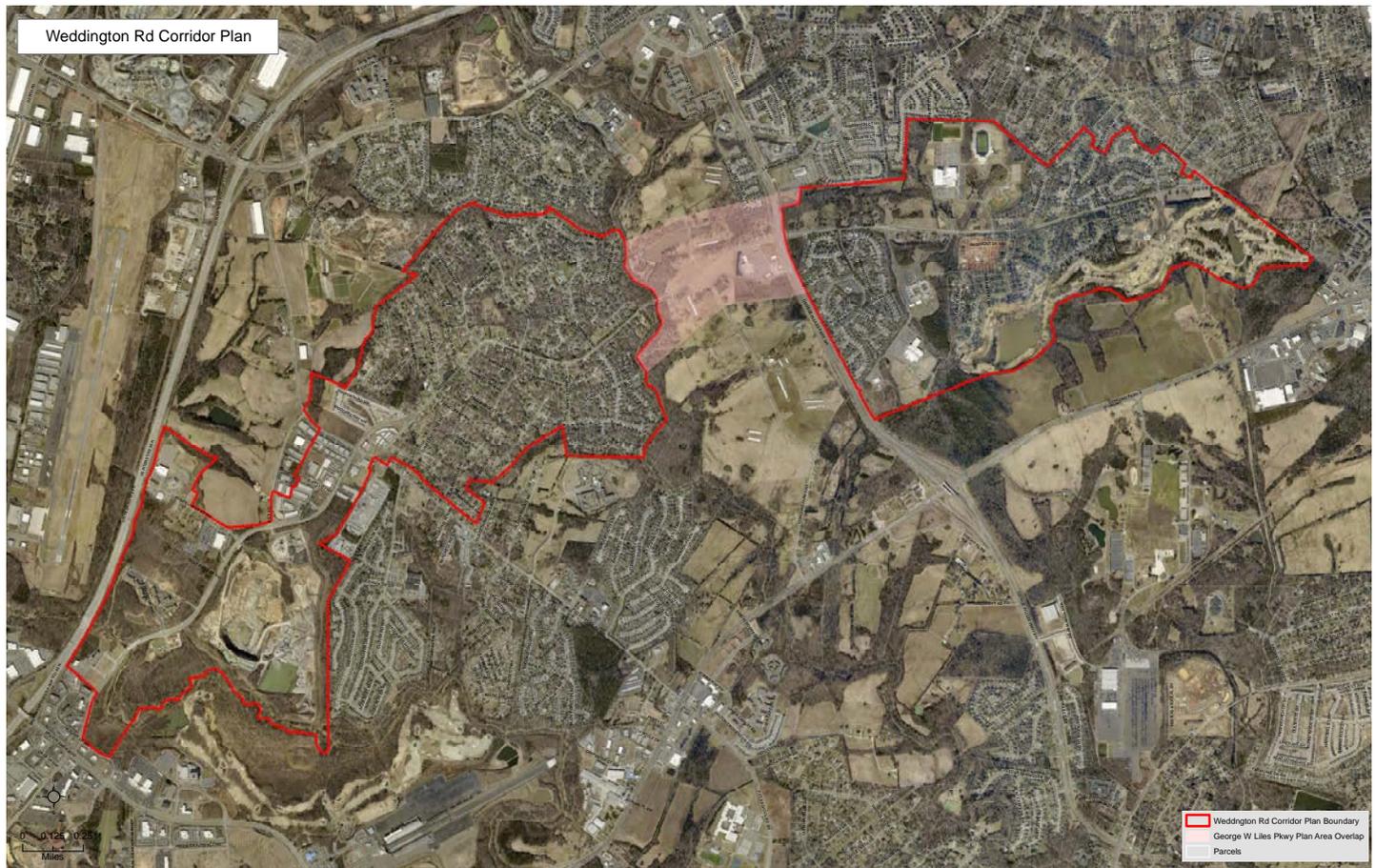
2.1. CORRIDOR PLAN BOUNDARY

Weddington Road Corridor is approximately 2,453.2 acres and is located between Bruton Smith Boulevard to the south and Rock Hill Church Road to the northeast, situated between I-85 and U.S. Route 29, east of the Concord Regional Airport. The corridor is well developed and is considered to be a centrally located connector road linking southwest and northeast Concord to center city Concord.

Weddington Road Corridor is composed of a variety of existing infrastructure and development patterns. The development patterns are largely influenced by established developments, neighborhoods, schools, existing parks, and open space. Major intersections are marked by commercial or industrial uses. There is a small commercial node at the intersection of Weddington Road and Rock Hill Church Road. Moving west, at George W. Liles Pkwy is a mix of undeveloped land and the Willow Oaks Shopping Center. Closer to the Concord Mills area, at Pitts School Road development shifts to industrial uses. Between these major intersections development is mostly residential.

The corridor is separated by it's largest intersection at George W. Liles Pkwy. To the east, this portion of the study area has a variety of existing developments including West Cabarrus High School, Weddington Hills Elementary, Harold E. Winkler Middle School, Performance Learning Center, Sheffield Manor, Asheford Green, Fairway Ridge, Weddington Woods, and the Cabarrus Country Club which functions as a private country club.

MAP 2.1: WEDDINGTON ROAD CORRIDOR PLAN BOUNDARY



The portion of the study area west of the George W. Liles Pkwy intersection is composed of the established residential neighborhoods of Carriage Downs, The Woodlands, Freedom Acres, and Tay-Mor; and newer neighborhoods like Wayford at Concord. At the Pitts School Road intersection is a substantial node of commercial and industrial uses. Toward the end of the plan boundary is the Martin Marietta Quarry, Weddington Road Bark Park, Fire Station 11 and the multi-family residential community of Waterlynn at Concord.

Other developments along the corridor but outside of the study boundary include commercial and hospitality towards Bruton Smith Boulevard east of I-85 and the Concord Regional Airport.

2.2. EXISTING DEVELOPMENT

The Weddington Road corridor study area is made up of multiple mature subdivision neighborhoods, multi-family dwellings, industrial employment facilities and commercial retail/office space.

2.2.1. EXISTING NEIGHBORHOODS

Asheford Green:

Adjacent to the southwestern section of the Cabarrus County Country Club is the Asheford Green neighborhood which occupies 0.103 square miles. The neighborhood consists of detached single-family homes and community club house.

Foxlaire:

Foxlaire is an established residential neighborhood located near the Cabarrus County Golf Club, and across from the West Cabarrus High School. Homes within the neighborhood are detached single-family homes with an eclectic mix of custom home styles.

Weddington Woods:

Weddington Woods is the 0.084 square mile detached single-family neighborhood directly across from the Cabarrus County Country Club, adjacent to the Atrium Health Clinic and in close proximity to West Cabarrus High School, Weddington Hills Elementary and Harold Winkler Middle School.

Rosewood:

The Rosewood neighborhood is a 0.035 square mile residential community that consist of established detached single-family home. The community is in close proximity to the West Cabarrus High School.

Fairway Ridge:

Fairway Ridge makes up 0.053 square mile. Fairway Ridge is a detached single-family residential community in close proximity to the Cabarrus County Country Club, Atrium Health Clinic, West Cabarrus High School, Weddington Hills Elementary and Harold Winkler Middle School.

Carriage Downs:

Carriage Downs is a 0.341 square mile low density residential community that can be characterized as a dense suburban neighborhood. This development has two entrances a Weddington Road and Poplar Tent Road. For the purposes of this plan the boundary ends at the Coddle Creek Tributary near Havencrest Ct NW. This neighborhood accommodates 550 residents and features 288 all brick homes, tennis courts, swimming pool, and a club house.

Woodlands:

Established in 1993 the Woodlands neighborhood is a community that features detached single-family homes and covers 0.126 square miles.

Freedom Acres:

Developed in the year 1979 Freedom is a residential subdivision of detached single-family homes. Homes typically have 3 to 4 bedrooms and range from approximately 2,700 to more than 6,000 square feet of interior living space.

Tay-Mor:

Tay-Mor consists of older detach single-family homes on 0.130 square mile acres. Tay-Mor is adjacent to Carriage Downs neighborhood.

Sheffield Manor:

Sheffield Manor was establish in the late 1990's. This residential neighborhood consists of 2-story detached single-family homes on ¼ to ½ acre lots. Sheffield Manor is in close proximity to George W. Liles Pkwy.

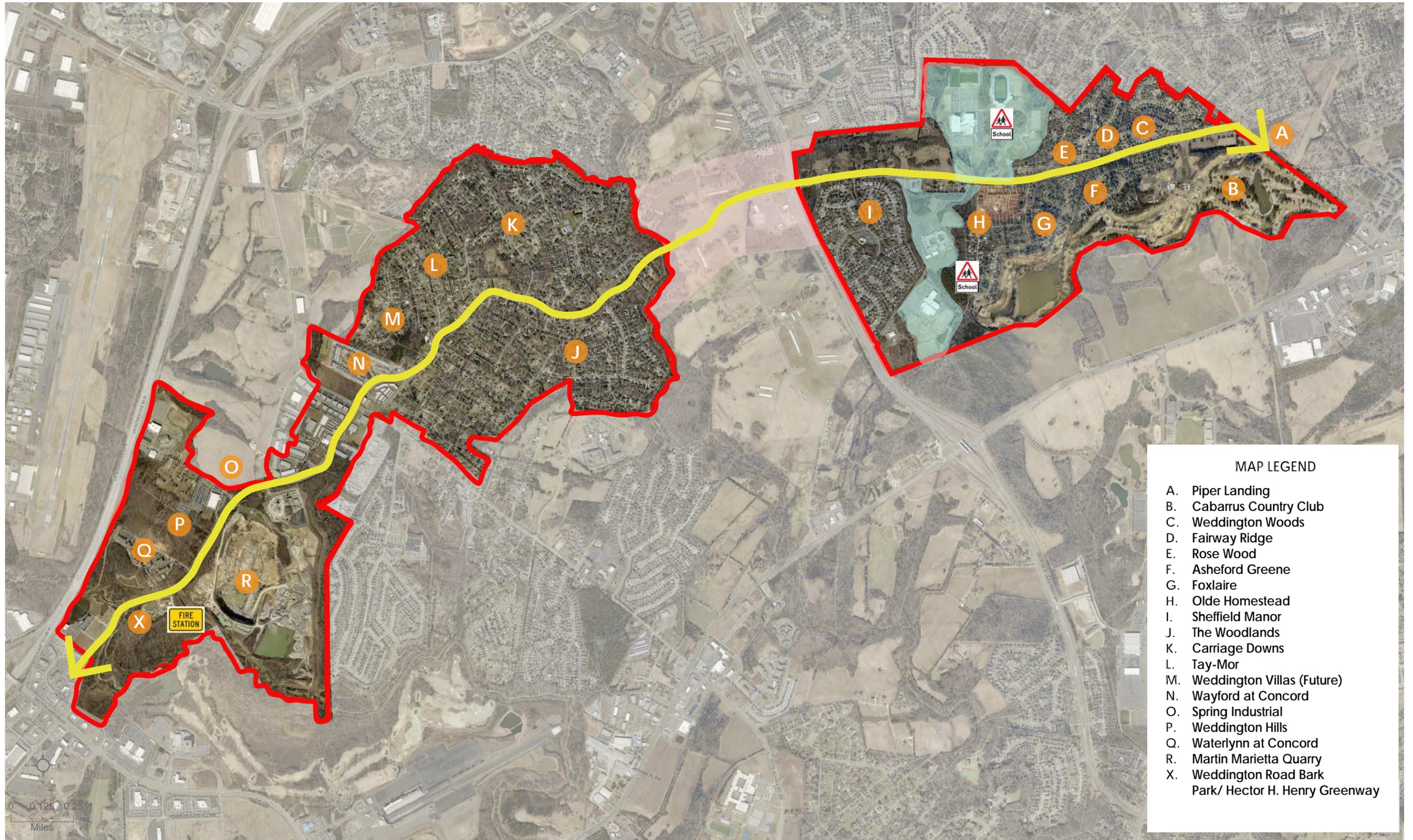
Wayford at Concord:

Features multi-use rental townhomes with attached garages north of the Weddington Road and Pitts School Road intersection.

Waterlynn at Concord:

Waterlynn located off I-85 at the Weddington Road and Weddington Road Extension intersection is the multi-family community of Waterlynn at Concord. Owned by the Lincoln Property group this multi-family dwelling unit is conveniently located across the Weddington Bark Park, Hector Henry Greenway, and Fire Station 11.

MAP 2.2: WEDDINGTON ROAD EXISTING DEVELOPMENT



MAP LEGEND	
A.	Piper Landing
B.	Cabarrus Country Club
C.	Weddington Woods
D.	Fairway Ridge
E.	Rose Wood
F.	Asheford Greene
G.	Foxlaire
H.	Olde Homestead
I.	Sheffield Manor
J.	The Woodlands
K.	Carriage Downs
L.	Tay-Mor
M.	Weddington Villas (Future)
N.	Wayford at Concord
O.	Spring Industrial
P.	Weddington Hills
Q.	Waterlynn at Concord
R.	Martin Marietta Quarry
X.	Weddington Road Bark Park/ Hector H. Henry Greenway

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Hector Henry Greenway



Weddington Bark Park and Fire Station 11

2.2.2. EXISTING FACILITIES

Public Facilities

West Cabarrus High School:

Located at 4100 Weddington Road, Concord NC 28027, West Cabarrus High School officially opened during 2020-2021 school year to both students and faculty. The school has a total of 1,207 students, 69 teachers and serves 9th through 12th grades. West Cabarrus High School is situated on 108 acres and shares the lot with a sports stadium complex. The school offers magnet programs that concentrates in construction, logistics, health science, and business marketing.

Harold E. Winkler Middle School:

Harold E. Winkler Middle School opened in August 2011, and is named for former superintendent Harold "Butch" Winkler, who led the district from the 1990s until 2009, and who still lives in the community. This school has a state of the art Performing Center, two gyms that seat approximately 1,500 and serves 6th-8th grades.

Weddington Hills Elementary School:

Weddington Hill Elementary is a public magnet school located at 4401 Weddington Road. The elementary school has a student population of an estimation of 1,006 with a student/teacher ratio of 15:5:1 and serves K through 5th grade.

Weddington Bark Park:

Is located near Bruton Smith Blvd. The park functions as a public greenspace. The Weddington Bark Park is adjacent to Fire Station 11 and a cross from the Waterlynn at Concord. The park also features the Hector Henry Greenway that connects to Embassy suites.

Hector H. Henry II Greenway (Hector Henry Greenway):

Hector Henry II Greenway is alongside the Rocky River Road and Weddington Road. This Greenway is proximately 1.5 miles of paved asphalt and includes boardwalks and observation decks. The Hector Henry Greenway is a part of the Carolina Thread Trail system to link approximately 2.3 million people in fifteen counties in North and South Carolina.



Dorton Park

Fire Department:

This area of Concord is currently served by Fire Station No. 11. Fire Station No. 11 officially opened on September 8, 2015 and is located at 8695 Weddington Road. The station is staffed with a ladder company, and engine. The facility in addition has 30 assigned people and serves the rapidly growing Concord Mills area and is adjacent to the Weddington Road Bark and the Hector Henry II Greenway.



Fire Station 11

Fire Station 11’s due area includes Concord Mills Mall, a mixture of multi-family, industrial, commercial occupancies, race shops, and the I-85 corridor.

Private Facilities

Cabarrus Country Club:

Known throughout the Carolinas for its playability, the Cabarrus Country Club is an 18-hole George Cobb designed course that measures 7116 yards.

Willow Oaks Crossing:

The Willow Oaks Crossing shopping center is nestled southwest of the George W. Liles Pkwy and Weddington Road intersection. This grocery store anchored neighborhood retail center

is home to Concord's first Publix and totals 82,167 +/- sf of commercial use.

Pitts School Road Industrial Area: This is a flex industrial property made up of a mixture of small-scale manufacturing, warehouse, office, and retail spaces.

Martin Marietta Quarry:

Established in 2000, at just under 250 acres the Martin Marietta quarry takes up a large portion of the study area boundary. Martin Marietta specialize in asphalt, cement, and other cement treated materials. The quarry is adjacent to the Weddington Road Bark Park and Hector Henry Greenway.

2.3. EXISTING INFRASTRUCTURE

2.3.1. TRANSPORTATION

Weddington Road is a two-lane roadway classified as a minor thoroughfare that collects traffic from adjoining neighborhoods and developments. As seen on Map 2.3. Weddington Road is owned and operated by the City of Concord between Bruton Smith Blvd and Pitts School Road. From Pitts School Road to Rock Hill Church Road, Weddington Road is owned and operated by NCDOT.

Rock Hill Church Road – Is a two-lane roadway that collects traffic from adjoining neighborhoods and businesses. The roadway merges with Weddington Road at the Cabarrus Country Club and Atrium Health Clinic.

George W. Liles Pkwy – George W. Liles Pkwy is mostly a four lane divide highway. The roadway intersects with Weddington Road at the Willow Oaks Crossing shopping center located at the plan's midpoint between Rock Hill Church Road and Bruton Smith Blvd.

Pitts School Road – This is a two lane roadway that intersects with Weddington Road at the Pitt School Road Industrial Area between George W. Liles Pkwy and Bruton Smith Blvd. The roadway collects traffic from adjoining industrial facilities, neighborhoods, and businesses.

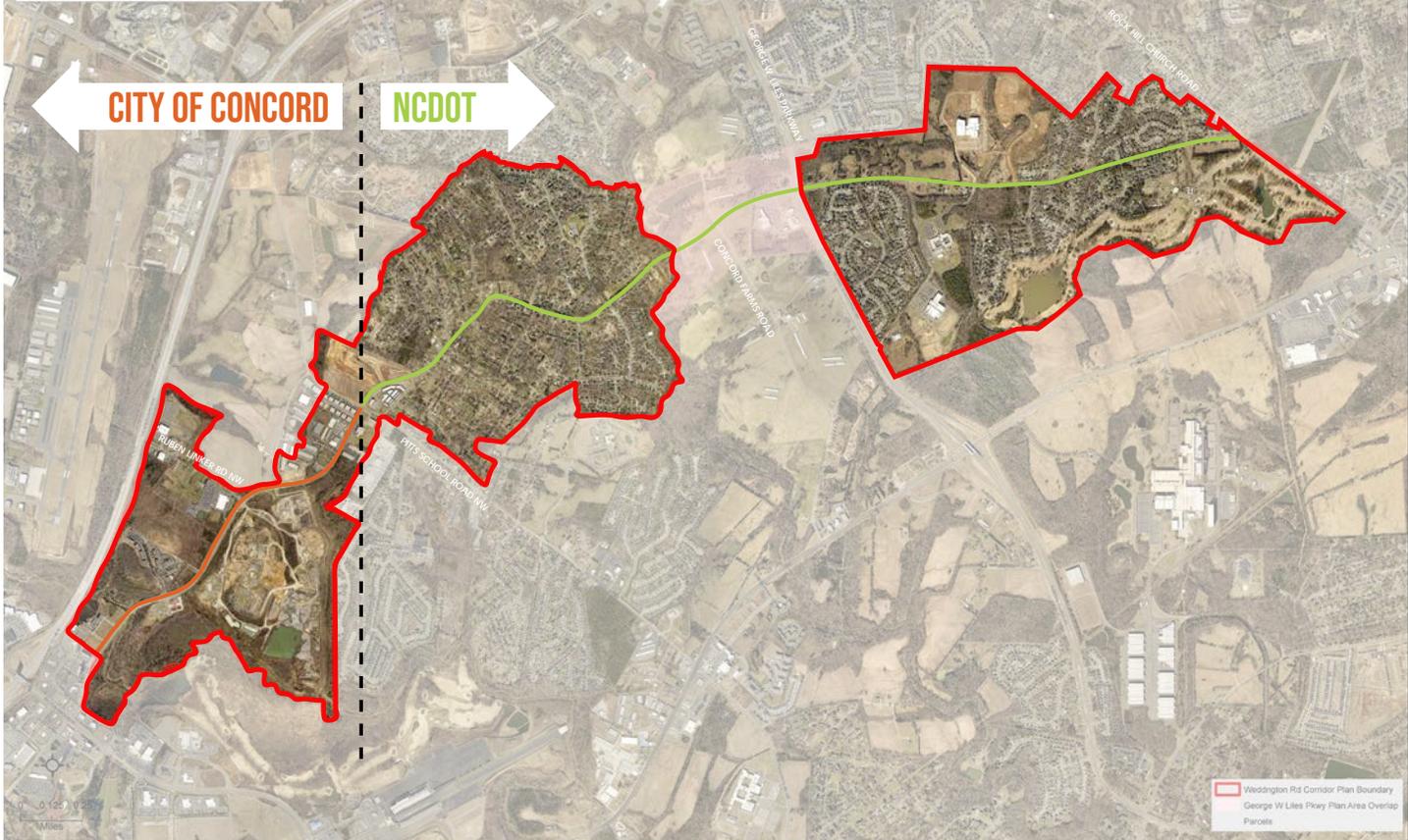
2.3.2. PUBLIC TRANSIT

Route 206 (Red) – The one existing Fixed Bus Route in the study area is Route 206 which has two stops along Weddington Road near Gateway Lane and Bruton Smith Boulevard towards Concord Mills.

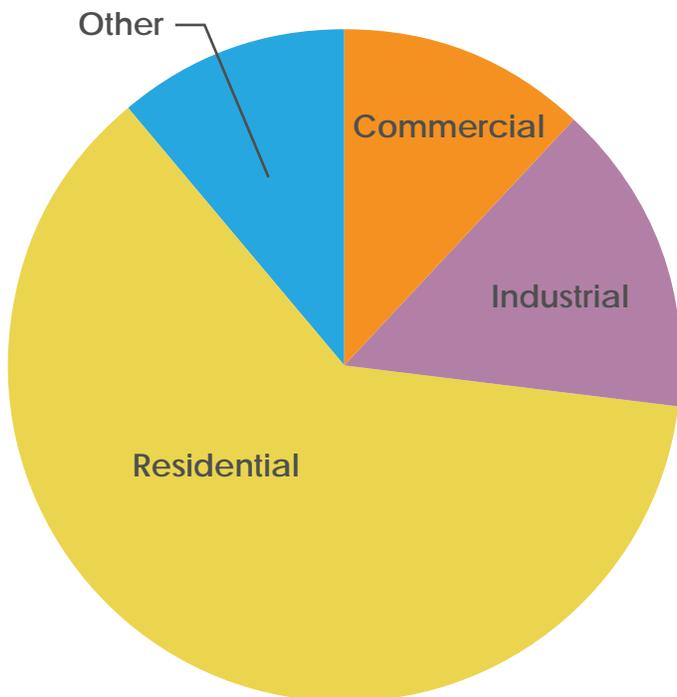
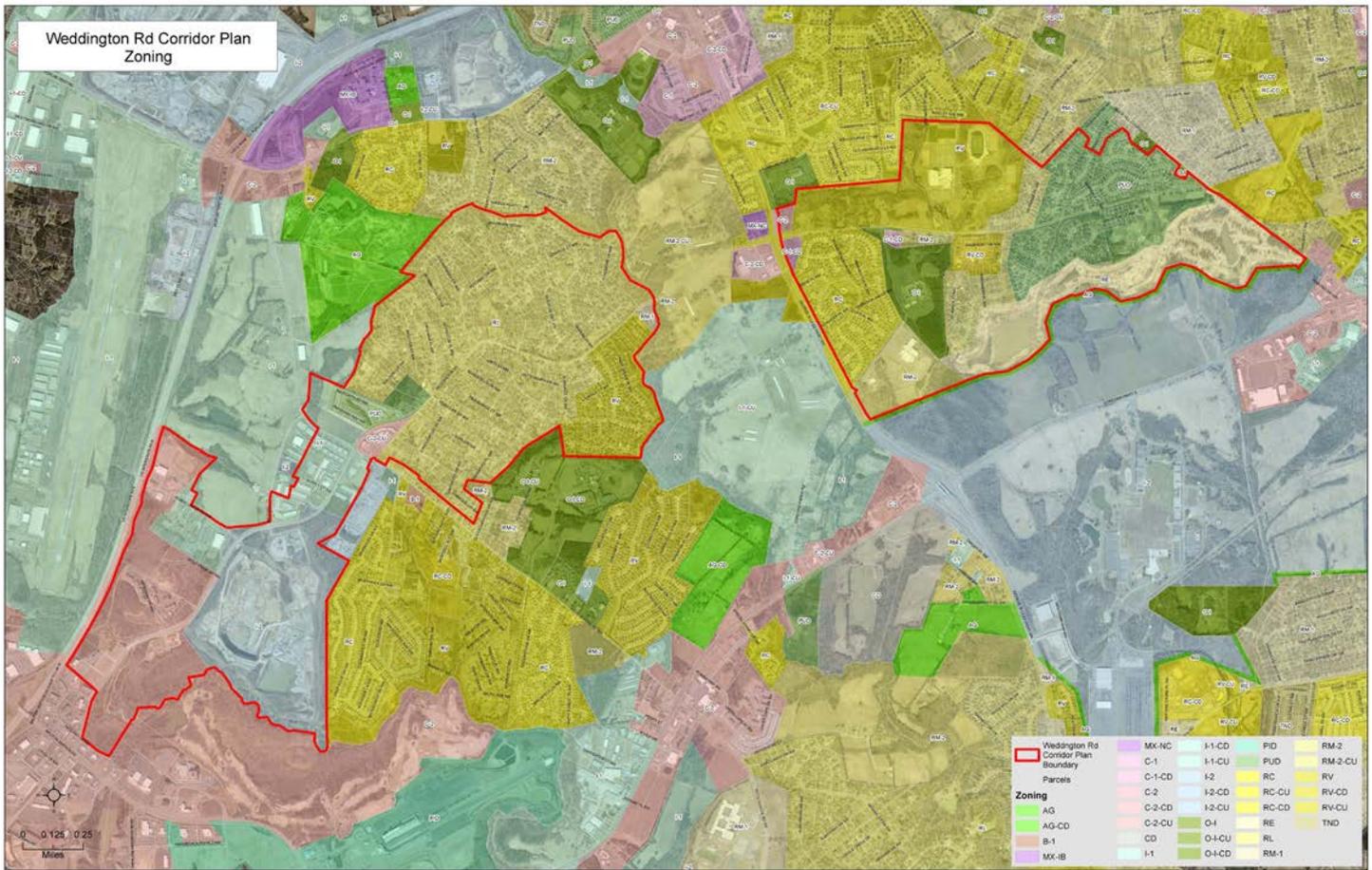
Route 206 has nine bus stations departing from Concord Mills-AMC Theaters and ending at the Rider Transit Center. The most frequent boarding's are at the Transit Rider Center and Concord Mills-AMC Theaters. Other important stops are at the Hilton at Garden Inn and The Hampton Inn & Suites Concord/Charlotte, and multiple office complexes found along the route.

For a Map of the Red Route 206 see Appendix C.

MAP 2.3: WEDDINGTON ROAD OWNERSHIP MAP



MAP 2.3: WEDDINGTON ROAD EXISTING ZONING



LAND AREA BY ZONING DISTRICT

ZONING DISTRICT	ACRES	%
C-1-CD	7.8	0.3%
C-2	247.1	10.1%
C-2-CD	17.0	0.7%
C-2-CU	11.4	0.5%
I-1	117.4	4.8%
I-2	259.2	10.6%
MX-NC	6.5	0.3%
O-1	66.8	2.7%
PUD	231.1	9.4%
RC	120.3	4.9%
RE	188.2	7.7%
RL	585.0	23.8%
RM-1	4.5	0.2%
RM-2	136.4	5.6%
RM-2-CU	123.5	5.0%
RV	308.5	12.6%
RV-CD	22.1	0.9%
TOTAL	2,453.2	100%

2.4. EXISTING ZONING

Zoning establishes a list of uses that are permissible on a particular parcel, which is driven by the Concord Development Ordinance. This study area contains Eleven of the City of Concord existing land use zones which are:

PUD – Plan Unit Development: Planned unit developments are housing developments that are not subject to standard zoning requirements, but instead work with the local government to develop criteria that will determine common areas, private areas and building guidelines.

RM-2 – Residential Medium Density: Medium density single-family; 4 dwelling units per acre max.

RV – Residential Village District: Detached and attached single-family with max of 8 dwelling units per acre.

O-1 – Office and Institutional District: Established to create and provide for agencies, and offices rendering specialized services and traditional institutional functions (both public and private) including, but not limited to governmental, cultural, and recreational facilities.

RC – Residential Compact: High density residential including single-family attached and multi-family, up to 15 dwelling units per acre.

C-1-CD – Light Commercial and Office District Conditional District: Established to provide areas for indoor retail, service and office uses. To accommodate well-designed development sites that provide transportation access.

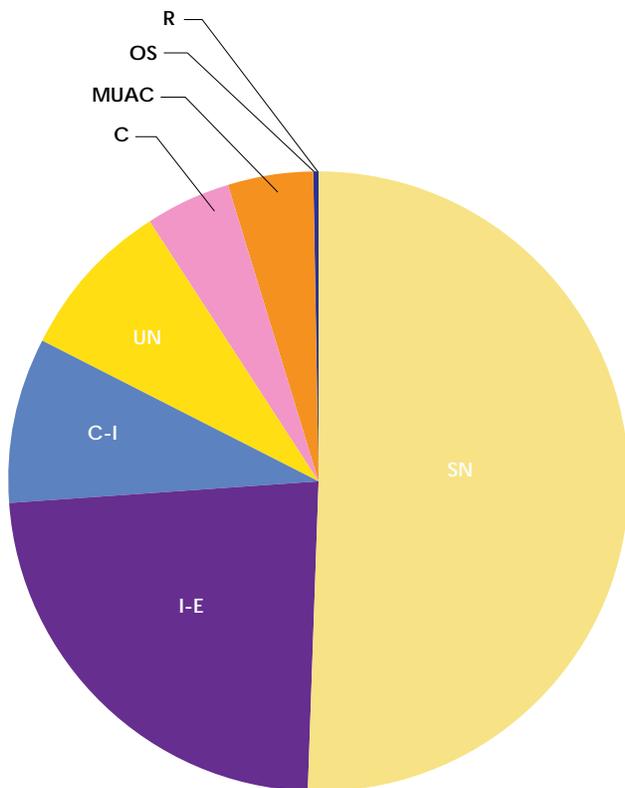
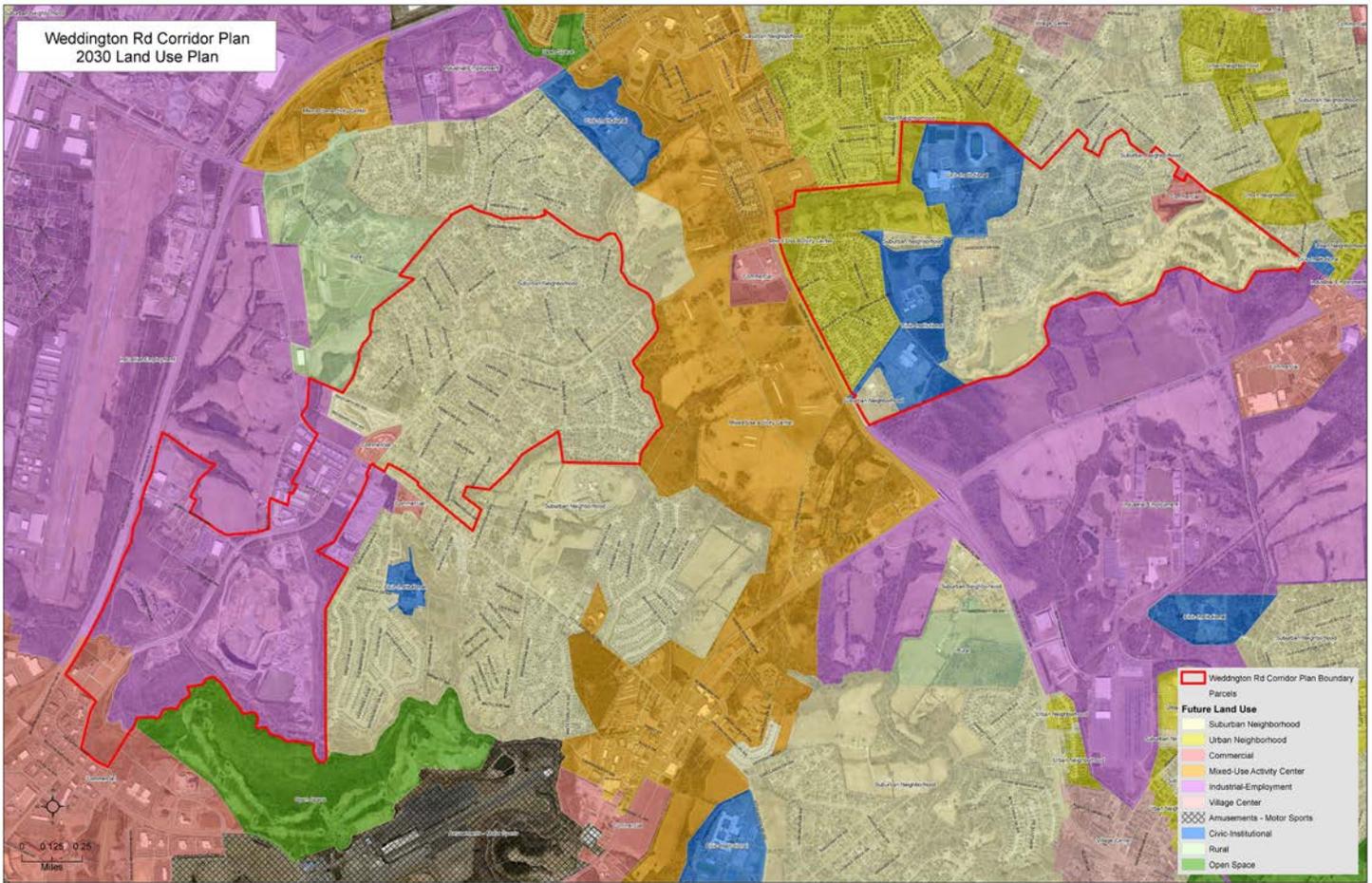
C-2 – General Commercial District: Established to provide areas for general shopping centers, repair shops, wholesale businesses, and retail sales with limited outdoor display.

RL – Residential Low-Density: Low density residential including single family uses with a max of two dwelling units per acre.

I-1 – Light Industrial: Areas that contain a mix of light manufacturing uses, office park and limited retail services.

I-2 – General Industrial: Areas of heavy concentrated fabrication, manufacturing and industrial which are suitable based upon adjacent land uses, transportation, and the availability of public services, and facilities.

MAP 2.4: WEDDINGTON ROAD 2030 LAND USE PLAN



LAND AREA BY FUTURE LAND USE CAT.

CATEGORY	ACRES	%
C-I	209.8	8.5%
C	110.5	4.5%
I- E	568.1	23.1%
MUAC	109.1	4.4%
SN	1,246.2	50.7%
UN	208.3	8.4%
TOTAL	2,453.2	100%

2.5. 2030 LAND USE PLAN

Suburban Neighborhood (SN): Is the largest land use within the Weddington Road Corridor is Suburban Neighborhood: 1,246.2 acres or 50.7% of the study area.

The Suburban Neighborhood Future Land Use category includes single-family areas that are formed as subdivisions or communities, with a relatively uniform housing type and density throughout. They may support a variety of single-family detached residential types, from low-density single-family homes to denser formats of smaller single-family homes. In areas designated Suburban Neighborhood, homes are typically buffered from surrounding development by transitional uses or landscaped areas. Single-family attached dwellings are an option for infill development within the suburban neighborhood future land use category. These neighborhoods are often found in close proximity to suburban commercial, office, and industrial centers, and help provide the consumers and employment base needed to support these centers. Lots at the intersections of collector and arterial streets within or at the edges of suburban neighborhoods may support small-scale, neighborhood serving, pedestrian-oriented commercial or service uses such as coffee shops, cafes, beauty salons and light retail. Pedestrian oriented uses exclude uses with drive-in, drive-through or automobile related services.

Urban Neighborhoods (UN): Urban Neighborhood is limited to 208.3 acres or 8.4% of the Study Area and is concentrated near the intersection of George W. Liles Pkwy.

The Urban Neighborhood Future Land Use category includes a mix of moderate to high-density housing options. These neighborhoods are relatively compact, and may contain one or more of the following housing types: small lot, single family detached, townhomes, condominiums, or apartments. The design and scale of development in an urban neighborhood encourages active living with a complete and comprehensive network of walkable streets. Cul-de-sacs are restricted to areas where topography, environment, or existing development makes other connections prohibitive. Lots of intersections of collector and arterial streets within or at the edges of urban neighborhoods may support neighborhood- and community-serving, pedestrian-oriented commercial or service uses such as coffee shops, cafes, beauty salons and light retail. Drive-through uses may be appropriate if designed and located so they access side streets and do not compromise pedestrian safety. Non-residential and multi-family uses are typically developed with minimal street setbacks in the urban neighborhood future land use category.

Industrial/Employment (IE): The second largest land use within the Weddington Road Corridor is Industrial/Employment: 568.1 acres or 23.1% of the study area.

The intent of the Industrial/Employment (IE) Future Land use category is to identify those areas that have either already developed as industrial or are suited for additional industrial development due to the presence of infrastructure and access to transportation routes, such as major highways and railroads. These industrial areas should be preserved for employment uses to generate jobs for the community.

Industrial uses have already developed in several areas throughout the community, most of which are light industrial in function and impact. The 2030 Plan identifies the need to protect industrial lands, and to encourage additional growth in industrial/employment uses in designated areas, particularly around Concord Regional Airport, and along I-85 between Pitts school Road and Rocky River. Additionally, some light industrial/employment uses are encouraged to locate in Mixed-Use Districts, depending upon their intensity, as identified earlier in this section.

Civic Institutional (C-I): The Civic Institutional area within the Weddington Road Corridor Boundary is utilized by Cabarrus County Schools for Weddington Hills Elementary, Harold E. Winkler and West Cabarrus High School. Uses in this future land use category include public facilities, public and private schools, places of worship, cemeteries, and other community gathering facilities.

Commercial (C): The Commercial area is limited to 110.5 acres, or 4.5% of the Study Area. The Commercial future Land Use category includes a mix of commercial land use types. While these areas continue to support additional commercial development and redevelopment, much of the new commercial development should be concentrated within the Mixed-Use activity Centers and Village Centers. Strip commercial development along major corridors is discouraged in the 2030 Plan. Instead commercial development integrated into Mixed-Use activity Center at key intersections is desired. Areas designated as Commercial are intended to represent those that include a variety of commercial uses at different intensities, including large scale malls, lifestyle centers, and community shopping centers.

Mixed-Use Activity Center (MUAC): In the center of the corridor plan which overlaps with the George W. Liles Pkwy Small Area Plan is designated as a Mixed-Use Activity Center. For this area please reference the George W. Liles Pkwy Small Area Plan adopted in August 2022.

2.6. PLANNED DEVELOPMENT

Piper Landing - Under Construction

Slightly outside of the Weddington Road Corridor Boundaries, Piper Land will contain 302 units total when construction is complete; which includes 221 two-story townhomes with 1- and 2-car garages, 81 detach single-family homes, and a community pool space. Piper Landing is located at the Weddington Road and Rockhill Church Road intersection. The neighborhood’s development plans include a minimum 5-foot sidewalk along Rock Hill Church Road as well as internal sidewalks connecting to Montford Avenue NW and the existing neighborhoods in that area.

Olde Homestead - Under Construction

Construction was recently completed on the Olde Homestead neighborhood containing 40 detached single-family homes. Homes range from 3 to 5 bedrooms and are 2,000 to 3,800 square feet. The development plans have sidewalk included on Weddington Road to connect with future multi-use paths and eventually to the City’s greenway network.

Weddington Road Villas - Planned

Weddington Road Villas is an 11.7-acre community that will house 82 new front loaded townhomes. Zoned as a Planned Unit Development (PUD), this planned community will be an addition to the previously constructed Wayford at Concord. The development plans include a 10-foot concrete sidewalk with an 8’ foot planting yard to be constructed along Weddington Road.



Olde Homestead Construction - Under Construction



Springs Business Park - Under Construction

Springs Business Park - Under Construction

Springs Business Park will comprise four buildings with office/warehouse/commercial spaces ranging from 2,215 square feet to 27,000 square feet, located at the intersection of Pitts School Road and Weddington Road, one mile from I-85. Phase I of the business park will consist of three buildings totaling 72,900 square feet of industrial flex space. The second phase will consist of a single, 46,500 square-foot building. Once constructed, Springs Business Park will total 119,400 square feet. Phase I is scheduled to be complete November or 2022 and Phase II will be complete November 2023. Both Phase I and Phase II include the addition of sidewalk along Weddington Road and Pitts School Road.

Bonds South Industrial Site - Planned

The Bonds South Industrial Site is planned to consist of a 414,000 square foot speculative industrial building on the 37.7 acre site at the corner of Weddington Road and Ruben Linker Road.

Weddington Ridge - Planned

The Weddington Ridge community will be located on 48.7 acres and consists of a total of 297 apartments and 137 townhomes. The community is split into three phases, the first of which includes four of the apartment buildings (132 apartments) and the amenity building. Phase two (165 apartments) and phase three (137 townhomes) are awaiting sewer allocation and are shaded yellow in the map on Page 33. Weddington Ridge's development plans show connection to Ruben Linker Road, an easement for future greenway connection, and include sidewalk along Weddington Road.

MAP 2.4: WEDDINGTON ROAD PLANNED DEVELOPMENT



PART 3: RECOMMENDATIONS

3.1. CONNECTIVITY

- 3.1.1. Multi-Use Path Recommendations
- 3.1.2. Greenway & Multi-Use Path Connections
- 3.1.3. Other Improvements

3.2. MOBILITY

- 3.2.1. Intersection Improvements
- 3.2.2. Rock Hill Church Road Roundabout
- 3.2.3. Other Crossings

3.3. BEAUTIFICATION

- 3.3.1. Landscaping
- 3.3.2. Green Streets
- 3.3.3. Other Recommendations

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3

3.1. CONNECTIVITY

Connectivity recommendations focus on the addition of pedestrian and bicycle-friendly infrastructure to the corridor. This category of recommendations aligns closely with the previously adopted Parks & Recreation Open Space Connectivity Analysis Plan.

Open Space Connectivity Analysis Plan

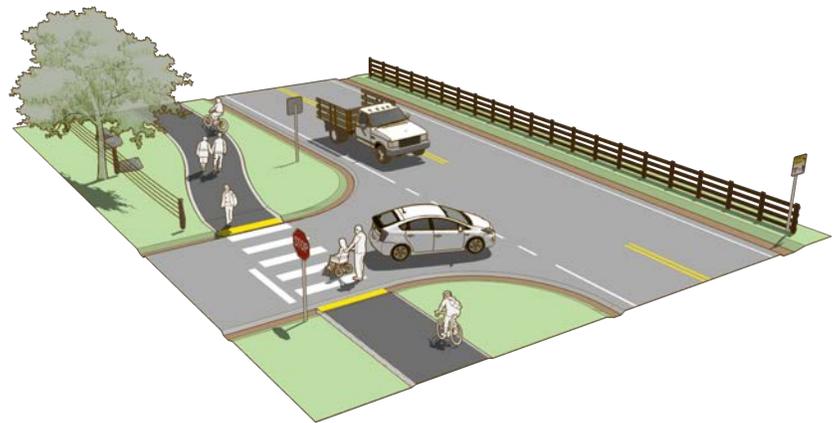
Adopted in May 2019, the purpose of the Open Space Connectivity Analysis (OSCA) Plan is to identify feasible, constructible bicycle and pedestrian routes along stream corridors, through open spaces, and along roads to create a more connected Concord. The City of Concord elected to prepare an open space connectivity analysis, expanding upon the Greenway Master Plan included in the Parks and Recreation Master Plan as adopted by City Council in January 2017. The OSCA is a tool that City staff uses as a guide to approve, plan, and ultimately build the facilities needed to connect residents and guests of Concord.

Bicycle Facilities

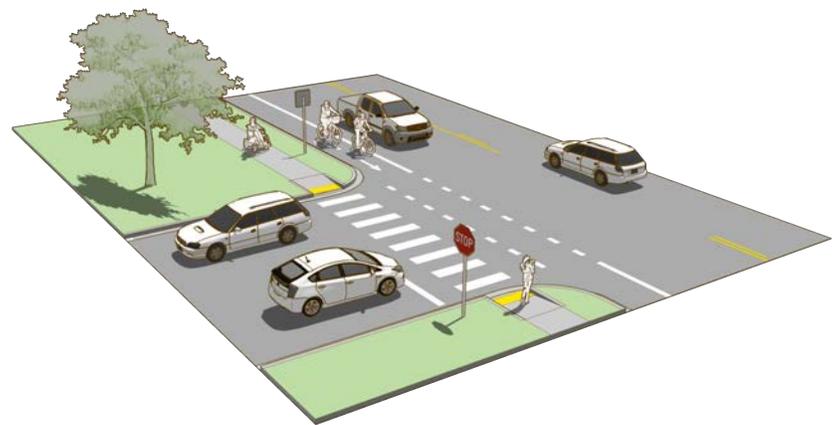
In North Carolina, the bicycle has the legal status of a vehicle. Cyclists have full rights and responsibilities when on the road and are subject to the same rules and regulations that govern the operation of a vehicle. When riding on the road, cyclists must ride on the right, and in the same direction as traffic. All traffic signs and signals must be obeyed, hand signals must be obeyed, and hand signals should be used to communicate intended movements. Bicycles must also be equipped for night riding with the appropriate front lamp and rear reflector. Thus, riding on the road and being treated with the same status as a vehicle can be intimidating for recreational riders. As such, safer more comfortable provisions should

be made with a multi-modal transportation system that caters to the bicycle.

There are various bike facilities that can be accommodated based on existing site conditions. Some are incorporated into a mixed traffic scenario, mixing bicycles with cars in the same space, while other facilities are visually or physically separated from traffic. The definitions and graphics as provided were obtained from “Small Town and Rural Design Guide – Facilities for Walking and Biking” and “NACTO Urban Bikeway Design Guide”.



Small Town & Rural Design Guide | Physically Separated - Multi-Use Path

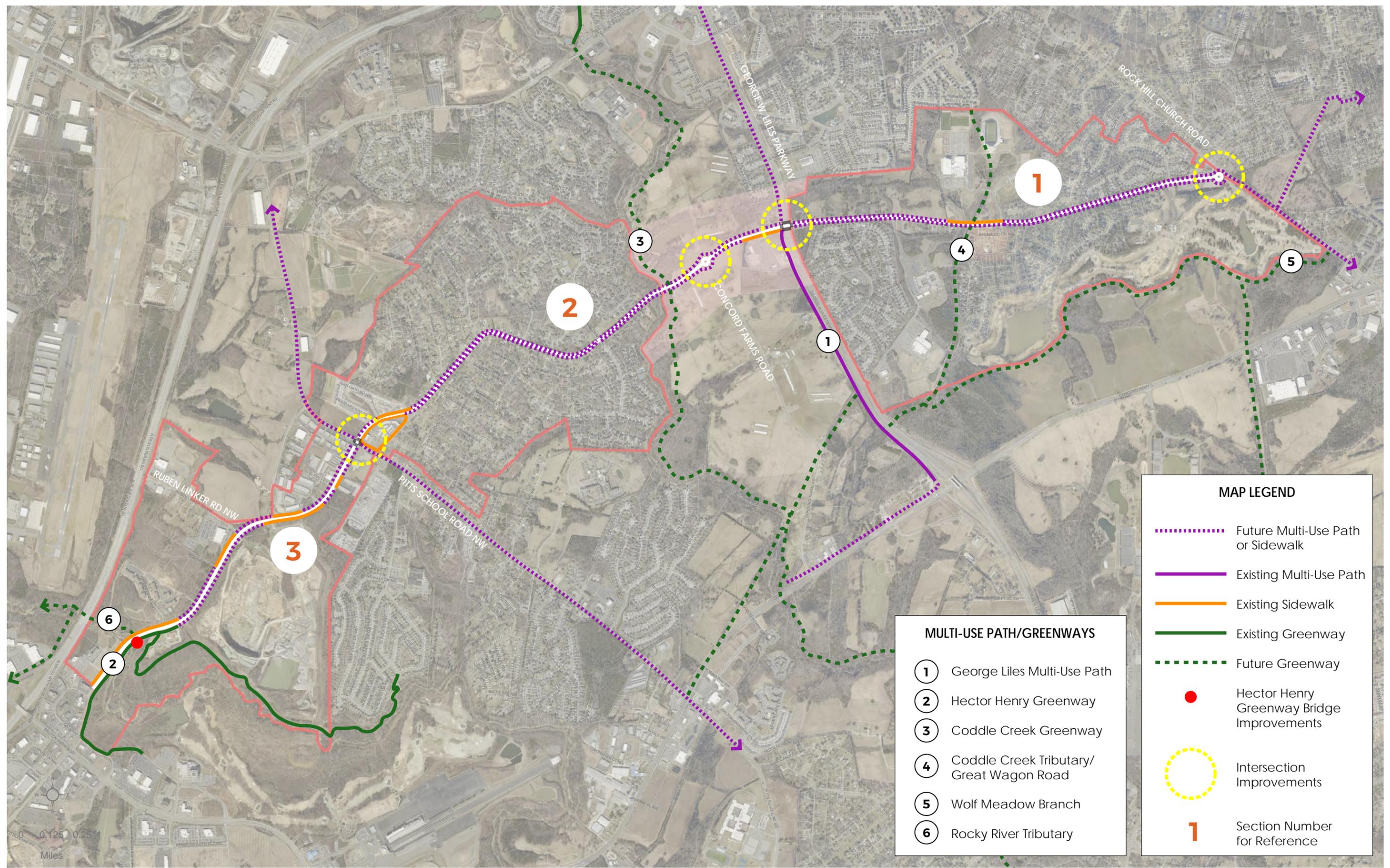


Small Town & Rural Design Guide | Physically Separated - Sidewalk

Pedestrian Sidewalks & Multi-Use Paths

Pedestrian users have a variety of needs, abilities, and potential impairments which are most often determined by the user’s age. Age can be a contributing factor in a pedestrian’s walking speed and the perception of their surrounding environment. Children walk more slowly than adults and have different environmental perceptions as they cognitively develop. Older adults may also walk slowly and may require the assistance of physical devices to walk, hear, or see. While a user’s mobility will vary significantly across all users, the pedestrian connectivity system should accommodate all users to the greatest possible extent.

Sidewalks are dedicated to and designed for use by pedestrians. They should be safe, comfortable, and accessible to all. Sidewalks are physically separated from the roadway by a curb or unpaved buffer space and are paved. Like multi-use paths, sidewalks are typically parallel to a roadway and are designed for pedestrians only, not for bicycles or other recreational purposes.



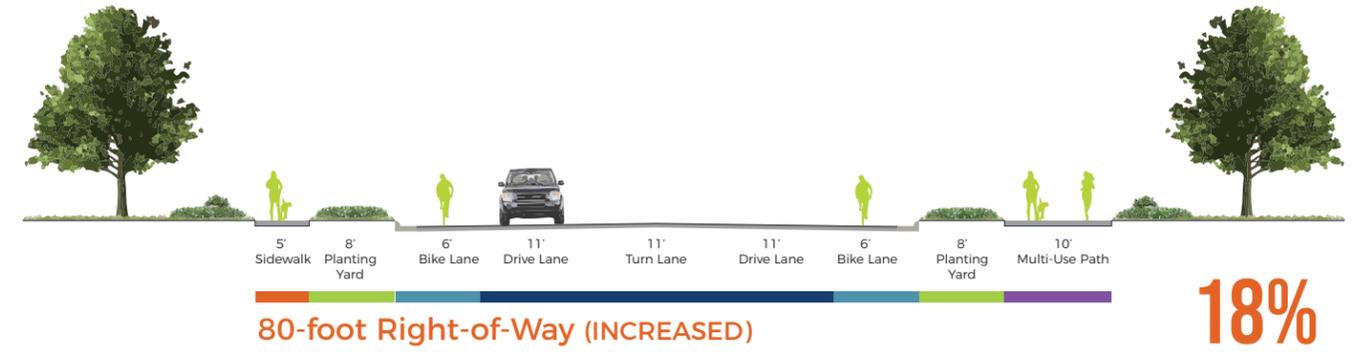
- MULTI-USE PATH/GREENWAYS**
- ① George Liles Multi-Use Path
 - ② Hector Henry Greenway
 - ③ Coddle Creek Greenway
 - ④ Coddle Creek Tributary/ Great Wagon Road
 - ⑤ Wolf Meadow Branch
 - ⑥ Rocky River Tributary

MAP LEGEND

- ⋯ Future Multi-Use Path or Sidewalk
- Existing Multi-Use Path
- Existing Sidewalk
- Existing Greenway
- ⋯ Future Greenway
- Hector Henry Greenway Bridge Improvements
- Intersection Improvements
- 1 Section Number for Reference

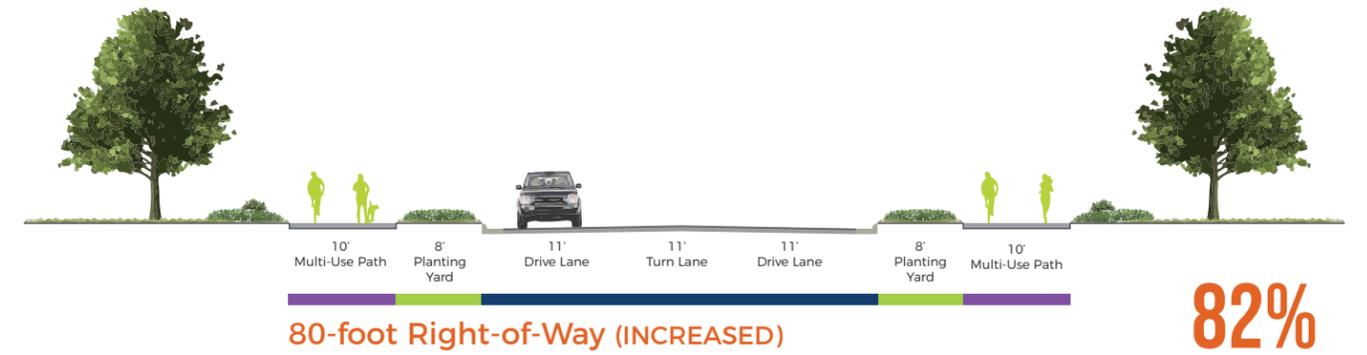
SECTION 1: GEORGE W. LILES PKWY TO ROCK HILL CHURCH ROAD (NCDOT OWNERSHIP)

Option 1A



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Option 1B



3.1.1. Multi-Use Path Recommendations

Section 1: Rock Hill Church Road to George W. Liles Pkwy

Owned and maintained by NCDOT the portion of Weddington Road from Rock Hill Church Road to George W. Liles Pkwy is surrounded by primarily residential but also includes the Cabarrus Country Club and four Cabarrus County Schools (West Cabarrus High School, Weddington Hills Elementary School, Harold E Winkler Middle School, and the Performance Learning Center). The only existing sidewalk on this portion of Weddington road is that which was constructed by Cabarrus County Schools for West Cabarrus High School and extends the length of its property.

Parks & Recreation’s OSCA Plan recommends a multi-use path on the south side of Weddington Road for this portion, however, after discussing further with internal and external stakeholders it was determined that a multi-use path on either side of the road would accommodate all of the surrounding residential neighborhoods best.

Two potential cross-section options were presented to the public at the April 28th Community Meeting held at the Cabarrus Country Club as seen on Page 38. Both options would require an increased right of way (ROW) to 80 feet. The existing ROW varies in this portion of Weddington Road from 40 feet at it’s narrowest to about 90 feet at it’s widest in a few select locations like near West Cabarrus High School. Option 1A includes 6’ Bike Lanes added to the corridor as well as a 5’ sidewalk on the north side of Weddington Road and a 10’ Multi-Use Path to the south side. Option 1B moves bicyclists from the road to 10’ Multi-Use Paths on either side of the road. Both options show a minimum of 8’ planting yards, without street trees per NCDOT. Out of the Community Meeting attendees who voted on their preferred option, 82% choose Option 1B with the multi-use paths on both sides of Weddington Road.

George W. Liles Pkwy to Coddle Creek

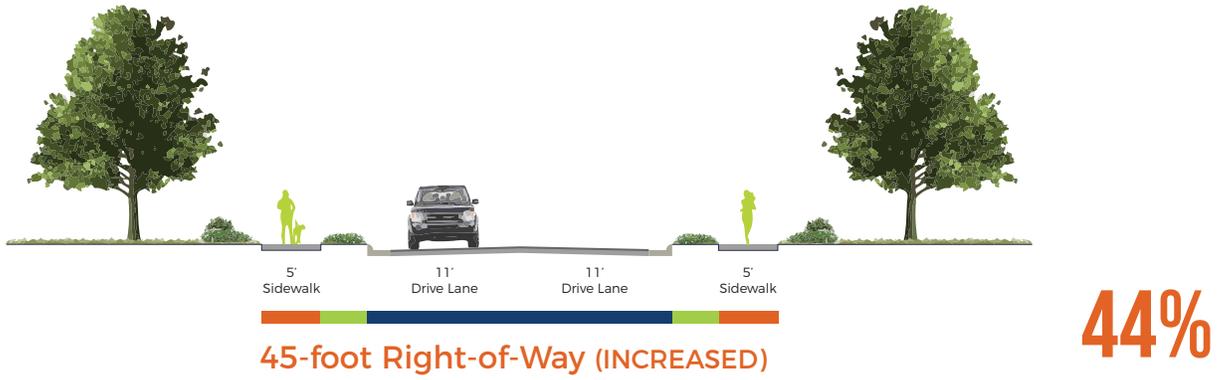
Please see the George W. Liles Pkwy Small Area Plan for recommendations pertaining to this portion of Weddington Road.

Section 2: Coddle Creek to Pitts School Road

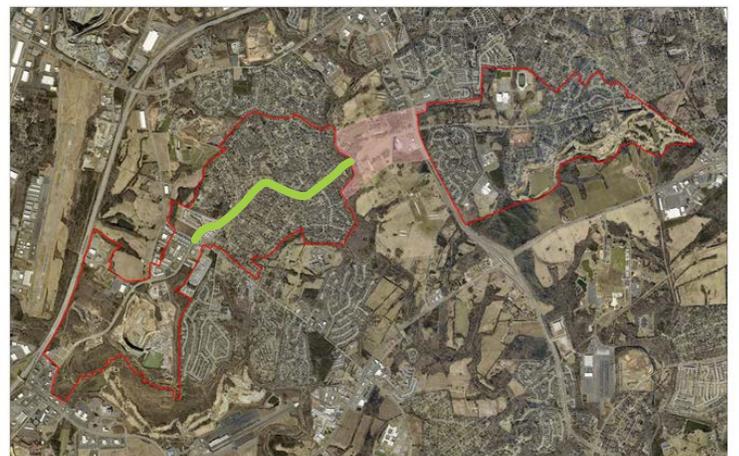
The portion of Weddington Road from Coddle Creek to Pitts School road is also owned and maintained by NCDOT. This area of Weddington Road is primarily residential but also includes commercial and industrial uses towards the Pitts School Road intersection. The existing sidewalk has already been installed from Pitts School Road moving east toward Fisher Farm Lane.

SECTION 2: CODDLE CREEK TO PITTS SCHOOL ROAD (NCDOT OWNERSHIP)

Option 2A



Option 2B



The Parks & Recreation’s OSCA Plan recommends a new multi-use path on either side of the road, however, the ROW through most of this portion of the corridor is narrow at 40 feet. While accommodations for bicycles and pedestrians on both sides of Weddington Road are preferred to provide connectivity for the residents and users on either side of the roadway it may not be feasible given existing development patterns.

Considering these ROW constraints, two options were presented at the April 28th Community Meeting to work closely within the existing 40-foot ROW. These cross sections can be seen on Page 40. Option 2A includes sidewalk on either side of the roadway and does not accommodate bicycle traffic. Option 2B includes a multi-use path that accommodates bicycles but is only on one side of the roadway. Option 2B received more votes but only slightly at 56%. This will be the most challenging part of the corridor to add multi-modal accommodations to and will likely occur last.

Section 3: Pitts School Road to Gateway Lane

The final portion of Weddington Road within the study boundary of this Corridor Plan is from Pitts School Road to Gateway Lane and is owned and maintained by the City of Concord. Most of this section of roadway has been expanded and includes a sidewalk from Gateway Lane east towards Fire Station 11 as well as the Hector Henry Greenway. As shown in Map on Page 37, the existing sidewalk starts and stops frequently along this portion of Weddington Road.

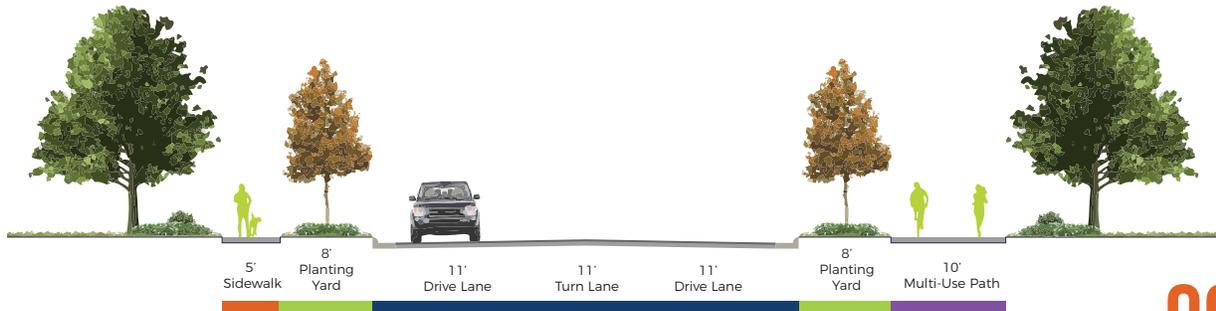
Parks and Recreation OSCA Plan recommends a multi-use path on the south side of the roadway extending the existing Hector Henry Greenway. At the April Community meeting attendees overwhelming voted for Option 3A as seen on Page 42 which shows a sidewalk on the north side of Weddington road and a multi-use path on the south side as opposed to Option 3B which has a sidewalk on both sides of the roadway. This makes sense as it is a continuation of the existing sidewalk and multi-use path cross-section which exists between Waterway Drive NW and Gateway Lane.

3.1.2. Greenway/Multi-Use Path Connections

Additional paths for pedestrians and bicyclists along Weddington Road should connect to existing and future greenway and multi-use paths of which there are many along the corridor. See the Map on Page 37 and the OSCA Connectivity Plan in the Appendices for the locations of these paths.

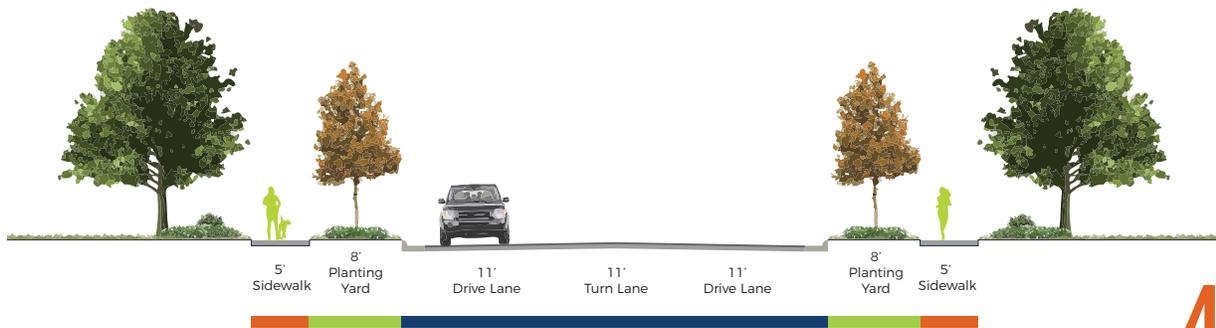
SECTION 3: RUBERN LINKER ROAD TO PITTS SCHOOL ROAD (CITY OWNERSHIP)

Option 3A



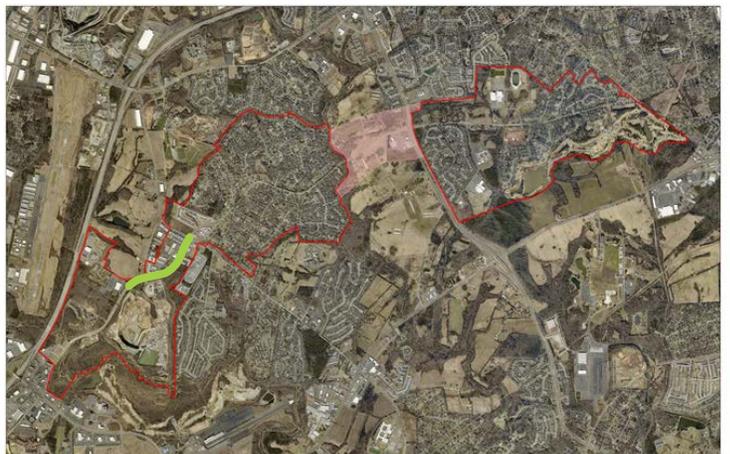
96%

Option 3B



80-foot Right-of-Way (EXISTING)

4%



Existing

George Liles Greenway

As a result of the 2005 Concord Pkwy/ Roberta Church Road Small Area Plan and NCDOT's George W. Liles Parkway extension, a 1.3-mile multi-use path was added to George W. Liles Pkwy from Weddington Road to Concord Parkway/ Hwy 29. Terminating at the intersection of George W. Liles Parkway and Weddington Road near the Willow Oaks shopping center connection to this multi-use path can be easily accommodated.



George Liles Greenway/Multi-Use Path

Hector Henry Greenway

The Hector Henry Greenway terminates at Fire Station 11. The opportunity to extend this 1.5-mile trail ending at Weddington Road is an advantage to the surrounding residents and citizens of Concord. As shown in the Cross Sections for Section 3 on Page 42, the public overwhelmingly prefers a multi-use path extension on this portion of Weddington Road. The greenway is a part of the regional Carolina Thread Trail system to link approximately 2.3 million people in fifteen counties in North and South Carolina.



Hector Henry Greenway

Future

Coddle Creek Greenway

The planned portion of the Coddle Creek Greenway starts at the Afton Village Neighborhood with the recently completed Afton Run Greenway which connects to Dorton Park. Plans for this

greenway will continue from Dorton Park towards Weddington Road. Plans call for Trailhead Parking near the Weddington Road Bridge over Coddle Creek.

Coddle Creek Tributary

The future Coddle Creek Tributary Greenway also known as the Great Wagon Road Greenway connects from the Coddle Creek Greenway towards the three Cabarrus County Schools off Weddington Road and terminates at the Laurel Park Neighborhood. This trail will cross Weddington Road at the Coddle Creek Tributary near the new West Cabarrus High School.

Wolf Meadow Branch

The future Wolf Meadow Branch Greenway connects to Rock Hill Church Road just outside of this plan's Study Area Boundary. This trail will eventually bring connectivity from Weddington Road/Rock Hill Church Road all the way to Frank Liske Park through the Grounds at Concord Development.

Rocky River Tributary

The future Rocky River Tributary Greenway connects the existing Hector Henry Greenway on Weddington Road to the Concord Mills Area terminating at Christenbury Parkway near Cox Mill Road and Derita Road. This trail would bring connectivity from the Cox Mill Area and new Northeast Park to the Weddington Road Corridor.

3.1.3. Other Improvements

Cantilevered Sidewalk

The existing trail on the Hector Henry Greenway along the Weddington Road Corridor at the Rocky River Bridge is very narrow and can be uncomfortable for pedestrians to cross. See the first image on Page 45. There is a current Capital Improvement Project (CIP) to make improvements to this portion of the trail. Design is planned for Fiscal Year (FY) 26 and construction to follow in FY27. The second image on Page 45 is an example of how a cantilevered sidewalk can be added to an existing bridge to provide a wider pedestrian pathway.

Additional Turn Lanes

Road Widening projects along the Corridor are unlikely, however, many older existing developments could be improved with the addition of turn lanes from Weddington Road. These improvements can be considered when multi-use paths/sidewalk are added to the corridor.



Hector Henry Greenway Bridge Crossing at Rocky River



Example of a Cantilevered Sidewalk Bridge Addition

3.2. MOBILITY

Mobility recommendations focus on all modes of travel along the corridor but particularly as they relate to vehicular traffic and safety. Input from the City of Concord's Transportation Department, NCDOT, and the experiences of citizens living along and utilizing the corridor have all been taken into consideration.

3.2.1. Intersection Improvements

The following intersections need improvement to accommodate pedestrians and bicyclists as well as automobiles.

Pitts School Road

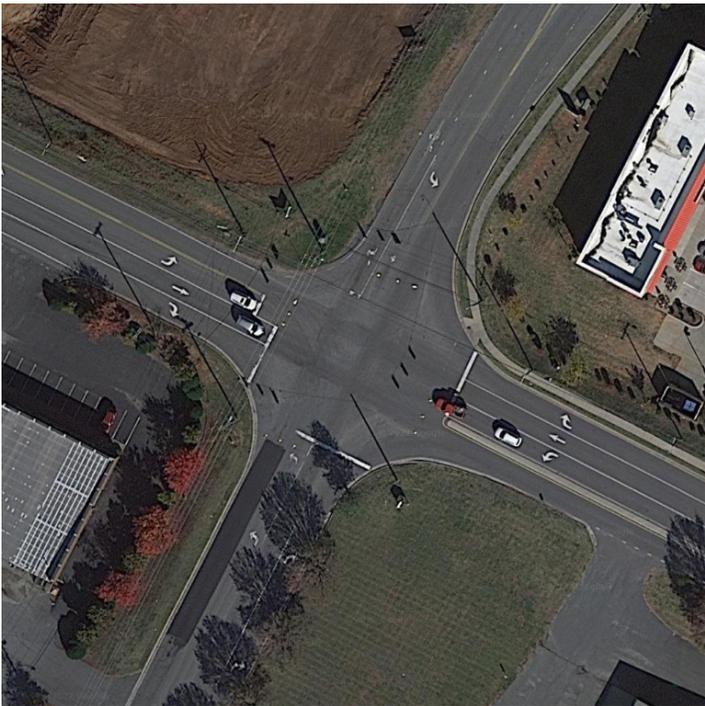
There is an existing sidewalk and curb inlet on the northeast corner of the intersection near the Citgo gas station. The other three corners of the intersection do not currently have sidewalks or multi-use paths. The recommendations of this plan are to add both to each side of Weddington which would require this signalized intersection to have improvements for pedestrian safety. Crosswalks with pedestrian control features and pedestrian signal head indications should be considered for this intersection.

Concord Farms Road

The intersection between Weddington Road and Concord Farms Road is addressed in the George W. Liles Small Area Plan. Given the proximity to the George W. Liles Pkwy intersection, the recommendation is for the addition of a roundabout at this intersection that will accommodate pedestrian and bicycle movement.

George W. Liles Pkwy

The largest intersection along Weddington Road occurs at George W. Liles Pkwy. Intersection improvements at this location are critical to providing connectivity along the corridor. This is a key intersection because it connects the commercial and civic uses to multiple neighborhoods in the area. Currently, there is a sidewalk and greenway on the southwest corner of the intersection but no pedestrian crosswalks or bicycle accommodations are included. Pedestrian refuge areas will need to be added to make this intersection work for pedestrians.



Pitts School Road Existing Conditions



Concord Farms Road Existing Conditions



George W. Liles Pkwy Existing Conditions



Rock Hill Church Road Existing Conditions

Rock Hill Church Road

Coming from the east Rock Hill Church Road forks and becomes Weddington Road to the left and continues as Rock Hill Church Road to the right. It is an awkward intersection that has some visibility issues for drivers and no existing pedestrian or bicycle accommodations.

As a solution to these issues, a roundabout has been proposed solution but is not without challenges. The following section goes into more detail.

3.2.2. Rock Hill Church Road Roundabout

Vehicle Movement

At the Rock Hill Church Road intersection, the proposed roundabout would be a single-lane roundabout with three connecting roads, one for Weddington Road and two for Rock Hill Church Road. The example from Santa Clarita, CA on Page 49 shows a similar design to a roundabout that would be appropriate for the Weddington Road and Rock Hill Church Road intersection. However, this layout would still come with some difficulties which are discussed on the next page.

Pedestrian Movement

Most roundabouts provide a median and refuge islands along the crosswalk to create a two-stage crossing for pedestrians which is safer when crossing multiple lanes. A pedestrian crossing should be as wide as the sidewalk it connects to and it should provide adequate waiting areas for pedestrians to see oncoming traffic and increase visibility for drivers by adding curb extensions for refuge islands. In addition, pedestrians should use the roundabout's marked crosswalks along the outside of the roundabout, and not walk through the middle of it.

Weddington Road Roundabout Obstacles

An important factor to consider when adding a roundabout to an existing intersection is recognizing obstacles that could impact the roundabout installation. Weddington Road Corridor is a well-developed area with a mixture of residential neighborhoods, schools, commercial buildings, and industrial facilities. The Rock Hill Church and Weddington Road intersection has existing driveways, electric poles, and street lights which are examples of existing obstacles. The biggest obstacle is the existing buildings and new neighborhood construction near the intersection. While construction of a roundabout is still possible these obstacles could make this project cost prohibitive. Key areas of concern will need to be vetted thoroughly and careful and strategic planning will be necessary in order to move forward with the installation of a roundabout.



Santa Clarita Roundabout Example - Similar Alignment to Weddington & Rock Hill Church Roads



Google Streetview - Santa Clarita Roundabout Approach



Roundabout Example

3.2.3 Others Crossings

Pedestrian Crossings

Pedestrian crossings are located at intersections or mid-block where vehicle speeds are above 18 mi/h and pedestrian volumes and crossing demands are moderate to high. Pedestrians have the right of way, however, it is important that pedestrians keep an eye out for cars, trucks, and bicycles. Bicyclists generally stay in the middle of the lane in order to prevent confrontation with pedestrians. In general, pedestrians are sensitive to minor changes in detours, and the quality of the sidewalk materials. The design of pedestrian crossings has the capabilities in shaping pedestrian behavior while guiding people toward the safest possible route.

High-Intensity Activated Crosswalk (HAWK) Beacon

A HAWK beacon is a traffic control device used to allow pedestrians to cross the roadway. The signal changes to a solid red indication for drivers to stop for pedestrians in the crosswalk. HAWK beacons are typically utilized on roads with a speed limit >35 mph, with a high pedestrian volume, and in areas that do not have existing traffic signals which could be used for pedestrian crossings.

As part of the Weddington Road Corridor Plan and in coordination with the Multi-Use path recommendations a HAWK beacon could be installed to provide a pedestrian crossing between Rock Hill Church Road and West Cabarrus High School. The exact location would be determined during the design process of the future Multi-Use path.



Multi-Use Path Example

How a HAWK Beacon Works:

This pedestrian crossing system allows pedestrians to control the flow of traffic at a particular intersection. Once a pedestrian is ready to cross, by pressing the button at the side of the road a red light will be followed by a flashing amber light. The pedestrian must wait for the indication to appear before crossing. The pedestrian can see lights in front of them which tell them when it is safe to cross the road. Some crossings also have a bleeping noise that accompanies the indication, to enhance directions. Some HAWK beacons are fitted with sensors at the top of the traffic lights to automatically detect when pedestrians are present as well.



HAWK Beacon Example

School Crossings

School crossings appear near an educational institution and may be patrolled by a Patrol officer. School



HAWK Beacon Example

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Crossings will also provide drivers with reduced speed signage before entering the school zone.

In many cases, crosswalk enhancements include raised median or pedestrian refuge signals and/ or street lighting may be needed and other substantial improvements that are typically needed on high-volume multi-lane roads.

Marked Crossings with a Signal

A marked crosswalk can benefit pedestrians by directing them to cross locations where appropriate traffic control, including traffic signals or school crossing guards. This pedestrian crossing signals motor vehicles to stop to allow time for pedestrians to cross. Marked pedestrian crosswalks are helpful at signalized intersections or locations where crosswalks are typically marked. Pedestrians can make the effort to finish crossing within the timeframe initiated by the crosswalk light. Marked Crosswalks generally should be designed to minimize crossing distances and should be straight and in line with sidewalk ramps to make access for children and adults easier to navigate.

3.3. BEAUTIFICATION

Beautification recommendations focus on enhancing the aesthetics of the corridor. Any improvements along Weddington Road should take into consideration adding to the beauty of the corridor and enhancing this east-to-west connector for Concord.

3.3.1. Landscaping

The City of Concord’s Development Ordinance (CDO) establishes Landscaping requirements for new developments in Article 11 - Landscaping and Buffering. As seen in the map on Page 33, most of the property along the Weddington Road Corridor is already developed or planned, however, any future developments should consider the existing CDO requirements and potentially going above and beyond the requirements to help enhance the Weddington Road corridor. Opportunities for landscape include but are not limited to intersections, along the corridor, and at development and neighborhood entrances.



Bioretention Example w/ Landscaping

3.3.2. Green Streets

According to the EPA (Environmental Protection Agency), a green street is a stormwater management approach that incorporates vegetation (perennials, shrubs, trees), soil, and engineered systems (e.g., permeable pavements) to slow, filter, and cleanse stormwater runoff from impervious surfaces (e.g., streets, sidewalks). Green streets are designed to capture rainwater at its source, where rain falls. Whereas, a traditional street is designed to direct stormwater runoff from impervious surfaces into storm sewer



Landscaped Median

systems (gutters, drains, pipes) that discharge directly into surface waters, rivers, and streams.

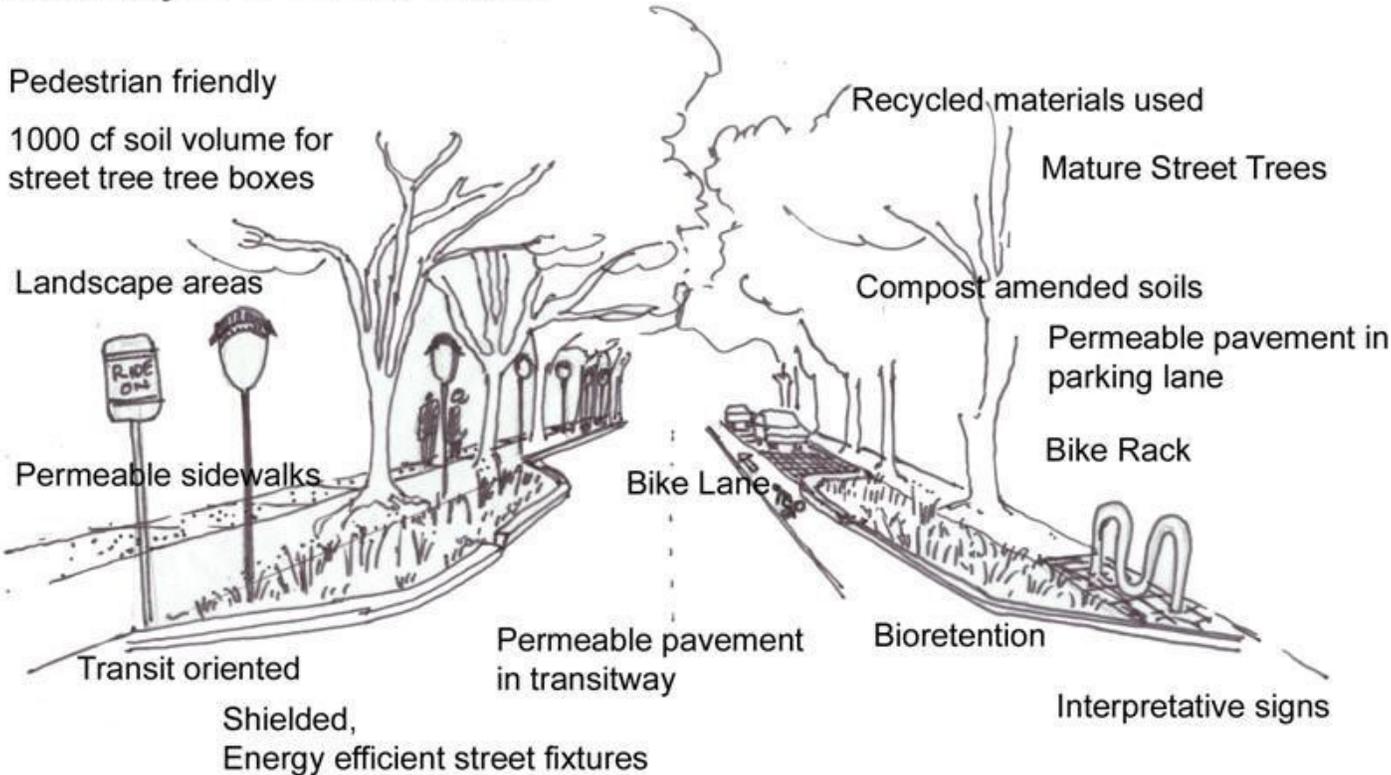
The Anatomy of a Green Street

Streets comprise a significant percentage of publicly owned land in most communities, thereby offering a unique opportunity to incorporate green street elements that will not only protect the environment, but can improve community health and prosperity.

Green streets incorporate a wide variety of design elements including street trees, permeable pavements, bioretention, and swales. Successful application of green techniques will encourage soil and vegetation contact and infiltration and retention of stormwater. Although the design and appearance of green streets will vary, the functional goals are the same:

- Provide source control of stormwater to limit the transport of pollutants to stormwater conveyance and collection systems,
- Restore pre-development hydrology to the extent possible, and
- Create roadways that help protect the environment and local water quality.

Anatomy of a Green Street

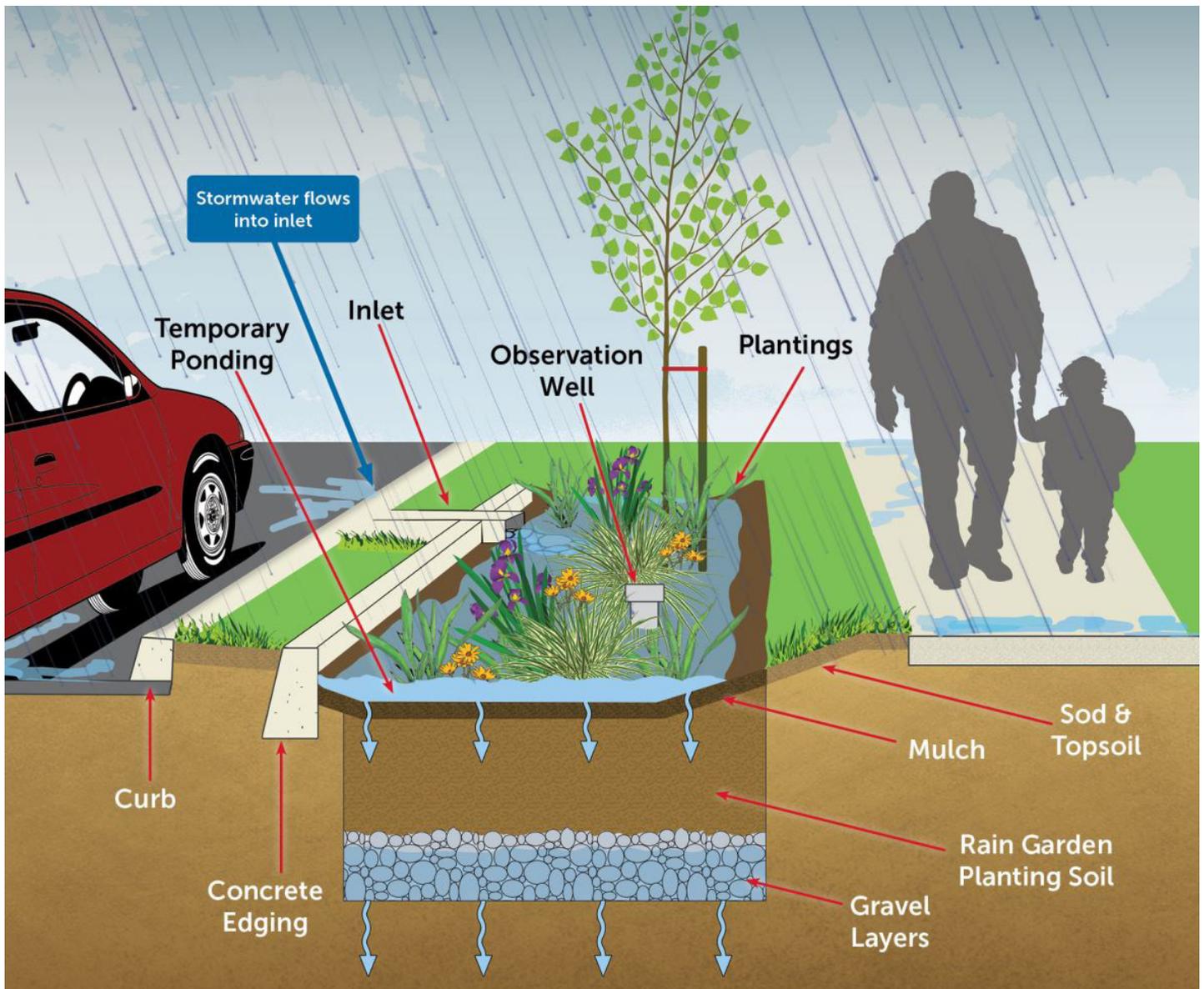


Source: <https://www.epa.gov/G3/learn-about-green-streets>

Green Streets on Weddington Road

A Green Street concept incorporated on Weddington Road could assist with minimizing stormwater impacts on the surrounding area through a natural systems approach. Green Street design concepts could be incorporated along areas prone to flooding helping to control Weddington Road's stormwater.

If a Green Street Concept is installed along Weddington Road, Green Streets could limit the transport of pollutants into the stormwater conveyance and collection systems, assist with restoring the hydrology of the area, and help protect the environment and local water quality.



Bioretention Diagram

3.3.3. Other Recommendations

Martin Marietta Quarry

The Martin Marietta Quarry is a privately-operated gravel pit with a life span of thirty-plus years remaining. The quarry specializes in a variety of stone, asphalt, and other treated cement materials. Once operation has ended at the Quarry, redevelopment strategies and plans will be necessary to beautify and replenish the depleted resources. Here are some examples of what has been done with other quarries after the end of their life span.

Quarry Falls - Civita Park

Location: San Diego, California
Quarry Falls known as Civita Park is located in the center of San Diego and sits 200 ft below ground level. The quarry once served as a minor stone and concrete source for construction. From Quarry to pleasure ground, developers proposed a plan in 2008 to restore the site as a high-density residential district with an open green space.



Quarry Falls - Civita Park, San Diego, California



Bellwood Quarry - Westside Park, Atlanta, Georgia

Bellwood Quarry - Westside Park

Location: Atlanta, Georgia
The Bellwood Quarry site is a reservoir within the City of Atlanta. The reservoir stopped operations in 1999 and is now a proposed site for a recreational park. Westside Park will be the

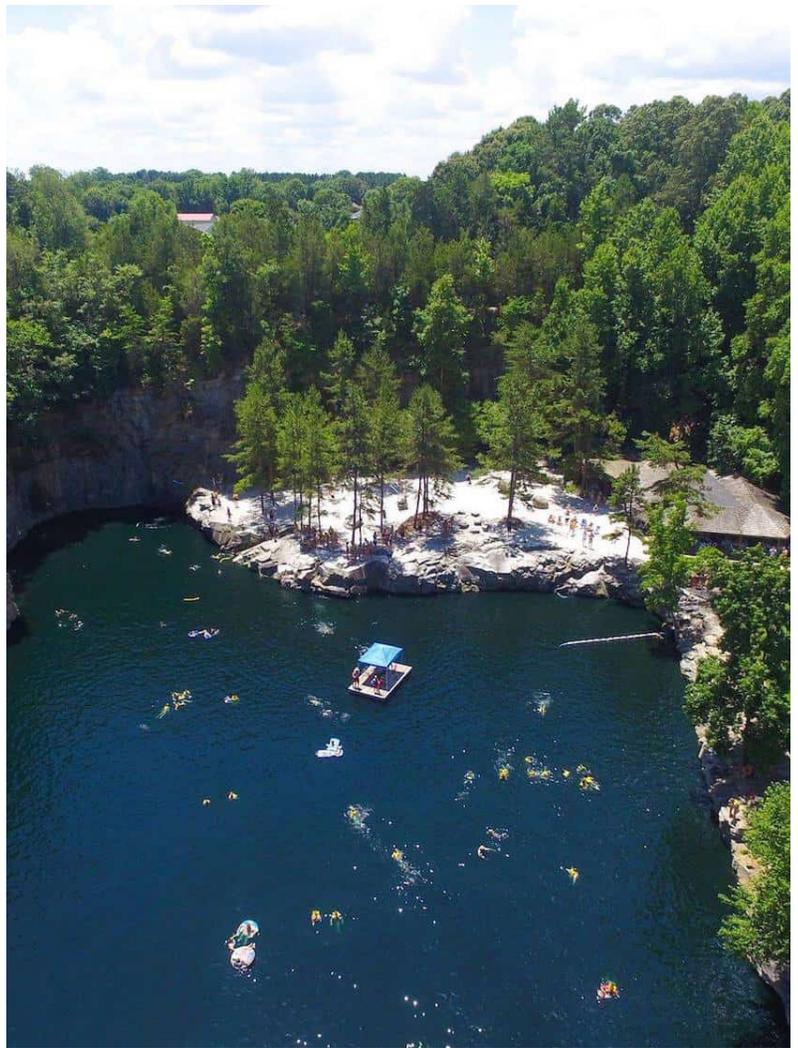


Blue Stone Dive Resort - Thomasville, North Carolina

redevelopment plan that will connect trails and greenways to the overall Atlanta BeltLine trail and surrounding neighborhoods.

Blue Stone Dive Resort

Location: Thomasville, North Carolina
Blue Stone Dive Resort has a 19-acre former quarry available for scuba diving for experienced divers and diving instruction for new divers. The quarry is fed by a natural spring and few sediments run into the man-made lake which makes visibility very good for divers. The deepest part of the quarry is 100-feet and divers can explore one airplane, a vintage car, boats and more at the bottom of the lake.



Carrigan Farms - Mooresville, North Carolina

Carrigan Farms

Location: Mooresville, North Carolina
Nestled at the center of Carrigan Farms' 275 acres is a natural quarry. What began as a working stone quarry in the 1960's was transformed in the late 1980's into a wedding venue, unlike any other in the region. Sheer granite cliffs rise to seventy foot heights about crystal blue water. The quarry is used as a wedding venue and made available for recreational swimming.



Brownstone Exploration & Discovery Park - Portland, Connecticut

Brownstone Exploration & Discovery Park

Location: Portland, Connecticut

Brownstone Exploration & Discovery Park has rock climbing, wakeboarding, swimming, kayaking, snorkeling, cliff jumping, scuba diving, 14 zip lines, water obstacles, rope swing. Everyone will have the opportunity to explore the quarry’s 100-foot freshwater depths, traverse its 85-foot solid brownstone walls, navigate the water’s smooth surface, or take on all the sports in the advanced challenge courses.

Public Art

The City of Concord is developing a Public Art Master Plan that is expected to be completed in November 2022. A great example of existing Public Art along the Weddington Road Corridor is the installation of three large corten steel pieces on the Hector Henry Greenway. Each piece was done by an artist at Clearwater Art Center & Studios and showcases a bird which can be found in the wetlands along the greenway. More public art pieces like this should be encouraged both from the private and public sector.



Weddington Road & Hector Henry Greenway Public Art



Weddington Road & Hector Henry Greenway Public Art



Valley of Light - Betteravia Government Center, Santa Maria, CA



Valley of Light - Betteravia Government Center, Santa Maria, CA

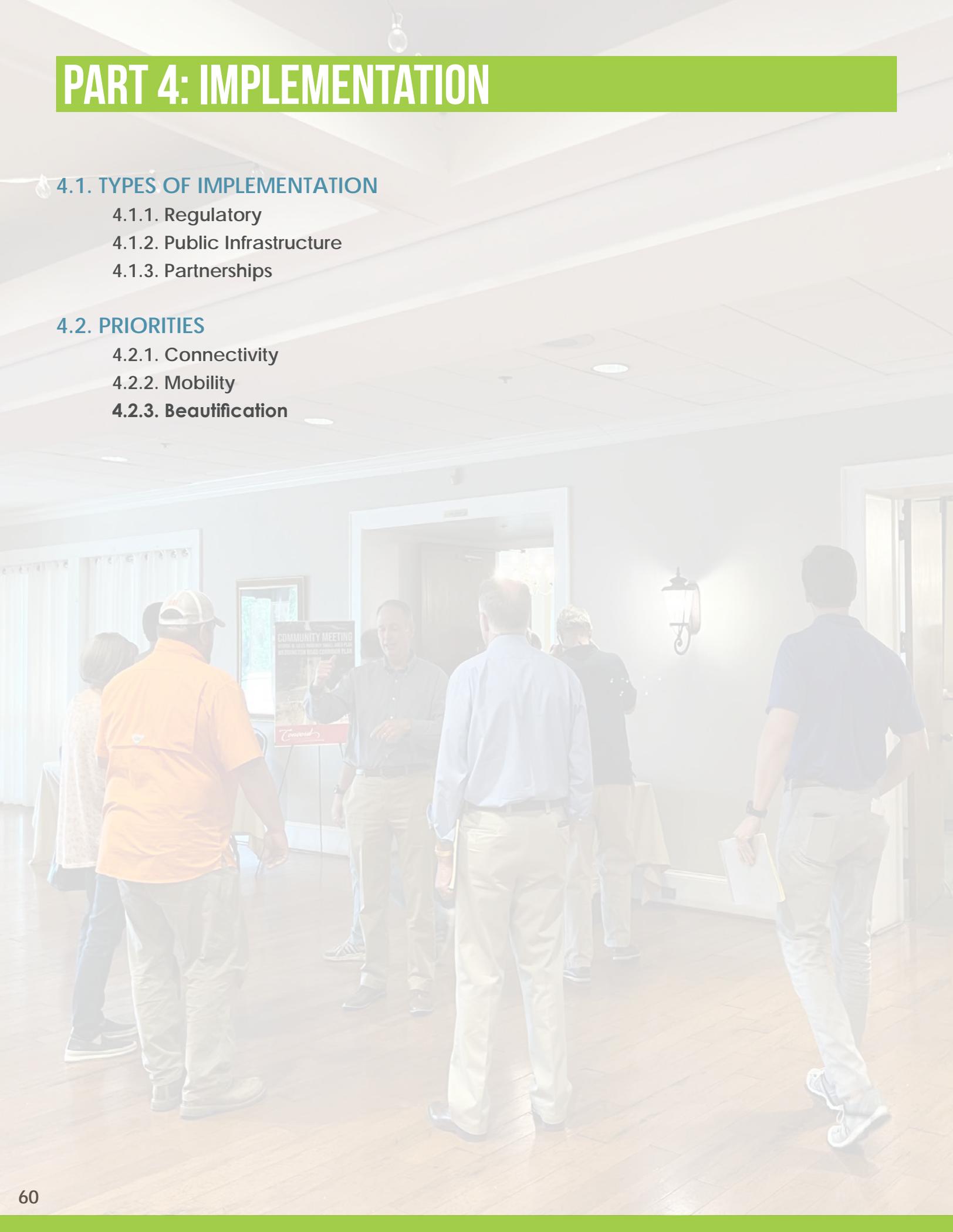
PART 4: IMPLEMENTATION

4.1. TYPES OF IMPLEMENTATION

- 4.1.1. Regulatory
- 4.1.2. Public Infrastructure
- 4.1.3. Partnerships

4.2. PRIORITIES

- 4.2.1. Connectivity
- 4.2.2. Mobility
- 4.2.3. Beautification



4

4.1. TYPES OF IMPLEMENTATION

It is important to note that funding for this plan’s recommendations is not currently allocated by either the City or NCDOT. Implementing these recommendations will take collaboration between existing development, the City of Concord, Cabarrus County, NCDOT, and others to see these projects come to fruition. This plan is to act as a starting point for many of the recommendations outlined here and is meant to be used as a guide for City Staff, the Planning and Zoning Commission, and City Council in future decisions in regards to the Weddington Road Corridor.

The Weddington Road Corridor Plan sets forth the community’s vision for the area and includes recommendations to achieve it. To make that vision reality, the plan recommendations must be implemented. This section will describe the types of implementation available and identify recommendations that are priorities for implementation. Successfully implementing this plan will require the combined efforts of the city, external organizations, and the community. Implementation generally falls into three categories: regulatory changes, public infrastructure, and partnerships. Each fills a different role, but all are necessary to successfully achieve the vision.

4.1.1. REGULATORY

Most development comes from private investment. The City can ensure private investment advances city goals by adopting or amending appropriate regulations. These regulations may include rules, requirements, procedures, fees, or laws. Typical examples include zoning

code text and map amendments and Parks and Recreation requirements regarding the provision of publicly accessible parks and open space. Developing these regulations based on the guidance of this plan will involve additional community engagement.

4.1.2. PUBLIC INFRASTRUCTURE

Public infrastructure investment is typically driven in reaction to demand. However, the City may work with property owners to pursue proactive infrastructure investments with careful consideration and involvement of City Council and City Management. In the case of this Corridor Plan the primary public infrastructure in consideration is the addition of multi-modal infrastructure to accommodate bicycles and pedestrians.

4.1.3. PARTNERSHIPS

Public-private partnerships can take several different forms. Public entities may contribute to the development in the form of acquiring land for public service provisions or occupying space in the development. The City has made public infrastructure investments (e.g. extension of sewer lines) in exchange for a portion of land sales following the investment or in place of a more typical tax-based incentive. Synthetic tax increment financing districts are another potential form of public-private partnership. Any details on partnership opportunities would be negotiated between the City and the development team.

4.2. PRIORITIES

Over the lifespan of this plan, the City will evolve, recommendations will be implemented, and circumstances will change. All of these impact which recommendations are the highest priorities for the City to focus on. Here are a list of priorities for the recommendations mentioned in Part 3 of the plan.

4.2.1. CONNECTIVITY

Connectivity recommendations focus on the addition of pedestrian and bicycle-friendly infrastructure to the corridor. This category of recommendations aligns closely with the previously adopted Parks & Recreation Open Space Connectivity Analysis Plan. The following is the list of priorities for the corridor as related to Connectivity:

1. Hector Henry Greenway Improvements at the Rocky River Bridge
2. Multi-Modal Connectivity from Coddle Creek to George W. Liles Pkwy (See the George

W. Liles Pkwy Small Area Plan for more details)

- 3. Multi-Modal Connectivity from George W. Liles Pkwy to West Cabarrus High School/12th Fairway Dr NW
- 4. Multi-Modal Connectivity from 12 Fairway Dr NW towards Rock Hill Church Rd
- 5. Multi-Modal Connectivity from the Hector Henry Greenway (Near FS11) towards Fisher Farm Ln NW (City Owned)
- 6. Multi-Modal Connectivity from Fisher Farm Ln NW to Coddle Creek

4.2.2. MOBILITY

Mobility recommendations focus on all modes of travel along the corridor but particularly as they relate to vehicular traffic and safety. The following is the list of priorities for the corridor as related to Mobility:

- 1. Improvements at George W. Liles Pkwy
- 2. Improvements at Pitts School Rd NW
- 3. Improvements at Concord Farms Rd
- 4. Improvements at Rock Hill Church Rd
- 5. Other “mid-block” crossings utilizing HAWK Beacons

4.2.3. BEAUTIFICATION

Beautification recommendations focus on enhancing the aesthetics of the corridor. Any improvements along Weddington Road should take into consideration adding to the beauty of the corridor and enhancing this east-to-west connector for Concord. The three main beautification considerations for the corridor are landscaping, green streets, and public art. There is no list of priorities for these recommendations but all should be considered in conjunction with the addition of multi-modal accommodations and intersection improvements. The last recommendation mentioned in the beautification section of Part 3 is considerations for the future of the Martin Marietta Quarry which isn’t expected to be depleted for another 30+ years and therefore is not a top priority for implementation of this plan.





APPENDICES

APPENDIX A: PUBLIC INPUT SURVEY RESULTS

APPENDIX B: OPEN SPACE CONNECTIVITY ANALYSIS MAPS

APPENDIX C: LONG RANGE TRANSIT MASTER PLAN MAPS

APPENDIX A: PUBLIC INPUT SURVEY RESULTS

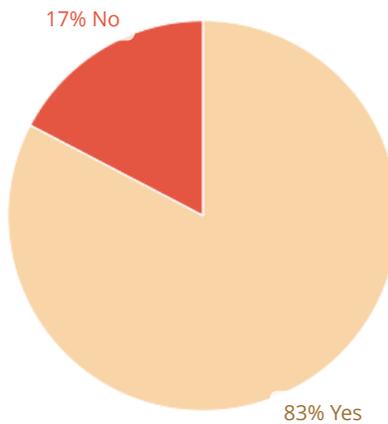
The following is a summary of the results gathered from the Public Input survey multiple option questions. The survey was available to the public for their response from August 19, 2021 through September 16, 2021.

WEDDINGTON ROAD CORRIDOR SURVEY

Project Engagement

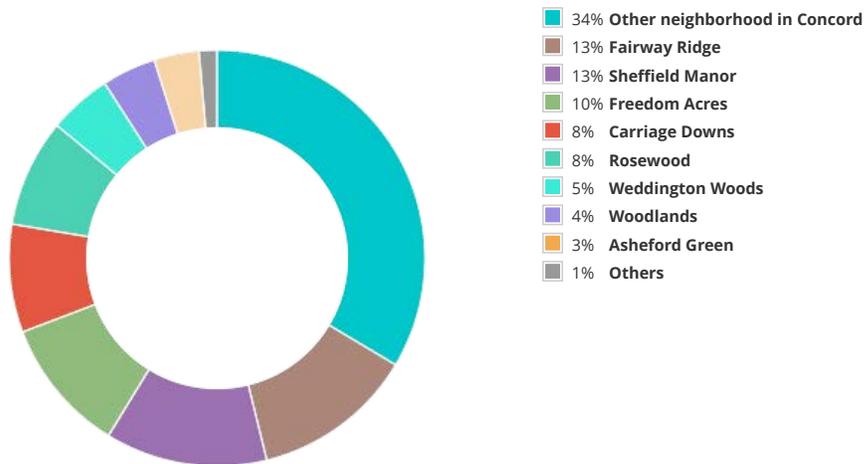
VIEWS	PARTICIPANTS	RESPONSES	COMMENTS
1,277	170	907	540

* Is Weddington Road a part of your primary commute?



150 respondents

* In which of the following neighborhoods do you reside?



143 respondents

* Which of the following interest you?

75%	Sidewalks	100 ✓
50%	Multi-use paths	67 ✓
29%	Bike lanes	38 ✓
17%	Other	22 ✓

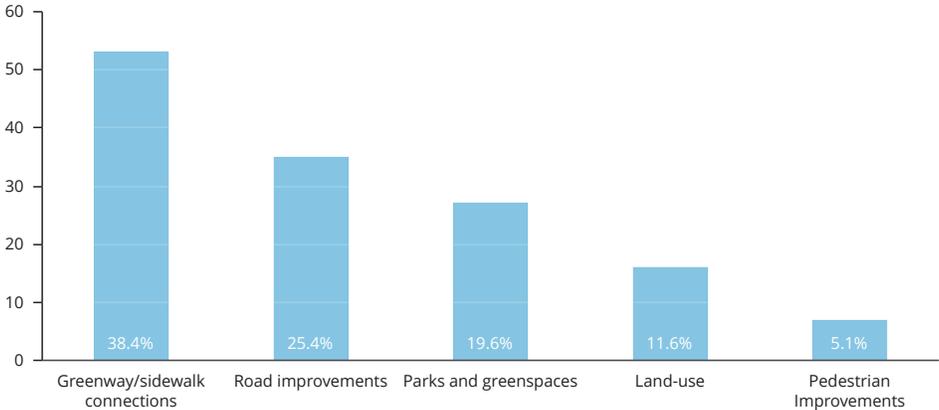
133 Respondents

* What types of land-uses would you like to see on the corridor?

85%	Parks and Recreation	116 ✓
33%	Residential	45 ✓
18%	Restaurants	24 ✓
9%	Mixed-Use Developments	13 ✓
3%	Retail	4 ✓
3%	Professional Offices	4 ✓

137 Respondents

* Please select the most important topic of importance to you:



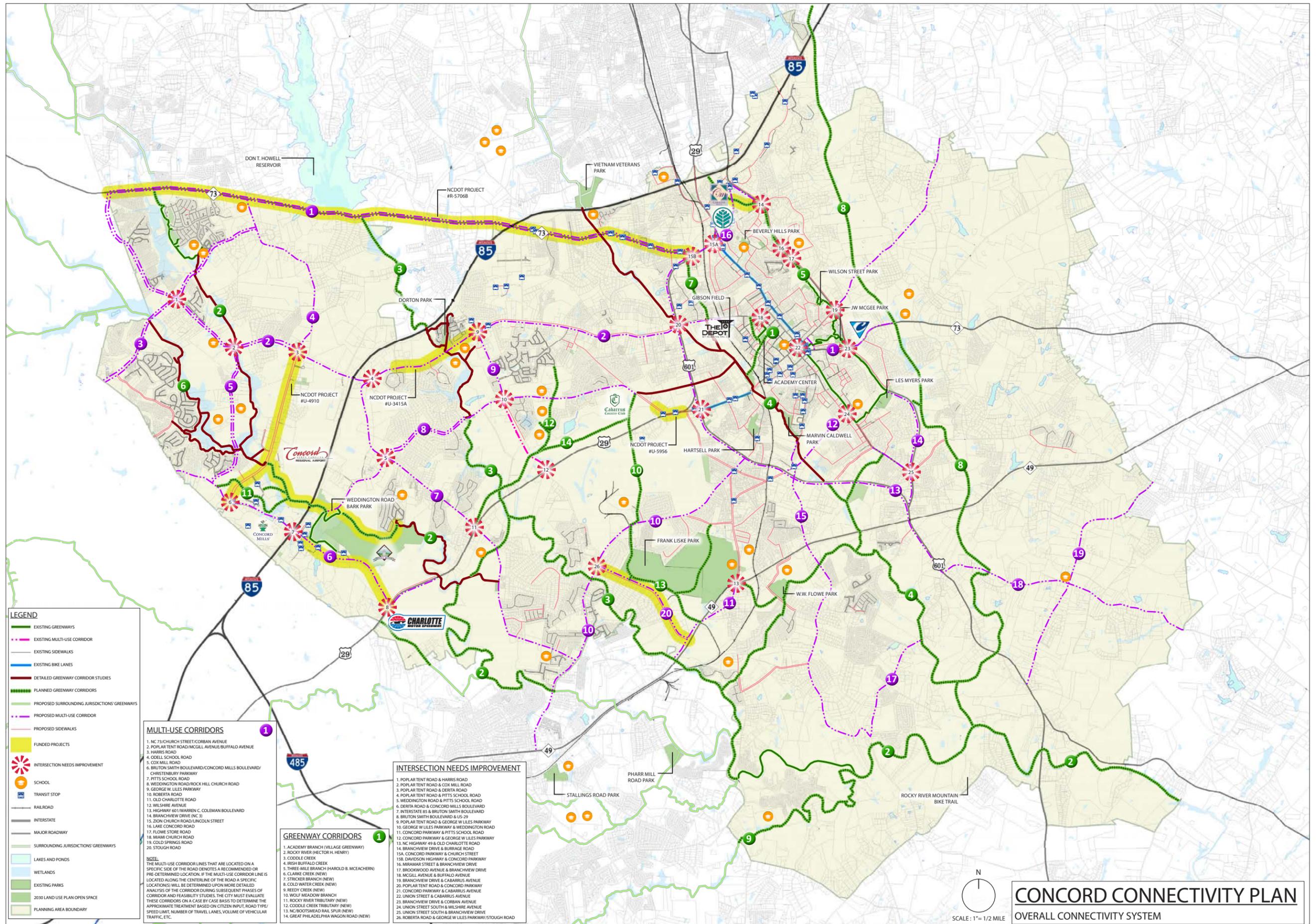
APPENDIX B: OPEN SPACE CONNECTIVITY ANALYSIS MAPS

Page 69: Concord Connectivity Plan - Overall Connectivity System Map

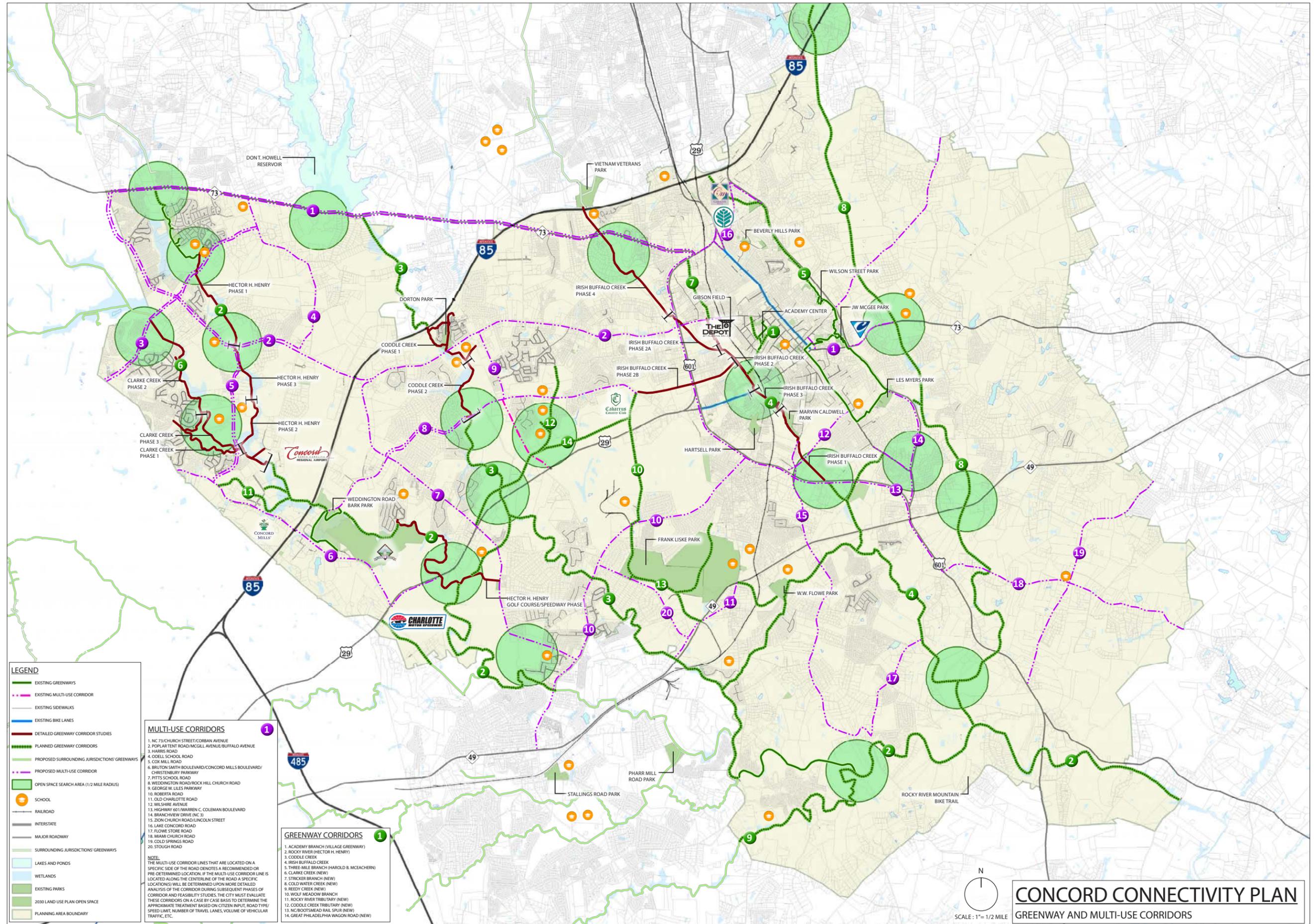
Page 71: Concord Connectivity Plan - Greenway and Multi-Use Corridors Map

Page 73: Concord Connectivity Plan - Central City Boundary Map

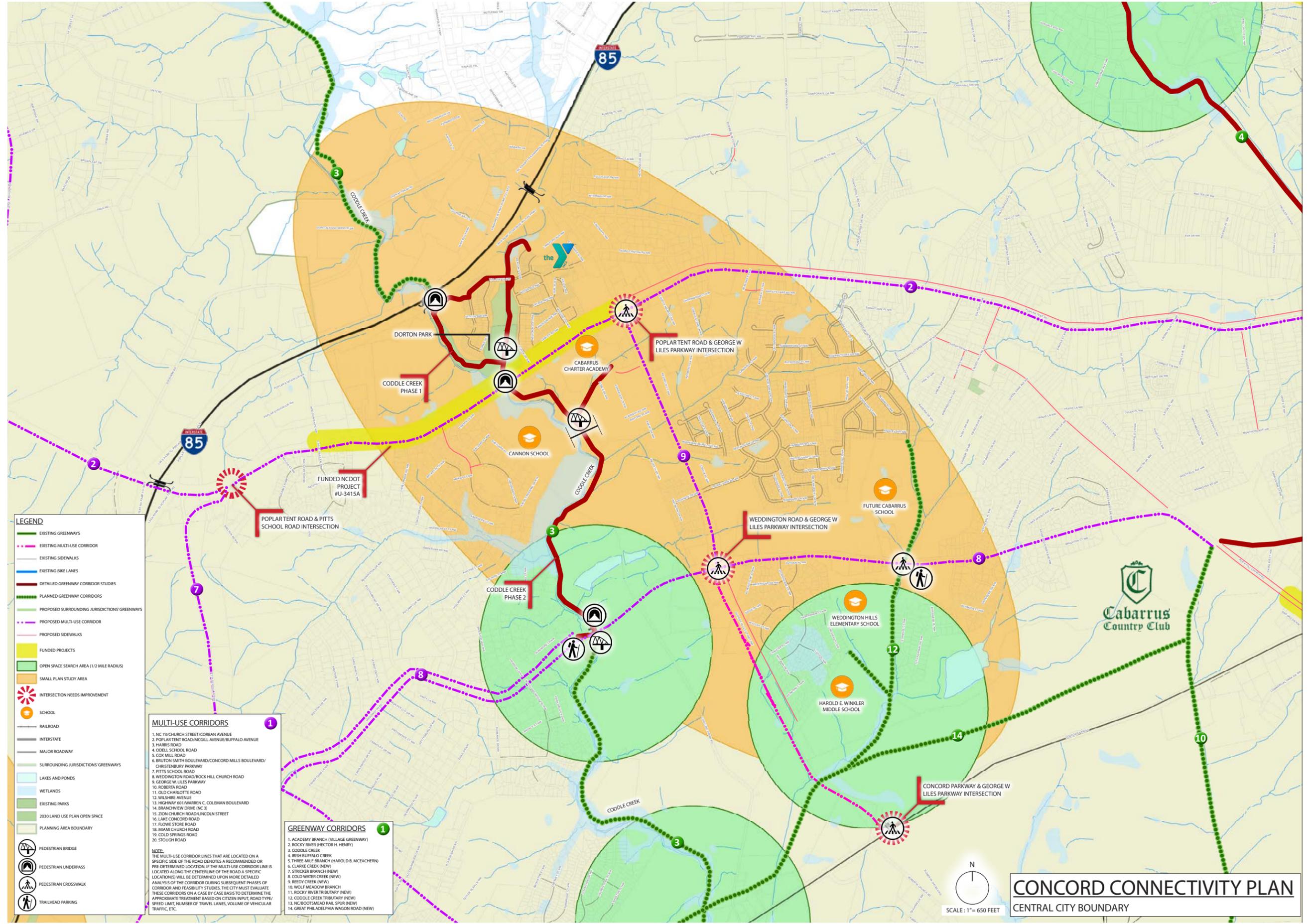
Page 75: Concord Connectivity Plan - Western Edge Boundary Map



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LEGEND

- EXISTING GREENWAYS
- EXISTING MULTI-USE CORRIDOR
- EXISTING SIDEWALKS
- EXISTING BIKE LANES
- DETAILED GREENWAY CORRIDOR STUDIES
- PLANNED GREENWAY CORRIDORS
- PROPOSED SURROUNDING JURISDICTIONS' GREENWAYS
- PROPOSED MULTI-USE CORRIDOR
- PROPOSED SIDEWALKS
- FUNDED PROJECTS
- OPEN SPACE SEARCH AREA (1/2 MILE RADIUS)
- SMALL PLAN STUDY AREA
- INTERSECTION NEEDS IMPROVEMENT
- SCHOOL
- RAILROAD
- INTERSTATE
- MAJOR ROADWAY
- SURROUNDING JURISDICTIONS' GREENWAYS
- LAKES AND PONDS
- WETLANDS
- EXISTING PARKS
- 2030 LAND USE PLAN OPEN SPACE
- PLANNING AREA BOUNDARY
- PEDESTRIAN BRIDGE
- PEDESTRIAN UNDERPASS
- PEDESTRIAN CROSSWALK
- TRAILHEAD PARKING

- MULTI-USE CORRIDORS**
1. NC 73/CHURCH STREET/CORBAN AVENUE
 2. POPLAR TENT ROAD/MCGILL AVENUE/BUFFALO AVENUE
 3. HARRIS ROAD
 4. ODELL SCHOOL ROAD
 5. COX MILL ROAD
 6. BRITTON SMITH BOULEVARD/CONCORD MILLS BOULEVARD/CHRISTENBURY PARKWAY
 7. PITTS SCHOOL ROAD
 8. WEDDINGTON ROAD/ROCK HILL CHURCH ROAD
 9. GEORGE W. LILES PARKWAY
 10. ROBERTA ROAD
 11. OLD CHARLOTTE ROAD
 12. WILSHIRE AVENUE
 13. HIGHWAY 601/WARREN C. COLEMAN BOULEVARD
 14. BRANCHVIEW DRIVE (INC. 3)
 15. ZION CHURCH ROAD/LINCOLN STREET
 16. LAKE CONCORD ROAD
 17. FLOWE STORE ROAD
 18. MIAMI CHURCH ROAD
 19. COLD SPRINGS ROAD
 20. STOUGH ROAD

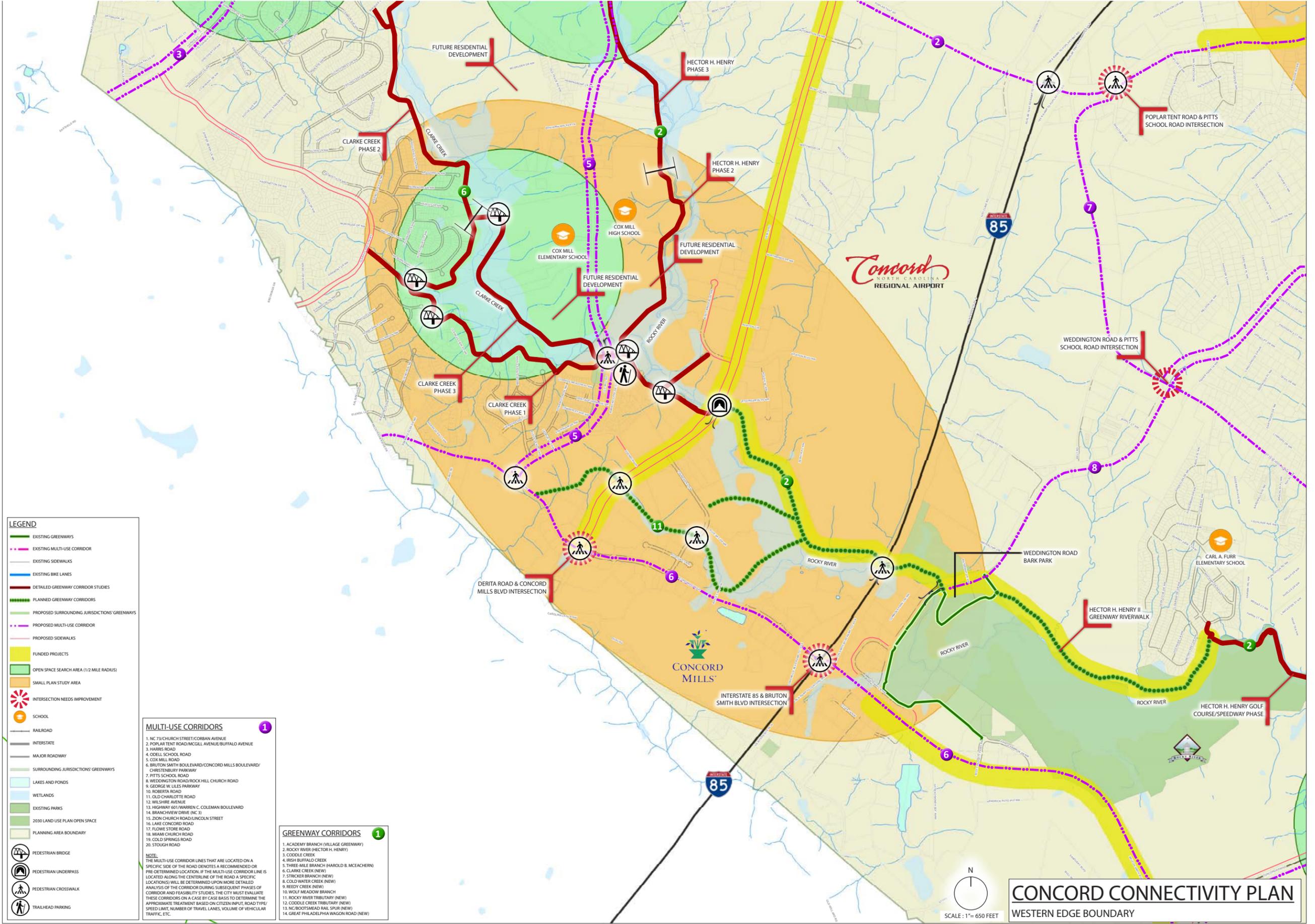
- GREENWAY CORRIDORS**
1. ACADEMY BRANCH (VILLAGE GREENWAY)
 2. ROCKY RIVER (HECTOR H. HENRY)
 3. CODDLE CREEK
 4. IRON BUFFALO CREEK
 5. THREE-MILE BRANCH (HAROLD B. MCEACHERN)
 6. CLARKE CREEK (NEW)
 7. STRICKER BRANCH (NEW)
 8. COLD WATER CREEK (NEW)
 9. REEDY CREEK (NEW)
 10. WOLF MEADOW BRANCH
 11. ROCKY RIVER TRIBUTARY (NEW)
 12. CODDLE CREEK TRIBUTARY (NEW)
 13. NC ROCKS/HEAD RAIL SPUR (NEW)
 14. GREAT PHILADELPHIA WAGON ROAD (NEW)

NOTE: THE MULTI-USE CORRIDOR LINES THAT ARE LOCATED ON A SPECIFIC SIDE OF THE ROAD DENOTES A RECOMMENDED OR PRE-DETERMINED LOCATION. IF THE MULTI-USE CORRIDOR LINE IS LOCATED ALONG THE CENTERLINE OF THE ROAD A SPECIFIC LOCATION(S) WILL BE DETERMINED UPON MORE DETAILED ANALYSIS OF THE CORRIDOR DURING SUBSEQUENT PHASES OF CORRIDOR AND FEASIBILITY STUDIES. THE CITY MUST EVALUATE THESE CORRIDORS ON A CASE BY CASE BASIS TO DETERMINE THE APPROPRIATE TREATMENT BASED ON CITIZEN INPUT, ROAD TYPE/SPEED LIMIT, NUMBER OF TRAVEL LANES, VOLUME OF VEHICULAR TRAFFIC, ETC.



CONCORD CONNECTIVITY PLAN
CENTRAL CITY BOUNDARY

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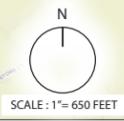
LEGEND

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- EXISTING MULTI-USE CORRIDOR
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 13. NC BOOTSMEAD RAIL SPUR (NEW)
 14. GREAT PHILADELPHIA WAGON ROAD (NEW)

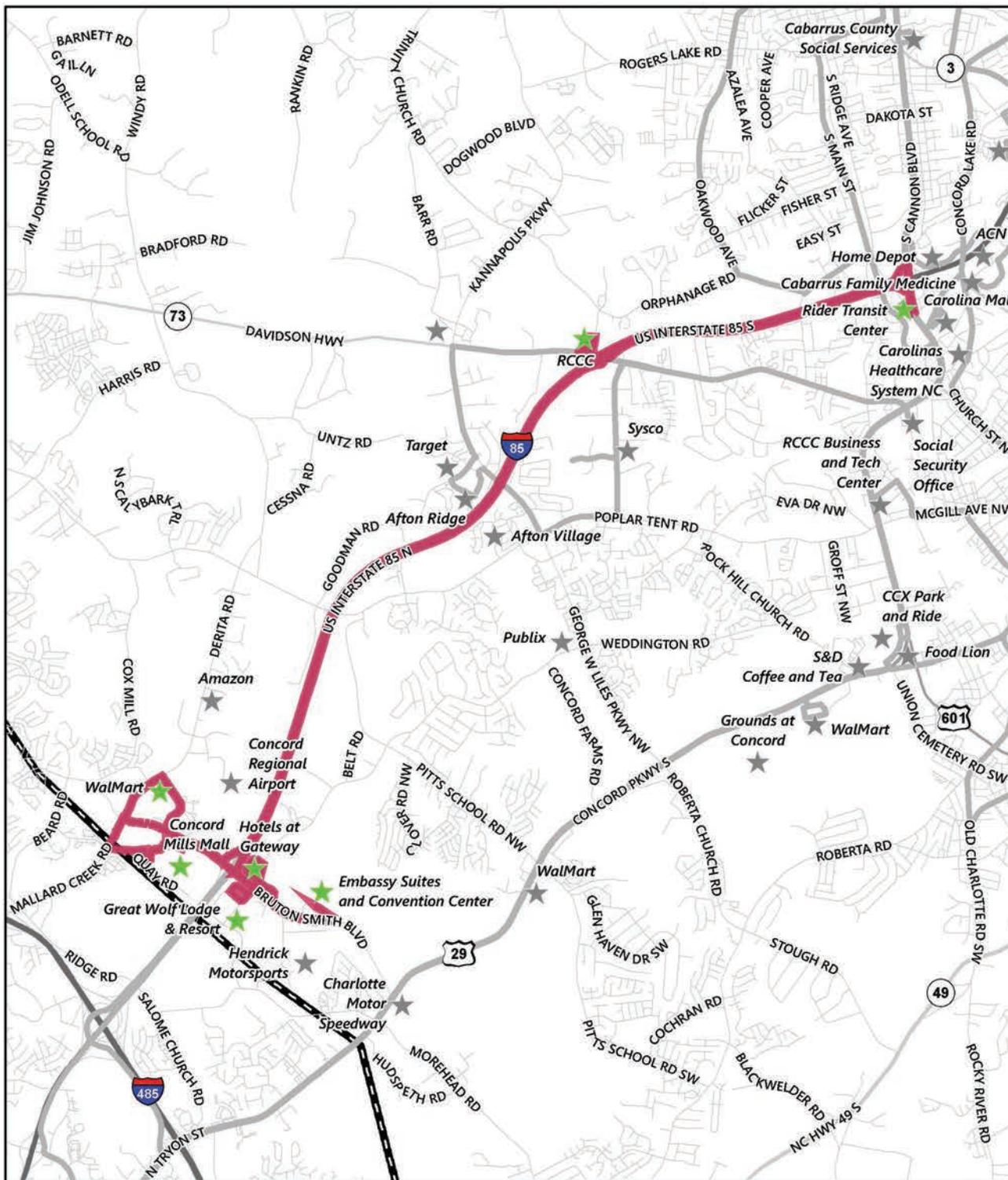
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CONCORD CONNECTIVITY PLAN
WESTERN EDGE BOUNDARY

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ROUTE 206 - RED ROUTE (EXISTING)



Route Red

Start Phase: 1

 Route 206

 Transit Service

 Activity Center

 County Boundary



