



Charlotte City Council
Transportation & Planning Committee
Meeting Summary for February 10, 2014

COMMITTEE AGENDA TOPICS

- I. **Subject:** Prosperity Hucks Area Plan
Action: Forward to Council for public comment
- II. **Subject:** I-77 Noise Walls Update
Action: Approve staff recommendations and forward to City Council

COMMITTEE INFORMATION

Present: Vi Lyles, David Howard, Patsy Kinsey, Greg Phipps, Kenny Smith

Time: 3:30 pm – 5:00 pm

ATTACHMENTS

Handouts
Agenda package

DISCUSSION HIGHLIGHTS

Committee Chair Lyles called the meeting to order at 3:30 and asked everyone in the room to introduce themselves.

I. **Prosperity Hucks Area Plan**

Lyles: Neither Kenny nor I have seen this before.

Campbell: Kent Main will provide an overview of the Plan. Staff asks that you recommend the Plan be sent to full council for public comment. It will come back to this Committee on February 27 for final action and a recommendation to the full Council.

Lyles: All of this is in District 4, is that correct?

Main: That is correct.

Mr. Main began the presentation with slide 2 (see attached slide presentation).

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Lyles: What are the names of the three streets that give access to the Village (see slide 22)?

Main: Prosperity Ridge Road, Prosperity Church Road, and Benfield Road.

Lyles: How much of the boundary is already developed?

Main: A little less than half is built out right now, but that's off the cuff.

Mr. Main resumed the presentation with slide 22.

Phipps: I have a question about the timeline. Is the Plan going to the Planning Committee next week?

Main: Yes. We've had plenty of public comments so depending on what they decide, we will have a recommendation with changes on the 18th.

Phipps: Then it goes to public comment on the 24th and then back to this Committee at our next meeting?

Main: It will come back to your next meeting for your consideration and recommendation. If there is more work to be done, then we'll stop and do that. If not we'll carry on to a meeting soon after for a final vote.

Phipps: I've been associated with this Plan for a long time. My first public meeting was back in August of last year and I've been to several since then. I think this Plan has been carefully vetted. I think staff has done an outstanding job listening to the community and being attentive to the needs. I've taken two van tours of the area and I think it will be a transformative plan. I went to a planning conference in Winston Salem and they talked about the kind of efforts that Charlotte Planning staff did to try to mitigate some disturbances to a trailer park that is near the Plan area. They got accolades on how everyone worked together to help not displace, but to improve some of the living conditions there in terms of sewer networks and such. Also, the fact that you don't have changes at this point is a testament to the kind of effort that has gone on with this Plan over that last year. I'm excited about the Plan and I hope the Committee will be as enthusiastic about it as I am.

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Lyles: Any other questions or comments? Can I have a motion for approval to move the Plan forward for public comment?

Mrs. Kinsey made a motion and Mr. Smith seconded the motion. The vote was unanimous (5-0).

II. I-77 Noise Walls Update

Campbell: We've had a good working relationship with NCDOT. I think today we are ready to make recommendations related to the design of the walls along I-77 between I-85 to I-277. Most of the communities have voted in support of the walls along this portion of the interstate. A vote will be taken for the portion along I-277 near Fourth Ward and Alpha Mills. The ballots went out February 10. Ed is going to walk you through each section, give you the results, give you staff's recommendations, and ultimately we will be asking for you to approve staff's recommendations and forward them to the full Council for a vote on February 24. I hope this isn't presumptuous of me, madam Chair, but I would like for Louis Mitchell (NCDOT) to come to the table as a staff resource if you don't mind.

Lyles: He may mind. Welcome, Louis. We also want to say thanks to Ned Curran, who chairs our State Transportation Board, for being here. This is a big deal.

Mr. McKinney began the presentation with slide 2 (see attached slide presentation).

Kinsey: Did you give the option to NOT have the walls at the community engagement meetings (see slide 4)?

McKinney: Yes. I'll walk you through where we are on that because there is still a vote pending regarding uptown.

Kinsey: That is the one I'm interested in.

Mr. McKinney continued the presentation with slide 6.

Kinsey: When were the aesthetic brick walls put up (see slide 7)?

Mitchell: About 2000, when we did the High Occupancy Vehicle Project.

Mr. McKinney continued the presentation with slide 7.

Lyles: What is the property behind those trees zoned for (see slide 8)?

McKinney: It's a mix. The only place that walls are evaluated and proposed are where there are existing residential neighborhoods. They are not proposing walls against commercial or industrial land use.

Kinsey: Those walls are extremely close to the highway. Are the houses that close?

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McKinney: The walls are placed based on a science of how you mitigate the noise. There are generally 50-100 feet before you get to the first residential lot.

Kinsey: What is the rate of accidents (see slides 7 & 8)?

Mitchell: We have not had to replace the panels for this particular segment. There is a smaller barrier in front of it that protects vehicles. The actual wall is not the crash worthy element, but it's the barrier in front.

Kinsey: A car would be destroyed if it hit. It closes in the highway. The further back you put them the better. They destroy the scenery.

Mitchell: There is an 11 foot shoulder that is an emergency lane. To date we have not had to replace any of the panels due to crashes.

Kinsey: Thank you.

Mr. McKinney resumed the presentation with slide 8.

Lyles: When were those walls built (see slide 9)?

Mitchell: Between 1998 and 2001.

Phipps: You indicated that walls were built for aesthetic purposes only. Will the new wall you will be adding be a second wall?

McKinney: Yes. There are some other issues that relate to that condition that we'll talk about.

Lyles: The new walls we are talking about are for noise abatement only and not aesthetics. Is that fair?

McKinney: Correct. We do have a range of options of what the walls could look like (see slide 10).

Kinsey: What is the noise reduction of just the brick aesthetic wall, and is there an additional reduction with two walls?

Mitchell: We don't have a measurement to know what the existing aesthetic brick wall does for noise reduction. Our noise abatement walls generally reduce noise by 5 decibels. If that noise reduction would benefit a particular resident or a unit, then we ballot that particular resident if the location gets at least a 5 decibel reduction in noise. That's how we choose which residences vote on a particular wall.

Kinsey: I would think that someone would check to see what the decibel reduction is for the brick walls.

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Mitchell: We have not done a noise analysis of the existing aesthetic brick walls. Our model takes the amount of traffic along a corridor and uses a computer simulation to determine what properties or receptacles are affected based on elevation and distance. It is scientific and beyond my scope of complete understanding, but the model does have a calibration to discern whether each property or receptacle gets a benefit from a potential wall or not.

Lyles: You are recommending the walls along this segment (see slide 7) because your model says that you need the wall to reduce the noise, and I want to assume that your model takes into consideration not just the house but the existing wall. That's a question that I don't think we're clear on.

Mitchell: That wall that's there now was built years ago to replace a wooden fence. It was not constructed for noise abatement purposes. I'm sure any type of material can have an effect on noise, but that particular facility is not a noise wall. The heights don't lend themselves to being noise walls as we have sound lines that would affect residents. If the existing aesthetic wall had the value to abate the noise, we would not be constructing additional walls.

Lyles: So the model does take into account existing structures?

Mitchell: Yes. Even a building can buffer another building from noise, and we take that into consideration when we do models.

Phipps: Where would the additional wall go in relation to the existing wall?

Mitchell: If you're on the roadway side, it would be in front of the existing wall. In a lot of areas there will be at least a 12 foot space in between walls. In a couple of sections there will be a creek between the two walls. There are two smaller areas where we will have to remove a portion of the existing brick wall because there was not enough room to accommodate both walls.

Lyles: It may be helpful as we go through the presentation to see some of these things.

Campbell: A lot of the questions you all are asking are embedded in the presentation, particularly the visual pieces of seeing the dual walls. I want to make sure that Council doesn't think that Planning staff went out and advocated for walls. Planning staff facilitated a process based on decisions that have been made based on a ballot that was sent out to property owners and are to be sent for those who are in the Fourth Ward area.

Mr. McKinney resumed the presentation with slide 10.

Lyles: The short walls are how many feet (see slide 13)?

McKinney & Mitchell: The existing walls are 8-12 feet and the new noise walls are 17-25 feet.

Lyles: What is the general number of feet between the new and existing walls?

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Mitchell: The minimum is 12 feet for maintenance equipment to be able to enter.

McKinney: There are some locations, particularly on the East side where there will be 50-75 feet between walls. In the majority of cases, one won't be able to see both walls at the same time because of the topography.

Mr. McKinney resumed the presentation with slide 15.

Smith: Roughly how many folks will be making the decision for the Fourth Ward?

Mr. McKinney explained the point system utilizing the information on slide 22.

Lyles: So, you have to vote NO?

McKinney: Yes. The assumption is everyone would want the wall and with worry is no one would respond. So the policy was designed to build the wall unless it is communicated that folks don't want the wall. They are trying to do the right thing. When that policy is translated to this condition where the issues are much more complex, it doesn't apply very well. Everyone recognized that we need to modify that policy since it's not designed for uptown or urban conditions.

Kinsey: It really disturbs me that a very small group is making a decision for the residents of the City of Charlotte. I think the policy needs to be changed now, not after we have horrible walls that block our beautiful uptown.

Lyles: When did the ballots go out?

McKinney: The ballots went out last Tuesday.

Lyles: Does anyone inside the City organization have a list, and what do you do to contact the 67 owners?

Mitchell: NCDOT cannot do that because we can't advocate for or against the walls.

Lyles: I don't mean to advocate for or against, but to get the votes. What do you do to encourage people to participate?

Mitchell: We've done outreach efforts with the City and we've had meetings outside of the City to educate folks. We mail ballots to whoever receives the tax bill. In this case there will be a follow up post card because there was a text amendment that needed to occur. It's a short time window, about two weeks and a day for them to respond. Normally we'd send the ballots along with the public meetings, but we don't call or do anything to encourage participation after we mail the ballots.

Campbell: A lot of education has gone on. We used the assistance of Charlotte Center City

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Partners, who have had numerous meetings with the neighborhood organization. We cannot understate that we have heard from property owners who say they are disturbed by noise today. They know they'll be more impacted by noise as the road gets closer to their properties. We tried to make sure that people understand the impacts. We also said there may be other options to how we design the wall. We need information to go into a bid package that goes out in March. NCDOT extended the time for us and we are at a decision point with this project. We told folks "If you do not want a wall, tell your neighbors to vote NO." We are going to work really hard to change the policy.

Smith: That's a state policy, correct?

Campbell: Yes.

Lyles: This is going to go from Mooresville to the South Carolina line, so we're going to have a lot of opportunity to deal with this issue along the rest of the highway; any other comments or questions?

Smith: Do they have an estimated increase in noise from the additional lane or is this purely getting into a barrier issue with how much closer the road is going to be to the uptown portion in particular?

Mitchell: Our model will give you the increases, but that's some of the finer details that I don't get into. If you measured the actual facility today without any expansion, a lot of it would qualify for noise walls.

Lyles: So the entire distance through the City will qualify for walls?

Mitchell: Yes. These types of improvement projects will cause us to evaluate both the human and natural environmental impacts moving forward.

Phipps: Any discussion to remove the existing brick wall on I-77?

Mitchell: Yes. On some of the properties the wall actually serves as the back yard fence for some residences. If we remove the brick wall and they have a space of up to 75 feet to the next wall, some were concerned about wildlife and vegetation management. To be honest, the NCDOT doesn't have the resources to maintain vegetation to a manicured standard behind the walls. Some folks feel protected by the existing brick wall.

Phipps: Security is my main concern regarding space between the two walls.

Lyles: Security has been noted in the overview. I would certainly like to see a security and safety plan at our next meeting. We have some new investments along that corridor and we don't want to harm those investments.

Campbell: We may not have all of those specifics by the meeting on the 24th, but we certainly know over the next couple of months we'll work on all of those details. We likely won't have a

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definitive safety plan for your approval, but we may have some ideas we can share.

Lyles: I understand that. What I hear is that the walls are going to go up, and most will be designed to some standard by the State to be acceptable for noise mitigation. The only local issue that's left to us is the issue of policing and security. I want everyone to be aware.

Kinsey: And maintenance.

Lyles: That's right. Mr. Mitchell said they don't cut the grass.

Mitchell: We don't do it to a manicured standard, but we do get in there and do some mechanical clearing.

Lyles: How often?

Mitchell: It depends on the road.

Lyles: We need a motion to move this forward to Council.

Kinsey: I'm not going to make a motion. I just want to thank staff for working on this, but I in good conscience cannot support a motion to approve.

Lyles: Do you have another motion?

Kinsey: I move that we don't move forward.

Lyles: The walls are going to go up and staff is recommending that they work with NCDOT to help manage how the walls look versus whether the walls go up.

Kinsey: I cannot make that motion. I will vote against it.

Phipps: I make the motion that we accept staff's recommendation to move forward with the process to evaluate the construction of the noise walls.

Lyles: Do I have a second? (Silence) Can we say the Committee heard the report and had comments and take it forward?

Howard: Let's go back for a second. If for some reason the vote comes back NO, what would you be recommending to work with the State on?

McKinney: If the vote is NO in the uptown section, there is still the widening impact of the project. In some cases there will be trees removed, resulting in a buffer loss between the Fourth Ward and the freeway. What we heard from the neighborhood and understood from the details is that we would need to work with NCDOT to design what that new buffer condition would look like.

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Howard: What would it be other than a wall?

Mitchell: If the noise wall is not there, there will probably be a retaining wall or some landscaped area.

Howard: I make a motion to approve conditions 1 and 2 recommended by staff, but that we not make recommendations on sections 3 or 4. I would further note that I'd like a letter to be sent to the 200 or so affected residents from City Council asking the residents to vote no.

Kinsey: I second that.

Phipps: If we say we don't want to make a recommendation, but at the same time we're saying to write a letter to the residents asking them to vote no, is that not in fact a recommendation?

Howard: Recommendations 3 and 4 are going to happen anyway. If they vote yes, we're going to have to do these anyway. I don't want to send a mixed message that we're saying we're okay with one of these recommendations when we're not, but we want to tell the citizens who can vote against it to do so.

Campbell: The Chairman of the NCDOT Board would like to speak.

Curran: First, I'd like to thank Debra and staff because they've worked wonderfully with us. We're on a tight timeline with this project. I appreciate that you do not want to endorse walls. Understand that we're just trying to follow a process by which the votes are counted. We're trying to work with the City to find aesthetics that will work whether the walls go up or not. While you're not endorsing walls, you are endorsing that whatever the outcome you would work cooperatively with the State because the State is trying to work cooperatively with the City.

Howard: Both 3 and 4 could be addressed after the vote. I don't mind addressing this again later, but for the purpose of tonight's meeting and us being able to affect the vote, we should be clear about what we're recommending, and I say 3 and 4 complicate that.

Campbell: If you don't want to take action today, we'll have the results back by the time you vote on the 24th. If you want to delay actions on 3 and 4, I think that's fine.

Lyles: Mrs. Kinsey, are you okay with that?

Kinsey: I'm okay. Are we going to mail a letter?

Lyles: I think the letter is a separate issue, because we can continue on this and bring up the issue of immediately needing letter tonight at the dinner briefing. We are only five and we need six to approve a letter. Is that acceptable? Just to clarify. We agree to move forward with 1 and 2, which are staff's recommendations to work on design. We will not take action on 3, and we ask the full Council for a letter at tonight's dinner meeting. Is that the motion?

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Howard: That is my motion.

Lyles: Thank you. Is there a second?

Kinsey: Yes.

Lyles: All in favor of the motion as I stated, please say I. The motion was unanimous.

The meeting adjourned at 4:37.



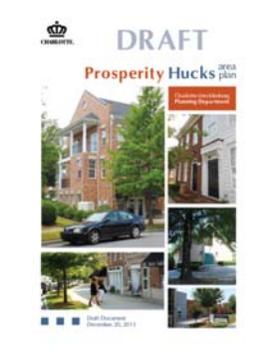
Prosperity Hucks area plan

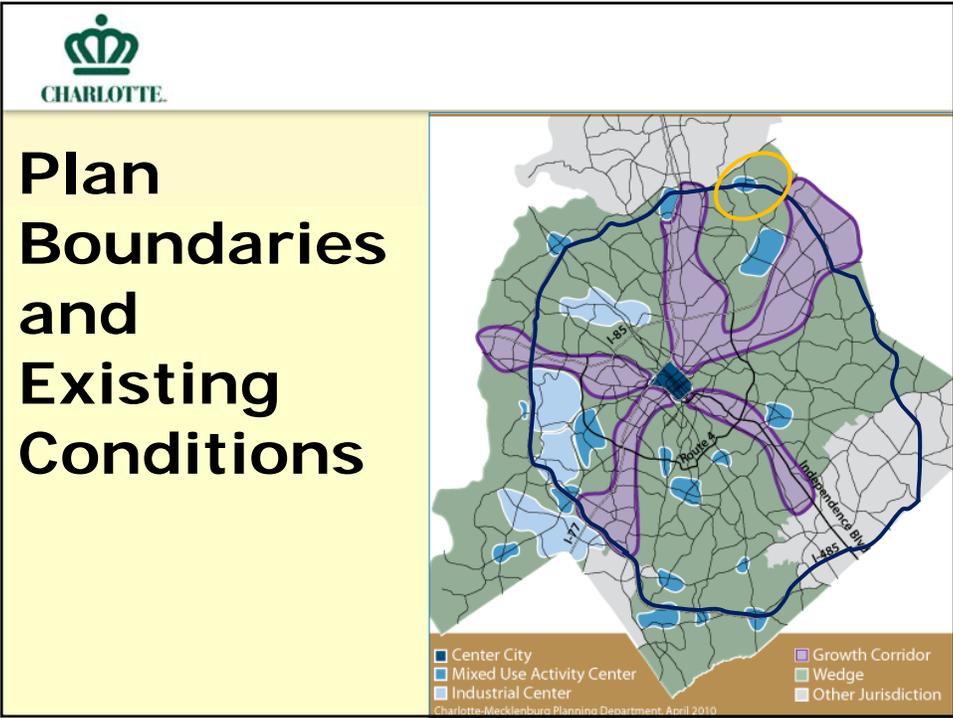
Transportation & Planning Committee
February 10, 2014



Presentation Outline

- Plan Boundaries and Existing Conditions
- Plan Building Blocks & Process
- The Plan Policies
- What We Heard
- Next Steps





 **Freeway & Road Construction**



Townhouses

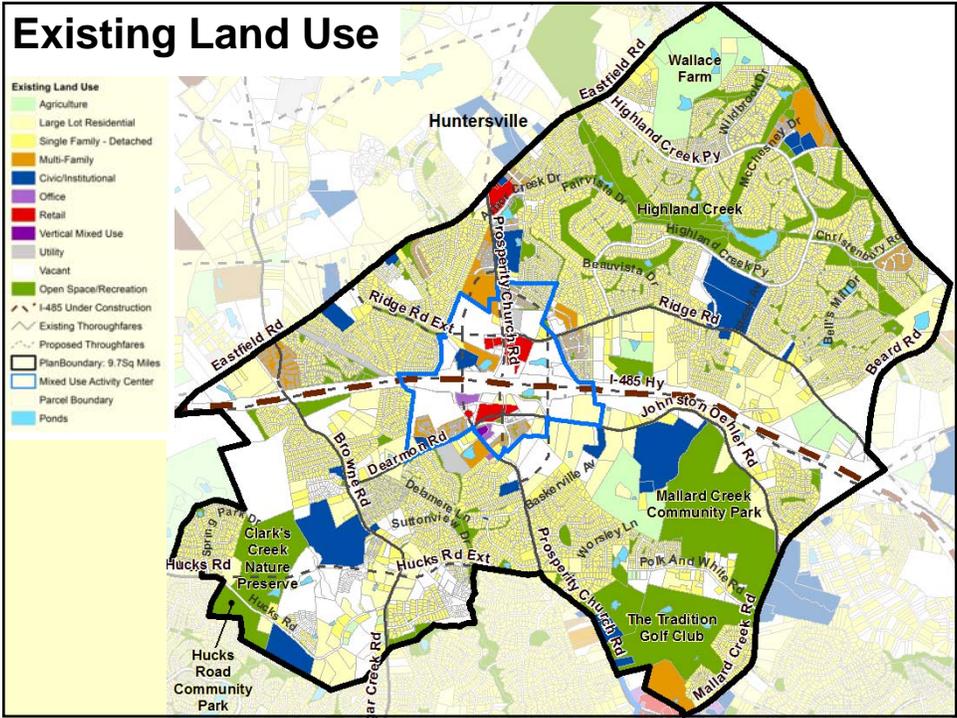


Shopping Centers



Emerging Village Center



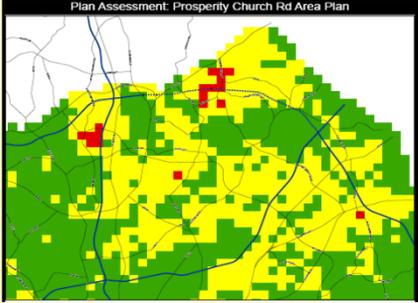




Area Plan Assessment Hot Spot

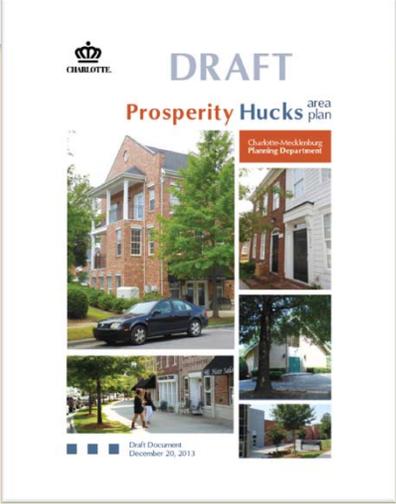
Why a plan for Prosperity Hucks?

- Amount of recent development inconsistent with adopted plans
- Development pressure
- Transportation projects
- Poor connectivity
- Impact of I-485 Interchange
- Opportunity to better integrate transportation and land use planning
- Environmentally sensitive areas
- Need to define boundaries of mixed use activity center





Plan Building Blocks and Process

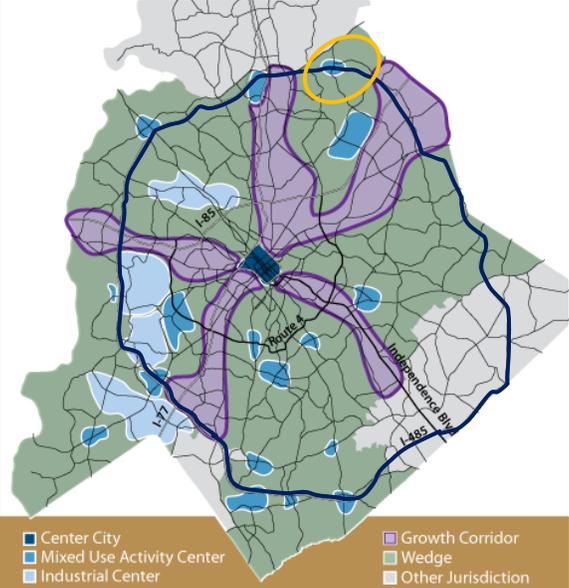




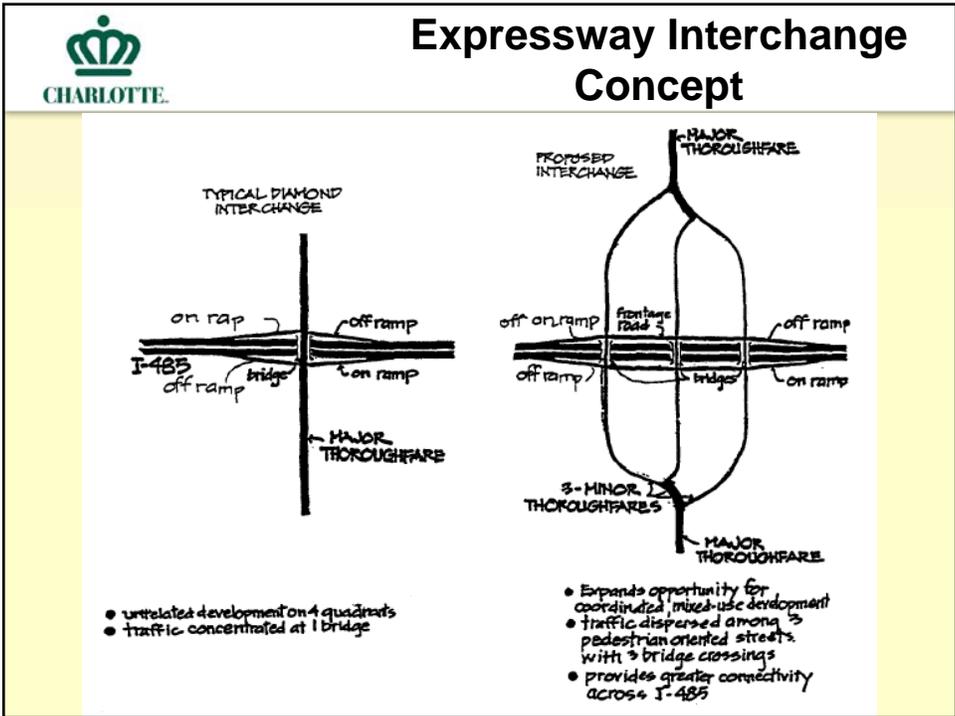
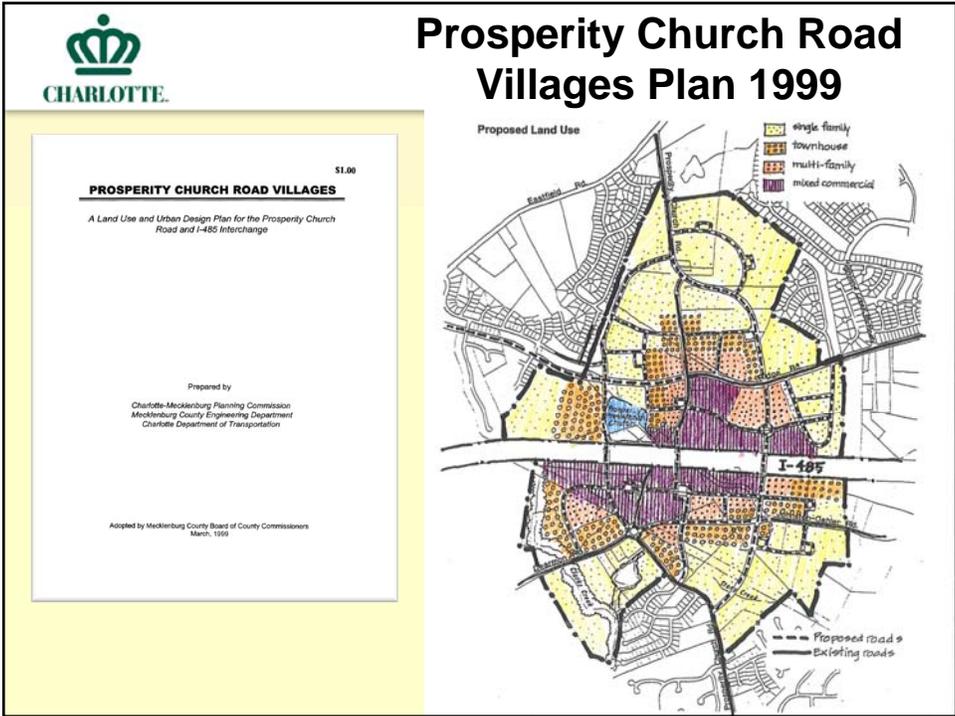
Centers, Corridors & Wedges Growth Framework

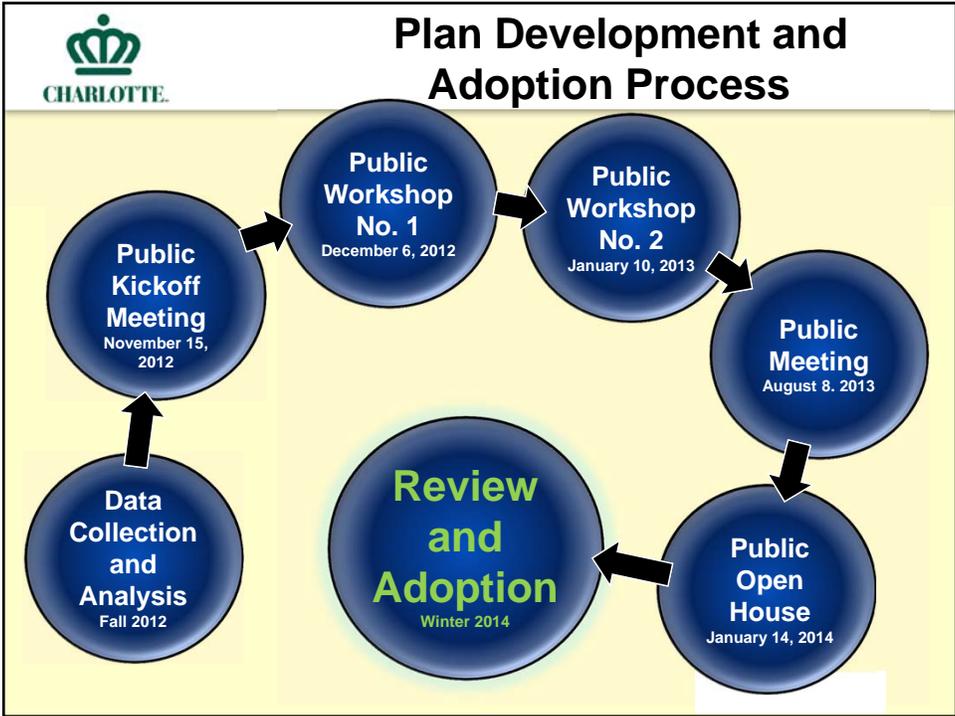
Goal: Charlotte will continue to be one of the most livable cities in the country, with a vibrant **economy**, a thriving natural **environment**, a diverse population and a cosmopolitan outlook. Charlotteans will enjoy a range of **choices** for housing, transportation, education, entertainment and employment. Safe and attractive **neighborhoods** will continue to be central to the City's identity and **citizen involvement** key to its viability.

- **Activity Centers**
- **Growth Corridors**
- **Wedges**



Charlotte-Mecklenburg Planning Department, April 2010





The Plan Policies

DRAFT
Prosperity Hucks area plan
Charlotte-Mecklenburg Planning Department
Draft Document
December 20, 2013

The slide features the Charlotte logo and the title "The Plan Policies" on the left. On the right is a cover for a "Draft Prosperity Hucks area plan" from the Charlotte-Mecklenburg Planning Department. The cover includes a collage of images showing residential buildings, a car, and a street scene, along with the text "Draft Document December 20, 2013".



Developing the Vision

The vision for the Prosperity Hucks area is to create a unique and **sustainable community** that is a great place to live, work, and play. The blend of **neighborhoods**; along with an emerging Mixed Use **Activity Center**; plus an array of civic and **institutional** facilities will provide for a thriving community.

The vision incorporates the following elements:

- **Village Center ...**
- **Neighborhoods ...**
- **Transportation ...**
- **Open Space ...**



Vision for the Village Center

Village Center will be a neighborhood serving Mixed Use Activity Center complementing and enhancing the surrounding neighborhoods; with a rich variety of retail, office, entertainment and multi-family residential uses in a well-designed and appropriately scaled form.



The vision for Prosperity Hucks is centered on a walkable urban village that supports the surrounding neighborhoods.

What type of new or expanded land uses would you like to see in the Mixed Use Center?

TOWN MAKER'S GUIDE: Healthy Building Placement

Affirmation of Public Preferences

An online survey and comments at community meetings indicate a preference for:

- Walkable, mixed use areas
- Small shops
- Restaurants
- Parks and greenways

more than:

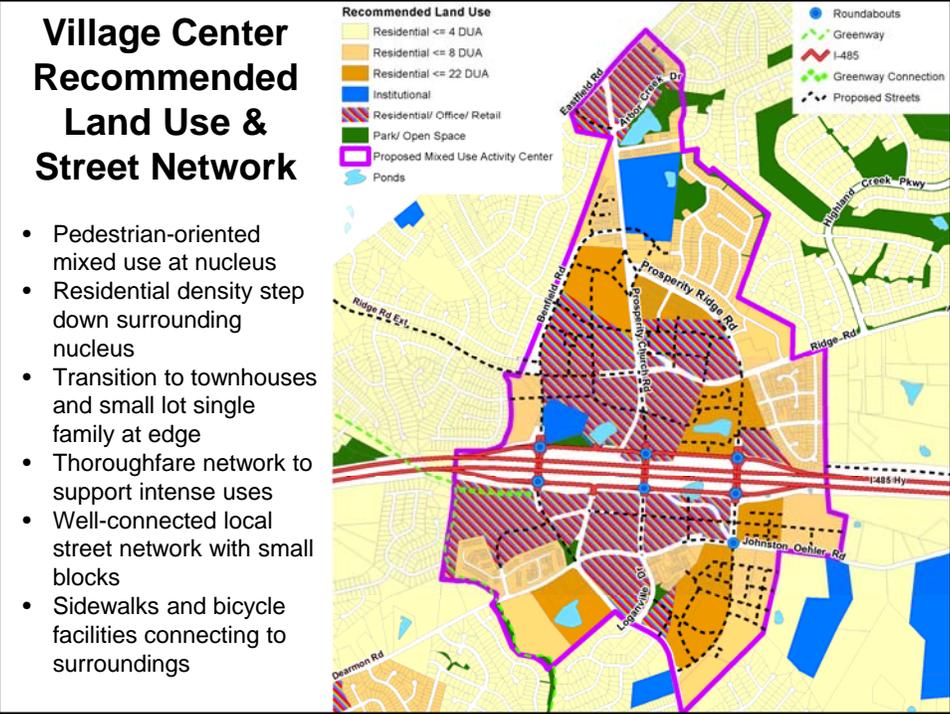
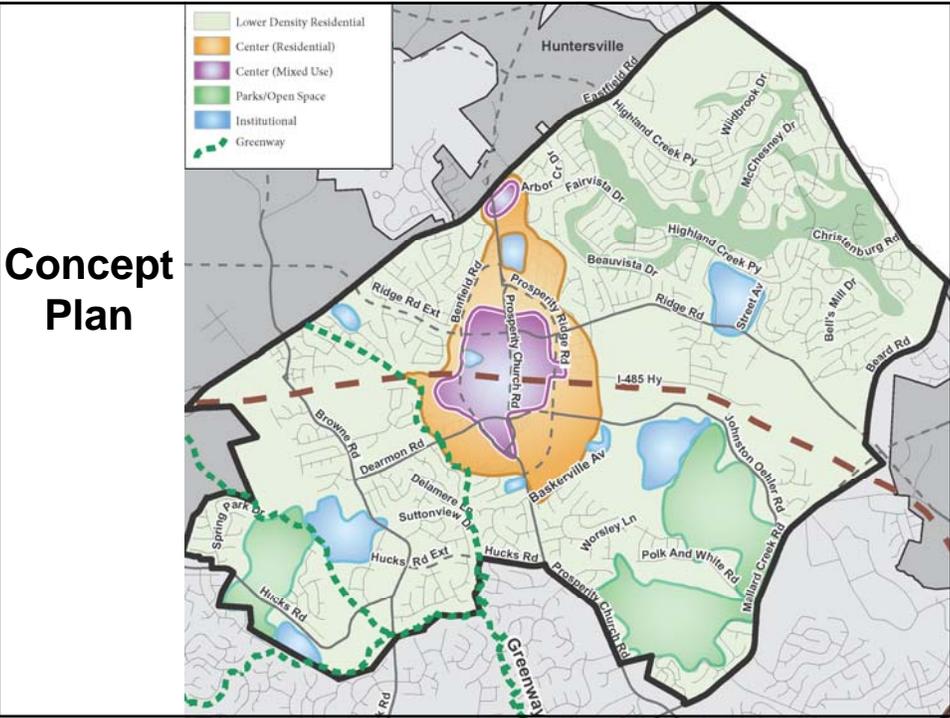
- Large shopping centers
- Multi-family homes/apartments



Vision for the Wedge

Neighborhoods are the backbone to the stability of the area and will be essential in preserving the distinctive low density character of the community. Continuing development in and around the neighborhoods will take into account its impact on the quality of life of area residents and protect the tree canopy.



Illustrative Urban Design Vision

- Building Orientation to Street
- New and Extended Streets
- Parking Location to Rear or Side
- Open Space Elements Throughout
- Transition at Residential Edges



Key Urban Design Components



Building Orientation: Buildings should be placed directly behind the sidewalk to allow direct pedestrian access. Wider sidewalks may be appropriate to allow for outdoor dining or retail sales.



Transition at Residential Edges: Density of development should be decreased at the edges of the Village Center. This can be accomplished by using a variety of housing types as a progression, as shown in the numbered elements above:

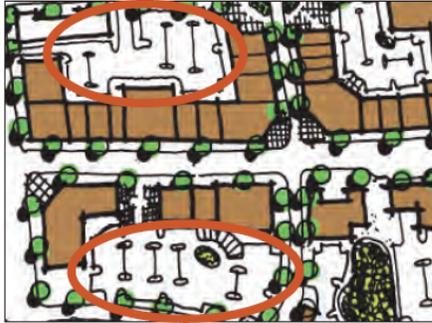
1. Condominiums and apartments
2. Townhouses and small lot single family
3. Single family detached



Key Urban Design Components



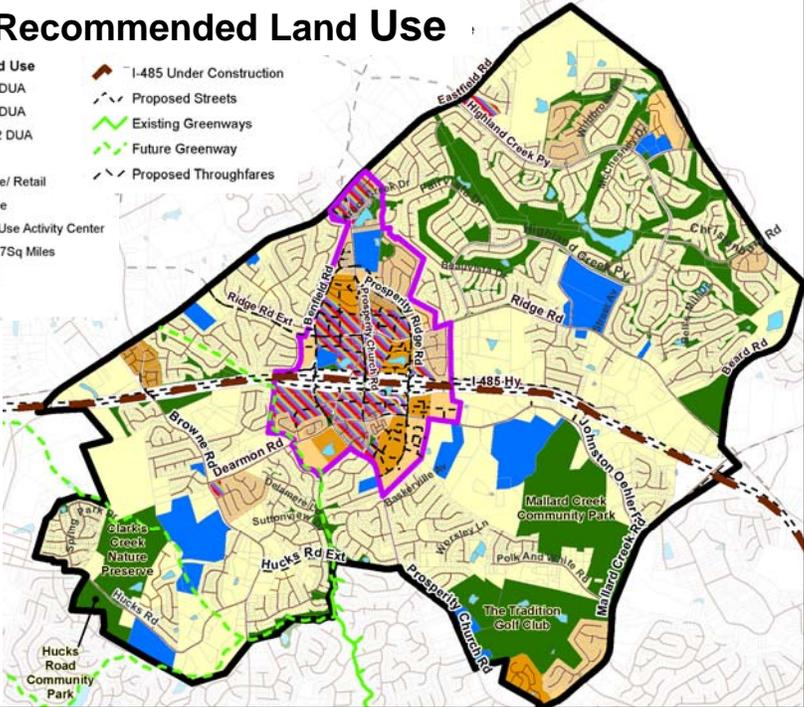
New and Extended Streets: Streets that safely accommodate drivers, pedestrians, bicyclists, and transit users should be arranged in a network of blocks typically no more than 500 feet in length, aligned with existing streets to form a seamless network.

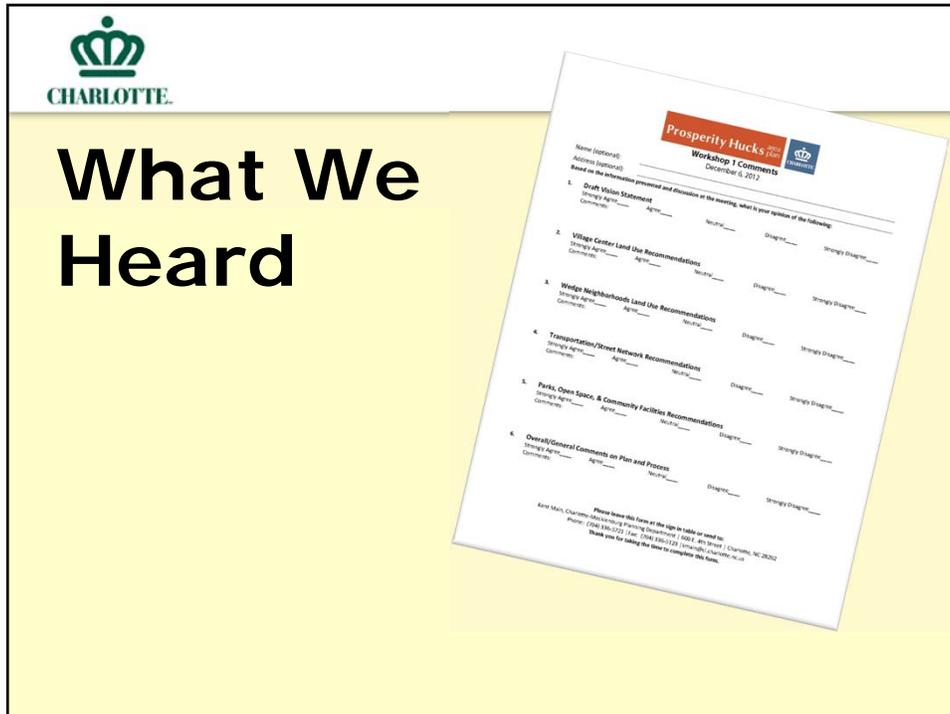


Parking Location: Parking generally should be located behind buildings or to the side. Parking to the side of a building typically should comprise no more than 35% of the parcel's street frontage. Parking typically should not be permitted between the building and the street. On-street parking is encouraged wherever possible.

Wedge Recommended Land Use

- Recommended Land Use**
 - Residential <= 4 DUA
 - Residential <= 8 DUA
 - Residential <= 22 DUA
 - Institutional
 - Residential/ Office/ Retail
 - Park/ Open Space
 - Proposed Mixed Use Activity Center
 - Plan Boundary: 9.7Sq Miles
 - Parcel Boundary
 - Ponds
- Infrastructure**
 - I-485 Under Construction
 - Proposed Streets
 - Existing Greenways
 - Future Greenway
 - Proposed Throughfares







Overall Plan Comments

- Very concerned about the traffic on Hucks Rd. Please find an alternative route for the **Hucks Road extension** that was to cut through the nature preserve.
- Bicycle & Pedestrian friendly please!
- Make sure the village concept is completed and that **developers do not control** the progress.
- **Thank you** for providing a time for concerned citizens to voice their opinions and to be heard!
- Wary of overdevelopment of apartments, big box stores.



Public Comments

Issues & Concerns

- Traffic congestion and analysis of street connections
- Market Demand for new retail and residential
- Crime statistics
- Street Name Changes
- Specific parcel land use

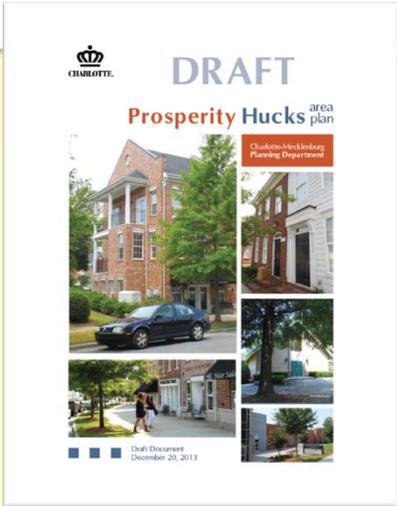


Next Steps

- ✓ • Tue, Jan 21 PLANNING COMMITTEE
PUBLIC COMMENT
- ✓ • Mon, Feb 10 City Council Transportation &
Planning Committee Introduction
 - Tue, Feb 18 Planning Committee
Recommendation
 - Mon, Feb 24 CITY COUNCIL PUBLIC COMMENT
(proposed) City Council Chamber



Questions?





Noise Walls
I-77 High Occupancy Toll (HOT) Lane Project

Transportation & Planning Committee
Briefing

February 10, 2014



Noise Walls - I-77 High Occupancy Toll (HOT) Lane Project

Outline:

- 1. Noise Wall Treatment Recommendations**
- 2. Ballots & Community Decisions**
- 3. On-Going Coordination**
- 4. City Council Decisions**

I-77 High Occupancy Toll Lanes: Overview



Image Prepared by NCDOT

NC 150

1
High
Occupancy
Toll Lane
(in each
direction)

West Catawba

2
High
Occupancy
Toll Lanes
(in each
direction)

I-277





Noise Walls - I-77 High Occupancy Toll (HOT) Lane Project

Community Engagement:

November 2013

- City Council & Transportation & Planning Committee Update

December 2014

- Dec. 11th Community Meeting (Issues & design input)
- Dec. 17th Community Meeting (Summary & next steps)

February 2014

- Feb. 6th Community Meeting (Draft Recommendations)
- Feb. 24th City Council Action



Outline:

1. Noise Wall Treatment Recommendations
2. Ballots & Community Decisions
3. On-Going Coordination
4. City Council Decisions

Context:
Proposed Noise Walls
Corridor includes different conditions

1

North of I-85

- Context:**
- Mix of neighborhoods & commercial
 - Existing concrete noise walls

2

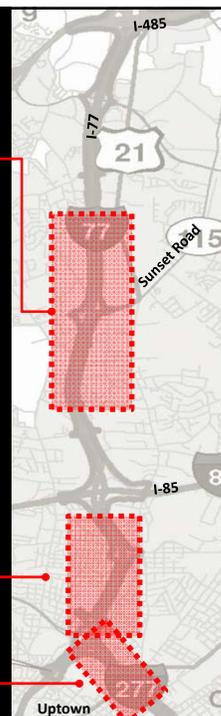
South of I-85

- Context:**
- Established neighborhoods
 - Existing aesthetic brick walls

3

Uptown & 4th Ward (I-277)

- Context:**
- 4th Ward neighborhood
 - Uptown/Center City



 **Noise Walls - I-77 High Occupancy Toll (HOT) Lane Project**



Proposed Noise Walls **Existing Noise Walls**

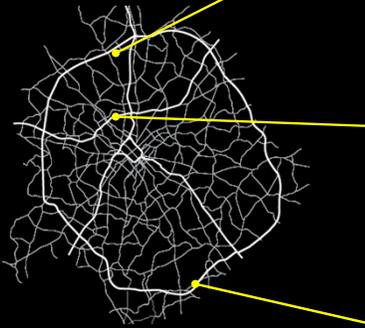
I-77

North of I-85

Context	Recommendation
Existing walls - exposed concrete aggregate face, steel columns	New walls to match existing walls
New walls will extend or be adjacent to existing walls	Color/Texture: exposed concrete aggregate face, steel columns

 **Noise Walls - I-77 High Occupancy Toll (HOT) Lane Project**

Consistent with the look of existing noise walls in Charlotte...




I-485



I-85



I-485

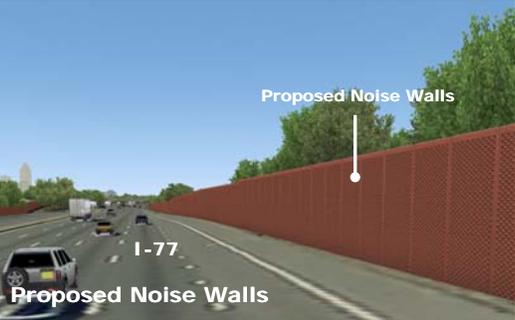


Noise Walls - I-77 High Occupancy Toll (HOT) Lane Project



Existing Brick Walls

Existing Condition



Proposed Noise Walls

Proposed Noise Walls

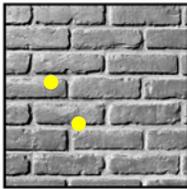
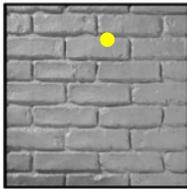
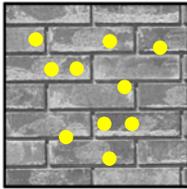
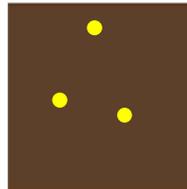
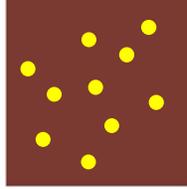
South of I-85

Context	Recommendation
Existing brick aesthetic walls	New noise walls to match existing brick walls
New walls will be located between freeway and existing brick walls	Color/Texture: stamped concrete in brick pattern and medium brown color
Some existing brick walls to be replaced with new noise wall	



Noise Walls - I-77 High Occupancy Toll (HOT) Lane Project

Community Preference: (December Meetings)

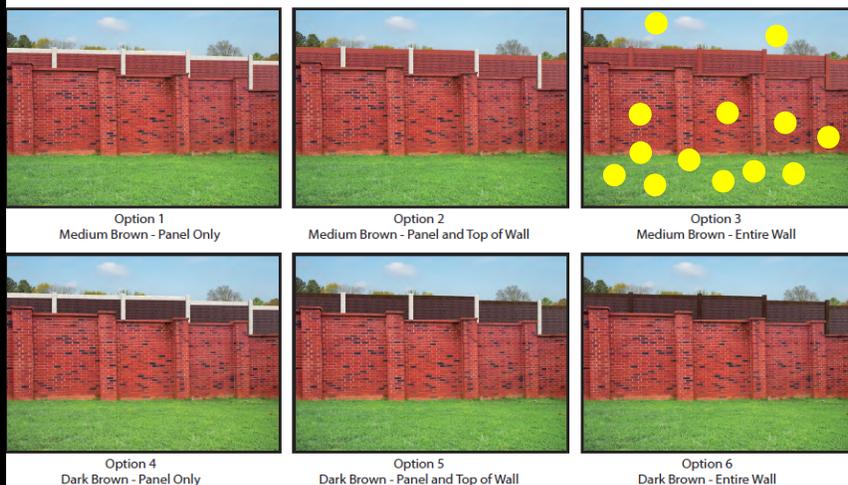
 <p>1. Used Brick</p>	 <p>3. Old Brick</p>
 <p>2. Utility Brick</p>	 <p>4. Smooth</p>
 <p>1. Dark Brown</p>	 <p>3. Light Tan</p>
 <p>2. Medium Brown</p>	 <p>4. Dark Tan</p>



Noise Walls - I-77 High Occupancy Toll (HOT) Lane Project

Community Preference: (December Meetings)

Noise Wall Staining Options



Noise Walls - I-77 High Occupancy Toll (HOT) Lane Project



Typical Existing View

Example Visualization:

- Brick Texture
- Medium Brown Color
- Color Panels & Columns





Noise Walls - I-77 High Occupancy Toll (HOT) Lane Project



Typical View of Proposed Noise Walls

Example Visualization:

- Brick Texture
- Medium Brown Color
- Color Panels & Columns



Noise Walls - I-77 High Occupancy Toll (HOT) Lane Project



Typical View of Proposed Noise Walls

Example Visualization:

- Brick Texture
- Medium Brown Color
- Color Panels & Columns





Noise Walls - I-77 High Occupancy Toll (HOT) Lane Project



Uptown (I-277)

Context	Recommendation
Urban City Center Skyline Views Elevated Freeway	If noise walls are voted "yes" by impacted properties... City of Charlotte to work with NCDOT to evaluate appropriate design options



Noise Walls - I-77 High Occupancy Toll (HOT) Lane Project



Typical Existing View

Design Considerations:

- Protecting skyline views
- Minimizing barrier effect
- Color & materials that reflect the character of Uptown



Noise Walls - I-77 High Occupancy Toll (HOT) Lane Project



Design Considerations:

- Protecting skyline views
- Minimizing barrier effect
- Color & materials that reflect the character of Uptown



Noise Walls - I-77 High Occupancy Toll (HOT) Lane Project



Design Considerations:

- Maintaining visual screening between freeway and neighborhood
- Widening impact on 11th Street
- New retaining walls, additional landscaping?





Noise Walls - I-77 High Occupancy Toll (HOT) Lane Project



Design Considerations:

- Maintaining visual screening between freeway and neighborhood
- Widening impact on 11th Street
- New retaining walls, additional landscaping?



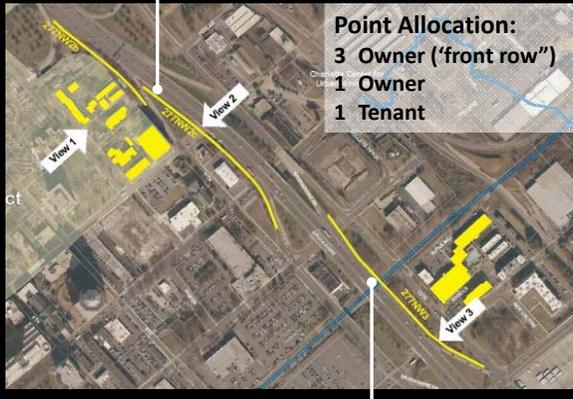
Noise Walls - I-77 High Occupancy Toll (HOT) Lane Project

Outline:

1. Noise Wall Treatment Recommendations
2. **Ballots & Community Decisions**
3. On-Going Coordination
4. City Council Decisions



 Noise Walls - I-77 High Occupancy Toll (HOT) Lane Project		
Who	What	How/When
1 Impacted/ benefited residential properties <small>(historically eligible neighborhoods: McCrorey Heights, Oaklawn Park, Dalebrook)</small>	Wall color and texture <small>(neighborhood side)</small>	Ballot/vote Due Feb. 21
2 Impacted/ benefited residential properties <small>(Uptown/4th Ward Neighborhoods)</small>	Wall or No Wall	Ballot/vote Due Feb. 21
3 City of Charlotte	Wall color and texture <small>Freeway & neighborhood sides</small>	Community Input, Staff Recommendation, Council Action Feb. 24

 Noise Walls - I-77 High Occupancy Toll (HOT) Lane Project	
<h3>Uptown Wall: Vote Summary</h3> <ul style="list-style-type: none"> The owners and tenants of residential property that receive at least a 5-decibel reduction in noise Wall assumed “yes” unless a majority (more than 50%) of ballots/points are returned indicating “no” 	<div style="text-align: right;"> <p> 67 Properties 162 Points 82 Points required to “veto” wall </p> </div>  <div style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <p>Point Allocation:</p> <ul style="list-style-type: none"> 3 Owner (“front row”) 1 Owner 1 Tenant </div> <div style="text-align: right;"> <p> 25 Properties 60 Points 31 Points required to “veto” wall </p> </div>



Outline:

1. Noise Wall Treatment Recommendations
2. Ballots & Community Decisions
- 3. On-Going Coordination**
4. City Council Decisions



On-Going Coordination

- **Storm Water**
- **Maintenance & Security**
- **State Noise Abatement Policy**
- **Overall Project Environmental Impacts**



Noise Walls - I-77 High Occupancy Toll (HOT) Lane Project

Issue:
Storm Water

Site Specific:
City has received (2) service requests:

Erosion is occurring likely due to aging storm water pipes

Goal to have a plan ready for construction in 6-12 months

Project Coordination:
City & County Storm Water staff will be involved in review of I-77 widening project





Noise Walls - I-77 High Occupancy Toll (HOT) Lane Project

Issue:
Maintenance & Security

space "between walls"

Need to clear under brush and limb up trees to provide a clear line of sight & maintain wall.

Police Department concerned about controlling access with gates - makes it more difficult to patrol and access.

Next Steps:
City staff to coordinate additional discussions with NCDOT to establish maintenance and security approach



Dalebrook – Pinestream Drive



Dalebrook – Newland Road

 **CHARLOTTE.** Noise Walls - I-77 High Occupancy Toll (HOT) Lane Project

Issue:
State Noise Abatement Policy → NCDOT to identify future noise abatement policy enhancements based on concerns expressed during this process

Issue:
Overall Project Environmental Impacts → NCDOT staff is willing to schedule additional meetings to discuss concerns

 **CHARLOTTE.** Noise Walls - I-77 High Occupancy Toll (HOT) Lane Project

Outline:

1. Noise Wall Treatment Recommendations
2. Ballots & Community Decisions
3. On-Going Coordination
- 4. City Council Decisions**



Noise Walls - I-77 High Occupancy Toll (HOT) Lane Project

Council Action:

Approve staff recommendation to NCDOT regarding the design (color, texture, material) of proposed noise walls within the City of Charlotte to include:

1. **Noise walls on I-77 (north of I-85)** – utilize exposed aggregate concrete panels consistent with existing walls in this area.
2. **Noise walls on I-77 (I-85 to I-277)** – utilize stamped concrete brick pattern, and medium brown brick color, compatible with existing brick aesthetic walls in this area.
3. **Noise walls on I-277 (Uptown)** – If noise walls are approved by impacted property owners, direct staff to work with NCDOT to evaluate appropriate wall design options and cost implications.
4. **Widening Impact on I-277 (Uptown)** – If noise walls are not approved by impacted property owners, direct staff to work with NCDOT to identify appropriate buffer/screening for areas impacted by freeway widening.



Noise Walls - I-77 High Occupancy Toll (HOT) Lane Project

Next Steps

- **City Council Update**
(Feb 17th, Zoning Dinner Meeting, 5:00pm, CH-14)
- **City Council Action**
(Feb 24th, Business Meeting, 7:00pm, CMGC Chamber)

Transportation & Planning Committee
Monday, February 10, 2014
3:30 – 5:00 p.m.
Charlotte-Mecklenburg Government Center
Room 280

Committee Members: Vi Lyles, Chair
David Howard, Vice Chair
Patsy Kinsey
Greg Phipps
Kenny Smith

Staff Resource: Debra Campbell, Planning Director and City Manager's Office

AGENDA

I. Prosperity Hucks Area Plan – 30 minutes

Staff Resource: Kent Main, Planning

The Prosperity Hucks Area Plan covers about 6,200 acres in the northeast corner of Charlotte. It is focused on a Mixed Use Activity Center located at unique interchange to I-485, which is under construction. The Plan is intended to establish a vision and provide policy direction for future growth and development, building upon significant prior planning efforts. Over the past year, staff has conducted five public meetings and workshops. Staff will present the draft plan for review by the Committee.

Action: Forward to Council for public comment

Link to the Prosperity Hucks Area Plan:

<http://charmeck.org/city/charlotte/planning/AreaPlanning/Plans/Pages/ProsperityHucks.aspx>

II. I-77 Noise Walls Update – 55 minutes

Staff Resource: Ed McKinney, Planning

The Planning Department and Charlotte Department of Transportation have been working with the North Carolina Department of Transportation to increase public awareness and facilitate decision making on the design and impact of the Hot Lane project's proposed noise walls along I-77 and I-277. Staff will update the Committee on our efforts and request action from the committee concerning the design for the City's choice on wall color and texture.

Action: Approve staff recommendations and forward to City Council

III. Transportation Focus Area Plan Retreat Discussion Summary Notes – 5 minutes

Staff Resource: Debra Campbell, Planning Director and City Manger's Office

Action: None required

Attachment: 1. Transportation Strategic Focus Area Plan 1/30/2014 - Summary Notes

Next Scheduled Meeting: February 27, 2014 at 12:00 p.m.

Future Topics- Focus Area Plan, Prosperity Hucks Area Plan

Transportation

Strategic Focus Area Plan

1/30/2014 - Summary Notes

Name- Committee name and Focus Area don't match- consider adding Planning to the focus area name.

Vision: "Charlotte will be the premier city in the country for integrating land use and transportation choices".

- The statement speaks more to how rather than the impact we want to have. Vision should speak more to the result we want to have on the community if we successfully integrate land use and transportation planning.
- Doesn't speak to unique neighborhoods we are trying to create with transportation investments
- Creating a city and neighborhoods that work
- Retool vision statement to capture impact not just tactical tool of how
- Add a statement that acknowledges interrelationship of all the focus areas

Mission: Doesn't include any references to aviation or the airport. Doesn't speak to how or if infrastructure should or could be used to support economic development

FY2014 Initiatives and Indicators: Initiatives seem too tactical not strategic or aspirational enough.

- Discussed adding several new items and revising others.
- Initiatives are not strongly linked to the mission and vision statements
- No identified initiative related to airport or building on opportunities related to the intermodal yards
- Consider adding a statement related to how transportation investments can help support and promote the goals of the economic development and globalization focus area
- Need to review and update the 2030 Transit Plan
 - Determine value of revisiting
 - Look at Rose Fellowship Study for recommendations for Silver Line
 - Consider East West Light Rail to connect the community
 - May need to redo technical data that justified transit plan
 - Need to look at funding and implementation as a system not just individual lines
 - Consider articulated buses as option
- Should use TAP and other strategic plans as framework for developing initiatives and indicators
- Consider adding quality of life statement i.e. diversity of transportation choices does what for the community and individuals
- Describe how options make the City more viable
- Add strategy to work with rail companies CSX and NS

- Consider adding statement to mitigate environmental impacts like noise i.e. quiet zones for rail
- There is no statement about emergency preparedness or emergency readiness especially for rail transportation (there have been lots of accidents lately)
- CRTPO is complex and too big-developing consensus may be difficult
- Need extensive outreach to potential partners to build relationship at all levels local state and national
- Should assess impact of new state formula in relationship to high priority transportation projects
- Additional funding critical to implementation and need to establish right partnerships to ascertain appropriate funding to match need