Charlotte City Council

Transportation & Planning Committee

Meeting Summary for March 25, 2010

COMMITTEE AGENDA TOPICS

I. Subject: **FY2011 Focus Area Plan**
Action: Motion made to recommend to Council for approval

II. Subject: **North Tryon Area Plan**
Action: Motion made to forward the North Tryon Area Plan to Council for public comment

III. Subject: **Centers, Corridors & Wedges Update**
Action: None

COMMITTEE INFORMATION

Present: David Howard, Susan Burgess, Warren Cooksey, Patsy Kinsey
Time: 2:05 pm – 3:25 pm

ATTACHMENTS

1. Agenda Package
2. Centers, Corridors & Wedges Update.ppt
3. Park Road Sidewalk handout

DISCUSSION HIGHLIGHTS

Chairman David Howard called the meeting to order and asked everyone in the room to introduce themselves. He stated that the first item on the agenda is the FY2011 Focus Area Plan. He then turned it over to Assistant City Manager Jim Schumacher.

I. FY2011 Focus Area Plan

Mr. Schumacher said the FY2011 Focus Area Plan (FAP) (copy attached) reflects the changes from the last meeting. The language in blue is what staff has edited in response to the ideas and questions from the last Committee meeting.

On page 1, there are a few edits in regard to the responsibility of the Streetcar and also, the funding responsibility between CATS and the MTC. On page 2, under Trans. 1, the data has been broken out to distinguish the percentages between the Centers and Corridors.

Howard: Why did we break that out?

Cooksey: I just wanted to see how much was going into the Corridors that we have invested in. I wanted to monitor how successful we have been at getting growth into where we have a greater public investment.

Howard: The whole point is to push the Corridor concept. Do you feel that we are going in that direction with these numbers?

Campbell: I think so. I hope we are encouraging in Centers and Corridors, not just isolating Corridors. In order to help facilitate the ability to intensify development in Corridors, we need to enhance the infrastructure, which we are doing in one perspective with rapid transit.

Cooksey: I'm not going in an either or mentality, I just wanted to see those percentages and see what they are accomplishing.

Mr. Schumacher continued and said that on page 4, there were some questions about the appropriateness of the story the numbers told relative to bicycle accidents, so CDOT backed up a step and took a different approach. Norm Steinman said they wanted to make sure they are looking at the right kinds of measures. As we create more of a metric for bicycles, we will get more bicyclists and that may lead to more accidents.

Howard: Councilman Barnes mentioned at the last meeting to look at the most traveled intersections, as opposed to just being broad.

Pleasant: If you just look at the raw numbers, once people start bicycling more and/or walking more, there will be more accidents. We want to be careful that we are measuring something that is meaning full.

Mr. Schumacher said that is all of the changes. He said there were a couple of questions on page 5 regarding the striking out of the language about the website. That was taken out because it has been done, but it is an ongoing process of keeping it updated and evolving. There was another question about the reason the CATS survey measure was removed and that is because they are not doing the survey because of budget cuts.
Chairman Howard asked the Committee if they had any other questions. No questions were

posed. Council member Kinsey made a motion and was seconded by Council member Cooksey, to recommend approval of the FY2011 Focus Area Plan to Council. *(Motion passed unanimously).*

II. North Tryon Area Plan

Chairman Howard said the next item on the agenda is the North Tryon Area Plan. Debra Campbell said that Kent Main will give the Committee an overview of the Area Plan. He will go into the details of how the Planning Department became involved with this process. It has evolved from being a market analysis, to a development scenario, to an actual Area Plan. Mr. Main began reviewing the "North Tryon Area Plan" presentation (copy attached). He pointed out that this Area Plan is designed to fit in with the Centers, Corridors and Wedges framework, policies adopted by Council, as well as the Transportation Action Plan and Urban Street Design Guidelines.

Mr. Main pointed out the Area Plan boundaries (see slide 5) and said it is entirely within a Corridor. It extends from the Brookshire Freeway all the way out to Sugar Creek Road, essentially following along North Tryon Street to the railroad tracks. One of the prime issues in that area, identified by the stakeholders, is the condition and quality of the streetscape. That has been paramount in the process. Another key piece of the environment is the Railroad Switching Yard. It's a very important rail line. It's the Amtrak future line to Raleigh. Although the Intermodal Yard is supposed to relocate to the Charlotte Douglas Airport, that is only a small part of the Yard.

Mr. Main went on to discuss the existing zoning map and the tree canopy map. Other aspects of the area are Little Sugar Creek, a few social services buildings, residential land use and industrial buildings.

Mr. Main described the plan development process and discussed the history of the project. He described the public input process, which consisted of individual interviews of businesses, property owners and developers, public meetings, stakeholders, and Planning Committee comments. Mr. Main quickly ran through the opportunities and constraints of the Area Plan. There are a number of opportunities, like the proximity to Center City and the access to the Interstate. A few constraints are the streetscape, traffic congestion, and the difficulties of Light Rail. It's close to the Northeast Extension Line, but not on it directly. Chairman Howard asked if the mens' shelter had been a challenge and Mr. Main said that it has because of redevelopment concerns.

Mr. Main discussed the vision of the North Tryon Area Plan. He stated the vision is to provide a community of residents, businesses and industries, all trying to live together with the opportunity to improve its physical condition, functional utility, economical viability, appearance and livability. He stated that it's a very different mixed use center compared to the other Area Plans because it's going to continue to have a strong business and industrial component.

Mr. Main stated that the next slide (slide 20) shows the Concept Plan, which tries to lay out the sense of what they are trying to achieve. He pointed out the neighborhood preservation areas, which have been an important component. He stated that because of the particular challenges of some of the social services facilities closer to town, they don't see that as a prime location for Transit Oriented Development (TOD) or residential development. He also said they expect industrial to stay along the railroad corridor.

Howard: I don't understand what's happening with the Intermodal Yard? I thought it was all going to the Airport.

Pleasant: The Intermodal Yard is a very small part of the geography. The part going to the Airport is the bottom stretch on the map, right along Davidson Street.

Howard: What I thought was going on is kind of like what you did on I-277. Once you free up some land, some of the lines could be straightened up and you wouldn't need them all switching back and forth. So, the activity part is not leaving?

Pleasant: Not all of it. You still have general marshalling and trains switching off.

Howard: Any chance you make that a smaller area and not use up such a big footprint or is that too expensive?

Pleasant: That's under the control of the railroad providers and Amtrak. There are still players in there that need to do their work. It's a tough footprint.

Howard: So, it's the size of it that makes it hard to connect the two sides?

Campbell: Yes, and the topography.

Howard: Will we do anything about the bridge on North Tryon Street?

Main: There are very narrow bridges in a couple of locations. We will be dealing with them as part of the streetscape, but we will not be widening them.

Mr. Main continued and discussed the "Recommended Future Land Use" slide. He stated that there are industrial properties along the edges and they are recommending that, over time, they be redeveloped for mixed-use, retail, office and other similar kinds of uses. One key element in this Plan is we are not recommending any corrective rezoning. That is not a particularly popular or viable option for those businesses. He stated that we have no intent of running off or closing down existing businesses. Chairman Howard stated that they need to label the North Transit Corridor on the map. Mr. Main said they would label that.

Mr. Main quickly read through the public comments they have received and the proposed revisions they have made. He also discussed the market forecast and said they started with a market study. They understand the market is down at the moment, but this is a long term

Plan, over the next 20 years, and felt it was fine to continue with the current forecast.

Mr. Main described the transportation recommendations. There are several grade separated crossings of the rail line over North Tryon Street. He said this area is pretty well connected compared to many of the other neighborhoods, with one exception being the Rail Yard. The "Future Connectivity" map shows you the current streets and the proposed new streets in red. The North Tryon Street Safe Project is going on already. That involves making improvements to North Tryon Street, essentially, from Dalton to 30th Street. There is already funding for this project and it was part of the bond package that was approved.

Howard: Are we doing a higher grade power line in the area?

Main: No, we applied for a grant to try to go underground with the lines, but that seems to have vanished from Duke Energy's radar screen. We are looking at moving them back off the curb area and that will be studied in more detail later.

Cooksey: On page 4 of the Executive Summary (see web link), the second bullet under constraints needs to say "rail," not "tail."

Kinsey: On page 5, middle column, that should say "North" Tryon, not "South" Tryon.

Main: We will make those changes.

Mr. Main stated that today they are asking the Committee to refer the Plan to Council for public comment. They would come back to the Committee for recommendations after that meeting. Council member Kinsey made a motion and was seconded by Council member Cooksey to forward the North Tryon Area Plan to Council for public comment. *(Motion passed unanimously)*

III. <u>Centers, Corridors & Wedges Update</u>

Ms. Campbell stated that the concept of Centers, Corridors, & Wedges (CC&W) should not be new to the Committee. She said they have been engaged in the update process for almost 3 years. Everything they produce, people seem to think it is a plan for the community. She said they had a lot of difficulty, even internally, overcoming the fact that CC&W is not a specific land use plan; this is a generalized framework for our community, a vision for how we want to grow and develop. If you want to think of it as a hierarchy of development policies, it would be: 1) CC&W – overarching framework, 2) General Development Policies – develop more specific policies as it relates to CC&W, and 3) Area Plans – parcel specific, detailed land use recommendations. She stated that they felt there is a tremendous benefit for having CC&W. It provides consistency with how we explain what we want to occur in our community from a development perspective, but also from the perspective of individual planners. Laura Harmon is going to go into more detail, in terms of where we are with updating this concept, the schedule for adoption, and identify some of the issues and concerns that our citizens had as we went through the public input process. Ms. Harmon

began reviewing the "Centers, Corridors and Wedges Update" presentation (copy attached).

Ms. Harmon said that the CC&W establishes a vision for future growth and development by separating our community into three different area types; Centers, Corridors and Wedges, and outlining the characteristics, at a general level, by each of the area types. She went on to describe their process and schedule updating the old document. Once they had a draft document that they worked through with an interdepartmental team, which included representatives from CDOT, CATS, E&PM, N&BS, Corporate Communications and Planning, they convened a Citizen Advisory Group. They met with that group for many months and got a lot of feedback from them. It got to the point that they needed to go back, and regroup, and think about what the purpose of the document is and who the users would be. They spent a lot of time revising the document and meeting with the Citizen Advisory Group. They expect to have one final general public meeting and hope to have City Council adopt it by June 2010.

Ms. Harmon read through the highlights of the changes to the document. They clarified that CC&W is a vision and not a specific plan. They also indicated that the primary intent of the document is to provide a foundation for more detailed plans, policies and regulations. She said they also clarified that the amount, type and intensity of a development is determined by the applicable Area Plan. The CC&W provides ranges for things, it doesn't give you enough information to make a recommendation for a specific parcel. They worked with the Citizen Advisory Group on revising the goal statement to enhance it. The group also redefined Corridors to reflect positive characteristics and refined Corridor text to indicate that Corridors link land uses together, instead of dividing them. Ms. Harmon said the change they talked mostly about was how to deal with established neighborhoods in Corridors. There were folks from the Elizabeth neighborhood that felt staff had not defined Corridor in a way that established neighborhoods were important to be maintained.

Ms. Harmon went on to describe why Charlotte needs a growth framework. She pointed out that the community has grown more than 140% between 1980 and 2010. We still expect over the long term, to be adding 288,000 more people and 320,000 more jobs. We need to continue to plan for growth. She stated that they also found it important to take into account some change in conditions since the early 1990s. Redevelopment has become more common. There have been demographic changes, leading to different housing needs for urban living.
The environmental considerations were not on the front burner in the previous document, so that has been changed. Affordable housing continues to be a challenge, so that was also added. Ms. Campbell added that affordable housing was a real concern for the majority of the people that attended the meetings.

Ms. Harmon talked about the goals of the CC&W. She stated that 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. She also stated that we are a City of choices and we want our neighborhoods to be safe and attractive.

Ms. Harmon said that the next slide (slide 16) is a map that shows how Centers, Corridors and Wedges are distributed throughout the community. The blue areas are the three types of Centers throughout the City. The purple areas are the 5 radial Corridors, which are major road Corridors. Finally, the green areas, which are the largest part of our community, are the Wedges.

Howard: The next logical steps for our Corridors, when thinking from a regional standpoint, are to go into the neighboring counties. How does this assist in that conversation?

Campbell: Centers and Corridors started out as a regional concept. Through some of the Planning Director's meetings, we have talked about the need to expand this to a regional perspective. The framework is out there, we just need more direction from our Elected Officials and interests from these other communities to forge ahead.

Howard: I would like to challenge Debra, Danny and Jim to think about how we take this to the next level. Maybe we should start having some conversations with South Carolina. Maybe we can think about some type of short commuter line from our Station into South Carolina and back, and not extend the Light Rail.

Campbell: Just a point of clarification, are we talking about the growth framework or transit?

Howard: You're right. What I'm really thinking about is all these counties now have a $0.0025 sales tax that they could levy, to do some great thing with and we should start having conversations with them.

Campbell: I believe that CATS has a project on their work program to update the 2035 Plan, so that's kind of the next evolution of the Transit Plan, so maybe these things can be addressed then.

Howard: Roads are a part of it too.

Ms. Harmon went on and talked about the 3 different types of Activity Centers: 1) Center City, 2) Mixed Use Activity Centers, and 3) Industrial Centers. In general, they are expecting increasing amounts of urban development, more infill and redevelopment, a greater mixture of uses, a more interconnected street network, and more pedestrian and bicycle facilities.

The growth Corridors are not homogenous and have different characteristics. They consist of transit, stations areas, interchange areas, established neighborhood areas and general Corridor areas. The overall expectations for the Corridors are a wide range of uses including, office, residential and mixed use particularly, around the transit stations. Some locations may have industrial and warehouse distribution. Some other expectations are redevelopment, an increased intensity and more pedestrian form of development, dense network of interconnected streets and enhanced infrastructure.

Ms. Harmon said in the Wedges they are emphasizing the preservation of existing neighborhoods and making sure our Wedges are providing an array of housing for residents, so they can choose to live there at different stages of their life. We expect Wedges to continue to be predominately low density, single-family houses, but feel that it is important to locate moderate to high density in key locations. Some other expectations are neighborhood-scale commercial and civic uses and protection of land and water resources.

Ms. Harmon read through the next steps and said they were hoping to have City Council Adoption by June 28, 2010.

Kinsey: I'm most concerned about the existing residential neighborhoods in the Corridors and I'm going to expect some strong language. High density, multi-family use would be very intrusive.

Campbell: You represent and reflect the concerns that were expressed by many. That is why we are making an extra effort to preserve those homes. The CC&W cannot reflect the uniqueness at the parcel level, which is why there are small Area Plans.

Kinsey: I can see a developer coming in and requesting a different use, so we just have to be careful even though we know it's not written in cement.

Chairman Howard thanked everyone for the information. Mr. Schumacher pointed out the handout in front of the Committee, which is a follow-up to some questions that were asked about the Park Road Sidewalk Project (copy attached).

Chairman Howard asked about getting an update on the Independence Boulevard Plan and stated that he doesn't like to read these things in the newspaper first. He questioned if the Plan was going to be done and said it sounds like there is some coordination issues. Mr. Schumacher responded and said that the Plan is on the plate of the Economic Development Committee because they have been dealing with it extensively. Mr. Pleasant quickly explained the process and where the Plan stands. Mr. Schumacher said he would schedule a meeting offline to discuss it with Chairman Howard and Council member Kinsey.

Chairman Howard adjourned the meeting at 3:25 p.m.

Transportation & Planning Committee

Monday, March 25; 2:00 – 3:15 PM
Charlotte-Mecklenburg Government Center
Room 280

Committee Members: David Howard, Chair
Michael Barnes, Vice Chair
Warren Cooksey
Susan Burgess
Patsy Kinsey

Staff Resource: Jim Schumacher

AGENDA

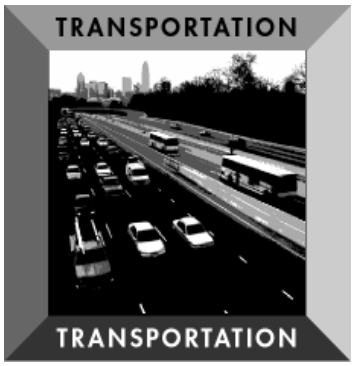
I. FY2011 Focus Area Plan – 15 minutes
Staff Resource: Jim Schumacher
The Committee is asked to review the FY2011 Focus Area Plan.
Action: Recommend approval to the City Council.
Attachment: 1. FY2011 Draft FAP

II. North Tryon Area Plan – 30 minutes
Staff Resource: Kent Main
Staff will present the draft plan for review by the Committee.
Action: Consider forwarding the Plan for a public hearing by the City Council.
Attachment: 2. North Tryon Area Plan.ppt
Link to the Plan and Proposed Revisions:
http://www.charmeck.org/Departments/Planning/Area+Planning/Plans/North+Tryon+Area+Plan.htm

III. Centers, Corridors & Wedges Update – 30 minutes
Staff Resource: Laura Harmon
Staff will provide an overview of the *Centers, Corridors and Wedges Growth Framework*. The presentation will include highlights of the draft document, as well as the schedule for review and adoption.

Next Scheduled Meeting: Thursday, April 12 at 3:30 pm in Room 280

Distribution: Mayor & City Council; Transportation Cabinet; Curt Walton, City Manager; Kent Main; Leadership Team



FY2011 Strategic Focus Area Plan - **DRAFT**

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

Safe, convenient, efficient, and sustainable transportation choices are critical to a viable community. To that end, the City Council has identified Transportation as a priority. The City of Charlotte takes a proactive approach to transportation planning and management. Success is measured through five key strategic initiatives and the action steps necessary to achieve the City's overall goal of becoming the premier city in the country for integrating land use and transportation choices.

The City's **Transportation Action Plan (TAP)** details the City's transportation strategies and programs that are necessary to accommodate the City's future growth. The TAP is a comprehensive document that includes and addresses Charlotte's Transportation mission statement and vision, Transportation goals, objectives, and policies, existing and future conditions impacting transportation, and financial resources and constraints.

Since the TAP's adoption, the City has moved forward with key strategic initiatives, such as:

- Implementation and dissemination of the TAP annual status report
- Implementation of the 2006, 2008, and 2010 transportation bond projects
- Creation of the Committee of 21's Transportation Task Force which studied City and Regional transportation funding shortfalls and recommended solutions for advancing transportation projects
- Adoption of the Urban Street Design Guidelines to create complete streets.
- Ensuring land use and transportation decisions are consistent with the overall goal of maintaining the City's livability and long-term growth

Another cornerstone of integrating transportation and land use is continued investment in and implementation of Rapid Transit~~. In November 2007, Charlotte opened the first light rail line in the Carolinas. The opening of the LYNX Blue Line (South Corridor) marks the completion of the first of five corridor rapid transit investments and a cross-town streetcar line from the MTC adopted **2030 Corridor System Plan**. The 2030 Corridor System Plan includes a prioritized implementation schedule for the remaining corridors, the streetcar project, expands investments in local and express bus service, and increases opportunities for regional partnerships (CATS)~~. The LYNX Blue line continues to exceed the original ridership projections. Building on this success, preliminary engineering is being advanced on the LYNX Blue Line Extension (BLE), the LYNX Red line (North Corridor Commuter Rail) and the cross-town Streetcar in partnership with the City of Charlotte. ~~with funding from the City of Charlotte.~~ Although the LYNX BLE and the LYNX Red line remain the top two priorities in the MTC adopted 2030 Corridor System Plan; the economic recession has significantly reduced the revenue anticipated for the implementation of the plan. The result is that the 2030 Corridor System Plan adopted in 2006 is no longer financially achievable under the current schedule and that new funding schedules and options must be explored by the Metropolitan Transit Commission and CATS staff.

Charlotte and the surrounding region will continue to grow rapidly, making the implementation of new transportation strategies even more imperative. These strategies are particularly important now, given the State's transportation revenue shortfalls and backlog of important transportation projects. The City is committed to identifying and prioritizing transportation strategies that ensure the City's long-term viability and to seek ways to secure adequate funding to implement improvements along state and local transportation corridors. ~~the Transportation Action Plan~~. These include 1) taking steps to improve the equity share formula used for state transportation funding and pursuing federal transportation reauthorization opportunities to enhance federal funding directly to urban areas, ~~state funding for planning, constructing, and maintaining multi-modal transportation facilities~~, 2) finding ways to reach and maintain ~~avoid~~ air quality ~~non~~attainment, thereby preserving valuable federal funding for necessary transportation improvements, and 3) ~~pursuing~~ consider the goals and recommendations of the Committee of 21.

Transportation

Develop Collaborative Solutions

TRAN.1 Focus Area Initiative: Continue implementing Centers, Corridors, and Wedges Growth Framework

- FY11 Measure: % of residential and office developments located within centers and corridors

  FY11 Target: Minimum of 40% of new housing unit permits and 70% of new multi-family unit permits in the city located within the centers and corridors

  FY09 Target: 40% and 70% respectively

  FY09 Actual: New housing - 55.8% (23.4% Centers, 32.4% Corridors)
  New multi-family - 71.9% (31.2% Centers, 40.7% Corridors)

  FY11 Target: Minimum of 75% of new office development square footage and 75% of new employment occurring in the centers and corridors

  FY09 Target: 75% and 75% respectively

  FY09 Actual: New Office - 97.6% (91.8% Centers, 5.8% Corridors)
  New Employment - 91.4% (77.3% Centers, 14.1% Corridors)

TRAN.2 Focus Area Initiative: Collaborate with local and regional partners on land use, transportation, and air quality to enhance environmental quality and promote long-term regional sustainability

- FY11 Measure: Annual hours of congestion per traveler, as measured by Texas Transportation Institute, for the Charlotte Urban Area compared to top 25 cities

  FY11 Target*: Percentage change in annual hours of delay per traveler in Charlotte will be less than the 5-year average percent change for the top 25 cities in the nation

- FY11 Measure: Increase the % of City population within ¼ mile of parks, schools, shopping, and transit greater than the 2004 baseline

  FY11 Target: Increase the % of population within ¼ mile of parks above 16.9% FY09 Target - 16.9% Actual of 15.7%
  Increase the % of population within ¼ mile of schools above 13% FY09 Target - 13% Actual - 13%
  Increase the % of population within ¼ mile of shopping above 45.6% FY09 Target - 45.6% Actual - 52.7%
  Increase the % of population within ¼ mile of transit above 63.5% FY09 Target – 63.5% Actual - 56.2%

FY11 Measure: Working with MUMPO and the Centralina Council of Governments, the City will conduct a study to evaluate the strengths and weaknesses of various Metropolitan Planning Organization structures used across the country. FY09 Actual: 93% of transportation bond road projects were completed or forecast to be completed on schedule

FY11 Target: Complete study by ~~June 2010~~ January 2011

* The City will track congestion levels/annual hours of delay per traveler for the top 25 cities in the United States as reported by the Texas Transportation Institute and annually compare them against Charlotte congestion levels.

Transportation

Provide Transportation Choices

TRAN.3 Focus Area Initiative: Prioritize, design, construct, and maintain convenient and efficient transportation facilities to improve safety, neighborhood livability, promote transportation choices, and meet land use objectives, and make progress on a plan to reach a pavement survey rating of 90 over 5 years

- FY11 Measure: Improve the pavement condition survey rating over the previous survey
  - 2008 Survey: Survey rating - 82.0
  - 2006 Survey: Survey rating - 86.0
- FY11 Measure: Accelerate and implement the 2030 Corridor System Plan as conditions allow
  - ~~Target:~~ ~~Update the financial plan and implementation schedule by December 31, 2009 (CATS)~~
  - ~~Target:~~ ~~Complete a LYNX Purple Line (North Corridor) Implementation Plan by December 31, 2009 (CATS)~~
  - ~~Target:~~ ~~Develop a Streetcar Implementation Plan based upon the Economic Development Study recommendations and Council direction by May 31, 2009 that seeks and pursues any and all state, federal, and private sources of funding. (CATS)~~
  - ~~Target:~~ ~~Complete the LYNX Blue Line Extension's Draft Environmental Impact Statement and 30% Design by June 30, 2010 (CATS)~~
  - FY11 Target: Advance key tasks of the LYNX Red Line (North Corridor) Work Plan by June 30, 2011 (CATS)
  - FY11 Target: Advance Streetcar preliminary engineering to 30% for key elements by December 31, 2010
  - FY11 Target: Complete the Final Environmental Impact Statement for the LYNX BLE by June 30, 2011
- FY11 Measure: Achieve 5 of 6 targets supporting this initiative
  - FY11 Target: 1.) In light of the current economic environment, grow or maintain current transit ridership
  - FY09 Target: 4% increase
  - FY09 Actual: 12.2% increase

  - FY11 Target: 2.) Complete a minimum of 10 miles each of new sidewalk and new bikeways annually
  - FY09 Target: Complete a minimum of 10 miles each of new sidewalk and new bikeways annually
  - FY09 Actual: 17.8 miles of sidewalk and 18.7 miles of bikeways completed

  - FY11 Target: 3.) 90% of transportation bond road projects completed or forecast to be completed on schedule
  - FY09 Actual: 93% of transportation bond road projects were completed or forecast to be completed on schedule

Transportation

FY11 Target:	4.) Decrease in vehicular accidents per miles traveled ~~and decrease in pedestrian and bicycle accidents per capita~~ and by December 2010 establish baseline accident data to formulate approaches and measures to continue to improve bicycle and pedestrian safety. Targets for these new measures will be incorporated into the FY2012 Focus Area Plan, replacing those reported below for FY2009.
FY09 Target:	Decrease in vehicular accidents per miles traveled and decrease in pedestrian and bicycle accidents per capita
FY09 Actual:	Vehicular accidents per miles (2.9% increase), pedestrian accidents (9.2% increase) and bicycle accidents (23.3% increase)
FY11 Target:	5.) Maintain a citywide annual average intersection crash rate less than 2 crashes per million entering vehicles
FY09 Target:	Maintain a citywide annual average intersection crash rate less than 2 crashes per million entering vehicles
FY09 Actual:	1.0 crashes per million
FY11 Target:	6.) ~~Establish baseline to~~ Track increase in bicycle usage over previous year
FY11 Measure:	Continue to implement the Urban Street Design Guidelines (USDG)
FY11 Target:	Continue to apply the USDG to 100% of Area Plan and CIP projects
FY11 Target:	Staff to recommend for Council's consideration a set of amendments to the City Code based on the USDG by December 2010
~~Measure:~~	~~Implement clear lines of authority to the Planning Director for determining the application of USDG in the development review/rezoning process. (Planning?)~~
~~Target:~~	~~Issue guidelines and process for resolving issues related to the application of the USDG in the development review/rezoning process by September 30, 2009~~

Enhance Customer Service

TRAN.4 Focus Area Initiative: Communicate land use and transportation objectives as outlined in the Transportation Action Plan (TAP)

- FY11 Measure: Complete and present annual TAP Status Report to the City Council
- FY11 Target: January ~~2010~~ 2011

Transportation

FY11 Measure:	The City will continue to implement a multifaceted and multi-departmental communication and public outreach plan that explains the City's transportation plans and growth strategy. The communication plan will include specific tools and measurable outputs to determine the community's understanding of the City's transportation plans, priorities and growth strategy.
~~Target:~~	~~Include updated information on the City's web-site and Charlottefuture.com to reflect the City's land use and transportation strategy by December 2009~~
FY11 Target:	The City will conduct an annual survey, to benchmark existing community awareness of the City's transportation plans and growth strategy by December ~~2009~~ 2010.
FY11 Target:	The City will work with its regional partners to produce a work plan and schedule by September 2010 to update the MUMPO 2035 Long Range Transportation Plan ~~by March 2010~~.
FY11 Measure:	~~Determine how satisfied Customers are with the Quality of CATS' services.~~
FY11 Target:	~~85% of Customers rate CATS Quality of Service as "Good to Excellent"~~

Expand Tax Base & Revenues

TRAN.5	**Focus Area Initiative:**	**Seek financial resources, external grants, and funding partnerships necessary to implement transportation programs and services**
	FY11 Measure:	Prepare a legislative agenda to fund the Transportation Action Plan by seeking additional revenue sources and by ensuring that Charlotte receives increased funding for planning, constructing, operating, and maintaining multi-modal transportation facilities and services
	FY11 Target:	December ~~2009~~ 2010
	FY11 Measure:	City Council, in partnership with the County and the Charlotte Chamber of Commerce, will continue to consider the Transportation Task Force Committee of 21's funding and process recommendation to the legislature as needed for implementation.
	FY11 Target:	December ~~2009~~ 2010
➢	FY11 Measure:	Monitor federal transportation reauthorization legislation and identify opportunities to increase and steer federal transportation funding directly to urban areas
	FY11 Target:	December 2010

CHARLOTTE
CHARLOTTE-MECKLENBURG PLANNING

North Tryon Area Plan

Transportation & Planning Committee
March 25, 2010

CHARMECK.ORG

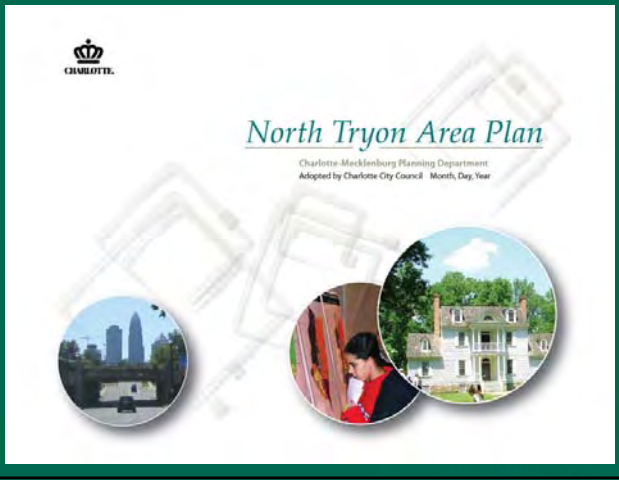
CITY OF CHARLOTTE

Presentation Outline

- Purpose & Background
- Plan Development Process
- Land Use Recommendations
- Transportation Recommendations
- Plan Adoption

CITY OF CHARLOTTE

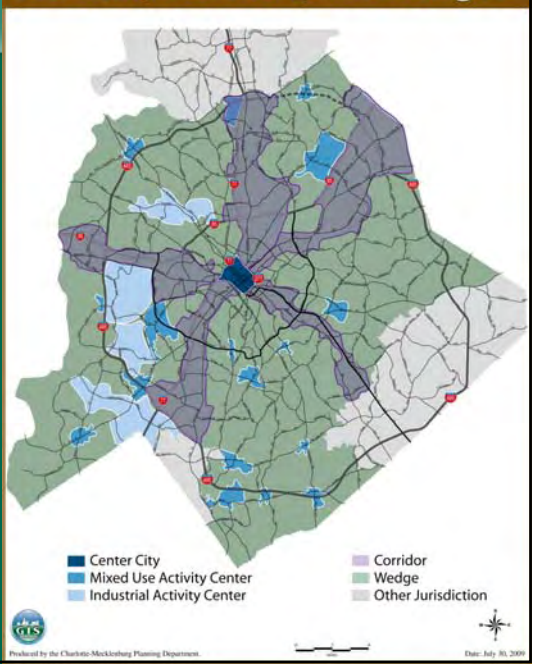
Purpose and Background



CITY OF CHARLOTTE

- Centers, Corridors and Wedges Growth Framework
- General Development Policies
- Transportation Action Plan and Urban Street Design Guidelines

Centers, Corridors, and Wedges



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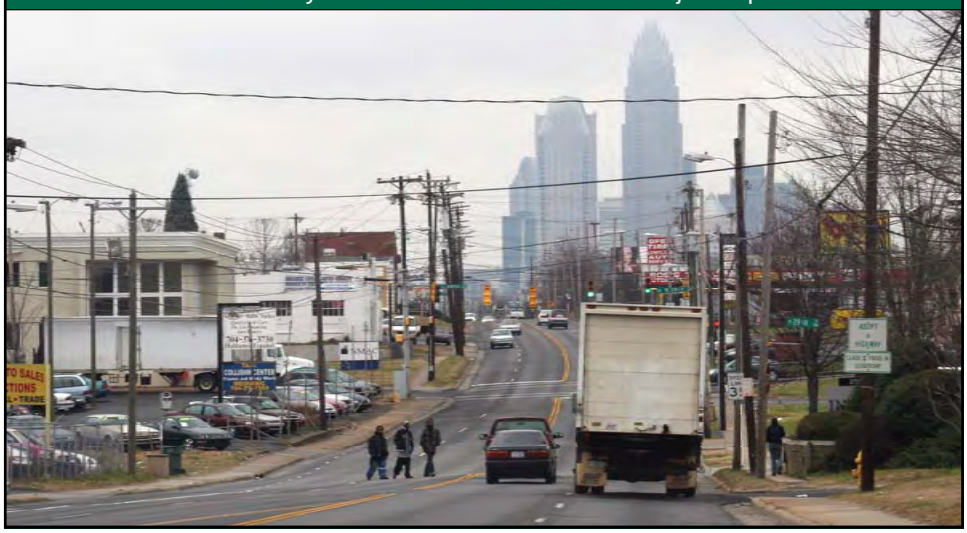
Existing Streetscape

- Major center city approach
- Sidewalks back of curb
- Pedestrian unfriendly
- Overhead utilities close to street
- Limited greenery/tree canopy
- Considered major impediment



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Railroad Switching Yard

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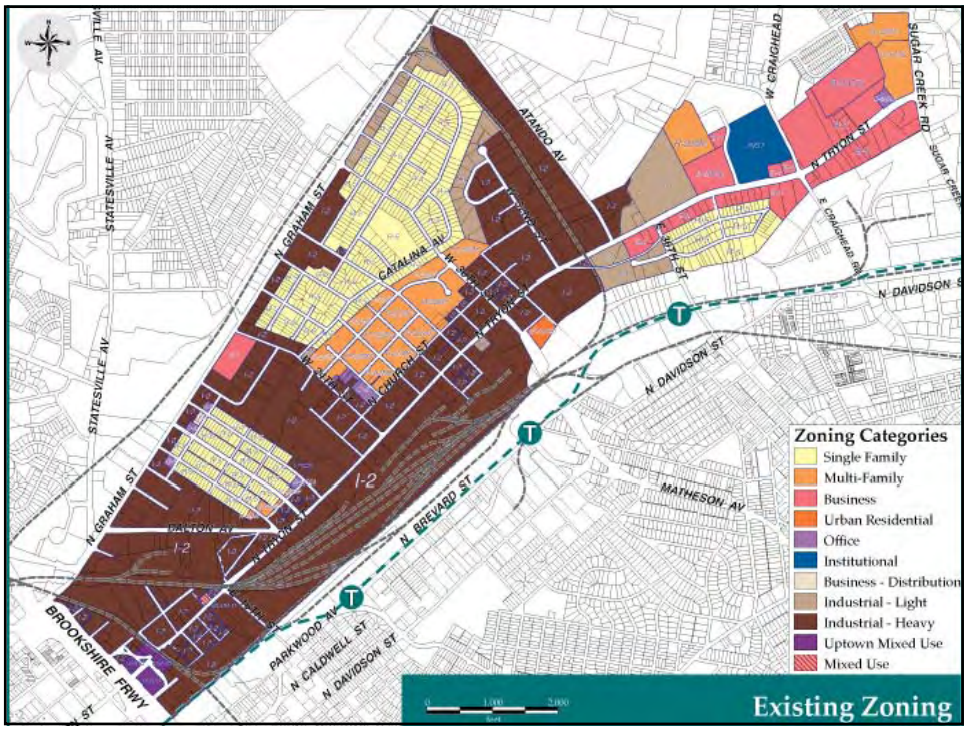
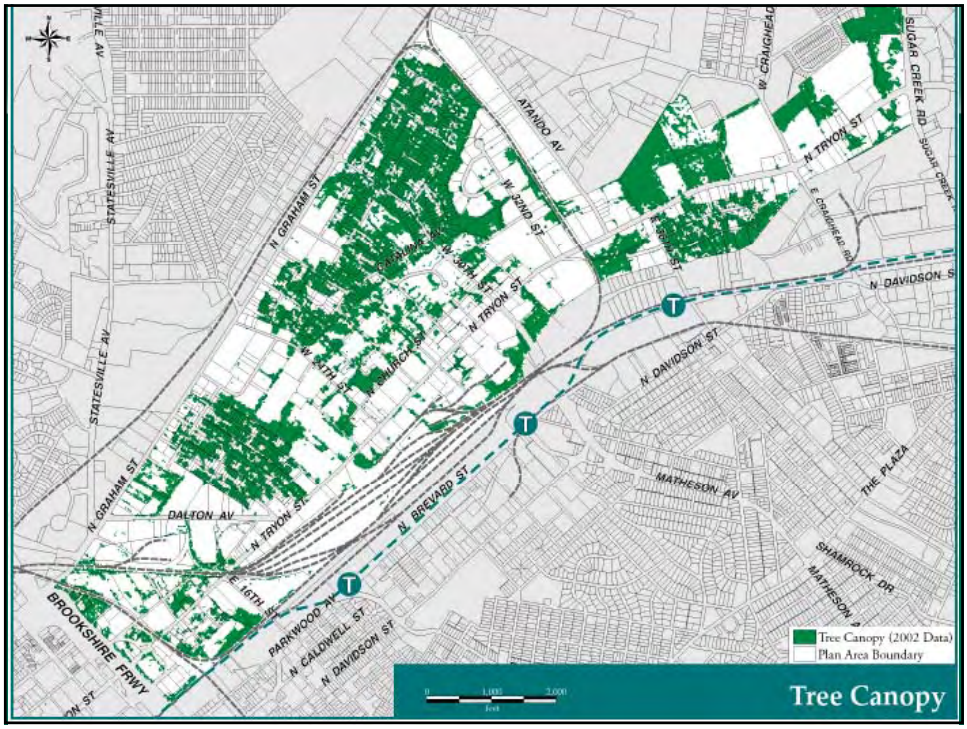
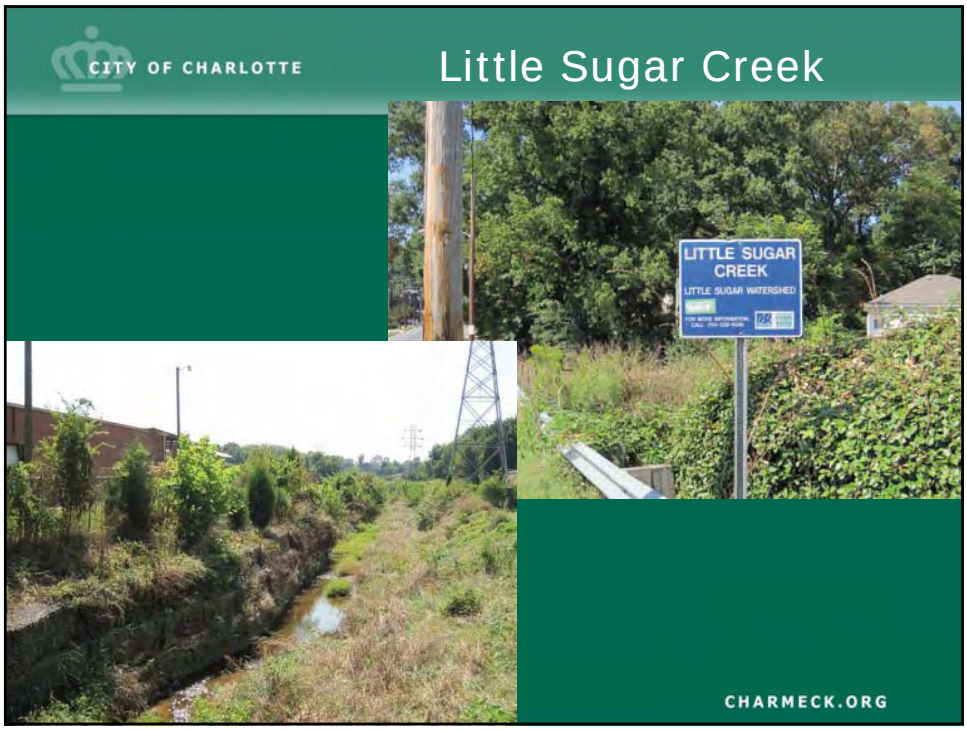



N GRAHAM ST
STATESVILLE AV
ATANDO AV
W 22ND ST
W CRAIGHEAD
SUGAR CREEK RD
N TRYON ST
E CRAIGHEAD RD
N DAVIDSON S
N DAVIDSON ST
MATHESON AV
THE PLAZA
SHAMROCK DR
DALTON AV
N BREVARD ST
E 16TH
PARKWOOD AV
N CALDWELL ST
BROOKSHIRE FRWY
Tree Canopy (2002 Data)
Plan Area Boundary
Tree Canopy


CITY OF CHARLOTTE
Little Sugar Creek
LITTLE SUGAR CREEK
LITTLE SUGAR WATERSHED
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Social Services

Urban Ministries

Uptown Shelter

Hope Haven

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Residential

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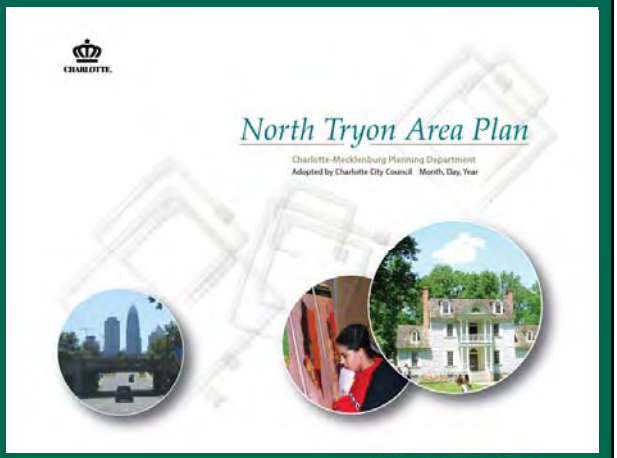
Plan Development Process



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Project History

- North Tryon Study began in 2006 as a market study and action plan. Study for Brookshire to Sugar Creek was completed November, 2008
- Original purpose of study:
  - Develop data on demographics, market trends and land use
  - Develop new "vision" for N. Tryon
  - Identify public sector improvements, actions and funding
  - Leverage private sector reinvestment in the corridor
- Internal team: ED, Planning, CDOT and CATS
- Scope later expanded to full area plan; Planning has refined the study into a North Tryon Area Plan for Council consideration

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Public Input

- Individual interviews
  40 business, property owners and developers
- Public Meetings:
  - March 20, 2007
  - June 19, 2007
- Stakeholders listed key issues
- Public Meeting:
  - February 2, 2010
- Planning Committee Public Comment:
  - February 16, 2010
- City Council Public Comment
  - March/April tentative

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Opportunities and Constraints

OPPORTUNITIES

- Proximity to Center City
- Interstate highway access
- Future Light Rail nearby
- Rail & intermodal facility
- Office employment
- Industrial market
- Existing businesses
- Limited retail doing well
- Single family reinvestment
- Multi-family opportunities

CONSTRAINTS

- North Tryon streetscape
- Difficult light rail connections
- Traffic congestion
- Rail facilities
- Crime & crime perception
- Social service agencies
- Used car lots
- Retail services appearance
- Deteriorated buildings
- Lack of Parks & Greenways

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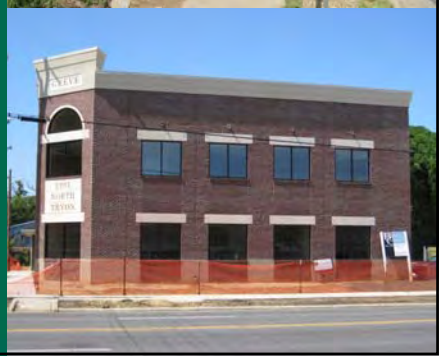
Vision

The North Tryon Plan area is a community of residents, businesses, and industries located just northeast of Charlotte's Center City.

The opportunity is at hand to build on the area's locational strengths and market opportunities to improve its physical condition, functional utility, economic viability, appearance, and livability.

The area will take its place as one of the thriving mixed use communities surrounding and interacting with the Center City including stable single family neighborhoods.



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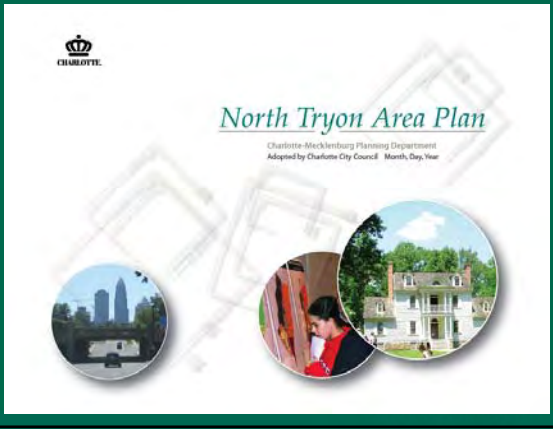
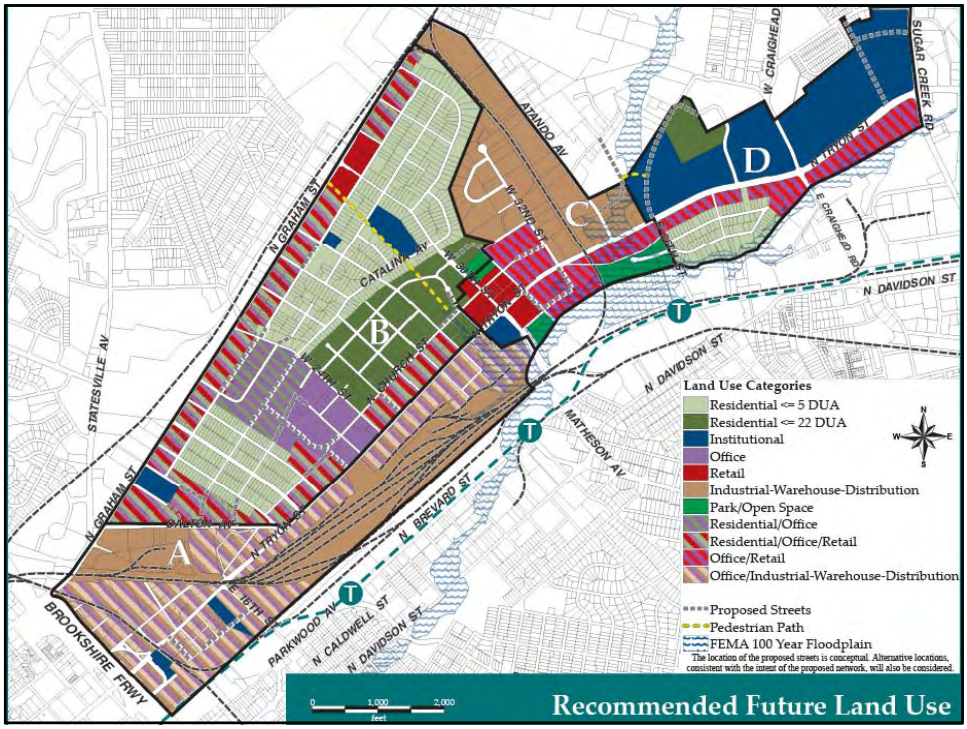
Plan Recommendations: Land Use





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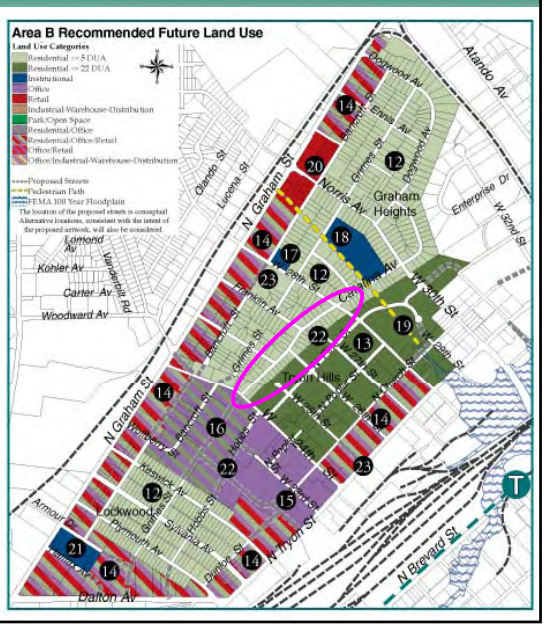
Public Comments

Comment: Need flexibility for property acquisition on edge of Tryon Hills multi-family property.

Proposed text revision: Moderate density residential may extend to Catalina Avenue:

- if all property owners in a block agree,
- if all properties are consolidated, and
- if appropriate decrease in height & density along edge is provided.



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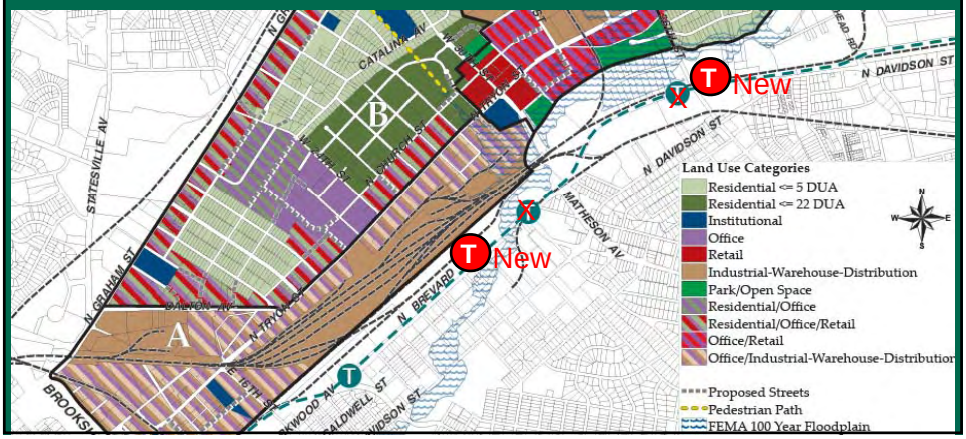
Public Comments

Comment: Transit Station locations have moved, and may move again in the process of ongoing planning.

Proposed revision: On all plan maps, replace Transit Station locations with most recent available, up to time of plan adoption.



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Market Forecast

Development Potential Compared to Market Forecast

Land Use Type	Existing Land Use	Existing Expected to Remain	Potential Development Underutilized	Total Future Land Use at Bulidout	Net Increase over Existing	Market Forecast	Increase % of Mkt Forecast
Industrial	2,416,250 sf	1,215,650 sf	1,401,110 sf	2,616,760 sf	200,510 sf	400,000 sf	50%+*
Office	227,540 sf	303,870 sf	1,166,410 sf	1,470,280 sf	1,242,740 sf	350,000 sf	360%
Retail	281,630 sf	410,770 sf	938,880 sf	1,349,650 sf	1,068,020 sf	250,000 sf	430%
Multi-Family	580 du	40 du	2,290 du	2,330 du	1,750 du	600 du	290%

* Because much of the plan area is recommended for a mix of uses, a higher utilization for industrial use could occur if needed.
Source: Mecklenburg County GIS and Warren & Associates, 2008; Planning staff analysis, 2009.

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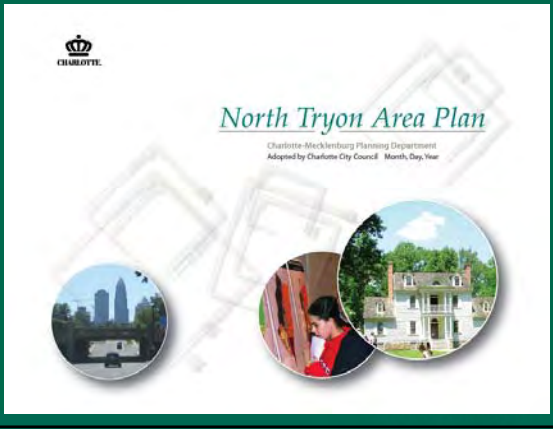
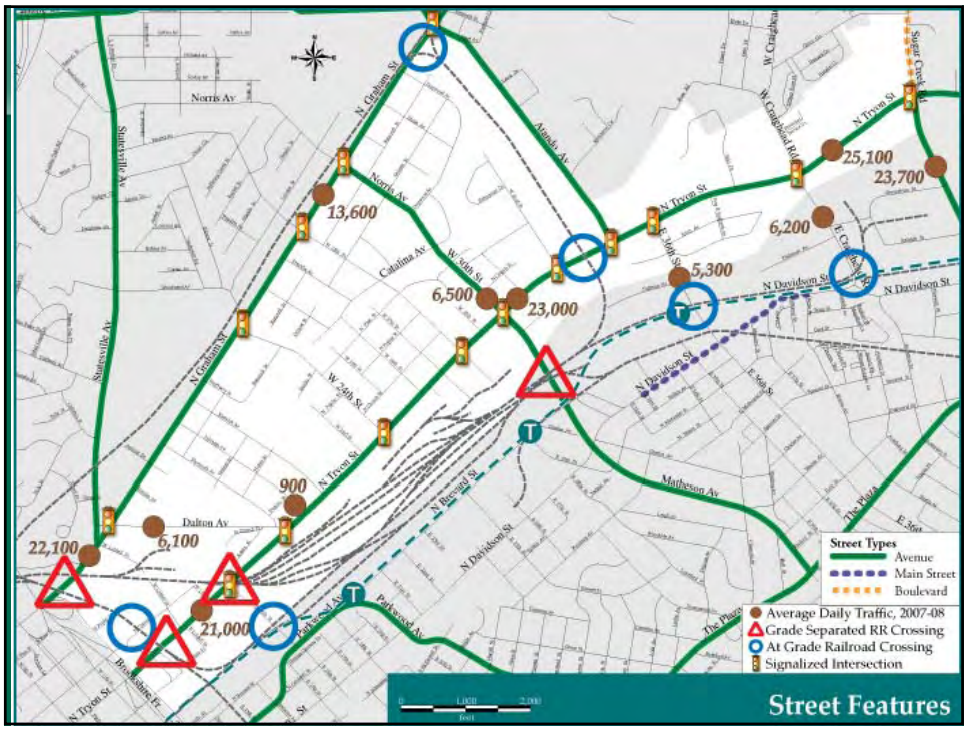
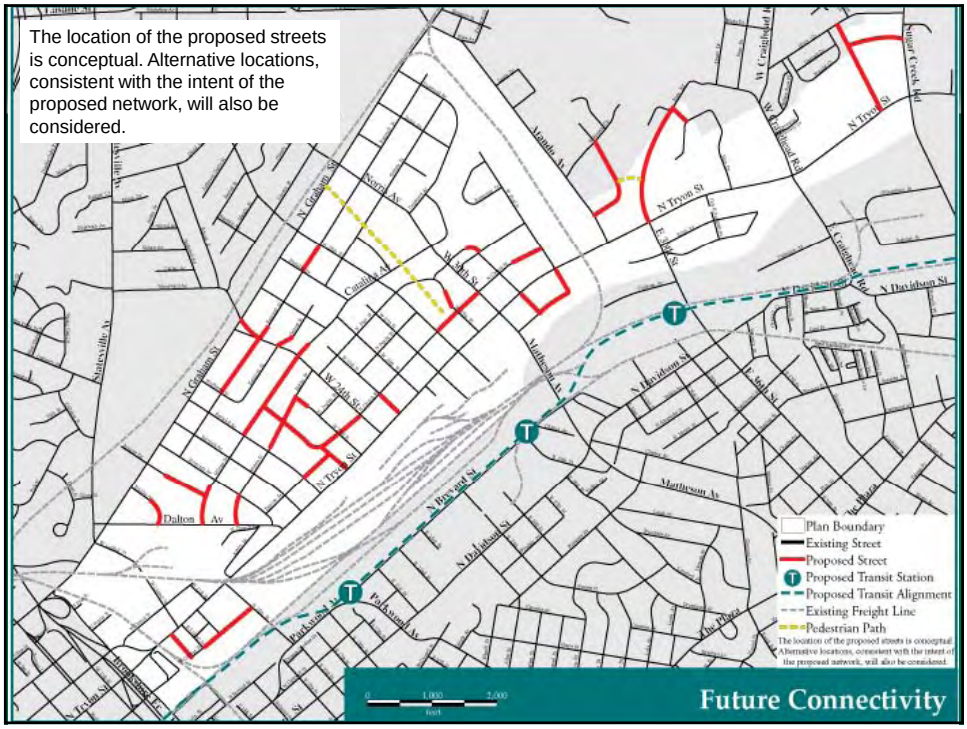
Plan Recommendations: Transportation







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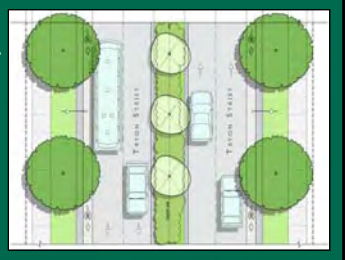
North Tryon Street: Improved cross-section

- Improved corridor aesthetics – provides a "green element" to the corridor
- Creates a destination corridor versus a "pass-thru" corridor
- Benefits to all users – motorists, bicyclists, pedestrians and transit users
- Connects both sides of the Tryon corridor
- Pedestrian refuge opportunities
- Safety and mobility improvements



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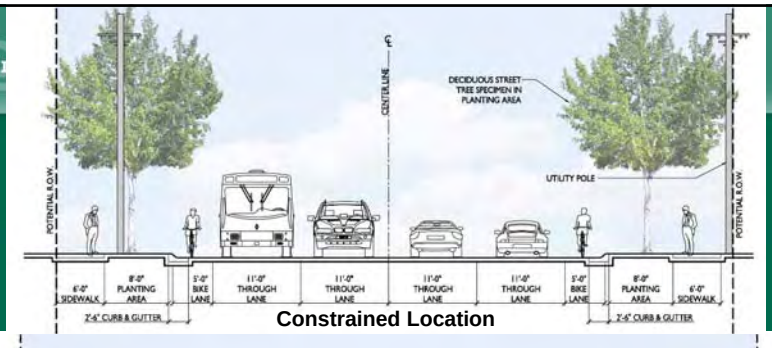
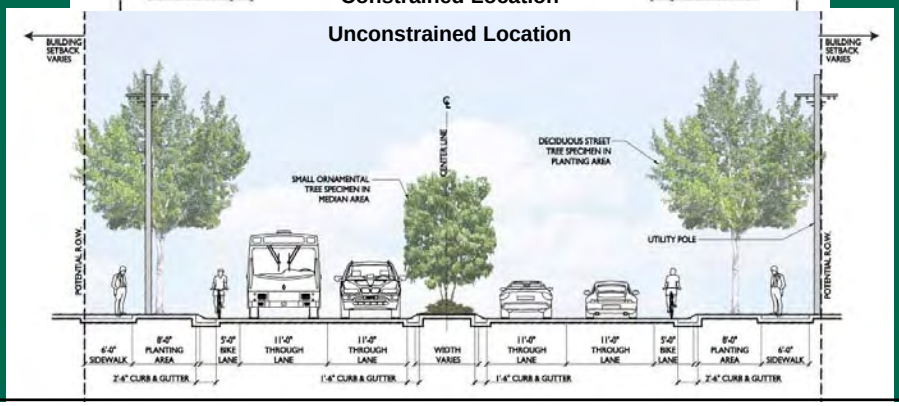


Constrained Location

Unconstrained Location



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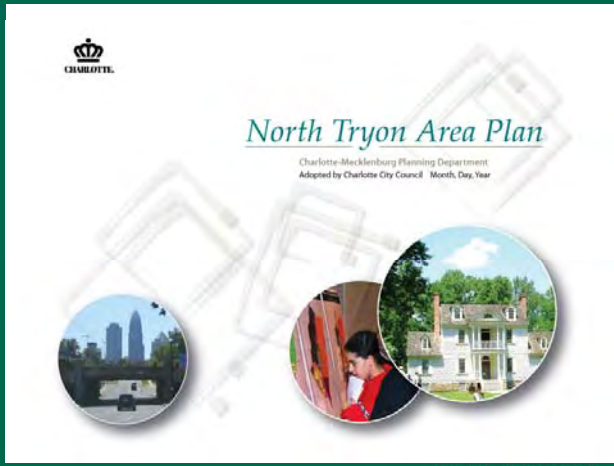
Plan Adoption



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Plan Adoption

- Final Public Meeting to Confirm recommendations
  February 2
- Planning Commission (Planning Committee)
  Review February 16
  Recommendation March 16
- Transportation & Planning Committee
  Review & Refer to Council TODAY
- City Council
  Public Comment March/April TBA
- Transportation & Planning Committee
  Recommendation after Public Comment
- City Council
  Vote on Adoption April TBA

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Questions

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Growth Framework

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Centers, Corridors and Wedges Update

Transportation and Planning Committee

March 25, 2010

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Agenda

1. What Is "Centers, Corridors and Wedges"?
2. Update Process
3. Why Does Charlotte Need a Growth Framework?
4. Overview of "Centers, Corridors and Wedges"
5. Next Steps

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What Is "Centers, Corridors and Wedges"

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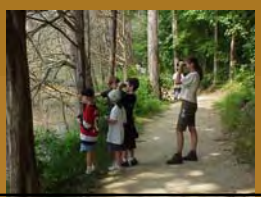
Centers, Corridors and Wedges

Establishes a vision for future growth and development by:

- **Identifying three geographic types used to categorize land in Charlotte – Activity Center, Growth Corridor and Wedge**
- **Outlining desired characteristics of future development in each of these areas**



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Centers, Corridors and Wedges

- Was initially endorsed by Council in early 1990s
- Update addresses recent growth trends and changing conditions
- Also expands overall concept and provides additional definition and guidance

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Update Process

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Process and Schedule

Interdepart Staff Team Review Dec. 2008-February 2010

Public Kick-Off Meetings October 2008

Citizen Advisory Group Meetings Dec. 2008-March 2009

Revised Document Text April 2009 – Dec. 2009

Citizen Advisory Group Meeting January 2010 to Review Document Text Changes

TAP Committee Update March 25, 2010

Revised Draft Document April 2010

Final Public Workshop April 2010

Planning Commission Review and Recommendation April - June 2010

Public Comment - May 3, 2010

TAP Committee Review and Recommendation May - June 2010

Public Comment- May 24, 2010

City Council Adoption June 2010

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Highlights of Changes Based on Advisory Group Feedback

- Clarified that "Centers, Corridors and Wedges" provides a vision for future growth and development in Charlotte and relies on more specific plans and policies for specific land use recommendations
- Indicated that the primary intent of the document is to provide a foundation for more detailed plans, policies and regulations
- Clarified that amount, type and intensity of development is determine by applicable area plan
- Revised the goal statement and guiding principles to be more "forward thinking" and include the concept of sustainability

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Highlights of Changes Based on Advisory Group Feedback

- Clarified similarities and differences between "centers" in GDP and Mixed Use Activity Centers
- Redefined Corridors to reflect positive characteristics and refined Corridor text to indicate that Corridors link land uses together, instead of dividing
- Introduced a fourth Corridor subarea – Established Neighborhoods

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Why Does Charlotte Need a Growth Framework?

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Project Background

- Population Growth - Charlotte's population grew more than 140% between 1980 and 2010, and is expected to add 280,000 more people and 320,000 more jobs by 2035
- Changing conditions
  - Redevelopment becoming more common
  - Demographic changes leading to different housing needs
  - Environmental considerations included in development
  - Affordable housing is increasingly challenging
  - Need for new infrastructure continues to grow as upgrading and repair of existing infrastructure becomes more important

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The 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, 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.

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Overview of "Centers, Corridors and Wedges"

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How Will Centers, Corridors and Wedges Be Used?

- As a foundation for development of more detailed policies, plans and regulations;
- To establish a consistent framework for capital planning; and
- As a basis for evaluation Charlotte's success in addressing growth and redevelopment issues.

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How will the ***Centers, Corridors and Wedges Growth Framework*** be used?

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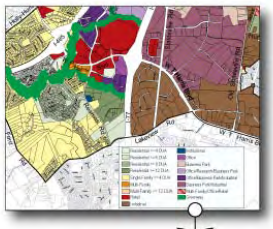
The *Centers, Corridors and Wedges Growth Framework* provides the context for and guides the development of more specific policies, plans and regulations related to such areas as:

- Land Use (such as an Area Plan)
- Economic Development
- Transportation
- Transit
- Capital Facilities
- Environment

The more specific policies, plans and regulations provide guidance for decision making regarding future development, (such as a rezoning decision).



For Example: The adopted area plan provides specific guidance for the appropriate residential density of future development.

The guidance from the adopted area plan is then used to evaluate a rezoning request.

- **Center, Corridors and Wedges provides guidance for detailed Area Plans**
- **Area Plans provide guidance for rezoning decisions**

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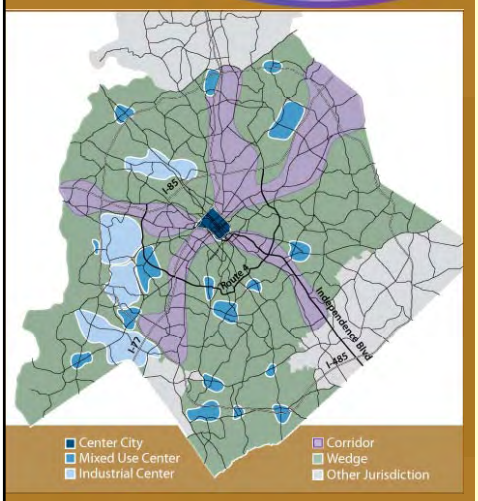

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Activity Centers: Focal points of economic activity typically planned for concentrations of compact development. Appropriate locations for significant new growth with enhancements to the supporting infrastructure.

Growth Corridors: Five elongated areas that stretch from Center City to the edge of Charlotte. Characterized by the diversity of places they encompass and by the accessibility and connectivity they provide for these places. Many areas within Growth Corridors, particularly the transit station areas, are appropriate locations for significant new growth.

Wedges: Large areas between corridors where residential neighborhoods have developed and continue to grow. Provide a wide range of housing choices, as well as supporting facilities and services.

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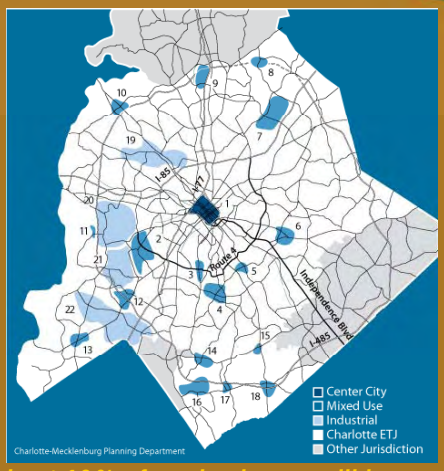
Activity Centers

1. Center City
2. Mixed Use Activity Centers
3. Industrial Centers

Expectation is for:

- more urban development form
- infill and redevelopment
- mix of uses
- interconnected network of streets
- pedestrian and bicycle facilities
- enhanced infrastructure



Activity Centers, about 10% of our land area, will be appropriate locations for new development and redevelopment. However, the amount, intensity and type of new development will be determined through the area planning process.

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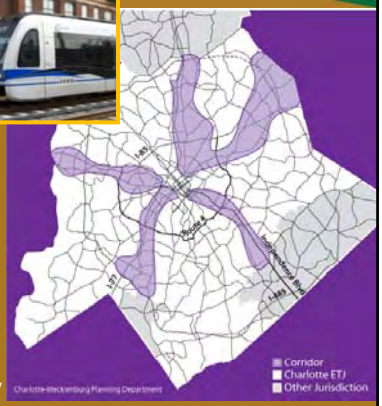
Growth Corridors

1. Transit Station Areas
2. Interchange Areas
3. Established Neighborhood Areas
4. General Corridor Areas



Expectation is for:

- office, residential and mixed use, especially around Transit Stations
- industrial and warehouse / distribution
- redevelopment
- increased intensity and more pedestrian form of development - greatest intensity in Transit Station Areas
- preservation and enhancement of established single family neighborhoods
- dense network of interconnected streets
- enhanced infrastructure

Many areas within Growth Corridors, which comprise approximately 20% of our land area, will be appropriate locations for development and redevelopment, with the amount, intensity and type determined through the area planning process.

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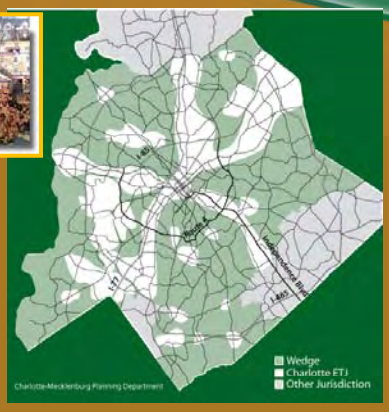
Wedges

Expectation is for:

- Preserving / enhancing existing neighborhoods
- housing for residents at every stage of life
- predominantly low density housing
- limited, strategically located moderate to high density housing
- neighborhood-scale commercial and civic uses
- transportation system providing residents better access to and from work, shopping, schools and recreation
- safe, convenient and comfortable pedestrian and bicycle facilities
- protection of land and water resources



Many parts of Wedges, which comprise approximately 70% of our land area, will be appropriate locations for new development and redevelopment, with the amount, intensity and type determined through the area planning process and typically at a lower density than Centers or Corridors.

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Next Steps

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Next Steps

- March 25 Transportation and Planning Committee Update
- April 5 Planning Commission Overview
- April 20 Public Meeting
- May 3 Planning Commission Hears Public Comment
- May 10 Transportation and Planning Committee Overview & Request to Refer to Full Council for Public Comment
- May 24 City Council Hears Public Comment
- June 7 Planning Commission Recommendation
- June 14 Transportation and Planning Committee Recommendation
- June 28 City Council Adoption

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Thank You

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Transportation and Planning Committee
March 25, 2010

Below is a follow-up to questions posed at the March 8 Transportation and Planning Committee meeting regarding the Park Road Sidewalk Project and the John Kirk Drive sidewalks.

1. **Question:**
   What are the exact dimensions from back of sidewalk to front door of homes?

   Answer:
   Exact setbacks range from 27 feet to 47 feet. We have two properties where the homes sit back more than 100 feet just north of Sunset Drive.

2. **Question:**
   When Landscape Management completes their draft landscape plan (and final plan), can they color render them to better understand the planting plan?

   Answer:
   Landscape Management is preparing plans and will color render them.

3. **Question:**
   What is the exact address of the photo shopped image? Also, is there an encroachment agreement for the existing retaining wall?

   Answer:
   The address where that magnolia tree is shown is 2820 Park Rd. CDOT has no record of an encroachment agreement for the retaining wall.

4. **Questions related to John Kirk Drive:**
   Where exactly is the location of the John Kirk sidewalk? Where are there gaps in the street (either side)? Why are we not doing the east side of John Kirk? Please provide a map to me showing the existing sidewalk, proposed sidewalk and gaps. Have we ranked the gaps?

   Answer:
   We are filling in all the gaps of sidewalk on John Kirk Drive with the exception of the last parcel on the east side at Mallard Creek Church Road, which will be built by UNCC. An aerial is attached.

   John Kirk Sidewalk locations.pdf