Charlotte City Council

Transportation & Planning Committee

Meeting Summary for June 14, 2010

COMMITTEE AGENDA TOPICS

I. **Subject:** **Managed Lanes Update**
Action: None

II. **Subject:** **Urban Street Design Guidelines**
Action: None

III. **Subject:** **Catawba Area Plan**
Action: Motion was made to forward the Catawba Area Plan to the full Council for adoption (Passed 3 – 1, Cooksey against)

COMMITTEE INFORMATION

Present: David Howard, Michael Barnes, Warren Cooksey, Patsy Kinsey
Time: 3:32 pm – 5:00 pm

ATTACHMENTS

1. Agenda Package
2. Toll Handouts

DISCUSSION HIGHLIGHTS

Chairman David Howard called the meeting to order and asked everyone in the room to introduce themselves. He thanked Assistant City Manager Eric Campbell for filling in for Assistant City Manager Jim Schumacher. He stated that they had a full agenda and turned it over to Danny Pleasant.

I. **Managed Lanes Update**

Mr. Pleasant said this is an update on the recommendations coming out of the I-77 work by the North Carolina Department of Transportation (NCDOT) and the Mecklenburg-Union

Metropolitan Planning Organization (MUMPO). He then turned it over to Norm Steinman who said the purpose of this meeting is to review the recommendations of the Regional Fast Lanes Study, discuss recommendations from the I-77 North Study, and determine when and what type of information will be necessary for decisions in 2010. He then began reviewing the "Managed Lanes Update" presentation (copy attached).

["Regional Managed Lane Corridors" slide]

Mr. Steinman said this slide shows the different corridors that are the highest priority for possible High Occupancy Vehicle (HOV) or High Occupancy Toll (HOT) lanes, which are shown in different colors. The different colors are of no significance and show no priority, other than I-77 North, because that is the corridor that was studied. The obvious point of this slide is that the starting point of the system would be in Mecklenburg County.

(Council member Michael Barnes entered the meeting)

["I-77 North Study Recommendations" slide]

Mr. Steinman read through the recommendations. The first is to convert the existing HOV lanes to HOT lanes and to extend them to Catawba Ave. The second one is to end the northbound HOT lane ½ mile south of Catawba Ave. The third recommendation is to drop the outside general purpose lane at Catawba Ave and lastly, to begin the southbound HOT lane between Griffith St. and Catawba Ave.

["HOT Lane Tolling on I-77" slide]

Mr. Steinman said the toll on I-77 is expected to be a cashless operation. There will be overhead devices that will either take a photo of the plate on the vehicle or read an in-vehicle transponder. You'll get a bill in the mail and you'll usually have up to 72 hours to pay the initial bill. If your payment is late, they would add on additional charges.

["Institutional Issues/Actions" slide]

Mr. Steinman said that in 2006 the North Carolina General Assembly granted the NCDOT the ability to charge tolls along interstates. The NCDOT would then need to seek permission from the Federal Highway Administration (FHA) to charge the tolls and they would have to specify what the toll revenues will be used for. The other thing to keep in mind is, since this is the corridor with the most potential for implementation of HOT lanes, some precedence will probably carry over to other corridors.

["Policy & Institutional Questions" slide]

Mr. Steinman said there are three key questions: 1) which entity will establish objectives for the HOT lanes, 2) who will determine the tolls to support the objectives, and 3) who will monitor the performance of the HOT lanes and make adjustments if needed?

[“Where HOT Lanes are Managed by Partnerships” slide]

Mr. Steinman stated that the list on this slide is a partial list of cities where there are partnerships between the state DOT, county transportation authorities and some cities, that are participating in the management of existing HOT lane projects in the United States.

Chairman Howard added that he went to a conference in Houston, about a week ago, for the FHA and rode on their HOT lanes. He said he would share the information he learned later.

[“Why HOT Lanes are Managed by Partnerships” slide]

Mr. Steinman said HOT lanes are managed by partnerships to effectively deploy express bus routes and to encourage vanpools and carpools. The state, by itself, cannot do that. It usually requires a transit agency. The other reasons are to make sure to implement park and ride lots or special bus access ramps in the right places and also to allocate toll revenues to HOT lanes expansion or transit services and facilities.

[“I-77 North Project - Potential Funding” slide]

Mr. Steinman said the estimated project cost is about $57 million. Some possible ways the funding could be provided are listed on this slide.

Howard: Are we anticipating TIGER II funds being available by the end of the year?

Steinman: We expect to have a decision on the fund by the end of year and obligated by September 30, 2012.

Howard: The Yadkin River Bridge is off the list because of the state, so that won’t be competing with this, but the Red Line would, correct?

Steinman: The Red Line was submitted for TIGER I grants, as well as the Yadkin River Bridge. The NCDOT received $10 million for the Yadkin River Bridge.

Howard: Do you anticipate the Red Line being resubmitted?

Steinman: You’ll see what’s being nominated for TIGER II at the June 28 meeting. TIGER I competition is over and 51 projects were selected.

Pleasant: The TIGER I funding was a much larger funding pocket than the TIGER II.

Howard: So, the $15 million for TIGER II probably has a lot of competition?

Steinman: Yes, it’s likely.

Barnes: Back to the TIGER I and the Red Line, did you say that we are going to seek funding under TIGER I?

Steinman: No, TIGER I is finished.

Barnes: Are we seeking funding for the Red Line in any other way?

Pleasant: I don't know off the top of my head and I don't see anyone here from CATS.

Howard: At the last MUMPO meeting, we talked about it. We found out that the towns met with the Federal Transit Administration (FTA) and were told they were one of the finalists for the TIGER I. They got some feedback on what they could have done differently. So, it is anticipated that the Red Line project will go back in for some type of funding.

Bill Coxe: My interpretation was the delegation that went might have gotten discouraged from submitting to TIGER II because the magnitude of funds wasn't sufficient.

Steinman: They are looking for leverage for TIGER II. The state would provide some money and they would come up with other monies elsewhere.

Barnes: Where would the funding come from if these sources fall through?

Steinman: The funding plan for this project is the $22 million, plus whatever other funding sources can be put together.

Barnes: We're not going to build it over 30 years, so why finance it?

Steinman: The project is a viable project in that expected construction cost of $57 million can be reduced by about $ 22 million, due to the revenues expected to be generated by those using the HOT lanes. It's still short $35 million. Should any combination of these funding sources come through, and should NCDOT find the gap funding, then it's a funded project.

Barnes: Otherwise, it's on the shelf?

Steinman: Yes.

["I-77 Southbound Lanes near Brookshire Freeway" slide]

Mr. Steinman said there is also a related project that is in the tentative recommendations. When NCDOT implemented the HOV lanes, they did this with full knowledge that they needed to reduce the width of the lanes from 12 feet to 11 feet, in order to accommodate the HOV lanes south bound. There was a public meeting in Charlotte recently with NCDOT. Their proposal is to spend almost $17 million to do the construction necessary to make them 12 feet wide again. It wouldn't increase the number of lanes; it would just increase the width of the shoulder and each lane.

Barnes: So, they are going to add asphalt to the shoulder and restripe?

Steinman: Yes.

Barnes: What's the distance?

Steinman: It is 2 to 2 ½ miles from I-85 South to Brookshire Freeway.

["Tentative Recommendation" slide]

Mr. Steinman said that staff's recommendations are a little different than what NCDOT is proposing to do. He said that the first recommendation is they support the conversion of HOV lanes to HOT lanes on I-77, provided that NCDOT agrees to create effective partnerships with MUMPO, CATS and local governments directly affected. That goes back to the issue of who will determine what the toll rates are going to be and who's going to make the decision about where to use revenue in excess of cost. So, if they agree, which Mr. Steinman said that based on a conversation he had with NCDOT last Friday, they will support the application to USDOT and support amendments to MUMPO's Transportation Improvement Program (TIP) and Long Range Transportation Plan (LRTP). He said that he spoke with the Chief Engineer of the Turnpike Authority and he told Mr. Steinman that they are expecting to create a Policy Advisory Committee and a Technical Advisory Committee for I-95, because that's their first project for tolls on an existing interstate.

Mr. Steinman said their second recommendation is to recommend to MUMPO to reschedule NCDOT's TIP Project, I-3311E, so that decisions about managed lanes, along I-77 near Uptown, are made before south bound freeway lanes are widened back to 12 feet. Also, NCDOT has two other feasibility studies on that same segment of I-77, so they believe the prudent thing to do would be to wait until the results from those studies could be sorted out.

Barnes: What are the other feasibility studies?

Steinman: They are intended to answer the question of if it's possible to add 1 or 2 HOV lanes in each direction, or would it be necessary to create some special structures in order for those to exist along that part of the roadway.

Barnes: I recognize we are not responsible for TIP Project I-3311E, but I'm curious as to the width of the lanes once you get south of Brookshire Freeway. How wide are those lanes?

Steinman: They are 12 feet.

Barnes: Didn't they indicate they are doing this project because of some kind of mandate?

Steinman: They said they made a commitment to the FHA at the time the project was approved.

Barnes: How many years ago was that?
Steinman: It was 6 or 7 years ago.

Barnes: And they are going to blow $17 million to restripe a few lanes?

Steinman: Some of the things we pointed out to them were that they are going to put the shoulder lanes very close to the edge of the right-of-way, which is already very constrained. In addition to that, they then might prevent implementation of what they themselves are studying in their feasibility study.

Howard: Any other questions on the recommendations?

Steinman: We aren't asking for any action today, we are just here to see where the Committee is heading on this.

Cooksey: Can you clarify what is meant by effective partnerships with MUMPO and local governments? I generally think of MUMPO as representing local governments affected by transportation matters.

Steinman: The point I'm trying to make is the partnership would be effective between NCDOT and anybody else.

Cooksey: Are you suggesting there would need to be an agreement between NCDOT and MUMPO and an agreement between NCDOT and each town or city?

Steinman: If there were a county agency then the agreement would be between NCDOT, the county agency and any transit providers. In our case, which is here for discussion, who would we want to see at the proverbial table, where decisions would be made, initially and continually, about what should happen with the operation of the HOT lanes, the revenues and any possible expansions of the system.

Cooksey: And what I'm not quite getting is that given the local governments directly affected are already on MUMPO, why create that additional layer of connection? Are we seeking far too many cooks for this soup, so to speak?

Howard: Well, if you look at the system in Houston, the complications come in with who builds it, who maintains the tolling system, who do you have the agreement with to actually do the enforcement and then who does the enforcement of the tickets? One of the most complicated things I learned from Houston is that this agreement is the hardest part, because so many people have to be involved. I even saw in Houston where the Transit Authority managed some of the lanes, because they used transit money to construct bus ways that are now being used as HOT lanes. I'm taking the wording from Mr. Steinman to mean that we need to effectively bring everyone to the table. It's all the agencies that need to make this happen.

Steinman: That's right. The smart part about managed lanes is the part that will require constant

supervision, management and direction. This is not the same as just building the lanes and letting anyone run them the way they see fit.

Howard: The one thing I took away, that I think is important to Charlotte, is the HOT lanes concept is more about congestion and not about capacity building. Also, during Parson's presentation last time, this concept made a lot of sense for east Independence Blvd. At some point, I'd like to make sure we look at that. I traveled with Steve from the Turnpike Authority and he seemed to have some interest to see if it would work for Independence, since we already have the bus ways in place.

Barnes: I have a question regarding the article Mr. Gibbs handed out (copy attached). It indicates the state is building the Triangle Expressway in Wake County. Are we learning any lessons from that project?

Steinman: Not yet, because it's not open to traffic. That project is more relevant in comparison to the Monroe Parkway or the Gaston Parkway, because they are both toll roads.

Barnes: You mentioned earlier that the Turnpike Authority will implement its first toll road along I-95, is that right?

Steinman: They are considering it as a high priority.

Howard: So, what are the next steps for this?

Steinman: The next step is to review the CMAQ application and see how this project does compared to other ones, and to determine whether or not the TIGER II grant application moves forward. If so, the deadline is fairly quick. I would say that by September, there should be a clearer picture of what the arrangement looks like.

Howard: How do the comments that Council member Barnes expressed concerning the second recommendation get expressed? Does it come back to Council so we can vote?

Steinman: We have drafted a letter, for Danny Pleasant's signature, to NCDOT presenting our points of differences of opinions. We will follow-up with the Committee and then go to MUMPO.

Howard: So, you are really just looking for head nods on these tentative recommendations?

Steinman: Yes.

Cooksey: I still have my concerns on the mentioning of local governments. We are talking about managing lanes for the full length of the road. I don't think we will turn over the Cornelius section to them, the Huntersville section to them and the Charlotte to us. It would be a unified agency working through that, but my concern is when you start opening up the table too much. Places tend to look out for themselves only and it won't be regional.

Howard: This can't work without all of us working together, can it?

Steinman: Not really, because at some point this has to work as best as it can, so it doesn't have negative, unintended consequences.

Cooksey: The NCDOT, MUMPO and CATS are the sufficient organizations to be working this through.

Steinman: We can follow-up on that and talk about it within ourselves and bring it back.

Barnes: Regarding recommendation number 2, I don't have a problem making that recommendation to MUMPO. I just have some concern about the nature of what the state is about to spend money on.

Howard: Okay, let's move on to the next agenda item.

II. Urban Street Design Guidelines Update

Mr. Pleasant reminded the Committee that this is a joint venture with CDOT and Planning, where they are working on getting the Urban Street Design Guidelines (USDG) put into ordinance language. He stated that June 15 will be the first public review to introduce the draft ordinance changes to interested parties. At the last Committee meeting, the Committee asked staff how to categorize local streets and apply local streets in various development scenarios and to provide more information on the alternative compliance process and how it might work. He stated that Mike Davis and Shannon Frye will review that information with the Committee.

Mr. Davis began reviewing the "Urban Street Design Guidelines Ordinance Implementation" presentation (copy attached). He reminded the Committee of the process and schedule and also quickly read through what they reviewed at the last Committee meeting. He said today they would review the follow-up items from the last meeting dealing with local streets, the 3-door concept, and alternative compliance.

["Local Streets Table in Ordinance" slide]

Mr. Davis said this table is taken from the draft ordinance language. He said this is one area where they weren't able to, literally, copy and paste language from the policy into the ordinance, because the policy focuses a lot on intent and land uses. At the time of the subdivision process, when someone shows up to get a permit, staff often doesn't know, with certainty, all the information you would want to know to make the street type choices, but they do know the information represented on the table. He stated that the way the ordinance works is all the different conditions can inform a choice about what kind of street is selected.

He said the table is set up into three blocks: Residential Land Uses, Industrial Land Uses and Office/Commercial/Retail Land Uses. Mr. Davis then began reviewing the section dealing with

the Residential Land Uses. He stated that the default street type would be Local Residential Medium, which is the street that is most similar to the streets built today. If you fall out of the default category, then you would fall into conditions 1-4 listed on the table. Condition 1 is if you are residential within a mixed use development, then you would use the Local Office/Commercial Wide street, unless there is something else coming from a conditional zoning or a small area plan.

Mr. Davis said conditions 2 and 3 are a little more complicated, but they are predicated on the idea that the Residential Narrow Street is one that doesn't handle on-street parking very well. In order to make that work in a residential context, you need to make sure you aren't arranging things in such a way that you are generating a lot of demand for on-street parking. There are two ways they thought that would show up and they have tried to capture that in the ordinance. The first is condition 2, the large lot application. The idea is if all lots are greater than 10,000 sq. feet and the lot frontage is greater than 80 feet, and the network isn't doing all the work, then it would be suitable for the Local Residential Narrow street.

Howard: Are you talking about the average of 80 feet or 10,000 feet? You can't do that per house.

Davis: The way we've discussed it, so far, is that it would apply along that particular street, because what this is trying to accomplish, is to ensure those lots have enough room to accommodate parking on that lot.

Mr. Davis continued and said that for condition 3, which they expect to see a lot, is for side streets. It's for homes not oriented out towards the side streets, don't run for very long distances, and they don't serve a terribly important network function, as compared to streets that are fronted. Also, the parking is expected to be handled in front of the home rather than on the side streets, so the appropriate application would be the Local Residential Narrow street.

Condition 4 has to do with the application of the Local Residential Wide street, which is the one that creates recessed, dedicated on-street parking. This is all about density and is mostly used for multi-family. He continued on and said the next section, Industrial Land Uses, is straightforward and uses the Local Industrial street.

Mr. Davis said that for the Office/Commercial/Retail land uses you work from the default, which would be the Local Office /Commercial Wide street. There are two reasons that you would use the Local Office/Commercial Narrow street. The first, condition 1, would be if you have a conditional zoning district or a small area plan that gives you some more information about land uses that brought you to recommendation of a narrower street. The second one is if the developer can reasonably demonstrate to staff that the anticipated development will not create parking demand on the street, and then they could use the narrow.

Howard: Is there a Local Office/Commercial Medium street type?

Davis: No, and the principal difference between the two is the presence of on-street parking.

Narrow is the only street type with no anticipation of dedicated on-street parking.

Howard: It seems like you would start with Local Office/Commercial Narrow street type and then work up to Local Office/Commercial Wide.

Davis: The reason we start with Local Office/Commercial Wide is because it's the most onerous to build and it would be incentive for a developer to say, "trust us, this is not the right application for Wide, so let's work down from that to build a narrow."

["Street Type Transitions" slide]

Mr. Davis said this slide gets to the issue of what happens if you have different kinds of development along the same street, but they don't come in at the same time. This is meant to illustrate a point and he cautioned the Committee not to read too much into it. The black lines represent thoroughfares. The blue lines are existing local streets and were there before the USDG and there is some single-family in the area as well. The office site on the bottom right comes in and, with this example; we assume they are handling their parking on site. So, that would allow you to assume that the street coming in to the left of the office site would be Office/Commercial Narrow. Mr. Davis then said to assume retail (in red) comes in through a rezoning. He said that no one anticipated that and they would look back at the Office/Commercial Narrow street (shown in green) and say "maybe it should have been an Office/Commercial Wide street, but they wouldn't suggest going back in and ripping up the street and rebuilding it." He said that if the retail developer wants to add recessed parking to enhance their development, they could do that, but they wouldn't be required to.

Mr. Davis then said to imagine that some multi-family (shown in light blue) comes in near the retail and office. There are now two streets to deal with. The first would be the east to west street, and because it is separating a retail/office use from multi-family, that becomes a mixed-use street, which would use Office/Commercial Wide (street shown in red). The second street, linking to the existing street to the north (street shown in dark blue), would be Residential Wide, because it's separating multi-family and single-family. The way it's drafted in the ordinance is the most intense use would carry that design, which is why it's Residential Wide. Mr. Davis also pointed out that all the transitions happen at intersections and they would never have a street change use midway down the block.

Cooksey: I realize we aren't supposed to be reading too much into the examples, but it strikes me in your scenario that the retail was not foreseen, which presumes it was not according to plan, which presumes it was conditional rezoning petition. I think we would have to presume that a condition of getting the approval is redoing the Office/Commercial Narrow street. If we are talking about something that can't be predicted, then there will have to be negotiations about it.

Howard: You'll probably have to do something with that intersection, since you have two things on both sides. There probably isn't enough room to do something with that street.

Cooksey: I appreciate the difficulty of what you are trying to do, but I would predict that if you

are talking about any use that is not according to plan, then anything can be put on the negotiating table, including reconfiguring a street.

Pleasant: I think you are exactly right. What Mr. Davis is talking about is by right development.

Cooksey: Assuming if this came in as by right, if I assume the office came in before the retail, then would the green street be Office/Commercial Wide because the retail would be guiding the intensity?

Davis: Yes, if you knew the uses beforehand.

["Flexibility" slide]

Mr. Davis said this is to continue the discussion of the 3-door approach. Door 1 and 2 are existing processes. Door 3 is the only thing that is new. He then read through the slide describing the process of each door. Door 3, also known as alternative compliance, is to allow a Development Review Board, which has not been made up at this time, to hear from the developer. The Board would look at the developer's intent of meeting the ordinance and could make a final decision.

["Questions" slide]

Mr. Davis said that they know they have more work to do on the alternative compliance, since it's new to the City. This is being used in 6 different municipalities and one of them is Clayton, NC. He said our best peer is Knoxville, TN and they are discussing it with them as well.

Chairman Howard asked the Committee if they had any other questions, which they did not. He thanked Mr. Davis for the information and they moved on to the next agenda item.

III. Catawba Area Plan

Ms. Debra Campbell said that the majority of their presentation is following the questions asked at the last meeting regarding ReVenture and the new Long Creek Wastewater Treatment facility. She stated that they are requesting action for approval to forward to full Council. Mr. Alberto Gonzalez began reviewing the "Catawba Area Plan" presentation (copy attached). He described the purpose of today's meeting and stated that at the public meeting, there was one citizen who spoke in support of the Plan.

Chairman Howard said to jump to the end of the presentation to quickly review those slides and that way they have more time to ask questions to the Foresite Group about ReVenture.

["Tree Canopy" slides]

Mr. Gonzalez said that Tom Johnson from Urban Forestry is here to answer any questions the Committee has regarding the tree canopy.

Barnes: I had asked a question last time about requiring the trees to be saved within the site, as opposed to being saved in the peripheral. Can you talk about that?

Johnson: We preserve trees in a few different ways. We have a single-family tree ordinance that requires a 10 % tree save. The commercial tree save requirement is to protect trees 8 inches in diameter, or larger, in the building setback. We are proposing a 15 % save on the site. You will sometimes see tree protection measures around the peripheral. There is nothing in the ordinance language that says it has to be at a given location on a parcel.

Barnes: What I'm getting at is getting some trees saved inside the site.

Johnson: We do have planting requirements that are locational specific for parking lots and street frontage, as well as internal tree requirements.

Barnes: Is that part of this Area Plan?

Campbell: We are much better able to get tree save areas interior when it's going through a conditional rezoning process. If it is by right, we essentially don't have any requirements for where they have to save. It generally occurs in the peripheral, because most people are concerned about the adjacent property and the ability to have that buffer remain and be retained. So, we do not have a mechanism other than using the commercial tree ordinance provisions.

["ReVenture" slides]

Chairman Howard said they could look at the presentation themselves, but thought it would be best to go ahead and ask questions directly to the representatives there today, since they were on a time constraint.

Barnes: I had asked some questions last time regarding the impact of the ReVenture site and the Long Creek site on the areas to the south and east of the sites. Also, whether there would be an air quality impact and what that would be? What is the impact on the river, itself? As we encourage green development and preserving the environment, I just want to make sure we aren't impacting others with a smell as a result of these two projects.

Tom McKittrick (Foresite Development) – There is no single issue that is more talked about and focused on than air quality. We are proposing a biomass energy power plant on this site and air quality is a paramount issue. Air permits are administered here, at the county level. We will also have NCDENR reviewing the permits. We have retained Shaw Power to review the technology options that we are looking at from a gasification process. We have decided we are going to focus on gasification as our preferred technology because of the reduced air emissions. It is an opportunity to significantly reduce air emissions over a traditional stoker design. It's a frontend new technology, but I'd rather be on the front end of a new one than the tail end of the old one.

Barnes: Can you explain the stoker technology?

McKittrick: It's a modified stoker boiler design. Basically, it's a suspended combustion and you are shredding the municipal solid waste into confetti. Air is blown through a grate and the material is suspended at a significantly higher combustion rate. From today's proven technology, it's the best of the best. There is multiple emission control equipment on the back end that can clean and still maintain the minor source air quality permit.

Barnes: This is the gasification process?

McKittrick: No, this is the stoker design, which is the one we originally focused our project on. However, we've got major companies with the gasification process talking to us. The gasification process is taking the same material and heating it in a very high temperature, low oxygen environment. You create a synthetic gas that is used to fire a turbine that creates electricity. With the reduced oxygen, there is a lot less possibility for air emissions.

Barnes: What powers it? Garbage?

McKittrick: Yes.

Barnes: So, you burn the garbage in a low oxygen environment and it produces synthetic gas. What's that?

McKittrick: Basically, it's a version of natural gas.

Barnes: Do we use that?

McKittrick: Yes, we'll use it to spin a turbine that creates electricity.

Barnes: So, what are the impacts on air quality with that?

McKittrick: A minor source air quality permit is a discussion item for us and we are focused on maintaining a minor source permit. We think this gives us the ability to achieve that with a huge margin of air. With the stoker boiler design, we were pushing the envelope with maintaining minor source permits, so we feel like this is the best scenario for us to have minimum impact on air emission.

Barnes: What does a minor source impact smell like?

McKittrick: Basically, everything happens inside a closed environment under negative pressure. There are covered trucks that come into an enclosed building. The opportunity for smell doesn't exist.

Barnes: So there are no smoke stacks?

(Council member Patsy Kinsey left the meeting)

McKittrick: There is a small smoke stack. We've hired a consultant to manage the air permitting process. We have a 670 acre site with no residential. I can't tell you that there is going to be a smell that would ever impact the community.

Barnes: Would the smell created at your site be greater than the smell that is created at our Long Creek Wastewater site?

Gullet: This will be a brand new plant, which will have odor control measurements built into it. We will capture the odor that comes off of the treatment process and scrub it before it's released. I hope neither one of our sites create a smell. The plan is for us both to control the odors, so it's not a problem.

Howard: We are at the end of the meeting. Are there time constraints on this? Could we bring this back at the next meeting and talk more about it?

Campbell: I would respectfully ask if this information is relevant to the Catawba Area Plan and perhaps separate it from the Plan project.

Howard: Okay, that makes sense, but there are still some things on ReVenture that we have questions on.

Barnes: I'll make a motion to move forward to the full council the Catawba Area Plan as we presently discussed.

Cooksey: You should second it, because I had some questions come up and I want to go back and review the Plan.

Howard: Okay, I second it, but I'm uncomfortable doing so.

Cooksey: I neglected to go back and review the Plan with an eye towards how the USDG and Connectivity policies were applied, particularly to the access of the Long Creek plant. So, I'm not prepared to go forward.

Barnes: I'm sensitive to what Council member Cooksey just mentioned, because I don't like moving things forward to Council if one of our Committee members isn't comfortable.

Cooksey: I can be ready by the Council meeting; I just need to review it.

(Motion passed 3 – 1, Howard, Barnes, Kinsey – for and Cooksey against)

Chairman Howard adjourned the meeting at 5:00 p.m.

Transportation & Planning Committee

Monday, June 14; 3:30 – 5:00 PM
Charlotte-Mecklenburg Government Center
Room 280

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

Staff Resource: Eric Campbell

AGENDA

I. Managed Lanes Update – 30 minutes
Staff Resources: Norm Steinman & Tim Gibbs
The possible conversion of HOV lanes to HOT lanes, as well their extension along I-77 North will be the subject of several decisions expected to be made by MUMPO in 2010. Staff will continue the discussion regarding primarily institutional issues that would affect not only this project, but also other managed lanes.
Attachment: 1. Managed Lanes Update.ppt

II. Urban Street Design Guidelines Update – 30 minutes
Staff Resources: Mike Davis & Shannon Frye
Staff will follow-up on questions asked by committee members during the previous discussion of USDG. Topics include local street selection and alternative compliance.
Attachment: 2. USDG Ordinance Implementation.ppt

III. Catawba Area Plan – 30 minutes
Staff Resource: Alberto Gonzalez
Staff will review follow up items from Committee Meeting discussion on May 10, including a presentation by Forsite Development on the proposed ReVenture Park, and CMU on the proposed Long Creek Wastewater Treatment Plant.
Action: Recommend City Council Adopt the draft Catawba Area Plan Volume I: The Concept Plan and receive Volume II: The Implementation Plan as information.
Link to Plan:
http://www.charmeck.org/Departments/Planning/Area+Planning/Plans/Catawba-Whitewater/home.htm
Attachment: 3. Catawba Area Plan.ppt

Next Scheduled Meeting: Thursday, June 24 at 2:00 p.m. in Room 280

Distribution:	Mayor & City Council	Curt Walton, City Manager	Leadership Team
	Transportation Cabinet	Alberto Gonzalez	Shannon Frye

CHARLOTTE
CHARLOTTE DEPARTMENT OF TRANSPORTATION

Managed Lanes Update

Presentation to
City Council
Transportation & Planning Committee

June 14, 2010

CHARMECK.ORG

CITY OF CHARLOTTE

Presentation Purpose

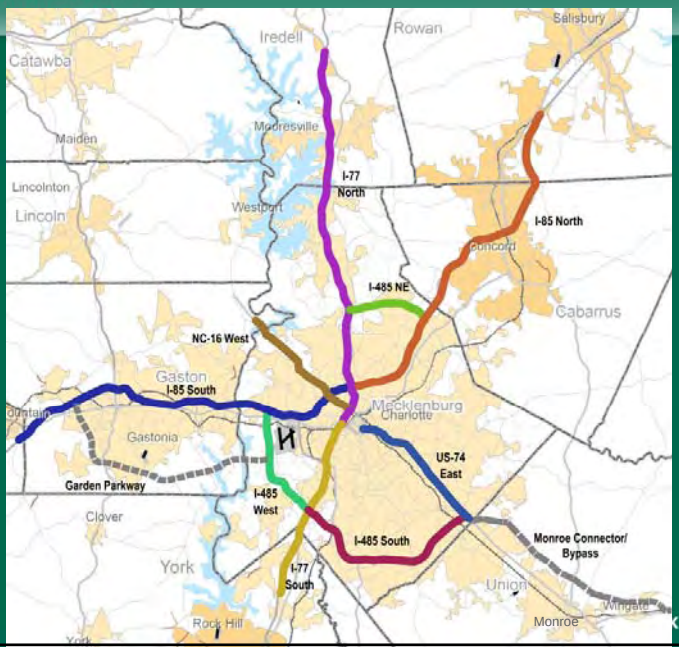
- Review Recommendations of Regional Fast Lanes Study
- Discuss Recommendations from I-77 North Study
- Determine When and What Type of Information will be Necessary for Decisions in 2010

CHARMECK.ORG

CHARLOTTE

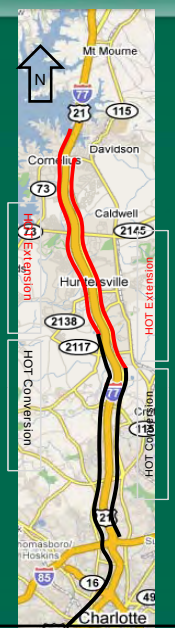
CITY OF CHARLOTTE

Regional Managed Lane Corridors



CITY OF CHARLOTTE

I-77 North Study Recommendations



- Convert existing HOV lanes to HOT lanes and extend to Catawba Ave. (EXIT 28)
- End northbound HOT lane ½-mile south of Catawba Ave.
- Drop outside GP lane at Catawba Ave.
- Begin southbound HOT lane between Griffith St. (EXIT 30) and Catawba Ave.

CHARMECK.ORG

CHARLOTTE

CITY OF CHARLOTTE

HOT Lane Tolling on I-77

- Cashless operation
- Roadside or overhead radio frequency devices
- In-vehicle transponder or license plate photo

CHARMECK.ORG

CITY OF CHARLOTTE

Institutional Issues/Actions

- NCDOT has legislative authority for priced (toll) lanes along interstates
- NCDOT to seek Toll Agreement w/FHWA to:
  - a) allow vehicles to pay tolls to use I-77 HOV lanes; and
  - b) specify use of toll revenues
- Relationships between this project and other projects in the region

CHARMECK.ORG

CHARLOTTE

CITY OF CHARLOTTE

Questions asked 4/12/10

- Does Council want any more technical information?
- Is Council interested in discussing who should have authority over managed (toll) lanes in Mecklenburg County

CHARMECK.ORG

CITY OF CHARLOTTE

Council Response

- Does Council want any more technical information? **No, not about I-77**
- Is Council interested in discussing who should have authority over managed (toll) lanes in Mecklenburg County? **Yes.**

CHARMECK.ORG

CHARLOTTE

CITY OF CHARLOTTE

Policy & Institutional Questions

- Who will establish objectives for the HOT Lanes?
- Who will determine the tolls to support the objectives?
- Who will monitor the performance of the HOT lanes and make adjustments?

CHARMECK.ORG

CITY OF CHARLOTTE

Why Managed (Fast) Lanes are Important to Charlotte

1) Maintain Capacity on Freeways for Longer – Distance Trips
2) Encourage Carpools, Vanpools and Express Bus Ridership
3) Inform Commuters of Peak Period Travel Costs
4) Charge Tolls for Travel Time Savings and Regularity
5) Use Tolls for Revenues to Reduce Outlays for Construction and O&M Costs

CHARMECK.ORG

CHARLOTTE

CITY OF CHARLOTTE

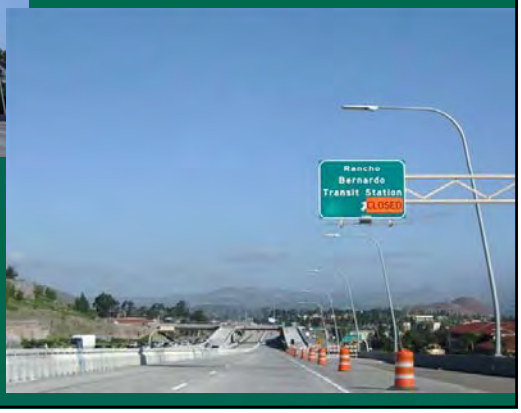
Where HOT Lanes are Managed by Partnerships

San Diego (CA)
Minneapolis-St, Paul (MN)
Miami-Dade Co. (FL)
Los Angeles (CA)
San Francisco Bay Area (CA)
Houston, TX

CHARMECK.ORG

CITY OF CHARLOTTE

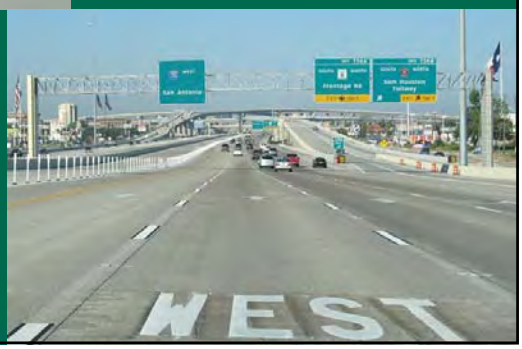
Managed Lanes I-15 San Diego County, CA



CHARLOTTE

CITY OF CHARLOTTE

Managed Lanes I-10
Katy Frwy., Houston, TX



CITY OF CHARLOTTE

Why HOT Lanes are Managed by Partnerships

1) To effectively deploy express bus routes, vanpools or carpool matching services

2) To implement park and ride lots or special bus access ramps

3) To be able to allocate toll revenues to HOT lane expansion or transit services and facilities

CHARMECK.ORG

CHARLOTTE

CITY OF CHARLOTTE

Likely Schedule for I-77 North

- HOT Lane concept endorsed by MUMPO	5/19/10
- NCDOT Tolling Agreement submitted to FHWA	Summer
- CMAQ Project to be evaluated by MUMPO (nominated by Town of Huntersville)	Summer
- TIGER II Application to be submitted by NCDOT	Summer
- TIP & LRTP Amendments	late Fall

CHARMECK.ORG

CITY OF CHARLOTTE

I-77 North Project – Potential Funding

Total Project Cost (Est. $57 million)

Toll Revenues (over 30 years)	$22 million
CMAQ Application (MUMPO)	$5 million
CMAQ Application (NCDOT)	$10 million
TIGER II Application (USDOT)	$15 million
Gap Funding (possibly TIFIA)	Remainder

CHARMECK.ORG

CHARLOTTE

CITY OF CHARLOTTE

I-77 Southbound Lanes (including HOV Lane) near Brookshire Frwy. (I-277)

CHARMECK.ORG

CITY OF CHARLOTTE

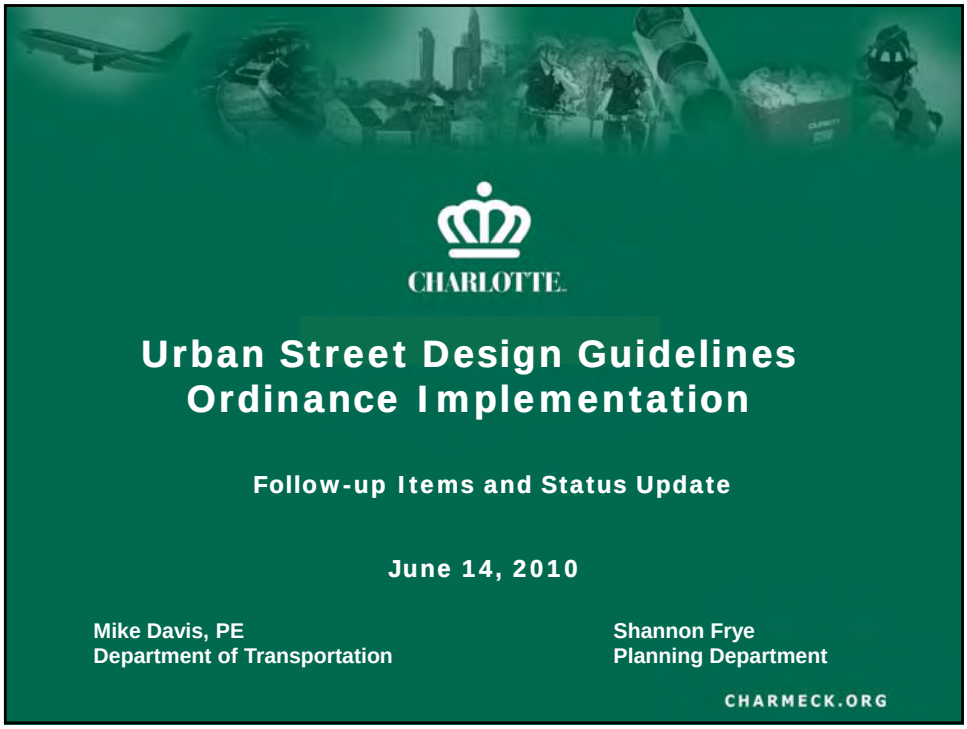
Tentative Recommendations (for Discussion)

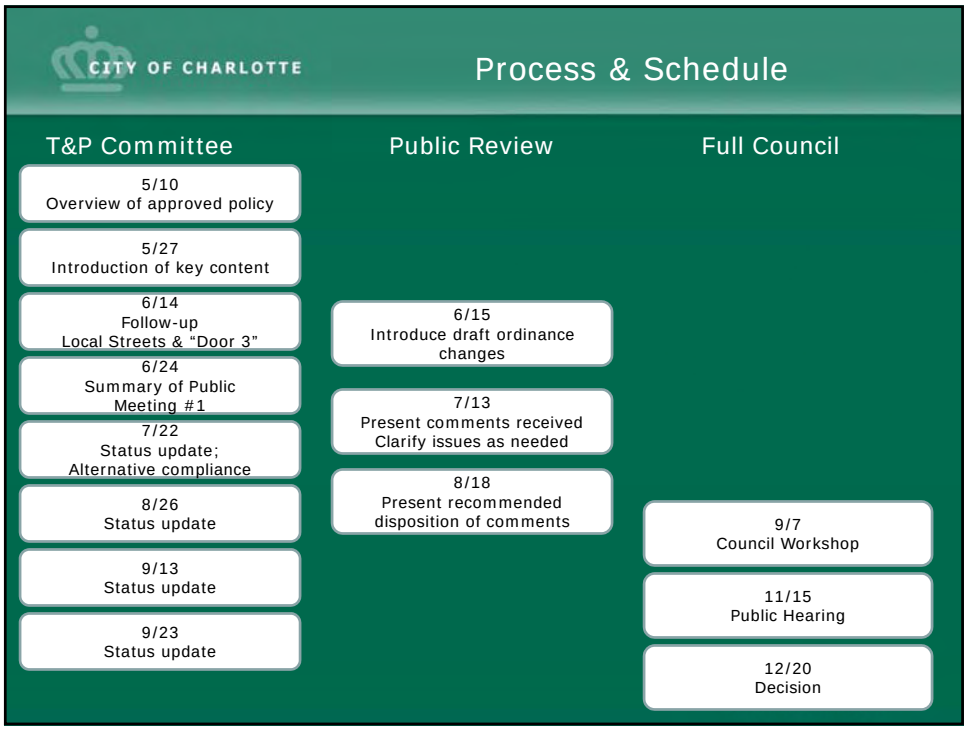
1) Support conversion of HOV lanes to HOT lanes on I-77, ***provided that*** NCDOT agrees to create effective partnership with MUMPO, CATS and local governments directly affected
   a) Support application to USDOT
   b) Support amendments to MUMPO's TIP and LRTP

2) Recommend to MUMPO to re-schedule NCDOT's TIP Project, I-3311E, so that decisions about managed lanes along I-77 near Uptown are made before southbound freeway lanes are widened back to 12'

CHARMECK.ORG

CHARLOTTE


CHARLOTTE
Urban Street Design Guidelines
Ordinance Implementation
Follow-up Items and Status Update
June 14, 2010
Mike Davis, PE
Department of Transportation
Shannon Frye
Planning Department
CHARMECK.ORG


CITY OF CHARLOTTE
Process & Schedule
T&P Committee
Public Review
Full Council
5/10
Overview of approved policy
5/27
Introduction of key content
6/14
Follow-up
Local Streets & "Door 3"
6/24
Summary of Public
Meeting #1
7/22
Status update;
Alternative compliance
8/26
Status update
9/13
Status update
9/23
Status update
6/15
Introduce draft ordinance
changes
7/13
Present comments received
Clarify issues as needed
8/18
Present recommended
disposition of comments
9/7
Council Workshop
11/15
Public Hearing
12/20
Decision

CHARLOTTE

CITY OF CHARLOTTE

Review of Previous Meeting

- Delivered Packet containing:
  - Subdivision Ordinance Draft
  - Zoning Text Amendment
  - Tree Ordinance Amendment
  - Information related to Land Development Standards Changes
- Ordinance implementation is based on Policy Statements related to:
  - Network
  - Local Street Types
  - Street Trees
  - Traffic Calming
- Alternative Compliance is a new, optional process to enhance flexibility of the subdivision process.

CHARMECK.ORG

CITY OF CHARLOTTE

Follow-up Items

1) Local Streets
   - Street Selection
   - Transitions between uses

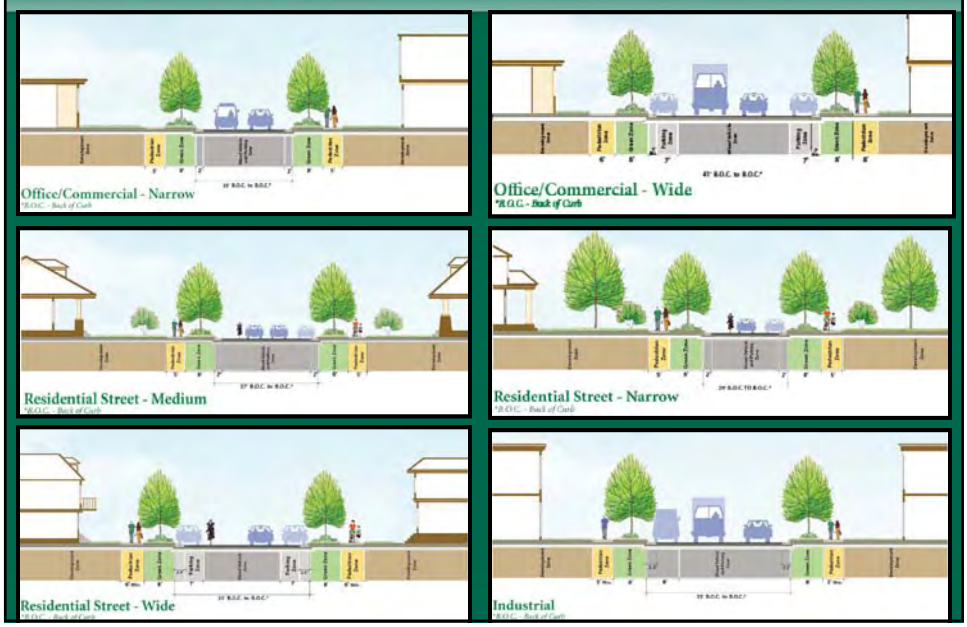
2) 3-Door Concept & Alternative Compliance
   - How it works
   - Where it's been used

CHARMECK.ORG

CHARLOTTE.

CITY OF CHARLOTTE

Local Street Types



CITY OF CHARLOTTE

Local Street Types

Proposed USDG Street Types	Application
Residential Narrow	Used for single-family residential where parking is not needed on the street and adequate nearby streets are present in the network.
Residential Medium	Default local street type. Used for single-family residential; assumes sporadic on-street parking.
Residential Wide	Multi-family residential uses greater than 8 units per acre. Design includes recessed on-street parking.
Office/Commercial Narrow	Used for single-use office and commercial sites where parking is handled by on-site parking lots.
Office/Commercial Wide	Used for mixed-use sites that rely on-street parking. Design includes wider travel lanes and recessed on-street parking.
Industrial	Used for all industrial uses. Provides wide travel lanes and assumes limited use of on-street parking.

CHARMECK.ORG

CHARLOTTE

CITY OF CHARLOTTE

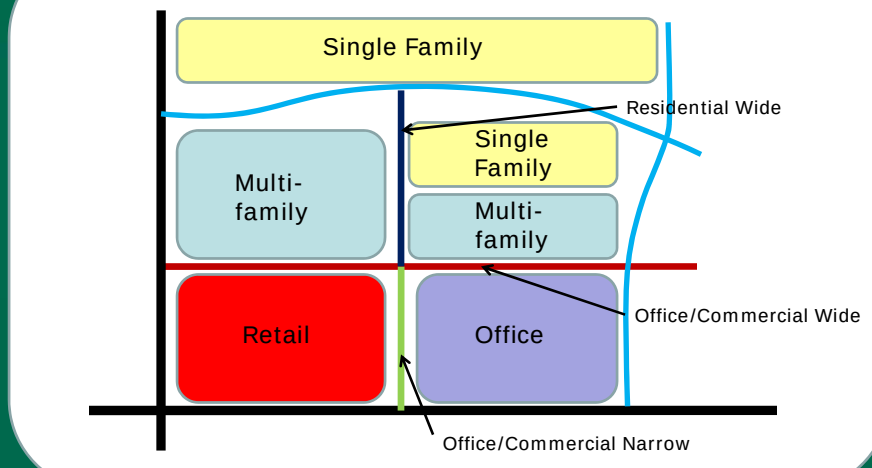
Local Streets Table in Ordinance

Land Use Conditions	USDG Street Type/Cross-Section
Residential Land Uses	
Default: except in conditions 1-4 below, use:	Local Residential Medium
1. If residential use within a mixed use development, unless a conditional zoning district or small area plan specifies other land uses:	Local Office/Commercial Wide
2. If all lots are greater than 10,000 square feet with all of the following conditions: • Lot frontage greater than 80 feet • More than one street connection • Parallel street located within one connected block	Local Residential Narrow
3. If the street is abutted only by lots fronting adjacent perpendicular streets with the following condition: • More than one street connection	Local Residential Narrow
4. If greater than 8 dwelling units per acre	Local Residential Wide
Industrial Land Uses	Local Industrial Street
Office/Commercial/Retail Land Uses	
Default: except in conditions 1-2 below, use:	Local Office/Commercial Wide
1. A conditional zoning district or small area plan prescribes the use of the Local Office/Commercial Narrow	Local Office/Commercial Narrow
2. The developer can reasonably demonstrate to city staff that the anticipated development will not create parking demand on the street.	Local Office/Commercial Narrow

CHARMECK.ORG

CITY OF CHARLOTTE

Street Type Transitions



CHARMECK.ORG

CHARLOTTE

CITY OF CHARLOTTE

Flexibility

	Existing Process		New
	Door 1	Door 2	Door 3 (Alternative Compliance)
Process	Administrative	Administrative	Quasi-Judicial
By Whom	Staff	Staff	Development Review Board
Approval Based on:	Standards	Staff Discretion	Meeting intent of ordinance
Relief Provided by:	Variance (Zoning Committee)	Appeal (Zoning Committee)	Superior Court of Mecklenburg County

CHARMECK.ORG

CITY OF CHARLOTTE

Alternative Compliance

Door 3 – Alternative Compliance

Not administrative; most likely a quasi-judicial process; most likely not by staff.

"To hear and decide requests for alternative compliance with the standards of this chapter. In order to grant the request, the board shall make the following findings:

(i) the purposes of this chapter will be equally well or better served by the applicant's proposal; and

(ii) the departure is the minimum necessary given the specific circumstances of the request."

CHARMECK.ORG

CHARLOTTE

CITY OF CHARLOTTE

Questions

CHARMECK.ORG

CHARLOTTE.

CHARLOTTE
CHARLOTTE-MECKLENBURG PLANNING

Catawba Area Plan

Transportation & Planning Committee

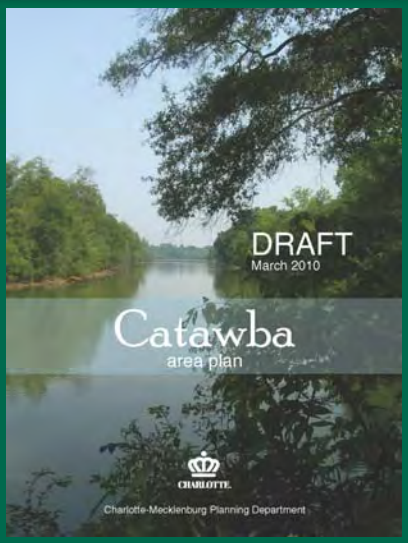
June 14th, 2010

CHARMECK.ORG

CITY OF CHARLOTTE

Meeting Purpose

- Process Update and Follow up from May 10th Meeting
  - Planning Committee Recommendation
  - Public Comment at City Council May 24th
  - Follow up on issues discussed at May 10th Committee meeting
- Request Committee Recommendation on Plan Adoption



CHARMECK.ORG

CHARLOTTE

CITY OF CHARLOTTE

Process Update

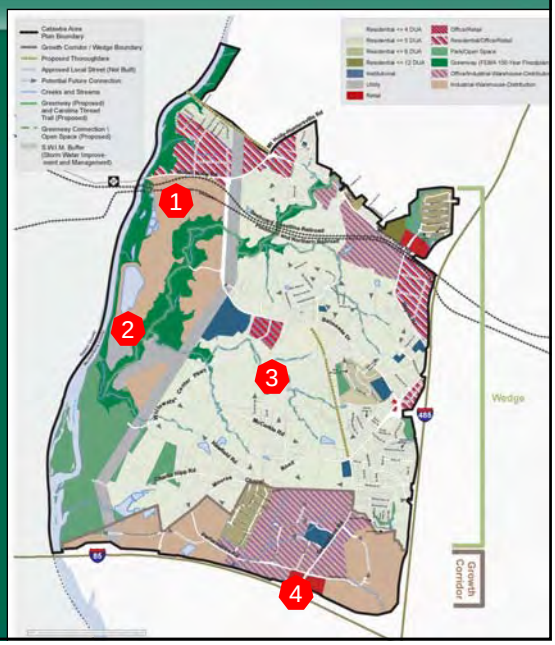
- Planning Committee
  - **May 18th:** Voted unanimously to recommend adoption of Catawba Area Plan
- Public Comment at City Council May 24th
  - **May 24th:** One citizen spoke in support of the Plan and stressed the need to implement the environmental policies in the plan

CHARMECK.ORG

CITY OF CHARLOTTE

Follow-up From May 10th Committee Discussion

1. Impact of proposed Reventure Industrial Park on surrounding current and future land uses
2. Impact of CMU waste water treatment facility on shore line along Catawba River and Long Creek
3. How could we save more of the tree canopy within a site and not just on the periphery?
4. Better access from I-85 and I-485 at the Sam Wilson Road interchange



CHARLOTTE

CITY OF CHARLOTTE

Follow-up From May 10th Committee Discussion

CITY OF CHARLOTTE

ReVENTURE PARK

"ELEVATOR SPEECH"

- Largest section of unutilized I-2 industrial land in Mecklenburg County (667 acres) located within City's Extra Territorial Jurisdiction
- Currently listed as a Federal Superfund site
- Property is being de-listed from Superfund and enrolled into the NC Brownfields Program
- The site will be recycled into an "Eco Industrial Park"
- Potential to create 1000+ green jobs and over $900M in new investment
- A national model for innovative redevelopment
- Further establish Charlotte as the "New Energy Capital"

ReVenture Park

CHARLOTTE.

ReVENTURE PARK

Master Plan

- Long Creek Regional Wastewater Treatment Facility (WWTF)
- 30 +/- megawatt Biomass to Energy power plant
- 4 megawatt Solar Farm
- Biomass Fuel Processing
- Propane Fleet Vehicle Conversion Facility
- Alternative Fueling Station
- Ethanol Transloading
- Biodiesel Refining
- Green Business Incubator

CHARMECK.ORG

CITY OF CHARLOTTE

Wastewater Treatment Facility

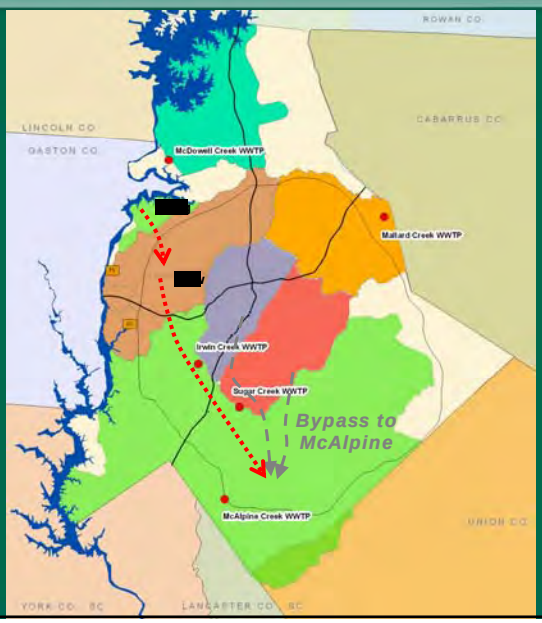
Proposed Long Creek Wastewater Treatment Plant

CHARMECK.ORG

CHARLOTTE

CITY OF CHARLOTTE

Wastewater Treatment Facility

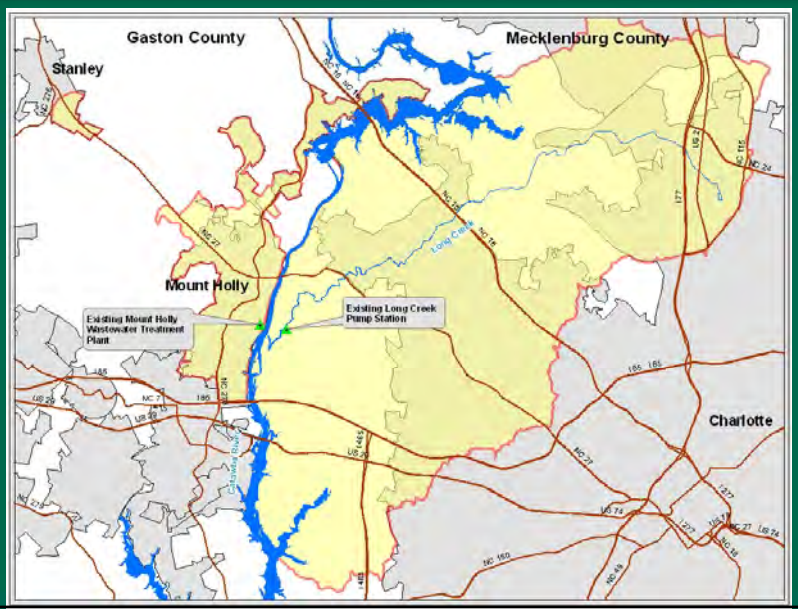


Mecklenburg Wastewater Capacity Study Area

CHARMECK.ORG

CITY OF CHARLOTTE

Wastewater Treatment Facility



CHARLOTTE

CITY OF CHARLOTTE

Wastewater Treatment Facility

Regional Project Goals

- Enhance water quality
- Excellent wastewater treatment
- Regional solution
- Sustainable design
- Safe and secure site
- Provide for future wastewater needs

CHARMECK.ORG

CITY OF CHARLOTTE

Wastewater Treatment Facility

Stakeholder Process (2007)

- Hear from diverse members representing broad interests
- Consider ideas to improve project and achieve common goals
- Provide comments and feedback to the project team
- Communicate with constituents

CHARMECK.ORG

CHARLOTTE

CITY OF CHARLOTTE

Wastewater Treatment Facility

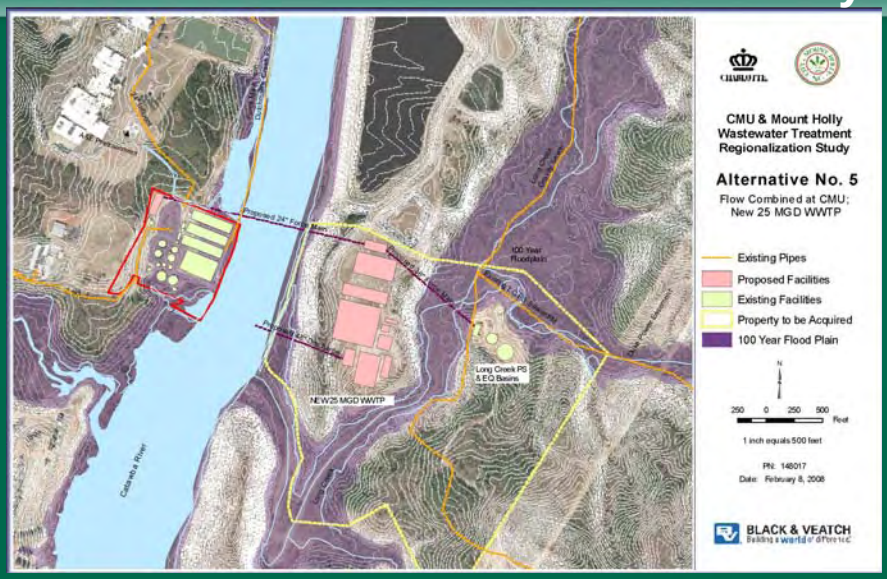
Alternatives

1. Separate operation—no new plant
2. Separate operation—new Mecklenburg plant
3. Expand Mount Holly plant
4. New plant at Mount Holly
5. New plant in Mecklenburg
6. New plant in Mecklenburg + existing Mount Holly plant

CHARMECK.ORG

CITY OF CHARLOTTE

Wastewater Treatment Facility



CHARMECK.ORG

CHARLOTTE

CITY OF CHARLOTTE

Wastewater Treatment Facility

Long Creek WWTP

- Stakeholder Process – August 2007
- Environmental Impact Statement – 2008-2011
- Mt. Holly MOU Discussions – 2007-2010
- Construction begins 2013-2014

CHARMECK.ORG

CITY OF CHARLOTTE

Tree Canopy

- How to encourage more Tree Save Area and Protect the Environment within a site and not just on the periphery?
  - Tree Ordinance's planting requirements in suburban commercial zones - parking spaces must be within 40 feet from a tree trunk.
  - Incentives for increasing tree save areas include:
    - Density bonuses
    - Reduced lot size
    - Encourage Clustered Development when appropriate

CHARMECK.ORG

CHARLOTTE.

CITY OF CHARLOTTE

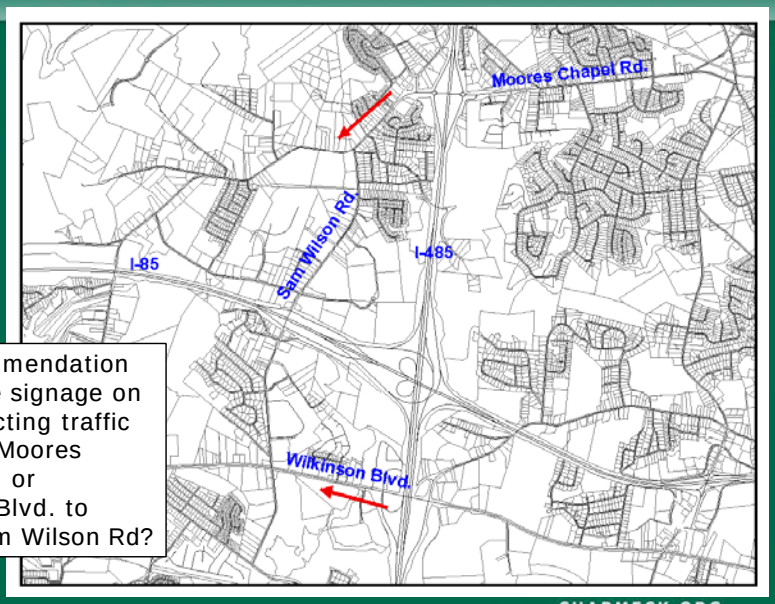
Tree Canopy

Cluster Development

CHARMECK.ORG

CITY OF CHARLOTTE

Sam Wilson Access



Add recommendation to improve signage on I-485 directing traffic to exit on Moores Chapel Rd. or Wilkinson Blvd. to access Sam Wilson Rd?

CHARMECK.ORG

CHARLOTTE

CITY OF CHARLOTTE

Sam Wilson Access

CHARMECK.ORG

CITY OF CHARLOTTE

Next Steps

- Transportation & Planning Committee Recommendation - Today
- City Council Action - June 28 (Tentative)

CHARMECK.ORG

CHARLOTTE

Southern states do a U-turn on toll roads

Exclusive lanes have become crucial source of revenue

By Larry Copeland
USA TODAY

ATLANTA — When the Florida Department of Transportation decided to add congestion-easing express toll lanes to Interstate 95 last year between Miami and Fort Lauderdale, public resistance was muted, partly because south Floridians are used to tolls.

That's not the case in the Deep South, a region that has long resisted tolls as a "Yankee plague," as South Carolina state Sen. Dave Thomas, a Greenville Republican, colorfully describes them.

"I don't think of the South as having toll roads," says William Ferris, senior associate director of the Center for the Study of the American South at the University of North Carolina. "The idea of a toll road, I don't think of it as having any real history in the South."

Not anymore. Toll roads — or at least plans for them — are becoming as common in Dixie as pecan pie, pickups and porch swings.

The newest twist: high-occupancy toll (HOT) lanes that are free for multipassenger vehicles. Solo drivers using the exclusive lanes pay tolls that rise or fall depending on congestion and the time of day.

The nation's primary source of revenue for transportation projects, the federal gas tax-supported Highway Trust Fund, is shrinking as many Americans drive less and operate more fuel-efficient vehicles. "We have a transportation funding crisis," says Pat Jones, executive director of the International Bridge, Tunnel and Turnpike Association. "Governors and mayors . . . are saying, 'Look, I'm not getting any help from the federal government. I'm going to bootstrap solving the problem myself. I'm going to go for tolling.'"

What Southern states are doing:

▶ **Georgia** is planning an extensive network of HOT lanes on expressways in metropolitan Atlanta, including Interstates 85, 75, 575, 285 and 20. The only one that's "a certainty" is a 14-mile stretch of I-85, says Georgia Department of Transportation spokesman David Spears. That project, which will convert an existing high-occupancy vehicle (HOV) lane in each direction to a HOT lane with variable tolls, is expected to be operational in 2011 at a cost of about $147 million. Plans call for additional HOT lanes on 15 miles of I-75, 11 miles of I-575, 9.5 miles of I-285 and 6 miles of I-20.

▶ **Alabama** is planning its first state toll road, a $710 million project that will add four toll lanes on a 16-mile stretch of U.S. 280 in Birmingham. The highway, designed to carry 50,000 vehicles daily, serves 97,000, and that number is expected to rise to 140,000 in the next decade, says Tony Hill of the Alabama Department of Transportation. "This is the best option we've been able to come up with . . . to relieve congestion along that stretch of 280."

▶ **Mississippi** is planning a toll road linking downtown Jackson with Jackson-Evers International Airport and the eastern suburbs. Progress on the 12-mile project — the state's first toll road — has been temporarily delayed by the recession.

▶ **South Carolina** is studying adding toll or HOV lanes to some of its interstates.

▶ **North Carolina**'s first modern toll road, the Triangle Expressway, is an 18.8-mile system now under construction in Wake and Durham counties around Raleigh-Durham. The $1 billion project, portions of which open for traffic in 2011, will collect tolls electronically.

▶ **Tennessee** recently authorized limited tolling. No existing roads can be tolled, which would prevent the state from converting toll-free lanes reserved for high-occupancy vehicles into HOT lanes.

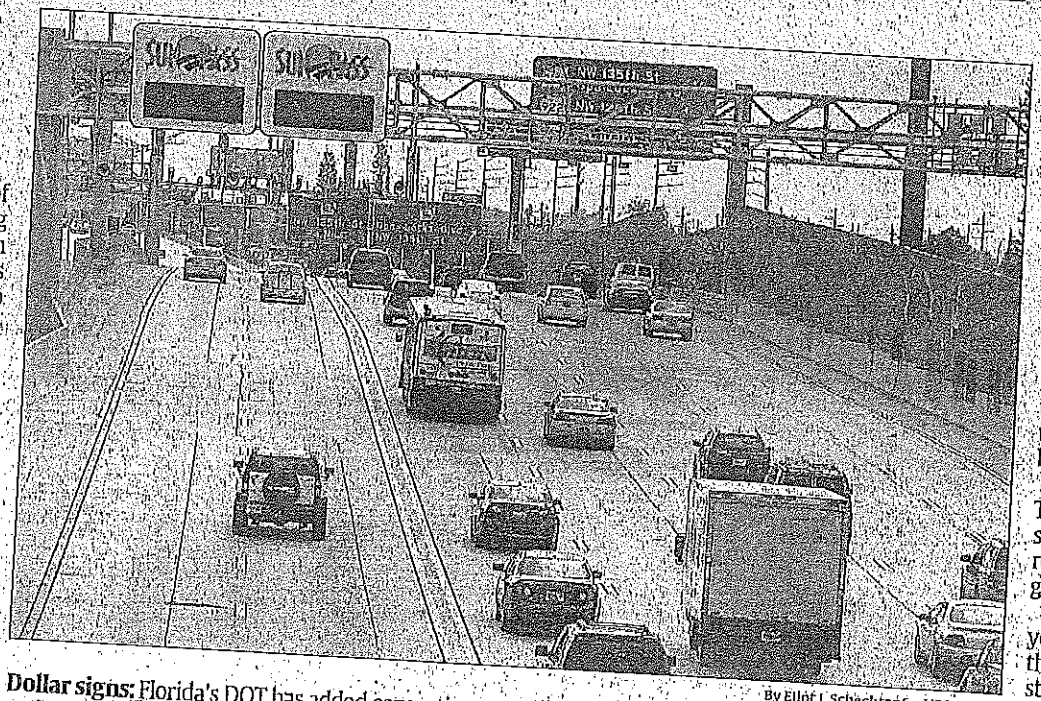
"Everyone's looking for flexibility," says Neil Gray, director of government affairs at the International Bridge, Tunnel and Turnpike Association. "You have areas that never considered tolling now looking at it. The Southern states took great pride in not going to tolling. You're seeing the same thing in parts of the West, like Nevada, where you didn't see tolling before."

Tim Lomax, a congestion expert at the Texas Transportation Institute at Texas A&M University, says tolling is catching on in the South for a simple reason: Sustained population growth means the region is running out of interstate capacity.

"If you have a bunch of free (interstate) capacity, you don't need tolls," he says. "Not until you get to the point where you have congestion, and your state DOT has difficulty building for that larger population. Until the 1980s and 1990s, in cities like Nashville, Knoxville (Tenn.) and Charlotte, you had pretty good capacity. There was congestion in certain corridors, but it wasn't the all-encompassing Chicago- or Los Angeles-kind of problem."

Even with all the proposals for toll roads in the region, legions of vociferous opponents to the concept still abound. Thomas, the South Carolina state senator, is one of them.

"The problem with tolls is that once you have them, rarely can you get rid of them," he says. "With revenue sources dwindling all over the place, states are becoming desperate. But once (tolling becomes) a revenue source . . . it never goes away."



Dollar signs: Florida's DOT has added congestion-easing express toll lanes to Interstate 95 between Miami and Fort Lauderdale. Officials from other states are visiting each week to see the progress.

By Elliot J. Schechter for USA TODAY

▶ HOT lanes gain ground, 1A

Judge mulls

Partial Nationwide List of county Toll and Regional Mobility Authorities Operating Toll Roads

California:
Santa Clara County
Alameda County
North Bay Counties (Marin, Sonoma, etc.); operate the Golden Gate Bridge, ferries and buses
Bay Area Toll Authority (operates local Bay Bridges)
San Diego Association of Governments
Los Angeles Metropolitan Transportation Authority (LA County)
Orange County Transportation Authority (operates SR 91)
Transportation Corridor Agency of Orange County (operates other county toll roads)
Riverside County Transportation Commission

Texas:
East Texas Regional Mobility Authority (Tyler County)
North Texas Tollway Authority (Dallas-Ft. Worth)
Central Texas Regional Mobility Authority (Austin)
Harris County Toll Road Authority (Houston)
Ft. Bend County Toll Road Authority (Houston)
Brazoria County Toll Road Authority (Houston)
Montgomery County Toll Road Authority (Houston)

Florida:
Tampa-Hillsborough County Expressway Authority in Tampa
Orlando-Orange County Expressway Authority in Orlando
Lee County Toll Facilities

Miami-Dade Expressway Authority in Miami
Miami-Dade County Public Works Department-Causeways Division

Colorado:
E-470 Public Highway Authority in Denver (multi-county authority)

Virginia:
Dulles Greenway in VA suburbs of DC (privately owned)

New York-New Jersey:
MTA Bridges & Tunnels and Port Authority of NY/NJ in New York City area
Burlington County Bridge Commission