Charlotte City Council

Transportation & Planning Committee

Meeting Summary for November 8, 2010

COMMITTEE AGENDA TOPICS

I. **Subject:** **Transportation Action Plan Accomplishments**
Action: None

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

COMMITTEE INFORMATION

Present:	David Howard, Michael Barnes Nancy Carter, Warren Cooksey, Patsy Kinsey
Time:	3:30 pm – 5:00 pm

ATTACHMENTS

1. Agenda Package
2. Development Review Board handout

DISCUSSION HIGHLIGHTS

Chairman David Howard called the meeting to order and asked everyone in the room to introduce themselves. He then turned it over to Transportation Director Danny Pleasant.

I. **Transportation Action Plan Accomplishments**

Mr. Pleasant said this is the second of a series of updates the Committee will receive. Council initiated the Transportation Action Plan (TAP) about 5 years ago to consolidate all the policies, goals and objectives that they deal with in transportation, as well as to provide a list of transportation projects and needs for the next 30 years. He then turned it over to Norm Steinman.

Mr. Steinman began reviewing the "TAP 5-Year Update – Achievements" presentation (copy attached). He quickly read through the purpose of the TAP and how it aligned with other City initiatives.

["Goal 1" slides]

Mr. Steinman stated that Goal 1 is to continue implementation of the Centers, Corridors & Wedges (CCW) Growth Framework. This deals with rapid transit, freeways, components of freeways, and thoroughfares. Goal 1 has two parts that work together. The first is to invest in higher-capacity travel facilities that will provide for a variety of travel choices to and from intensive development areas. The second thing is to encourage more intensive development through area plans, resulting in more travel choices.

The private sector has been able to achieve the goal of encouraging 75% of new office development and 75% of new employment within Centers or Corridors. Mr. Steinman said they have been able to greatly exceed this goal. He said the other goal they exceed, but barely, is to encourage a minimum of 70% of new multifamily units to be located within Centers or Corridors.

Carter: If we do 75% in the Centers or Corridors, is that detracting from the Center City goal?

Steinman: No, because we consider Uptown to be the biggest and most important Center. It's a unique Center. The premise of the Rapid Transit Plan was that there would be about 100,000 jobs available in Uptown.

Carter: Is there a need for a greater emphasis on that goal?

Steinman: From a transportation standpoint, there is a great deal of benefit from employment in Uptown. It's the highest probability that people would ride transit. It's also where more people would likely carpool or vanpool.

Howard: Is the 75% only from the South Corridor?

Steinman: No, this is from all 5 Corridors that were adopted in the Growth Framework.

Howard: What are we doing to encourage this to happen along the Corridors? I know with the south LYNX line, we encouraged Transit Orient Development (TOD).

Campbell: If you consider the amount of non-residential zoning that's in place, a lot of that is in a Center with tremendous capacity to absorb development, as well as along the Corridors. That's how we are getting the amount of employment that Mr. Steinman was talking about.

Howard: Regarding the goal about multifamily along Corridors, I don't think that ever came up when we were talking about the Housing Locational Policy.

Campbell: If we think about our General Development Policies and the criteria for location of higher density residential development, it will steer you to Centers and Corridors. That was one thing that was brought to our attention during the Transit Land Use Study. If we didn't change our location criteria, we were kind of undermining what we were trying to do with CCW. I would suggest, we probably ought to be more aggressive with tweaking the General Development Policies to ensure they aren't competing with the locations where we want higher density.

Howard: When it comes to Centers, how do you deal with the growing ages of a Center and defining the lines so a Center doesn't just keep going and going?

Campbell: We are doing that through the area plan process and defining specific boundaries and recommending those intensities.

Carter: Am I correct that the Corridors are not specifically the Transit Corridor, but all those that are designated Corridors?

Campbell: The majority of the Corridors, as defined there, would be defined using 3 major criteria: to have a Rail Corridor, a major thoroughfare or an interstate.

Carter: But there are others?

Campbell: No, not as defined by this document.

Carter: This to me is where we have a bit of tension between the planning of what is a Corridor and the definition of a Corridor here. Harris Boulevard is certainly a Corridor, if you want to look at density of living.

Campbell: When we had the discussion about the CCW Growth Framework, we made it known that there was a little bit of confusing terminology. We tried to address it by saying "Growth Corridors" and "Activity Centers."

Kinsey: It makes no sense to have a Corridor in neighborhoods adjacent to Independence Boulevard since they can't access Independence Boulevard. Some historic neighborhoods have been designated Corridors and they back up to Independence.

Mr. Steinman continued reviewing Goal 1 achievements and stated that the Corridors are defined with a great deal of specificity through the area plans. Staff identifies blocks or portions of an area in the intensive development area versus the neighborhood preservation areas. All the recent area plans include that concept. CDOT and Planning staff have been monitoring development trends and building permits on a month-to-month basis.

Kinsey: Did you mean all the accepted area plans?

Steinman: Yes, all the adopted plans. All of them are intended to show where there will be

intensive development. Just because an area is in a Corridor, doesn't mean it will definitely be intensively developed. Through specific area plans is where neighborhoods or blocks are carved out.

Carter: There is an argument out, mostly by the eastside area, that some of the area plans are not supported by maintaining the current zoning. Is there any movement to looking towards down zoning as recommended in some of the area plans?

Campbell: There is and we have taken steps to rezone properties. Some of those rezonings have not been approved by Council and some have. We will continue to have zoning be the most important tool we use to implement plans. It is really important that Planning staff be able to initiate corrective rezonings. We are meeting with some representatives of the eastside on Wednesday to discuss that very topic.

(Council member Cooksey entered the meeting)

Carter: In some cities, there is a time limit on zoning and if it is not active in 10 years, then it relapses to the original zoning.

Campbell: We don't have an automatic reversionary clause. As part of Charlotte's Zoning Ordinance, through the conditional rezoning process, there is a 3-year horizon and staff may initiate rezoning those properties if significant redevelopment hasn't taken place.

Carter: So, it's staff generated and not by any ordinance?

Campbell: That's correct.

Carter: Would you need Council action and would you recommend Council action to do that?

Campbell: No, I would not recommend that because once the rezoning is done, the plan is automatically amended to reflect the new zoning. The basis for saying it's consistent, or not consistent, naturally goes away.

Barnes: You mentioned we had not approved some of the down zoning. Can you give me an example of one we have denied? If you all would emphasize that the requested action by staff pertains to CCW, then that would help me to be mindful of the fact that it's related to this policy.

Campbell: We do not initiate corrective rezonings as part of CCW. CCW is a broad framework and not the document we would want to use as a basis for discussing a rezoning. We go to the area plans for that specific land use direction. Every corrective rezoning that we have brought to the Council, we have emphasized that it is part of implementing a plan. An example of one denied is a rezoning along Central Avenue, where we had high density multi-family that we wanted to rezone R-12 or R-8, that was either denied or we went to some compromise of a zoning classification.

Barnes: Okay, I just want to make sure we are consistent with the policies we implement and the area plans.

Campbell: You probably weren't on Council at the time of the ones denied.

["Goal 2" slides]

Mr. Steinman said that Goal 2 is to prioritize, design, construct, and maintain convenient and efficient transportation facilities, to improve safety and neighborhood livability, foster economic development, promote transportation choices and meet land use objectives. He stated that they are particularly proud of Goal 2 because they have been implementing it with real projects. We need Goal 2 because it provides better projects and streets for our customers.

Mr. Steinman stated that they strive very hard to include bicycle lanes on all the thoroughfare projects. They have also relied on the Urban Street Design Guidelines (USDG) and it's through the USDG that they get the information on how they should design streets and what their components and widths would be. The CIP funded projects are also based on the USDG. He then showed the different transportation projects for thoroughfares, intersections, farm-to-market and minor roadways that have been accomplished since the TAP was adopted.

Barnes: Under the planning and design phases of each project, I realize we spend a lot of money on it and we frequently have Consent items for planning and design contracts. I would like to get back a response from the Manager's Office, in the future, regarding the feasibility of bringing some of that expertise in house. It might be helpful to see if we can save some money by doing that.

Carter: When looking at the prioritizations of these projects, are we considering the linkage of other parkways or other major transportation hubs?

Steinman: Yes. There are about 10 categories of criteria that we look at, as it relates to linking up with other projects.

Carter: I'm looking at Lawyers Road and Idlewild Road and if connected with the Monroe Bypass, then they will have direct feeds from that bypass. I'm extremely concerned because those truly are farm-to-market roads.

["Goal 3" slides]

Mr. Steinman said Goal 3 is about collaborating with local and regional partners on land use, transportation and air quality to enhance environmental quality and promote long-term sustainability. We need Goal 3 because NCDOT, Charlotte-Mecklenburg Schools, Mecklenburg County, MPOs, adjacent areas, and NC/SC directly affect the demand for and/or the supply of transportation in Charlotte.

He stated that we are doing very well with Goal 3. The Long Range Transportation Plan (LRTP)

supports the TAP. They are also trying to ensure that new area plans consider transportation, vehicle miles traveled (VMT), and air quality impacts. They are looking to see if there should be changes to the MPOs in this region and if they should be consolidated. Another achievement in this goal is NCDOT staff is working on a Complete Streets Policy. The Regional Managed Lanes Study was completed last year and this year they have been trying to secure funding for I-77 to convert from HOV lanes to HOT lanes. He stated that they have also done an excellent job with linking up to greenways in Mecklenburg County.

["Goal 4" slides]

Mr. Steinman described Goal 4 as a way to communicate to the people the land use and transportation objectives and services. That is done in an annual report that contains information about the achievements and the challenges. The Capital Investment Plan is consistent with the TAP, as far as the transportation projects are concerned. There is also a survey done to determine the public's awareness of land use and transportation issues. He then quickly read through the survey results.

Kinsey: How did you conduct the survey?

Steinman: It's a telephone based survey.

Pleasant: We contract with Marketwise. There were 850 households called and they were geographically distributed across the City.

["Goal 5" slides]

Mr. Steinman said that Goal 5 is about seeking financial resources, external grants and funding partnerships necessary to implement transportation programs and services. This is one we are not doing as well on as the others. He stated that they are considering all funding opportunities. They have worked on producing a number of grant applications this past year, but were unsuccessful at receiving any of them. He said they also continue to monitor how they are tracking inflation through the TAP's funding expectations, as compared to the amount of revenues that are coming in. Mr. Steinman pointed out that because of the economy and the cost of construction going down in the past two years, that they are not falling further behind.

["TAP Update – Schedule" slide]

Mr. Steinman quickly read through the schedule and then asked the Committee if they had any more questions.

Carter: There is one issue that is still out there that I continue to be concerned about. That is infill development of sidewalks in mature neighborhoods. I hope our staff is using a lot of creativity when going into these projects. I would be willing to see more expenditure to avoid mature trees appropriately and perhaps some flexibility in where we put the sidewalks. I'm hearing a lot from Eastway Sheffield, but I've also heard from Murrayhill and other areas.

Safety is primary, but where the streets are not as well traveled, perhaps we can be more flexible. Pleasant: We've been working very closely with staff to make sure they are calibrating with retrofit sidewalks appropriately. Doing that work in infill is a lot different than doing it in a new development. We have been pretty aggressive at putting forward sidewalk projects over the last year or two and with all that work going on, we are going to make someone unhappy. We have a lot of staff working with those that are unhappy and in a couple of cases; we have recommended stepping away from a project. Early next year, we hope to bring back to you another iteration of our Sidewalk Program Policy and how we proceed. You will find me recommending to put most of our focus on thoroughfares, with a little set aside for petition based sidewalk projects, and move away from the neighborhood program we've had.

Carter: I would add schools to that list as a priority. If a child can walk to school, you are fighting so many different issues, including obesity.

Pleasant: Some schools are neighborhood schools and they can be very dicey. Murrayhill Road started out as a school access project.

Kinsey: I want to compliment the Sidewalk Program because my experience is that they really do try to work with the neighborhoods. Park Road was an impossible project, but they continue to do a great job there. I do agree with Council member Carter regarding established neighborhoods. Are there still two pots of money for sidewalks? I don't understand why we don't have sidewalks done by either Neighborhood Improvement Program or Transportation.

Pleasant: It can be confusing, because the Neighborhood Improvement Program projects also have a sidewalk retrofit program. We are working among the staff to get those two programs back on the same track.

Chairman Howard thanked staff for their presentation and requested to move on to the next agenda item.

II. Urban Street Design Guidelines

Mr. Pleasant said today is to follow-up on the Developer Review Board discussion they had at the last meeting and to let the Committee know where staff has landed with it. A week from today, there will be the Public Hearing to consider Subdivision and Zoning Ordinance text amendments that Council will consider for approval in December. Ms. Campbell added that this has been a long process and she thought the community would say they are pleased with how the process has worked. She then turned it over to Mike Davis and Shannon Frye.

Mr. Davis handed out a document titled "Sec. 20-10 – Development Review Board" (copy attached) and said that in the discussion at the last meeting there were some pretty specific questions that staff didn't know the answers to. This document addresses those. He said the language on the document is an excerpt from the draft ordinance language.

He added that not everything would be contained in this section of the ordinance. There would

be Rules and Procedures for the Development Review Board. They have started to compile other Rules and Procedures from different Boards to be consistent. That would address things like the selection of officers, conflicts of interests, attendance and how voting occurs. The Board would adopt the Rules and Procedures so, that would not be part of the ordinance language.

Mr. Davis read through the Development Review Board document. He pointed out the highlighted section in the first paragraph and said that, as in past practice, once Council makes an appointment, the determination is then made that the person is qualified.

Barnes: Why can't the Planning Commission be the appellate body?

Davis: We talked about that last time and it's been debated. We feel like there is a certain set of expertise that is necessary to make the kinds of decisions that need to be made, under the idea of Alternative Compliance, when you consider that the purpose of the decision they are making is to determine whether someone has really complied with the intent of the ordinance.

Barnes: Don't we have relevant expertise on the Planning Commission that might be able to resolve some of these issues that they can make a recommendation to Council? I'm trying to avoid creating another Board.

Howard: We went through this at the last meeting. We went through different options. After hearing from staff at the last meeting, we chose Option 2. We never talked about a scenario where we went Planning Commission to City Council.

Barnes: The automatic right of appeal in Option 2 would be to go to Superior Court?

Davis: Yes.

Howard: That was the point of Option 2. You take out a step by not having the Planning Commission see it. It may help to not hold the process up.

Barnes: If the Planning Commission was to make a recommendation to us, Council would have an up or down vote on whatever the exception requested is and that would either be denied or approved. It's kind of like a rezoning. I don't see the problem with us saying no to something. People elect us to make tough decisions.

Frye: I think the distinction on the legislative side, when we are talking about the Subdivision Ordinance and Alternative Compliance, is we have so specifically narrowed this down to the standards of that section, which are either block lengths or cross sections, where it can't be achieved by the variance provision because you do not have a hardship. However, if your design is innovative and you are making a specific modification to that cross section or the length of that street, then that's going to come in as an alternative design. It's in the individual's purview to look at and make a recommendation. Staff's concern about it going back to the Planning Commission is the subject matter, testimony and technical aspects of it are very difficult and it is hard to articulate the findings of facts. We are trying to structure this such that a hearing would

be conducted in a rather short time period. We aren't talking about the complete design or complete development. It's a specific standard.

Barnes: We don't necessarily have to have this set up this way. Couldn't we have the Planning Commission review a particular project that might fall under this exception and have them work with our attorneys and the Planning staff to review the potential exception, and then they make a recommendation to us? Council could then say yes or no. I don't get the problem with that. I think this sets up a situation with a lot of subjective analysis that will result in litigation. I'm not necessarily comfortable with the Development Review Board. I think we have enough talent amongst us.

Hagemann: We took a quick look at the statutes and the subdivision statute does allow for the City Council to be the authority to approve the subdivision, either directly or by a recommendation of another body. From our quick review, what we aren't seeing is anything that answers the question, "Does it have to be quasi-judicial?" The conditional rezoning you are familiar with, we have clear statutory authority that we can do that in a legislative capacity. We have, throughout this process, been thinking of subdivision approvals as either being ministerial or quasi-judicial. If quasi-judicial, you would have to have a full blown hearing with sworn testimony and decisions made on the record, which is vastly different than what you are familiar with.

Barnes: We don't want to do that, in my opinion, but if we can find a legislative route, that would be preferable.

Hagemann: We are happy to think about that a little more, but my fear is that the conclusion we will come to is we lack the statutory authority right now for you to do that in your legislative capacity.

Cooksey: The quasi-judicial aspect is what helped swing me away from using the Planning Commission. The work load that exists needs to be considered. I think it's going to be too much to ask them to take on for us. The Development Review Board seems to be the best middle ground for addressing the Door 3 option and providing a consistent, documented level of feedback that Council, in the future, can see where they need to tweak their ordinance.

Kinsey: How did you determine who the Mayor and Council members pick? I'd like to switch that around a bit. I'd like Council to have the Architect or the Landscape Architect.

Davis: There was no sophisticated thinking that went into this. It was consistent with the tradition of the two-third/one-third. We have a 9 member board, but there are 3 alternates. We offered 3 alternates for the positions that we felt like were at risk for constant recusal based on their professional affiliations.

Cooksey: I'll offer this direction. The Council appoints the Architect and the Mayor appoints the Architect – Alternate. Of the 9 standard voting members, the Mayor has 4 appointments, which is an imbalance on the one-third/two-third tradition. He can have one-third of the alternates and

one-third of the voting member appointments.
Barnes: I agree with Council member Kinsey and Council-member Cooksey's proposal. I'm fine with that change.

Howard: I want to make the pitch that we allow the Planning Commissioner member to be appointed by the Commission Chair. They know each other's workload.

Cooksey: I recommend modifying it so that the Planning Commissioner is a Council appointment on recommendation of the Planning Commission Chairman.

Barnes: We are going to tweak this thing to death. I don't know that it's a Board that will be used often. I like the last adjustment we discussed and I was going to seek counsel from the Chair of the Planning Commission anyway, with regard to that appointment.

Howard: For the record, she has several appointments already and that's part of what the Chairman does. It's just a suggestion.

Cooksey: Not all the Planning Commission Chair appointments have voting rights in the bodies they serve, which is a relevant point.

Howard: They are for the Historic Districts Committee and MUMPO.

Barnes: Final point towards the bottom of the document, the terms of one-third of the Board shall expire each year. Can you explain?

Davis: During the first term you would have a third of the Board be a one-year term, the second third of the board a two-year term, and the third third of the Board would be a three-year term.

Barnes: How will we determine which leaves first?

Davis: My understanding is that would be handled under the Rules and Procedures. Typically, people would state their preferences early on.

Barnes: In the last sentence it says, "Members shall be subject to removal from the Board with or without cause by the appointing authority." Is that clause in each of the agreements we have for all the Boards we appoint?

Hagemann: No, because they were created at different points in time. This is taken from the most recent one created, which was the Residential Rental Housing Board.

Barnes: Would I need to make a referral to the Restructuring Government Committee to explore having that clause added to each of the Boards and Commissions?

Hagemann: Our legal interpretation is generally, if there is not such a provision written in the ordinance or the law, if a position constitutes an office for a defined period of time, the members

can only be removed for cause, because it's considered to be a property interest. In theory, it also brings in due process hearings for removal. If it is not an office, inherently the appointing authority can remove at any time, with or without cause. I think we are in that place anyway.

Barnes: Thank you for that. I'll talk with you more offline.

Schumacher: What is the process for the Chairmanship of this Board?

Davis: That would be part of the Rules and Procedures as well.

Council member Cooksey made a motion and was seconded by Council member Barnes to recommend the document as presented with the change of the primary Architect being appointed by Council and the alternate Architect being appointed by the Mayor, and that the Planning Commissioner is appointed by Council on recommendation of the Planning Commission Chairperson. *(Motion passed unanimously)*

Chairman Howard recognized Natalie English from the Chamber and her team on the hard work of getting the bonds passed by the voters. He then adjourned the meeting at 4:50 pm.

Transportation & Planning Committee

Monday, November 8; 3:30 – 5:00 PM
Charlotte-Mecklenburg Government Center
Room 280

Committee Members:	David Howard, Chair Michael Barnes, Vice Chair Nancy Carter Warren Cooksey Patsy Kinsey
Staff Resource:	Jim Schumacher

AGENDA

I. Transportation Action Plan Accomplishments– 45 minutes
Staff Resource: Norm Steinman
Staff will present information detailing accomplishments that have occurred since the TAP was adopted in 2006. This information will be used to shape the TAP 5-year update.
Attachment: 1. TAP 5-Year Update – Achievements.ppt

II. Urban Street Design Guidelines – 30 minutes
Staff Resources: Mike Davis & Shannon Frye
Staff will provide answers to Committee members' questions related to appointments and rules and procedures for the proposed Development Review Board.

Next Scheduled Meeting: Monday, December 13 at 3:30 pm in Room 280

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

CHARLOTTE

TRANSPORTATION

TAP 5-Year Update - Achievements

Norm Steinman, AICP
CDOT

November 8, 2010

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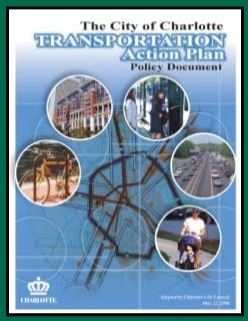
Transportation Action Plan (TAP)



- In ***May 2006***, City Council adopted the TAP – Charlotte's first long-range, comprehensive multi-modal transportation plan
- TAP defines transportation-related
  - Policies
  - Programs
  - Projects
- 5 Year Update - underway

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Purpose of TAP

- Describe City's vision as to how transportation-related policies, programs, and projects will support mobility, livability, sustainability, and economic development in Charlotte

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TAP Aligned With Other City Initiatives

Charlotte's Future Vision

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.

Centers, Corridors and Wedges Growth Framework

A vision for future growth and development

Transportation Action Plan

Comprehensive strategies to make Charlotte the premier city in the nation for integrating land use and transportation choices

- **Pedestrian Plan** *(underway)*
- **Urban Street Design Guidelines**
- **Bicycle Plan**
- **Safe Routes to School** *(requested in TAP)*
- **Center City Transportation Study**
- **Connectivity Program**

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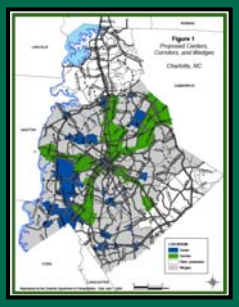
TAP's 5 goals

Goal 1 – Centers, Corridors & Wedges
Goal 2 – Quality design
Goal 3 – Collaboration with local/regional partners
Goal 4 – Communication
Goal 5 - Funding



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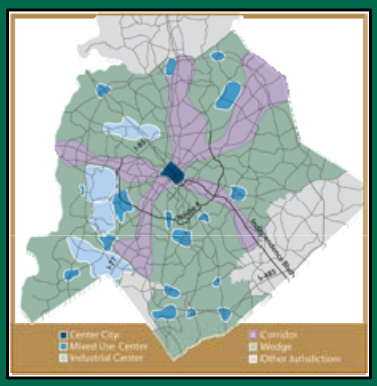
Goal 1

Continue implementation of the Centers and Corridors Growth Framework



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Why do we need Goal 1?

- To invest in higher-capacity travel facilities providing multimodal travel choices to/from intensive development areas
- To encourage more intensive development where there are higher-capacity travel choices – freeways, rapid transit, thoroughfares

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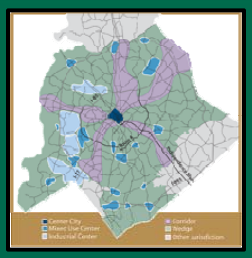
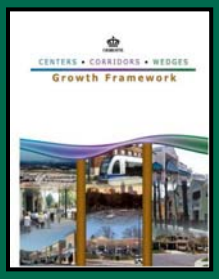
Goal 1 - Policies

- The City will encourage 75% of new office development and 75% of new employment to be within Centers or Corridors
- The City will encourage minimum of 70% of new multifamily units to be located within Centers or Corridors





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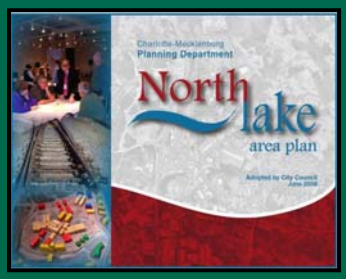
Goal 1 - Achievements

- ✓ CC&W applied in recent Area Plans and private development partnerships



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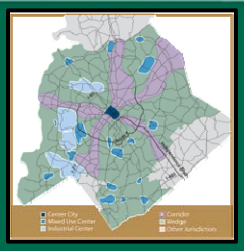
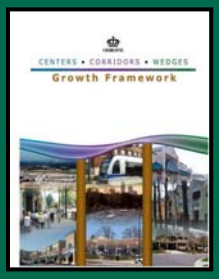
Goal 1 - Achievements

- ✓ Staff has been monitoring development trends to determine if City is meeting its CC&W goals
- ✓ CC&W became "planning filter" for large transportation and land use decisions
- ✓ CDOT staff analyze transportation supply and performance based on CC&W
- ✓ CC&W Growth Framework adopted by City Council in August, 2010





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Goal 2

Prioritize, design, construct, and maintain convenient and efficient transportation facilities to improve safety and neighborhood livability, foster economic development, promote transportation choices and meet land use objectives.

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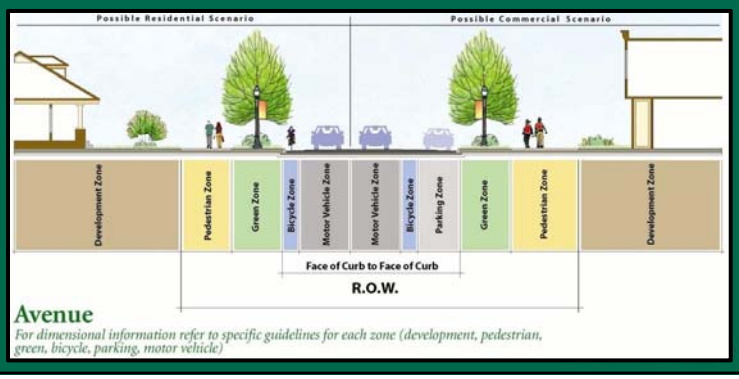
Why do we need Goal 2?

- To provide our customers (City's residents and other persons traveling in Charlotte) the well-designed and seamlessly-connected streets, transit services, facilities for walking, and facilities for bicycling.



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Goal 2 - Policies

- The City intends for all transportation projects to improve safety and neighborhood livability, promote transportation choices and meet land use objectives
- The City will require bicycle lanes designed consistent with the USDG on all new or reconstructed roadways, where feasible

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How have we relied on the USDG?

- To establish the appropriate street networks, street classifications, and street cross-sections, as well as a process for making tradeoffs when planning or designing streets
- To create CIP-funded projects (since 2005) that are truly multi-modal and enhance long-lasting community values

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TAP and USDG have produced projects on the ground!

- Rozzelles Ferry Rd.
- Charlottetowne Ave.
- Cindy Ln.
- East Blvd.
- Hickory Grove Rd.
- Old Pineville Road
- Prosperity Church Rd.
- Stonewall Ave.
- Morris Field Dr.
- W. Trade/Rozzelles Ferry
- Woodlawn/South
- 49/John Kirk
- Fred D. Alexander
- 29/49

People don't travel on policies!

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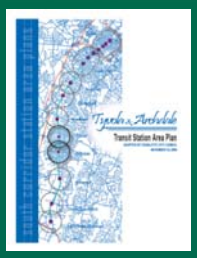
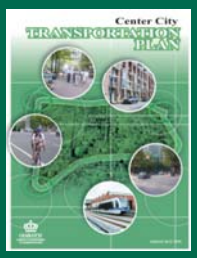
What types of planning have we relied on to implement Goal 2?

- Area Plans – to define street networks and describe street classifications
- Bicycle Plan – to describe different types of projects
- Center City Transportation Plan – to recommend specific enhancements for multi-modal travel and connectivity





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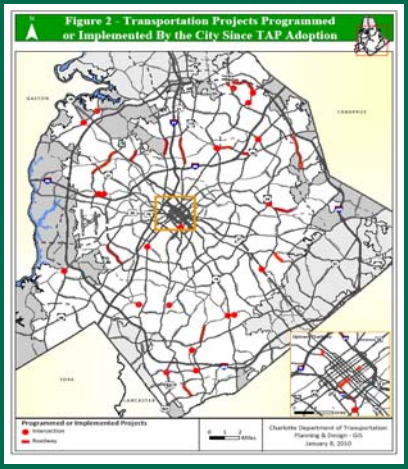
Goal 2 - Achievements

- $390M in streets, intersections and sidewalks
- Dozens of projects "on the ground"
- Quality projects for all users – provide transportation choices



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Projects Since TAP Adopted

Thoroughfares

Phase	Projects	$ (Millions)
Planning/Design/Real Estate	7	98
Construction	4	88
Completed	7	73
TOTAL	18	259

Intersections

Phase	Projects	$ (Millions)
Planning/Design/Real Estate	7	27
Construction	0	0
Completed	2	7
TOTAL	9	34

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Major Thoroughfares

- Fred D. Alexander Boulevard (Freedom to Brookshire) - $36.5 million

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Intersections

- South Blvd./Woodlawn Rd. multi-modal upgrades - $4.0 million

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Projects Since TAP Adopted

Farm-To-Market

Phase	Projects	$ (Millions)
Planning/Design/Real Estate	7	59
Construction	0	0
Completed	0	0
TOTAL	7	59

Minor Roadway

Phase	Projects	$ (Millions)
Planning/Design/Real Estate	2	1.7
Construction	1	0.4
Completed	19	8
TOTAL	22	10

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Farm-to-Market Roads

- Rea Road (Colony to NC 51) - $21.3 million

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Farm-to-Market Roads

- Johnston-Oehler Rd.
  (Mallard Creek to Prosperity Church)
  - $14.3 million

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Other Projects Since TAP Adopted

Traffic calming and road conversions	20 projects
Sidewalks	
- Completed or under construction	102 miles
- Planning/design/right-of-Way	34 miles
Bicycle projects (not included in other projects)	
- Off-road facilities	3 miles
- Planning/design/right-of-Way	17 miles

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Goal 3

Collaborate with local and regional partners on land use, transportation and air quality to enhance environmental quality and promote long-term sustainability.

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Why do we need Goal 3?

- Because NCDOT, CMS, Mecklenburg County, MPOs, adjacent areas, NC/SC directly affect the demand for and/or the supply of transportation in Charlotte

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Goal 3 - Policies

- The City will coordinate with local and regional partners to ensure that the LRTP supports the TAP
- The City will ensure that new area plans consider transportation, VMT and air quality impacts
- The City will work with regional partners to evaluate the benefits of forming a regional planning organization or combining MPOs.

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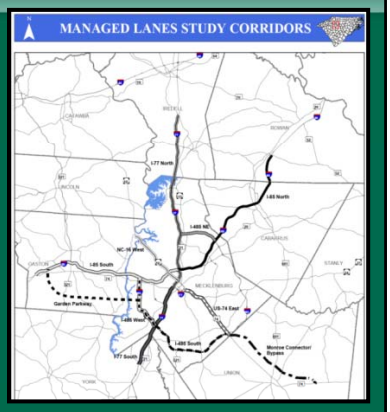
Goal 3 - Achievements

- ✓ NCDOT Complete Streets Policy & ongoing coordination
- ✓ Managed Lanes Study
- ✓ Mecklenburg County Greenway collaboration
- ✓ MUMPO 2035 LRTP



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Goal 4

Communicate land use and transportation objectives and services to key stakeholders.

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Why do we need Goal 4?

- To communicate what the City's vision is, to describe how we plan to achieve the transportation-related vision, and to explain what we have and have not accomplished

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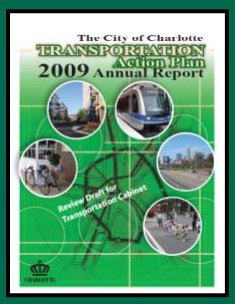
Goal 4 - Policies

- The City will develop a TAP Annual Report .
- The City intends for the Capital Investment Plan to be consistent with the TAP
- The City will establish a survey to determine baseline public awareness of Centers and Corridors and the City's multi-modal transportation approach



2009 TAP Annual Report

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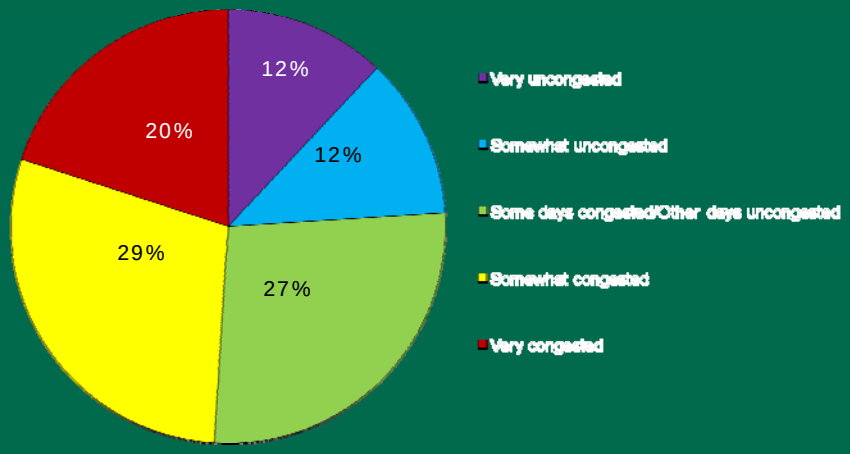
2010 Charlotte-Mecklenburg Annual Survey

Describe the route you take to work.



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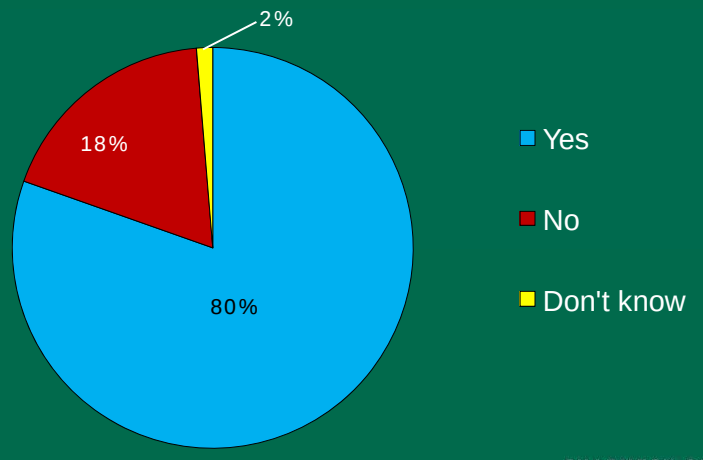
2010 Charlotte-Mecklenburg Annual Survey

Do you believe roads should be designed to accommodate all users including motorists, pedestrians, bicyclists, and transit users?



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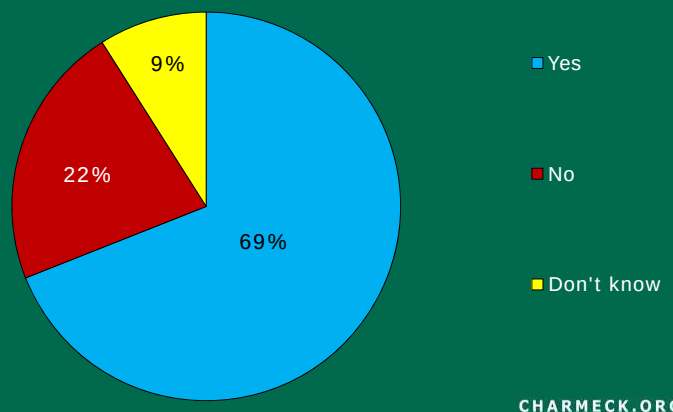
2010 Charlotte-Mecklenburg Annual Survey

Do you believe that the City of Charlotte should steer growth to areas where there is sufficient infrastructure to accommodate it & steer growth away from areas there is not sufficient infrastructure?



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Goal 5

Seek financial resources, external grants and funding partnerships necessary to implement transportation programs and services.

Thoroughfare Improvements

Farm to Market Upgrades

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Why do we need Goal 5?

- To secure the funding necessary for implementation of the TAP's long-term vision, programs, and projects

"Charlotte voters approve $204 million in bonds"

- Charlotte Observer, 11/3/2010

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Goal 5 - Policies

- The City will consider all potential funding opportunities to implement the Transportation Action Plan.
- The City will monitor current transportation funding revenues and expenditures on an annual basis to ensure that they are keeping pace with the TAP

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TAP Update - Schedule

T&P Committee

- 10/2010 Introduction of 5-Year Update
- 11/2010 Discussion of Accomplishments
- 12/2010 Discussion of Challenges
- 2/2011 Feedback - Public Workshops/Outreach Funding Review
- 3/2011 Draft Document Presented
- 4/2011 Feedback from Public Workshop/Outreach
- 5/2011 Advance to City Council

Public Review

- 1/2011 1st Round - Public Workshops/Internet Survey
- 3/2011 Draft Document Review & Comment Period
- 4/2011 2nd Round – Public Workshops

Full City Council

- 5/2011 Council Workshop
- 6/2011 Public Hearing
- 7/2011 Decision

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Questions

Norm Steinman, AICP
CDOT Planning & Design Division Manager
nsteinman@ci.charlotte.nc.us

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Sec. 20-10. – Development Review Board.

A Development Review Board is hereby established to hear and decide requests for alternative compliance with the standards of this chapter. The board shall be composed of nine members and three alternates who shall be appointed according to the following disciplines (the determination that an appointee meets the relevant discipline shall be made by the appointing authority whose determination shall be conclusive):

Architect (Mayor)

Civil Engineer (Mayor)

Landscape Architect (Mayor)

Bicycle Advocate (Mayor)

Planning Commissioner (City Council)

Public Health Professional (City Council)

Real Estate Attorney (City Council)

Real Estate Development Industry Representative (City Council)

Transportation Planner or Urban Planner (City Council)

Architect – Alternate (City Council)

Civil Engineer – Alternate (City Council)

Landscape Architect – Alternate (City Council)

The terms of office shall be for three (3) years with no member serving more than two consecutive full terms. The terms of one-third of the Board shall expire each year. If a vacancy occurs, the original appointing authority shall appoint a person to serve for the unexpired term of the vacant position.

Five voting members shall constitute a quorum. Members are required to attend all business meetings and hearings in accordance with the attendance policies promulgated by the City Council. Vacancies resulting from a member's failure to attend the required number of meetings shall be filled as provided in this section.

Members shall be subject to removal from the Board with or without cause by the appointing authority.