Charlotte City Council

Transportation & Planning Committee

Meeting Summary for December 13, 2010

COMMITTEE AGENDA TOPICS

I. **Subject:** **Plaza-Central Plan Amendment**
Action: Motion passed unanimously to forward amendments to the full Council.

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

III. **Subject:** **North Corridor Briefing – Red Line Commuter Rail and I-77 North HOT Lanes**
Action: None

IV. **Subject:** **2011 Meeting Calendar**
Action: Motion passed unanimously to adopt 2011 meeting schedule with edits.

COMMITTEE INFORMATION

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

ATTACHMENTS

1. Agenda Package

DISCUSSION HIGHLIGHTS

Chairman David Howard called the meeting to order and asked everyone in the room to introduce themselves. He welcomed the elected officials visiting from the north cities. He then turned it over to Debra Campbell.

I. Plaza-Central Plan Amendment

Ms. Campbell stated that the Plaza-Central Plan amendment has been reviewed by the Committee at a previous meeting and was forwarded for public comment. They had the public comment session and there were three people who spoke in support of the amendment. She said Michelle Jones is here today and would be able to provide any more information if the Committee requested it. Council member Kinsey asked if there had been any changes since the public hearing and Ms. Jones replied that there had not been.

Council member Kinsey made the motion and was seconded by Council member Carter to forward the recommendation on the proposed Plaza Central Pedscape text amendment to reduce the distance between bars, nightclubs, and lounges to residential properties from 400 feet to 225 feet, to the full Council for approval. *(Motion passed unanimously - Howard, Carter, Cooksey, Kinsey for)*

II. Urban Street Design Guidelines

Chairman Howard said the next item on the agenda is the Urban Street Design Guidelines (USDG), which they just recently had a public hearing on. He then turned it over to Mike Davis and Shannon Frye.

Mr. Davis said that at the public hearing there were nine speakers signed up for this item and a few that spoke in favor still had a couple of lingering issues. Council requested staff look at those issues and bring them back and talk about them. The purpose of this presentation is to give the Committee an update on what those issues were and also provide an update from the most recent Zoning Committee meeting.

Mr. Davis began reviewing the "Urban Street Design Guidelines Ordinance Implementation" presentation (copy attached). All three items that were expressed as concerns have been changed and have gone through the Zoning Committee with recommendations for approval on those items. The first issue was how we treat plans that have already been submitted through the system or have some previously approved conditional zoning plans. He said they have taken the same approach as the Post Construction Control Ordinance (PCCO), which says if you have a conditional zoning plan approved before 2002, you would be vested until 2013, and if you are in a window between 2002 and 2011, you would be vested until 2016. Mr. Davis also discussed the block length flexibility and has modified the item number 7 to include distribution warehousing and industrial uses. The third item that caused concern was the relationship between the ordinance and the Land Development Standards Manual. The work that goes on in the manual is not something that requires Council's review and approval. The concern expressed was if we are getting too far afield of our constitutional authority for staff to be creating these things that look like requirements. Our answer is we are not creating requirements; we are creating standard details that help people meet the requirements of the ordinance. He said they revisited the definition of the Land Development Standards Manual and Mr. Davis read through the few places where they edited the language.

(Council member Barnes entered the meeting)

Carter: In regards to the chart on slide 3, why 2016 for grandfathering versus 2015 for 5-year vesting? That doesn't make sense to me.

Davis: We tried to model it after PCCO for simplicity sake. I'm not sure why that became a 6-year period versus a 5-year period.

Howard: That was built into the PCCO, right?

Davis: Yes, and we thought it made sense to make it the same, so people weren't surprised.

Carter: To me, the debate is whether this is a good ordinance for the City. If it's a good ordinance for the City, then the sooner it's impacted.

Howard: So you are saying to want to do the same thing that allows us to implement the vesting on development rights and conditional ordinance, but I think the whole point is to make it line up.

Davis: There are two other things to consider when thinking about grandfathering and that is people make a certain amount of economic investment in the development of plans that get approval. The other thing is we started the development of the USDG policy many years ago, so those plans that came through as conditional zonings, we were already trying to mold many of those plans to conform to what we thought were going to become the regulations under the USDG. Hopefully, there is not a lot of disparity in the first place.

Howard: How did you take care of that?

Davis: For anything after the policy, we asked people to commit to notes in the conditional plans so that if they were building streets or a street network, they were agreeing to do that per the USDG policy.

Mr. Davis continued reviewing the presentation and discussed the action at the Zoning Committee, which was to approve the proposed text amendments with a modification to have the Zoning Committee perform the duties of the Development Review Board. He said that staff's recommendation is to not introduce that modification, but to be consistent with the vote taken at the October 28, 2010 Transportation and Planning Committee, which was to choose "Option 2."

Ms. Campbell added that it was a difficult conversation to have with the Planning Commission because they received it more as they were incapable of serving, which is not the case. It has nothing to do with capability. It's more about the fact that the Zoning Committee, as it's currently constituted in membership, doesn't have all the areas needed to function as the Development Review Board. The Planning Commission appointments are a political process and we cannot be assured, long term, that we will have the disciplines that are necessary to do a quasi-judicial process and have the technical background to appropriately review the type of

detailed information that would be coming to the Board.

Barnes: Remind me why we chose Option 2. I was not at that meeting.

Howard: We chose Option 2 because there was a feeling amongst the Committee that we should definitely have someone from the community, and after having some conversation about that, we decided that person could be a Planning Commissioner. All the rest of the disciplines are appropriate to be on the Board. Also, we thought it would be best that after the body made its ruling, it should go straight to Superior Court.

Barnes: I believe that throughout the discussions, we all agreed there would likely not be that many appeals. I like Option 3 because it provides a two-step appellate process. It also addresses concerns that members of the Zoning Committee expressed because they would play an internal role in what happens with projects that go through the Development Review Board. I always like having someone from the community on Boards, who is not necessarily interested in a particular outcome.

Campbell: Normally, the Planning Commission works in more of a legislative environment. They are the Board that reviews subdivision appeals; however, we have very few of those. You may recall the difficulty of that Board functioning in that quasi-judicial capacity and that's the Alternative Compliance environment. It's not legislative.

Barnes: Would the Committee be amenable to Option 2 and add a resident, and combine an Architect and Transportation/Urban Planner, so there are still 9 members?

Kinsey: No, I strongly support Option 2 as it is. The Planning Commission is really a political body and I think it's better to have someone on there from the Planning Commission. I don't think we need the two step process.

Barnes: I agree with Option 2, I'm just trying to get a resident on it and have an odd number of members.

Howard: At the last meeting, we concluded that all of these people are residents. So, what definition would you use to categorize a resident?

Barnes: Was staff thinking that a resident would be someone from the community?

Howard: That came up here, not from staff. Council member Carter had asked for that.

Carter: Then I accepted the reasoning given and a Planning Commissioner is passing as a resident, which may not fit into one of the other categories listed.

Barnes: Okay, then I'm fine with that.

Howard: Do we need to vote on this?

Davis: No.

Carter: Do we express preference formally?

Howard: No, I don't think so.

Campbell: We'd like to thank you all for your patience during this process.

Howard: Thank you all for your work on this item. Let's move on to the next agenda item.

III. North Corridor Briefing

Red Line Commuter Rail

Chairman Howard said that at the last Metropolitan Transit Committee (MTC) meeting, CATS staff did a fantastic job bringing vision and creativity in how we are going to approach dealing with the deficit that we have when it comes to the ½ cent sales tax. He said that over the last year on Council, he's spent a lot of time up north trying to get his head around their needs when it comes to I-77 and the Red Line. He said that he has asked Mr. Schumacher to bring back a series of updates about these items affecting the North Corridor. Mr. Schumacher said there is activity with regard to the Red Line, I-77 and the HOT Lanes, and there is also the existing express bus service along this Corridor. Today, the Committee will look at all three elements for the North Corridor.

Ms. Carolyn Flowers said they had a MTC workshop last month to talk about economic realities and how it's impacted their financial picture. During that time, they looked at the possibilities and options for the projects in the 2030 Plan. They received recommendations from the MTC, for the North Corridor, to explore a public-private partnership. Brian Nadolny will go over the presentation.

Mr. Nadolny began reviewing the "Red Line North Corridor Commuter Rail Briefing" presentation (copy attached). He stated that the commuter rail project consists of using the existing freight railroad tracks that go through Charlotte, up through the 3 towns, all the way to Mooresville. It would have 10 stations in the initial service, with 30-minute headways during peak times, and hourly headways during the off peak times. The daily trips are estimated at 4,000 – 6,000 per day. He said they also have an Express bus ridership in this corridor. It started in 2000 and was so successful, that in 2007, they split the route into two routes. There is also a Mooresville Express route and there have been issues with getting park and ride lots. Mooresville has decided to discontinue the service at the end of this year and CATS is looking at additional parking along Exit 30 to try to capture some of that ridership.

Mr. Nadolny discussed the recent work that has been done over the past year. The MTC approved $500,000 to do tasks from the Red Line Work Plan. In the spring of 2010, the Red Line Task Force was created and several members of the MTC went to Washington to meet with the federal delegation. In September 2010, the Red Line Task Force was officially adopted as a

sub-committee of the MTC.

Mr. Nadolny read through the different tasks they have been undertaking over the last year. He pointed out that the federal government announced there would be rule changes to the New Starts process and they will be creating a New Starts Submittal Equivalent for land use. That is something they didn't do before, because it didn't qualify through the old rules.

Mr. Nadolny continued reading through the presentation and discussed the use of the consultant, Paul Morris from Greenleaf Strategies. Chairman Howard pointed out that Paul Morris mentioned at the MTC meeting that the City ought to be talking to Norfolk Southern about the fact that the state is making a lot of improvements because of all the high speed rail line money received. That ought to be a negotiating stance for the City to get a better lease agreement. Ms. Flowers said the state is currently in negotiations with Norfolk Southern. The CATS has talked to the state about assisting in discussions and they have said they would assist us, but could not do so until they complete the negotiations on the high speed rail project.

Howard: Back to the first bullet on slide 8, does the change in the New Starts you mention lower the ridership requirements? What does it really do?

Nadolny: The one thing they did is take off the requirement dealing with needing a medium rating for cost effectiveness. Now, you just need a medium rating total, throughout all the ratings.

Howard: What is the interpretation for medium?

Nadolny: For each of the criteria, you can get between a high and low, a medium to medium-high, etc. When it came to cost effectiveness, commuter rail projects don't bide very well in the process, so we never reached the medium rating and didn't think it would qualify. Now that they have withdrawn that, all we need is a medium overall.

Howard: Is there one particular area that might pull us up?

Flowers: Land use development and sustainability may pull up the rating. That is the analysis that is being worked on now. We have not seen the new rules from the FTA, so this is just preparatory work. The change in the weighting factors shouldn't be the sole criteria for the weight of a project. Secretary LaHood has changed it back to the past practice where you look at the overall weighting.

Nadolny: The federal government is asking for comments from the agencies to see how these rules could change. The cost effectiveness isn't going to go away, but there might be some criteria to add on to that have what the agencies feel is a fair representation of the criteria.

Flowers: The process remains very competitive.

Carter: Is there a chance for political discussion with the northern cities, so we can partner in

Raleigh for these discussions? This is a key issue for me because I think this is the hold up when we look to federal and state funding for the Red Line.

Flowers: I believe that option is there, if we can get them to the table. Several years ago, we had initial discussions and developed a term sheet regarding the operations and leasing of the right-of-way. Those discussions have been dormant for several years.

Howard: Well, the good thing is they are at the table because of high speed. We should piggy back on that.

Barnes: A few slides ago you talked about the bus ridership numbers. Why is there such a decline from 2009 to 2010? Does the 350,000 from 2009 indicate 175,000 people who took roundtrips that year?

Nadolny: It is 350,000 trips. Most of those are round trips. The drop in ridership has to do with the economy. We've seen decline on a lot of the Express buses and unemployment has some affect on it, as well as the gas prices.

Barnes: One of the reasons it's peculiar is when the meltdown occurred in 2008, we went up in ridership in 2009 and then dropped in 2010.

Flowers: At that time, the cost of gasoline was very high and that changed some of the travel habits and driving habits. The entire transit industry had record ridership during that period. Then when the price of gas came back down, people resumed driving again, plus couple that with the economic downturn.

Barnes: Regarding the feasibility of the proposed new station, have we identified a location for that?

Nadolny: Yes, it's around 24th Street and Graham Street. There is a developer interested and has some plans in the works and wanted to look at adding a station. The members of the Task Force have directed us to see what that would cost.

Flowers: However, in this economic environment, we would have to see how that costs out and what the developer is willing to put forth. We would also have to look at long term operating costs, because part of the discussion that took place at the MTC meeting is having the ability to operate and ensure we can sustain those costs into the future.

Barnes: Is Iredell County participating in some of the costs that deal with the rail line?

Nadolny: In the cost estimate, all the costs beyond Davidson are assumed not to be paid for by CATS, but by a combination of Mooresville and Iredell County. It's been difficult to get Iredell County Commissioners to discuss it.

Barnes: Who's paying for the feasibility analysis?

Nadolny: That comes out of the $500,000 identified to do the tasks to further the Red Line.

Barnes: But the station is in Iredell County, so why aren't they participating?

Flowers: The MTC has made the decision to support the efforts of the expansion of the line. So, at this point, I would say that is a regional long term view of the ridership potential.

Howard: Mooresville is a small part of Iredell County and they want to be part of this. They are trying to figure out how to participate; it's just trying to figure out how to do that coupled with the fact that they don't have the ability to implement the ¼ cent sales tax. How they participate is what's up in the air.

Barnes: I think we want them to participate, but the issue is they need to carry some of the cost burden at some point.

Nadolny: They have participated in portions of the EIS process in the past.

Mr. Nadolny continued the presentation and read through the "Cost Savings Meeting" slide. He stated that the 2009 cost estimate was for $358 million. For the purposes of the financial strategy meeting they had in October, they assumed a 2017 build out year, which coincides with the NCDOT Grade Separation Study. If you escalate the cost out to 2017, it's $456 million. The conclusion of that meeting was there were very few ways to really reduce the cost of the project, in a meaningful way, because throughout the whole process they knew they were not going to receive federal funds, so they have been value engineering the project from the beginning. There would be a cost savings by cutting the northern terminus in Mooresville. They also identified several items that could be deferred; however, some of them might have implications on other parts of the project, such as operating costs. At the end of the process, HDR will develop a matrix showing the different measures identified that could be deferred and the implications to the project.

Mr. Nadolny went on to describe different options for funding partnerships and private-public partnerships. There may be opportunities to partner with NCDOT, Norfolk Southern and some real estate developments along the Corridor. Mr. Nadolny read through the "Next Steps" slide and asked if there were any other questions.

Howard: In the first bullet on the "Option 1" slide, shouldn't it say "partnership with NCDOT and the cities/towns" while they are making their capital improvements as well?

Nadolny: Well, it's assumed the towns would be partnering with us. This just shows one option where we plan to meet with the state to talk about the widening of I-77 and the rail project as potentially merging, as a way to fund both of them.

Howard: I think it would be smart to make sure we are talking to Davidson and Cornelius about stuff, as well as NCDOT. I heard at the MTC meeting that with commuter rails, the federal government gave a subsidy. Is that right?

Flowers: There is a floor that's triggered when you open up a commuter rail line. We would get $8.8 million. Then, two years after you open the rail line, it becomes part of the federal formula money.

Howard: I also heard the Blue Line wouldn't qualify because it's a New Starts project. If you pursue New Starts for the Red Line, does it automatically mean the subsidy goes away, or can you do both?

Nadolny: It has to do with light rail and commuter rail, not New Starts. Because it's a commuter rail project, that's what triggers the floor.

Howard: Is that being factored into this as well?

Flowers: It was in the financial analysis. It was included in the Long Term Plan; however, you have to get through finding the funding that is the gap in the capital. We have almost a $200 million gap on the capital side, so we don't trigger this until you are actually operating.

Howard: So, the real gap is about $220 million and that's the part you are pursuing when it comes to the value capture and the TIF. When will you know about that?

Nadolny: Paul Morris is helping us do that, but that is also what all these tasks are helping us do too. We'll have a better idea of funding potentials and then come up with strategies and try to figure out what way we can feed the gap.

Carter: Is this repetitive work? Haven't we done some of these analyses and can't we extrapolate from those studies?

Nadolny: The last time was in 2007 and a lot has changed since then.

Flowers: The FTA and other funding partners would say that data is no longer relevant, because the market has changed so much since 2007.

Nadolny: The consultant is the same one from 2007 and they are not starting from scratch. It's more of an updating component.

Howard: I was on a panel with Representative Killian last week and he was warning that there would be a hard budget year coming up, and that special interest things such as mass transit probably wouldn't be funded. So, I wanted to make sure we are talking and letting them know this is not a special interest thing and we need to be promoting this. We don't want to lose a ¼ of the money coming in for us.

I-77 HOT Lanes

Chairman Howard said the next part of this agenda item is to hear about High Occupancy Toll (HOT) lanes. He turned it over to Tim Gibbs. Mr. Gibbs introduced Mr. Lynn Parnell with

Parsons Brinkerhoff and said that the Committee received information on this topic back in the spring. Since that time, he has continued to work with NCDOT on the project and will update the Committee today on that. Mr. Gibbs also recognized Ms. Reid Simons who is with the NCDOT and the Turnpike Authority and is the Director of Community Relations. She is working with them on the Charlotte region, for both organizations. He also recognized Mr. Bill Coxe, who serves on the MPO and is the TCC Vice Chairman.

Mr. Parnell began reviewing the "Review of I-77 HOV-to-HOT Lanes Conversion Feasibility Study" presentation (copy attached). He quickly discussed the background and purpose of HOT lanes. He talked about why HOT lanes are important and the type of tolling applications used. Mr. Parnell discussed the different reasons why I-77 North Corridor was chosen for HOT lanes. He quickly read through the conclusions of the I-77 HOT Lanes Study.

From a constructability perspective, this project would be relatively easy, because you would convert the existing HOV lanes to HOT lanes, and there would be no construction along the lake causeways. They are, essentially, widening the existing median and there is plenty of room to add a lane in each direction and they don't have to modify any interchanges.

Mr. Parnell read through the construction costs and the annual operating and maintenance (O&M) costs. The O&M costs include the costs to maintain the toll equipment, having officers out there for enforcement and being able to provide motorists assistance. Ms. Simons added that they are currently looking at enforcement and are going to be contracting with the Highway Patrol and expect some reimbursement. She pointed out that they do have some special/additional patrol on the Raleigh road and the same intent would be for this road, as well as the Monroe Parkway. She said they currently don't have enforcement, legislatively, to pull anyone over for violations. That is something they will need from the General Assembly. She said they are not currently working on that at this time. In the Raleigh project area, they have the cameras and the transponders to capture tolling and to bill customers. If they don't pay their toll within the year, they are not able to renew their license registration.

Carter: The long session will be this year and the capacity would be preferable to do that now. That could be an issue we could get our lobbyist to work on.

Fenton: NCDOT needs to take the lead.

Carter: If you have a fine, is that considered a fee going to the schools?

Simons: There are different ways. There is a processing fee we can charge legislatively, but there are also civil penalties that do go to the schools. We aren't able to collect revenue from violators. We are only allowed to pay back ourselves for processing the violation. We can certainly look at all this.

Howard: If you need our help, then let us know.

Mr. Parnell continued reviewing the presentation and discussed the potential funding with toll

revenue bonds and CMAQ funding from MUMPO and statewide. NCDOT is looking at where the additional $20 million could come from for the project. He reviewed the implementation timeline and read through all the agencies that are in support of this project. He discussed the next steps and asked if the Committee had any further questions.

Howard: Charlotte needs to go on record for support of this project. Should we do a Resolution?

Cooksey: I thought the fact that we have staff working on it is pretty much an endorsement.

Carter: Seems like we should bring it to Council.

Howard: We could bring it up tonight and see if they mind staff working on a resolution that we can all agree on.

Carter: The other thing is the Monroe Bypass feeds into Independence Blvd. If we have HOT/HOV lanes on Independence Boulevard, it would be a matter of sequence and I hope that is part of the discussion.

Howard: Are we going to do the sticks to separate the lanes?

Gibbs: No, there is no barrier, just paint and law enforcement.

Howard: Thank you for the presentation today. Let's move on to the next item.

IV. 2011 Meeting Calendar

Chairman Howard said the last agenda item is to approve the meeting schedule for 2011. Mr. Schumacher said there are a few changes that need to be looked at due to some conflicts. After discussion, it was decided that all conflicting meetings could be removed and if an extra meeting needed to be scheduled during that month, then the Committee will do so at that time. A motion was made by Council member Carter and seconded by Council member Kinsey to adopt the 2011 Meeting Schedule as presented with the exception of removing the March 14, June 23, and October 27 meetings and changing the August 22 meeting to 2:00 pm. *(Motion passed unanimously)*

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

Transportation & Planning Committee

Monday, December 13; 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. Plaza-Central Plan Amendment – 15 minutes
Staff Resource: Michelle Jones
Action: Request recommendation on the proposed Plaza Central Pedscape text amendment to reduce the distance between bars, nightclubs, and lounges to residential properties from 400 feet to 225 feet.
Attachment: 1. Plaza-Central Plan Amendment & Map

II. USDG – Ordinance Implementation Update – 15 minutes
Staff Resources: Mike Davis & Shannon Frye
Staff will provide updates on the outstanding issues raised at the November 20 Public Hearing and the modifications made to the Subdivision Ordinance, as well as action taken by the Zoning Committee.
Attachment: 2. USDG Update.ppt

III. North Corridor Briefing – Red Line Commuter Rail and I-77 North HOT Lanes – 45 minutes
Staff Resources: Brian Nadolny (CATS) & Tim Gibbs (CDOT)
The Committee will receive a brief overview on the activity with the North Corridor Commuter Rail and Red Line Task Force over the past year, as well as an update on the HOT Lane study on I-77.
Attachment: 3. Red Line Briefing.ppt
4. HOT Lanes update.ppt

IV. 2011 Meeting Calendar – 5 minutes
Staff Resource: Jim Schumacher
Action: Approve proposed meeting schedule.
Attachment: 5. 2011 Proposed Meeting Schedule

Next Scheduled Meeting: TBD

Distribution:	Mayor & City Council	Curt Walton, City Manager	Leadership Team
	Transportation Cabinet	Michelle Jones	Kent Main
	Brian Nadolny		

4. Recommended Land Uses

The land use vision for the Plaza-Central District is somewhat different from what was proposed in the *Central District Plan*, which called for undifferentiated retail/commercial use throughout the entire district except for some areas along the perimeter. This *Pedscape Plan* recommends a number of changes to the proposed land uses. The changes are generally consistent with existing land uses and the intent of the Pedestrian Overlay District. The recommended land uses, as shown on Map 5, are as follows:

- The bulk of the district east of the railroad tracks is recommended for Retail Mixed -use, including office and residential uses as well as retail and restaurant use. New development or redevelopment of any one or more of these uses would be permitted.
- A second node of Retail Mixed-use is recommended at the Central Five Points intersection (at Tenth Street and Louise Avenue) to serve neighborhood shopping needs. New development of any one or more of retail, restaurant, office, and/or residential uses would be permitted.
- The portion of the district extending between these two Retail Mixed-use Nodes, generally from Louise Avenue to the railroad track and Clement Street, is recommended for Office Mixed-use. As larger new development occurs, this plan recommends that office and residential uses predominate, with retail and restaurant uses on the ground floors. Existing smaller retail properties would remain. This portion includes all of the land within the district currently zoned I-2 Industrial.
- The portions of the district on Central Avenue west of the Central Five Points Retail Mixed-use area is recommended for Office Mixed-use. This particular area has wide building setbacks, trees, and a residential feeling not conducive to intensive retail use. Again, appropriate uses are offices and residential, with retail and restaurants permitted on the ground floors.
- Portions of the district in the southeast corner along Commonwealth Avenue and McClintock Road designated for office use are recommended for Office Mixed-use, with a mix of residential, and limited retail also permitted. This is intended as a transition to the adjoining single-family residential areas in the Commonwealth Morningside neighborhood.
- A section of the district along Hamorton Place east of The Plaza extending to Nandina Street, previously was shown as single-family residential, but occupied by a church and school. These areas and the portion of the school property previously shown as commercial are now recommended for institutional use to reflect their present and anticipated continuing use.
- A small section southwest of Hamorton Place and The Plaza previously was shown as single-family residential, but zoned as office. This area is recommended for Office Mixed-use as a transition to the adjoining single-family residential to the north.

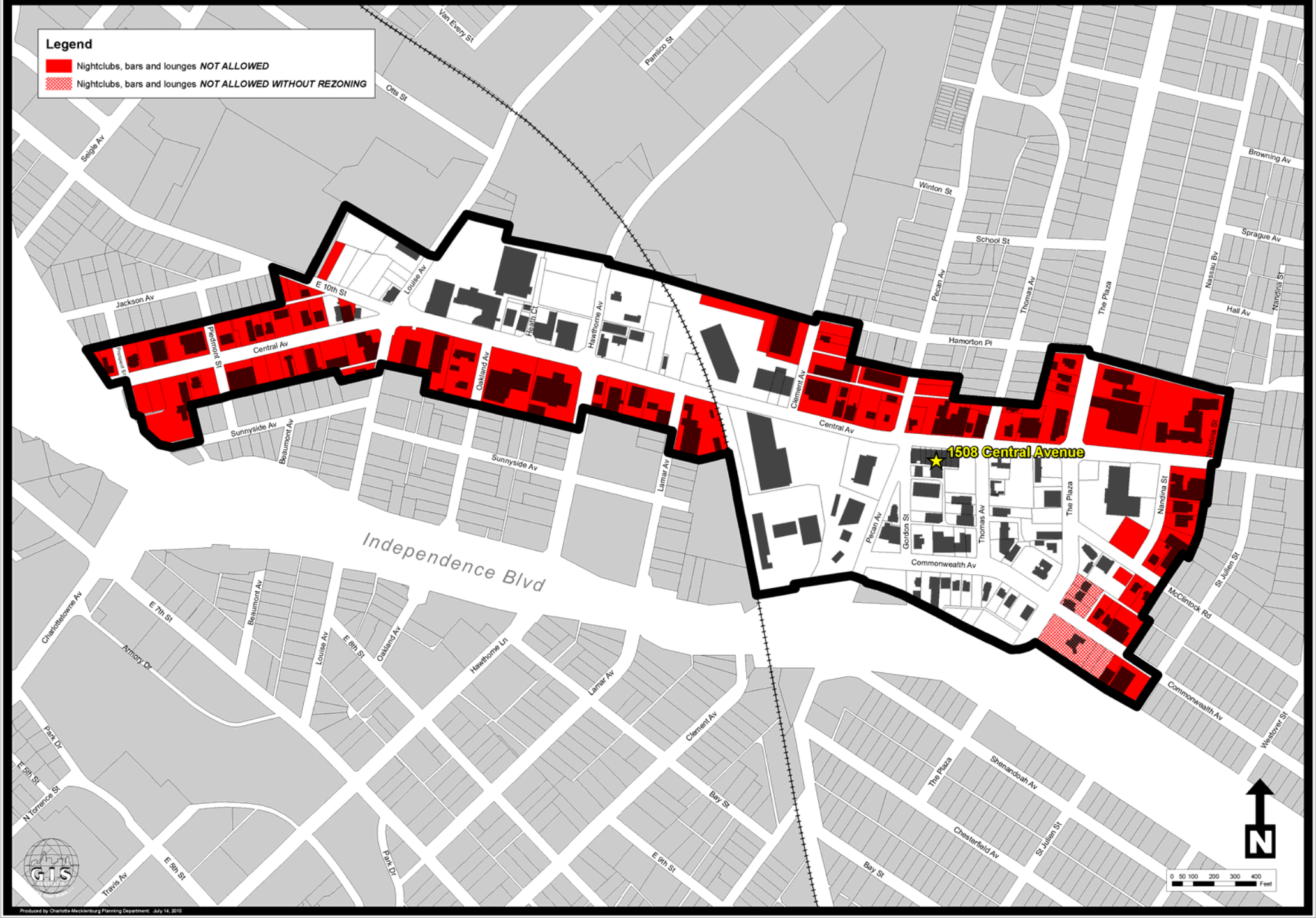
> As authorized in the Pedestrian Overlay District section of the Zoning Ordinance, nightclubs, bars and lounges shall be allowed as a principal use, provided that they are located in an underlying zoning district that permits these uses and located at least 225' feet from a residential district (R-3, R-4, R-5, R-6, R-8, R-8MF, R-12MF, R-17MF, R-22MF, R-43MF, UR-1, UR-2, UR-3). <

Most aspects of these land use recommendations either are consistent with existing underlying zoning, or are addressed through the establishment of the PED overlay itself. However, portions of the district are zoned I-2 for industrial uses. For the most part, these areas have transitioned to retail and office uses appropriate to the district. There remains potential for new incompatible uses unless the underlying industrial zoning is changed.

Rezoning recommendations are further defined in Part IV, the Implementation component of this report.

Plaza-Central Pedscape Plan Amendment

Prohibited Nightclub, Bar and Lounge Locations based on Proposed 225 Foot Residential Buffer



CHARLOTTE

Urban Street Design Guidelines Ordinance Implementation

Presentation to the Transportation and Planning Committee

December 13, 2010

Mike Davis, PE
Department of Transportation

Shannon Frye
Planning Department

CHARMECK.ORG

CITY OF CHARLOTTE

Overview

Overview

1) Changes to Ordinance Since Public Hearing

   a) Vesting

   b) Block Length flexibility for large buildings

   c) Clarification on the relationship of the Land Development Standards Manual to the Subdivision Ordinance

2) Zoning Committee Action

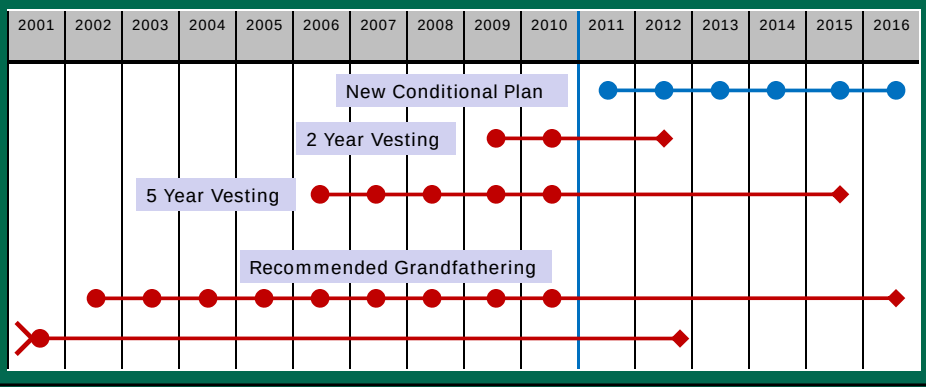
CHARMECK.ORG

CITY OF CHARLOTTE

Grandfathering

Any plan submitted and received for preliminary plan approval prior to adoption will be regulated under existing ordinance.

Conditional zoning plans approved:
- Before 2002 are vested until 2013
- Between 2002 and 2011 are vested until 2016



CITY OF CHARLOTTE

Block Length Flexibility

Exemptions for Maximum Block Lengths

Existing Provisions

1) Physical barriers (railroads, freeways, gas pipelines)
2) Natural barriers (slopes, creeks, wetlands, floodplains)
3) Industrial-to-residential land use relationship
4) Property shape
5) Right-of-way or sight distance limitations
6) Property accessibility

New

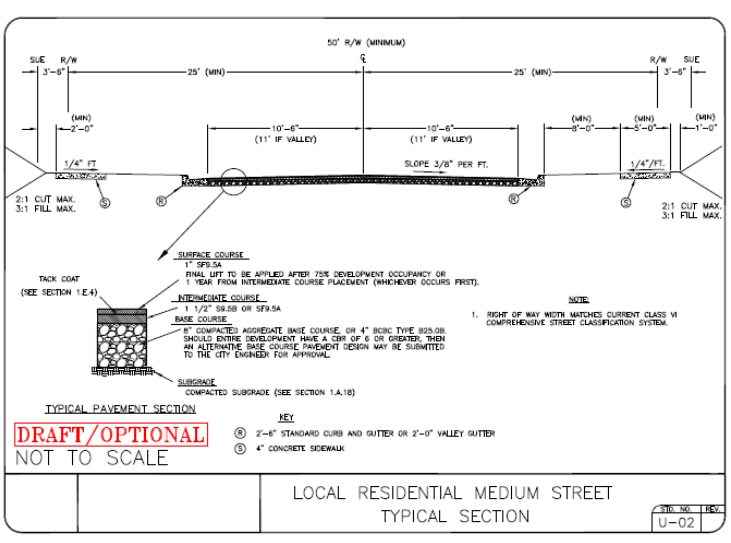
7) Manufacturing, distribution warehousing, industrial or security requirements
8) Alignment with existing streets to create intersections

CHARMECK.ORG

CHARLOTTE

CITY OF CHARLOTTE

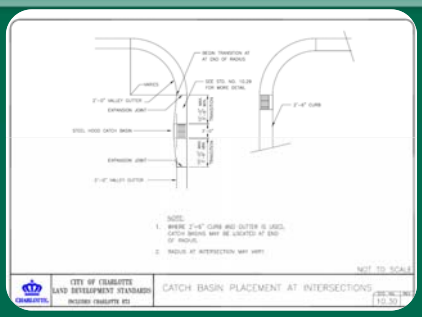
Land Development Standards Manual

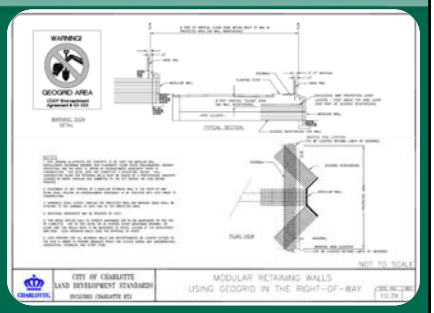


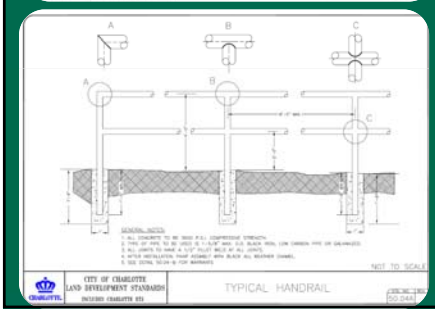
CHARMECK.ORG

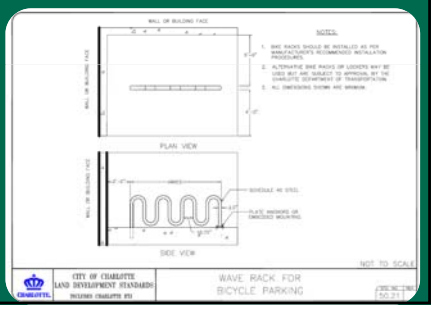
CITY OF CHARLOTTE

Land Development Standards Manual









CHARLOTTE.

CITY OF CHARLOTTE

Land Development Standards Manual

Land Development Standards Manual does not establish requirements. It identifies standard treatments that guarantee approval. Other designs may be accepted but require review.

Charlotte-~~Mecklenburg~~ Land Development Standards Manual means the manual of construction standards drawings and details prepared by the city engineer, ~~and the county director of engineering,~~ which provides standard designs for ~~regulates and controls~~ public and private improvements relating to streets, sidewalks, drainage and other facilities. Whenever in this chapter reference is made to "standards" or "manual," it refers to that document.

Definition

b. All streets must be constructed to comply with the minimum standards of the Charlotte Land Development Standards Manual and all appropriate applicable city or county requirements. Public improvements will be made in accordance

Previous Draft

b. All streets must be constructed to meet applicable city requirements. Standard detail drawings are available in the Charlotte Land Development Standards Manual. Public improvements will be made in accordance with adopted plans.

Current Draft

CHARMECK.ORG

CITY OF CHARLOTTE

Zoning Committee Action

11/23
Zoning Committee votes to continue meeting to 12/6

Requests additional information on block lengths, alternative compliance and the proposed Development Review Board

12/6
Zoning Committee votes unanimously to recommend approval of the proposed text amendments with the modification that the Zoning Committee perform the duties of the Development Review Board

Staff Recommendation
Staff recommends approval without the modification proposed by the Zoning Committee, consistent with the vote taken by the Transportation & Planning Committee on 10/28

CHARMECK.ORG

CHARLOTTE.

Red Line North Corridor
Commuter Rail
Briefing

Transportation and Planning Committee
Brian Nadolny AICP

December 13, 2010

CHARMECK.ORG

CITY OF CHARLOTTE

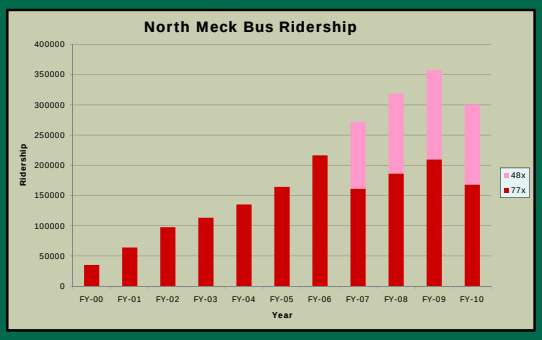
North Corridor Commuter Rail
Project Snapshot

- **Project**
  - Upgrade of existing tracks on existing right-of-way
  - Connects: Charlotte, Huntersville, Cornelius, Davidson & Mooresville
  - 10 stations
- **Service**
  - 22-38 daily trains
  - 30-minute headway during rush
  - Hourly service off-peak
  - Top Speed: 60 mph
  - Daily Ridership: 4,000 – 6,000

CHARMECK.ORG

CITY OF CHARLOTTE

Bus Ridership in Corridor



CHARMECK.ORG

CITY OF CHARLOTTE

Mooresville Express

- The Mooresville Express will discontinue service at the end of the year.
- Studying an additional park and ride in Davidson near exit 30

CHARMECK.ORG

CITY OF CHARLOTTE

Recent Work

- January 2010 - CATS created a LYNX Red Line Work Plan
  - The purpose is to identify tasks that will further advance the project over the next 18-24 months.
  - MTC approved $500,000 for work plan tasks
- Spring 2010 – Red Line Task Force created
  - May 2010 - Several members of the MTC went on a trip to Washington to meet with our federal delegation.
  - Sept 2010 – Task Force introduced as an official sub-committee of the MTC

CHARMECK.ORG

CITY OF CHARLOTTE

Red Line Task Force

Mission Statement:
This subcommittee's purpose is to monitor progress and help carry out elements of the Red Line Work Plan.

Members:
Mayor John Woods, Mayor of Davidson
Mayor Jeff Tarte, Mayor of Cornelius
Mayor Jill Swain, Mayor of Huntersville
Mayor Anthony Foxx, Mayor of Charlotte
Commissioner Harold Cogdell Jr, Mecklenburg County
Carroll Gray, Lake Norman Transportation Commission
Bill Thunberg, Mooresville Representative
Vacant, Iredell County Representative

CHARMECK.ORG

CITY OF CHARLOTTE

Work Plan Tasks

- Project Cost Reduction and Phasing Work Session
- Feasibility analysis of proposed new station in Charlotte
- Feasibility analysis of station location change in Mt. Mourne
- Update Operating and Maintenance Plan

CHARMECK.ORG

CITY OF CHARLOTTE

Work Plan Tasks

- Create a New Starts Submittal Equivalent for Land Use
- Update travel and ridership forecasts for updated Cost Effectiveness information
- Update Station Area Development Potential

CHARMECK.ORG

CITY OF CHARLOTTE

Work Plan Tasks

- Further discussions for Norfolk Southern
- Meet with local State and Federal delegations
- Create an overall Financial Strategies Plan

CHARMECK.ORG

CITY OF CHARLOTTE

State Resource

- Members of the task force met with NCDOT Deputy Secretary Jim Westmoreland
- The State funded a consultant resource in Paul Morris of Greenleaf Strategies LLC, to work with the Task Force on the Work Plan.
  - Paul conducted a kick-off meeting with the towns in September
  - In October, Paul met with Charlotte's City Manager as well the Town Managers' of the Four Towns on potential financial strategies

CHARMECK.ORG

CITY OF CHARLOTTE

Cost Saving Meeting

- Held on October 8th to indentify cost savings items in the Red Line Project
- Reviewed the 2009 Cost Estimate Report and the basis of design
- Held an open discussion on the project components
- Reviewed viable opportunities for cost reductions or deferment

CHARMECK.ORG

CITY OF CHARLOTTE

Red Line Cost Estimate

- The 2009 Cost Estimate - $358 Million (2009 dollars)
- Final Project Cost Depends On Implementation Date & Underlying Inflation
- NCDOT Coordinated Schedule – 2017
  - $456 Million

*Assumes annual escalation of 3.25 % calculated to mid-point of construction

CHARMECK.ORG

CHARLOTTE

CITY OF CHARLOTTE

Cost Savings Meeting

- Potential Cost Reduction in locating the northern terminus about one mile further south
- Some items identified for potential deferment, however could effect the project in other ways such as adding to the operating cost
- HDR will create a matrix showing cost reduction measures and implications to the project

CHARMECK.ORG

CITY OF CHARLOTTE

November MTC Workshop Recommendations

•Scale core system to sustainable levels

•Advance affordable BLE in FTA Process

•Explore funding partnerships and P3 opportunities for Red Line

•Explore operating assistance from NCDOT for rail corridors

•Further studies of Southeast, West, and Streetcar

CHARMECK.ORG

CITY OF CHARLOTTE

Option 1 – Funding Partnerships

•Potential for partnership with NCDOT to combine project with road enhancements – construction economies, commuter rail as maintenance of traffic measure?

•Opportunities to partner with Norfolk Southern?

•Potential for real estate development-related revenue that is guaranteed by others?

CHARMECK.ORG

CITY OF CHARLOTTE

Option 2 – P3 Potential

•Red Line Example with a Non-CATS Public Owner

•State leadership – prototype for 5 state-wide commuter rail corridor potential projects

•Potential for turnkey contract with NS using availability payments

•Potential for participation of land developers

•Potential of using RRIF Loan with the absence of New Starts funding

CHARMECK.ORG

CITY OF CHARLOTTE

Next Steps

- Complete Work Plan tasks indentified and present findings to the Task Force
- Continue discussions with developers and other stakeholders
- Continue negotiations with Norfolk Southern
- Paul Morris will work with the Towns to identify potential local revenue sources and partners to offset project costs
- Meet with Iredell County, Mooresville, and Lowes

CHARMECK.ORG

CHARLOTTE

Review of I-77 HOV-to-HOT Lanes Conversion Feasibility Study

Presentation to:

Charlotte City Council
Transportation & Planning Committee

December 13, 2010

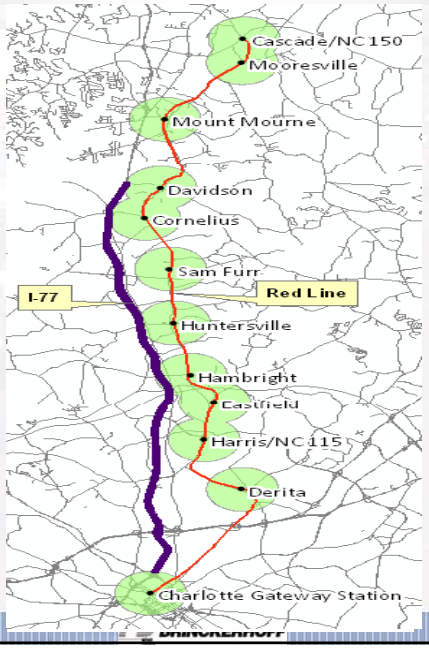
PARSONS BRINCKERHOFF

Presentation Purpose

- What Are HOT Lanes?
- Discuss Recommendations from I-77 North HOT Lanes Feasibility Study & Next Steps

PARSONS BRINCKERHOFF

I-77 HOT Lanes & Red Line Projects



What are HOT Lanes?

- Priced (toll) lanes giving preference to HOVs
- Highest occupancy HOVs are typically free.
- Pricing offers travel and reliability benefits during peak periods

I-394 Minneapolis

SR 91, Orange County

Why HOT *Lanes* Are Important

- Maintain capacity on freeways for longer-distance, higher speed trips
- Encourage carpools, vanpools and express bus ridership
- Inform commuters of peak period travel costs
- Charge tolls for travel time savings and reliability
- Use tolls for revenues to reduce outlays for construction and O&M costs

PARSONS BRINCKERHOFF

HOT Lane Tolling Applications

- Tolls could be determined by traffic conditions by time-of-day
- Tolls can change in real time or according to a fixed schedule

91 Express Lanes — Toll Schedule — Eastbound
Effective July 1, 2004 — 55 to Riverside Co. Line

	Sun	M	Tu	W	Th	F	Sat
Midnight							
1:00 am							
2:00 am							
3:00 am				1.05			
4:00 am							
5:00 am							
6:00 am							
7:00 am							
8:00 am	1.40			1.75			
9:00 am							
10:00 am	2.10						2.10
11:00 am							
Noon						2.60	
1:00 pm	2.50		2.35		2.60	4.05	2.50
2:00 pm			3.40		3.50		
3:00 pm		3.65		3.90		6.25	
4:00 pm		4.40	5.00	5.50		6.25	
5:00 pm	2.10	4.95		5.50		6.25	
6:00 pm		3.65	3.80	3.90	4.10	4.40	2.10
7:00 pm			2.60		3.70	4.10	
8:00 pm					2.35	3.70	1.75
9:00 pm			1.75			2.35	
10:00 pm			1.05			1.75	
11:00 pm							

PARSONS BRINCKERHOFF

I-77 North Corridor

- Significant *Fast Lanes* demand in 2013 & 2030
- Among the best corridors for travel time savings/mile
- Recommended for more detailed corridor-level study

PARSONS BRINCKERHOFF

I-77 North Study Conclusions

- Convert existing HOV lanes to HOT and extend to Catawba Ave. (EXIT 28)
  - Northbound HOT lane ends ½-mile south of Catawba Ave.
  - Outside General Purpose lane drops at Catawba Ave.
  - Southbound HOT lane begins between Catawba Ave. & Griffith St. (EXIT 30) interchanges

PARSONS BRINCKERHOFF

I-77 North Study Conclusions

- HOT project length:
  - 18 miles southbound
  - 14 miles northbound
- No construction along causeways
- Merging of northbound HOT terminus with General Purpose lanes in PM peak works through 2020
- Provides travel benefits and improves traffic flow until future widening

PARSONS BRINCKERHOFF

I-77 North Study Conclusions

- Better use of existing HOV lanes
- More choices for commuters
- Longer preferential lanes for CATS buses & vanpools/carpools (1500 daily transit riders now)
- Funds dedicated to enforcement - current HOV violators become customers
- Acclimates motorists to tolls as traffic management tool and takes advantage of NCDOT toll technology

PARSONS BRINCKERHOFF

Project Costs

- **Construction Costs (2009$)**
  - HOT Conversion $ 5M
  - HOT Extension to NC-73 3.6 mi $25M
  - NC-73 to Catawba Ave. 3.1 mi $20M

  Total 6.7 mi $50M
- **Annual O&M Costs (beginning in 2013)**
  - Fixed Toll O&M $1.2M
  - Variable Tolling O&M $0.8M

  Toll Road Operating Costs $2.0M

PB PARSONS BRINCKERHOFF

Potential Funding

- Toll Revenue Bonds (over 30 years) $22M
- CMAQ Funds (MUMPO) $ 5M

  Subtotal $27M

Other Funding:

- CMAQ Funds (Statewide) $10M
- To Be Determined $20M

Estimated Project Cost $57M

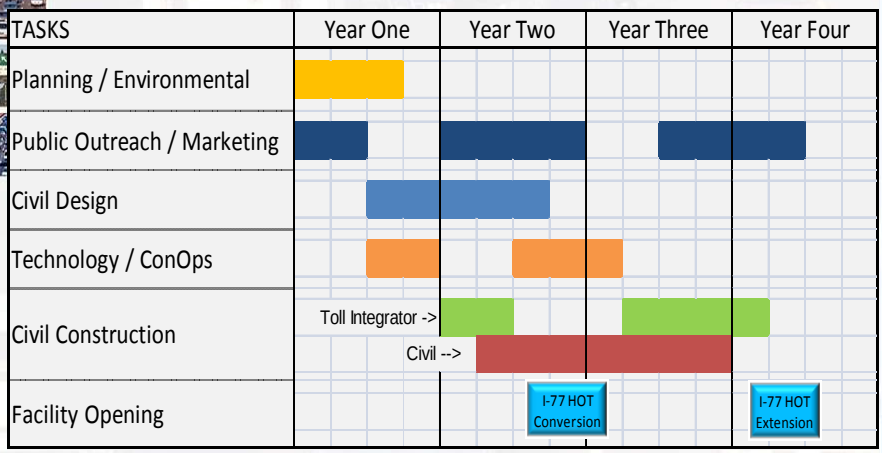
PB PARSONS BRINCKERHOFF

Institutional Issues/Actions

- State legislative authority exists for NCDOT to toll interstates subject to Federal approval; **revenues must be spent on interstate where collected**
- NCDOT applied on September 24th for Federal approval for single-occupant vehicles to use I-77 HOV lanes & HOT lane extension to Cornelius
- Synergies to implement in conjunction with Monroe Connector/Bypass

PARSONS BRINCKERHOFF

Implementation Timeline



PARSONS BRINCKERHOFF

Expressions of Project Support

- Lake Norman Chamber of Commerce
- Lake Norman Regional Economic Development Corporation
- Lake Norman Transportation Commission
- Lake Norman Rural Planning Organization
- Towns of Cornelius, Davidson & Huntersville
- Regional Roads Committee
- Mecklenburg-Union Metropolitan Planning Organization

PB PARSONS BRINCKERHOFF

Next Steps

- Long Range Transportation Plan (LRTP) Amendment
- FY 2012-2018 Transportation Improvement Program (TIP)

Adoption for both Spring 2011

PB PARSONS BRINCKERHOFF

Transportation & Planning Committee
2011 Proposed Meeting Schedule

2nd Monday of each month – 3:30 pm
4th Thursday of each month – 2:00 pm
Room 280
(unless otherwise noted)

January 10 at 3:30 pm
January 27 at 2:00 pm

February 14 at 3:30 pm
February 24 at 2:00 pm

March 14 at 3:30 pm
March 24 at 2:00 pm

April 11 at 3:30 pm
April 28 at 2:00 pm

May 9 at 2:30 pm (Manager's Recommended Budget @ 4:00)
May 26 at 2:00 pm

June 13 at 3:30 pm
June 23 at 2:00 pm

July 25 at 3:30 pm
(one meeting – summer schedule / 4th Monday)

August 22 at 3:30 pm
(one meeting – summer schedule / 4th Monday)

September 12 at 3:30 pm
September 22 at 2:00 pm

October 10 at 3:30 pm
October 27 at 2:00 pm

November 14 at 3:30 pm
(one meeting in November due to Thanksgiving holiday)

December
(no meeting in December pending Committee appointments)