Charlotte City Council

Transportation & Planning Committee

Meeting Summary for February 24, 2011

COMMITTEE AGENDA TOPICS

I. **Subject:** **FY2012 Focus Area Plan**
Action: None

II. **Subject:** **Transportation Action Plan – 5-Year Update**
Action: None

III. **Subject:** **Sidewalk Retrofit Policy**
Action: None

COMMITTEE INFORMATION

Present:	David Howard, Nancy Carter, Warren Cooksey, Patsy Kinsey
Absent:	Michael Barnes
Time:	2:10 pm – 3:30 pm

ATTACHMENTS

1. Agenda Package
2. Handout: "Transportation Funding Analysis"
3. Handout: "Sidewalk Retrofit Policy Update"

DISCUSSION HIGHLIGHTS

Chairman David Howard called the meeting to order and asked everyone in the room to introduce themselves.

I. **FY2012 Focus Area Plan**

Chairman Howard said that the Committee has seen this draft (copy attached) at the Retreat and asked if the Committee was ready to move this forward or if there were any questions.

Kinsey: I continue to have problems with the Centers, Corridors, & Wedges (CCW) Framework. To my understanding it's just a framework, yet it's our first initiative. Wouldn't it be appropriate for it to be down under number Initiative II? I don't know how we can measure these targets. I know it's intended to direct growth, but we can't make people build in Corridors. I'm concerned it might have unintended consequences on neighborhoods even though Area Plans are supposed to trump this. I'm more comfortable with it not being a standalone initiative.

Garret Johnson: The intent of the measures and targets is to show what the trend is, track it and give information to the Council. By these targets, we aren't making people build there, but we are providing some information to see how our development is going and what our development pattern is.

Kinsey: If it's in here under a standalone initiative, we would be more likely to try to mandate it. We've done that with other things before they became a policy or an ordinance. I see that happening here. If we are just using it to track, then that's even more a reason not to have it as a standalone initiative.

Johnson: Centers, Corridors, & Wedges is a policy document and was adopted recently by Council. We use it to guide some other initiatives, particularly Area Plans.

Pleasant: From a transportation perspective, I would go back to when we did the Transportation Action Plan (TAP). When we wrote the TAP, goal number one was to support CCW in transportation decision making.

Campbell: If we took some of these measures and moved them to the description of the CCW on the first page and put the goal in that description, we could then take out the entire initiative. I think we can still describe our goal in the narrative and that would speak to your concern. We don't necessarily have to put all this information in there. We can just say that we are trying to attract 70% of new permits and 75% of employment in Activity Centers and Growth Corridors. It could capture the essence of what we are trying to achieve in CCW.

Howard: I like that. Does that work for your Council woman Kinsey?

Kinsey: Until I see it in writing, it's hard for me to say. I certainly think it helps. When does this have to go to Council?

Schumacher: I don't remember if we decided on March 28 or a meeting in early April. I'd suggest we make the change and send it out because there might be some further tweaking. We will put it on the March 24 agenda to look for approval. That still puts us ahead of the March 28 meeting.

Chairman Howard thanked everyone for the information and requested to move onto the next agenda item.

II. Transportation Action Plan

Chairman Howard said the next item on the agenda is an update on the Transportation Action Plan (TAP). He then turned it over to Dan Gallagher. Mr. Gallagher said today they would review a quick video that they used as a public outreach tool and he will share information from the public workshops. He said they would also hear a presentation from Duncan & Associates to talk about the money side of the TAP.

Mr. Gallagher then played the video. After the video concluded, he began his presentation, "Transportation Action Plan – Public Workshops & Funding" (copy attached). Mr. Gallagher discussed the public workshops they had, as well as the internet survey they performed. He read through and discussed the comments and feedback received from the public. He then talked about the proposed schedule and said they plan to have a draft document ready in March. Mr. Gallagher then introduced John Stott from Duncan & Associates. They were hired to help bring CDOT up to speed and to look at some of the numbers that were projected from the Committee of 21. They also worked with the Finance Department in updating the revenue projections.

Mr. Stott said that he works for Duncan & Associates, a national firm, in their Austin, TX office. They specialize in infrastructure financing tools for local governments, counties, and states. Mr. Stott began reviewing the "Transportation Funding Analysis" presentation (copy attached). Mr. Stott talked about the different cities they surveyed. When they looked at the cities, they got a sense of how they fund their General Fund, how they fund transportation (not rapid transit), as well as maintenance and operation funding sources examining the CIPs and budget documents.

Mr. Stott discussed the different funding sources they found. Some of them are dedicated property tax, local option sales tax and gas tax, transportation impact fee, real estate transfer tax, utility fee, and parking tax. Mr. Stott showed a chart that compares all the cities surveyed and shows what fees or taxes they use. He also reviewed a chart showing the potential revenue associated with the different funding options. The numbers come from the 2010 estimates that were done by the City. They are not new estimates. Mr. Stott went on to discuss the legal authority of the options. He then asked the Committee if they had any questions.

Howard: What does the local option mean?

Stott: Some states allow a municipality or county to adopt a penny gas tax or more. They distribute those funds from the state, based on population.

Howard: How does the transportation impact fee work?

Stott: It's only charged to new development.

Howard: Is the property tax levy only PAYGO or are they using that capacity to issue bonds?

Stott: Generally, they are using that funding to issue bonds. The same goes with sales tax and local gas tax.

Howard: I wish Charlotte was shown on the chart on slide 7, but I guess the only thing we use is GO bonds.

Stott: That's correct. All the others are using multiple sources.

Howard: Would you say that we use special districts at all in transportation?

Pleasant: Only to the extent of the downtown development district. They help maintain sidewalks, support the Gold Rush and a few minor other things.

Howard: Where would South Carolina's Pennies for Progress fall in the options? It must not be done in other cities, since it didn't come up here today.

Pleasant: It's a sales tax with a sunset and it's been renewed twice.

Gallagher: I know in other cities there are sales taxes that are specifically tied to certain projects.

Stott: I think Seattle is one that had a sunset on their parking tax.

Schumacher: In theory, when a project gets built, the tax stops.

Chairman Howard thanked everyone for the presentation and asked to move on to the next agenda item. He noted that they only had 20 minutes left and asked that the next presentation be expedited.

III. Sidewalk Retrofit Policy Update

Mr. Pleasant said today they will talk about the Sidewalk Retrofit Policy. It has been challenging in the past and they recognize that. Their intent is to focus the Sidewalk Policy on the busiest streets in town, keep a petition component in the policy, and in doing that, you'll see reduced emphasis on the middle tier that deals with trying to provide sidewalks to schools and parks. He said the presentation today will walk the Committee through some thoughts that staff has on how the Sidewalk Retrofit Policy might be amended. He then turned it over to Vivian Coleman.

Ms. Coleman stated that their ultimate goal is to simplify the sidewalk building process for residents, staff, and Mayor and Council. She stated that they feel that an emphasis really needs to be put on the thoroughfares and work towards more of a petition based process on lower volume streets. Ms. Coleman began reviewing the "Sidewalk Retrofit Policy Update" presentation (copy attached).

Ms. Coleman discussed the different aspects of construction. The three main things she focused on were the Sidewalk Program through CDOT, the Neighborhood Improvement Program through N&BS, and the Area Plan Implementation through the Planning Department. Her goal is to have the policy and the programs more succinct so that it's seamless for those three programs.

Ms. Coleman read some opinions from supporters and opponents of sidewalks. She indicated that once the sidewalk is on the ground, they are often hearing great things from both the supporters and the opponents. Ms. Coleman also talked about the real estate acquisition process, which is where most of the issues come in and where they will recommend changes. She discussed the current practice to request a sidewalk for thoroughfares, collectors, schools/parks and local streets.

(Council member Nancy Carter entered)

Ms. Coleman reviewed the current policy's prioritization categories and public input process. She stated that the Tier 4 petition process has really been working well and their solution would be to move other tiers into that process, excluding thoroughfares. For collector streets, they would like to use a petition if they are on a primarily residential street. If they are on a primarily commercial street, they'd like to use Reserved Authority (see slide 16 for detail).

The proposed schedule is to come back to the Committee at the March 24 meeting for an endorsement of the revisions. They would then do a Council Workshop in April and ask for Council action in May. She then asked if the Committee had any questions.

Kinsey: I'm a little concerned about the petition process. I fear that people who are okay with sidewalks won't respond. It's only those that really don't want them that respond.

Coleman: The new process we would like to use is not one that we would go door-to-door. It would be a City administered petition, which will be a post card ballot that will go to your private home. We've done this a few times already and have found that we are getting great numbers back. They don't feel like they are being pushed by anyone at their front door and they have the time to think about it.

Kinsey: Okay, I'm comfortable with that.

Carter: Are you building in flexibility with meandering of sidewalks?

Coleman: Yes, we will build in flexibility with the planting strip and talk to the residents at the initial meeting and at the 30% design phase meeting. Thoroughfares are a different story and we will try to maintain the 8 foot planting strip where we can because of the high speeds and high volumes.

Carter: Tree preservation is priority.

Kinsey: The Park Road people questioned why build a sidewalk when the sidewalk that is already there is so covered over with shrubs or grass that it's hard to walk on. We have that all over the City.

Coleman: As our new Pedestrian Program Manager comes on board, we will be taking a hard

look at enforcement measures and looking at the code. Part of the Pedestrian Plan's initiatives is to look at the code and make it stronger, such that we can take the obstructions and clear them and make the sidewalk clear.

Pleasant: We are going to bring that to you this year because we are tagging it on to the Pedestrian Plan. In your code, property owners are responsible for maintaining the sidewalks, which means you should keep it clear and so forth.

Chairman Howard thanked everyone for the information and asked to have this item first on the agenda at the next Committee meeting.

Meeting adjourned at 3:30 p.m.

Transportation & Planning Committee
Thursday, February 24; 2:00 – 3:30 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. FY2012 Focus Area Plan – 15 minutes
Staff Resource: Jim Schumacher
Action: Recommendation to City Council on the FY2012 Focus Area Plan.
Attachment: 1. FY12 Draft FAP.doc

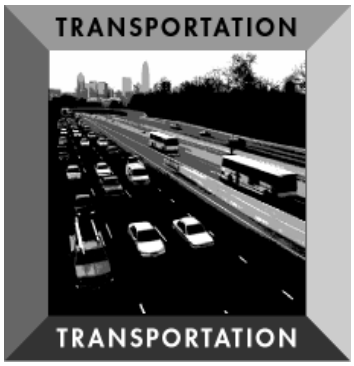
II. Transportation Action Plan – 5-Year Update – 30 minutes
Staff Resource: Dan Gallagher
Staff will present feedback received from the TAP public workshops that were held on February 9th and 10th. Staff will also share a TAP Video that was used to kick-off the public workshops. In addition, CDOT's consultant will provide information regarding transportation revenue sources from a national perspective.
Attachment: 2. TAP 5-Year Update/Public Involvement.ppt

III. Sidewalk Retrofit Policy - 45 minutes
Staff Resource: Vivian Coleman
Staff will review components of the current sidewalk retrofit policy, identify lessons learned since the policy was adopted in 2005, and introduce possible revisions to improve the policy.

Attachment: Zoning Board of Adjustment Annual Report – Information Only

Next Scheduled Meeting: Thursday, March 24; 2:00 – 3:30 pm in Room 280

Distribution: Mayor & City Council, Transportation Cabinet, Curt Walton, City Manager, Vivian Coleman, Leadership Team, Dan Gallagher



FY2012 Strategic Focus Area Plan –DRAFT

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

Safe, convenient, efficient, and sustainable transportation choices are critical to a viable community. The City of Charlotte takes a proactive approach to land use and transportation planning, and the three major documents that provide the context for the Transportation Focus Area Plan are the *Centers, Corridors and Wedges Growth Framework*, the *Transportation Action Plan* and the *2030 Transit Corridor System Plan.*

The ***Centers, Corridors and Wedges Growth Framework (CCW)*** establishes a vision for future growth and development for Charlotte by: 1) identifying three geographic types used to categorize land in Charlotte and its "sphere of influence" - Activity Centers, Growth Corridors and Wedges; and 2) outlining the desired characteristics of each of these geographies. Much of Charlotte's future moderate to higher intensity development is targeted within Growth Corridors and in Activity Centers. Lower to medium density residential and services supporting neighborhoods is targeted for the areas between the Growth Corridors, referred to as Wedges. This will help maximize existing infrastructure and services, particularly those related to transportation. While the *Centers, Corridors and Wedges Growth Framework* provides an overall vision for future growth and development, more specific direction, especially for integrating land use and transportation at the neighborhood level, continues to be provided in area plans and other policy documents.

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

The ***2030 Transit Corridor System Plan*** is another cornerstone of integrating transportation and land use. The LYNX Blue line exceeded opening year ridership projections with over 16,000 trips per weekday. Building on this success, preliminary engineering is being advanced on the LYNX Blue Line Extension (BLE), the LYNX Red line (North Corridor Commuter Rail) and the cross-town Streetcar.

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

Transportation

Develop Collaborative Solutions

I. TRAN. Focus Area Initiative: Continue to track the location of development relative to the Centers, Corridors, and Wedges Growth Framework to help ensure that higher intensity development occurs where it can best be supported with high capacity transportation facilities.

A. FY12 Measure: % of residential and office developments located within Activity Centers and Growth Corridors

1. FY12 Target: Minimum of 70% of new multi-family unit permits in the city located within the Activity Centers and Growth Corridors consistent with Area Plans
   FY10 Target: 70%
   FY10 Actual: New multi-family – 68.9% (16.6% Centers, 52.3% Corridors)

2. FY12 Target: Minimum of 75% of new office development square footage and 75% of new employment occurring in the Activity Centers and Growth Corridors
   FY10 Target: 75% and 75% respectively
   FY10 Actual: New Office – 98.3% (70.0% Centers, 28.3% Corridors)
   New Employment – 97.0% (61.8% Centers, 35.2% Corridors)

II. TRAN. Focus Area Initiative: In order to enhance multi-modal mobility, environmental quality and long-term sustainability, collaborate with local and regional partners on land use, transportation and air quality strategies and projects.

A. FY12 Measure: Annual hours of congestion per traveler, as measured by Texas Transportation Institute, for the Charlotte Urban Area compared to top 25 cities

1. FY12 Target*: Percentage change in annual hours of delay per traveler in Charlotte will be less than the 5-year average percent change for the top 25 cities in the nation
   FY10 Actual Charlotte's 5-year average delay per peak traveler decreased 2.1% while top 25 congested urban areas delay per peak traveler increased .5%

B. FY12 Measure: Increase the % of City population within ¼ mile of parks, schools, shopping, and transit greater than the 2004 baseline

1. FY12 Target: Increase the % of population within ¼ mile of parks above 16.9%
   FY10 Target: 16.9%
   FY 10 Actual: 16.0%

2. FY12 Target: Increase the % of population within ¼ mile of schools above 13%
   FY10 Target: 13%
   FY 10 Actual: 12.7%

3. FY12 Target: Increase the % of population within ¼ mile of shopping above 45.6%
   FY10 Target: 45.6%
   FY 10 Actual: 52.2%

4. FY12 Target: Increase the % of population within ¼ mile of transit above 63.5%
   FY10 Target: 63.5%
   FY 10 Actual: 55.1%

C. FY12 Measure: Along with MUMPO and the Centralina Council of Governments, the City will work with other jurisdictions in the region to evaluate the Regional Transportation Planning Study to assess its recommendations and to determine how, or if, they should be implemented

1. FY12 Target: Complete work by June 2012

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

Provide Transportation Choices

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

A. FY12 Measure: Improve the pavement condition survey rating over the previous survey

1. FY12 Target: Prior year data expected in March 2011
   FY10 Target: 82.0
   FY10 Actual: Data expected in March 2011

B. FY12 Measure: Accelerate and Implement the 2030 Transit Corridor System Plan as conditions allow

1. FY12 Target: Advance key tasks of the LYNX Red Line (North Corridor) Work Plan by June 30, 2012 (CATS)

2. FY12 Target: Complete Project Design and begin Construction of the 1 ½ mile Streetcar Starter Project within 18 months of receipt of the FTA Urban Circulator Grant funds (Engineering) (CATS)

3. FY12 Target: Streetcar service within 3 ½ years of receipt of the FTA Urban Circulator Grant funds (Engineering) (CATS)

4. FY12 Target: Complete the Final Environmental Impact Statement for the LYNX BLE by June 30, 2012 (CATS)

C. FY12 Measure: Achieve 5 of 6 targets supporting this initiative

1. FY12 Target: In light of the current economic environment, restructure current transit service levels to achieve a 3% ridership increase.
   FY10 Target: 4% increase
   FY10 Actual: 6.5% decrease

2. FY12 Target: Complete a minimum of 10 miles each of new sidewalk and new bikeways annually
   FY10 Target: 10 miles of new sidewalk and bikeways
   FY10 Actual: 14.6 miles of sidewalk and 22 miles of bikeways completed

3. FY12 Target: 90% of transportation bond road projects completed or forecast to be completed on schedule
   FY10 Target: 90% of bond projects completed on schedule
   FY10 Actual: 90% of bond projects completed on schedule

4. FY12 Target: Monitor crashes annually and identify, analyze and investigate hazardous locations concentrating on patterns of correctable crashes. In addition, seek to decrease vehicle accidents per mile traveled below prior year
   FY10 Target: Decrease vehicular accidents below previous year
   FY10 Actual: Vehicular accidents per mile (14.6% decrease)

5. FY12 Target: Maintain a citywide annual average intersection crash rate less than 2 crashes per million entering vehicles
   FY10 Target: Maintain a citywide annual average intersection crash rate less than 2 crashes per million entering vehicles
   FY10 Actual: .82 crashes per million entering vehicles.

6. FY12 Target: Track increase in bicycle usage over previous year
   FY10 Target: Not available, this was a new target for FY11
   FY 10 Actual: Not available, this was a new target for FY11

Enhance Customer Service

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

A. FY12 Measure: The City will continue to convey transportation and land use information through a variety of methods.

1. FY12 Target: Complete and present TAP Annual Report to the City Council by January 2012

2. FY12 Target: The City will conduct a bi-annual survey, to benchmark existing community awareness of the City's transportation plans and growth framework by December 2011
   FY10 Target: December 2009
   FY10 Actual: December 2009

3. FY12 Target: The City will work with its regional partners to produce a work plan, schedule and initiate the update of the MUMPO 2035 Long Range Transportation Plan by July 2012
   FY10 Target: Update MUMPO 2035 Long Range Transportation Plan by March 2010
   FY10 Actual: The Long Range Transportation Plan was approved by MUMPO and found to be conforming to air quality standards on March 24, 2010

Expand Tax Base & Revenues

V. TRAN. Focus Area Initiative: Seek financial resources, external grants, and funding partnerships necessary to implement transportation programs and services

A. FY12 Measure: Prepare a legislative agenda to fund the Transportation Action Plan by seeking additional revenue sources and by ensuring that Charlotte receives increased funding for planning, constructing, operating, and maintaining multi-modal transportation facilities and services

1. FY12 Target: December 2011
   FY10 Target: December 2009
   FY10 Actual: December 2009

B. FY12 Measure: City Council, in partnership with the County and the Charlotte Chamber of Commerce, will continue to consider the Transportation Task Force Committee of 21's funding and process recommendations to the legislature as needed for implementation.

1. FY12 Target: December 2011
   FY10 Target: December 2009
   FY10 Actual: December 2009

C. FY12 Measure: Monitor federal transportation reauthorization legislation and identify opportunities to increase and steer federal transportation funding directly to urban areas

1. FY12 Target: December 2011
   FY10 Target: December 2009
   FY10 Actual: December 2009

CHARLOTTE
CHARLOTTE DEPARTMENT OF TRANSPORTATION

Transportation Action Plan (TAP)

Public Workshops & Funding

Dan Gallagher, AICP
CDOT

February 24, 2011

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Items to Discuss

- TAP Update Video
- Summary of Public Workshop/Input
- National look at funding – Duncan & Associates

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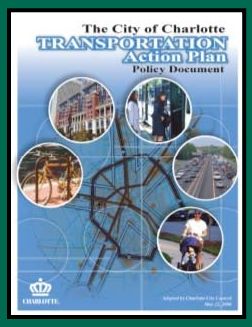
TAP Video

- 9.5 minutes
- Explains what the TAP is, why it is being updated and why it is important to Charlotte's future
- Interviews with elected officials, KBEs and citizens



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Public Workshops and Survey

2 Workshops

- February 9th – Oasis Shrine Center – University City
- February 10th – Tyvola Senior Center – South Charlotte

- 27 attendees
- TAP video, presentation and one on one time
- 120 survey responses

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What We Heard

- Accelerate the pace of projects
  - "I do not want to have to wait 25 years to see these plans realized… I think Charlotte should be more aggressive, and take a "build it and they will come" approach to its transportation plans."
- Like projects that City has been building and want more of them
- Concerns about congestion
- Better signal timing

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What We Heard (cont.)

- Desire for more pedestrian and bicycle improvements
  - "*Charlotte needs to improve conditions for non-motorized transportation like walking and biking. More sidewalks need to be installed where they are missing, intersections need to be improved, road reconfigurations need to continue, and bike lanes need to continue to be installed.*"
- Make stronger policy connection to reducing VMT per capita and relationship to sustainability

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What We Heard

- Concerns about speeding
  - *"How can we address speeding on roads like Park Road? The average speed seems to be 10 to 15 mph over the speed limit."*
- More transit
  - *"Continue pushing light rail and street car projects for a better connected public transportation system."*

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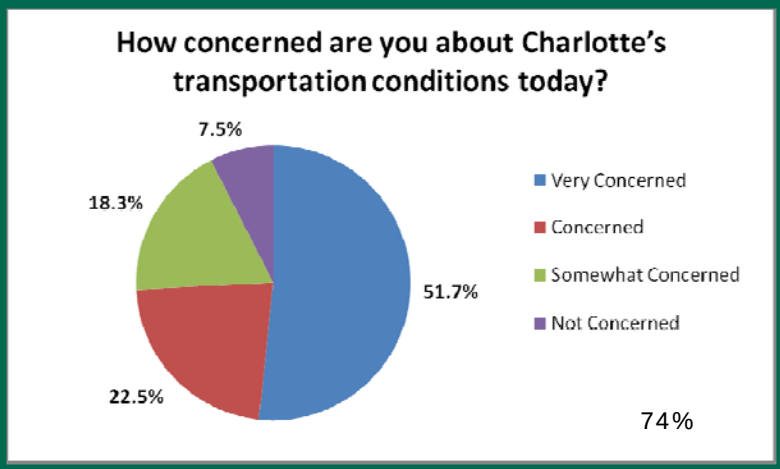
TAP Public Survey



74%

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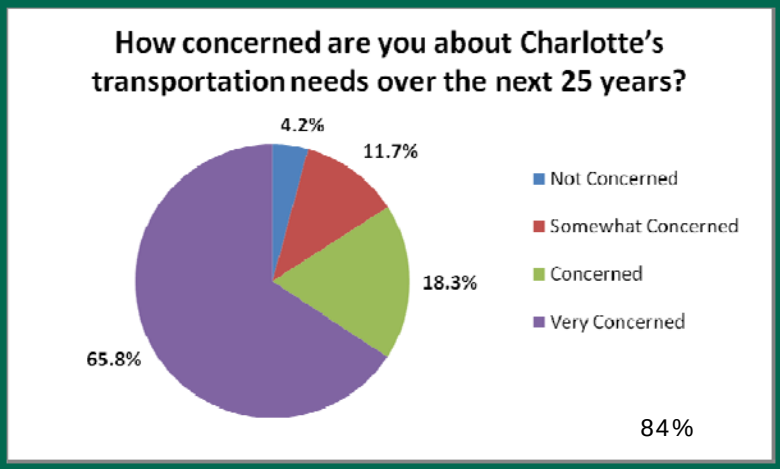
TAP Public Survey (cont.)



84%

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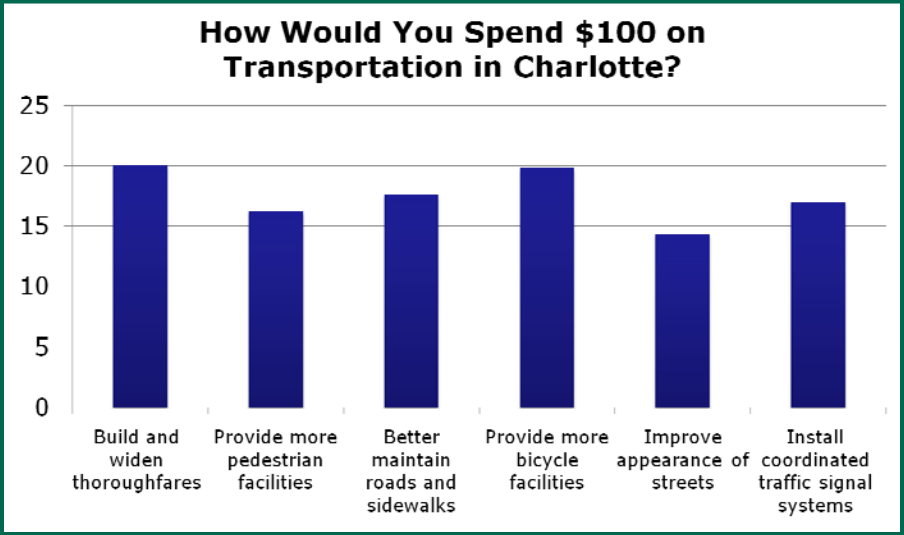
TAP Public Survey (cont.)



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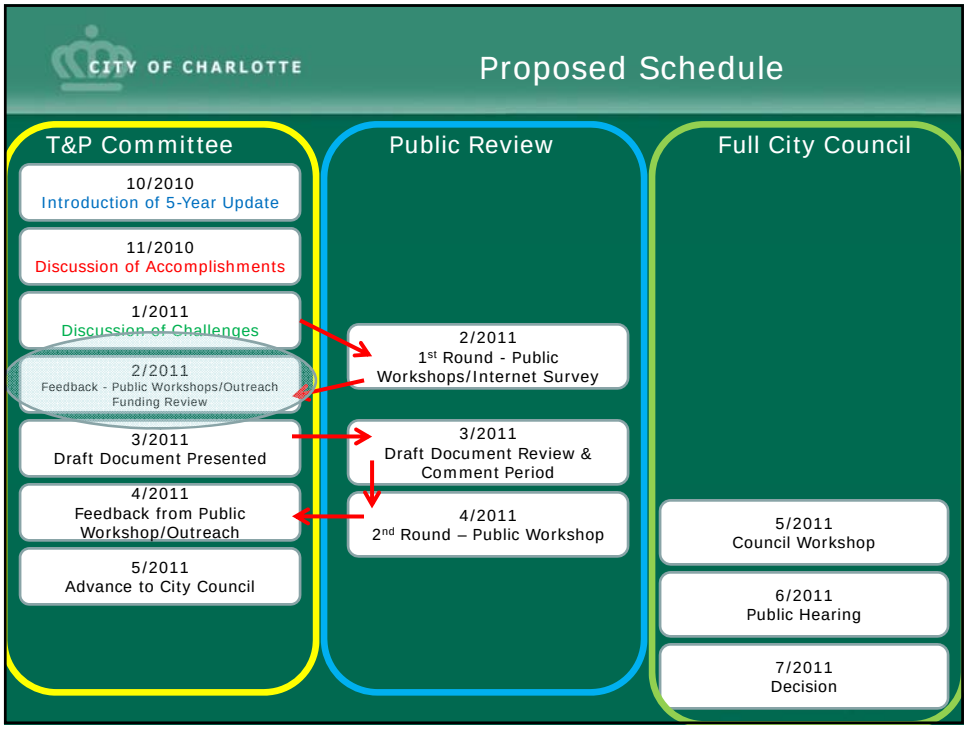
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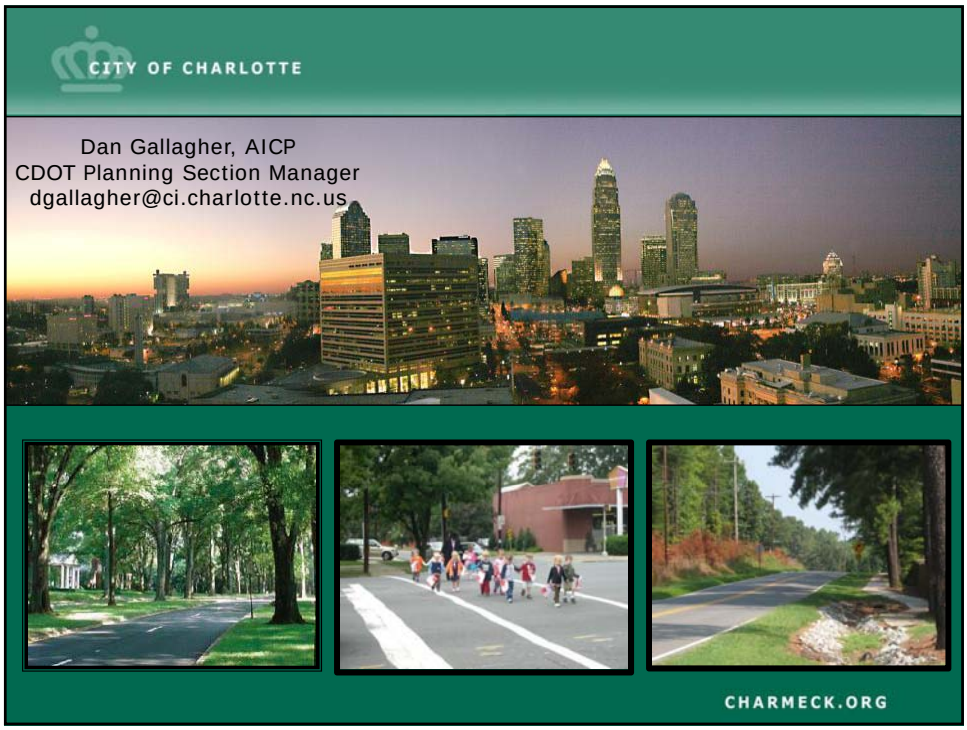
Proposed Schedule
T&P Committee
10/2010
Introduction of 5-Year Update
11/2010
Discussion of Accomplishments
1/2011
Discussion of Challenges
2/2011
Feedback - Public Workshops/Outreach
Funding Review
3/2011
Draft Document Presented
4/2011
Feedback from Public Workshop/Outreach
5/2011
Advance to City Council
Public Review
2/2011
1st Round - Public Workshops/Internet Survey
3/2011
Draft Document Review & Comment Period
4/2011
2nd Round – Public Workshop
Full City Council
5/2011
Council Workshop
6/2011
Public Hearing
7/2011
Decision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M E M O R A N D U M
FROM THE
OFFICE OF THE CITY CLERK

DATE: February 18, 2011
TO: Transportation and Planning Committee Members
FROM: Stephanie C. Kelly, CMC, City Clerk
SUBJECT: **Zoning Board of Adjustment Annual Report**

The attached report of the Zoning Board of Adjustment is being sent to you pursuant to the Resolution related to Boards and Commissions adopted by City Council at the November 23, 2009 meeting. This resolution requires annual reports from City Council Boards and Commissions to be distributed by the City Clerk to both City Council and to the appropriate Committee for review.

If you have questions or comments for this board, please convey those to staff support for a response and/or follow-up.

Section 6. **REPORTS OF BOARDS, COMMITTEES, AND COMMISSIONS**

The City Council finds it appropriate to periodically review each standing board, committee, and commission to which they make appointments for the purpose of assessing whether said board, committee, or commission should be renewed, dismantled, expanded or its charge redefined. To this end, each board, committee, and commission that is part of the City, or that was established by the City Council, whether acting alone or in conjunction with one or more other local governments, is required to submit annual written reports that must contain in depth reviews of the body's activities, including goals, objectives, successes, problems, and/or the need for City Council assistance. These reports shall be submitted to the City Clerk and will be staggered through the year according to a schedule established by the City Clerk. The City Clerk shall then provide the Mayor and City Council with copies of the reports and refer the reports to the appropriate Council Committee for the Committee's information.

Boards, committees, and commissions that are not part of the City shall submit reports in accordance with the reporting requirements set forth in their contract, if any, with the City.

In addition to required written reports, the City Council may request on a case-by-case basis that an oral report be made to the Council.

CHARLOTTE

DATE: January 24, 2010

TO: Mayor and City Council

FROM: Jeffrey Davis, Chair
Zoning Board of Adjustment

SUBJECT: Annual Report of the Zoning Board of Adjustment

As required by the Charlotte City Charter and City Council's current policy for Boards and Commissions, the Zoning Board of Adjustment (ZBA) is hereby submitting a report of its activities for the calendar year 2010.

The Zoning Board of Adjustment shall have the following powers and duties to be carried out in accordance with these regulations which include, but are not limited to, the following:

1. To hear and decide appeals from and to review any specific order, requirement, decision, or determination made under these regulations by the Zoning Administrator.
2. To hear and decide petitions for variances from these regulations in accordance with the provisions of Section 5.108.
3. To adopt such rules of procedure necessary for the administration of its responsibilities not inconsistent with these regulations.
4. To assume any other duties assigned by the City Council.
5. The Board of Adjustment shall not have jurisdiction with respect to Section 6.201 Conditional Districts except as provided in this section.
6. The Board of Adjustment shall not have authority to grant variance for use changes.

The Board meets the last Tuesday of each month at 9:00 a.m. in Charlotte Mecklenburg Government Center and holds hearings as needed. Zoning Administration staff serves as Clerk to the Board. The Board also receives assistance from the City's Legal Department.

The Board met in excess of 60 hours for variance and appeal hearings which included nine (9) regular meetings and one (1) special meeting. In addition, Board members prepare for meetings/hearings by reviewing applications, staff recommendations, and hearing documents.
Total Cases: 30

MONTH	# CASES	MONTH	#CASES	MONTH	#CASES
January	4	May	2	September	3
February	0	June	5	October	4
March	0	July	2	November	0
April	7	August	1	December	2

The Zoning Board of Adjustment has eight (8) members (5 regular members and 3 alternates). City Council appoints three regular members, the County appoints one regular member and the Mayor appoints one regular

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Charlotte, NC 28202-2853
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member. City Council appoints two alternates and the Mayor appoints one alternate. Members are appointed for a term of three years and until their respective successors have been appointed and qualified. No members shall serve more than two full consecutive terms. Alternate members serve on the Board in the absence of any regular member and are appointed in the same manner and for the same term as regular members. All members are required to attend at least 65% of the regular and special meetings held in any one calendar year with no excused absences.
In order to be eligible for reappointment, the member must have attended at least 75% of the regular scheduled meetings during the term. Any member who fails to attend any three consecutive regular committee meetings shall be removed.

Members have met attendance requirements and serve without compensation.

Members of the Zoning Board of Adjustment are:

Jeffrey Davis, Chair
Randall Fink, Co-Chair
Michael Knotts
David Hoffman
Lynn Wheeler
C. Jennifer Coble, Alternate
Mark Loflin, Alternate

Support:

Thomas Powers, Assistant City Attorney (ZBA)
Terrie Hagler-Gray, Senior City Attorney (Staff)
Zoning Administrator, Katrina Young
Planning Coordinator, Barry Mosley
Clerk to the Board, Sonda S. Kennedy

TRANSPORTATION FUNDING ANALYSIS

City of Charlotte, North Carolina

City of Charlotte Transportation and Planning Committee

February 24, 2011

duncan | associates

Purpose of Presentation

- Continue funding discussion from Committee of 21
- Provide committee information on what similar cities are doing to fund transportation
- Further our discussion and understanding of opportunities to close the TAP funding gap

duncan | associates

Committee of 21

"Our job is big and has long-term impact. We're charged with identifying strategies and funding solutions to deal with congestion with an emphasis on roads to improve our quality of life."

Ned Curran
Chair of the Committee of 21
The Bissell Companies

Committee of 21
Road Solutions for Now and the Future

Transportation Revenue Sources Recommended by the Committee of 21			
Funding Source	**Annual Revenues**	**Requires Legislative Approval**	**Used For**
Vehicle Registration Fee	**$18M**	State	Maintenance
1/2 Cent Sales Tax	**$81M**	State	Construction
Toll Interstates	**TBD**	State & Federal	Construction & Maintenance
Vehicle Miles of Travel Fee	**TBD**	State & Federal	Construction & Maintenance

Consultant Overview

- Survey of Transportation Funding used by Other Cities
- Analysis of Potential Funding Sources
- Findings

Survey of Cities

Potential Transportation Capital Project Funding Sources

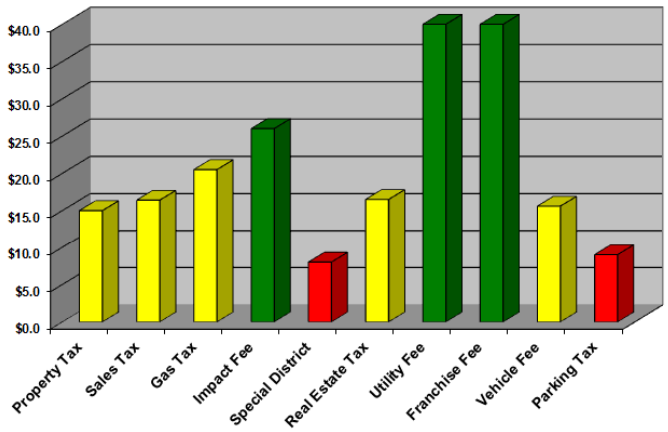
- Property Tax (Dedicated)
- Local Option Sales Tax
- Local Option Gas Tax
- Transportation Impact Fee
- Special District Taxes/Fees
  - Improvement District, Assessment District, TIF
- Real Estate Transfer Tax
- Utility Fee
- Franchise Fee
- Vehicle License Fee/Tax
- Parking Tax

Surveyed City Transportation Capital Funding Summary

	GO Bonds	Property Tax Levy	Sales Tax	Local Gas Tax	Impact Fee	Special District	R.E. Tax	Utility Fee	Franchise Fee	Vehicle Fee	Parking Tax
Raleigh, NC	X				X	X					
Austin, TX	X							X	X		
Fort Worth, TX	X				X						
Orlando, FL				X	X						
Tampa, FL			X	X	X						
Atlanta, GA	X				X					X	
Phoenix, AZ	X				X				X		
Portland, OR				X	X	X					
Seattle, WA		X					X			X	X
Denver, CO		X				X					
San Diego, CA			X		X	X	X			X	

Revenue Potential for City of Charlotte

Funding Alternatives Annual Revenue Potential ($Millions)



Legal Authority

		Requires Legislation	
	Legal	Precedent	No Precedent
GO Bonds	X		
Property Tax	X		
Sales Tax	X		
Local Gas Tax			X
Impact Fee		X	
Special District		X	
R.E. Tax	X		
Utility Fee			X
Franchise Fee		X	
Vehicle Fee		X	
Parking Tax			X
Toll Roads		X	
VMT Fee			X

Consultant Findings

- Surveyed cities <u>use more than one funding source</u> for transportation capital improvements
- Dedicated transportation revenue provides <u>stability</u> for planning and project funding
- Additional revenue sources can provide leverage for obtaining State and Federal funds
- <u>Limited legal options</u> for local funding alternatives in North Carolina – need bigger "toolbox"
- Work with other North Carolina cities to <u>expand toolbox</u>

Staff Wrap-Up

- Understand what other communities are doing
- Demonstrate opportunities to close the TAP funding gap
  - Is $100 million/yr. within reach?
- Basis for future conversations

Questions? . . .

CHARLOTTE
CHARLOTTE DEPARTMENT OF TRANSPORTATION

City of Charlotte
Sidewalk Retrofit Policy Update

Transportation & Planning Committee
February 24, 2011

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CITY OF CHARLOTTE

Why We're Here

- To discuss issues affecting the Sidewalk Retrofit Policy
- To ask the Committee to consider changes to that Policy

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Presentation Overview

- Goals of Sidewalk Construction
- Existing Policy
- Evaluation of the First Years
- Lessons Learned
- Proposed Changes
- Next Steps

Everywhere you go, your trip begins and ends as a pedestrian.

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Goals of Sidewalk Construction

- To promote a safe, comfortable and connected pedestrian system.
- To build sidewalks on both sides of all thoroughfares, one side of all collectors and one side of local streets

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Construction Involves:

- Roadway Projects (Local and State)
- Land Development
- Business Corridor Program
- Streetscape Projects
- **CDOT: Sidewalk Program**
- **N&BS: Neighborhood Improvement Program**
- **Planning Department: Area Plan Implementation**
- Property Owner Assessment

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2005 Sidewalk Retrofit Policy

Adopted on May 23, 2005.
(For Sidewalk Program)

Four classifications of Sidewalk Prioritization:

- Tier 1: Thoroughfares
- Tier 2: Streets with daily traffic volumes ≥ 3000
- Tier 3: Streets near a park or school and with daily traffic volumes from 1000 to 2,999
- Tier 4: Streets with daily traffic volumes < 3000 (Petition needed for Tier 4)

Tier 1, 2 and 3 were ***expected*** to move forward regardless of opposition…however, some projects in Tiers 2 and 3 were not supported by residents.

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CITY OF CHARLOTTE

Evaluation Criteria

Criteria used to determine the priority of each request

- Traffic Volumes
- Connectivity to other sidewalks
- Proximity to a school
- School Type
- Proximity to a park
- Proximity to land uses serving the elderly or people with disabilities
- Proximity to transit
- Proximity to neighborhood serving land uses
- Evidence of a worn path
- Roadway related safety need
- Length of proposed sidewalk
- Existing Curb/Gutter/Drainage
- Pedestrian Friendly Index Rating
- Proximity to pedestrian overlay district
- Length of time on 2004 list.

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Opinions of Supporters

What we've heard:

- Young families with children want sidewalks.
- Provides a safe place to walk for everyone and kids to play.
- Sidewalks will decrease crime (more eyes on the street).
- Sidewalks will increase property values.
- Residents want a complete street (trees, curb and gutter).
- Encourages neighbor interaction.
- Residents want wider sidewalks for strollers, dog walking and walking side by side. (Codified now.)

Once built, we receive compliments and many residents use and appreciate the sidewalk.

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Opinions of Opponents

What we've heard:

- Resistance to change from long time residents
- Haven't had them before…don't need them now.
- Promotes crime and decreases property values
- Residents don't want more trees (want less planting strip width)
- Resident don't want their 'property' taken or trees/shrubs
- Residents want both C&G and sidewalk
- Affluent areas don't need them… only poor areas do.

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Support Levels

Real Estate agents work with all parcel owners along the project where easements or right-of-way are necessary.

Typically:

90% of real estate transactions result in settlement. All transactions are negotiations.

10% of all real estate transactions involve condemnation.

Most negotiations are for additional money or special provisions.

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Current Practice

- Residents request sidewalks
- Ranked in accordance with the evaluation criteria

Tier #	Description	Petition	Support Level
1	Thoroughfares	No	Mostly supported
2	Collectors	No	Variable
3	Schools/Parks	No	Variable
4	Local Streets	Yes	Petition

CITY OF CHARLOTTE

Evaluation of First Five Years: Lesson #1

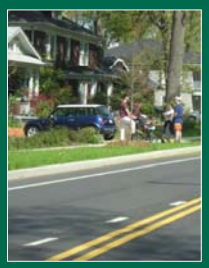
Issue: Public Involvement

Too few opportunities for residents to view plans before real estate phase

Solution:

Increased public input process

- Initial meeting for all potential projects with residential lots along project limits
- 2nd meeting at 30% design



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Evaluation of First Five Years
Lesson #2

Issue: Planting Strip Width

8′ foot planting strip desired

Solution:

For local streets- provide increased flexibility through the public input process

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Current Policy
Prioritization Categories

Current Categories	Public Input
Tier 1: Thoroughfares	**None** Typical communications
Tier 2: AAWT 3000+	**None** Typical communications
Tier 3: AAWT 1000-2999 & near school/park	**(1-2) Public Meetings** Typical communications
Tier 4: AAWT < 3000	**Nomination Process** 1) Submit nomination form 2) When near top of list… 3) Hold public meeting 4) Petition sent 5) Typical communications

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Proposed Solution

Proposed Categories	Public Input	Implementation
☑ Thoroughfares	Two Public Meetings	Construct
? Collectors	Two Public Meetings	Construct if petition passes or determined a priority under "reserved authority"
☑ Local Streets All streets < 3000	1) Submit nomination form 2) Hold 2 public meetings 3) City sends petition	Construct if petition passes

Construct subject to availability of funds in each program.

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Reserved Authority

A proposed sidewalk will be exempt from the typical procedure (including the petition process) if the Transportation Director and/or the City Manager determine that the sidewalk is necessary because of factors including:

- High traffic volumes and speeds
- Pedestrian safety
- Accessiblity to transit
- Street primarily consists of land uses other than single family residential
- Street has reverse frontage lots

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Proposed Schedule

Staff Review

11/2010
Review recommendations with CDOT working group

1/2011
Draft revisions for policy

1/2011-2/2011
Discuss recommendations with N&BS and Planning KBUs

Transportation and Planning Cabinet and Committee

Feb 16, 2010
Presentation to Cabinet

Feb 24, 2011
Presentation to Committee

March 24, 2011
Committee Endorsement

Full City Council

April 2011
Council Workshop

May 2011
Council Action

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Questions?

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