Charlotte City Council

Transportation & Planning Committee

Meeting Summary for September 12, 2011

COMMITTEE AGENDA TOPICS

I. **Subject:** **Committee of 21**
Action: Motion to refer to the Budget Committee (3-1, Cooksey opposed)

II. **Subject:** **Elizabeth Area Plan**
Action: Motion to forward to Council for public hearing (passed unanimously)

COMMITTEE INFORMATION

Present:	David Howard, Nancy Carter, Patsy Kinsey, Warren Cooksey, Michael Barnes
Time:	3:40 pm – 4:56 pm

ATTACHMENTS

Agenda Package

DISCUSSION HIGHLIGHTS

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

I. **Committee of 21**

Howard: The first subject is the Committee of 21. The Transportation Action Plan (TAP) called for funding for some projects that we don't currently know how they can happen. We might look at the Committee of 21's funding source recommendations.

Schumacher: Today we will review and update what has happened since the Committee of 21 made its recommendations. The Committee can then assess whether or not to have future discussion. We know the CIP and Transportation funding will be part of the winter and spring budget cycle discussion, so if there is an opportunity to further the discussion, we may be able to find a way to make those two come together.

Pleasant: Jim covered the linkage between what we are doing here and the TAP plan. We haven't pulled any funding together yet, but are ready to look at it.

Mr. Pleasant introduced Ned Curran, who reviewed the purpose of the Committee of 21 and proceeded with the presentation.

Howard: If you no longer expect an additional ½ cent sales tax to generate $80+M per year, what do you now expect?

Danny: We are thinking it's about $55M per year. During the time the Committee of 21 was finishing its recommendations, the State added an additional 1 cent sales tax surcharge to balance the State budget. That surcharge has since been rolled-back.

Mr. Curran turned the presentation over to Mr. Pleasant.

Howard: I still have a question or two about sales tax from a Chamber point of view. I'm trying to figure out if increasing the sales tax makes sense today since it could be seen as competing with other needs in the community. Also, is high sales tax an issue when recruiting? Are we giving our competitive advantage away if we look at raising the sales tax?

Curran: The cost of business is always looked at in terms of attracting businesses. When the Committee of 21did its work, we had an expert in national sales tax report to the group, and the Chamber concluded then that we could tolerate another ½ cent sales tax if the argument was that it was going into infrastructure in some way. I think we could tolerate a ½ cent sales tax, but I think you're going to have to convince the public.

Howard: I was worried about the recruitment efforts to keep companies coming to Charlotte.

Natalie English (Charlotte Chamber): We don't typically hear that sales tax is something that makes us uncompetitive. What we hear about is the total tax burden, corporate income tax and personal income tax.

Carter: A sales tax change should at least be regional, because it's not just the citizens of Mecklenburg County and Charlotte that use the roads. The benefits accrue to those around us, so I think we have a wider audience that we need to address.

Natalie English (Charlotte Chamber): One of the positives about a sales tax is that people will come in to shop at our retail locations, so you are still collecting about 30% from citizens from outside Mecklenburg County. I think there is a lot of interest in this region for finding a way to fund our regional transportation needs through a dedicated source of revenue.

Howard: When we looked at the ½ cent sales tax and how it would relate to the projects, we counted on $80M per year. What does the reduction to $55M per year to do the list of projects?

Danny: It certainly has to tighten up our priority setting. $55M that we don't have today would help advance quite a bit of work.

Mr. Pleasant continued the presentation with Tolls.

Carter: At the OOCEA meeting with transportation experts from the feds, there is an appetite to tax the existing interstates, which is new to me.

Danny: There is emerging dialogue, but nothing has been done as of yet.

Carter: To what purpose are the funds dedicated once they are collected?

Danny: In the case of OOCEA, they are dedicated to maintenance and operation of the system, and to leverage additional parts of the system to come on-line.

Howard: It is my understanding that toll roads don't pay for themselves for a long time.

Danny: It depends on your market.

Curran: It's a lot less expensive these days to put in toll systems. NC is one of 3 finalists to toll I-95's existing lanes as well as expansion lanes using the VMT (Vehicle Miles of Travel Fee).

Howard: So, NC is already talking about it?

Curran: Gene Conti seems confident that NC will win it.

Carter: Is there a weight component in this formula?

Curran: I believe there is a size, weight, and number of axles component.

Howard: I know it's easy to do that on a new freeway, but we don't have a new freeway on the docket.

Curran: Correct. You'd have to settle on a section of I-77, for instance, from SC north, where people will pay a road enhancement toll.

Howard: Usually, new lanes are tolled, not existing lanes, and I have heard people ask why we would toll our existing free lanes.

Curran: Because it will get you there faster.

Pleasant: Tolling existing lanes is something that hasn't been done yet, but there are conversations in place that could get us there. We have been working on the managed lanes concept for a few years now, and you have already approved the Managed Lanes Municipal Agreement with NCDOT to move to the next level of looking at managed lanes for our region. I-

77's HOV lanes will be converted to HOT lanes as managed lanes in the future.

Mr. Pleasant continued with the presentation.

Howard: Are there any suggestions from staff or the Committee about how we move this forward? I don't want to lose this.

Cooksey: Part of the concern we've got to address is whether or not the economy is recovering enough to talk about this. I also wonder if the comparison between Charlotte and Atlanta is truly comparable (see slide 8). Can you talk a bit about why property tax did not come up in your recommendation?

Curran: It was the difference between approaching the public versus it being part of the annual increase in funding that would be dedicated to transportation initiatives.

Cooksey: I bring up Council member Carter's accurate observation about trying to capture some revenue from non-residents who are also benefiting. As a result of the trip to Seattle, I did some digging in the General Statues and discovered that we could, without additional authorization from the General Assembly, go to the public for a property tax increase for a particular purpose. That may be something to consider.

Howard: When do you think we'll have the conversation about funding sources?

Jim: We will be talking about the budget and the CIP in the spring. We know the existing debt service fund is essentially tapped out, so a big part of the CIP discussion is going to be how we put more revenue into the debt service fund.

Cooksey: I guarantee that will be at the top of the list of topics for the next Council.

Barnes: I would like to share my perspective on this. I have been dealing with the TAP and the Committee of 21 recommendations since I have been on the Council, and there has never been political will among elected officials to address the issue. I have had this presentation repeatedly, and at the end of the conversation, everyone says, "I wish I could do more," and then we move on to the next item. That has happened for six years. I like your idea about having the discussion at the budget committee level. My concern is that because we are faced with raising taxes in order to cover our next bond package, it may be fruitless to suggest another tax increase, whether it be a registration tax increase or one of the other options. There should be, in my opinion, an effort made to put this to the voters somehow, and have the people in the Chamber and others who are interested in improving and maintaining our infrastructure support to help get a tax fee, or something passed. Apparently, the VMT is years away. I would not support a sales tax increase. I do like the idea of the toll roads, but I don't know how realistic that is at this point in time. A 100% increase in the vehicle registration fee sounds bad, but I think it generates some money we could use to resolve some of our challenges. What I'd like to know from staff is, if we were to double the vehicle registration fee, and generate the $18M, could we use that money to fund the bond?

Howard: Wouldn't that be another potential funding source?

Barnes: Yes. In other words, could we issue a $200M bond financed with $18M from the vehicle registration fee? Is that legal?

Howard: We would have to go the State to ask for that.

Schumacher: If we committed those dollars to the debt service fund, we could capitalize that revenue.

Howard: All the sources mentioned could be used as a variety of things.

Barnes: I'm wondering if there's an opportunity to leverage some funding source to create a bigger bang that might be in our best interest as opposed to using $18M a year to build a $12 billion problem, and that $12 billion is growing by the day.

Howard: What about just a referral to the Budget Committee and the Manager for consideration in their next budget cycle. I don't want to do just do nothing.

Barnes: I think a referral from this Committee to the Budget Committee would be fine.

Barnes left the meeting.

Cooksey: I think a retreat is where this will be dealt with. Also, am I recalling correctly the split on the $12 billion that we keep talking about is $6 billion state and $6 billion local, with $1 billion of each dedicated to maintenance?

Norm Steinman: That's about right.

Ned: I just wanted to offer a comment on Council member Barnes' observation that the vehicle registration fee would be a unique source of funding for bondable type leverage. The Committee of 21found very compelling that that number fit very nicely with the lack of dollars available for ongoing maintenance projects, so that was correlated together. I would encourage you not to think about that as maintenance, but instead looking at it more of a Pennies for Progress type model to go to the voter and say, "We have a sunsetable type of a tax in this environment that we could earmark for certain projects." That gets you through the next decade, and in that ten-year period, I would be very mindful of how the pot is going to get cut on VMT and tolling, because that is the future. How you cut deals now with the state and federal government is going to be critical.

Howard: Do we all agree that we are asking the retreat committee to make this part of the conversation?

Carter: It might be a good thing for the Budget Committee to look at it beforehand and do some

research.

Howard: Do we have a motion to refer looking at the aforementioned funding sources for our future infrastructure to the Budget Committee?

Motion to refer to the Budget Committee passed 3-1 (Cooksey opposed)

II. Elizabeth Area Plan

Howard: We've heard this one before, so let's get a quick update from staff.

Garet Johnson: We completed the draft plan this past spring, and we have been working with the neighborhood groups, other citizens, and our stakeholder group to address some of the issues. We have made and are proposing to make several changes to the plan. Alan Goodwin is the project manager, and he is going to give you an overview of the plan and some of the changes that we have made in the last couple of months.

Mr. Goodwin began the presentation, and ended with asking the Committee to refer the plan to Council for public comment on September 26 (see slide 19). The Proposed Revisions matrix is attached.

Kinsey: Is there anything the neighborhood came up with later that you felt you could not include?

Goodwin: We did not include everything they asked for, but we responded to every request they made. We tried, if at all possible, to include their suggestions. Kathy, can you think of anything that we disapproved?

Cornett: No. There is a letter that came from the organizations that outlined their specific requests. There is another piece directly from that letter summarizing what was asked for and explaining how we tried to accommodate.

Kinsey: Do we have that? I want to get comfortable with this, because we worked on it a long time. I know the neighborhood has spent a lot of time with you on it. I want to know, before I raise my hand to send it to Council what the differences are, because we are going to hear them.

Johnson: We sent out the response from the July 20 meeting, where we highlighted the issues and the responses. We shared that with everyone who was at the meeting as well as the rest of the CAG. The only changes were small wording changes, and are in your attachments today. We made every change Andy asked for. He said that he would communicate with us if he hears from anyone else about changes they are uncomfortable with.

Kinsey: Are there are things that you could not totally agree on?

Goodwin: I think we have adequately addressed every concern to their satisfaction.

Cornett: There was a request for absolutely no mention on the Transit Station area, and we did acknowledge it.

Goodwin: That was the one that our Director was not willing to completely give in to. We did reach a compromise that we would need to mention it.

Kinsey: I'm not sure it was a compromise, but it was talked about.

Goodwin: I believe the neighborhood organizations were okay with it.

Johnson: The neighborhood representatives wanted staff to let them know if any of their requests were off the table. At that time, we said none of them were off the table. We feel from a professional standpoint, that we need to acknowledge that there is a future transit station that could go in this area.

Kinsey: We are not going to have transit there for 20 years.

Johnson: We feel that if the 2030 transit system plan is changed to eliminate the southeast corridor, then we would revise again.

Kinsey: Since we don’t know whether we are going to have light rail or BRT, my understanding is that light rail probably would not go that way.

Johnson: The station locations would be different whether it’s BRT or LRT, and that's why we won't have a station area plan. You won’t be able to use TOD zoning because this is not an officially adopted transit station area plan.

Carter: There's a mention of down zoning in some of these from office to residential, etc., and some of the other plans that are existent had those recommendations for downzoning, but those have not been enacted. So, I hope we can go in order of how those area plans were adopted, and go back and retrofit those other plans as well.

Howard: When we adopt this, we are not actually adopting the implementation part, we are adopting the plan part.

Kinsey: The reason the neighborhood is so insistent on having this area plan the way they want it is because this neighborhood is in a corridor, and unless the single family and the historical aspects are protected, it could be wiped out because it is in a corridor. That's why the neighborhood and historic Elizabeth are adamant about some of the elements of this plan. I will move that we send it on to Council for public hearing and see if we get any response from the neighbors.

A motion to send to Council for public hearing passed unanimously.

Howard: I apologize, but we will have to do the Bike Share Program and the 2010 Census Update next time.

Meeting adjourned at 4:56.

Transportation & Planning Committee
Monday, September 12; 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. Committee of 21 - 45 minutes
Staff Resource: Danny Pleasant with Ned Curran, Chair of the Committee of 21
The presentation will recap the Committee of 21's work and provide detailed information on a variety of potential transportation revenue sources.
Action: Committee discussion
Attachment: 1. Committee of 21.ppt

II. Elizabeth Area Plan – 15 minutes
Staff Resource: Kathy Cornett
Planning staff, in conjunction with City and County staff, neighborhood organizations, and a 40-member Citizen Advisory Group, have developed the draft Elizabeth Area Plan. The plan seeks to guide future land use and development decisions in the Elizabeth area while maintaining and building upon the historic character of the neighborhood, preserving and enhancing parks and open space, and creating a more pedestrian-friendly environment.
Action: Forward to Council for public comment
Attachment: 2. Elizabeth Area Plan.ppt

III. Bike Share Program – 15 minutes
Staff Resource: Ken Tippette
The Transportation and Planning Committee received a bike share presentation at their August meeting. This is a follow up discussion regarding future steps should the City elect to pursue implementing a bike share program.
Action: Forward recommendation to Council for action
Attachment: 3. Bike Share in Charlotte.ppt

IV. 2010 Census Update– 15 minutes
Staff Resource: Ruchi Agarwal
2010 Census Update provides an overview of the population growth that has occurred in the Charlotte-Mecklenburg region in the last decade. It illustrates population and demographic changes since 2000, which can impact transportation and land use planning.
Action: For information
Attachment: 4. Census 2010 Update.ppt

Next Scheduled Meeting: Monday, October 10; 3:30 – 5:00 pm in Room 280

Distribution:

Mayor & City Council	Curt Walton, City Manager	Leadership Team
Transportation Cabinet	Danny Pleasant & Ned Curran	Kathy Cornett
Ken Tippette	Ruchi Agarwal	

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CHARLOTTE DEPARTMENT OF TRANSPORTATION

Committee of 21 Recommendations

Ned Curran – Committee of 21 Chair
Danny Pleasant, CDOT

September 12, 2011

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Items to Discuss

- Recap of Committee of 21's recommendations from 2009
- Staff review of Committee of 21's revenue recommendations
- Next Steps/Questions

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Committee of 21 Membership

- Chaired by Ned Curran
- 7 appointees by:
  - City of Charlotte
  - Mecklenburg County
  - Chamber of Commerce
- Met from May, 2008 – March, 2009

Committee of 21 Road Solutions for Now and the Future

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Charge of the Committee of 21

1. To prioritize top local and state road needs
2. To identify and build consensus around long-term funding option(s)
3. To advocate for approval of the funding option(s)

"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

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$12 Billion Shortfall!

The difference between known funding sources (including federal and state) and identified road needs for Mecklenburg County over the next 25 years.

- "Identified Road Needs" means a good system- not an excellent system and contemplates completion of the 2030 Transit Plan

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What are the top site selection factors of corporate decision makers?

Most Important:

1. Highway Accessibility
2. Availability of Skilled Labor
3. Labor Costs
4. Low Union Profile
5. Energy Availability & Costs
6. Environmental Regulations
7. Available Land
8. Tax Exemptions
9. State & Local Incentives
10. Availability of Advanced Telecommunications Technology

AREA DEVELOPMENT SITE AND FACILITY PLANNING

the 22ND ANNUAL CORPORATE survey

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Everyday thirty million vehicle miles occur on our county roads!

That statistic is reflective of how massive and diverse our local economy is and how our economy relies on our road system

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The Charlotte urban area has one fourth the Population of the Atlanta urban area, and yet at peak times we experience three fourths of the same congestion delays they do

	Charlotte	Atlanta
Population Urban Area	860,000	4,170,000
Annual Congestion Hours per Traveler	45	60

Source: 2007 TTI Annual Mobility Report, 2005 data

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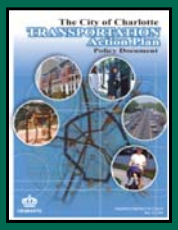
What project information did the Committee of 21 review?

- Long Range Transportation Plan (LRTP)
  - Projects and Prioritization Criteria
- TAP
  - Projects, Programs and Prioritization Criteria
- Funding gaps
  - Shortages of State, City and Town funds for non-transit transportation capital and maintenance projects.



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What financial information did the Committee of 21 review?

For each funding source:

- Annual revenue amounts
- Financial factors
  - Correlation to Motor Vehicle use
  - Volatility
  - Ease of Administration
  - Legislation
  - Implementation
  - Precedence

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What funding options did we consider?

- Sales Tax Increase
- Vehicle Registration Increase
- Payroll Tax
- Toll Roads
- Sin Taxes
- Impact Fees
- Tax on Transit Tickets
- Property Tax Increase
- Vehicle Miles Travelled Tax
- Gas Tax Increase
- Land Transfer Tax
- Driveway Tax
- Center City Access Fee
- Parking Surcharge
- Rental Car Tax
- Traffic Violation Fee
- Airport Tax
- Tax Increment Financing
- Hotel Occupancy Tax

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How much would each revenue source generate?

Revenue Source	Current Rate	Additional Assumed Rate	Projected Revenue
Transit Ticket Tax	$0.00	$0.05	$ 78,600.00
Traffic Violations	Var.	$10.00	$ 1,000,000.00
Rental Car Tax	Chart attached	1.00%	$ 1,800,000.00
Ticket Sales Surcharge	Entertainment 1.00% (movies 3.00%)*	$1.00	$ 2,100,000.00
Hotel Occupancy Tax	8.00%	0.50%	$ 2,200,000.00
Per Capita Fee	$0.00	$5.00	$ 3,100,000.00
Parking Surcharge	$0.00	$0.50	$ 8,900,000.00
Property Tax	Chart attached	$0.01	$ 9,500,000.00
Prepared Food & Beverage Tax	1.00%	0.50%	$ 10,000,000.00
Center City Access Fee	$0.00	$1.00	$ 10,700,000.00
Sin Tax	$0.35	$0.25	$ 16,700,000.00
Vehicle Registration Tax	$30.00	$30.00	$ 18,000,000.00
Gas Tax Flat Fee	$0.17 plus 7.00%; cap of $0.30 per gallon	$0.05	$ 26,800,000.00
Driveway Tax	$0.00	$100.00	$ 36,800,000.00
Road Utility Fee	$0.00	Var.**	$ 43,700,000.00
Land Transfer Tax	0.20%	0.40%	$ 50,700,000.00
Toll Roads Fee	$0.00	Var./mi	$ 52,000,000.00
Sales Tax	7.25%	0.50%	$ 81,100,000.00
Vehicle Miles Tax (VMT)	$0.00	$.01/mi	$ 79,000,000.00
Impact Fees	$0.00	Var.***	$ 84,500,000.00
Gas Tax % Gross Receipts	$0.17 plus 7.00%; cap of $0.30 per gallon	5.00%	$ 93,700,000.00
Payroll Tax	6.00-8.00%	0.50%	$ 149,900,000.00

Source: 10/6/08 Committee of 21 Analysis

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Committee of 21's Funding Recommendations

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

- Sales tax revenues have dropped significantly since 2009
- ½ cent sales tax alone could not fund all of our state/local projects

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How We Got Here

- City staff provided technical information to Committee of 21 (5/08 – 3/09)
- Council Dinner Workshop on 4/27/2009
- Staff provided summary review of Committee of 21 recommendations to the Transportation Committee on 6/22/09
- Council referred Committee of 21 funding discussion back to Committee at the TAP public hearing on 6/13/11

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Update on staff perspective on each revenue source?

1. Vehicle Registration Fee (near-term)
2. Sales Tax (near-term)
3. Tolls (mid-term)
4. VMT Fee (long-term)

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Vehicle Registration Fee

Staff review of Vehicle Registration Fee

- $30 increase would generate $18M annually for "local" maintenance programs.
- Would significantly enhance traffic signal system coordination, pavement resurfacing and roadway/sidewalk repairs.
- Funding source is directly related to vehicle use.
- Easy to administer – no new organization or additional staff required.

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Sales Tax

Staff review of Sales Tax

- If additional 1/2 cent sales tax were levied, this was expected to generate approximately $80+M per year.
- Sales tax is already being collected and would be easy to administer and implement.
- State "rolled-back" 1 cent sales tax this year
- Would require legislative approval, but there is precedence - CATS ½ cent sales tax

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Sales Tax (cont'd)

- Sales tax, however, is not directly related to motor vehicle use or travel demand
- Negative economic impacts could occur if Sales Tax were deemed "too high".
- ½ cent sales tax alone could not fund all of our LRTP and TAP projects
- Competition for Sales Tax – other public needs

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Tolls

Staff review of Tolls

- If tolls were set at 5 cents per mile driven on existing freeways in Mecklenburg County, then tolls could generate $125M annually.
- By comparison, typical average toll rates around the nation are 10-15 cents per mile.
- Implementing tolls on existing freeways, including all interstates, could generate significant and increasing revenues.
- Tolls are directly tied to vehicle use, VMT and congestion.

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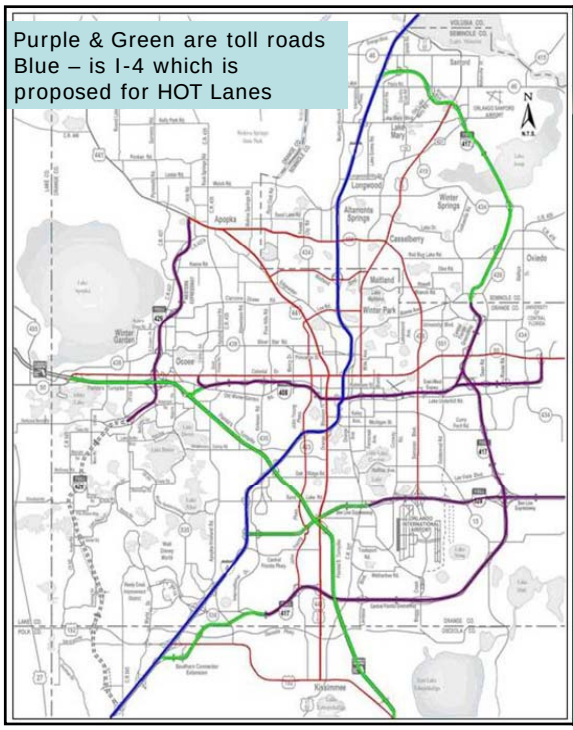

- 100+ mile system
- OOCEA collects over $200M in tolls annually

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Tolls (cont'd)

- Charging tolls on an entire network of existing freeways (including lanes that are free today) has not been implemented in any metropolitan area.
- NCDOT, NC General Assembly and FHWA would have to grant permission for tolls to be charged on existing lanes.
- Partial implementation is proceeding with managed lanes

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Vehicle Miles of Travel Fee

Staff review of Vehicle Miles of Travel Fee

- If VMT fee were set at 1 cent per mile driven in Mecklenburg County, then VMT fee could generate $80-100M annually.
- If VMT fee were applied, revenues would grow with VMT.
- This action needs to be regional/national approach to be successful…at least a decade away

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Staff Conclusions

- **Vehicle Registration Fee** - still viable – sufficient for local maintenance/upkeep projects
- **Sales Tax** – still viable – but current revenue insufficient for LRTP and TAP
- **Tolls** – if implementation of HOT/toll lanes proceeds, it could be primary revenue source for freeway projects
- **VMT Fee** – cannot be implemented without state and national legislation – still years away

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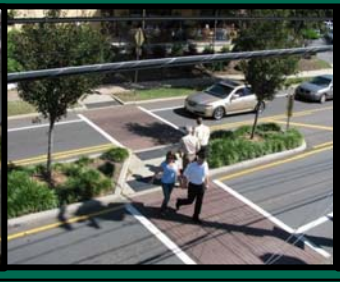
Questions

Transportation & Planning Committee
September 12, 2011



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Elizabeth Area Plan

Transportation and Planning Committee

September 12, 2011

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Today's Presentation

- Plan Overview
- Plan Development
- Highlights of Draft Plan and Policies
- Schedule

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Plan Area

- **Area: 630 acres**
- **Population: 3,401**
  (2010 Census)

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Plan Development Process

Meeting #6 *March 3, 2010* Community Design

Meeting #7 *April 7, 2010* Land Use

Meeting #8 *May 5, 2010* Land Use, Transportation Concepts

Meeting #9 *June 23, 2010* 7th Street Land Use & Transportation

Meeting #10 *October 20, 2010* Land Use, Streetscape, Transit Station Area, PED

Meeting #11 *November 17, 2010*

Final Public Meeting *May 17, 2011* Present Draft Area Plan

Meeting #12 *June 15, 2011*

Nbrhood Orgs Meeting *July 20, 2011*

Kickoff Meeting *September 22, 2009*

Meeting #1 *Oct. 14, 2009* Introduction, Issue Identification, Vision Statement

Meeting #2 *Nov. 4, 2009* Vision Statement, Introduction to Land Use

Meeting #3 *Dec. 2, 2009* Plan Process Issues, Transit Corridor Update, Transportation Issues and Analysis

Meeting #4 *Jan. 6, 2010* Parks/Open Space, Greenways, Environment

Meeting #5 *Feb. 3, 2010* Land Use

Mid-Point Public Meeting *June 9, 2010* Progress Report & Preliminary Transportation Analysis

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Draft Plan

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Vision and Goals

Elizabeth is a community that embraces its urban vitality, preserving its historic heritage and diversity of residents, businesses and institutions. The area is a vibrant woven tapestry that includes the buildings, open spaces, landscapes, and pedestrian scale. Elizabeth will strive to accommodate area-contextual housing types for various income levels. Well-conceived infill development is important to the ongoing vitality of the area, will be encouraged and balanced with neighborhood preservation. There should be broad community participation in planning and development decisions that affect the fabric of the community.

Vision Statement

- Preserve neighborhood character and scale
- Well-conceived infill development
- Broad community participation

Goals

- Land Use
- Community Design
- Transportation
- Infrastructure and Public Facilities
- Natural Environment

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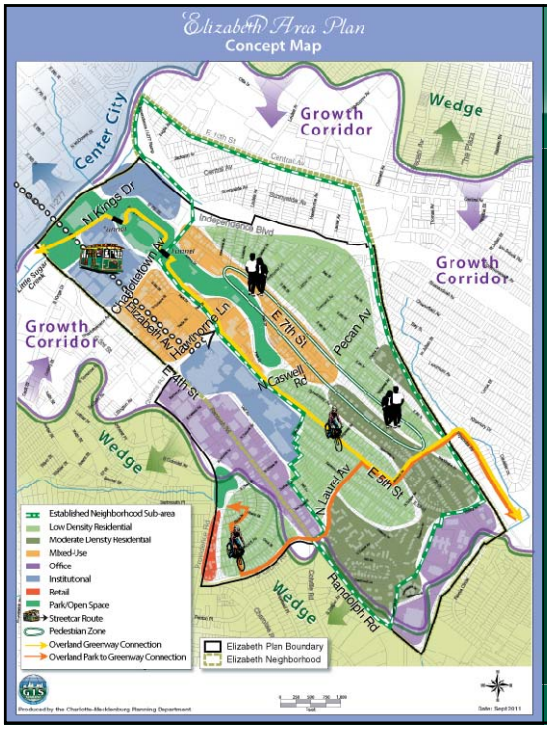

Plan Concept

- ✓ Maintain character of the established historic neighborhood
- ✓ Independence Park, as centerpiece of the neighborhood, to be preserved/protected
- ✓ Preserve parks and open space
- ✓ Create inviting pedestrian environment
- ✓ Create connections to parks and greenways
- ✓ Mixed use development near future streetcar stops

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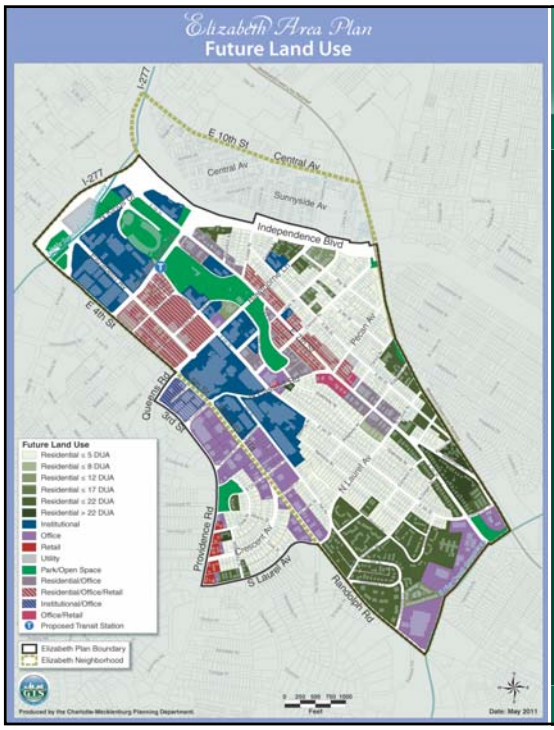

Future Land Use

- Emphasis on preservation of historic residential neighborhoods.
- East Seventh Street and Elizabeth Avenue identified as commercial/retail corridors.
- No additional encroachment by non-residential uses into adjacent residential neighborhoods.

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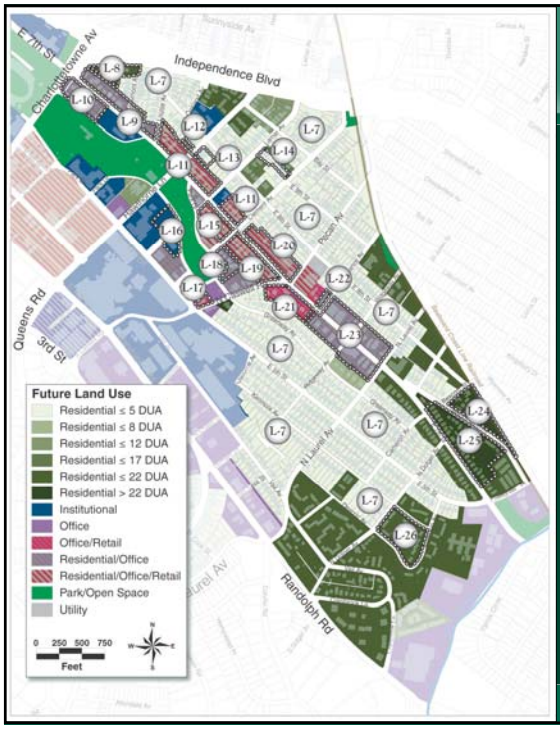

Established Neighborhood Sub-area

Summary of Key Policies

- ✓ Preserve/protect single-family residential neighborhoods.
- ✓ Historic or architecturally significant structures preserved/re-used.
- ✓ Infill residential buildings blended with neighborhood
- ✓ Minimize adverse impacts to the tree canopy

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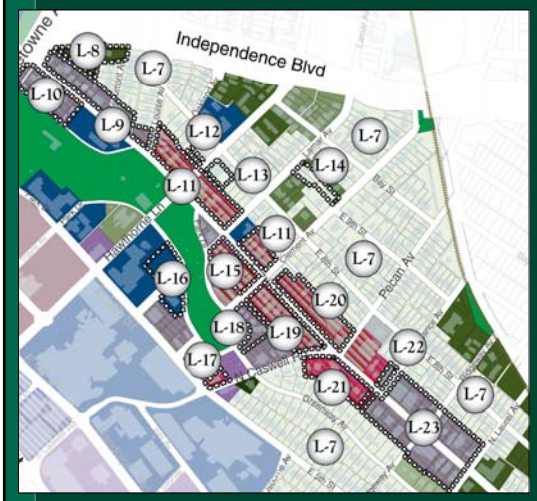
East Seventh Street Land Use



Summary of Key Policies

- ✓ Should have a mix of uses (retail, office, and residential).
- ✓ Retail concentrated between Louise and Clarice Avenues.
- ✓ Architectural design to complement the style, character, and materials of surrounding structures.
- ✓ Sensitivity to adjacent residential areas.
- ✓ Use publicly-owned alleys for access to garages and parking

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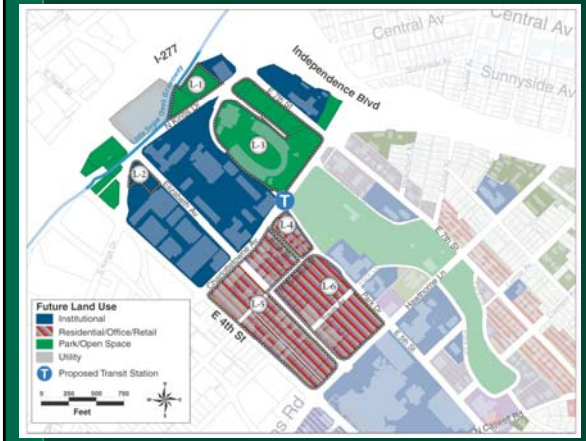
Proposed Boundaries of Preliminary *Future* Transit Station Sub-area



Summary of Key Policies

- ✓ Maintain Memorial Stadium/Grady Cole site as Park/Open Space.
- ✓ Integrate the proposed redevelopment of Elizabeth Avenue
- ✓ Mix of residential, office, service-oriented, retail, and civic uses.
- ✓ Discourage automobile-dependent uses.
- ✓ Open spaces to be centers of activity that include items such as benches, fountains, and public art.

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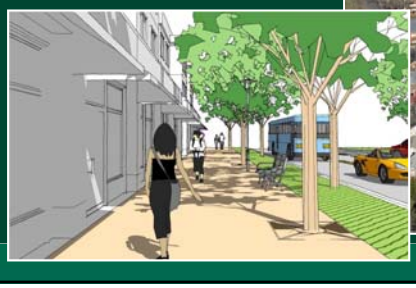
Key Transportation Policies

- No widening of East Seventh Street for travel lanes
- Additional pedestrian crossings of East Seventh Street, Pecan Avenue, and Caswell Road
- Provide street connections to support new development and eliminate gaps in the sidewalk system
- Additional connections between streetcar and transit stops and neighborhood employment and commercial centers.
- Provide cross-section diagrams for major plan area streets



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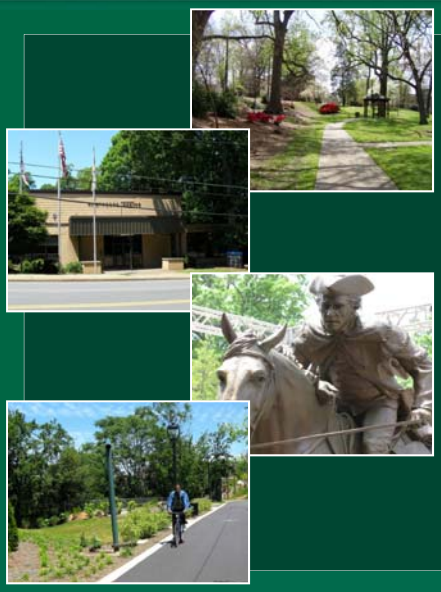
Infrastructure and Community Facilities



Summary of Key Policies

- ✓ Preserve Independence Park.
- ✓ Maintain parks/recreational facilities in good condition and make them available to residents.
- ✓ Incorporate public art into existing parks, greenways, and open spaces.
- ✓ Additional pedestrian and bicycle connections within the neighborhood and between greenways and neighborhood parks and open spaces.

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Natural Environment

Summary of Key Policies

- ✓ Minimize impacts to existing tree canopy.
- ✓ High level of street connectivity and new connections for pedestrian and bicycle travel.
- ✓ Low impact design for better water quality protection.
- ✓ Innovative best management practices.

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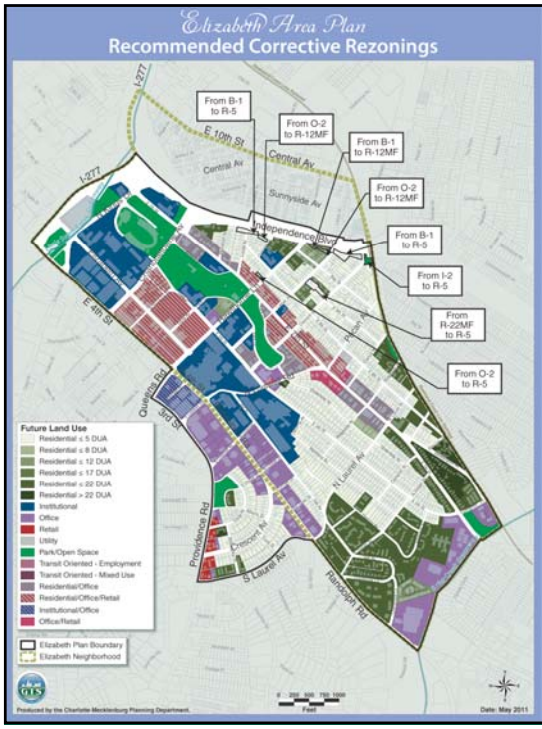

Recommended Corrective Rezonings

Through a separate process, that includes a public hearing, the Planning Department will initiate corrective rezonings identified in the Concept Plan.

Corrective rezonings should be considered for the following reasons:

1. To align zoning with existing land use to protect the surrounding residential area.
2. To align zoning with adopted future land use.
3. To protect environmentally sensitive areas.

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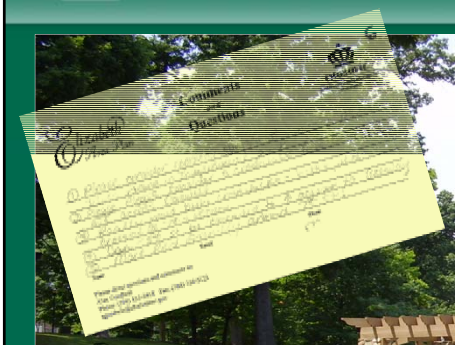
Comments on the Draft Plan



May 12 Public Meeting

- Removal of Independence Park surface lot (both for and against)
- Development should be required to bury power lines
- Need additional crosswalks on Seventh Street and also on Caswell
- Dollar General shopping center should be redeveloped

Other Comments

- Why are there no active uses recommended for the Seventh Street frontage of the Memorial Stadium site to make the street more pedestrian friendly?
- Martha Washington apartments site should be recommended for a lower density (maybe 8 DUA instead of 22 DUA)

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Plan Development

CAG Meeting #12
June 15, 2011

Discussions and Outcomes

1. **PED Overlay Zoning on East Seventh Street**
   - CAG agreed that no changes should be made to the draft plan.
2. **Transit Station Area and TOD Zoning**
   - Staff will propose revised language to make it clear that since rapid transit plans are so uncertain in this area, it is premature to adopt a transit station area plan.
   - Revised language will make it clear that adoption of the Elizabeth Area Plan will NOT result in the adoption of a station area plan and that applying TOD zoning will NOT be possible. The land use for the area shown currently as transit oriented will be changed to mixed-use.
3. **East Seventh Street Land Use**
   - Staff will propose adding graphics of appropriate forms of residential and multi-use development on East Seventh Street, as well as detailed land use maps and notes to help clarify the intent of the land use recommendations.
4. **East Seventh Street Transportation Issues**
   - CAG agreed that no changes be made to the draft plan, but that the City continue to explore ways to make East Seventh Street safer for pedestrians.

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Plan Development

Neighborhood Organizations Meeting
July 20, 2011

Feedback from Neighborhood Organizations (HENF and ECA)

- **Include "Five Priorities" :**
  - Protect, Save and Enhance Independence Park
  - Integrate the Proposed Redevelopment of Elizabeth Avenue
  - Preserve Residential Areas
  - Demand Pedestrian-Oriented Development along Seventh Street
  - Create Transit Options
- **Include more in-depth language about the Elizabeth neighborhood.**
- **Emphasize importance of Independence Park to the Elizabeth neighborhood and stress the need for its protection and preservation.**
- **Add additional language to residential design policies to emphasize how housing can be integrated along the park.**
- **Add connections from neighborhood and employment uses to Independence Park.**
- **Add Implementation Strategy to assemble key agencies (CPCC, hospitals, Park and Rec, etc.) to discuss their role in plan implementation.**

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Tentative Schedule

September 12	City Council T & P Committee – Introduction and Referral to City Council for Public Comment
September 20	Planning Committee – Recommendation
September 26	City Council – Public Comments
October 10	City Council T & P Committee – Recommendation
November 14	City Council – Adoption

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Thank You

Follow the process online at:
www.charlotteplanning.org

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CHARLOTTE DEPARTMENT OF TRANSPORTATION

Bike Share in Charlotte

Transportation and Planning Committee
September 12, 2011

Ken Tippette

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Recap

- Presentation made on August 22, 2011 upon request of Transportation and Planning Committee.
- Information provided on history, funding, implementation and operation of Capital Bike Share.
- Transportation and Planning Committee requested further information on potential next steps.

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Capital Bike Share

- Program concept is a network of strategically placed bicycles made available to users with memberships
- Memberships are secured by credit card
- Annual and day memberships available
- Use charges do not accrue until after first 30 minutes
- 87% of trips are less than 30 minutes
- Stations consists of up to fifteen bicycle docks where bicycles are available or returned

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Capital Bike Share

- 105 sites in Washington, DC and Alexandria, VA
- Installed over a period of two months
- Operator is responsible for bicycle and station maintenance and administration of program
- Few problems with vandalism, theft or crashes
- Extends public transportation by one mile

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Possible Next Steps

Option One: Phased Feasibility Study

- 3-4 months from notice to proceed
- $25-90K
- Initial phase , $25-30K, determines City potential to support a Bike Share program
- Subsequent phase, $35-60K provides detailed information on service area, system size phasing, organizational business model, program cost estimate and an implementation strategy.

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Option One - Pros and Cons

Pros

- Answers the basic question if Charlotte can support an on-going bike share program
- Permits option to discontinue study after initial phase if bike share determined not feasible at this time
- Permits staged expenditure of study resources based on feasibility determination
- Provides the information necessary for seeking an operator of a bike share program

Cons

- Could take up to four months to complete

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Option Two

Option Two: Issue a Request for Proposals to initiate a bike share program.

- 3-4 months to select operator
- $10K for RFP consultant assistance
- Proposals would include the parameters under which the program would operate
- Provides opportunity for negotiation with bike share operators for implementing and managing an active bike share program in Charlotte

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Option Two - Pros and Cons

Pros

- Saves time by moving directly to implementing a bike share program
- Allows review of proposals and selection of operator who provides the best match for needs of City
- City could choose not to proceed based on quality of proposals

Cons

- Operational parameters are defined without the benefits of a feasibility study
- Limited data on which to determine City commitment
- Operators choose locations with limited City involvement
- Specialized expertise required with a small pool of consulting services available to assist with the Request For Proposal
- Few proposals may be submitted

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Option Three

Option Three: Hybrid feasibility study with RFP component

- 6 months to select operator
- $35-50K
- Provides a high level feasibility study with basic operational recommendations
- Includes the option of a RFP dependent on feasibility study findings

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Other Considerations

- CDOT Bicycle Program could fund feasibility study but not ongoing capital and maintenance
- On-going bike share program vs. pilot bike share for convention
- Sponsorship opportunities

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Sponsorship

Sponsorship policy

- Grants to the sponsor the right to associate the sponsor's name, products, or services with the City or the sponsored City program or service;

Things to consider

- Will it affect the reputation of the City?
- Does sponsorship further the City Council's adopted focus areas?
- Is the sponsorship political, inappropriate, offensive?
- Is the sponsored program or event important to the City's mission?

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TAP Committee Discussion

- Does the T&P Committee have any questions regarding bike share programs?
- Does the T&P Committee have a preference for:
  - Option 1 – Phased Feasibility Study
  - Option 2 – Request for Proposals to initiate a bike share program
  - Option 3 - Hybrid feasibility study and bike share RFP
- Does the T&P Committee have an interest in implementing a "pilot" bike share program for convention

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Bike Share

Questions

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Census 2010 Update

Transportation and Planning Committee

September 12, 2011

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Census 2010 Update: Outline

- Metrolina Region Population
- Historical Growth Patterns
- Population Change by Census Tract (2000 – 2010)
- Charlotte-Mecklenburg Statistics
  - Household
  - Gender & Age
  - Race & Ethnicity
- Picture of the Future

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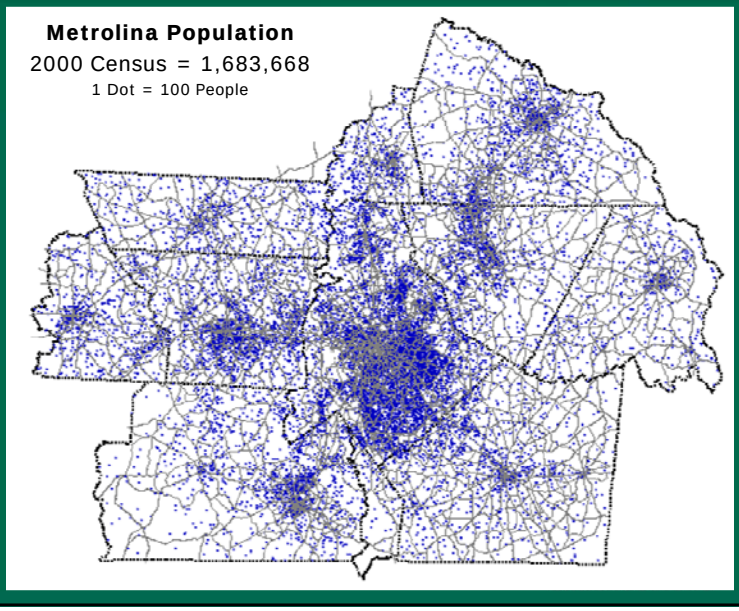
Metrolina Region 2000 Population



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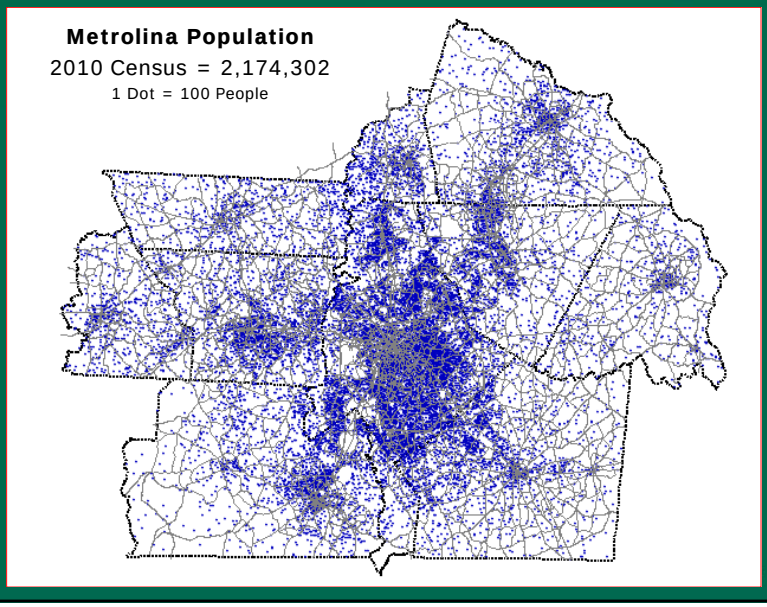
Metrolina Region 2010 Population



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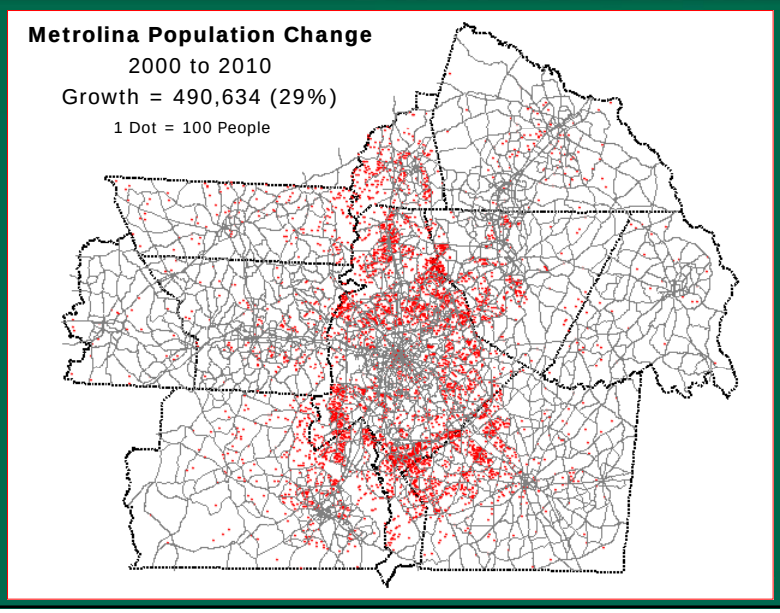
Metrolina Region Population Growth since 2000



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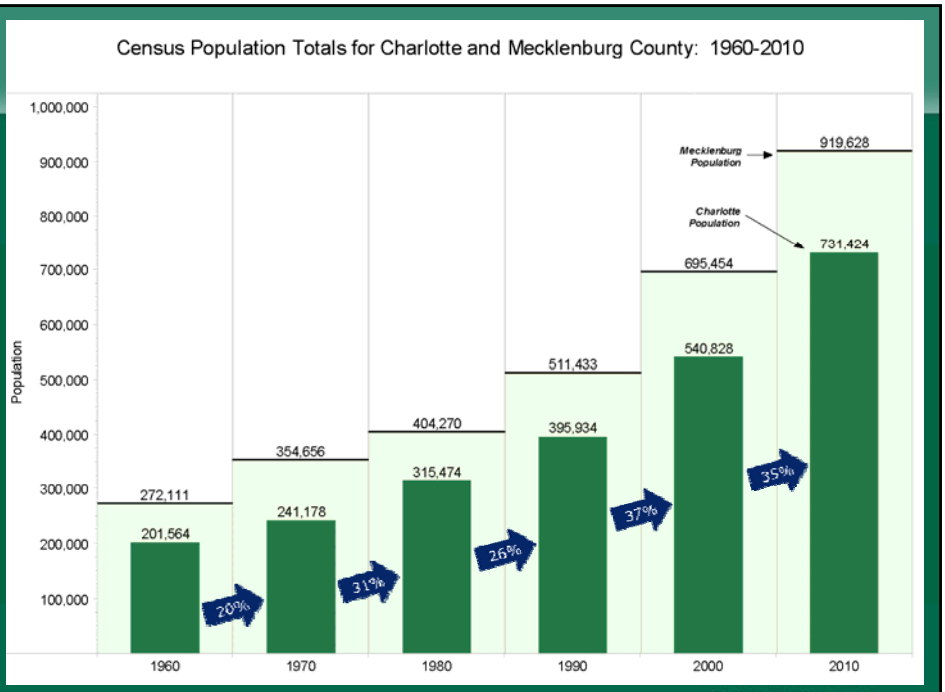

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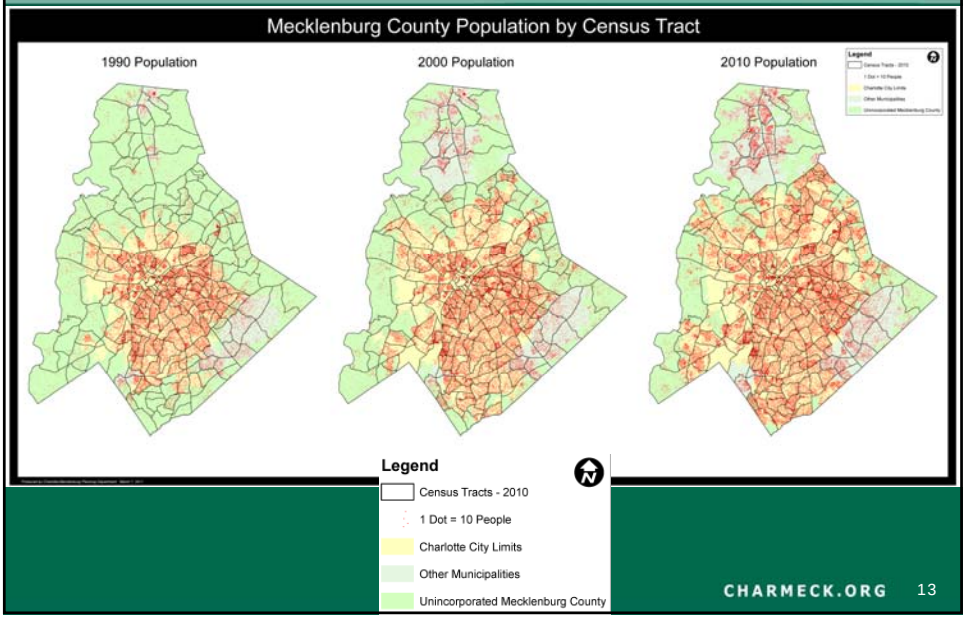
Population Density 1990, 2000, 2010



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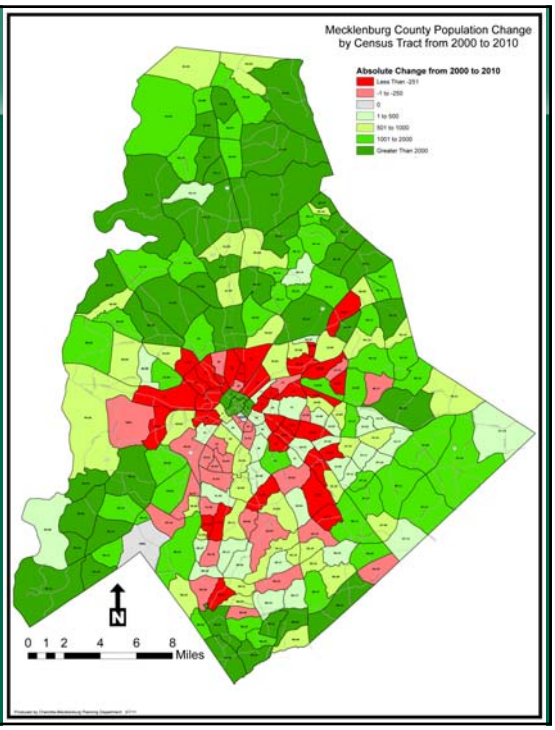
Population Change by Census Tract 2000 - 2010

Areas with largest Population gains:

- Southwest, South, North and Northeast Charlotte
- Northern Towns



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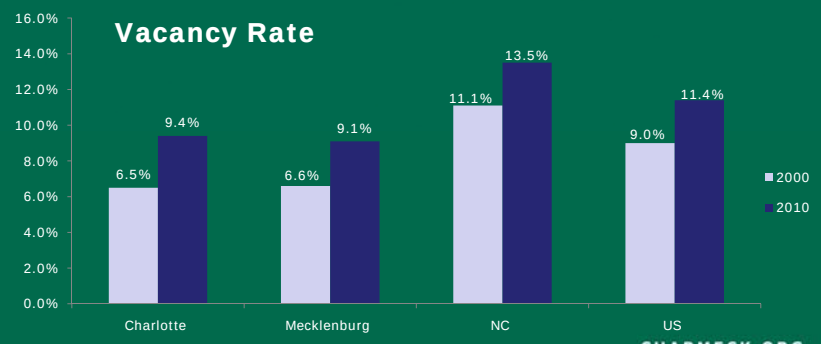
Charlotte-Mecklenburg 2010 Statistics: Households

Households	Charlotte 2000	Charlotte 2010	Mecklenburg 2000	Mecklenburg 2010
Average Household Size	2.45	2.48	2.49	2.49
Owner Occupied	57.5%	57.4%	62.3%	60.6%



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Charlotte-Mecklenburg 2010 Statistics: Sex and Age

Gender	Charlotte 2000	Charlotte 2010	Mecklenburg 2000	Mecklenburg 2010
Male	49.0%	48.3%	49.1%	48.4%
Female	51.0%	51.7%	50.9%	51.6%
Age	**2000**	**2010**	**2000**	**2010**
Median Age	32.7	33.2	33.1	33.9
Less than 18 years	24.7%	25.2%	25.1%	25.4%
62 years and Over	10.5%	10.9%	10.3%	11.3%

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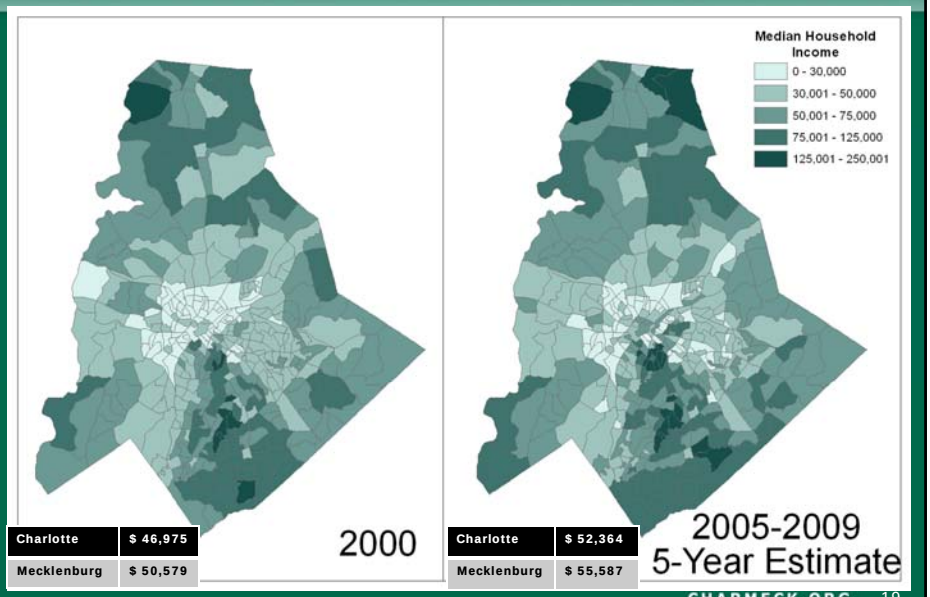
Median Household Income



Charlotte	$ 46,975
Mecklenburg	$ 50,579

Charlotte	$ 52,364
Mecklenburg	$ 55,587

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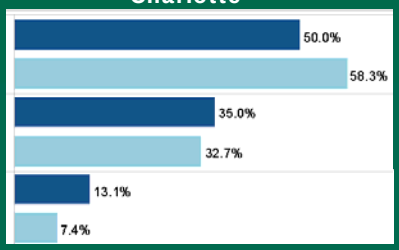
Census 2010 Race and Ethnicity

Charlotte

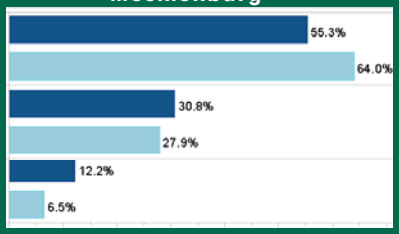


White population decreased from 58% in 2000 to 50% in 2010

African American population increased from 33% to 35%

Hispanic population increased from 7% to 13%

Mecklenburg



White population decreased from 64% in 2000 to 55% in 2010

African American population increased from 28% to 31%

Hispanic population increased from 7% to 12%

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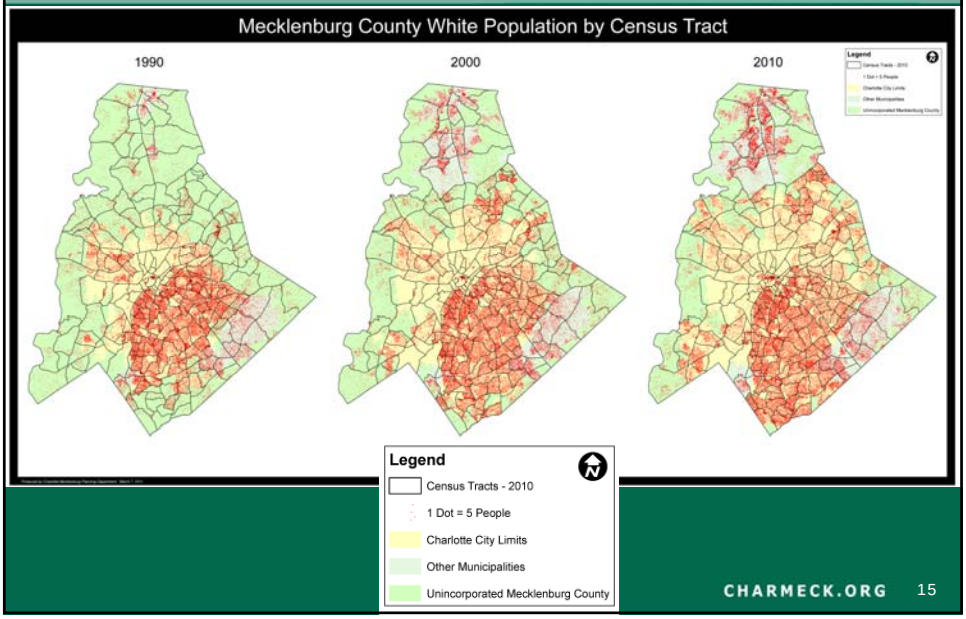
White Population 1990, 2000 & 2010



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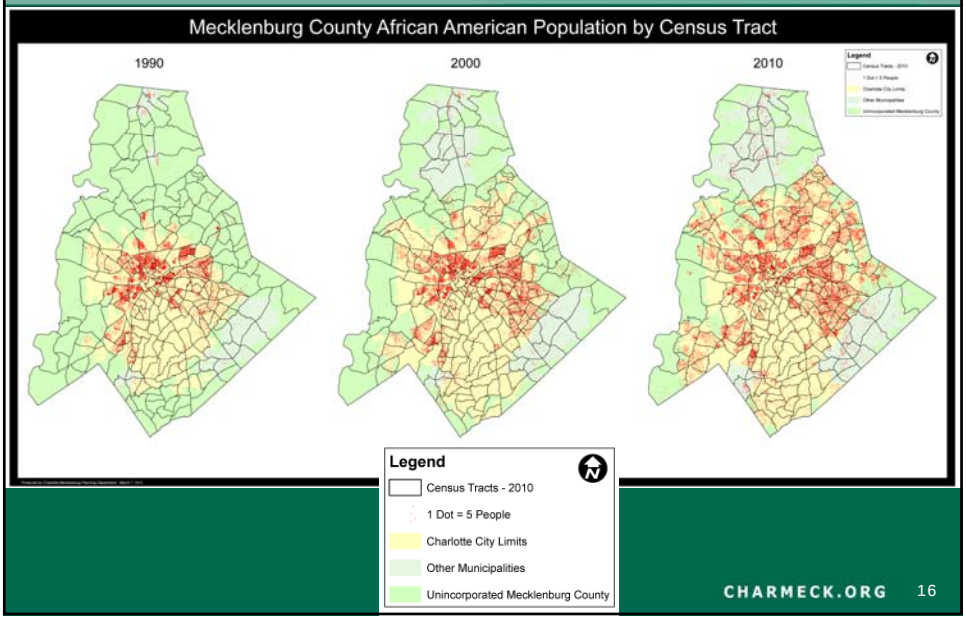
African American Population 1990, 2000 & 2010



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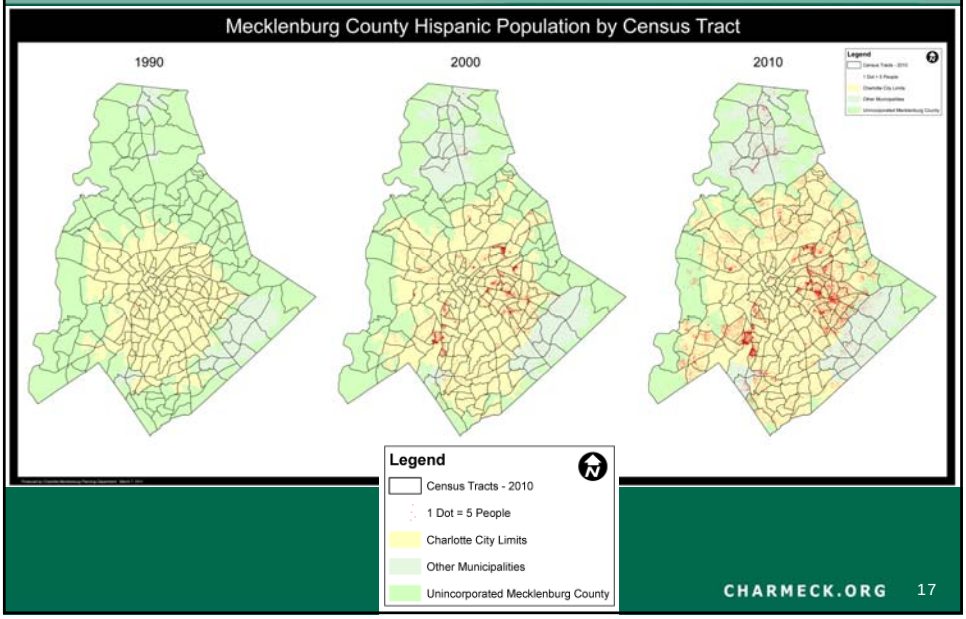
Hispanic Population 1990, 2000 & 2010



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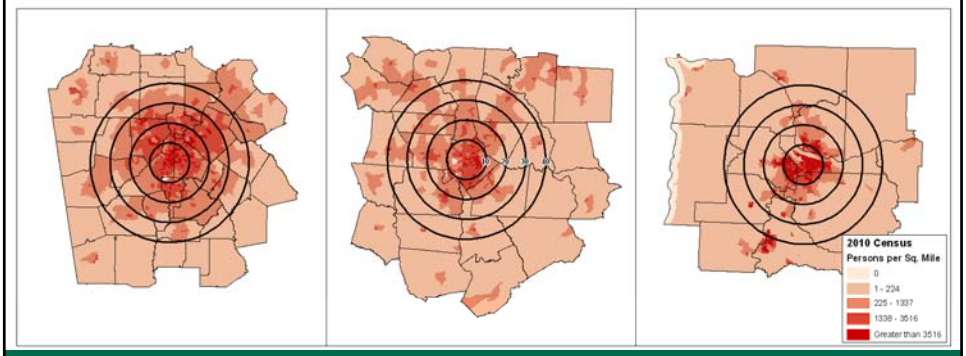
Picture of the Future?



Atlanta, GA	Charlotte, NC	Portland, OR
10 Miles: 868,877 (18%)	10 Miles: 644,364 (28%)	10 Miles: 1,140,757 (49%)
20 Miles: 2,505,576 (51%)	20 Miles: 1,398,145 (60%)	20 Miles: 1,938,751 (84%)
30 Miles: 4,130,464 (84%)	30 Miles: 1,927,126 (83%)	30 Miles: 2,161,347 (93%)
40 Miles: 4,903,908 (100%)	40 Miles: 2,320,062 (100%)	40 Miles: 2,319,036 (100%)

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Summary

- Charlotte grew by 35% in last decade
- Almost half of Charlotte's population growth occurred outside I-485 which is 30% of the land area
- Southwest, South, North and Northeast Charlotte and Northern Towns experienced largest population gain
- Hispanic population in Charlotte more than doubled to almost 96,000
- Charlotte's Median Household Income increased by 11.5%
- Housing Vacancy Rate increased from 6.5% to 9.4%

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Questions?

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Additional Information not included in Presentation

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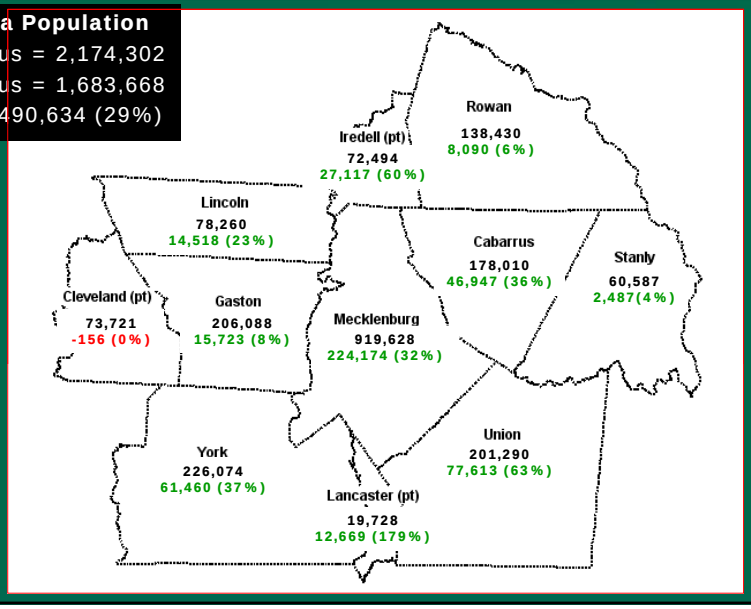
Metrolina Region 2010 Population

Metrolina Population
2010 Census = 2,174,302
2000 Census = 1,683,668
Growth = 490,634 (29%)



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Mecklenburg County and Municipalities Population: 2010

	2000		2010		Change (2000-2010)	
Mecklenburg Population	**695,454**		**919,628**		**224,174**	**32.2%**
		% of Total		% of Total		% Change
Charlotte	540,828	77.8%	731,424	79.5%	190,596	35.2%
Cornelius	11,969	1.7%	24,866	2.7%	12,897	107.8%
Davidson	7,139	1.0%	10,944	1.2%	3,805	53.3%
Huntersville	24,960	3.6%	46,773	5.1%	21,813	87.4%
Matthews	22,127	3.2%	27,198	3.0%	5,071	22.9%
Mint Hill	14,922	2.1%	22,722	2.5%	7,800	52.3%
Pineville	3,449	0.5%	7,479	0.8%	4,030	116.8%
Unincorporated	70,060	10.1%	48,222	5.2%	(21,838)	-31.2%

Key Points:

-In the last decade Mecklenburg County grew by 224,174, a growth rate of 32.2%.

-Charlotte saw the largest increase of 190,596 people, a growth rate of 35.2%

-Charlotte population as a proportion of the county's total population increased from 77.8% in 2000 to 79.5% in 2010.

-The population of both Cornelius and Pineville doubled since 2000.

-Only 5.2% of the population live in an unincorporated area of Mecklenburg County.

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CITY OF CHARLOTTE

Charlotte-Mecklenburg 2010 Statistics

Percent Change from 2000

	Charlotte	Mecklenburg	NC	US
Population	35%	32%	19%	10%
Employment	7%	8%	3%	2%
Housing Units	39%	36%	23%	14%

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CHARLOTTE

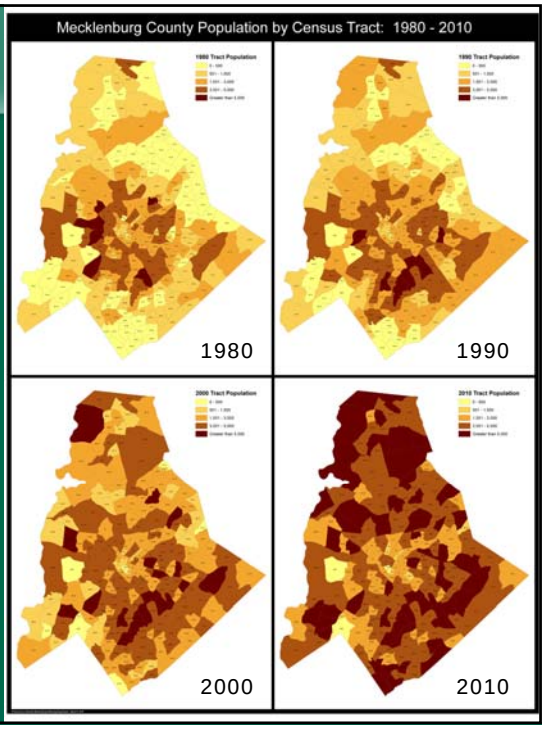
CITY OF CHARLOTTE

Population by 2010 Census Tract

- In 1980 most of the county population was within a seven mile radius of Uptown
- Over the next three decades population grew outwards toward county boundary

Tract Population

- 0 - 500
- 501 - 1,500
- 1,501 - 3,000
- 3,001 - 5,000
- Greater than 5,000



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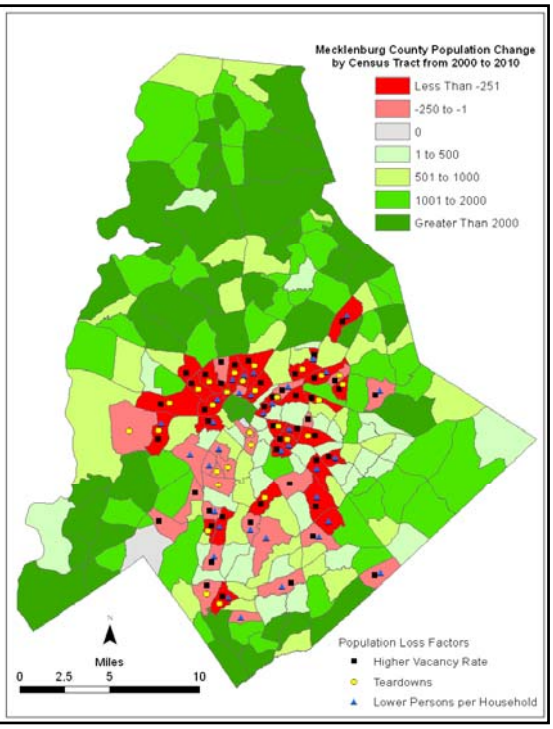
CITY OF CHARLOTTE

Population Change by Census Tract 2000 - 2010

Areas with largest Population gains:

- Southwest, South, North and Northeast Charlotte
- Northern Towns



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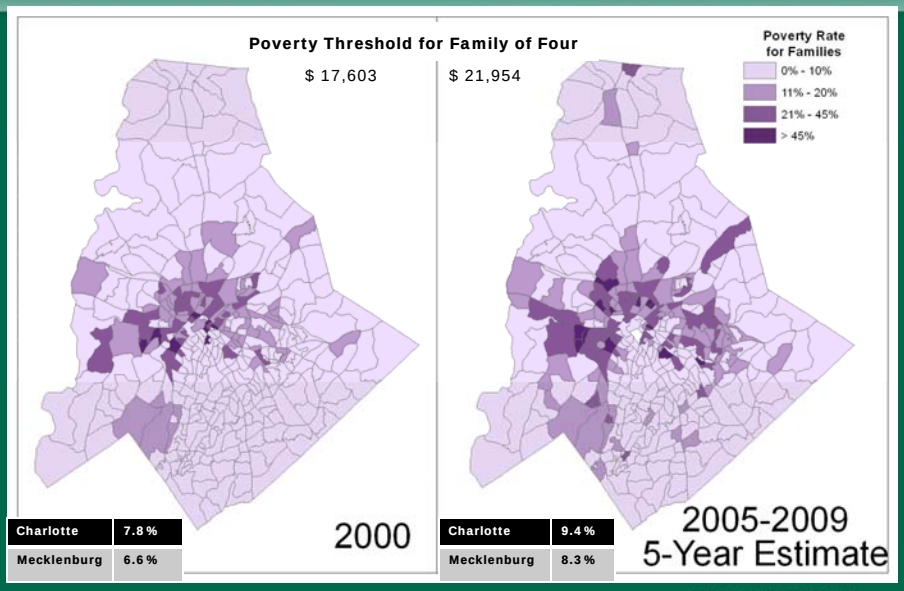
CHARLOTTE

CITY OF CHARLOTTE

Families below Poverty Level



Charlotte	7.8%
Mecklenburg	6.6%

Charlotte	9.4%
Mecklenburg	8.3%

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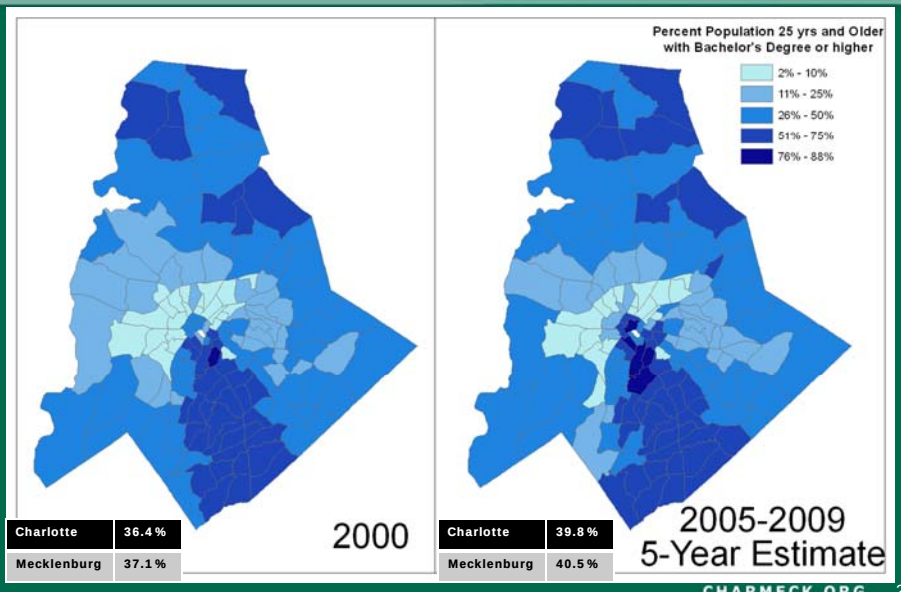
CITY OF CHARLOTTE

Educational Attainment

Bachelor's Degree or Higher



Charlotte	36.4%
Mecklenburg	37.1%

Charlotte	39.8%
Mecklenburg	40.5%

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CHARLOTTE

CITY OF CHARLOTTE

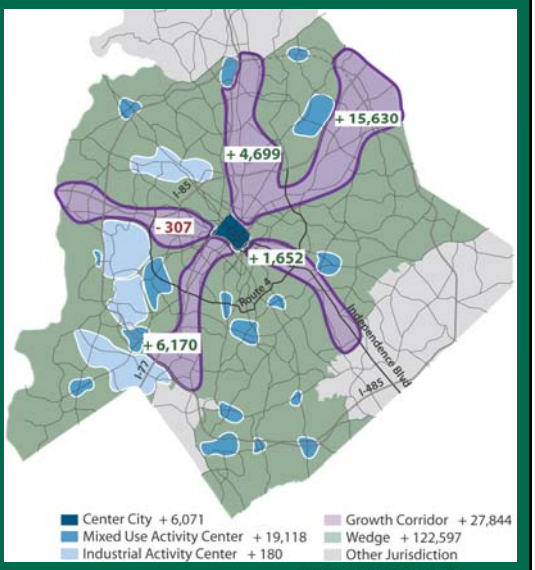
Population Change by Centers, Corridors and Wedges

Population

	2000	2010
Centers	36,035 (6%)	61,404 (8%)
Corridors	116,052 (20%)	143,896 (19%)
Wedges	438,583 (74%)	561,180 (73%)
Sphere	**590,670**	**766,480**

Land Area

	Square Miles	% of Sphere
Centers	49.1	13%
Corridors	76.3	20%
Wedges	256.8	67%
Sphere	***382.2***	***100%***



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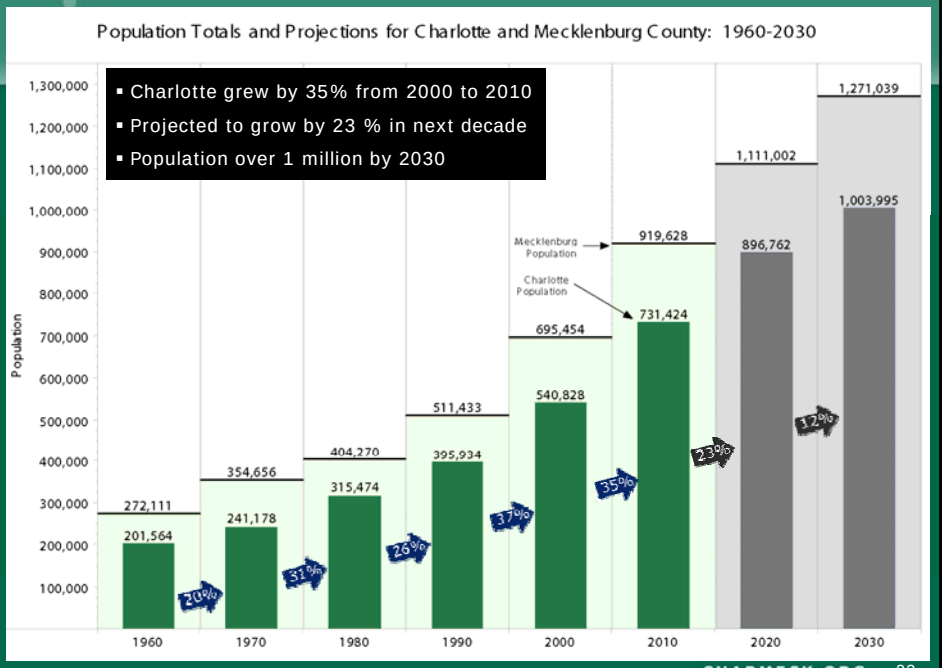

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CHARLOTTE