Charlotte City Council

Transportation & Planning Committee

Meeting Summary for November 28, 2011

COMMITTEE AGENDA TOPICS

I. **Subject:** **Steele Creek Area Plan**
Action: Motion to refer to Council for final approval

II. **Subject:** **Bike Share Program**
Action: Motion to support a demonstration project as part of the Democratic National Convention, and Option 3, which provides for a feasibility study of a permanent Bike Share Program in the City

COMMITTEE INFORMATION

Present: David Howard, Nancy Carter, Pat Kinsey
Time: 12:00 pm – 12:30 pm

ATTACHMENTS

Agenda Package

DISCUSSION HIGHLIGHTS

Chairman David Howard called the meeting to order at 12:09 and asked everyone in the room to introduce themselves.

I. **Steele Creek Area Plan**

Howard: Thanks to everyone for accommodating the change in schedule. I'd like to introduce John Autry who will represent District 5 starting next Monday. Also, this is Jim Schumacher's last meeting with us. Jim, you have provided a great deal of stability to this Committee, so thank you for that and for your long tenure with the City. I would also like to congratulate Ruffin Hall, who will be promoted at the first of the year as the new Assistant City Manager.

We've moved a lot of area plans through. We have seen the Steele Creek Area Plan for the past 6 months or so. We can make a motion to move this to Council. Should we go through any of the presentation?

Kinsey: Were there any changes since that last time it was presented?

Campbell: There are a few.

McCullough: We presented revisions to you on August 22. On September 26, Council received public comment. The concerns they shared were about the noise for the airplane flight patterns, the density of a pending rezoning petition for The Sanctuary development, and recommended land use for two parcels within the RiverGate Activity Center, across from the hospital. Staff recommends we revise the recommended land use for the two parcels located across from the hospital (see slide 4), from office use to mixed use.

Howard: Across from the hospital which way?

McCullough: Across S. Tryon Street.

Kinsey: Has it been reconciled to change the street name to S. Tryon Street with the people who live out there? (See slide 5)

McCullough: They are not pleased, but they understand changes occur because of policy.

Kinsey: Why does it have to be the policy? I wouldn't like it either if I lived out there. It has always been named York Road.

McCullough: Someone from Transportation may want to chime in, but it has been my understanding that annexed streets should have the same name throughout.

Kinsey: It has never had the same name, so what difference does it make?

Danny Pleasant: There is not a firm and fast rule. It makes things simpler to understand if streets have the same name throughout. I do acknowledge that Charlotte has a history of street names changing spontaneously throughout the City.

Kinsey: I have comments about that as a native Charlottean. I don't see any sense in changing the name. If we annex to Buster Boyd Bridge, there won't be a York Road. That doesn't make me feel good at all.

Danny Pleasant: For City streets, we have the ability to rename them as we see fit, but state route name changes require concurrence with NCDOT, and we do have to go through a request process to make that happen.

Kinsey: That makes it easier to be changed. NCDOT is not going to pay attention to a few people, but they will pay attention to CDOT.

Carter: Is there an intersection that would facilitate the continuation of the York Road name?

Campbell: The area that is not incorporated would still remain York Road. The piece that is

incorporated is currently S. Tryon Street.

McCullough: Currently that's at the intersection of Steele Creek Road and S. Tryon Street.

Howard: That is probably the worst place to leave it. It's a major intersection. Would that stop you (Ms. Kinsey) from recommending it to Council?

Kinsey: It might. Can you do it with two votes today?

Howard: Let's keep going.

Campbell: It isn't a land use issue for us. We were trying to be consistent with the policy. If there is a concern, we will note it and take a recommendation from Council.

Howard: The only time that would come up is when we annex. So, this plan has nothing to do with annexation.

Debra: It's just graphics.

Howard: When the time comes to annex it, that's when we'll have that conversation.

Kinsey: Everything that's included in this is within the City limits. It's already S. Tryon Street. Is that correct?

Brian Horton: S. Tryon Street today changes at York Road at Shopton Road West.

Kinsey: And this just covers that area?

McCullough: No. Within the plan boundaries, it includes portions of York Road. It goes to the County line.

Kinsey: On the plan it's still listed as York Road, and on future maps it will be listed as S. Tryon Street. So, that battle would be with annexation?

McCullough: Right.

Kinsey: I would plead with staff to be sensitive with the street name history in the future.

Howard: We're talking about sensitivity to history.

Campbell: We could tweak the language in the document.

McCullough: Very quickly, there are two remaining issues that I would like to bring to your attention. There is a pending rezoning petition for The Sanctuary, and residents in that area expressed some concern at the meeting during public comments. They have also been in touch

with staff, and staff has a meeting scheduled for December 6.
The land use recommendation is for one dwelling unit per acre under the current plan.
Public comment revealed concerns regarding an increase in density for a 319 acre portion of The Sanctuary that is pending rezoning. They have expressed concerns about the environment and wildlife.

Howard: Does your plan address what they are asking for in their rezoning?

McCullough: The plan recommends one dwelling unit per acre. The rezoning does not increase the density for the overall development.

Howard: Does that change from what it was? Is your plan recommending what the current zoning is?

McCullough: Yes.

Howard: Perfect.

McCullough: The other issue is from the representative of the Palisades Development. They requested that the plan be revised to allow more flexibility beyond the 325,000 square feet of retail, which the plan does. But staff added additional language that is already in the community design section of the plan that is linked directly to the Palisades Development. The representative is concerned about the added language.

Howard: The only reason that would come into play is if they asked to be rezoned. Right?

McCullough: Right. The current site plan allows for 225,000 square feet of retail, but it states that 100,000 could be added through a Plan amendment process. They have asked if they could have more beyond the 325,000. If so, we wanted to link some design guidelines to that.
We are asking this Committee to recommend that Council take action on December 12.

Howard: With a note about Patsy's concern about street name splitting.

Council member Carter made the motion to recommend to the full Council for approval on December 12, and Council member Kinsey seconded the motion. The motion passed unanimously.

II. <u>Bike Share Program</u>

Howard: Another interesting conversation is Bike Share.

Pleasant: One of the things to watch out for is that we started the bike share program discussion in August. We were on a path to look at it here in the City. We have since had the discussion come up and interest expressed in trying to do something for the Democratic National Convention when it comes to town. There is a different approach to both of those scenarios, so

we are going to talk about how both situations can possibly be approached as we move forward.

Gallagher: Thanks to Ken Tippette for doing the background work for this presentation. The Committee saw a presentation on Capital Bike Share in August. We were scheduled to come back to you in September, but that presentation got delayed. This presentation is what you would have seen in September, with some updates, including possibilities associated with the Democratic National Convention.

Mr. Gallagher presented Bike Share in Charlotte (see slides 3-4).

Gallaher: We were planning on coming back in September to examine what Charlotte's next steps could be if we were interested in pursuing a bike share program. Around that time, conversation came up about whether or not there could be an opportunity to do some version of bike share associated with the timing of the DNC. We feel there is overlap between what we would do longer term as a city that could benefit from experiences from the DNC. We think there is opportunity to continue to collaborate with partners to consider some type of demonstration project around the time of the DNC. We expect it would take about 6-months to get a program up and running. We have good models to follow. We also have to look beyond the DNC, and what long term options might be for a bike share program in Charlotte. One option is to do a feasibility study. We think that synergy exists to do a feasibility study at the same time we are working to have something available for the DNC. The 6-month and eight-month period (see slide 6) can be done simultaneously.

Howard: Is there a scenario where we could we could reach the 18-month RFP & Full Implementation (see slide 6) by the time of the DNC?

Gallagher: We don't know enough right now. We think that combining the DNC Demonstration Project with the feasibility study would put us in a good position to know what we want, what did and didn't work, and how to move forward.

Mr. Gallagher discussed slide 7.

Howard: Didn't we see at the last presentation that Denver and Minneapolis had wireless stations?

Gallaher: Yes, they use wireless technology, so the stations can be picked up and moved around.

Mr. Gallagher discussed slides 8-9.

Howard: What comes after a feasibility study in Option One?

Gallagher: Option One would let us do the feasibility study and then let us decide as a City if we want to issue an RFP to pursue bike share.

Kinsey: I like the idea of doing this for the DNC as a trial, but I would not want us to go forward

without a feasibility study followed by an RFP if we decide to move forward. The question is if we do the DNC demonstration project and it doesn't work out, do we know how much we will have spent?

Gallagher: There would be no City money in the DNC demonstration project. That would be underwritten by private sponsors and by a vendor. There would be initial costs for the feasibility study, but the timing would be perfect in that we wouldn't spend as much if we couple the two.

Kinsey: I would not want this to go forward without a feasibility study.

Carter: Will this take into consideration the Curb Lane Management Study and the changes that will create in regards to parking and signage?

Gallagher: Other cities have made similar changes when rolling out a bike share program, so I know we will be involved in making sure people are comfortable using the system. There will definitely be guidance, markers, and maps that will go along with this.

Carter: There was a significant improvement in bike lanes and signage that I saw in either Seattle or Portland about turns to the right. That is a horrible problem. The other problem I see is parked car doors opening into cyclists. I think we will have to address these potential problems Uptown. Also, do these put additional liability on the City? Those are questions that will perhaps be addressed in a feasibility study. I wanted to point to Portland and Seattle as potential models. In the long-range concept, partnering with other bike riding cities could be a great benefit. Also, I assume the contractors will not have a connection with the City so that we will have some negotiating capacity.

Howard: It sounds like there are two different decisions. The first is to move forward with the demonstration, and the second about moving forward with a feasibility study. I question what we would get out of a feasibility study. I have questions about the ordinances and other things that may have to be considered for the demonstration.

Pleasant: From a city role perspective, while we may not be putting cash money into the bike share program, we will be dedicating staff time for things like right-of-way use permits and utilization of the right-of-way. We are going to have to figure out if we should get a sponsor, and how that sponsors name will be displayed on the racks and the bicycles, and how that works with our signage within the right-of-way. There is plenty of work to be done toward figuring out what our role is as a city, and what the vendor's role is going to be.

Howard: What type of direction are you looking for from us today?

Schumacher: The local committee for the convention is pursuing what can be done for a bike program during the convention. Perhaps a span of months bracketed around the convention-maybe 2 or 3 months before and after. I don't think the City needs to have an official role regarding that program, but our staff will work closely with the details as needed. The feasibility becomes important when considering adopting a program like this for the future.

Howard: Is there anything required of the City to help with the demonstration project at all?

Schumacher: I don't believe so.

Howard: I'm sure there will some ordinances we will have to deal with. These will be on the sidewalks, in the public right-of-way. So, are you guys comfortable that this doesn't need to go to City Council to have the direction approved?

Schumacher: We are comfortable because we have a bicycle program that is funded, and its purpose is to facilitate and expand the use of bicycles in the City.

Howard: Please explain in one of the Council Manager Memos that you explained what you are doing, and that you didn't get push back from us. In regards to steps 2 and 3 (see slides 11-12), what do you need from us to do either one of those?

Schumacher: I would feel comfortable going forward with a feasibility study unless the Committee has some questions. As an alternative, we can take that as a Committee recommendation and submit it as a Council agenda item for discussion.

Howard: I like Option 3 (see slide 12).

Carter: There was a statement made that the Bike Committee has funding for a feasibility study but not for operation and maintenance. What is operation and what is maintenance?

Ken Tippette: Operation is the running of a bike share program. The bicycle program is not set up to operate an ongoing bike share program. We have to contract with a vendor to do that.

Carter: We are creating another opportunity for small business.

Kinsey: I'm uncomfortable not going back to Council with this since this came from a Council member (Council member Peacock).

Schumacher: A dinner briefing would be a good way to share this information.

Howard: I want to make sure that Council is made aware, but I don't want us to delay the demonstration. We have flexibility with the other options. So, are we moving forward with the demonstration and Option 3?

Council member Carter made a motion and was seconded by Council member Kinsey. The motion passed unanimously.

The meeting adjourned at 12:51.

Transportation & Planning Committee
Monday, November 28; 12:00 – 12:30 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. Steele Creek Area Plan – 15 minutes
Staff Resource: Melony McCullough
City Council received public comment on the draft Steele Creek Area Plan and proposed revisions to the draft plan on September 26, 2011. The Planning Committee voted unanimously to recommend adoption of the plan with the proposed revisions at their October 18, 2011 meeting.
Action: Final recommendation to the City Council
Attachment: 1. Steele Creek Area Plan.ppt

II. Bike Share Program – 15 minutes
Staff Resource: Ken Tippette
The Transportation and Planning Committee received a bike share presentation at the August meeting. This is a follow up discussion outlining potential steps to pursue a bike share program.
Action: Consider recommendation(s) to the City Council.

Next Scheduled Meeting: TBD pending new Committee assignments

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Distribution: Mayor & City Council, Transportation Cabinet, Curt Walton, City Manager, Ken Tippette, Leadership Team, Melony McCullough

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Steele Creek Area Plan

Transportation and Planning Committee Meeting

November 28, 2011

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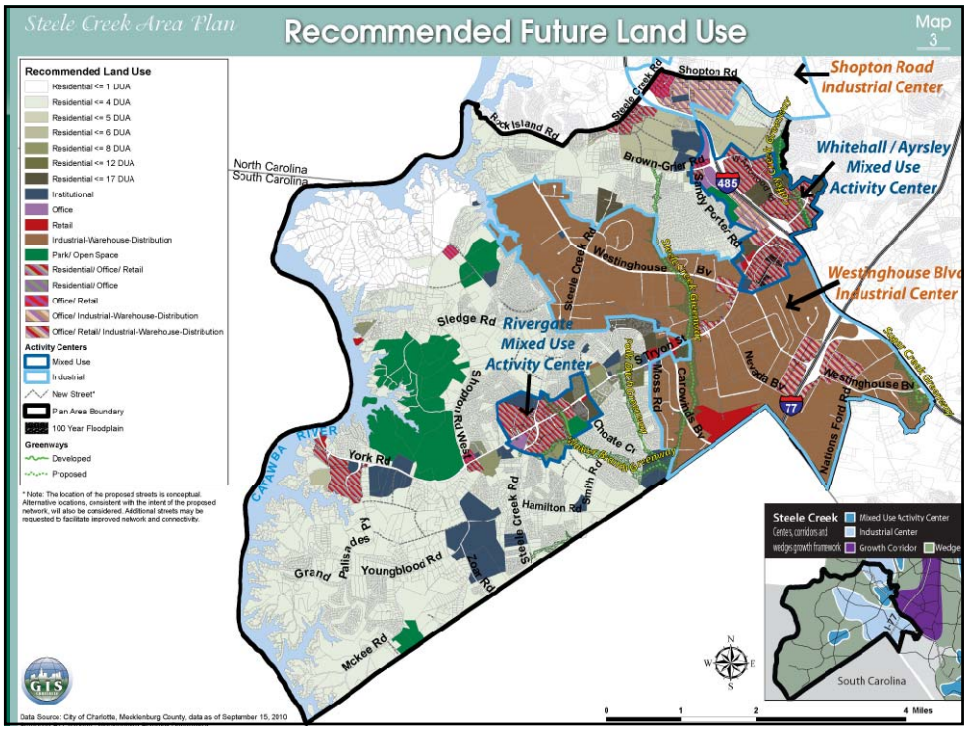

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Council Committee Review

April 28, 2011

- **Received Overview of Draft Plan**
- **Directed Staff to Continue Meeting with Citizen Advisory Group (CAG)**
  - Allow Additional Time to Review Draft Plan
  - Discuss Outstanding Issues

May – August, 2011

- **Four Additional CAG Meetings**

August 22, 2011

- **Committee Reviewed Proposed Changes to Draft Plan in Response to Citizen Concerns**
- **Committee Recommended Council Receive Public Comment on the Draft Plan**

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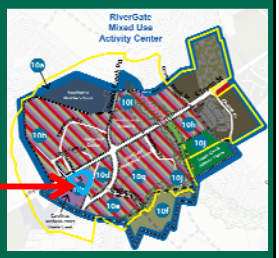
City Council Public Comment

September 26, 2011

- **Airplane Flight Patterns and Noise**
- **Density of Pending Rezoning Petition for The Sanctuary development**
  - No unilateral increases in density
  - Foreclosures, bankruptcies, and home prices
  - Doesn't want to see increase in housing
  - Partially completed subdivisions
  - Apply for rezoning density on a case by case basis
- **Recommended land use for 2 parcels located within the RiverGate Activity Center across from the hospital (change from office to residential/office/ retail).**



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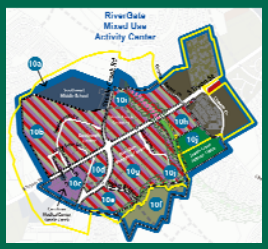
Response to Public Comments

- **Proposed revisions reviewed with the Committee on August 22:**
  - ✓ Clarified references to South Tryon Street / York Road (NC 49).
  - ✓ Modified land use recommendations and / or boundaries of Westinghouse Industrial Center and RiverGate and Whitehall / Ayrsley Mixed Use Activity Centers.
  - ✓ Provided additional flexibility for Palisades future development.
  - ✓ Revised community design guidelines.
  - ✓ Clarified confusing language.
- **Additional revisions proposed by staff:**
  - – Change land use for parcels located within the RiverGate Activity Center across from the hospital (change from office to residential / office / retail land uses, parcels 219-123-01, 02).



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Remaining Issues

- Pending rezoning petition that allows an increase in density for a portion of The Sanctuary development.

- Detailed language of the land use recommendation for The Palisades Development emphasizing key community design guidelines that are especially important if the retail development is allowed to exceed 325,000 square feet.

- **No changes recommended.**

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Review and Adoption

- October 18, 2011
  - Planning Committee Recommended Approval

Next Steps

- **November 28, 2011**
  - **Transportation and Planning Committee Recommendation**
- **December 12, 2011**
  - **City Council Action**

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Action Requested

Recommend Adoption of the draft Steele Creek Area Plan with Proposed Revisions

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Questions?

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