Charlotte City Council

Transportation & Planning Committee

Meeting Summary for February 13, 2012

COMMITTEE AGENDA TOPICS

I. **Subject:** **Eastfield Road/I-485 Thoroughfare Plan Amendment**
Action: Recommend that Council endorse staff's (TCC) recommendations and direct their MUMPO representative's vote accordingly.

II. **Subject:** **Steele Creek Area Plan**
Action: Recommend Council adopt the draft Steele Creek Area Plan with the proposed revisions at their February 27, 2012 meeting.

III. **Subject:** **Curb Lane Management Study**
Action: For information only.

IV. **Subject** **Draft FY2013 Focus Area Plan**
Action: For information only.

COMMITTEE INFORMATION

Present:	David Howard, Michael Barnes, Warren Cooksey, Patsy Kinsey
Absent:	John Autry
Time:	3:30 pm –4:55 pm

ATTACHMENTS

1. Agenda Package
2. Eastfield Road Thoroughfare Plan Amendment.ppt

DISCUSSION HIGHLIGHTS

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

I. Eastfield Road/I-485 Thoroughfare Plan Amendment

Assistant City Manager Ruffin Hall stated that this Thoroughfare Plan Amendment will be on the March 21, 2012 MUMPO agenda. The request is to give Council member Howard some guidance as to how you want him to vote. The recommendation from the Committee will go to Council for consideration at February 27 Council meeting to direct Council member Howard's vote. Council member Howard added that from his standpoint, in history and watching these, when the District Rep has some strong concerns then the MUMPO Rep would at least give that person an opportunity to comment on the issues and have the Council direct the MUMPO vote. This is Council member Barnes' district and he has expressed some concerns.

Planning Director Debra Campbell added that the Planning and CDOT staff, as well as some other departments, and MUMPO staff have been working with the Gandy Group with what they call a Developer Response. They looked at potential development scenarios to determine if this particular Thoroughfare Plan adjustment would impact any kind of development scenario. Based upon the proposed Thoroughfare Plan alignment, it does pretty well, in terms of a worst case scenario they modeled. She stated that for the record, the Thoroughfare Plan Amendment does not relate to a pending rezoning or any future rezoning that may occur. They are separate decisions and should be presented that way.

Mr. Stuart Basham then reviewed and discussed the "Eastfield Road Thoroughfare Plan Amendment" presentation (copy attached).

Barnes: First, I want to say that I think the proposed alignment has a great deal of positive potential in that area. One of the reasons that I wanted to have some extended conversation today and I'm glad the gentlemen from Gandy came, was to talk about their long-term intentions for that northern portion of the site and then that gets into the history of the southern end, which is an old rezoning from when I first joined the City Council. They own both sites and have intensions with respect to both sites. Ms. Campbell, as I understand it the portion of the site depicted in that image is, according to the North Lake Area Plan, intended to be an R-3 area.

Campbell: That is the recommended land use in the North Lake Area Plan.

Barnes: The original rezoning, which is south of that portion of the site, was zoned for about 900 homes I believe. One of the discussions I had with Mr. Gandy and his team was whether they would be willing to rezone both the southern and the northern ends of the site in order to create an overall better development for the original portion and this new set of parcels. When we met with you and your folks we talked about the fact that the northern end is R-3, per the North Lake Area Plan, at least suggested use, and we know what the southern end was zoned for, so their intentions I think were more in the direction of Transit Oriented Development (TOD) and a higher density sort of use in both the original southern end as well as this northern end. From your professional perspective, could you talk to us briefly about the density expectations with this northern piece and then if I might here from Mr. Gandy's team about their intentions with respect to rezoning both the southern piece and this northern piece.

Campbell: Two things that we need to get on record is the area that is south of this site is the Eastfield Station Area that we define through the North Lake Area Plan. Obviously, we want the more intense development to occur at the Station Area. I think what we were looking at and hopeful that we could do as part of an overall analysis, is look at this more holistically and think comprehensively. In terms of a development intensity that is expected, I don't think that we have anything that we expect, other than what the North Lake Area Plan calls for now. What we said is that we would consider, based upon some of the design recommendations that were made in the Development Response memorandum, is something greater than three units to the acre, but we didn't go on record of how much greater than three units to the acre.

Barnes: Ms. Campbell, would you say that if the original portion of the site, the Eastfield Station Area is rezoned TOD that you would support TOD in this area?

Campbell: We actually have gone on record to say that we would not support TOD based upon the requirements of TOD, which says that you have to be within the ½ mile area of a station. Based on how we have defined the station area, I believe the majority of the northern area is outside of the station area. We have to have a Record of Decision which the Red Line does not have at this point in time. Those are the standards in the Zoning Ordinance to apply TOD.

Barnes: Realigning that road is obviously very much connected to what they hope to do in that portion of the site and what I wanted to do is make sure that their intentions are consistent with our expectations and the community's interest in that area. If I might, I'd like to ask them to talk to us about their intentions with regards to both the northern and the original southern site.

Matt Gallagher, Gandy Development: To be fair, we were able to meet with you and Ms. Campbell a while back and there was a collective sense that this is one piece of geography and we should consider it as one piece of geography and have a contiguous plan all the way through. Our hope was that the station is roughly in the middle of the project with a portion of the ½ mile hitting I-485 and then as it branches away, yes some of it was in the ½ mile. We have crafted a plan with some generalities that help build network for one day having a train station there with the Red Line. When we started the discussion back in June or July the Red Line was picking up steam and it has gotten hot here in the last several months. It is kind of wavering again so we have looked at this entire 200 acres roughly as one development that hopefully will foster a great TOD at some point. We heard from Planning that TOD would not be supported on the northern piece as Ms. Campbell said, so we have come back and looked at some other opportunities. There is an opportunity with I-485 being potentially a lot further ahead than the train, in that the northern piece is more auto-centric, but we want to be able to foster a relationship with the southern piece, even though it is auto-centric. It is feeding in what feels like one neighborhood and eventually one day will facilitate easy access to the train station. The Developer's Response was a good exercise and definitely solidified in most everybody's mind who was there, a street network that could be established by this particular alignment having some northwest and southeast and moving everybody where they need to go and maybe one day pulling in Brown Road and having some opportunities over there.

Barnes: Let's say that the Committee recommends directing Mr. Howard's vote in support of the

staff decision and that it passes on March 21. What would be your intentions thereafter?

Gallagher: When we found out that we were going to have to come at it from maybe two possible zonings instead of just one generic TOD and we had to be very site-specific for the northern portion, whether we are approved or not approved obviously changes dramatically what that north portion can look like. It is either one point of access, which limits the opportunities on the site, versus these couple points of access and nice network which gives us other opportunities. The hope would be that we pass on the 21st with an approval and then begin the steps to start the process. We heard loud and clear that it needs to be a comprehensive 200 acre rezoning.

Barnes: Do you still think that would be feasible?

Gallagher: With the status of the Red Line? We had made a suggestion and we had the opportunity to have coffee and talk about maybe the potential, instead of 200 acres going 100 to the north and 100 to the south and part of that was the angst that we gave the neighbors back in 2006. However, with the Red Line being up in the air the thought to go back in front of everybody and say we are moving to be more consistent with the North Lake Area Plan and we are going to be TOD and the neighbors raise their hand and say, but the train isn't coming yet and all of a sudden we are fighting this battle again, the same battle we fought in 2006 for increased density and we come out with a compromised plan.

Howard: Debra, how would you guys feel about dividing it up, considering it is all one piece? Would Planning want to look at both pieces at one time?

Campbell: We would want to adhere to discussions that we had early on. We said we want to look at the entire area, particularly if we were to make the northern end more auto oriented, we would want to know how that would impact the development intensity in the form of development. We would prefer to look at them holistically but we can't prevent them from bringing in whatever parcel they want to bring in and we will do our best to make whatever assessment in terms of feasibility and development that we can. The Developer Response was extremely helpful for us in terms of creating some urban design goals that were very clear. Whatever amount of land that you bring in we will want that land to adhere to some general development principles that it would be walkable, we would have small blocks, so whether it is the northern portion or the southern portion we think we have this framework now that will help us in evaluating whatever acreage they bring in. We do have a context, a much more defined context with the North Lake Area Plan, especially since I don't think they are going to bring in three units to the acre for the northern portion.

Barnes: And therein lies the challenge. I don't really see the density going far beyond R-3 in light of the anemic road network in that area and lack of access to transit. In other words, if we say go ahead and come back with a rezoning that takes that northern portion to some much higher density, I don't see that really working because you are on Eastfield Road, Hucks Road is over there and Brown Road is on the other side, and the access to I-485 is a little ways away. I'm trying to figure out how that would work. If you don't get the transit, I think the Red Line

will eventually come, but we are not sure of the timing of it yet. I want to help understand your vision of how that would play out.

Gallagher: I think part of the vision is maybe eliminating the things that we know in today's climate that won't have a developed opportunity. When we look at what barriers we have on this site, to the north is I-485, to the east there is a Duke Energy line with a train track beside it. Those are three of the four borders so when we look at the market place and say if anyone brings it to market R-3, what does that look like on this site. Unfortunately, with some of the eyesores, we see something that we have plenty of, we don't make a distinct community, and we don't set something apart. The styling would be more to drive pricing down because people don't choose to buy against I-485, unless maybe in Ballantyne and their on the golf course, but as a whole they are kind of slotted to buy next to a power line or railroad track or I-485 because it is what they can afford. That is not what we envision for the property. We envision more opportunity of uses and we haven't defined those clearly yet, but there wouldn't be so much hindrance on what somebody would see out their back door. Looking at R-3, we don't think in today's economy, and even as the housing market slowly and finally shifts out, that this site is really appropriate for R-3. The majority of this site is still walkable to that train when it comes and we want to facilitate that train station and even outside the ½ mile and if we are .6 or .65 I think we are still walkable.

Howard: Debra, why R-3? One of the things I know we talked about, especially going back to my days on the Planning Commission, that Charlotte is really not an R-3 city anymore in any place.

Campbell: The zoning is R-3, the land use recommendation is up to 4.

Howard: Okay, that makes more sense. It's up to you guys.

Barnes: It is essentially as clear as mud for me right now. I'm looking for greater certainty about your intentions. I get it and I don't get it.

Campbell: Mr. Barnes, the Thoroughfare Plan amendment does not change the adopted area plan and our plan stays the same. Until we get a rezoning proposal, from staff's perspective, we don't have anything to respond to. The zoning would restrict any type of development to what is currently zoned, so those are kind of the land use issues.

Barnes: It would be great to see more intense uses, obviously closer to the Eastfield Station and kind of transition out from that, and you've done that with the first rezoning and you've done that with your thoughts regarding the northern portion. It would be helpful to see all of that for the entire site so that some future Council isn't sitting here wondering what was really happening.

Howard: We'd love a motion and if you did give a motion I'd still take everything you guys said to the vote, but if you want to direct me I'm okay with that too. Changing this alignment has little to do with the fact that they are going to want more intense development at the top, which

means they still have to come back. At that point you could still have a conversation about how it ties into everything that they own.

Barnes: The whole reason for having this conversation today with them and everyone else was to perhaps, if possible, set out their vision for the entire 200 acres.

Howard: We got some framework around it, although, it may be more auto-centric at the top and a bit more transit than the other one.

Barnes: I don't know what that means. Is auto centric R-3?

Howard: It actually has to do with what the interchange calls for more than anything. Anything that they could use would be feeding off the interchange more than the road network there.

Danny Pleasant: There is no interchange, it is simply a street that goes underneath I-485. The decision the Gandy's have is to inform NCDOT of which alignment to pick as they are in the process of building I-485, so they've got a narrow window. We need to decide if we put that alignment in this location or in that location so that NCDOT can then build. Once that underpass is built there is not a whole lot more flexibility as to where you move that road. That is what is driving this particular point and why it is being driven ahead of the rezoning.

Barnes: Mr. Gandy, is there anything you can say that might enlighten my decision making?

Phil Gandy: I think what will give you some comfort is the alignment is a better solution regardless of what the land uses are. It is a better solution than what is currently planned so we will have a robust conversation and process about land uses. If I were to drop dead, the City and this community would be better off with the red than the yellow.

Barnes: I agree. I have never disagreed with you on that. I just want to see where all those arrows lead to.

Howard: Are we directing the vote or not directing the vote?

Barnes: The action would read that I would move to recommend the full Council endorse the TCC recommendation and direct Council member Howard to vote accordingly, or whoever may be the MUMPO rep that night. Council member Kinsey seconded the motion and the motion passed unanimously.

II. <u>Steele Creak Area Plan</u>

Chairman Howard said this one should be quick because it's been discussed numerous times. Ms. Melony McCullough then stated that in November you recommended adoption of the draft plan and staff requested Council not take action in December to allow staff time with citizens to address their concerns. You received an update in January on our meeting with the citizens from the Sanctuary area. Since our January update we have met with the citizens as well as the

Citizen Advisory Group to work on the draft of the Steele Creek Area Plan and have come to a compromise on some proposed revisions which are included in your package (copy attached). That is to recommend as opposed to 4 dwelling units per acre along the river front, to recommend 1.5 dwelling units per acre. Earlier today we had some discussions with representatives from the Sanctuary and they requested that the Sanctuary remain at 1 dwelling unit per acre. We talked to the Citizens Advisory Group members that were present at the meeting with the Sanctuary representatives and they are in agreement with the 1 dwelling unit per acre. That is the most recent change that you have received and that is the proposed revision for 1 dwelling unit per acre for the Sanctuary and 1.5 for a number of lots along the river.

Howard: I just want to clarify what I think I know about this. If it touches water and it didn't have a rezoning already done on it, it is 1.5 so we shouldn't mess with anybody who had development rights as of today.

McCullough: Right, or for more than that.

Howard: With the Sanctuary what you are saying you are not recommending anything that is not zoned right now.

McCullough: Right.

Barnes: It was originally zoned, or is zoned right now?

McCullough: It is basically one dwelling unit per acre.

Barnes: And we are not changing that, or you are not recommending changing that?

McCullough: There is a rezoning petition pending for that area, but this plan does not recommend changing that.

Barnes: What would that rezoning request ask for?

McCullough: That rezoning request is evolving and I would like for that to be handled through the rezoning process because they are making some changes and I think they are meeting tonight.

Barnes: Is it to rezone lots in the Sanctuary?

McCullough: It is to rezone a portion of it, yes.

Barnes: To higher density?

McCullough: I'm not sure what the density will end up being. I know they have been working with residents in that area.

Barnes: Is the original developer doing it?

McCullough: Crescent Resources.

Barnes: Let me tell you why I asked the question. I assume that you all (addressing citizens in the audience) own the lot back there. Does someone in here live in the Sanctuary?

Citizen: Yes.

Barnes: I imagine the people who bought houses in there with a one acre lot had certain expectations about how that community was going to look going forward.

Howard: It is not one acre.

Barnes: A lot of those houses are one acre.

Campbell: It is overall, 1 dwelling unit to the acre.

Howard: Let me tell you what it was a while ago. Because the Sanctuary is set up as preserves and really the smallest one is like 4 acres, it is not 1 acre. Because it is really all zoned 1 per acre, but they sold them for up to 12 per acre. If you could divide it all into 1 acre lots there are lot more units you could get other than what you have, so what the developer said some time ago was because I didn't use all of my density in that big white (referring to map) spot, I'd like to use that density in another spot, which would make it more intense in one spot. Did I get that right?

Campbell: I think the earlier version we had for this proposed rezoning actually had attached townhomes which would have significantly, and I say significantly based upon the Sanctuary density, increased the density of the overall area. Because this is a planned unit development, when we are calculating density, we are calculating for the entire area.

Barnes: When I look at the materials it says that only 20% of the 1,350 acres was intended to be developed. I will just tell you where a lot of this is coming from. I have seen personally and have constituents experience the situation where the market changed and developers went in there and went straight to the bottom and built the cheapest crap they could build and ruined neighborhoods. I imagine they are concerned about that happening also and I don't blame them at all, especially if they bought a house in 2006 or 2007 before things tanked. That is what I'm worried about. Crescent does good work, but I don't know anything about the proposal. I guess that rezoning is coming forth, but it is not in my district, but I can understand where they may be coming from if people are going to be changing what they thought was going to happen out there.

Howard: We are going to get a chance to have a say so on that later.

Barnes: Apparently so and I look forward to seeing the results.

Howard: I would love a recommendation on what we have in front of us right now.

Barnes: The community has been a part of this process, right?

Howard: Yes.

Barnes: The draft proposal revision makes sense to me so I would move to approve it. Council member Kinsey seconded the motion and the motion passed unanimously.

III. Curb Lane Management Study Update

Danny Pleasant stated that the Committee has been hearing from them for a while now about various Center City areas and about the valuable City right-of-way, particularly the curbs that are used for parking, taxi cabs, loading, etc. We wanted to put together a system that we've been working on for a while to organize that resource and asset commodity of the City. Today the Committee will review the signage program we are suggesting that clarifies two users of the Center City and how that curb should be used as we try to eliminate some confusing signage that we have.

Doreen Szymanski reviewed the "Curb Lane Management Study Update" presentation (copy attached). She discussed the survey results, showed examples of the improved signage and reviewed and described an interactive visual slide of the most difficult block face on Martin Luther King Blvd. Some of the questions and comments the Committee and staff discussed include:

- What are the hours you are able to unload a delivery?
- Does clarifying the signs allow the citizens to understand better where public parking is located?
- Does the wording "this side of the sign" cause confusion for which side you actually mean?
- Having signs on both sides of the signs allow for no confusion on which side of the sign you should be parking on and it helps frame up what you can actually do in that space.
- What is the standard footage for the passenger loading zones?
- Should we spell out the word "parking" on the signs with a "P"?
- Will the average Joe that doesn't frequent Uptown often be able to understand any of the signs?
- Staff is interviewing focus groups and using other strategies to see if the public understands the signs.
- Blue and white P's on signs are part of the parking deck collaborative system; therefore, P's on street signs will be green.
- Do the pay stations accept more than 2 hours worth of money?
- Will we get rid of meters and just go to all parking anytime to eliminate having to carry change?
- Where is the most successful pay station in Uptown?
- What is the experience from folks who have come to town during the CIAA with regard to parking?
- The wayfinding signs for the interstates are extremely confusing to many people especially at I-77 and I-277.

- CRVA needs to be involved with wayfinding for visitors.
- CDOT will discuss with Corporate Communications the marketing plan to get the word out about wayfinding and parking before the CIAA tournament.

Council member Howard thanked staff for the presentation and stated we will continue the discussion at a future meeting.

IV. Draft FY2013 Focus Area Plan

Mr. Hall stated that the Committee received the Draft Focus Area Plan and this version is a two-page version that was in your Council Retreat packets as well. This represents our reformatting of a lot of material that has been in your previous ones. In terms of the schedule, there is no request for action today. This was our first effort to put the draft on the table. The goal is to try to create a more simple and compact framework for you to focus on your most highest and strategic item. The goal generally is to work it through the various committees in time for consideration by the Council at the March 26 Business Meeting.

Kinsey: All I hear is Transportation, what about Planning?

Howard: I asked that same question when I first got on. Transportation is the Focus Area, not Transportation and Planning.

Hall: In effect, Planning is permeated through all of it. This is really a Transportation policy.

Kinsey: It seems a little longer than some of the others I've seen recently.

Hall: It was actually 6 pages compressed into 2 pages. I think there is a lot of stuff in Transportation, particularly when you are also talking about transit policy as well as transportation and street resurfacing.

Howard: I don't see why this would take us through March. We ought to be able to do this update by the February 23 meeting. If you have any issues or thoughts on changes, get those to Ruffin ahead of time. He can then come back with a revised version at our next meeting.

V. Future Committee Meeting Dates and Topics

Howard: The last thing we have is cancelling a meeting due to NLC. Does anybody have a problem with cancelling the March 12 meeting? (All agreed to cancel)

Hall: The other agenda item in your packet is to show you that you've got a full docket, not only because of just cancelling that March 12 meeting, but also because there is a lot of topics that are coming up. The Red Line is coming back, discussions on Bike Share, more on Curb Lane Management, Comprehensive Transportation Plan and some other things.

Howard: The Red Line questions, can they put that in writing and get it to us before we meet?

Hall: That is the goal we are currently working under. One other thing, Mr. Howard, if you choose to adopt the revised Calendar Schedule in terms of the workshop being switched to the 4:00 Business Meeting, one of the Transportation regular meetings is going to have to be switched. Right now you are on the second Monday at 3:30 and the meeting starts at 4:00 so we can switch that.

Howard: So we'd have to move this meeting up to 2:30?

Hall: Yes.

Barnes: When are we going to go to that new three meeting format?

Hall: You have to vote on it tonight. The agenda does not express when it would start, and it may be something you want to talk about tonight, but our assumption would be, unless any other direction, we start on February 27.

The meeting was adjourned at 4:55 p.m.

Transportation & Planning Committee
Monday, February 13, 2012
3:30 – 5:00 p.m.
Charlotte-Mecklenburg Government Center
Room 280

Committee Members: David Howard, Chair
Michael Barnes, Vice Chair
John Autry
Warren Cooksey
Patsy Kinsey

Staff Resource: Ruffin Hall, Assistant City Manager

AGENDA

I. Eastfield Road/ I-485 Thoroughfare Plan Amendment- 20 minutes
Resources: Stuart Basham and Alysia Osborne
Staff will provide a summary and technical evaluation of a proposal to realign the western end of Eastfield Road near the NC 115 interchange with I-485. On February 2, 2012, MUMPOs Technical Coordinating Committee (TCC) voted unanimously to endorse the proposed Thoroughfare Plan amendment. MUMPO is scheduled to make a decision on March 21, 2012. Due to the potential transportation and land use impacts of this proposed realignment, Council may want to consider providing their MUMPO representative with a directed vote on this realignment.
Action: Recommend that Council endorse staff's (TCC) recommendation and direct their MUMPO representative's vote accordingly.

II. Steele Creek Area Plan – 15 minutes
Resource: Melony McCullough
On November 28, 2011, the Committee recommended that Council approve the draft plan. However, this item was removed from the December 12 Council agenda to allow staff to meet with citizens from The Sanctuary and nearby neighborhoods who expressed concerns. Staff worked with this group and the Citizen Advisory Group to develop revisions to the draft plan that address concerns.
Action: Recommend Council adopt the draft Steele Creek Area Plan with the proposed revisions at their February 27, 2012 meeting.
Draft Plan and revisions available online via the following links:
Steele Creek Area Plan (Draft)
Draft Steele Creek Area Plan Revisions – 09_19_11
Attachments: 2. Feb. 7 Proposed Revision for Policy 2
3. Recommended Land Use Map

III. Curb Lane Management Study – 20 minutes
Resources: Doreen Szymanski & Vivian Coleman
CDOT staff will update the Committee on sign selection for the Pilot Project, which will take place on Tryon, W. Trade, and E. 6th streets. Sign selection was based upon results from a sign survey staff conducted in the field and online.
Action: For information only
Attachment: 4. Curb Lane Management Study Update.ppt

IV. **Draft FY2013 Focus Area Plan** – 15 minutes

Resource: Ruffin Hall

Staff will review the draft FY2013 Transportation Focus Area Plan and receive comments.

Action: For information only

Attachment: 5. Draft FY2013 Focus Area Plan

V. **Future Committee Meeting Dates and Topics** – 15 minutes

Resource: Ruffin Hall

Review upcoming Committee agenda items and consider cancelling the March 12 meeting due to a scheduling conflict with the NLC Congressional City Conference.

Attachments: 6. 2012 T&P Committee Meeting Schedule.doc
7. 2012 Projected T&P Committee Agenda Items.doc

Attachment: Transit Services Advisory Committee Annual Report – Information Only

Attachments: Follow-up information from January 9 Committee meeting:
- Midtown Morehead Cherry Area Plan
- Census 2010

Next Scheduled Meeting: Thursday, February 23, 2012 – 12:00 p.m.

Distribution:	Mayor & City Council	Curt Walton, City Manager	Leadership Team
	Transportation Cabinet	Stuart Basham	Alysia Osborne
	Melony McCullough	Doreen Szymanski	Vivian Coleman

Draft *Steele Creek Area Plan*
Proposed Revisions

February 7, 2012

Below is the revised text recommended for Policy 2 in the Draft *Steele Creek Area Plan*. The proposed revisions are the result of a meeting with the Citizen Advisory Group (CAG) and other citizens on January 26, 2012 to discuss the recommended land use along the riverfront. The proposed revisions are summarized below:

- Change recommended density from one to 1.5 dua.
- Acknowledge deed restrictions limiting lot sizes for many of the waterfront properties.
- Update the acreage for the entire Sanctuary development and adjust the percent of development area. The text currently refers to the acreage of the largest portion of the development which is located on the west side of Shopton Road West. The revised text reflects the total acreage for property located on both sides of Shopton Road West.

Current Text in Draft Plan

Residential development in The Sanctuary should not exceed one dwelling unit per acre.
The approved site plan for The Sanctuary subdivision allows for 20 percent of the 1,350-acre site to be developed. This subdivision is developed with single family homes on large lots and preserves a large amount of open space. Any future development should continue to take into consideration the environmental features in the area.

Proposed Revision

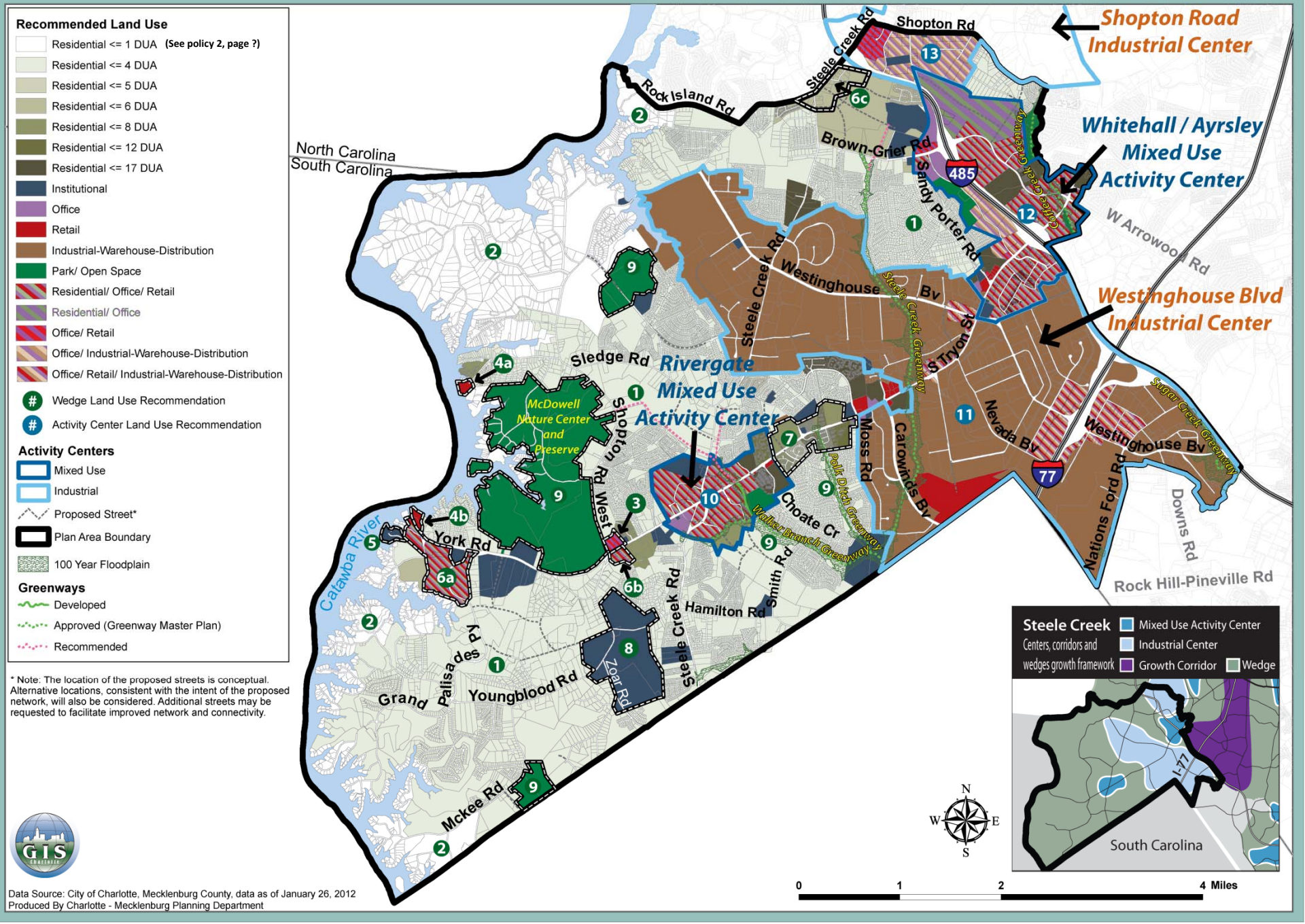
Residential development in this area along the Catawba River and in The Sanctuary development should remain low density.
Residential development at a density of up to 1.5 dwelling units per acre is appropriate adjacent to the river and in The Sanctuary subdivision. The location of this area within the Lower Lake Wylie Watershed, along with the topography challenges it presents, makes it conducive to continue low density residential development. Although the recommended density is up to 1.5 dwelling units per acre, this is recommended as the average density. A slightly higher density may be appropriate in some areas; when development is encouraged to cluster to preserve environmental features. However, most waterfront properties will not be able to exceed 1.5 dwelling units per acre because of existing deed restrictions limiting lot sizes to approximately ¾ acre.

Most of the parcels along the river are currently zoned R-3 and R-5 (allowing up to three or five dwelling units per acre, respectively); however, regulatory constraints make it difficult to develop at these densities. These zoning districts do; however, provide an opportunity to cluster development to lessen environmental impacts in particularly sensitive areas.

The Sanctuary is currently zoned MX-1. The approved site plan allows for approximately 26 percent of the 1,828-acre site to be developed. This subdivision is developed with single family homes on large lots and preserves a large amount of open space. Any future development should continue to take into consideration the environmental features in the area.

Recommended Future Land Use - Revised on 01/26/12

Map 3



CHARLOTTE
CHARLOTTE DEPARTMENT OF TRANSPORTATION

Curb Lane Management Study Update

Transportation and Planning Committee
February 13, 2012

CHARMECK.ORG

CITY OF CHARLOTTE

Curb Lane Referral

- First presentation to Committee: July 25, 2011
- Customer Confusion
- Center City Growth and Responding to Development/Commercial Interests Created Inconsistent Practices
- On-Street Parking Implemented in 1997

CHARMECK.ORG

CITY OF CHARLOTTE

Survey Results

Question	On-Site Visit	Online Survey Only
Are signs legible?	75%	58%
Do you know where you can and cannot park?	77.5%	75%
Which series of signs are easiest to understand?	Option 2 80%	Option 2 92%

CHARMECK.ORG

CITY OF CHARLOTTE

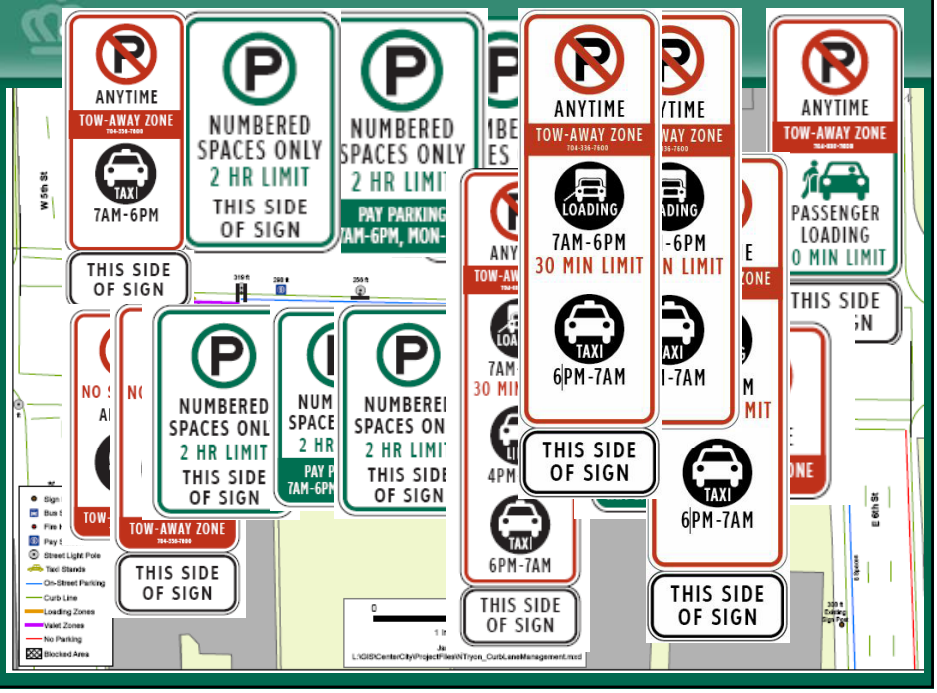
Improved Signage

CHARMECK.ORG

CITY OF CHARLOTTE

Improved Signage

CHARMECK.ORG



CITY OF CHARLOTTE

Next Steps

- Pilot Project
  - Tryon Street - No peak restrictions
  - College Street - Morning Peak Restriction
  - W. Trade Street (Gateway) - Morning and Afternoon Peak Restrictions
- April 1 Implementation Date
- Return to Committee on future dates with pilot project results and any on-street parking operational adjustments needing Council Approval.

CHARMECK.ORG

CITY OF CHARLOTTE

Questions

CHARMECK.ORG

FY2013 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. This can be seen in the *Centers, Corridors and Wedges Growth Framework*, the *Transportation Action Plan* and the *2030 Transit Corridor System Plan* that provide the context for the Transportation Focus Area Plan.

The City's strategy focuses on integrating land use and transportation choices for motorists, transit users, bicyclists and pedestrians. A combination of sound land use planning and continued transportation investment will be necessary to accommodate Charlotte's growth, enhance quality of life and support the City's efforts to attract and retain businesses and jobs.

Focus Area Initiative	Measure	Prior Year Actual	Current Year Target
Enhance multi-modal mobility, environmental quality and long-term sustainability	Reduce annual hours of congestion per traveler, as measured by Texas Transportation Institute, for the Charlotte Urban Area compared to top 25 cities		Any increase will be less than 5-year average of top 25 cities
	Increase the % of City population within ¼ mile of parks, schools, shopping, and transit greater than the 2004 baseline		Parks: >16.9% Schools: >13.0% Shopping: >45.6% Transit: >63.5%
	Vehicle Miles Travelled (VMT) per capita (New measure for 2013)		Reduce VMT from prior year
Promote transportation choices, land use objectives, and transportation investments that improve safety, promote sustainability and livability	Accelerate implementation of 2030 Transit Corridor System Plan as conditions allow: 1. LYNX BLE 2. Street Car 3. Transit Ridership		1. Full Funding Grant Agreement by 12/31/12 2. Begin construction on Starter Streetcar Project by 3/15/13 3. Maintain ridership at prior year level
Communicate land use and transportation objectives as outlined in the Transportation Action Plan (TAP)	Complete and present TAP Annual Report to the City Council		By January 2013
	The City will work with MUMPO to initiate the 2040 Long Range Transportation Plan		By September 2012

Initiative	Measure	Prior Year Actual	Current Year Target
Promote transportation choices, land use objectives, and transportation investments that improve safety, promote sustainability and livability	Review and strengthen relationship between transportation infrastructure and economic development in the City's Capital Investment Plan		Include targeted investments in the 5-Year CIP
	Pavement Condition Survey Rating		Achieve Survey Rating of 90
	Miles of new sidewalks and new bikeways constructed annually		10 miles of new sidewalk 10 miles of new bikeways
	% of transportation bond road projects completed or forecast to be completed on schedule		90% or better
	Decrease vehicle accidents per mile traveled by monitoring crashes annually and identifying, analyzing and investigating hazardous locations and concentrating on patterns of correctable crashes		Decrease below prior year
Seek financial resources, external grants, and funding partnerships necessary to implement transportation programs and services	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		By December 2012
	Leverage increased transportation partnership opportunities in support of the Democratic National Convention, including a possible bike-share program		Seek new partnerships in FY2013

2012 Projected T&P Committee Agenda Items

February 23 at 12:00

- Red Line – Response to questions from Jan. 26th
- Midtown Morehead Cherry Area Plan – Recommendation
- Focus Area Plan – More draft review or recommendation
- Bicycle Share

March 12 – CANCELLED

- Committee meeting cancelled due to NLC Congressional Cities Conference in D.C.

March 22 at 12:00

- Red Line – Additional comments and/or recommendation
- Focus Area Plan – Recommendation (if not recommended on Feb. 23rd)
- Curb Lane Management Study
- Comprehensive Transportation Plan
- Bicycle Share

April 9 at 3:30

- Curb Lane Management Study
- Comprehensive Transportation Plan

April 26 at 12:00

- Comprehensive Transportation Plan

Transportation & Planning Committee
2012 Meeting Schedule

2nd Monday of each month – 3:30 pm
4th Thursday of each month – 12:00 pm
Room 280
(unless otherwise noted)

January 09 at 3:00 pm
January 26 at 1:30 pm

February 13 at 3:30 pm
February 23 at 12:00 pm

March 12 at 3:30 pm
March 22 at 12:00 pm

April 09 at 3:30 pm
April 26 at 12:00 pm

May 14 at 3:30 pm
May 24 at 12:00 pm

June 11 at 3:30 pm
June 28 at 12:00 pm

July 26 at 12:00 pm
(one meeting / summer schedule)

August 23 at 12:00 pm
(one meeting / summer schedule)

September 10 at 3:30 pm
September 27 at 12:00 pm

October 8at 3:30 pm
October 25 at 12:00 pm

November 12 at 3:30 pm
(one meeting / Thanksgiving holiday)

December 10 at 3:30pm

CHARLOTTE.

M E M O R A N D U M
FROM THE
OFFICE OF THE CITY CLERK

DATE: January 31, 2012
TO: Transportation and Planning Committee Members
FROM: Stephanie C. Kelly, CMC, City Clerk
SUBJECT: **Transit Services Advisory Committee Annual Report**

The attached report of the Transit Services Advisory Committee 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 committee, 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.

Date: January 5, 2012

To: Mayor and City Council

From: Rick Sanderson, Chairman
Terry Lansdell, Co-Chair
Transit Services Advisory Committee

Subject: 2011 Annual Report

The 15-member Transit Services Advisory Committee (TSAC) operates under the Metropolitan Transit Commission (MTC) Transit Governance Interlocal agreement. No publicly elected office holder may serve on TSAC. TSAC reviews, makes recommendations and provides input into short-range transit operations. The TSAC focuses on day-to-day operations of the transit service to ensure that it meets the needs of the community. It makes recommendations to the MTC on issues within its sphere of interest, and acts as a vehicle to promote public involvement in short-term transit planning. TSAC members are riders of the CATS system (i.e. Local Buses, Express Buses, Van Pools, Special Transit Services, and the Lynx Blue Line light rail system). The committee members provide valuable input and insight of the transit system operations, policies, fare structure, and customer service from a "User/Rider" perspective. Members are appointed by the governing bodies of the City of Charlotte, Mecklenburg County and the six towns in Mecklenburg County for three-year terms as follows:

- One appointed by the Charlotte City Council (Suburban Employer served by CATS);
- Four appointed by the Charlotte City Council;
- One appointed by the Charlotte City Council (Van Pool CATS rider);
- One appointed by the Mayor of Charlotte (Riders with Disability);
- One appointed by the Mayor of Charlotte;
- One appointed by the Mecklenburg County Board of Commissioners;
- One appointed by the Town of Huntersville;
- One appointed by the Mayor of Cornelius;
- One appointed by the Town of Matthews;
- One appointed by the City of Davidson;
- One appointed by the Town of Pineville; and,
- One appointed by the Town of Mint Hill.

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 and special meetings of the committee during the concluding term. Any member who fails to attend any three consecutive regular committee meetings shall be removed from the committee.

Current Members

Members are appointed to three-year terms. Per the 11-23-09 Charlotte City Council Resolution, Resolution of the Charlotte City Council Establishing its policies and procedures for public notification, nomination, and appointment of persons to boards, committees, and commissions, and stating City policies for consecutive terms, oaths of office, residency, and attendance, and for the submittal of review reports of boards and commissions. , "No member of any board, committee, or commission may

serve more than two full consecutive terms. An exception to this rule may be made on a case by case basis (i.e., a need for continuity or experience)." The current members of TSAC (as of December 8, 2011) are:

Members	Appointed by	Term Expires
Rick Sanderson, Chairman	City of Charlotte (Suburban Employer served by CATS)	1/31/2012
Terry Lansdell, Co-Chair	City of Charlotte	1/31/2014
Christine Bryant	Town of Huntersville	10/4/2013
D. Evans	Mayor of Charlotte (Riders w/Disability)	1/31/2014
Walter Horstman	Town of Matthews	1/31/2014
Rob Cornwell	City of Davidson	5/1/2012
George Schaeffer	City of Charlotte	1/31/2014
Anthony Wesley	City of Charlotte	1/31/2013
Chris McKillop	Mecklenburg County	2/3/2013
Michael Warner	City of Charlotte	1/31/2012
Marvis Holliday	City of Charlotte (CATS Van Pool Rider)	1/31/2013
Tom Low	Mayor of Charlotte	7/31/2014
Vacant	Town of Pineville	
Vacant	Town of Mint Hill	
Vacant	Mayor of Cornelius	

TSAC is an advisory board to the MTC. The MTC members are Mayors and managers from the municipal and county elected bodies that are party to the Transit Governance Interlocal Agreement. The committee's responsibilities include: comment and make recommendations with respect to the Transit Program operations and budge; Review, comment and make recommendations on proposed transit rules and policies presented to the MTC for approval; Engage in proactive efforts to seek and provide insights on the community attitudes towards the transit system operations, efficiencies, and service issues; Annual review and comment on market research results; and working with CATS staff to improve the rider's transit experience on the CATS system (i.e. park n' ride lots, route scheduling, stop amenities, driver interactions, etc.).

In 2011, TSAC met with the CATS CEO, Carolyn Flowers and received updates on the Blue Line Extension project, the available CATS mobile applications, the Market Research Survey performed by CATS, Fuel Procurement; the CATS Van Pool operations, the way CATS schedules the bus operations, Mobility Management, the Urban Land Institute Study, Independence Roadway project and how it affects CATS service along the Independence Corridor, Route Performance Monitoring, and the Countywide Transit Service Plan. TSAC was also provided information by CATS staff on the quarterly Service Changes; Grants applied for and received by CATS; Safety and Security throughout the CATS system; the CATS Organizational Structure for our newer members; and the CATS Complaints and Requests procedures. We also received an overview of the proposed FY2012 Transit Operating Budget and a wrap up of the final FY2011 Budget and toured the Davidson Street Garage.

TSAC along with CATS staff is developing a list of important topics to review and discuss in 2012. We will be reviewing TSAC's mission and updating the newer committee members on the policies of TSAC and CATS in early 2012.

CHARLOTTE

Date: February 6, 2012

To: Councilmember David Howard – Transportation and Planning Committee Chair
Councilmember John Autry
Councilmember Michael Barnes
Councilmember Warren Cooksey
Councilmember Patsy Kinsey

From: Kent Main, Charlotte-Mecklenburg Planning Department

Subject: Follow-up from *Midtown Morehead Cherry Area Plan* Presentation to TAP Committee on January 9 concerning e-mail correspondence from Joe Padilla, REBIC

At the January 9 Transportation and Planning Committee meeting, staff presented the draft *Midtown Morehead Cherry Area Plan*. Council members and staff had received an e-mail from Joe Padilla of the Real Estate and Building Industry Coalition (REBIC). Mr. Padilla noted:

- The REBIC office and Realtor Building are in the plan area;
- They have followed the development of the plan from the beginning;
- They are supportive of its policies in general;
- They are concerned over the impact of two recently adopted PED standards if the PED Overlay zoning district were to be implemented within the plan area.

Staff was asked to address the concerns. We believe that recent interpretations will ease concern on both items.

CONCERN 1: Required streetscape improvements when changing use from one commercial use to another if the use requires more than 5 additional parking spaces:

- **In July 2011, Council approved a text amendment** making changes to the PED Overlay zoning district. The changes were the result of concerns from both residents and businesses, and involved a lengthy stakeholder process. One change actually increased the size of building expansion a property owner could make without triggering streetscape requirements.
- **Staff's interpretation** from a recent case is that streetscape improvements would be triggered only if five or more new spaces are required above what is already provided.
- **We believe that this will help** with new tenant acquisition for older properties, but still get the new streetscape when a lot is reconfigured.

600 East Fourth Street
Charlotte, NC 28202-2853
PH: (704)-336-2205
FAX: (704)-336-5123

CONCERN 2: Requirement for "active uses" along the street frontage of a structured parking deck:

- **This new requirement grew out of problems** from actual built projects. Extended lengths of parking garage facades along sidewalks create dead zones, and discourage the evolution of the area into a vibrant pedestrian oriented district we are trying to create. Active uses include retail, office, residential, and anything else other than car parking.
- **Staff's interpretation** of the rather complex standard as written is that active uses with windows and doors would be required on the ground level, only along a major or minor thoroughfare. On local streets, the standard will allow garage frontage if it has an architecturally articulated façade designed to screen the parking area.
- **We believe that this will maintain pedestrian vitality** where it is important, but allow relief along side streets. Staff will look into whether a text amendment is needed to clarify the intent of this section of the ordinance.

The *Midtown Morehead Cherry Area Plan* calls for the business area to become a pedestrian-oriented setting of moderate intensity, while still protecting adjoining neighborhoods. The likely means to achieve this is with a PED Overlay zoning district.

- **The process for establishing a PED district** would occur after the area plan is adopted and would be the same as any rezoning, including a public hearing.
- **PED Overlay zoning provides a number of benefits** to property owners and developers over and above the usual B-1 and B-2 zoning, with an opportunity to develop by right.
- **In exchange, the developer must abide** by the set standards so that the area evolves toward its full potential.
- **If a developer wishes to do something different** from the standards, they can submit an "optional" rezoning petition.

As always, staff is available to meet with any citizen on specifics of a site to consider ways to meet the goals both the petitioner and adopted plan.

Census 2010 Follow Up Information

Presented to Transportation and Planning Committee on January 9, 2012

The information provided in this document is a follow up to the January 9th Transportation and Planning Committee meeting. The data included here was requested by the committee members. Please contact Ruchi Agarwal (704-336-8307) in Planning Department for further questions.

1. Young Population (20 to 24 years) Age Group Numbers

The data below shows age group of people that includes recent college graduates as requested in the meeting.

20 to 24 years	2000	2010
Charlotte	41,513 (7.7%)	54,121 (7.4%)
Mecklenburg	49,455 (7.1%)	64,097 (7.0%)

2. Projected Population vs. Actual Census 2010 Count

The table below shows 2010 projected population and growth along with the 2010 census data. Charlotte was projected to grow by 31% whereas the actual growth based on census 2010 counts was 30%.

	Census 2000	Census 2010	Actual Growth	%	Projections 2010	Projected Growth	%	Projected - Actual
Mecklenburg County	695,454	919,628	224,174	32%	932,549	237,095	34%	12,921
Charlotte Sphere	590,670	766,480	175,810	30%	775,563	184,893	31%	9,083

Note: 2010 Projections are based on interpolated numbers between 2008 estimate and 2015 projection.

Data Source: Metrolina Regional Transportation Model

3. Growth in the last decade within 2000 Charlotte City Limits

The growth in Charlotte without including annexation areas since 2000 was 66,680 or 12.3%. Population growth in Charlotte in the last decade including all the annexations was 35.2%.

Population in 2000 within 2000 Charlotte City Limits = 540,828
Population in 2010 within 2000 Charlotte City Limits = 607,508
Growth between 2000 and 2010 = 66,680 (12.3% increase)

Area
Mecklenburg County = 545.8 Sq Miles
2000 Charlotte City Limits = 242.9 Sq Miles
2010 Charlotte City Limits = 299.4 Sq Miles

4. Race and Ethnicity Numbers for Charlotte and Mecklenburg

The tables below show 2000 and 2010 absolute numbers as well as the percentages for race and ethnicity for both Charlotte and Mecklenburg as requested.

Charlotte Population by Race and Ethnicity: 2010

	2000		*2010*		*Change (2000-2010)*	
Charlotte Population	**540,828**		**731,424**		**190,596**	**35.2%**
		% of Total		*% of Total*		*% Change*
White	**315,061**	**58.3%**	**365,384**	**50.0%**	**50,323**	**16.0%**
African American	**176,964**	**32.7%**	**256,241**	**35.0%**	**79,277**	**44.8%**
American Indian and Alaska Native	**1,863**	**0.3%**	**3,483**	**0.5%**	**1,620**	**87.0%**
Asian	**18,418**	**3.4%**	**36,403**	**5.0%**	**17,985**	**97.6%**
Native Hawaiian and Other Pacific Islander	**283**	**0.1%**	**581**	**0.1%**	**298**	**105.3%**
Some other race	**19,242**	**3.6%**	**49,928**	**6.8%**	**30,686**	**159.5%**
Two or more races	**8,997**	**1.7%**	**19,404**	**2.7%**	**10,407**	**115.7%**
Hispanic or Latino*	**39,800**	**7.4%**	**95,688**	**13.1%**	**55,888**	**140.4%**

***Hispanic or Latino Origin--This category is not included in the total since persons of Hispanic or Latino origin may be of any race.**

Mecklenburg County Population by Race and Ethnicity: 2010

	2000		*2010*		*Change (2000-2010)*	
Mecklenburg Population	**695,454**		**919,628**		**224,174**	**32.2%**
		% of Total		*% of Total*		*% Change*
White	445,250	64.0%	508,946	55.3%	63,696	14.3%
African American	193,838	27.9%	282,804	30.8%	88,966	45.9%
American Indian and Alaska Native	2,439	0.4%	4,261	0.5%	1,822	74.7%
Asian	21,889	3.1%	42,352	4.6%	20,463	93.5%
Native Hawaiian and Other Pacific Islander	339	0.0%	668	0.1%	329	97.1%
Some other race	20,954	3.0%	57,113	6.2%	36,159	172.6%
Two or more races	10,745	1.5%	23,484	2.6%	12,739	118.6%
Hispanic or Latino*	44,871	6.5%	111,944	12.2%	67,073	149.5%

*Hispanic or Latino Origin--This category is not included in the total since persons of Hispanic or Latino origin may be of any race.

5. Demographic Profile for Portland City

Census 2010 data below compares area, race, ethnicity, age, gender, median household income and median housing value for Portland and Charlotte.

Area (Sq Miles)

Charlotte City Limits = 299.4 Sq Miles

Portland City Limits = 133.43 Sq Miles

Race and Ethnicity	Portland		Charlotte	
Total population	**583,776**	**100.0%**	**731,424**	**100.0%**
White	444,216	76.1%	365,384	50.0%
Black or African American	36,695	6.3%	256,241	35.0%
American Indian and Alaska Native	5,991	1.0%	3,483	0.5%
Asian	41,692	7.1%	36,403	5.0%
Native Hawaiian and Other Pacific Islander	3,109	0.5%	581	0.1%
Some Other Race	24,793	4.2%	49,928	6.8%
Two or More Races	27,280	4.7%	19,404	2.7%
Hispanic or Latino (of any race)	54,840	9.4%	95,688	13.1%

Age	Portland		Charlotte	
Median age (years)	35.8	(X)	33.2	(X)
Less than 18 years	111,523	19.1%	184,651	25.2%
62 years and over	77,941	13.4%	79,591	10.9%
20 - 24 years	42,929	7.4%	54,121	7.4%%
Gender				
Male	289,211	49.5%	353,511	48.3%
Female	294,565	50.5%	377,913	51.7%

	Portland	Charlotte
Meadian Household Income*	$47,185	$49,616
Median Value of Owner- Occupied Housing Units*	$289,800	$177,300
**Data Source: 2010 American Community Survey (ACS) 1-Year Estimates*		

6. Cost of Living Index

The data below compares the total cost of living index for top 40 metro markets. **The variables measured in the overall cost of living index are – *grocery, housing, utilities, transportation, healthcare and miscellaneous goods and services*.** City of Charlotte cost of living index for first quarter of 2010 was 93.5, which is lower than the cost of living index for both Atlanta (96.2) and Portland (109.5).

The cost of living index data is not available by 10, 20, 30 and 40 mile rings for metro areas.

Comparison Cities — Top 40 Metro Markets, First Quarter 2010

Rank				Rank		
1	Nashville, TN	88.3		21	Milwaukee, WI	103.5
2	Indianapolis, IN	88.8		22	Las Vegas, NV	103.6
3	St. Louis, MO	90.1		23	Miami, FL	104.7
4	Dallas, TX	90.8		24	Portland, OR	109.5
5	Jacksonville, FL	91.3		25	Minneapolis, MN	109.7
6	Houston, TX	91.4		26	Riverside, CA	110.5
7	Pittsburgh, PA	91.5		27	Virginia Beach, VA	112.6
8	Austin, TX	91.7		28	Sacramento, CA	116.7
9	Tampa, FL	92.6		29	Chicago, IL	118.3
10	Columbus, OH	92.7		30	Baltimore, MD	119.1
11	**Charlotte, NC**	**93.5**		31	Providence, RI	121.7
12	Cincinnati, OH	93.7		32	Seattle, WA	123.3
13	Atlanta, GA	96.2		33	Philadelphia, PA	126.5
13	San Antonio, TX	96.2		34	Boston, MA	131.1
15	Orlando, FL	97.4		35	San Diego, CA	132.3
16	Kansas City, MO	97.6		36	Los Angeles, CA	136.2
17	Phoenix, AZ	99.5		37	Washington, DC	137.9
18	Cleveland, OH	100.6		38	San Jose, CA	155
19	Denver, CO	102		39	San Francisco, CA	162.1
20	Detroit, MI	102.6		40	New York, NY (Manhattan)	218

Sources: Demographics USA, 2008;
First Quarter 2010 ACCRA Cost of Living Index

CHARLOTTE

Eastfield Road Thoroughfare Plan Amendment

TRANSPORTATION AND PLANNING COMMITTEE
February 13, 2012

CHARMECK.ORG

CITY OF CHARLOTTE

Presentation Outline

Purpose:
To provide an overview of the proposed thoroughfare plan amendment and request the Committee to recommend that Council endorse the Technical Coordinating Committee's recommendation and direct their MUMPO representative's vote accordingly.

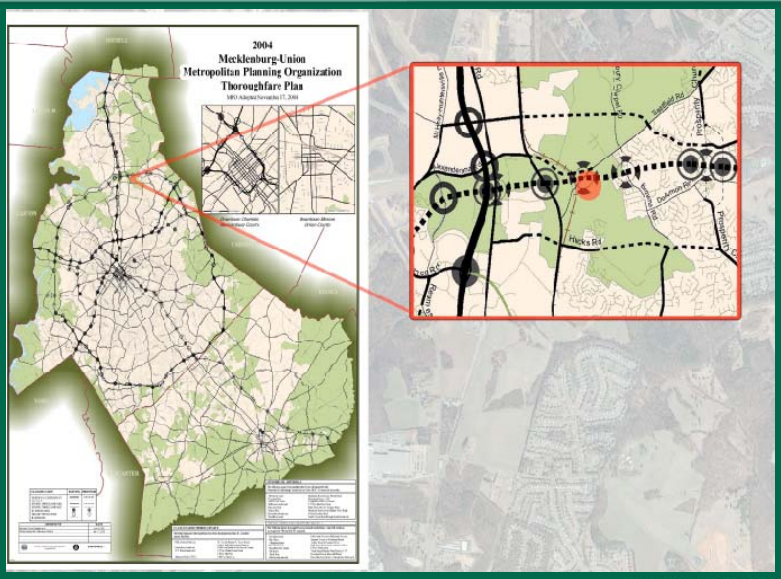
1. **Overview of Proposed Realignment**
2. **Summary of Alignment Evaluation**
3. **Technical Coordinating Committee Recommendation**
4. **Next Steps**

CHARMECK.ORG

CHARLOTTE

CITY OF CHARLOTTE

MUMPO Thoroughfare Plan



CHARMECK.ORG

CITY OF CHARLOTTE

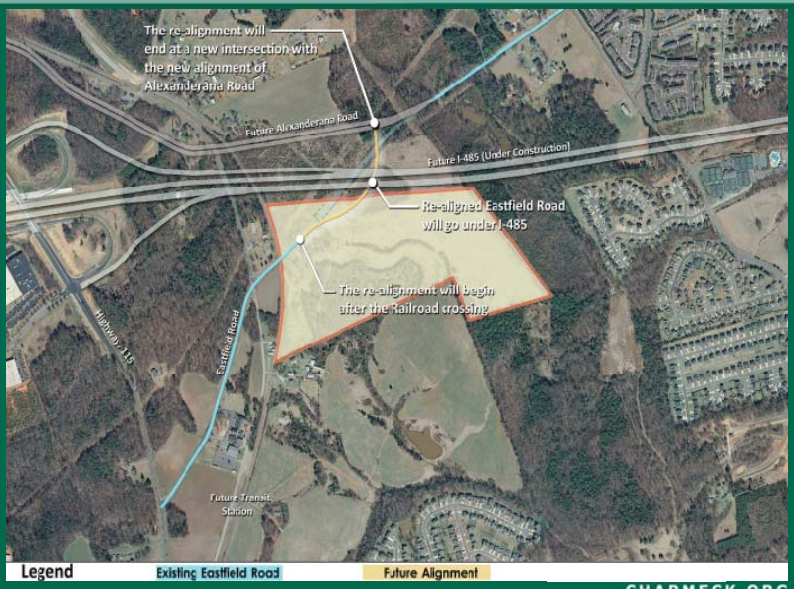
Context for Proposal

CHARMECK.ORG

CHARLOTTE

CITY OF CHARLOTTE

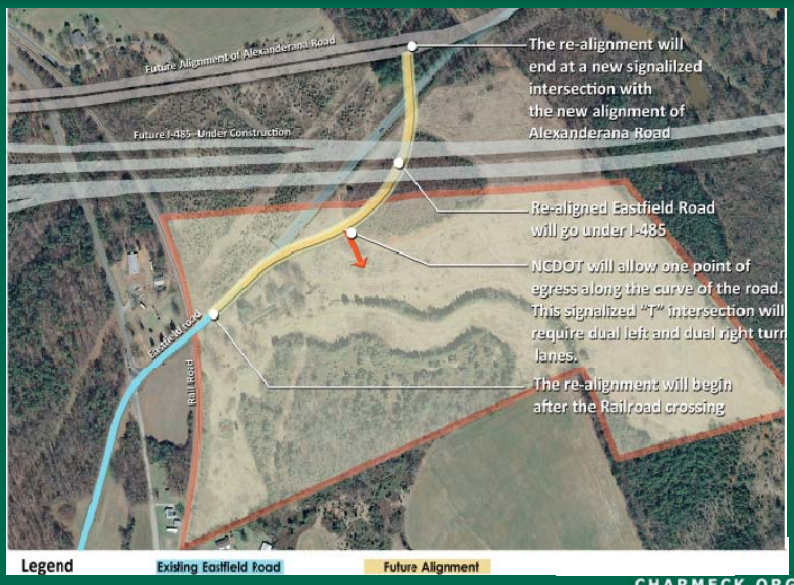
Project Currently Under Construction



CHARMECK.ORG

CITY OF CHARLOTTE

Realignment Site



CHARMECK.ORG

CHARLOTTE

CITY OF CHARLOTTE

Proposed Realignment of Eastfield Road

CHARMECK.ORG

CITY OF CHARLOTTE

Evaluation of Proposed Alignment Intersection Analysis

CHARMECK.ORG

CHARLOTTE.

CITY OF CHARLOTTE

Proposed Realignment

CHARMECK.ORG

CITY OF CHARLOTTE

TCC Recommendation

Technical Coordinating Committee (TCC) is the technical advisory group to MUMPO

February 2, 2012 – TCC voted unanimously to approve the proposed Thoroughfare Plan amendment.

CHARMECK.ORG

CHARLOTTE.

CITY OF CHARLOTTE

Requested Action

Recommend that Council endorse the staff (TCC) recommendation and direct their MUMPO representative's vote accordingly.

CHARMECK.ORG

CITY OF CHARLOTTE

Next Steps

City Council – Directed Vote

February 27

MUMPO Decision

March 21

CHARMECK.ORG

CHARLOTTE