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WEEK IN REVIEW:

Mon (Oct 17)	Tues (Oct 18)	Wed (Oct 19)	Thurs (Oct 20)	Fri (Oct 21)
12:00 PM Council Agenda Briefing (optional), Room 886 1:00 PM Intergovernmental Relations Committee, Room 280 4:00 PM Special Session, Room CH-14 5:00 PM Zoning Meeting, Room CH-14			12:00 PM Community Safety Committee, Room 280 2:00 PM Budget Committee, Room CH-14	

CALENDAR DETAILS:

Monday, October 17

- 12:00 PM Council Agenda Briefing (optional), Room 886
- 1:00 PM Intergovernmental Relations Committee, Room 280
AGENDA: Discussion of State related legislative issues (i.e. subpoena power for Citizens Review Board and HB972); Federal update; Proposed 2017-2018 federal legislative agenda; State update; Proposed 2017-2018 state legislative agenda; Trending topics
- 4:00 PM Special Session, Room CH-14
- 5:00 PM Council Zoning Meeting, Room CH-14

Thursday, October 20

- 12:00 PM Community Safety Committee, Room 280
AGENDA: FY18 Community Safety Focus Area Plan; Twenty-first century policing
- 2:00 PM Budget Committee, Room CH-14
AGENDA: General fund overview of projected revenue and expenses; Services inventory – review summary of results by category; Services inventory – review process and timeline

October and November calendars are attached.



Oct-Nov 2016.pdf

AGENDA NOTES:

Agenda Item #28 – Rezoning Petition 2016-056 by Crescent Communities, LLC and Lincoln Harris
Staff Resource: Ed McKinney, Planning, 704-336-8307, emckinney@charlottenc.gov

Rezoning petition 2016-056 by Crescent Communities, LLC and Lincoln Harris is scheduled for a public hearing on Monday, October 17. This petition involves approximately 1,377 acres of land located between Charlotte-Douglas International Airport and the Catawba River.

As indicated in the cover letter for the City Council Zoning Notebook, the staff analysis for this petition is attached. Staff has also placed a hard copy of the staff analysis in each Council member's office and the analysis has been uploaded online (<https://charlottenc.legistar.com>).



2016-056_staff_10-17-16_final.pdf

Proposed Amendment to Council Calendar for November 7 Council Workshop

Staff Resource: Katie McCoy, City Manager's Office, 704-336-5017, kdmccoy@charlottenc.gov

The November 7 Council Workshop, occurring the day before the General Election, is scheduled to begin at 5 p.m. and includes a 7:30 p.m. Citizens' Forum. Council has the option to consider beginning the meeting at 4 p.m. with the Citizens' Forum at 6 p.m. The Mayor and Council support staff have found no scheduling conflicts if Council wishes to begin the meeting at 4 p.m. The City Clerk's Office has begun contacting the speakers, who have indicated they are available to speak at the earlier time. At this Monday's October 17 Zoning Meeting, Council could consider amending the 2016 City Council Meeting Schedule to reflect a 4 p.m. Workshop and 6 p.m. Citizens' Forum. The proposed agenda item is attached.



City Council Meeting
Schedule Amendment

CITY MANAGER REFERRALS:

Referrals to Intergovernmental Relations Committee

Staff Resource: Ron Kimble, Interim City Manager, 704-336-4169, rkimble@charlottenc.gov

Consistent with action taken by Council to begin implementing actions in its Letter of Commitment, I am referring the Subpoena Power for the Citizens Review Board and Police Recordings bill (HB 972) issues to the Intergovernmental Relations Committee for potential state legislative action. The Committee will be discussing both issues at their next meeting on Monday, October 17, 1:00 p.m. in Room 280. Chief Putney and City Attorney Hagemann will be taking part in that discussion. While I do not expect the Committee to make a decision on a course of legislative action for either issue on October 17, there is sufficient time for the Committee to make a recommendation and Council to consider that recommendation in advance of the opening of the 2017 General Assembly.

EVENTS:

October 23 – 28: CrownTownHall Community Engagement Events at Romare Bearden Park

Staff Resources: Jason Lawrence, CATS, 704-336-4106, jlawrence@charlottenc.gov

Nicole Storey, NBS, 704-336-2929, nstorey@charlottenc.gov

The City was awarded a 2016 Knights Cities Challenge grant for a mobile engagement platform, called CrownTownHall. The purpose of CrownTownHall is to take public engagement directly to Charlotte's neighborhoods. In order to reach the widest audience possible, multiple programs are being developed. If possible, a vehicle will be up fitted with wraps and signage using the CrownTownHall brand and would be unveiled in Spring 2017. The CrownTownHall team will also partner with UNC Charlotte's Mobile Arts & Community Experience (MAX) to further CrownTownHall's goal of increasing the visibility of Charlotte's government through a creative culture of robust engagement.

There are two upcoming Crown TownHall programs for which staff invites Council to participate:

- At the October 23 Open Streets 704 event, the CrownTownHall team in partnership with UNCC MAX will have their first pop up event in Romare Bearden Park.
 - City staff will be available to answer questions about Community Investment Plan programs.
 - Engagement activities will also include a Charlotte focused quiz show and a “suggestion box zone.” In this zone the public can write responses to the questions: What can you do to make Charlotte better? What do you wish your neighbor would do? What should the City do to improve quality of life for everyone?
- During the week of October 24-28 at Romare Bearden Park, CrownTownHall and MAX will continue to host a series of daily programs to engage and inform the public. Each day would have three distinct programs.
 - From 8:30 a.m. – 10:30 a.m., Council is invited to participate in informal conversations with the public. Multiple half-hour slots would be available during the week for Council to attend. Program leaders Jason Lawrence and Nicole Storey will be reaching out to Council about their availability, and also welcome Council to contact them directly.
 - From 11:30 a.m. – 1:30 p.m. City staff will engage the public on city infrastructure projects, planning efforts, and neighborhood services.
 - From 4:00 p.m. – 6:00 p.m., UNCC will hold cultural programs such as a jazz combo and theatre groups.

INFORMATION:

Tree Banding Matching Grants Awarded to 34 Neighborhoods

Staff Resource: Denise Coleman, NBS, 704-353-1235, drcoleman@charlottenc.gov

Neighborhood & Business Services has approved a record 34 Neighborhood Matching Grants (NMG) for FY17 Cankerworm Tree Banding. These grants will help band 10,871 through neighborhood efforts across the city. Tree banding is expected to begin in mid-November. Attached is a list of neighborhoods receiving funding.



List of Tree Banding
Grant Recipients (3).pdf

The NMG program awarded grants totaling \$73,587.75. Engineering & Property Management (E&PM) provided funding assistance of \$25,000 to the NMG Tree Banding program to support the shared goal of controlling cankerworm infestation. E&PM also will band 5,500 additional trees on public property. [E&PM's website](#) provides information and instructions about tree banding, including a list of local hardware stores that are expected to have tree banding supplies available for purchase.

Safe Home Housing Rehabilitation Applications Available

Staff Resources: Warren Wooten, NBS, 704-336-2489, twooten@charlottenc.gov

Pamela Wideman, NBS, 704-336-3488, pwideman@charlottenc.gov

On October 1, 2016, Neighborhood & Business Services staff began accepting applications for the Safe Home Housing Rehabilitation Program.

The Safe Home program is the City's primary housing rehabilitation program and is one of the housing programs that enables the City to preserve existing housing stock while addressing the Council's priority of creating and preserving 5,000 affordable housing units within three years.

Through this program, homeowners earning up to 60% (\$40,200 for a family of four) of the area median income are eligible to receive repairs to their home. Typical repairs address code violations, lead based paint hazard removal, energy efficiency retrofits, and handicap accessibility modifications. Preference is given to families with children under six years old who are at risk from lead based paint hazards, elderly and/or disabled applicants, veterans, and very low income households.

Information about the open application period is being distributed to community partners and is being shared by Community Engagement and Code Enforcement staff as they attend meetings and interact with the community.

The application can also be accessed on the web at <http://charlottenc.gov/NBS/Housing/Homeowners/Pages/Rehabilitation.aspx> or by calling 704-336-3311. The deadline to apply for FY18 is November 23 at 5 p.m. Approved applicants will receive service during the FY18 fiscal year (July 1, 2017 to June 30, 2018).

Charlotte Awarded \$2,739,552 Lead Based Paint Hazard Control and Healthy Homes Grant

Staff Resource: Warren Wooten, NBS, 704-336-2489, twooten@charlottenc.gov

Pamela Wideman, NBS, 704-336-3488, pwideman@charlottenc.gov

In late July, the City of Charlotte was awarded a \$2,739,552 Lead Based Paint Hazard Control and Healthy Homes grant by the US Department of Housing and Urban Development (HUD). The grant is used by Neighborhood & Business Services (NBS) to fund the LeadSafe Charlotte program. This program is used to further leverage the Safe Home program and provides funding that can be used to remove lead-based paint hazards in homes where children under the age of six live or are frequently present. In addition, other environmental hazards such as asthma triggers and trip/fall hazards are eligible to be addressed under the LeadSafe program. Eligible properties include:

- Rental and owner-occupied properties built prior to 1978 and where children live or are frequently present are eligible under this program.
- Occupants earning up to 80% (\$53,600 for a family of four) of area median income are eligible for services.
- If lead based paint hazards are present, the LeadSafe program will perform lead hazard control and inspect and repair other environmental health risks.

NBS staff is available to attend community meetings or events to talk about the dangers of lead based paint. Applications for the LeadSafe program are available year round. Citizens can call the LeadSafe Charlotte hotline at 704-336-2114 for an application or more information.

Internal Audit Report – Airport Rental Car Concession Agreement

Staff Resource: Greg McDowell, Internal Audit, 704-336-8085, gmcowell@charlottenc.gov

Rental car activities at the Charlotte Douglass International Airport represent one of the largest generators of Airport revenues. Given the importance of this business unit, the Aviation Department requested that Internal Audit review contract compliance of two rental car companies. Hertz and National/Alamo were selected as the two largest rental car companies doing business at the Airport in terms of gross revenues.

The primary objectives of this audit were to determine whether selected rental car agencies:

- Accurately reported gross revenues; computed and paid monthly concession fees, complying with payment guarantee and annual certification requirement provisions.
- Accurately reported and paid Contract Facility Charge (CFC) payments.

In addition to the above primary objectives, the audit was conducted to determine whether the Airport has properly designed and implemented internal controls, including effective contract terms.

Conclusion – Hertz and National/Alamo complied with the concession agreements’ most significant provisions. Aviation management needs to incorporate additional controls into future contracts to ensure that all gross revenues are reported.

Aviation management has responded satisfactorily to the audit recommendations and is negotiating with rental car agencies to address control enhancements.

A copy of the final report is attached below.



Airport Rental Cars
Audit Rpt.pdf

ATTACHMENTS

City Council Follow-Up Report



12--October.pdf

--LYNX Silver Line Public Involvement Summary

September 15 Community Safety Committee Summary



20160915 CSC
Summary Package.pdf

October 10 Environment Committee Summary



20161010 ENV
Committee Summary I

October

<i>Sun</i>	<i>Mon</i>	<i>Tue</i>	<i>Wed</i>	<i>Thu</i>	<i>Fri</i>	<i>Sat</i>
						1 8:00am Neighborhood Leadership Awards, Convention Center
2	3	4	5 12:00pm Housing & Neighborhood Development Committee Mtg., Room 280	6	7	8
		Charlotte Chamber Retreat Asheville, NC				
9	10 12:00pm Environment Committee Mtg., Room 280 2:00pm Transportation & Planning Committee Mtg., Room 280 5:00pm Citizens' Forum/Council Business Mtg., Room 267	11	12	13 12:00pm ED & Global Competitiveness Committee Mtg., Room CH-14 2:00pm Special Session, CH- 14	14	15
16	17 12:00pm Council Agenda Briefing (optional), Room 886 1:00pm Intergovernmental Relations Committee Mtg., Room 280 4:00pm Special Session, CH- 14 5:00pm Zoning Meeting, Room CH-14	18	19	20 12:00pm Community Safety Committee Mtg., Room 280 2:00pm Budget Committee Mtg., Room CH-14	21	22
23	24	25	26 5:30pm MTC Meeting, Room 267	27 12:00pm ED & Global Competitiveness Committee Mtg., Room CH-14	28	29
NCLM Annual Conference Raleigh, NC						

2016

November

<i>Sun</i>	<i>Mon</i>	<i>Tue</i>	<i>Wed</i>	<i>Thu</i>	<i>Fri</i>	<i>Sat</i>
		1	2 12:00pm Housing & Neighborhood Development Committee Mtg., Room 280	3 6:00pm – 8:30 pm District 3 Town Hall Meeting, Goodwill Industries Opportunity Campus - 5301 Wilkinson Blvd.	4	5 9:00am – 12:00pm District 3 Budget Workshop, TBD
6	7 12:00pm Environment Committee Mtg., Room 280 2:00pm City Manager's Update Mtg., Room CH-14 5:00pm Council Workshop/Citizens' Forum, Room 267	8	9 12:00pm Community Safety Committee Mtg., Room 280	10 12:00pm ED & Global Competitiveness Committee Mtg., Room CH-14	11 Veteran's Day Holiday	12
13	14 2:00pm Transportation & Planning Committee Mtg., Room 280 5:00pm Council Business Mtg., Room 267	15	16	17	18	19
NLC City Summit Pittsburgh, PA						
20	21 12:00pm Council Agenda Briefing (optional), Room 886 1:00pm Intergovernmental Relations Committee Mtg., Room 280 5:00pm Zoning Meeting, Room CH-14	22	23 5:30pm MTC Meeting, Room 267	24 Thanksgiving Day	25 Thanksgiving Holiday	26
27	28 12:00pm Governance & Accountability Committee Mtg., Room 280 5:00pm Citizens' Forum/Council Business Mtg., Room 267	29	30			

2016

REQUEST

Current Zoning: R-3 (LLWPA) (single family residential, Lower Lake Wylie protected area), R-5 (LLWPA) (single family residential, Lower Lake Wylie protected area), R-5 (LLWCA) (single family residential, Lower Lake Wylie critical area), R-3 (MH-O) (LLWPA) (single family residential, manufactured home overlay, Lower Lake Wylie protected area), and I-1 (LLWPA) (light industrial, Lower Lake Wylie protected area)

Proposed Zoning: MUDD-O (LLWPA) (mixed use development, optional, Lower Lake Wylie protected area), MUDD-O (LLWCA) (mixed use development, optional, Lower Lake Wylie critical area), MX-2 (INNOV) (LLWPA) (mixed use, innovative, Lower Lake Wylie protected area), and MX-2 (INNOV) (LLWCA) (mixed use, innovative, Lower Lake Wylie critical area), with five-year vested rights

LOCATION

Approximately 1,378 acres located west of Interstate 485 at West Boulevard generally surrounded by Interstate 485, Mt. Olive Church Road, the Catawba River, Bracebridge Court and Garrison Road. (Outside City Limits)

SUMMARY OF PETITION

The petition, also known as the River District, proposes the development of a master planned community on mostly vacant land west of the Charlotte-Douglas International Airport and along the Catawba River. The proposed development will include: up to 8,000,000 square feet of office; 500,000 square feet of retail, eating/drinking/entertainment establishments, and personal services; 1,000 hospitality (hotel) rooms; 2,350 multi-family units; 600 multi-family or single family attached units; 1,700 single family detached units; 200 continuing care retirement units; and supporting civic/institutional uses.

PROPERTY OWNER

Numerous. See application on website.

PETITIONER

Crescent Communities, LLC and Lincoln Harris

AGENT/REPRESENTATIVE

Jeff Brown and Bridget Dixon, Moore & VanAllen, PLLC

COMMUNITY MEETING

Meeting is required and has been held. Report available online. Number of people attending the Community Meeting: 46

**STAFF
RECOMMENDATION**

Staff recommends approval of this petition upon resolution of outstanding issues related to transportation, the environment, public facilities, and site and building design.

Plan Consistency

The petition is generally consistent with the *Dixie Berryhill Strategic Plan's* adopted employment/mixed-use and residential land uses for this site; there is a portion of the proposed Town Center district, west of Dixie River Road, which is not consistent with the residential land use recommendation of the *Dixie Berryhill Strategic Plan*.

Rationale for Recommendation

The development proposal supports the implementation of the *Dixie Berryhill Strategic Plan (2003)*, the adopted *Community Investment Plan for the Airport/West Corridor Dixie Berryhill Area*, and the *Airport Area Strategic Development Plan* (existing and draft update) including:

- The development of mixed use communities along I-485 that integrate a mix of commercial, employment, residential, and community uses.
- The development of lower intensity residential uses in the watershed overlay area along the Catawba River.

- A commitment to urban design and development standards that ensure the development of a pedestrian oriented, mixed-use community.
- A commitment to park, recreation, greenway and open space facilities that will connect to the Catawba River and the area's existing parks.
- A commitment to enhanced environmental protection.
- A commitment to future public school facility needs.
- A commitment to workforce housing.
- A commitment to a multi-modal transportation system that includes complete streets, multi-use trails and greenways, and provisions for future transit.
- A phased development that implements necessary transportation infrastructure as development occurs and leverages planned community investment in the Airport/West Corridor.

PLANNING STAFF REVIEW

• Background

- The site is located between the Charlotte-Douglas International Airport and the Catawba River, in a rural area that is mostly vacant. It is located entirely within the Lower Lake Wylie Watershed and is outside the Charlotte city limits.
- It is anticipated that the petitioner will submit an application for the subject property to voluntarily be annexed into the city limits of Charlotte, as development occurs.
- The City's *Community Investment Plan* approved \$44.7 million for Airport/West Corridor road improvements in this area as part of the 2016 and 2018 CIP bonds.

• Proposed Request Details

The site plan accompanying this petition contains the following provisions:

Land Use

- Proposes a master planned community named the "River District" which will be developed with a mix of uses to include office, retail, eating/drinking/entertainment establishments, personal services, hotels, a range of residential types, a continuing care retirement center, and civic uses.
- The development will be located in five distinct districts, as described below.
 - "Employment District" (to be zoned MUDD-O): This district is located directly adjacent to I-485, to the north of West Boulevard and south of Dixie River Road, and is bisected by Garrison Road. Development in this district will be office based to take advantage of its proximity to I-485, the Charlotte-Douglas Airport and the Norfolk Southern Intermodal Facility. Allowed uses are 4,500,000 square feet of office, 50,000 square feet of retail, eating/drinking/entertainment establishments and/or personal services, 250 hotel rooms, 500 multi-family or single family attached units, and supporting institutional and recreational uses.
 - "Gateway District" (to be zoned MUDD-O): This district is located directly adjacent to I-485, south of the "Employment District", and is bisected by West Boulevard and Garrison Road. Similar to the "Employment District", the "Gateway District" will be developed primarily with a mix of office and employment uses to take advantage of its proximity to I-485, the Charlotte-Douglas Airport and the Norfolk Southern Intermodal Facility. Allowed uses are 500,000 square feet of office, 50,000 square feet of retail, eating/drinking/entertainment establishments and/or personal services, 250 hotel rooms, and supporting institutional and recreational uses.
 - "Transitional District" (to be zoned MUDD-O): This district is located west of the "Employment District" and Beaver Creek Dam and east of Dixie River Road. This district will provide a transition between the "Employment" and "Gateway Districts", and the predominantly single family "Residential District" located along the Catawba River. The allowed uses in this district are 1,000,000 square feet of office, 25,000 square feet of retail, eating/drinking/entertainment establishments and/or personal services, 300 residential units (multi-family, single family attached and/or single family detached), and supporting institutional and recreational uses.
 - "Town Center District" (to be zoned MUDD-O): This district is located generally to the west of the "Transitional" and "Gateway Districts" and to the east of the "Residential District" and is bisected by Dixie River Road. It is divided into two subdistricts, "The Town Center Core" and "The Town Center Edge." The "Town Center District" is designed to be highly walkable, with the greatest intensity located in the compact "Town

Center Core" which will include a four-block Main Street. Allowed uses in this district are 2,000,000 square feet of office, 300,000 square feet of retail, eating/drinking/entertainment establishments and/or personal services, 500 hotel rooms, 1,700 residential units (multi-family, single family attached and/or single family detached), and supporting institutional and recreational uses.

- "Residential District" (to be zoned MX-2, Innovative): Property in this district is located near or abutting the Catawba River. It is planned to be a primarily residential district with supporting retail and services, primarily to serve the area residents. Allowed uses in this district are 1,700 single family detached units, 300 multi-family or single family attached units, 200 continuing care retirement units, 75,000 square feet of retail, eating/drinking/entertainment establishments and/or personal services, and supporting institutional and recreational uses including a marina and related active uses along the Catawba River.
- Development in the River District will occur in multiple phases, as described below.
 - The first phase will allow up to 1,000,000 square feet of office, 75,000 square feet of retail, eating/drinking/entertainment establishments and/or personal services, 150 hotel rooms, 600 multi-family units, and 300 single family detached units.
 - The second phase will allow 3,000,000 square feet of office, 125,000 of square feet of retail, eating/drinking/entertainment establishments and/or personal services, 250 hotel rooms, 300 multi-family units, and 950 single family detached units, in addition to the development entitlement allowed in Phase I.
 - The remainder of the development entitlements will occur in future phases.
- The petition includes allowances for the transfer of development rights between any of the districts zoned MUDD-O ("Employment District", "Gateway District", "Town Center District" and "Transitional District") and also between the "Town Center District" and the "Residential District", in accordance with stated conditions. The transfer of development rights will not allow the development square footage to exceed the total entitlements allowed for the entire master planned community. Additionally, there are limitations on the square footage of development that can be transferred.
- The petition also includes conversion rights which allow entitlements for one use to be converted to entitlements for another use, as described below:
 - Conversion of entitlements is only allowed within individual districts, and not between districts.
 - Non-office commercial (retail, eating/drinking/entertainment establishments and/or personal services) square footage may be converted to office square footage and vice versa, up to 25% of the base entitlements for each district.
 - Residential units may be converted to hotel rooms and vice versa, up to 300 rooms or residential units for each district.
 - A hotel room may be converted to 500 square feet of commercial use, and vice versa, up to 300 hotel rooms or 150,000 square feet of commercial uses for each district.
- A system to track approved development through the life of the project is included in the petition.

Urban Design

- The proposal includes an urban design framework to support the development of the envisioned series of walkable mixed use districts. This framework includes site and building design guidance that applies to all districts. These standards address:
 - Vertical mixed-use and multi-story office buildings,
 - Office buildings in campus style format,
 - Multi-family buildings three stories or greater,
 - Continuing care retirement centers,
 - Townhomes,
 - Structured parking facilities,
 - Lighting,
 - Uses with accessory drive-through windows, and
 - Building orientation when adjacent to Beaver Dam Creek Greenway.
- There are also district specific urban design standards that address building placement, location of parking, streetscape design, building edges, ground floor transparency, and height limitations when near single family uses.
- In addition, the "Town Center District" has additional design standards related to uses with accessory drive-through windows, structured parking, driveway locations, building entrances, and ground floor activity. These standards are intended to further support walkability, especially in the "Town Center Core."

Optional Provisions and Innovative Development Standards

- The petition includes a number of optional provisions for the MUDD-O (mixed use development, optional) portion of the site. Typically, the optional provisions include conditions and limitations that address where and how the optional provisions can be applied. The design elements addressed by the optional provisions are related to:
 - Uses with accessory drive-through windows,
 - Larger format users (30,000-square foot or larger non-office commercial uses and indoor recreation not related to civic uses),
 - Auto-oriented uses (free standing commercial uses of 30,000 square feet or less),
 - Allowances for ground floor retail in a mixed use building or multi-story office,
 - Parking, maneuvering and service areas between buildings and the street, and to the side of buildings,
 - Relief from the requirement to recess doorways into the face of buildings,
 - Alternative location of bicycle parking,
 - Treatment of blank walls,
 - Loading and screening of service areas for side and rear elevations,
 - Signage allowances, including ground mounted signs, wall signs, temporary signs and banners, and
 - A provision to allow the petitioner to request staff to allow deviations from the design standards/guidelines, if the deviations are consistent with the objectives and intent of the rezoning.
- The petition does not include MX-2 Innovative Development Standards for the “Residential District”, but the petitioner reserves the right to seek them at a future date.

Transportation

- Due to the large nature of the master planned site, the roadway and street network will be implemented over time and will adapt to timing of development, availability of public and private funding and other factors.
- The proposed development could generate 120,000 trips per day as proposed. Based on review of national and local information, CDOT estimates that approximately 45,000 of these trips will be captured internally within the Activity Center and 75,000 of these trips will enter or exit the center daily. In order to ensure that these trips can be served adequately, the proposed transportation network must include a dense internal local street network supported by a system of well-designed arterial streets that have good connectivity to I-485.
- The transportation improvements required for the master planned site will be accomplished in multiple phases. The development levels/entitlements for portions of the development of the master planned site are tied to the phasing of the transportation network.
- The plan proposes some adjustments to the CRTPO Thoroughfare Plan and proposes several new segments to be added to the Thoroughfare Plan.
- The plan proposes new grade-separated interchanges with I-485 to accommodate the increased travel demand.
- The plan preserves a corridor for a new east-west roadway that will eventually cross the Catawba River into Gaston County.
- All districts will be linked by a transportation system of sidewalks and trails that promote walkability and pedestrian activity.
- A network of local streets will be created in conformance with the Subdivision Ordinance process. The proposed block lengths are typically shorter than the standard block lengths in the Subdivision Ordinance and will result in a more compact street network than would be otherwise required.
- The local street network will include two crossings of Beaver Dam Creek.

Public Infrastructure/Facilities

- The petition includes a series of commitments related to the provision of infrastructure and public facilities to support the “River District” development. These are listed below.
- Petitioner commits to work with Charlotte Water regarding extension of water and sewer service to the site.
- To help address anticipated school needs, the petition has identified two areas within the “Residential District” from which two 15- to 25-acre parcels will be reserved for schools sites for a period of 10 years from approval of this petition.
- To help enhance Mecklenburg County’s public park system, the petitioner has committed to identify two general areas, one within the “Residential District” and one within the “Employment”, “Transitional”, or “Gateway District”, from which land aggregating approximately 10 acres will be reserved for neighborhood park land and facilities. The petitioner will reserve the park sites for seven years from approval of this petition.
- The petitioner has committed to dedicate land for the Beaver Dam Creek greenway prior to the

last certificate of occupancy for Phase I Development, subject to Mecklenburg County Park and Recreation Department's commitment to bear the cost of greenway improvements.

- The petitioner has committed to construct an overland trail along Dixie River Road and a linear park along West Boulevard as associated roadway segments and adjacent development occur.

Environment

- The petitioner proposes a series of environmental commitments that will honor the unique resources and character of the site by preserving significant natural areas, land features and environmentally sensitive lands. The proposed development pattern will maintain open space areas and provide greenway connections.
- Higher intensity development will occur in a condensed pattern away from challenging topography and the river in the "Employment" and "Town Center Districts."
- Specific environmental commitments include:
 - Enhanced water quality protection such as innovative storm water treatment techniques, enhanced stream buffers, and water quality monitoring;
 - A minimum of 551 acres (40% of site) to be preserved as open space, to include a 75-acre "wildlife preserve, and all land in the 100-year floodplain and future 100-year floodplain incorporated in open space;
 - Beaver Dam Creek Greenway dedication; and
 - Consolidated tree save for MUDD-O zoned land, with approximately 102 acres to be dedicated prior to the first certificate of occupancy.

Workforce Housing

- In order to assure that there are a variety of housing opportunities in the "River District", the petition includes commitments related to affordable/workforce housing.
- The petitioner agrees to provide 85 units in Phase I for affordable/workforce housing residential rental units. This commitment is subject to approval of North Carolina Housing Finance Agency tax credit housing grants and/or other affordable/workforce housing funding vehicles. The monthly rent for these units will be income restricted for households earning 80% or less of area median income for a period of not less than 30 years.
- The petitioner will use diligent good faith efforts to provide affordable/workforce housing in connection with Phase II and future phases. It is contemplated that 8% of housing for Phase II and future phases will be income restricted for households earning 80% or less of the area median income, for a period of not less than 30 years.
- **Existing Zoning and Land Use**
 - The rezoning site is mainly undeveloped land with some parcels containing single family houses along Dixie River Road and Garrison Road, west of the I-485 and West Boulevard interchange.
 - To the north of the site is the Dixie River Road community along Mt. Olive Church Road, consisting of residential, institutional and retail development on properties zoned R-3 (single family residential), and all within the LLWPA Watershed Overlay (Lower Lake Wylie protected area).
 - East of the site is I-485 and Charlotte-Douglas International Airport along with the Norfolk Southern Intermodal Yard on property zoned I-1 (light industrial) and I-2 (heavy industrial).
 - West of the site is the Catawba River and some residential development along Sadler Road. These homes front the Catawba River and are located on properties zoned R-5 (single family residential), and are within the LLWCA Watershed Overlay (Lower Lake Wylie critical area).
 - To the south of the site are residential developments, park and open space, and institutional uses on properties zoned R-3 (single family residential) and R-5 (single family residential), all within either the LLWPA Watershed Overlay (Lower Lake Wylie protected area) or LLWCA Watershed Overlay (Lower Lake Wylie critical area).
 - See "Rezoning Map" for existing zoning in the area.
- **Rezoning History in Area**
 - There have been no rezonings in the immediate area in recent years.
- **Public Plans and Policies**
 - The *Dixie Berryhill Strategic Plan* (2003) recommends employment/mixed-use development (office, retail, and/or light industrial) for the majority of the property being proposed for MUDD-O (mixed use development, optional).
 - The plan recommends residential up five units per acre for a portion of the "Town Center District", west of Dixie River Road. This property is proposed for MUDD-O (mixed use development, optional).
 - The *Dixie Berryhill Strategic Plan* recommends single family up to four and five units per acre for the portion of the subject site proposed for MX-2 INNOV (mixed use, innovative).

- The plan also establishes a goal to protect the sensitive environmental elements in the area that include the Catawba River, its coves and shoreline, ravines with steep slopes, erodible soils and vegetation, SWIM buffers and watersheds.
- **TRANSPORTATION CONSIDERATIONS**
 - Although this rezoning is located in a Wedge based on the *Centers, Corridors and Wedges Growth Framework*, the proposed level of entitlements, if approved, will effectively create a new Activity Center. Also, due to the large scale of this proposal, CDOT anticipates a significant increase in the necessary level of roadway capacity over what has historically been planned in this area. CDOT and Planning have worked with the petitioner to identify additional thoroughfares as well as upgrades in classifications for previously planned thoroughfares in order to provide the proper roadway network to support the anticipated level of travel demand.
 - The roadway network is also planned in a way that accommodates several other important community goals, including but not limited to, future extension of a major roadway to cross the Catawba River into Gaston County, anticipated growth at Charlotte Douglas International Airport, expansion of the freight intermodal yard, and future industrial development in the general vicinity of the airport and the intermodal yard. Accordingly, the review of the transportation aspects of this rezoning has been conducted in concert with the *Airport-Area Strategic Development Plan (AASDP)*, and a planned feasibility study for the “Catawba Crossings project” by the Charlotte Regional Transportation Planning Organization (CRTPO), the Gaston-Cleveland-Lincoln MPO, and NCDOT.
 - The roadway network proposed with this rezoning is planned for three major phases, in which land use entitlements are only available to the petitioner for development provided the corresponding phased improvements are completed by the time the buildings are occupied. The zoning allows that any of the three major phases may be subdivided into smaller phases provided the petitioner is able to demonstrate through additional traffic analysis that the requested sub-phase of development is matched to the appropriate level of additional roadway construction. The complete package of roadway improvements would be expected to be implemented over a 10-30 year period through a combination of public and private funding sources.
 - In order to establish that the proposed roadway network is appropriately scaled to the proposed level of entitlements, the petitioner and CDOT conducted a series of model analyses using the Metrolina Regional Model, which is the same model used by the CRTPO to plan large scale transportation improvements over a twenty-five-year time horizon. The results of this model work determined the network of streets that is intended to work in conjunction with a dense network of interconnected local streets, which will follow the rules of the Subdivision Ordinance. Additional traffic analyses will be performed over the build-out of this development to determine specific design details such as turn lanes at intersections or when traffic signals are warranted for installation.
 - The planned roadway network will require significant interchange modifications that will require approval by NCDOT and the Federal Highway Administration (FHWA). The conditional zoning plan as proposed will not enable development beyond the first phase without an approved interchange solution by state and federal authorities, which may differ from the exact concept depicted on this plan. The petitioner and CDOT have initiated preliminary discussions with NCDOT to determine the preferred concept. Final approval for a new or revised interchange will require additional technical analysis with a one to two-year timeframe for review and approval with NCDOT and FHWA.
 - The design details for the arterial street network will incorporate best practices for walking and bicycling through a variety of solutions that include sidewalks, bike lanes, shared-use paths, and greenways. In all cases the design of the streets and street network, will reinforce the overall transportation goals for Activity Centers, which is to maximize the ability to serve travel demand with the shortest trips possible, and to maximize the opportunities for transit, walking, and bicycling trips. In general, CDOT supports the approach of organizing growth for future residents in a way that can reduce long vehicle trips by providing well organized Activity Centers. This rezoning, as planned, helps achieve this goal and the requirements that govern the availability of entitlements by phase will help ensure that the growth is activated by planned investments in the major street network.
 - The outstanding transportation issues identified in the remainder of this analysis represent the deficiencies on the last plan made available for public review. CDOT has continued working with the petitioner to resolve these issues through the submittal of a revised plan by the petitioner at the public hearing.
 - See Outstanding Issues, Notes 1 through 7.
 - **Vehicle Trip Generation:** The proposed development could generate 120,000 trips per day as proposed. Based on review of national and local information, we estimate that approximately

45,000 of these trips will be captured internally within the Activity Center and 75,000 of these trips will enter or exit the Center daily. In order to ensure that these trips can be served adequately, the proposed transportation network must include a dense internal local street network supported by a system of well-designed arterial streets that have good connectivity to I-485.

Current Zoning: 46,000 trips per day (based on 6,660 dwelling units and 750,000 square feet of warehouse uses).

Proposed Zoning: 120,000 trips per day (based on the following chart).

Site Plan District	Uses	Intensity	Trips Per Day
Employment	Apartment	500 dwellings	3,154
	Hotel	250 rooms	2,043
	Office	4.5 million sf	23,694
	Retail	50k sf	4,328
Town Center	Apartment	1700 dwellings	10,426
	Hotel	500 rooms	4,085
	Office	2 million sf	12,793
	Retail	300k sf	13,870
Gateway	Hotel	250 Rooms	2,043
	Office	500k sf	4,461
	Retail	50k sf	4,328
Transitional	Apartments	300 dwellings	1,942
	Office	1 million sf	7,554
	Retail	25k sf	2,758
Residential	Single Family	1700 dwellings	14,233
	Apartment	300 dwellings	1,942
	Retirement Community (CCRC)	200 units	480
	Retail	75k sf	5,633
Total			120,000

DEPARTMENT COMMENTS

• **Charlotte Area Transit System:**

- Charlotte Area Transit System (CATS) does not currently serve the area covered by this rezoning, as the property is largely vacant. The nearest locations with bus service are the Charlotte-Douglas International Airport and Charlotte Premium Outlets.
- In mid-2016, CATS initiated a Comprehensive Operations Analysis which is a review of the agency’s overall route structure and service. The analysis is expected to be completed in summer/fall 2017 and will consider how routes can be extended in the future to serve areas such as the “River District”, as development and demand dictate.
- CATS anticipates future construction of rapid transit on the West Corridor to the airport and the area beyond the airport, including the “River District” and possibly into Gaston County. At this point, there is no set alignment for the future rapid transit, but in light of the intensity and significance of this development, it will be important to consider how best to serve this major development.
- In light of the potential for future transit service to the “River District”, CATS is requesting the reservation of land for a future Transit Center and dedication of right-of-way and construction of concrete pads for future bus stops.
- CATS will continue to work with the Petitioner throughout the development process to ensure that the River District is designed to support and encourage the use of public transportation.
- See Outstanding Issues, Notes 8 and 9.

- **Charlotte Department of Neighborhood & Business Services:**
 - In an effort to increase the estimated need of more affordable housing units in the City of Charlotte, multi-family developers are being encouraged to assist in increasing the supply through the City's voluntary affordable/workforce housing program. The petitioner for the "River District" has committed to construct affordable/workforce housing units as part of this rezoning.
 - The Petitioner agrees to provide 85 units in Phase I for affordable/workforce housing residential rental units for households earning 80% or less of the area median income for a period of not less than 30 years. This commitment is contingent on receiving NC Housing Finance Agency tax credits or other possible public funding support.
 - The Petitioner has also committed that 8% of all residential units in future phases will be affordable/workforce housing for households earning 80% or less of the area median income, with the same contingency as for Phase I.
- **Charlotte-Douglas International Airport:** The proposed development plan is consistent with the goals and objectives of the draft *Airport Area Strategic Development Plan*.
- **Charlotte Fire Department:**
 - Charlotte Fire Department (CFD) currently does not provide fire service to the subject property because it is outside of the city limits. CFD will provide fire service if the property is annexed into the City.
 - CFD anticipates that one, or potentially two, stations will be needed to serve the area. CFD also anticipates that additional staff and apparatus will be needed over time to serve the area as it develops.
 - CFD and the development team will need to work together to locate fire stations sites as development occurs.
 - These facilities will occur through voluntary annexation and future capital investment.
- **Charlotte-Mecklenburg Police Department:**
 - Charlotte-Mecklenburg Police Department's (CMPD) Freedom Division office currently serves the proposed "River District" area. The subject site is at the very southern end of the Freedom Division's patrol area. The Freedom Division office is located at 4150 Wilkinson Boulevard approximately seven miles from the proposed "River District" development.
 - CMPD does not believe that, initially, any additional infrastructure or resources will be needed. However, as the area develops, there will be a need for CMPD to hire approximately 30 new officers and support staff to handle the additional calls for service related to this development. In addition, it is likely that an additional patrol division and division office will be needed in the future to handle the call volume in this area.
 - The development team has already discussed this possible future need with CMPD and has agreed to reevaluate their development on a regular basis to determine if they may need to reserve some land in the southern portion of the River District for a future patrol division office.
 - Implementation of any new CMPD facilities will occur through future capital investment.
- **Charlotte-Mecklenburg Schools:**
 - In anticipating school needs, the petitioner has identified two areas within the "Residential District" portion of the development in which two approximately 15- to 25-acre parcels will be reserved for school sites.
 - The petitioner has committed to work with Charlotte Mecklenburg Schools (CMS) to further refine the locations of the above referenced school sites and shall reserve the school sites for a period of 10 years from approval of the subject rezoning to allow CMS to obtain or set aside applicable funding for acquisition of the school site(s).
 - CMS estimates that the proposed development will generate approximately 3,047 students, six fewer students than what would be generated by single family development under the existing zoning which would generate 3,053 students.
 - While the impact on schools resulting from the proposed development is not any greater than the impact that would result from development under current zoning, the increase in students will nonetheless be significant and the reservation of school sites by the petitioner and construction of new schools on these sites by CMS will help to address the school needs resulting from the proposed development.
- **Charlotte-Mecklenburg Storm Water Services:**
 - The proposed "River District" rezoning is primarily located within the Beaverdam Creek Watershed Basin, with a smaller portion extending into the Paw Creek Watershed Basin. Both basins are part of the Watershed Overlay District for Lower Lake Wylie, which has standards for maximum built upon area. Currently, the subject property is free of major developments and street systems and as a result there is very minor impact to the existing drainage system,

- consisting of creeks and tributaries, as a result of development.
- Neither Paw Creek nor Beaver Dam Creek are listed as impaired for water quality or aquatic life by the NC Department of Environmental Quality. Of the 18 streams that are routinely monitored throughout Mecklenburg County for aquatic life assessments, Beaver Dam Creek is one of four streams where Stoneflies have been consistently found. Stoneflies are aquatic insects, or macro invertebrates, which are very sensitive to pollution and their presence is an indication that the water quality in Beaver Dam Creek is relatively good.
 - If not responsibly developed and maintained, development can create flooding conditions and also have a negative impact on streams and water quality. This could occur through the increase of built-upon-area and concentration of storm water runoff. Runoff from built-upon areas can pick up sediment and other pollutants and discharge them into the drainage system.
 - These potential impacts will be mitigated by the requirements of the Post Construction Stormwater Ordinance and Watershed Overlay Districts which apply to the property. Specific requirements include installation of devices that hold and slowly release runoff over time to reduce flooding potential, installation of devices that filter pollutants from runoff before discharging to streams, and preserving vegetated stream buffer zones and upland trees and forested areas to provide natural runoff infiltration while filtering pollutants. In addition to meeting these requirements, there are site plan notes that commit to increased stream buffer zones, which will provide additional protection to streams and tributaries. The petitioner has agreed to increase the buffer widths generally up to an additional 100 feet on each side of the required 100-foot buffer along main tributaries.
- **Charlotte Water:**
 - The project site is located within an area containing no existing water and sanitary sewer infrastructure.
 - Infrastructure required, based on preliminary evaluation of the proposed development, would include 23 miles of water main, 19 miles of sewer main, 2.4 million gallons per day of water treatment capacity, 1.9 million gallons per day of wastewater treatment capacity, and three wastewater pump stations.
 - This development is expected to be consistent with Charlotte Water policies whereby the developing party is responsible for the local water and sewer infrastructure. The infrastructure will be designed and built to Charlotte Water standards at the developer's expense and donated to Charlotte Water for continued operation.
 - Charlotte Water will provide the larger scale infrastructure as identified in the fiscal year 2017-2021 Community Investment Plan, including:
 - Water mains along the proposed Garrison Road extension and Dixie River Road widening;
 - The Beaver Dam Creek West Branch Outfall trunk sewer extending from Beaver Dam Creek pump station to the proposed "Employment District"; and
 - The Little Paw Creek pump station including the trunk sewers and force main.
 - Future revenues collected from the additional service area will cover the cost of operation, maintenance, facility upgrades, and previous capital projects funded through past bond sales.
 - **Engineering and Property Management (Urban Forestry and Arborist):**
 - The subject property is a heavily wooded, mostly pine dominated, mixed forest area along the Catawba River. The site includes wooded streams, forest stands and environmentally sensitive lands. Current plans designate one large (approximately 102 acres) tree save area for the benefit of the MUDD-O district shown in the northern part of the project. The petitioner's Environmental Commitment Standards (ECS) on Sheet RZ-4C state that River District will "exceed required tree save measures". The ECS further states a commitment to "increase the horizontally measured width of stream buffers." Urban Forestry has recently been verbally assured that all stream buffers would be "doubled", typically from 100 feet to 200 feet, to provide wide undevelopable forested lands along all streams.
 - "River District's" stated intentions are to "respect the natural resources of the site", and to "exceed required tree save measures." To ensure that the stated intentions become a reality, these specific promises must be written plainly into the rezoning document. City Council's tree canopy coverage goal, "50% by 2050", will be measurably impacted by projects of this scope. Although 102 acres of tree save seems like a large number, it represents only 7.4% of the site gross acreage. Additional measures, some of which the petitioner has already committed to implement, will help to meet the City's tree canopy goal.
 - See Outstanding Issues, Notes 25 through 34.
 - **Mecklenburg County Land Use and Environmental Services Agency (LUESA):**
 - The subject property is located within the Lower Lake Wylie critical and protected watershed areas. These areas are deemed critical, from a water quality perspective, due to their close proximity to Lake Wylie which serves as a drinking water supply to nearby municipalities and a

significant recreational use for surrounding residents. These areas are protected through special zoning regulations that limit the maximum built upon area of a site.

- The subject property is currently wooded and undeveloped, and drains to several perennial and intermittent streams. These streams drain to four coves on Lake Wylie, one of which is Brown's Cove which has a significant history of sedimentation issues and was recently dredged.
- If development is not carefully managed, it will be a threat to downstream surface waters due to potential sedimentation impacts associated with mass land clearing and grading. There could also be additional surface water impacts associated with non-point source pollutants from storm water runoff, as development will add impervious surfaces which reduce infiltration and increase runoff of pollutants. Increased runoff also causes stream bank erosion and aquatic habitat degradation.
- It is the belief of LUESA that the threat and potential impacts to surface waters mentioned above will be minimized by the petitioner's commitment to implement the following measures:
 - Compliance with the City of Charlotte's Enhanced Erosion Control Measures which are measures above and beyond the normal requirements to prevent sedimentation in surface waters, such as oversized basins and phased grading limitations;
 - The petitioner has committed to the dedication of a staff person to the protection of surface waters;
 - Increased stream buffer widths in some areas to provide additional filtration for runoff;
 - Full compliance with post-construction control runoff requirements for storm water treatment;
 - Funding for automated stream monitoring stations to proactively detect potential erosion control failures and increase response time;
 - Provision of background and post construction bathymetric [measurement of the depth of bodies of water] surveys of all four lake coves in order to document and address potential sedimentation impacts;
 - Funding for routine chemical analyses on water in two coves before and during construction to monitor for potential impacts; and
 - Funding for baseline biological assessments of all streams prior to development to establish baseline stream conditions.
- **Mecklenburg County Parks and Recreation Department:**
 - The subject property is located in a largely undeveloped portion of Southwest Mecklenburg County, between the Catawba River and Interstate 485. Existing County park facilities in this area include the Berewick Regional Park to the south and the Berryhill Nature Preserve to the north.
 - Mecklenburg County Park and Recreation's (MCPR) vision for this growing area of Mecklenburg County includes active recreational neighborhood/community parks, the potential for a Regional Recreational Center, a network of greenway corridors and overland trails to connect existing and future park facilities, and public access to the Catawba River.
 - MCPR has met with the petitioner to anticipate the long-term park and recreational needs of this portion of Mecklenburg County as it develops over time and how these needs can be incorporated into the development of the River District project.
 - The petitioner currently proposes the reservation of 20 acres for neighborhood parks, the dedication of a Beaver Dam Creek Greenway corridor, and the incorporation of overland trails in the design of Dixie River Road (part of the 2015 Mecklenburg County Greenway Master Plan Update) and the West Boulevard extension.
 - See Outstanding Issues, Notes 11 through 15.

OUTSTANDING ISSUES

Transportation (Note: Due to the large size of this rezoning petition and complexity of the activities described in the "Transportation Considerations" above, additional outstanding issues may be identified as the technical review continues.)

1. CDOT does not support deferring the determination of the major roadway components for each phase beyond the City Council zoning approval.
2. CDOT cannot support the inclusion of the Phase 2 subphasing without a traffic study to validate this specific proposal. If the petitioner seeks to include this subphasing, CDOT will need more time in the review process to include the correct staff and to collaborate with NCDOT. Alternatively, the petitioner can simply remove the specific subphasing proposal and defer this level of analysis until after the zoning approval.
3. West Boulevard is expected to be relocated on the east side of I-485 in order to support future airport expansion. CDOT requests a note be added to the plan that identifies that a) construction coordination will be necessary with the planned relocation, and b) the proposed mitigations at Steele Creek Road, West Boulevard and Byrum Drive will be transferred to the proposed new intersection at the western terminus of the West Boulevard realignment project to be funded by

- the petitioner in the event that the relocation occurs prior to the development mitigations and in the event that the relocation restores the existing level of capacity that the "River District" proposal otherwise proposes to improve.
4. The wording for "substantial completion" is still unclear. We recommend the language be based on CDOT deeming a project substantially complete.
 5. We recommend a note that explicitly requires that as development occurs, the fronting non-local streets must be built, or if mutually agreeable, funding provided to the City for non-local street construction.
 6. All right-of-way for the arterial streets should be dedicated by the petitioner at the request of the City or concurrently with improvements made by the petitioner, whichever occurs first.
 7. Sadler Road will need to be improved to provide two 11-foot travel lanes including a full overlay of the pavement or as otherwise may be directed by NCDOT. This improvement would not be required until development occurs along Sadler Road. We recommend a trigger in the notes that is based on specific development in this area.
 8. Add a note committing to reservation of land for a future Community Transit Center. The site should be strategically located to serve the future rapid transit and potential bus routes that would converge on the Town Center facility. State that the site will be located to maximize pedestrian access so that CATS does not need to provide circulation within the development. The petitioner should also commit to dedicate the property or reserve the property for a period of up to 10 years from the approval of this rezoning to allow CATS time to obtain or set aside applicable funding for acquisition and development of the site.
 9. Revise Note "XI.CATS Bus Stops" in "General Development Standards" to commit to provide locations in dedicated right-of-way for the provision of on-street bus stops at locations agreed upon with CATS. Also, commit to constructing the concrete pads and provide logical pedestrian access from the bus stops to various activity centers within the development. CATS will work with the Petitioner through the Land Development Review process to determine the best potential bus stop locations.
 10. For the "Employment District", Note V.c, delete the reference to the Subdivision Ordinance for block spacing and replace with reference to "Block Length and Greenway Trail Connections" on page RZ-5B.

Infrastructure

11. Reserve a total of 40 acres for future neighborhood/community parks.
12. Revise the trigger of the seven-year park reservation commitment to the identification of park sites rather than the approval of the rezoning plan.
13. Provide further definition of the Beaver Dam Creek Greenway land dedication to include size and width of the planned corridor (e.g. the 100-foot SWIM buffer).
14. Provide a commitment to provide public access to the Catawba River in order to provide recreational access to the County's planned Blueway.
15. Provide a commitment to dedicate a greenway corridor and/or an overland trail connection from the Beaver Dam Creek Greenway to the public access location on the Catawba River.

Site and Building Design

16. Revise Note I.a.4 in the "General Development Standards" concerning the optional provision for staff's discretionary authority related to the application to design guidelines/standards to include criteria that staff will use to assess deviations from the design guidelines/standards.
17. Revise text under "VI. Design Standards/Guidelines" in the "General Development Standards" to state that the provisions will apply to all development, including the property zoned MX, unless otherwise noted.
18. For Note VI.f.7 in "General Development Standards", revise note to differentiate between common entrances and entrances serving a small number of units or individual units. Common entrances (defined as serving the entire building or majority of the building) should be at or slightly above grade and entrances serving a small number of units or individual units should be typically two-feet above grade.
19. Revise Note VI.g.2 in the "General Development Standards" to provide a standard for height of screening at time of planting.
20. Provide additional definition/commitments, especially for increased setbacks and lawn area, for "Campus Style Format" development.
21. For section VI.b.1 in the "Employment District" and for comparable notes in other districts, revise the note to indicate that development shall connect to the trail and indicate the options for how that can be accomplished. Also, make the text related to service and loading a requirement.
22. For "Town Center, Optional Provisions" Note III.d, provide a maximum length of time for short-term signs and banners to be allowed. Also, much this change in the "General Development Standards" for temporary banners.
23. For the "Residential District", delete Note VII.b regarding setbacks as the stated 20-foot setback

is the setback required by the ordinance.

24. In the sections of the notes addressing setbacks for each district, revise the notes to clarify when the setbacks are minimums and when they are maximums (build-to lines).

Environment

25. Add the following note: "Petitioner agrees that the tree save area requirement for the entire site will be a minimum 15% gross acreage. The minimum 15% of 1,377.68 acres is 206.65 acres of tree save area required. This specifically requires all areas of the site to provide a minimum 15% tree save, including MX areas and single family development."
26. Add the following note: "The minimum approximately 102-acre tree save area for the benefit of the MUDD-O District shall be dedicated prior to City of Charlotte Land Development plan approval for the first parcel developed in the MUDD-O District."
27. Add a note stating: "Permanent tree protection fencing and signage denoting the area as "tree root protection zone" is required along the boundary between the minimum approximately 102-acre tree save area for the benefit of the MUDD-O District and the developable portion of the site. This fence will be required to be installed prior to City of Charlotte Land Development issuance of a grading permit for the first parcel developed in the MUDD-O District. This fence must remain intact and entire until final certificate of occupancy for the last parcel developed along this boundary."
28. Add the following note: "All parcels on this site not part of the original MUDD-O District, and therefore not having tree save requirements met by the minimum approximately 102-acre tree save area, will be required to show a minimum 15% tree save based on gross area."
29. Add a note stating: "The minimum approximately 102-acre tree save area is for the benefit of the MUDD-O District only. In the event that development levels in the MUDD-O Districts do not exhaust the entire dedicated tree save area, the remaining tree save areas may NOT be used for the benefit of the MX-2 District."
30. Add the following note: "No off-site mitigation of any required tree save area on this site will be allowed at any time now or in the future."
31. Add the following note: "Any proposed tree save area will be subject to prior approval by Urban Forestry staff, and may require additional surveys, tree planting or other reasonable measures to ensure the area meets the intent of the Tree Ordinance."
32. Add the following note: "All stream buffers on this site will be voluntarily increased in horizontally measured width to double the effective minimum required buffer. For example, a required minimum stream buffer of 100 feet would be increased to 200 feet."
33. Add a note stating: "Urban Forestry staff is to be contacted prior to creation of any trails or parts of trails within tree save areas. Proposed trails or parts of trails within tree save areas are to be reviewed and approved by Urban Forestry staff prior to any creation of trails."
34. Add the following note: "The Petitioner agrees that all zoning districts and areas within the "River District" master development site shall comply with all sections of the Charlotte Tree Ordinance. All requirements of the tree ordinance will govern and take precedence over any provision listed within this conditional rezoning plan unless the provisions listed within the rezoning plan establishes more stringent standards and/or requirements as determined by the City of Charlotte's Urban Forestry Supervisor and City Arborist."
35. Revise standard in the "Environmental Commitment" for "Open Space" related to the identification of "additional preserved open space" to commit to defining how that open space will be provided for each district prior to development in those districts.
36. Revise Note IV.a.1 "Environmental Commitment" to state that wildlife preserve will be located prior to the certificate of occupancy for the 1000th unit.

REQUESTED TECHNICAL REVISIONS

37. Correct typographical errors, incorrect references in document, and incorrect page numbers.
38. Reference all applicable charts in corresponding text.
39. For "regulating" charts/graphics for which there are no notes in the general development or district standards, add corresponding notes and reference the graphics/charts.
40. For all optional provisions, reference the section of the Zoning Ordinance to which the provision refers. For those standards that do not refer to specific ordinance sections, relocate from the sections addressing optional provision.
41. Add a definition of "Campus Style Format" to the definitions in the "General Development Standards."
42. For note VI.f.7.x, delete portion of note stating applicable to multi-family and commercial development.
43. Move drive-through related standards in the "Auto-oriented Uses" section of the "General Development Standards" to the section related to "Accessory drive-thru windows" and eliminate any duplicative language.
44. Correct reference in Note VI.g.3.

45. Define "secondary streets" in Note VI.h.
 46. Clarify Note VI.i.2 with respect to deviations and non-local streets.
 47. For the "Employment District" Note VI, optional provisions are referenced but not are called out. Please revise accordingly for this district and the other districts to be zoned MUDD-O.
 48. Revise the graphic for the "Town Center Core" to show a four-block main street (instead of three blocks) to be consistent with text.
 49. Label "Main Street" on "Town Center Core" diagram.
 50. For additional clarity, add a note concerning greenway connections to the "Gateway", "Transitional", and "Employment Districts", consistent with the text under the "Block Length and Greenway Trail Connections" chart.
 51. For the "Town Center Optional Provisions", delete note III.a as there are no MX standards in the "Residential District."
 52. Remove notes from "district sheets" as they overlap/conflict with notes in the general development and district standards.
-

Attachments Online at www.rezoning.org

- Application
- Site Plan
- Locator Map
- Community Meeting Report
- Department Comments
 - Charlotte Area Transit System Review
 - Charlotte Department of Neighborhood & Business Services Review
 - Charlotte-Douglas International Airport Review
 - Charlotte Fire Department Review
 - Charlotte-Mecklenburg Police Department Review
 - Charlotte-Mecklenburg Schools Review
 - Charlotte-Mecklenburg Storm Water Services Review
 - Charlotte Water Review
 - Engineering and Property Management Review
 - Mecklenburg County Land Use and Environmental Services Agency Review
 - Mecklenburg County Parks and Recreation Review
 - Transportation Review

Planner: Alberto Gonzalez (704) 336-8315



Agenda Date: 10/17/2016

Agenda #: File #: 15-4207 **Type:** Policy Item

Amend the 2016 City Council Meeting Schedule

Action:

Approve an amendment to the 2016 City Council and Budget Meeting Schedule.

Staff Resource(s):

Stephanie Kelly, City Clerk's Office

Explanation

- North Carolina General Statute 143-318.12 requires that the City Clerk maintain on file a schedule of the City Council's regular meetings and that the approved schedule shall be posted to the City's Web site. If a schedule is duly adopted and filed, no further notice of regular meetings is necessary.
 - The Workshop scheduled for Monday, November 7, 2016, will begin at 4:00 p.m. instead of 5:00 p.m. and the Citizens Forum scheduled for the same day will begin at 6:00 p.m. instead of 7:30 p.m.

Attachment

Amended 2016 City Council Meeting Schedule

FY17 Tree-Banding Grant Recipients	# of Trees Proposed	Council District
Colonial Village Neighborhood Association	226	1
Commonwealth Park Neighborhood Association	280	1
Dilworth Community Association	200	1
Farmcrest Community Neighborhood Association	26	1
Historic North Charlotte Neighborhood Association	110	1
Hobbs Ridge Homeowners Association	65	1
Park Plaza I	250	1
Queens West HOA	29	1
Sedgefield Neighborhood Association	350	1
Villa Heights Community Organization	200	1
Greater Enderly Park Neighborhood Association	110	3
Historic Camp Greene Neighborhood Association	55	3
Autumnwood Community	300	4
Browne's Ferry HOA	354	4
Colvard Park Homeowners Association	355	4
Davis Lake Community Association	375	4
Mallard Trace HOA	375	4
Welwyn Cluster Homeowners Association	104	4
Burtonwood	1339	5
Freedom Park Neighborhood Association	309	5
Grove Park Neighborhood Association	328	5
Harris Lake Condominium Association	57	5
Medford Acres Neighborhood Association	110	5
Ravenwood Neighborhood Association	200	5
Stonehaven HOA	80	5
Woodberry Forest	3000	5
Barclay Downs HOA	266	6
Club Colony	229	6
Madison Park Homeowners Association	150	6
Sedgewood Place Homeowners Assoc.	83	6
Ardrey Homeowners Association	336	7
CNSH (Concerned Neighbors of Sardis Hills)	200	7
Covington at Providence	300	7
Village of Raintree Homeowners Inc.	120	7
Total Number of Trees	10,871	



CHARLOTTESM

INTERNAL AUDIT

**Audit Report
Airport Rental Car Concession Agreements
Hertz and National/Alamo
October 13, 2016**

**City Auditor's Office
Gregory L. McDowell, CPA, CIA**

Audit Report
Airport Rental Car Concession Agreements
Hertz and National/Alamo
October 13, 2016

Purpose and Scope

The primary objectives of this audit were to determine whether selected rental car agencies:

- Accurately reported gross revenues; computed and paid monthly concession fees, complying with payment guarantee and annual certification requirement provisions
- Accurately reported and paid Contract Facility Charge (CFC) payments

In addition to the above primary objectives, the audit was conducted to determine whether the Airport has properly designed and implemented internal controls, including effective contract terms.

An audit of rental car concession agreements was requested by Aviation management. Auditors selected Hertz and National/Alamo and reviewed gross revenues for FY15. Due to exceptions noted for Hertz, the audit was expanded to include FY13 and FY14.

We conducted this performance audit in accordance with generally accepted government auditing standards. Those standards require that we plan and perform the audit to obtain sufficient, appropriate evidence to provide a reasonable basis for our findings and conclusions based on our audit objectives. We believe that the evidence obtained provides a reasonable basis for our findings and conclusions based on our audit objectives.

This report is intended for the use of the City Manager's Office, City Council, and the Aviation Department.

Conclusion

Hertz and National/Alamo complied with the concession agreements' most significant provisions. Aviation management needs to incorporate additional controls into future contracts to ensure that all gross revenues are reported.

Summary of Recommendations and Actions Taken or Planned

There were inconsistencies in the calculation and reporting of gross revenues, preventing auditors from determining whether all gross revenues were reported, and leading to the following recommendations, along with management's corrective actions where applicable, summarized as follows, and further detailed beginning on page 3:

1. Aviation should require more detailed monthly rental car concessionaire reporting to identify revenue earned by categories.
 - Aviation has prepared a new monthly reporting form requiring rental car agencies to identify revenue by category, and to provide detail on amounts identified as ‘excluded revenue.’ The new reporting form will be introduced to the rental car agencies during negotiations to clarify and restate the current agreements. These negotiations are expected to commence during the fall of 2016. Aviation expects the new form to be in use by July 2017.
2. Aviation should require Hertz to submit concession fees of \$133,000 on under-reported gross revenue for the past three fiscal years.
 - Aviation has invoiced Hertz for \$133,000 and is currently in discussions with Hertz regarding the under-reported gross revenues.
3. Aviation should implement additional control measures to ensure that rental car companies are providing complete gross revenue reports.
 - In 2015, Aviation hired a revenue contracts manager to oversee certain Airport management and revenue contracts, including the rental car concession agreements. The rental car contracts revenue manager will develop a revenue report to incorporate as many of the controls suggested as possible.

Background

Rental car activities at the Charlotte Douglas International Airport represent one of the largest generators of Airport revenues. Given the importance of this business unit, the Aviation Department requested that Internal Audit review contract compliance of two rental car companies. Hertz and National/Alamo were selected as the two largest rental car companies doing business at the Airport in terms of gross revenues.

On-Airport Automobile Concession Agreements (Agreements) were awarded to eight rental car agencies on November 1, 2000, for a period of seven years. The Agreements have been amended periodically, most recently in November 2011, and are scheduled to expire in 2024. The purpose of the Agreements is to provide passenger vehicle rentals to Airport users. Each Agreement requires the Concessionaire to pay the City the greater of ten percent (10%) of the Concessionaire’s Gross Revenues during each contract year, or eighty five percent (85%) of Concessionaire’s total concession fees payable during the immediately preceding contract year (“Minimum Annual Concession Fee”).

The concessionaires are required to pay one-twelfth of the minimum annual concession fee in advance each month. Within 25 days of each calendar month-end, each concessionaire is required to provide Aviation with an accounting of its year-to-date gross revenues and pay the difference between the amount of the calculated annual percentage fee and the total of previous payments. Annually, within 90 days following contract year-end, each concessionaire is required to furnish a statement (certified to be

correct by an authorized representative) of gross revenues for the preceding year, showing authorized deductions or exclusions made in computing the amount of such gross revenues. Aviation collected \$12.7 million in concession fees in FY15 from \$127.7 million in reported gross revenue, as the following Aviation-generated summary details below:

Charlotte Douglas International Airport Rental Car Concession Fees FY 2015		Charlotte Douglas International Airport CFCs Collected FY 2015	
Company	Concession Fee	Company	CFCs Collected
Avis	\$ 2,330,377	Avis	\$ 1,793,172
Budget	1,194,780	Budget	1,062,968
Dollar	597,619	Dollar	598,972
Enterprise	1,751,604	Enterprise	1,388,033
Hertz	3,152,368	Hertz	2,512,464
National	3,497,136	National	3,214,832
Simply Wheelz/Advantage	265,303	Simply Wheelz/Advantage	244,894
Total	\$ 12,789,187	Total	\$ 10,815,335

In addition, the City imposed by ordinance effective July 1, 2007 (CFC Ordinance) a charge to be collected from rental car customers at the Airport, the proceeds of which are used to pay the costs of planning, designing, constructing, financing, maintaining and operating new consolidated rental car facilities at the Airport. Rental car agencies are required to collect a Contract Facility Charge (CFC) equal to \$4.00 per transaction day and deposit the fees collected with a Trustee on or before the tenth day of the immediately succeeding month. Aviation collected about \$10.8 million in CFC fees in FY 2015, as detailed above.

Audit Findings and Recommendations

1. Aviation should require more detailed monthly rental car concessionaire reporting to identify revenue earned by categories.

Aviation requires that rental car agencies submit a “Gross Revenue Worksheet” each month. The form shows the 10% concession fee calculation and requires the disclosure of the actual number of contracts reflected in the gross revenue figure. However, Aviation has not required the rental agencies to provide detailed rental transaction data or disclose the categories of included/excluded revenue on the monthly reporting form. Without such data, it is not possible to perform a thorough analysis that would identify erroneously excluded revenue, or the miscalculation of CFC fees.

According to the concession agreements, gross revenues include all monies or other consideration paid or payable to Concessionaire for all sales made and services performed in connection with automobile and vehicle rentals. Gross Revenues specifically include all of the following:

- Revenue earned for the rental or sale of wireless communication devices, mobile telephones, computerized navigation equipment and services and similar services of whatsoever nature;
- Revenue earned from the rental of child/infant car seats or restraints, ski racks, bicycle racks, recreational gear, personal computers and facsimile machines

The agreements specifically exclude federal, state, county, city or municipal sales, use or excise taxes; any charges collected from customers for refueling an automobile rented pursuant to an agreement under which the customer is obligated to return the automobile with the same amount of gasoline furnished upon rental; and all amounts paid or payable by customers for acceptance of a collision damage waiver, personal effects coverage or other insurance products.

Based on review of FY15, auditors noted:

- The concession agreement requires that “All exclusions shall be identified by rental agreement contract number,” but the Airport has not required the rental car agencies to disclose excluded revenue, or to break down total gross revenue (included) by category. There is a risk that rental car agencies can use pre-paid, corporate and/or bundled rental rates to allocate a disproportionate share of rental revenue to the concession fee “excluded” insurance and/or fuel categories. The result would be an understatement of gross concession revenue.
- Separately reported monthly concession and CFC fees are not reconciled. For May 2015, National/Alamo reported 22,767 rental transactions but CFC 21,370 transactions, a difference of 1,397. Other U.S. airports have required more detailed monthly reporting.

Recommendation: Aviation should develop a more detailed monthly gross revenue form and require the rental car agencies to disclose excluded revenue, including details related to corporate bundling of fees.

Aviation Response: Aviation is working through a comprehensive amendment to the current automobile rental car concession agreement that will include new language regarding monthly reporting. Aviation has developed a new reporting format that will be introduced to the rental car agencies as part of this process. The new reporting format will require a more detailed breakout of gross revenues and excluded revenues to provide for enhanced transparency. Aviation expects the new form to be in use by July 2017.

2. Aviation should require Hertz to submit concession fees of \$133,000 on under-reported gross revenue for the past three fiscal years.

Hertz excluded some FY15 revenue in its reports of concession revenue. Therefore, auditors extended the scope of the review to include FY14 and FY13. The table below indicates that Hertz under-reported revenue during the three fiscal years by approximately \$1.3 million, about 1.4% of the total revenue (\$96,766,106), reported for the three fiscal years. The following provides brief descriptions of the excluded revenue:

- Unbundled LIS and PAI – Hertz bundled some of its excluded revenue categories and reported an “unbundled” amount as part of gross revenue. The unbundling of categories indicate these items were “free” or included as part of the rate plan charged to the customer. In November 2015, Hertz started including amounts for unbundled Liability Insurance Supplement (LIS) and Personal Accident Insurance/Personal Effects Coverage (PAI/PEC) in its monthly reporting of gross revenue. For three fiscal years FY13-15, this under-reported revenue totaled \$931,400 and \$34,766 respectively.
- Premium Roadside Service – Hertz excluded \$275,975 revenue in its Premium Roadside Service account during fiscal years 2013-2015. In contrast, National/Alamo included revenue from a similar account. The automobile concession agreement does not specifically address this revenue category, but Hertz started reporting this revenue as “Included” in November 2015.
- Other Fees – Hertz excluded revenue from “overdue administration fees” and “multimedia devices” in its calculation of gross revenues subject to concession fees. This un-reported revenue totaled \$69,646 and \$24,996, respectively.

Hertz Under-Reported Revenue FY 2013 - FY 2015				
Description	FY 2013	FY 2014	FY 2015	Total
Unbundled LIS	\$ 295,112	\$ 325,147	\$ 311,141	\$ 931,400
Unbundled PAI/PEC	12,013	11,835	10,918	34,766
Premium Roadside Service	107,403	87,557	81,015	275,975
Overdue Admin Fee	20,645	25,485	23,516	69,646
Multimedia Device Rentals	1,540	14,749	8,707	24,996
Total	\$ 435,173	\$ 464,773	\$ 435,297	\$ 1,336,783
Concession Fee	\$ 43,517	\$ 46,477	\$ 43,530	\$ 133,524

Recommendation: Aviation should require that Hertz remit concession fees on the \$1.3 million unreported concession revenue for the past three fiscal years.

Action Taken: Aviation has invoiced Hertz for \$133,000 and is currently in discussions with Hertz regarding the under-reported gross revenues.

3. **Aviation should implement additional control measures to ensure that rental car companies are providing complete gross revenue reports.**

Because concession revenue is self-reported, controls are needed to ensure that rental car concessionaires report gross revenue in accordance with the concession agreement.

The Airport had not previously assigned a staff member to provide professional oversight of the automobile concession agreements. Therefore, sufficient monitoring controls were not established until FY16. While current staffing allows more active contract management, Aviation personnel are limited in their ability to ensure compliance by the rental car agencies due to significant reporting limitations in the existing contract.

Although Hertz and National/Alamo provided detailed data that supported their self-reported revenue, auditors did not obtain reasonable assurance that the self-reported revenue amounts were complete, due to several missing key controls. The following review steps would enhance Aviation's monitoring efforts, resulting in greater confidence that revenues are reported accurately:

- Identification and tracking of monthly reporting trends, including the number, average length and dollar value of rental agreements.
- Performing trend analysis and comparison to other available activity data, including origination and destination data, and on-airport parking activity.
- Review of rental agreement transaction data to verify support of monthly and annual reports.
- Reconciliation of transactions reported in concession revenue data with CFC fee data.
- Compare gross sales reported on Mecklenburg County Vehicle Rental & U-Drive-It Tax forms to rental car companies' reported gross revenues. (This data must be requested from rental car agencies, as it is not contractually required.)

In addition, the requirement of annual certified statements by independent CPAs is required by many airports. Obtaining this standard assurance would significantly increase Aviation's ability to rely upon the rental car agencies' reports.

Recommendation: Aviation should develop a more robust monitoring program, incorporating as many of the controls noted above as possible. Some steps can be undertaken immediately, while others will require cooperation from the rental car agencies. The CPA assurance is not addressed in the current contract and may require negotiations, as Aviation determines is appropriate in the future.

Aviation Response: In 2015, Aviation hired a revenue contracts manager to oversee certain Airport management and revenue contracts, including the rental car concession agreements. The rental car contracts revenue manager will develop a revenue report to incorporate as many of the controls noted above as possible. Aviation intends to negotiate the inclusion of a CPA annual certified audit in connection with the negotiations to clarify and restate the current agreements, which are expected to commence in the fall of 2016.



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**City Council
Follow-Up Report**

October 12, 2016

September 12, 2016 – Council Business Meeting

LYNX Silver Line Public Involvement Summary

Staff Resource: Jason Lawrence, CATS, 704-336-4106, jlawrence@charlottenc.gov

At the September 12 Business Meeting, CATS staff gave an update on the forthcoming Silver Line project. The project would link the City of Charlotte and the Town of Matthews via a major transit line consistent with the region's long-term transit vision plan.

Council made several inquiries about the outreach that staff had done with neighborhoods along the route and other interested parties. The attachment below summarizes the public outreach efforts, and includes a list of public meetings or events where the Silver Line has been discussed.

This item was also referred by Council to the Transportation and Planning Committee (TAP) for further discussion and review. Staff provided an update to the TAP Committee on October 10, 2016. At that meeting staff presented more detailed information about the recommended rail alignment and the public engagement process. The MTC is expected to approve the staff recommendation at an upcoming meeting on October 26, 2016.



LYNX Silver Line
Draft Public Involvement

LYNX Silver Line Public Engagement Summary

Over the past 18 months, this project has worked to develop a strategy between the City of Charlotte and the Town of Matthews to link their communities through a major transit line consistent with the region's long-range transit vision plan. As part of the study, CATS completed a significant public involvement program to ensure that the effort to define a transit mode and project right of way was inclusive and visible to residents, visitors, businesses, civic organizations and community organizations along the defined Silver Line corridor.

This effort was advanced through two major outreach phases designed to collect public comment and incorporate that feedback into primary recommendations for the project. The first phase of the public involvement effort involved a

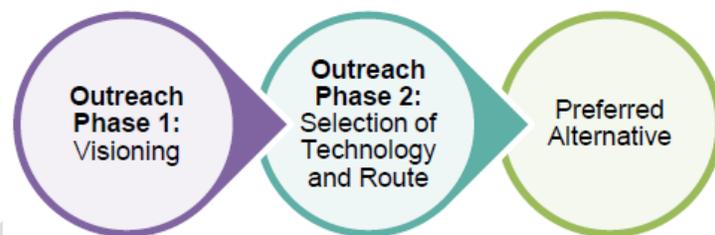
visioning program to determine what types of rail and bus alternatives the public would like to see along the corridor. The second phase of the program focused directly on the selection of a defined rail transit mode for the corridor and a preferred alignment that would guide the next stage of the planning

process. To coordinate with the public in an effective and robust manner, several strategies were used over the course of the study to ensure the community involvement was inclusive and far-reaching. These involvement tools included the following:

- Stakeholder Meetings;
- Interactive Public Workshops;
- Community Based Focus Groups; and
- Online Engagement

The project team aggressively promoted each phase of outreach through a variety of traditional and new marketing tools: a press release, mailers, bus notices, print, radio, and television advertisements, email blasts, the Nextdoor community web application, and CATS' social media platform portfolio. The marketing campaign leveraged already existing relationships that CATS has with local and regional media, community organizations and visibility of their fixed route bus service in the City of Charlotte. Additionally, the project team made a concerted effort to reach underserved minority communities, translating outreach materials into multiple languages and placing advertisements in local newspapers that are widely read in the Latino and Asian American communities.

In addition to the two rounds of public meetings (seven total meetings) held between June 2015 and September 2016, over fifty additional stakeholder meetings were held to present on the progress of the project and receive feedback. Over 1,000 meeting attendees were a part of the LYNX Silver Line public outreach. Locations and dates are detailed in the table on the following page.



Meeting	Date
Town of Matthews Board of Commissioners	June 22, 2015
Land Acquisitions / Street Connections Public Meeting	June 23, 2015
Metropolitan Transit Commission (MTC) Meeting	June 25, 2015
East CIP Team Meeting	July 8, 2015
TSAC Meeting	July 9, 2015
NCDOT/CDOT Stakeholder Meeting	July 23, 2015
Charlotte City Council Briefing	July 27, 2015
Metropolitan Transit Commission (MTC) Meeting	August 25, 2015
Oakhurst Neighborhood Festival	August 27, 2015
Chantilly Neighborhood Meeting	September 17, 2015
Matthews Transportation Advisory Committee	September 17, 2015
Charlotte Chamber of Commerce - East Chapter	September 22, 2015
Oakhurst Neighborhood Meeting	September 23, 2015
Monroe Road Community Association	October 7, 2015
Joint Independence Boulevard Area Meeting	October 27, 2015
CRTPO Technical Coordinating Committee Meeting	November 5, 2015
Metropolitan Transit Commission (MTC) Meeting	November 18, 2015
CRTPO Progress Update	November 18, 2015
Eastway Park - Sheffield Park Neighborhood	November 19, 2015
Matthews Small Area Plan for John St / 485	December 1, 2015
Citizen Transit Advisory Group (CTAG)	December 15, 2015
Focus Group - Central Avenue	February 10, 2016
Matthews Stakeholder Alignment Workshop	February 10, 2016
Focus Group - Monroe Road	February 17, 2016
Charlotte Center City Partners	March 16, 2016
Matthews Transportation Advisory Committee	March 17, 2016
Charlotte MOVES: Transportation Plan Updates 2016	March 22, 2016
Metropolitan Transit Commission (MTC)	March 23, 2016
Matthews Rotary Club	April 4, 2016
CRTPO Technical Coordinating Committee Meeting	April 7, 2016
Transit Services Advisory Committee (TSAC) Meeting	April 14, 2016
Eastway Park / Sheffield Park	April 21, 2016
CPCC Stakeholder Meeting	April 22, 2016
Metropolitan Transit Commission (MTC) Meeting	April 27, 2016
Sustain Charlotte	April 27, 2016
UNCC Transportation Class Presentation	May 2, 2016
EPIC Energy Seminar - UNCC	May 3, 2016
Novant Health Stakeholder Meeting	May 9, 2016
Monroe Road Advocates (MORA)	May 19, 2016
Coliseum Station Area Planning Workshop	May 23, 2016
Metropolitan Transit Commission (MTC) Meeting	May 25, 2016
Eastern Hills Baptist Church	June 7, 2016
Matthews Leadership Workshop	June 7, 2016
Matthews Chamber of Commerce	June 8, 2016
Coventry Wood Neighborhood Board	June 11, 2016
Matthews Route Workshop	June 14, 2016
Amity Gardens Neighborhood Meeting	July 12, 2016
Matthews Transportation Advisory Committee	July 20, 2016
Amity Gardens, Eastway Sheffield Community Meeting	August 16, 2016
Matthews Board of Commissioners	August 22, 2016
"Quad" Meeting	September 7, 2016
Charlotte City Council	September 12, 2016
MoRA Town Hall Meeting	September 15, 2016
Charlotte EAST Board meeting	September 20, 2016
WTS Charlotte Metro Chapter	September 21, 2016
Metropolitan Transit Commission (MTC) Meeting Information	September 28, 2016
Charlotte City Council Transportation Committee	October 10, 2016
Metropolitan Transit Commission (MTC) Meeting Action	October 26, 2016



Charlotte City Council
**COMMUNITY SAFETY
COMMITTEE**

Meeting Summary for September 15, 2016

COMMITTEE AGENDA TOPICS

- I. Subject: 21st Century Policing**
Action: None
- II. Subject: Safety on the Greenway**
Action: None

COMMITTEE INFORMATION

Present: Julie Eiselt, Al Austin, Kenny Smith
Guests: Patsy Kinsey, Vi Lyles
Time: 12:05 pm – 1:25 pm

ATTACHMENTS

1. Agenda
2. Presentations

DISCUSSION HIGHLIGHTS

Chairwoman Eiselt called the meeting to order and asked everyone in the room to introduce themselves. She then turned it over to Assistant City Manager Ann Wall.

I. 21st Century Policing

Ms. Wall stated that this item was a referral to the Committee by Interim City Manager Ron Kimble and is for information only. Police Chief Putney provided an overview of the President's Taskforce on 21st Century Policing and the efforts of CMPD to consider and implement recommendations. She stated that this presentation will discuss CMPD's work to date to review and address the strategies and recommendation in the report. She then introduced Police Chief Kerr Putney.

Chief Putney began reviewing the "21st Century Policing" presentation (copy attached). He

Community Safety Committee

Meeting Summary for September 15, 2016

Page 2 of 3

discussed the background of the President's Task Force and reviewed the six pillars established in the Task Force; building trust and legitimacy, policy and oversight, technology and social media, community policing and crime reduction, training and education, and officer wellness and safety. Within each of these pillars Chief Putney reviewed and discussed different programs and processes that CMPD is currently doing and/or looking to expand on or implement.

Q&A

Eiselt: How are the oversight committees impacted by the bills at the state level, specifically the body worn cameras? How does the current bill introduced affect us at the local level?

Putney: We strongly recommend the opportunity for any aggrieved party to see the videos from a body worn camera and this legislation allows for that. It is supportive of what we are trying to do as an organization and remain transparent, but it does not allow for an independent party to seek access to the footage.

Eiselt: Can an external committee or interest group see it without a district court judge approving it?

Putney: No.

Austin: Regarding technology and social media, do you use Snapchat and Instagram?

Putney: Not yet, but we do use Twitter and Facebook.

Eiselt: Are you hearing that some states are getting rid of body worn cameras because of how long the data has to be held?

Putney: Yes. There is an increased storage cost with data needing to be stored for a certain period.

Austin: How are we doing with diversity of our police officers? And how are we incentivizing them, i.e. housing?

Putney: The environment is hampering some of these efforts. It is harder to get minorities into this line of work now. We are looking at partner programs at UNC Charlotte. We do offer to move officers in fragile neighborhoods and they get incentives with better interest rates; however, that funding is a little tough.

Eiselt: How can we get people more engaged with this initiative and be a part of the solution?

Putney: We are working on a lot of outreach and having community safety forums. We are working on a communication strategy and we want people to get more involved with the community outreach. Connecting with Willie Ratchford's group in Community Relations is another great option.

The Committee thanked Chief Putney for his presentation and information and stated that this is

Community Safety Committee

Meeting Summary for September 15, 2016

Page 3 of 3

just the first part of this conversation and initiative. There will be more to come at a later meeting.

II. Safety on the Greenway

Ms. Wall stated that this item is a referral by the Mayor and is in response to recent events along the Greenway. Staff reviewed how CMPD and Mecklenburg County Parks and Recreation work to address issues of safety along greenways. Ms. Wall then turned it over to Lt. Rich Stahnke and Greg Clemmer, Park Superintendent Mecklenburg County Parks and Recreation.

Lt. Stahnke and Mr. Clemmer reviewed and discussed the “Greenway Initiatives” presentation (copy attached). Staff reviewed the greenway system and the recent crime numbers from 2014-2016. Since greenways are not accessible by vehicle it does make it harder to patrol. Urban greenways are required to have lighting on them since they are a transportation corridor and are required to stay open at night, which is inviting to some folks, unlike parks that have an official closing time and are dark at night. Lt. Stahnke read through the CMPD’s Patrol and Response options and the available tools they use to address crime on greenways.

Mr. Clemmer discussed the Safety Options slide and the communication strategy Parks and Recreation uses. He noted there are multiple signs in the parking lots at the greenway encouraging people to walk with a friend, beware of their surroundings, not to leave goods out in the open of your car, etc. The Committee discussed the use drones or motion cameras to monitor greenways, but legally motions cameras would not be lawful and drones have very strict FAA regulations. The Committee agreed that awareness goes a long way in regards to safety on the greenway and they encouraged wayfinding trail markers for a more accurate location of a person when they need assistance.

The Committee thanked the staff for their presentation.

Meeting adjourned at 1:25 p.m.

Community Safety Committee
Thursday, September 15; 12:00 – 2:00 p.m.
Room 280

Committee Members: Julie Eiselt, Chair
Al Austin, Vice Chair
Claire Fallon
Greg Phipps
Kenny Smith

Staff Resource: Ann Wall, Assistant City Manager

AGENDA

I. 21st Century Policing

Staff Resource: Chief Putney, CMPD

Police Chief Kerr Putney will provide an overview of the President's Taskforce on 21st Century Policing and the efforts of CMPD to consider and implement the recommendations. This initial presentation will discuss CMPD's work to date to review and address the strategies and recommendations in the report. There will be several presentations over the coming months to consider all of the 59 recommendations included in the report.

Action: No action, for information only.

II. Safety on the Greenway

Staff Resource: Lt. Dave Johnson, CMPD

In response to recent events along the Greenway, CMPD has been working together with Mecklenburg County Parks and Recreation to address issues of safety along the Greenway. Staff from both agencies will provide an overview on recent efforts and initiatives.

Action: No action, for information only.

Next Meeting: Thursday, October 20 at Noon in Room 280

Distribution: Mayor/City Council
Bob Hagemann
Jon Hannan

Ron Kimble, Interim City Manager
Stephanie Kelly
Community Safety Cabinet

Executive Team
Kerr Putney



21st Century Policing

[The President's Task Force on 21st Century Policing Report](#)

Chief Kerr Putney

September 15, 2016



Background

- On December 18, 2014, President Barack Obama signed an Executive Order establishing the President's Task Force on 21st Century Policing.
- Six pillars were established:
 - Building Trust and Legitimacy
 - Policy & Oversight
 - Technology & Social Media
 - Community Policing & Crime Reduction
 - Training & Education
 - Officer Wellness & Safety



Building Trust & Legitimacy

- Promoting trust and ensuring legitimacy through procedural justice, transparency, accountability, and honest recognition of past and present obstacles:
 - Community Safety Forums
 - Open Data Initiative
 - System-wide Accountability
 - Focus on Victimization Disproportionality



Policy & Oversight

- Developing comprehensive and responsive policies on key topics while also implementing formal checks/balances and data collection/analysis:
 - Internal Affairs Process
 - Internal Appeals Process
 - Civil Liberties Resolution
 - Civil Service Board, Citizens Review Board, State Bureau of Investigation, and Department of Justice
 - Professional Standards Division



Technology & Social Media

- Balancing the embrace of technology and digital communication with local needs, privacy, assessments, and monitoring:
 - Body Worn Cameras
 - CMPD website updates
 - Facebook, Twitter, Media release protocols



Community Policing & Crime Reduction

- Encouraging the implementation of policies that support community-based partnerships in the reduction of crime:
 - District Attorney
 - CharMeck Court Watch
 - POST
 - JPOST
 - Electronic Monitoring
 - Diversion
 - School Resource Officers



Training & Education

- Emphasizing the importance of high quality and effective training and education through partnerships with local and national training facilities:
 - Cultural Proficiency Education
 - Jennifer P. Davis and Associates, LLC
 - Racial Matters for Juvenile Justice
 - Johnson C. Smith University



Officer Wellness & Safety

- Endorsing practices that support officer wellness and safety through the re-evaluation of officer shift hours and data collection/analysis to help prevent other injuries:
 - Internal Advisory Committee
 - New fitness research and policy development
 - Full-time Clinical Psychologist
 - Crisis Intervention Team program
 - Peer Support



Questions?



Greenway Initiatives

Lt. Rich Stahnke- CMPD
Greg Clemmer- Parks and
Recreation

Greenway System Overview

- 43 Miles of Paved Greenways currently, and 55 total miles of paths including paved and unpaved
- Proposals to add additional 30 miles over the next five years
- Greenway construction generally does not allow for patrol by traditional motor vehicles
- Greenways are run like county park facilities, however greenways are open at night (due to DOT funding), unlike traditional parks
- Some Recent Crime Numbers 2014-2016
 - Little Sugar Creek: 2 robberies, 2 assaults, 1 larceny
 - Briar Creek Greenway: 1 larceny
 - McAlpine Creek Greenway: 1 larceny from auto
 - Four Mile Creek Greenway: 3 larceny from auto, 1 aggravated assault
 - McMullen Creek Greenway: 1 aggravated assault, 14 larceny from auto

CMPD Patrol and Response

- Available tools: officers on foot, bike patrols, dual sport motorcycles, ATVs
- Foot Patrols: allows for citizen interaction, but limited mobility
- Bikes: Faster than foot patrols, but not as fast as motorized response in event of emergency, low cost
- Dual Sport Motors: high speed response, mobile, limits officer ability to see and hear for proactive patrol
- ATV: Fast response to a victim and allows for possible transportation out of greenway
- Dedicated Patrols Manpower Intensive

Safety Options

- “Blue Light Phones”-used in past, infrastructure problems due to locations, solar not feasible in heavy woods-cell phone availability
- Funding requested for to purchase new/additional surveillance cameras—CMPD connectivity
- Wayfinding trail markers-current markers inadequate, investigating future options, coordinates will allow for mapping and more precise locations for first responders
- Parks/Rec staff now on notification list with CMPD-quicker response
- Off-Duty officers paid through Parks/Rec—limited availability
- Park Ranger operations at night to clear loiterers
- Public Awareness



Charlotte City Council

Environment Committee

Meeting Summary for October 10, 2016

COMMITTEE AGENDA TOPICS

- I. **Subject:** **Solid Waste Services Ordinance**
 Action: None
- II. **Subject:** **FY2018 Environment Focus Area Plan**
 Action: None

COMMITTEE INFORMATION

Present: John Autry, James Mitchell, Patsy Kinsey, Al Austin
Time: 12:10 to 1:15 p.m.

ATTACHMENTS

1. Agenda
2. Solid Waste Ordinance Review Update.ppt
3. FY2018 Draft Focus Area Plan

DISCUSSION HIGHLIGHTS

Chairman Autry called the meeting to order and asked everyone in the room to introduce themselves. He then turned it over to Assistant City Manager Hyong Yi.

I. **Solid Waste Services Ordinance Update**

Mr. Yi reminded the Committee that this item is a referral from the Council. He introduced Rodney Jamison, Thomas Powers and Ben Krise to begin walking the Committee through the “Solid Waste Ordinance Review Update” presentation (copy attached). Mr. Jamison and Mr. Powers discussed the goals for today’s meeting, the history of the ordinance dating back to 1985 with some of the most recent changes in 2003. The workgroup that has been working on the ordinance review has been looking to modernize the language and looking at the future flexibility of the ordinance. The issues with the current ordinance revolve around the fact that Code Enforcement is not a part of Solid Waste Services anymore; they are now in Neighborhood

Environment Committee

Meeting Summary for October 10, 2016

Page 2 of 2

& Business Services, different departments are responsible for different provisions in the same ordinance and Solid Waste Services focuses on delivery of service, while Code Enforcement focuses on combating illegal debris and waste. Staff discussed the current code structure format and the proposed formats of Article I, II, and III.

Mr. Krise discussed staff's desire to update the fine structure of Article III so that the penalties are more impactful. Staff also requested to create repeat offender criteria and chronic offender criteria. Mr. Krise reviewed the maps showing properties of repeat and chronic offenders in 2015 and 2016 (copies attached). After some discussion among Committee members, staff was directed to continue researching and working on repeat and chronic offender criteria as well as looking at a new fine/penalty schedule to be applied that will be more effective and impactful.

The Committee thanked staff for their work on this item and asked that they bring back an update for the November meeting and would encourage staff to be done with this item by the December meeting.

II. FY2018 Environment Focus Area Plan

Mr. Yi directed the Committee to the Draft FY2018 Environment Focus Area Plan document that was handed out (copy attached). Mr. Yi reviewed page one of the Focus Area Plan and pointed out the additions and deletions in the document. He described the Objectives and the Strategies sections. The first Objective reflects what we will be doing internally and all other objectives are what we will be doing in the community. Council member Mitchell encouraged staff to keep the wording simple so citizens understand what the City is doing.

Mr. Yi directed the Committee to pages 2 and 3, which displays the performance of each measure. Rob Phocas reminded the Committee that the City also has an Internal Environmental Operations Plan that tracks this data as well as a number of other data and stated that this Performance chart does not represent all that the City is doing related to the environment and sustainability. Chairman Autry requested, and the Committee agreed, to have staff look into having the Focus Area Plans be adopted on a 2-year basis. Rachel Wood indicated staff would pursue that and have conversations with the other Committee Chairs to see if that can be accomplished.

Chairman Autry thanked staff for the information and Mr. Yi said that both of these items will be back on the next agenda for the meeting in November.

Meeting is adjourned at 1:15 p.m.

Environment Committee

Monday, October 10, 2016; 12:00 – 1:30 p.m.
Charlotte-Mecklenburg Government Center
Room 280

Committee Members: John Autry, Chair
James Mitchell, Vice Chair
Claire Fallon
Patsy Kinsey
Al Austin

Staff Resource: Hyong Yi, City Manager's Office

AGENDA

I. **FY2018 Environment Focus Area Plan**

Staff Resource: Hyong Yi, City Manager's Office

Committee will review and discuss the draft proposal for FY2018 Environment Focus Area Plan.

Action: None

Attachment: 1. Draft FY18 Focus Area Plan

II. **Solid Waste Services Ordinance**

Staff Resources: Victoria Johnson, Solid Waste Services

Ben Krise, Neighborhood & Business Services – Code Enforcement

Thomas Power, Office of the City Attorney

Staff will present a status update of the Solid Waste Services ordinance review.

Action: None

Next Meeting: Monday, November 7, 2016 at Noon in Room 280

Distribution: City Council Ron Kimble, Interim City Manager Executive Team
Bob Hagemann Stephanie Kelly Environmental Cabinet



Solid Waste Ordinance Review Update

Environment Committee
October 10, 2016



Goals for Today's Meeting

- Review ordinance framework
- Outline work-to-date and strategic approach to updating the ordinance
- Get feedback from Environment Committee on direction
- Review next steps

2



Agenda

- Ordinance History
- Charge of ordinance workgroup
- Review Strategy
- Process
 - Solid Waste Services (SWS)
 - Neighborhood & Business Services (N&BS-Code)
- Next steps

3



History – Ch.10 Health & Sanitation

- Chapter 10 written in 1985
 - 1989-90: Began recycling
 - 1994: Moved to curbside rollout carts
 - 1996: Implemented City fee

4



History – Ch.10 Health & Sanitation

- Service revisions since 2003
 - Banned smoking in public City buildings & vehicles
 - Closed loophole for changes in development
 - Restricted cart placement/sidewalk obstruction
 - Changed Solid Waste Fee

5



Workgroup Charge

- Conduct ordinance review
 - Modernize language
 - Future flexibility
 - Administering policy
 - Enforcement
 - Service delivery options

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Chapter 10 – Health & Sanitation

- Current Organization
 - Article I: No smoking provisions (Citywide)
 - Article II:
 - Code Enforcement: upkeep of property, litter control
 - SWS: Fees, what waste is collected, how waste is collected,
 - Article III: Abandoned, Hazardous, or Junked Vehicles provisions (Code Enforcement)
- Issues With Current Organization
 - Code Enforcement is a part of NB&S, not SWS
 - Different departments responsible for different provisions in the same ordinance
 - SWS focused on service delivery while Code Enforcement focused combating illegal debris and waste

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Code Revision Strategy

- Update definitions to account for 30+ years of service innovations
- Consolidate solid waste service functions into one location
- Consolidate code enforcement functions into one location
- Consider revisions to fine amounts and new categories of "offenders"

8



Code Structure Format

Current	Proposed
Article I: In General <i>Joint tasks/definitions</i>	Article I: In General <i>Joint tasks/definitions</i>
Article II: Solid Waste Services <i>Joint tasks</i>	Article II: Solid Waste Services <i>SWS tasks only</i>
Article III: Removal & Disposition of Abandoned Vehicles, Hazardous Vehicles & Junked Motor Vehicles <i>Joint tasks</i>	Article III: Health, Sanitation & Public Nuisances <i>N&BS – Code tasks only</i>

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Proposed Format Article I

- Article I – In General
 - No changes in format necessary
 - Revise/Update definitions
 - Place scope and vision here

Joint tasks between SWS and N&BS-Code

10



SWS Process – Article II

- Peer cities review
 - Raleigh, Durham, Greensboro, Austin, and Baltimore
- Language updates
- Wish list
 - Minimize operational challenges
 - Set up ordinance such that service delivery changes would not require future ordinance revisions

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Proposed Format Article II

Article II – Solid Waste Services

- Relocate all authority & enforcement tasks performed to the new Article III
- Consolidate and rename Article II into three (3) Solid Waste Services Divisions:
 - Operations
 - Fees
 - Appeals
- Update any ordinance language

Tasks performed by SWS

12



N&BS – Code Process: Article III

- Peer cities review
 - Raleigh, Durham, Greensboro, Knoxville and Seattle
- Language updates
- Wish list
 - Update fine structure Repeat offender strategy

13



Repeat Offender Strategy

- Repeat Offender Criteria
 - Same property address
 - Same code section violation two (2) times within a calendar year
 - 2nd offense allows for immediate citation and/or contracting (exception: rollout containers)
- Enforcement Action
 - 2nd offense when owner corrected; issue citation
 - 2nd offense when contractor corrected; issue citation and immediate contract

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Chronic Offender Strategy

- Chronic Offender Criteria
 - Any property address with same ownership or property affiliation
 - Any code section violation three (3) times within a calendar year
- Enforcement Action
 - 3rd offense; issue citation and/or citation contract
 - Enforcement action corresponds to ownership not location or type of violation

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Proposed Format Article III

Article III – Public Health Nuisances

- Combining Code Enforcement elements of Articles II & III
- Define role of Code Enforcement
- Outline procedures for notices, appeals, and hearings
- Clarifies the amount of fines and enforcement actions
- Update any ordinance language

Tasks performed by Code Enforcement

16



Discussion – Committee Input

Are we going in the right direction?

17



Next Steps

- City Attorney's Office develops 1st draft
- SWS & N&BS-Code review and provide edits
- PCAC for Articles I & II
- Present 1st draft to Environment Committee
- City Attorney's Office develops final draft

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Environment

FY2018 Strategic Focus Area Plan

“Charlotte will become a global leader in environmental sustainability, ~~preserving our natural resources while balancing economic growth with preserving our natural resources.~~ sound fiscal policy.”

The City of Charlotte recognizes that ~~protecting our natural resources, promoting conservation, and improving the environment~~ environmental stewardship is fundamentally important to quality of life and essential to maintaining a vibrant economy. ~~Protecting our natural resources, promoting conservation, and improving the environment all enhance the City's mission to preserve its citizens' quality of life.~~

Charlotte will become a global leader in environmental sustainability by:

- Becoming a model environmental community in how it manages solid waste, energy, water and air;
- Leading by example by practicing environmental stewardship in City operations and facilities as guided ~~directed~~ through the Internal Environmental Operations Plan;
- Seeking and supporting collaborative and regional solutions to environmental problems;
- Analyzing data and applying technologies to reach our environmental goals. ~~Applying technologies to develop “smart city” solutions to our environmental goals.~~

Specific ~~initiatives~~ objectives to support these goals include:

Objectives WHAT?	Strategies HOW?
Practice Environmental Stewardship in City Operations and Facilities	Increase use of alternative fuel vehicles in City fleet
	Decrease waste in City facilities
	Increase the use of recycled and environmentally friendly products
	Reduce energy usage in City facilities
	Reduce water usage in City facilities
Protect Water Quality as a Resource to the Community	Rehabilitate streams to improve water quality
	Encourage residents to conserve water through education and awareness
Protect Air Quality	Encourage the use of environmentally friendly transportation options
	Increase public alternative fueling stations
Reduce, Reuse and Recycle Waste	Divert waste from the landfill
	Increase composting
	Promote waste options
Maintain/Protect Urban Forest as a Community Resource	Assess aging tree canopy
	Plant more trees
Improve Sustainability through the Use of Data and Technology	Develop a pilot research and design district for the City to test Smart systems and sensor data
Foster Economic Success for Everyone in the Community	Promote education and job training in the field of sustainability

*Performance section currently under development and will be distributed at a later date.

DRAFT

Environment
FY2018 Strategic Focus Area Plan

Performance

Objective	Strategy	Measure/Target	FY2016 Actual	FY2017 Year-To-Date
Practice Environmental Stewardship in City Operations and Facilities	Increase use of alternative fuel vehicles in City fleet	Increase alternative fuel vehicles in City fleet by 5%	65 alt fuel 3012 total	
	Decrease waste in City facilities	Maintain a 15% minimum recycling rate in police stations	Obtained data for only 1 of the 13 divisions (Providence)	Working to track the remaining 12 divisions
	Increase the use of recycled and environmentally friendly products	Create a system to track, evaluate, and increase the use of recycled and environmentally friendly products		
	Reduce energy usage in City facilities	Use 15% less energy as compared to facilities across the Southeastern US	Currently tracking	Currently tracking
	Reduce water usage in City facilities	Install three technologies to reduce consumption	No current measure	
Protect Water Quality as a Resource to the Community	Rehabilitate streams to improve water quality	Improve at least 5,000 feet of impaired stream per year	0 ft	0 ft
		Increase amount of impervious area runoff treated prior to entering streams by 100 acres per year	216 acres of impervious area (170 acres from private development, 22 acres from PCSO mitigation, 24 acres from Storm Water Community Investment Plan projects)	Approx. 48 acres
	Encourage residents to conserve water through education and awareness	Increase number of smart irrigation devices installed by 5%	283	46
		Increase number of individuals reached through public events and conservation education efforts by 10%	27,605	1,702 (Bulk of touches occur in second and third fiscal quarter)
Protect Air Quality	Encourage the use of environmentally friendly transportation options	Increase percentage of population using bus/rail transportation	24,079,472	

		Create incentives for bike usage		
	Increase public alternative fueling stations (e.g. Electric charging stations, compressed natural gas fueling stations)	Increase the number of alternative fueling stations available to the public by 25%	66	
Reduce, Reuse and Recycle Waste	Divert waste from the landfill	Reduce pounds landfilled per curbside residential unit compared to the prior fiscal year	1,719.9 lbs landfilled per curbside unit	
	Increase composting	Establish a baseline number of outreach events		
	Promote waste options	Increase education on residential recycling for lowest recycling neighborhood profile areas	24 events	11 events in 1 st quarter FY17
Maintain/Protect Urban Forest as a Community Resource	Assess aging tree canopy	Assess 4,400 large trees per year to inform proper stewardship or removal strategies	3,400	0
	Plant more trees	Establish a tree canopy neutrality goal for public projects		
		Plant 15,000 trees per year through public planting and private partnerships	10,571 (plus 5,800 seedlings given away)	295 (planting season begins mid-November)
Improve Sustainability through the Use of Data and Technology	Develop a pilot research and design district for the City to test Smart systems and sensor data	Test three different Smart technologies		
Foster economic success for everyone in the community	Promote education and job training in the field of sustainability	Create five apprenticeship opportunities in sustainability		