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INFORMATION:

October 20-23 – Charlotte Hosts North Carolina League of Municipalities Conference

Staff Resource: Wilson Hooper, City Manager's Office, 704-336-8774, whooper@charlottenc.gov

Beginning Saturday, October 20, Charlotte will play host to the 2012 North Carolina League of Municipalities (NCLM) conference. This conference brings local elected officials and other municipal leaders from across the state to Charlotte to learn about issues of importance to cities and towns and conduct official league business.

A team of City employees has been working to coordinate services in the various areas of responsibility assigned to the host city. These areas include attendee transportation, entertainment, hospitality, security/EMS, volunteer coordination, a golf tournament, and a special host city event. This team has worked with NCLM staff, as well as staff from Visit Charlotte and the Charlotte Convention Center, to ensure that each agency's areas of responsibility are seamlessly blended to create a successful conference. Team members are listed below:

- Wilson Hooper, City Manager's Office – Host City Coordinator
- Alban Burney, City Manager's Office – Volunteer Coordinator
- Rachel Smithson, Finance – Transportation Coordinator
- Elizabeth Mitchell, Neighborhood & Business Services – Entertainment Coordinator
- Kelly Setzer, Corporate Communications & Marketing – Host City Event Coordinator
- Richard Woodcock, OCIO – Golf Tournament Coordinator

Official conference programming will be held at the Charlotte Convention Center beginning on Sunday, October 21. The host city event, to be held on Monday, October 22, will be at the NASCAR Hall of Fame. When the conference was held in Charlotte in 2008, the Hall of Fame was under construction. At the time many attendees expressed interested in seeing the finished facility. The event will give attendees the opportunity to experience the facility, and learn about the sport's deep roots in North Carolina's towns.

The host city is also traditionally asked to arrange a mobile tour of a notable public program or project. Charlotte hoped to feature a program that could be replicated by a city or town with a smaller budget. To that end, Charlotte will offer a tour showcasing projects funded by the City's small grants programs: neighborhood matching, façade, security, energy efficiency.

Finally, several notable City programs will be showcased in the exhibit hall. Representatives from the Mayor's Youth Employment Program, the Power2Charlotte campaign, and the Business Corridor Redevelopment program will be on hand to share information on those programs with attendees.

For further information, Council members may call Wilson Hooper at 704-336-8774. Council members who wish to register may contact Robin Lo Furno at 704-336-3184.

ATTACHMENTS:

September 10 Transportation and Planning Committee Summary



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Committee Summary



Charlotte City Council
Transportation & Planning Committee
Meeting Summary for September 10, 2012

COMMITTEE AGENDA TOPICS

- I. **Subject:** **Curb Lane Management Study: Tryon Street Pilot Project Update**
Action: For information only
- II. **Subject:** **Zoning Ordinance Policy Assessment**
Action: For information only
- III. **Subject:** **MPO Planning Area Boundary Expansion**
Action: For information only

COMMITTEE INFORMATION

Present: David Howard, John Autry, Warren Cooksey, Patsy Kinsey
Time: 2:30 pm – 4:00 pm

ATTACHMENTS

Attachment and Handouts
Agenda Package

DISCUSSION HIGHLIGHTS

David Howard called the meeting to order at 2:30 and thanked City staff for their great work during the DNC. Mr. Howard said Charlotte received good reviews around the US. He then asked everyone in the room to introduce themselves.

I. **Curb Lane Management Study: Tryon Street Pilot Project Update**

Hall: Council asked for a review of parking signage in the uptown area and we did that, bringing forward a proposal, implementation, and a review and focus area period. Vivian and Doreen are here to go over those results. We don't think this requires any Council action, but we might want to think about how to communicate this work back to Council.

Ms. Coleman began the presentation with an overview of the Curb Lane Management Study with slide 2.

Howard: Do you have any idea how many spaces were gained or lost?

Transportation & Planning Committee

Meeting Summary for September 10, 2012

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Szymanski: We ended up with 20 additional spaces. When the street is resurfaced we may be able to add more. We also added 5 or more accessible spaces at the end of the block so that ramps at corners could be used.

Howard: We need to educate the public about where we're going with this so that they understand it. I would hope that a strong public relations outreach would be part of it.

Kinsey: Do you mean there is no free parking after 6pm?

Szymanski: We still don't charge for on-street parking after 6pm or on weekends.

Howard: Aren't there spaces on Fifth Street where people can't park after 10pm, or is it just when the meters are bagged?

Szymanski: We haven't done any street but Tryon so far. We do propose doing other streets and until they are all changed out, the uptown streets will not be consistent. If a meter is bagged, it means no parking and that won't change. We're trying to get away from bagging so much.

Coleman: It will take some time to implement the other streets, but it will help now that we have the template in place and have been through this exercise.

Szymanski: It will be a phased approach especially from a cost perspective.

Howard: Ruffin, let's work with Corporate Communications to let people know what we're doing.

Ms. Szymanski proceeded with slide 8.

Kinsey: In what area are residential parking permits required? Fourth Ward?

Szymanski: Third and Fourth Wards and a few other locations. Permit holders pay \$30 for the decal each year, but we think it's costing us closer to \$42 for the purchase and processing of the decals.

Ms. Szymanski proceeded with slide 9.

Kinsey: Do we have a flat fee contract with the Park It! contractor or do they get a percentage of the fines?

Szymanski: They get 10% of meter revenue and they get 3% from ticketing revenue.

Kinsey: I've had several complaints about Dilworth and Elizabeth where Park It! has ticketed people on a residential street because they're parking on the wrong side, headed in the wrong direction in front of their house. I realize there is an ordinance about that, but most people don't know about it. I feel like Park It! ticketed them just to earn extra money.

Transportation & Planning Committee

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Szymanski: I will check into that.

Kinsey: I'm not sure they need to be going onto residential streets in neighborhoods.

Szymanski: They do some enforcement in Elizabeth around the park and King's College where they've had some problems in the past. They do some enforcement in Dilworth, but not much.

Kinsey: The streets I am talking about are residential streets and are not around anything like a park or a college.

Szymanski: Usually, if we receive complaints we'll send Park It! out to locations like that.

Kinsey: This was Clement Ave. and it's a very wide street. No one would have complained about that.

Szymanski: I will have that discussion with Park It!

Kinsey: Thank you.

Cooksey: With regard to feedback on this new proposal, have we heard from the towing company that has the contract for this area where we are doing away with rush hour restrictions since their revenue may go down?

Szymanski: They mentioned it.

Cooksey: Is there anything in our contract with them that prohibits us from taking away this sort of revenue from them?

Szymanski: There is nothing in the contract, and really Tryon Street on is probably the only street that we would look at removing the peak restrictions on. I think we still need peak restrictions on College and Church streets right now as well as a few other locations.

Cooksey: Can we incorporate the online payment option into the My Charlotte application?

Szymanski: We can certainly investigate that.

Cooksey: While you are looking into the My Charlotte application, it would be nice to provide in real time which spaces are booked and which are not and roll that into the application along with which ward they area in. It would be similar to information that shows how many spaces are available in the decks and parking lots.

Szymanski: To know what spaces are available is a technology that requires a detection puck in the pavement and in some cases the meter heads can do that. The cost would be great.

Cooksey: I'm talking about whether or not it's paid for.

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Szymanski: That would take a certain amount of communication from the pay station software. That might be something we can do at a later time.

Cooksey: I agree. And it probably wouldn't make sense until we have shifted completely to a station and numbered space situation throughout uptown. I expect feedback from towing companies early on. The idea of rolling the online pay into the My Charlotte application may be on the horizon and maybe not. Also, we need some kind of mechanism so folks can know how many spaces are not paid for. I'm sure this technology is down the road, but we have to plan for it at some point.

Kinsey: How does Park It! know when someone has overstayed their welcome in a parking space?

Szymanski: The meter will have expired.

Kinsey: I am talking about the pay stations.

Szymanski: Park It! runs a report that provides real time information.

Kinsey: So, they do that from the office?

Szymanski: They run the reports from the pay stations.

Kinsey: Do they have to constantly go around and check?

Szymanski: They run the reports while on their designated routes. We have pay stations where the demand for parking is highest. Meters remain in lower demand areas. Anything new you put out there today requires more technology and is more costly.

Howard: I wish they were all standard. It's frustrating going from a meter where you need change to a pay station where you can use a credit card.

Szymanski: You can use change in the pay stations too.

Autry: Was there consideration in the Tryon Street program to consider bilingual signage?

Szymanski: No. We hoped the international symbols were enough.

Coleman: There appeared to be great understanding of the symbols during our focus groups.

Szymanski: People really understood green versus red.

Hall: Mr. Howard, we'll bring back the results of this discussion in October or November.

Transportation & Planning Committee

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II. Zoning Ordinance Policy Assessment

Hall: As you may recall, Council approved a contract with Clarion Associates to look at the zoning ordinance policy assessment, and their work is underway. This is an update intended to engage the Committee to gather feedback that might help shape the consultant's efforts.

Campbell: I want to remind the group that this is not an effort to rewrite the zoning ordinance, but an effort to assess the effectiveness of our zoning ordinance as a tool to implement the long range vision and all of the policies and plans you have adopted.

Howard: This first step is about assessing where we are, correct?

Campbell: Yes, but we asked the consultant to give us a recommendation as to what next steps should be.

Howard: I just want it to be clear that changes may be recommended.

Campbell: It may not be a complete rewrite but simply tweaking some districts. But yes, there will be some changes to the zoning ordinance.

Montgomery began the presentation with slide 2.

Howard: Would the appropriate way to look at form-based be about what the outside of the building looks like and not so much what it's used for (see slide 5)?

Campbell: Look and scale in relation to the surrounding area.

Howard: There are a lot of places that just use the form-based approach, correct?

Campbell: That's correct. The entire cities of Denver and Miami have adopted the form-based code.

Howard: Do you ever see places where the uses don't work together?

Campbell: Yes, there are some challenges to form-based codes.

Autry: Does Portland have a form-based code also?

Campbell: I believe Portland uses it in some districts, but I don't know if the entire zoning ordinance is a form-based code.

Montgomery: One of the challenges of form-based codes is that on a block by block basis you have to code what type of buildings and forms are appropriate on that block face, so it's a lot of work to do entire cities.

Autry: Would form-based code make for a smaller set of rules to develop by?

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Campbell: No, sir. Form-based codes are generally difficult to administer, especially for communities that are transitioning from use-based codes to form-based codes. There's a lot of review. Form-based codes give a little more room for negotiation to discuss whether what is being presented is appropriate. It probably adds time to review any development projects.

Kinsey: Would form-based codes eliminate some of the problems we're having in older neighborhoods with larger homes that are totally out of scale with the neighborhood being built?

Howard: If someone owns two adjoining lots, would form-based codes govern how big the house could be on those two lots?

Campbell: Yes. We have dimensional specifications now. It's difficult to write a code that will address every situation we have. We'll always unfortunately have unintended consequences no matter how tight we write the ordinance. That's why we are concerned about our existing ordinance. For many years it was not looked at comprehensively and it has been patched in a manner that we consistently find inconsistencies between districts. We know something needs to be done. The questions are how quickly we can get to it, how much effort and cost it will require, and how to introduce this change to the community.

Ms. Montgomery resumed with the presentation with slide 6.

Cooksey: Can you give an example of how demographic changes affect the approach to our zoning ordinance?

Campbell: It's based upon things like multi-family districts and whether or not these districts allow the types of densities or smaller unit sizes that would accommodate this emerging population that wants to downsize. What I hope we do is create a zoning ordinance that allows for a wider range of lifestyles.

Cooksey: I appreciate the points made about the expected increase in demand for smaller scale living units, but I find it interesting that the discussion around the zoning is to increase the ability for such smaller scale units to be built. We see a definite demand based on construction for larger homes and our impulse is to scale back and not be accommodating to what people want to do with their property. That's the inevitable tension that comes along with any zoning ordinance, but I think it's a particularly interesting observation to make on the demographic changes side of things.

Ms. Montgomery resumed the presentation with slide 8.

Howard: What other cities have hired Clarion Associates to do similar work?

Campbell: I believe they worked in Denver and Chattanooga.

Howard: Did they recommend the full form-based approach to others?

Campbell: I believe that Denver was leaning toward a form-based code approach and Clarion Associates had the expertise to take them there. We needed to make sure that we checked to see

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what's really broken. People look at zoning as the end, but we see it as the means by looking at our policies and what type of community are we trying to create. Even though the majority of form-based is about relationships, there are use-standards as well.

Ms. Montgomery resumed the presentation with slide 14.

Howard: What is the role of Centers, Corridors and Wedges as well as the other area plans?

Campbell: It's the fundamental basis for the assessment of the zoning ordinance. Our first session with the consultants was about the policy framework, and we discussed Centers, Corridors and Wedges a lot.

Howard: Will you consider the tree canopy goal as well?

Campbell: Absolutely.

Ms. Montgomery resumed the presentation with slide 17.

Howard: From a developer's perspective, will these policies prohibit them from accommodating the population growth we see coming and will we take that into consideration?

Campbell: Our goal is not to prohibit growth and development. Our goal is to facilitate growth and development, but we want to encourage quality development and growth in the appropriate places and we're hoping this assessment will help us determine whether our current zoning ordinance helps us do that.

Kinsey: How is transportation going to play into this? If we are going to smaller places and fewer parking spaces, we have to have public transportation.

Campbell: Absolutely. When we are talking about the City's policies and goals, it's not just something the Planning Department staff has generated. We include Utilities and we include CDOT through their Transportation Action Plan.

Howard: If there are no more questions, we'll move on to our next topic.

III. MPO Planning Area Boundary Expansion

Howard: I've asked Bob to keep us up to date about what's going on because this could change our transportation needs and how we operate.

Mr. Cook began the presentation with slide 2.

Howard: Is it correct that Iredell County has no choice about the area in yellow (see slide 8), but the boundary beyond the yellow area that they are willing to cede to the Charlotte Urbanized area is what they are trying to figure out?

Transportation & Planning Committee

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Cook: That's right. MUMPO has a fee schedule for participation in the process. I think they are concerned about what that fee might be, and will that ultimately decide what their boundary looks like.

Howard: How many cities in Iredell County will we be absorbing?

Cook: Statesville, Troutman, Mooresville, and two more very small towns north of the proposed boundary.

Howard: So, the votes would be for those three cities and Iredell County?

Howard: Yes, potentially. It depends on how the MOU is prepared. Right now we have a 5000 person threshold for voting, and the town of Troutman has not achieved that threshold within its corporate limits, but it does achieve that in a planning area they use. That could be a potential geography for establishing voting privileges.

Mr. Cook resumed the presentation with slide 9.

Howard: Is Marshville not big enough yet?

Cook: Marshville does not meet the voting threshold yet, including their corporate limits and their ETJ.

Howard: But Union County's vote pulls them in anyway, correct?

Cook: Yes.

Mr. Cook completed the presentation with slide 10.

Hall: The next meeting has been changed from Thursday, September 27 to Monday, September 24.

The meeting adjourned at 3:55.



Tryon Street Pilot Project Results

Transportation and Planning Committee
September 10, 2012

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Overview

- Tryon Street Pilot Project Background
- Findings
- Removal of Peak Restrictions
- Template – allocation of space results
- Next Steps
- Other Study Findings

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Tryon Street Pilot Project

- Implemented May 2012
 - New Signs Installed
 - Curb Space Reallocated
 - Peak Restrictions Removed



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Findings

- Feedback gathered in July-August
 - On-street surveys
 - Focus groups
 - On-line survey
- Public acceptance for new signage
- No complaints on Tryon Street from businesses

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Legible/Understandable Green and Red



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Removal of Peak Restrictions

- No adverse impacts to traffic operations.
- Improves visitor experience by adding parking during peak times.
- Fewer Violations and No Rush Hour Violations

Citations	FY 11	Rush Hour	FY 12
June	179	137	59
July	177	129	77
August	<u>159</u>	<u>119</u>	<u>133</u>
Totals	515	385	269

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Curb Space Reallocation

- Implemented Block Face Template
 - Consistent message for public as to where they can park.
 - No complaints regarding reallocation on Tryon Street



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Next Steps / Parking Program

Next Steps and Parking Program Improvements:

- Implement curb lane recommendations on other Uptown streets: signs, curb reallocation
 - College Street
 - Church Street
 - Poplar Street (with street conversion to two-way travel)
 - Trade Street
- New meters
- Add / Replace/ Upgrade pay stations
- New Handheld ticketing devices

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Parking Program

- Proposed Fee Increase Options
(to fund program needs and improvements)
 - Loading zone flexibility (Ordinance Change)
 - Increase late payment fee
 - Increase ticket fine (Ordinance Change)
 - Increase fee for residential parking permits
 - Boot release fee
 - Increase parking rates
 - Expand metered hours
 - Add Saturday metered hours

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Questions

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Charlotte
Charlotte-Mecklenburg
Planning

Transportation & Planning Committee
Zoning Ordinance Policy
Assessment
Project Update
September 10, 2012

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Purpose of this Meeting

- 1. Provide the Transportation and Planning Committee with an informational update of the Zoning Ordinance Policy Assessment project.**
- 2. Briefly summarize the project and the scope of services.**
- 3. Highlight upcoming September meeting events.**

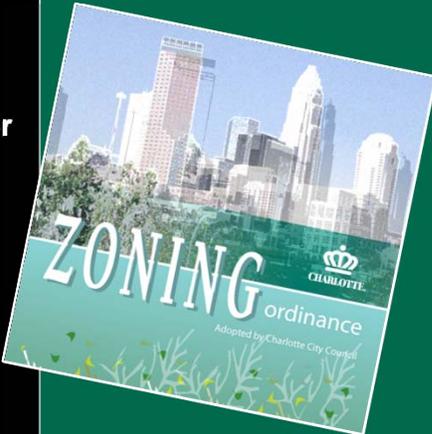
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Project Overview

Charlotte's Zoning Ordinance

- Adopted in 1992
- Amended numerous times over past 20 years:
 - Resolve conflicts
 - Update zoning practices
 - Add new uses & provisions
 - Increase flexibility
 - Ensure consistency with North Carolina statutes.



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Project Overview



Over the past 20 years, the ordinance has evolved:

- New urban design standards
- New zoning districts:
 - Mixed-use
 - Transit oriented development,
 - Pedestrian, historic, and watershed protection overlay districts.

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Now a Hybrid Ordinance

Charlotte's Zoning Ordinance is no longer just a conventional zoning ordinance, it has become a **hybrid** ordinance that includes elements of other regulatory approaches such as:

- **Negotiated Zoning Approach:**
 - Conditional rezonings
- **Performance-Based Approach:**
 - Examples: height, setbacks, lot area, buffers, open space, and FAR
- **Form-Based Approach:**
 - Examples: urban design standards, thoroughfare design standards, open space types

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Project Overview

Need to review the Ordinance again to respond to:

- New visions and policies for how land should be developed
- Demographic changes
- New land use types
- Land Development Best Practices have evolved



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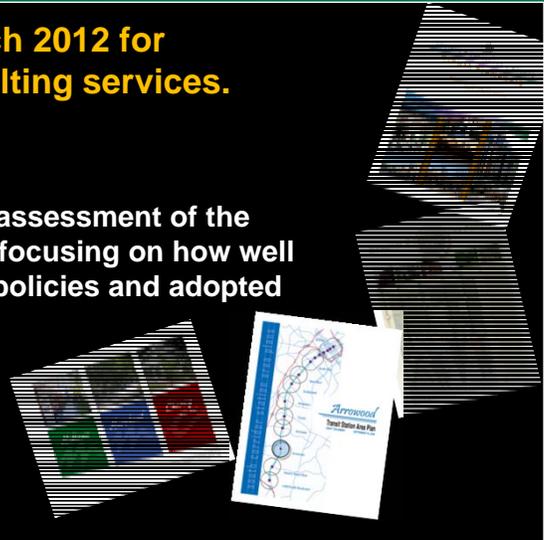
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Zoning Ordinance Policy Assessment – Project Objectives

RFP issued in March 2012 for professional consulting services.

Project Objectives:

1. Conduct a general assessment of the Zoning Ordinance, focusing on how well it implements City policies and adopted plans.



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Project Objectives

2. Identify a minimum of 3 approaches for reorganizing, restructuring and rewriting the Zoning Ordinance to meet the City's goals and objectives:
 - Promoting well-designed communities
 - Protecting established neighborhoods
 - Permitting a mix of uses and provide for new uses
 - Allowing for increased flexibility
 - Evolving the built environment and allow the population to age in place
 - Removing and/or amending outdated standards
 - Creating clear definitions and terminology
 - Providing graphics and illustrations to supplement written regulations
 - Promoting economically and environmentally sustainable development

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**Consultant Selected:
Clarion Associates**

April 2012
Proposed to Prepare a
Recommended Approach for an
Updated or New Zoning Ordinance
Charlotte, North Carolina



Clarion Associates
Member: South Carolina
Associated with
Opticos Design
Kittleson & Associates, Inc.



Clarion Associates (Chapel Hill, NC and Denver, CO)

Clarion is a nationally-recognized firm with significant experience in code preparation, both in North Carolina and nationwide.

Clarion will partner with two other firms:

- **Opticos Design**
(specializing in form-based codes)
- **Kittleson & Associates**
(specializing in transportation planning)

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**Zoning Ordinance Policy
Assessment**

This project is **not** a re-write of the City's *Zoning Ordinance*.

It is, however, an important step in a process that may eventually result in significant changes to the ordinance.



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Scope of Services

Task A: Zoning Ordinance Assessment

- General assessment of Charlotte's *Zoning Ordinance* focusing on how well the current Zoning Ordinance implements City policies and plans.
- General assessment to identify the strengths and weaknesses of the existing *Zoning Ordinance*:
 - **Content, structure, organization, clarity, and ease of use.**
 - **Zoning districts, district standards, and regulations of general applicability.**
 - **Definitions, graphics, and procedures.**

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Scope of Services

Task A: Zoning Ordinance Assessment

- **September 18 and 19:** Clarion will hold Interviews with Transportation and Planning Committee, Planning Commission, and City and County key staff:
 - **How well does the Zoning Ordinance implement adopted plans and policies?**
 - **Are there any known inconsistencies, problems, or areas of concern?**

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Scope of Services

Task A: Zoning Ordinance Assessment

- September 18: Clarion to Host 2 Public Meetings:
4:00 to 6:00 pm and 7:00 to 9:00 pm - Room 267
 - Rezoning petitioners and agents
 - Neighborhood and Business leader contact list
 - Citizen Advisory Group Participants

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Scope of Services

Task A: Zoning Ordinance Assessment

- September 18: Clarion to Host 2 Public Meetings:
4:00 to 6:00 pm and 7:00 to 9:00 pm - Room 267
examples of groups to be invited include:
 - Rezoning petitioners and agents
 - Neighborhood and Business leaders
 - Citizen Advisory Group Participants
 - Environmental Groups
 - Developers (Residential, Retail, Office, Industrial)
 - Affordable Housing Providers
 - Schools, Colleges and Universities
 - Chamber Groups
 - Realtor and Homebuilders Associations
 - Boards and Commissions

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Scope of Services

Task A: Zoning Ordinance Assessment

- **October 31, 2012:** Clarion will complete a written report documenting the findings of the assessment.

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Scope of Services

Task B: Zoning Ordinance Models/Typologies

- Clarion will identify a minimum of 3 zoning ordinance models for consideration by the City in revising the Zoning Ordinance in a future phase.
- For each model Clarion will:
 - Address how it best meets project objectives
 - Provide an annotated outline
 - Provide case studies or examples of how each model is used in cities of comparable size
 - Explain how each is implemented and administered
 - Provide an analysis of the pros and cons
- **Task B completion date: April 30, 2013**

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Scope of Services



Task C: Presentation

- Clarion will deliver a presentation of the findings of the Zoning Ordinance Assessment and a discussion of the selected zoning ordinance models to staff.
- Staff will present the Clarion Assessment and selected zoning ordinance models to the Transportation and Planning Committee.

Task completion date: June 2013

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Next Steps

Planning Staff will schedule periodic meetings with the Transportation and Planning Committee to provide informational updates on the project.

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Questions



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Transportation & Planning Committee
Monday, September 10, 2012
2:30 – 4:00 p.m.
Charlotte-Mecklenburg Government Center
Room 280

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

Staff Resource: Ruffin Hall, Assistant City Manager

AGENDA

- I. Curb Lane Management Study: Tryon Street Pilot Project Update-** 30 minutes
Staff Resources: Doreen Szymanski & Vivian Coleman, CDOT
In May 2012, CDOT installed new parking signs and reallocated curb space on Tryon Street as part of a pilot project associated with Curb Lane Management Study recommendations. Staff will present the results of feedback received on new signage and curb space reallocation.
Action: For information only
- II. Zoning Ordinance Policy Assessment-** 20 minutes
Staff Resource: Sandra Montgomery, Planning
The Charlotte-Mecklenburg Planning Department hired Clarion Associates, a professional consulting firm, to conduct an assessment of the Charlotte Zoning Ordinance to determine the effectiveness of the ordinance in implementing policies from area plans and other general development policies and to perform a general assessment of the ordinance. The presentation will provide an overview and update on the project.
Action: For information only
- III. MPO Planning Area Boundary Expansion-** 30 minutes
Staff Resource: Bob Cook, Planning
The MPO's planning area boundary will expand due to growth of the Charlotte urbanized area. The presentation will provide an update on staff efforts to finalize the boundary, along with concurrent efforts to revise the MPO's Memorandum of Understanding.
Action: For information only
Attachment: 1. MPO Planning Area Boundary Expansion.pdf

Next Scheduled Meeting: Monday, September 24, 2012 – 2:30 p.m.
Future Topics – Parking for housing near universities, Review of multi-family development with “common rooms” near universities, CATS Silver Line update (Independence Corridor)

Distribution:	Mayor & City Council	Curt Walton, City Manager	Leadership Team
	Transportation Cabinet	Doreen Szymanski	Vivian Coleman
	Sandra Montgomery	Bob Cook	



MUMPO Planning Area Boundary Expansion

TAP Committee
September 10, 2012

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Presentation Overview

- Urbanized area boundary growth background
- Status of MPO planning area boundary
- Regional agreements
- Memorandum of Understanding (MOU)
Revision Subcommittee

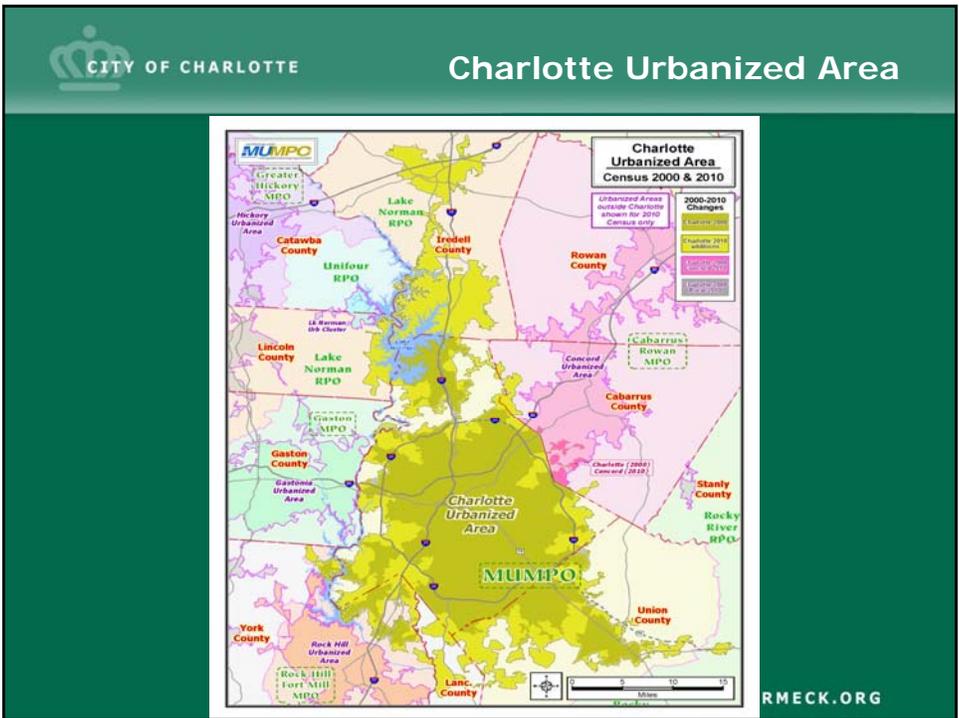
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 CITY OF CHARLOTTE **Urbanized Area Boundary**

- **2010 Census**
 - Charlotte urbanized area (UZA) expanded substantially
 - Major impacts
 - Iredell & Lincoln counties
 - Lesser impacts
 - Gaston, York, Lancaster, Catawba & Union

- **Effect on MUMPO**
 - Metropolitan planning process must be implemented in UZA
 - Triggered significant expansion of planning area boundary

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MPO Boundary

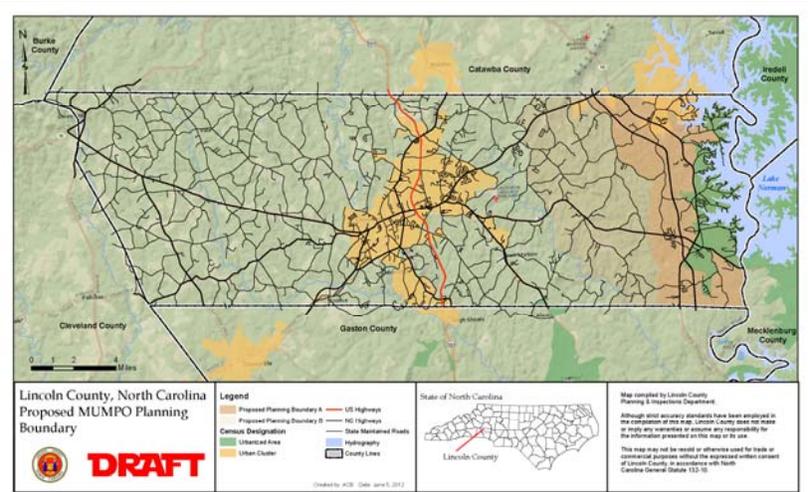
- **MUMPO expansion areas**
 - Iredell
 - Lincoln
 - Union

- **Status**
 - Lincoln: boundary adopted by county commission
 - Union: boundary adopted by county commission
 - Iredell: no formal adoption; general agreement on future boundary

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Lincoln County Boundary



**Lincoln County, North Carolina
Proposed MUMPO Planning
Boundary**

DRAFT

Legend

- Proposed Planning Boundary A
- Proposed Planning Boundary B
- Current Designation
- Urban Cluster
- US Highways
- NC Highways
- State Nontravelling Routes
- Hydrography
- County Lines

State of North Carolina

Map compiled by Lincoln County Planning & Inspection Department

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Outreach

- **Complete**
 - Lincoln County Board of Commissioners
 - Statesville City Council
 - Iredell County Board of Commissioners
 - Union County Board of Commissioners
 - Mooresville Town Board of Commissioners
 - Village of Marvin officials

- **Planned**
 - Town of Troutman
 - “MUMPO 101” with Iredell elected officials, planning boards and staff

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Regional Agreements

- **UZA expanded into areas served by other MPOs**
 - Cabarrus, Gaston & York
 - MPO will relinquish planning responsibilities to adjacent MPOs

- **UZA expansion into Catawba & Lancaster counties**
 - Not presently served by MPO
 - Adjacent MPOs plan to expand to implement metropolitan planning process; MPO will relinquish responsibilities

- **Regional agreements**
 - MPOs will execute agreements to formalize responsibility transfers

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 CITY OF CHARLOTTE

MOU Subcommittee

- **Memorandum of Understanding**
 - MPO governing document
 - Sets forth roles & responsibilities; membership, etc.
 - Must be updated to reflect new members, changing circumstances
- **MOU Subcommittee**
 - 8 MPO members
 - Lincoln & Iredell commissioners
 - Representative of three Iredell municipalities

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 CITY OF CHARLOTTE

Next Steps

- **September**
 - Endorse expanded MPO boundary
 - No Council action required
- **November**
 - Approve regional agreements
 - No Council Action required
- **September-March 2013**
 - MOU Subcommittee
 - TAP Committee input on critical issues required
- **March 2013**
 - MPO adopts revised MOU
 - Council action required

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