

*a City-County  
agency providing public Planning  
Services to the City of Charlotte and  
the unincorporated areas of  
Mecklenburg County*

# Planning Commission

July 1, 2019  
work session

Charlotte-Mecklenburg  
Government Center  
Conference Room 267  
Noon



# CHARLOTTE-MECKLENBURG PLANNING COMMISSION

## Work Session Agenda

July 1, 2019 – Noon-2:00pm

CMGC – Room 267

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1. **Call to Order & Introductions** – 12:00 – 12:05pm (5 minutes)
  
2. **Minutes and Reports** – 12:05 – 12:10pm (5 minutes)
  - Approve June 3<sup>th</sup> Work Session Minutes – *Attachment 1*
  - Discussion on Information in Review Packet
    - Zoning Committee Agenda Results – *Attachment 2*
    - Planning Committee Minutes – *Attachment 3*
    - Historic District Commission Meeting Results – *Attachment 4*
    - Charlotte Regional Transportation Planning Organization – *Attachment 5*
    - Upcoming Meeting Dates – *Attachment 6*
  
3. **New Business** – 12:10 – 2:00pm
  - Appreciation Presentation to Michael Sullivan [5 Minutes] – *John Fryday, Planning Commissioner*
  - Overview of Tree Ordinance Text Amendment, Sign Ordinance Text Amendment, and TOD Alignment Rezoning [20 minutes] – *Pete Grisewood, Laura Harmon, and Alan Goodwin, Planning, Design and Development*
  - Demo of Comprehensive Plan Game – “Growing Better Place: A more Equitable and Inclusive Charlotte” [85 Minutes] – *Garet Johnson, Planning, Design and Development*
  
4. **Future Work Session Agenda Topics**

Agenda Topic		Meeting Date
Planning Commission	No Meeting	August 5
	Retreat	Month of September (TBD)
Planning Committee	TBD	July 16





# Charlotte-Mecklenburg Planning Commission

## Work Session Summary Minutes

June 3, 2019

CMGC – Conference Room 267

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### Attendance

**Commissioners Present:** John Fryday (Chairperson), Victoria Nwasike (Vice Chairperson), Phillip Gussman, Bolyn McClung, Elizabeth McMillan, Dionne Nelson, Rajahm Sellers, Sam Spencer, Mike Sullivan, Douglas Welton, Cozzie Watkins, Keba Samuel, and Nancy Wiggins

Commissioner Wiggins arrived at 12:27 pm.

**Commissioners Absent:** Commissioner Nelson

**Planning Staff Present:** Taiwo Jaiyeoba (*Planning Director*), Alyson Craig (*Deputy Planning Director*), Candice Rorie, Shavon Davis, Laura Harmon, Kathy Cornett, Garet Johnson, Melony McCullough, David Pettine, Alberto Gonzales, Charlotte Lamb, Catherine Mahoney, and Scott Correll

### Call to Order & Introductions

The Chairperson called the meeting to order at 12:05 pm, welcomed those present, and asked everyone to introduce themselves.

### Minutes and Reports

#### **Approval of May 6, 2019 Work Session Minutes**

A motion was made by Commissioner Spencer and seconded by Commissioner McClung to approve the May 6, 2019 minutes. The vote was unanimous to approve the minutes.

Chairperson Fryday reviewed the attachments in the agenda packet. He reminded the Commission that the Team up calendar has all of the updated activity. A few of the Commissioners mentioned that the Team up calendar is still down. Ms. Candice Rorie advised that staff is working on the calendar and that a PDF copy of the calendar will be emailed to them.

### New Business

#### **Comprehensive Plan Elements Discussion**

Ms. Garet Johnson advised the presentation update on the Comprehensive Plan from the last two months. She said she will talk about the outcome of Phase I and the upcoming Phase II, which is the growth scenario. Click [here](#) to view the entire presentation.

Commissioner Spencer said question is the essential Charlotte question of transformative versus performative; where they have done so much in this community ever since he has been involved in civic life, and it does not turn into change or addressing the underline causes, or it does not become policy. He thinks to get investment and really send a message that this is important, not just another million white papers or statements being sent out into the ether, there needs to be something that says that this is going to be transformative and the goal is to do real change. He said really wants to emphasis how do we make sure that this is an action plan that generates policy and people will not ignore it and the future Council will not ignore it.

Ms. Johnson replied one way to do that is to gain ownership and buy-in into the plan from Council and the Commission. She said another thing is a Zoning ordinance that we can actually use to implement a plan because for years we have talked about how we do an area plan and we cannot really recommend zonings to implement that plan; it always has to be a conditional plan. She thinks that in itself would be transformative from a land use perspective.

Commissioner Sullivan mentioned the Next Door app and mentioned it as an option to gather feedback from the committee. He stated Conservation Districts are a great way for neighborhoods to feel as though they have a vested interest in keeping what they think is important about their neighborhoods. As far as single family residential, if the objective is in some way to get more development in a neighborhood without having to go through a rezoning, why not just double all of the single-family zonings? He thinks this way there would be a vested interest and it will not be a carrot on a stick, it would be a bunch of carrots and most people would buy into it.

Ms. Johnson replied that those are all good ideas and probably some things that they would be following up on. The Conservation Districts were looked at last March; it is something they will continue to look at as well.

Commissioner McClung expressed that he is really excited about this and the new TOD shows what the current Planning staff can do and how they work so well in getting community input. They took an idea that has been stalled for three years and less than 18 months later was not just a completed plan but a working plan. He asked if in the guidelines for the Comprehensive Plan, will there be recommendations that area plans and district plans have sunset limits and triggers that lets you see if it is not functioning.

Ms. Johnson replied that the large majority of the area plan will be sunset at the adoption of the Comprehensive Plan. She said, as we go forward, the area plan will be reevaluated each time they update the Comprehensive Plan. She added that there may be a way to do a light update and a heavy update so that plans would not sit for so long.

Commissioner Wiggins said that height limitations should be resisted because their rights will be just as important as land rights within the next 20 years. Secondly, she said people that like to live downtown need options to age in place; for example, building single family houses on top of each other with huge verandas and outdoor space could be an option.

Commissioner Watkins said that her interest is when infill takes the brunt the traffic and other infrastructure issues, will there be changes to the criteria for what would trigger a traffic study. Also, what is considered when reviewing sewer, water, and electrical needs. She mentions we should look at potential at the beginning, so maybe we could see things coming.

Ms. Johnson replied the question leads into the topic of growth scenarios and how we grow as a community, and it is very early in the process and we should start thinking about the infrastructure needs that goes along with that growth.

Commissioner McMillan questioned the growth scenario and Ms. Johnson replied that the growth scenario will be the growth concept.

Commissioner McClung asked what the UDO does about growing better places, including larger park spaces.

Ms. Johnson replied the Comprehensive Plan is going to address parks and open spaces and they are coordinating with the Parks and Recreation department because they are updating their master plan. She went on to say that we need larger parks but we also need to figure out how do we get smaller parks closer to where people live because that is missing.

Director Jaiyeoba said we are already making moves to improve parks and open space by engaging with County staff when they were defining the scope of the work. The director said the goal is to make sure that we are ahead of them, which we are, so at some point when we have recommendations in terms of policy development in the next year, they would not have gone that far. He feels we have an opportunity to influence the outcome. Again, it is not really in their control, he and Ms. Johnson have presented to the Parks Commission and plans to go back there in the future.

Commissioner McClung replied that he appreciates that but he feels the crux of the problem is the City completely missed the budget on the cross-Charlotte trail by millions of dollars. He thinks this really needs to be a visible part of the 2040 plan.

Commissioner Wiggins stated we should have node parks so one greenway would have six or seven parks. We should not just have a trail that goes through.

Commissioner Watkins said the manufacturing inventory is shrinking so she asked is this a part of the growth module.

Ms. Johnson replied another question would be, where are we seeing the trends in terms of what is happening with our industrial areas. Where else do we see a need for jobs?

Commissioner Welton said parks are a bit of social infrastructure and he really did not see that addressed.

Ms. Johnson replied because it is a physical development plan but has implications on infrastructure, that it is social infrastructure.

Vice Chairperson Nwasike wanted to know if the game would inform residents on how their activities and suggestions would affect schools, traffic congestion, infrastructure, water and sewer. How would we be informed with the effects of the various plans or the growth scenarios and when will you be looking at this in this mapping process?

Ms. Johnson advised part of the game is to help people understand those tradeoffs. She went on to say that people will have to think about the supporting infrastructure. The game playing goes through August.

Commissioner Sullivan asked about the use of school playgrounds and recreation areas outside of school hours.

Ms. Johnson replied they have been doing well with joint use opportunities, and she is not sure how we are proceeding with that now. She said that we are in a different environment than where we were five or ten years ago with security concerns.

Commissioner Watkins said in the new plan, will there be more input and comprehension from places like the schools on these issues or will they be left with the same sketchy information that they have now and must make decisions on density.

Ms. Johnson advised they are working on the issue. She thinks it is the relationship between the departments and understanding what the growth is going to bring, so you would have much better information as you make decisions. It still may make for hard decisions because the tradeoff is not always easy, but at least you would be better informed.

### **Election of Officers**

Chairperson Fryday advised the Commission that they would be voting on officers and asked that the ballots be passed out and cast. He mentioned that Commissioner McMillan left the last meeting before she could share her platform, so the Chair allowed her time to give a short explanation of why she would like to serve as Vice Chairperson.

Chairperson Fryday advised that the officers would be announced at the end of the meeting. He also went on to announce that this will be the last meeting for Commissioners Sellers, Sullivan and Nelson.

### **Developing Guidance for Affordable Housing**

Director Jaiyeoba advised they are occupying this space in between we they have today in terms of policies that supports density and forms of housing. They have policies that are old and district plans that are outdated as well. The Comprehensive Plan and UDO is not done but in that space, they continue to receive petitions from developers that put us in a very tight spot with the Zoning Committee as well as Council. "Should we approve these, it is a 1982 area plan and the zoning ordinance does not really say a lot about it." We are in that space where the market is telling petitioners one thing but those things that the market is telling them, it is obvious that our current policies and tools makes it difficult for us even when we support those things. He went on to say that we have gotten to that point where we are asking ourselves some questions, and we will continue to look for existing recently adopted policy documents, such as your statement on affordable housing, for guidance we can provide to the Zoning committee as well as the Council. He said with certain zoning petitioners, it is difficult to use outdated policies so what guidance can we provide that would allow them to move forward or at least put us in a good position, especially our rezoning folks, to be able to make a proper staff analysis and then a good staff recommendation.

What other policies in recent discussions can we use to make a case. He said as Planning staff, they have been developing some guidance internally and have shared it with their housing colleagues as well; he thinks they are on the same page. Lastly, he said while in need of affordable housing and restricted housing, there will always be pushback but what safe ground can we really be on in order for us to be able to move with our staff analysis.

Deputy Director Craig said they are making a rezoning recommendation so in lieu of a Comprehensive Plan they point to different geographic land use type of policy documents that has been adopted by Council to explain why they are making a recommendation. This idea is to point to some documents that are not directly land use based; it is the housing statement that you all adopted or the locational policy or the housing Charlotte or even just City Council priorities and trying to use those as justification for potentially higher densities that meets certain city benefits and have been approved and adopted by council. One of the ideas that they talked about which was in the General Development Policy guidelines is looking at this matrix and there is a section under other opportunities that asks questions such as "how does this fit under housing diversity", potentially using this in addition to those other policies just to be able to explain why we might be able to make a slightly different policy or density recommendation that is based on other plans that we have adopted. Deputy Director Craig said the challenge is to how you might address this because essentially TOD, we were going to be moving away from specific density recommendations; it is about context, form, compatibility, etc. Right now, they are trying to determine do they develop point criteria to blend in with this and she has asked Housing and Neighborhood Services to give them specific thresholds or priority areas that they could point to as they make the rezoning recommendations to council.

Commissioner Wiggins suggested a Charlotte awards to recognize good form and innovation.

Chairperson Fryday said meeting with staff should be a prerequisite; you do not get points for that because it is required.

Deputy Director Craig replied right now, we cannot change this. The conversation with legal is are you actually assigning points to these different priorities that Housing and Neighborhood Services helps us define or is this more of a narrative explaining why we are going above and beyond density recommendations for an old area.

Director Jaiyeoba added the question that we have to ask ourselves is why make some of these policies if we are not going to use them, especially within the last year or two and yet we keep having petitioners come in that have higher density but are good projects. He went on to say, we are walking that fine line by trying to achieve what we know is the right thing to do but at the same time, not creating a rule for someone to say we are making this mandatory; this is really the challenge for us, but he is sure we will get there.

Commissioner Watkins asked, what makes the policy old. Is it based on the current script?

Commissioner McClung commented this is really good. He said that he has been on the Zoning commission for a long time and he does his homework but sometimes he finds that he does not

have the correct facts. He said what he needs through this great effort are good supporting documents. He said a challenge they are seeing is that people who are protesting developments are feeling like single family is the enemy of growth. He said we need to come up with some way to answer that question when we make these decisions; something that is more common to the community would be nice.

Commissioner Gussman asked at the end of this process, would they potentially be able to reference some of these other documents and policies in their consistency statements and your recommendations. Director Jaiyeoba responded that is the goal.

Commissioner Spencer added that they could look at other council policies also. He said one question of how does an affordable development effect the affordability of a community. What are the more qualitative analysis that CMS can give them? He said in the zoning book, they only get a quantitative picture. Lastly, he said that he would like to get more guidance from departmental partners.

Commissioner Wiggins said developer incentives should be more useful for investors. She suggested looking at affordable housing on the 2<sup>nd</sup> or 3<sup>rd</sup> level of a shopping center.

Commissioner Sullivan said they are actually getting close to a form based zoning but phrasing out of area plans should be a priority. Also, he mentioned affordability is not necessarily the number of units but the size of those units.

Chairperson Fryday said transparency to the citizens is important. There is no way to know unless it is a public document. He thinks this makes a level playing field for everybody. He said they always should remember there is another side to development and that is the people who live near it or will buy it, so always try to be transparent with where these things are located.

Deputy Director Craig said she talked to legal and they need to be very transparent about how they are doing this and how to convey that to the public is an important component. She said there will be some definition of context where this is appropriate and where it is not.

Commissioner Watkins said they have to let Charlotte as a whole know growth is coming to everybody. She does not think they have done that and people are up in arms when it happens to them. Lastly, she said that we cannot negotiate growth but we can negotiate when, how, and what all of this means.

Deputy Director Craig replied the growth scenarios that Ms. Johnson talked about earlier will paint a very real picture of what it will look like.

Commissioner McClung asked who is this public that you are talking about getting this out to.

Director Jaiyeoba replied he was not trying to roll this out for any public engagement process because he thinks that we already have enough things in the public and the last thing that he wants to do is confuse the public. He said this is going to be more of a guidance document for our staff to

be able to advise the Zoning committee and then the Council. This would not be a two-year solution but a bridge solution that we can lean on. The director said as we are going through this, we will know what the public thinks about this and that will help them in what goes into the Comprehensive Plan. He said that he does not think the community is ready to wait until the Comprehensive Plan is adopted in 2020/2021 before they can say this is really where they are as a community with regards to housing and density.

Chairperson Fryday commented that they should all hope that the legal department says that is okay because this is the information Zoning committee and City Council should have, stating why they are supporting it, in a very clear manner, and if they want to change direction.

### **Other Business**

Chairperson Fryday thanked the Commission for allowing him to be the Chair this past year and announced that Commissioner Spencer will be the Chairperson next year. He went on to say that Commissioner Nwasike did a wonderful job as Vice Chair and Commissioner Samuel will follow in her footsteps.

### **Adjournment**

The meeting adjourned at 2:00 pm.





# City of Charlotte

*Charlotte-Mecklenburg Government Center  
600 East 4th Street  
Charlotte, NC 28202*



## Zoning Agenda

Tuesday, June 4, 2019

### **RESULTS**

Room 886 - Innovation Station (8th Floor)

### **Zoning Committee Work Session**

*John Fryday - Chairperson  
Elizabeth McMillan - Vice-Chairperson  
Phillip Gussman  
Bolyn McClung  
Keba Samuel  
Cozzie Watkins*

**Zoning Committee Work Session**

**Call to Order:** 5:33pm

**Adjourned:** 6:53pm

**Zoning Committee Members**

<i>John Fryday ✓</i>	<i>Elizabeth McMillan ✓</i>	<i>Bolyn McClung ✓</i>
<i>Keba Samuel ✓</i>	<i>Cozzie Watkins ✓</i>	<i>Phillip Gussman ✓</i>

**Deferrals**

- 1. Rezoning Petition: 2018-110 by Mattamy Homes**  
**Zoning Committee deferred recommendation to their July 2, 2019 meeting**

**Location:** Approximately 38.40 acres located on the east side of Shopton Road West, north of South Tryon Street. (Outside City Limits).

**Current Zoning:** R-3 (single family residential)

**Proposed Zoning:** R-8MF(CD) (multi-family residential, conditional), with five-year vested rights

**Motion:** McClung

**2nd:** Watkins

**Vote:** 6:0

- 2. Rezoning Petition: 2018-127 by Blue-Azalea - Providence, LLC**  
**Zoning Committee deferred recommendation to their July 2, 2019 meeting**

**Location:** Approximately 1.08 acres located at the intersection of Vernon Drive and Providence Drive, north of Wendover Road and east of Providence Road. (Council District 6 - Bokhari)

**Current Zoning:** R-3 (single family residential)

**Proposed Zoning:** R-8(CD) (single family residential, conditional) with five-year vested rights

**Motion:** McClung

**2nd:** Watkins

**Vote:** 6:0

- 3. Rezoning Petition: 2018-147 by Laurel Street Residential**  
**Zoning Committee deferred recommendation to their July 2, 2019 meeting**

**Location:** Approximately 3.31 acres located on the north side of Mallard Creek Road, east of Prosperity Church Road, west of Galloway Road. (Council District 4 - Phipps)

**Current Zoning:** R-3 (single family residential)

**Proposed Zoning:** UR-2(CD) (urban residential, conditional)

**Motion:** McClung

**2nd:** Watkins

**Vote:** 6:0

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**4. Rezoning Petition: 2018-167 by Verde Homes, LLC**

**Zoning Committee deferred recommendation to their July 2, 2019 meeting**

**Location:** Approximately 1.74 acres located on the east side of Sardis Road, between Oak Creek Drive and Creek Valley Drive. (Council District 6 - Bokhari)

**Current Zoning:** R-3 (single family residential)

**Proposed Zoning:** R-8MF(CD) (multi-family residential, conditional)

**Motion:** McClung

**2nd:** Watkins

**Vote:** 6:0

**5. Rezoning Petition: 2019-006 by Amerco Real Estate Company**

**Zoning Committee deferred recommendation to their July 2, 2019 meeting**

**Location:** Approximately 4.63 acres located on the east side of the intersection of Freedom Drive, Ashley Drive and Tuckaseegee Road. (Council District 3 - Mayfield)

**Current Zoning:** B-1SCD AIR (business shopping center district, airport noise overlay)

**Proposed Zoning:** BD(CD) AIR (distributive business, conditional, airport noise overlay) and B-2(CD) AIR (general business, conditional, airport noise overlay)

**Motion:** McClung

**2nd:** Watkins

**Vote:** 6:0

**6. Rezoning Petition: 2019-008 by CoHab, LLC**

**Zoning Committee deferred recommendation to their July 2, 2019 meeting**

**Location:** Approximately 0.52 acres located on the west side of the intersection of Seigle Avenue and East 15th Street. (Council District 1 - Egleston)

**Current Zoning:** R-5 (single family residential)

**Proposed Zoning:** MUDD(CD) (mixed use development, conditional) with five-year vested rights

**Motion:** McClung

**2nd:** Watkins

**Vote:** 6:0

**Zoning Items**

**7. Rezoning Petition: 2018-165 by NRP Properties, LLC**

**Recommended for Approval**

**Location:** Approximately 16.6 acres located on the west side of Forest Point Boulevard, off of Nations Ford Road, east of Interstate 77. (Council District 3 - Mayfield)

**Current Zoning:** B-2(CD) (general business, conditional)

**Proposed Zoning:** R-17MF(CD) (multi-family residential, conditional)

**Motion:** McClung

**2nd:** Gussman

**Vote:** 6:0

**8. Rezoning Petition: 2019-001 by The 6125 Company, LLC**

**Recommended for Approval**

**Location:** Approximately 1.79 acres located on the northeast corner at the intersection of Nations Ford Road and Tyvola Road. (Council District 3 - Mayfield)

**Current Zoning:** MUDD(O) (mixed use development, optional)

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**Proposed Zoning:** MUDD(O) SPA (mixed use development, optional, site plan amendment)

**Motion:** McClung

**2nd:** Watkins

**Vote:** 6:0

**9. Rezoning Petition: 2019-005 by Ardent Acquisitions, LLC**  
**Zoning Committee deferred recommendation to their July 2, 2019 meeting**

**Location:** Approximately 5.58 acres located on the south side of West Tremont Avenue, west of South Tryon Street. (Council District 3 - Mayfield)

**Current Zoning:** I-2(CD) (general industrial, conditional)

**Proposed Zoning:** UR-2(CD) (urban residential, conditional)

**Motion:** McClung

**2nd:** Watkins

**Vote:** 6:0

**10. Rezoning Petition: 2018-145 by Brendan Mylton**  
**Zoning Committee does not recommend approval of this petition.**

**Location:** Approximately 1.25 acres located off St. George Street, south of Central Avenue, east of Morningside Drive. (Council District 1 - Egleston)

**Current Zoning:** R-4 (single family residential)

**Proposed Zoning:** R-8(CD) (single family residential, conditional)

**Motion:** Gussman

**2nd:** Watkins

**Vote:** 6:0

**11. Rezoning Petition: 2019-002 by Laurel Street Residential, LLC**  
**Recommended for Approval**

**Location:** Approximately 1.45 acres located at the corner of East 7th Street and North Alexander Street. (Council District 1 - Egleston)

**Current Zoning:** UR-2 (urban residential)

**Proposed Zoning:** TOD-CC (transit oriented development - community center)

**Motion:** Samuel

**2nd:** Gussman

**Vote:** 6:0

**12. Rezoning Petition: 2019-003 by Laurel Street Residential, LLC**  
**Recommended for Approval**

**Location:** Approximately 4.03 acres located on the west side of North Tryon Street between University City Boulevard and Brookside Lane. (Council District 4 - Phipps)

**Current Zoning:** I-1 (light industrial) and I-2(CD) (general industrial, conditional)

**Proposed Zoning:** TOD-CC (transit oriented development - community center)

**Motion:** McClung

**2nd:** Samuel

**Vote:** 6:0

**13. Rezoning Petition: 2019-013 by Andrew Klenk**  
**Recommended for Approval**

**Location:** Approximately 0.22 acres located on the southeast side of North Davidson Street, between East 33rd Street and East 34th Street. (Council District 1 - Egleston)

**Current Zoning:** R-5 (single family residential)

**Proposed Zoning:** TOD-M(O) (transit oriented development - mixed use, optional)

**Motion:** Gussman

**2nd:** Watkins

**Vote:** 6:0

**14. Rezoning Petition: 2019-015 by Greg Godley/Sugar Creek Ventures**  
**Recommended for Approval**

**Location:** Approximately 18.5 acres located on west side of Sugar Creek Road, south of North Tryon Street. (Council District 1 - Egleston)

**Current Zoning:** I-2 (general industrial)

**Proposed Zoning:** TOD-CC (transit oriented development - community center)

**Motion:** Gussman

**2nd:** McClung

**Vote:** 6:0

**15. Rezoning Petition: 2019-024 by Investicore, LLC**  
**Recommended for Approval**

**Location:** Approximately 1.74 acres located on the west side of South Boulevard, north of Clanton Road. (Council District 3 - Mayfield)

**Current Zoning:** I-1 (light industrial) and I-2 (general industrial)

**Proposed Zoning:** TOD-CC (transit oriented development - community center)

**Motion:** McClung

**2nd:** Gussman

**Vote:** 6:0

**16. Rezoning Petition: 2019-025 by White Point Partners, LLC**  
**Recommended for Approval**

**Location:** Approximately 1.20 acres located at the south side intersection of West Kingston Avenue and Camden Road. (Council District 3 - Mayfield)

**Current Zoning:** B-1 (neighborhood business)

**Proposed Zoning:** TOD-UC (transit oriented development - urban center)

**Motion:** Watkins

**2nd:** McClung

**Vote:** 6:0

**17. Rezoning Petition: 2019-026 by Beacon Development**  
**Recommended for Approval**

**Location:** Approximately 3.0 acres located on the south side of Clanton Road, both sides of Dewitt Lane, and Tryclan Drive, east of South Tryon Street. (Council District 3 - Mayfield)

**Current Zoning:** I-1 (light industrial) and I-2 (general industrial)

**Proposed Zoning:** TOD-CC (transit oriented development - community center) and TOD-TR (transit oriented development - transition)

**Motion:** Samuel

**2nd:** McClung

**Vote:** 6:0

**18. Rezoning Petition: 2019-032 by US Developments, Inc**  
**Zoning Committee does not recommend approval of this petition.**

**Location:** Approximately 14.72 acres located on the northwest side of Highway 29 North, to the east of Caprington Avenue. (Outside City Limits)

**Current Zoning:** R-3 (single family residential), R-17MF(CD) (multi-family residential, conditional) and MX-2 (mixed use)

**Proposed Zoning:** R-17(MF) (multi-family residential)

**Motion:** McClung

**2nd:** Gussman

**Vote:** 6:0

**19. Rezoning Petition: 2019-048 by B & B RE Ventures, LLC**  
**Recommended for Approval**

**Location:** Approximately 3.6 acres located at the intersection of Old Pineville Road and the north side of Scholtz Road, south of Springbrook Road. (Council District 3 - Mayfield)

**Current Zoning:** I-2 (general industrial)

**Proposed Zoning:** TOD-CC (transit oriented development - community center)

**Motion:** McClung

**2nd:** Watkins

**Vote:** 6:0

## **Charlotte-Mecklenburg Planning Commission Planning Committee Meeting Minutes**

March 19, 2019 – 5:00 p.m.  
CMGC – 2nd Floor, Room 280

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### **Attendance**

**Planning Committee Members Present:** Chairperson Victoria Nwasike, Vice-Chairperson Sam Spencer and Commissioners Dionne Nelson, Rajahm Sellers, and Douglas Welton

**Planning Committee Members Absent:** Commissioners Michael Sullivan and Commissioner Nancy Wiggins

**Other Planning Commissioners Present:** Commissioner Phillip Gussman

**Planning Staff Present:** Kathy Cornett, Zenia Duhaney, Taiwo Jaiyeoba, Laura Harmon, Monica Holmes, Garet Johnson, Melony McCullough, and Sandy Montgomery

### **Welcome and Introductions**

Chairperson Nwasike called the meeting to order at 5:09 p.m., welcomed those present and asked everyone to introduce themselves.

### **Approval of Minutes**

*A motion was made by Commissioner Spencer and seconded by Commissioner Welton to approve the February 19, 2019 minutes. The minutes were unanimously approved.*

### **Transit Oriented Development Ordinance (TOD) Zoning Districts Update**

Staff reviewed their proposed revisions to the new Chapter 15, “Transit Oriented Development Districts”, and the rationale for the changes. Changes were made to page 16 to clarify entrance requirements and to allow for adjustments when extreme sidewalk grades exists. This would allow the City Engineer to make changes as an alternative to having a separate process utilizing alternative compliance. Some revisions addressed comments received from the development and construction community about the Minority Women and Small Business Enterprises (MWSBE) program. Others were clarifications of language and processes.

Commissioner Nelson asked about the 10-foot minimum step-back. Monica Holmes (Planning) explained, that there are several treatments for parking garages. The step-back is the second highest level of treatment which allows for an active ground floor that goes back 10-feet and then placement of the parking structure. Consequently, page 26, includes revised language proposed to meet the intent of active ground floors with occupiable space. On page 27, revised text is clarified along with the cross section to include buffered bike facilities.

Ms. Holmes explained, all other changes are clarifications to the language and are part of staff recommendations. The Chairperson asked if any of the revisions were substantial changes, and if these revisions will be publicized. Laura Harmon (Planning) responded that all recommended changes (revisions list) will be carried forward and noted throughout the adoption process. Staff also agreed to send a copy of the changes to Chairperson Nwasike for review.

The revisions list will be sent to the Ordinance Advisory Committee (OAC), Transportation and Planning Committee of City Council, and placed on the website. Staff stated that If the OAC recommends any changes, additional revisions can be added to the list. The Planning Committee will be informed of any revisions.

Vice-Chairperson Spencer asked for the addition of another bullet to the consistency statement based on commentary received from the public. All agreed to add the requested bullet to the consistency statement. Subsequently, after discussion, questions, and review by the Planning Committee, Vice Chairperson Spencer stated, "having reviewed the petition and considered the consistency statement prepared by staff to approve this petition, I move that we recommend approval of Petition No. 2018-169 as modified as follows with a bullet point which states that "represents thousands of hours of work from a diverse group of community members, stakeholders, and Planning staff that reflects the priorities and aspirations of the City of Charlotte."

Staff asked that the recommendation also include as amended by staff revisions.

*A motion was made by Vice-Chairperson Spencer and seconded by Commissioner Nelson to approve petition number 2018-169. Vice-Chairperson Spencer stated that having reviewed the petition and considered the consistency statement prepared by staff, he moved that that Committee recommend approval of petition number 2018-169 as presented by staff on March 19, 2019 with the amended staff revisions to the Public Hearing Draft of the Transit Oriented Development (TOD) ordinance, adopt the consistency statement, and add the following text to the consistency statement: represents thousands of hours of work from a diverse group of community members, stakeholders, and Planning staff that reflects the priorities and aspirations of the City of Charlotte. The motion was unanimously approved.*

Commissioner Sellers asked if another draft copy of Chapter 15 will be prepared prior to adoption. Ms. Harmon explained the errata sheet which will be used to track all changes. She stated that once the text amendment is adopted, the revisions will be reflected in the final document. There will be no additional draft.

The Committee thanked Planning staff and the Planning Director for a job well done.

### **Adjournment**

The meeting adjourned at 5:29 pm.



**Charlotte-Mecklenburg Planning Commission  
Planning Committee Meeting Minutes**

**Attachment 2**

April 16, 2019 – 5:00 p.m.  
CMGC – 2nd Floor, Room 280

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**Attendance**

**Planning Committee Members Present:** Chairperson Victoria Nwasike, Commissioners: Rajahm Sellers, Douglas Welton, and Nancy Wiggins

**Planning Committee Members Absent:** Vice-Chairperson Sam Spencer, Commissioners: Dionne Nelson and Michael Sullivan

**Other Staff Present:** Amanda Byrum, City Engineering & Property Management and John Howard, Charlotte Area Transit System

**Planning Staff Present:** Charlotte Lamb, Kathy Cornett, Zenia Duhaney, Alberto Gonzalez, Garet Johnson, and Melony McCullough

**Welcome and Introductions**

Chairperson Nwasike called the meeting to order at 5:10 p.m., welcomed those present, and asked everyone to introduce themselves.

**Approval of Minutes**

*The approval of the April 16 minutes was rescheduled to June 2016 due to the absence of a quorum.*

**Mandatory Referrals**

Chairperson Nwasike asked if any of the mandatory referrals are time sensitive. Amanda Byrum (City Engineering & Property Management) stated that M.R.# 19-04 is time sensitive. This is a proposal for Charlotte Water to acquire property located on Old Statesville Road for an elevated water storage tank

Chairperson Nwasike said that a special meeting of the Planning Committee to discuss M.R. #19-04 will take place Monday, May 6, 2019 before or after the Planning Commission's Work Session. Melony McCullough (Planning) will work with the Committee to schedule the meeting.

The Chairperson encouraged commissioners to forward any questions about the mandatory referral to Ms. McCullough prior to the meeting.

Mandatory referrals #19-05 and #19-06 will be added to the agenda for the Planning Committee's May meeting.

**M.R. #19-05 | Mecklenburg County Proposes to Acquire Property Located in the Town of Huntersville for Expansion of the Stephens Road Nature Preserve**

**M.R. #19-06 | Mecklenburg County Proposes to Acquire Property Located in the Town of Huntersville for Expansion of Auten Nature Preserve**

**CATS Transit Oriented Development (TOD) Planning Study** (This is a study of the land uses around the Silver Line corridor)

John Howard (Charlotte Area Transit System) stated that CATS in partnership with Charlotte Planning, Design & Development Department, City of Gastonia, City of Belmont, Town of Matthews, Town of Stallings, and Town of Indian Trail received a \$920,000 planning grant for TOD planning from the Federal Transit Administration.

Mr. Howard explained that the project timeline depends on funding and that more information will be available later in the year. He said that the regional transit study could take three years. Joint development will include Charlotte, Mecklenburg County, Charlotte-Mecklenburg Schools, Belmont, and Gastonia. Jurisdictions such as Mathews, Indian Trail, and Stallings are all at different stages of planning. He explained the need for infrastructure conversations with North Carolina Department of Transportation and Charlotte Department of Transportation as well as receiving feedback from an advisory group such as the Planning Committee.

Click [here](#) to view the full presentation.

Chairperson Nwasike thanked Mr. Howard for his presentation.

**Adjournment**

The meeting adjourned at 6:00 pm.

## Charlotte-Mecklenburg Planning Commission

## Attachment 3

### Planning Committee Meeting Minutes

May 6, 2019 | 2 p.m.

CMGC – 2<sup>nd</sup> Floor, Room 267

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#### Attendance

**Planning Committee Members Present:** Chairperson Victoria Nwasike, Vice-Chairperson Sam Spencer  
Commissioners: Dionne Nelson, Rajahm Sellers, Mike Sullivan, Douglas Welton, and Nancy Wiggins

**Planning Staff Present:** Kathy Cornett, Alyson Craig, Zenia Duhaney, Alberto Gonzalez, Garet Johnson, Charlotte Lamb, Melony McCullough, Candice Rorie, and Mandy Rosen

#### Welcome and Introductions

Chairperson Nwasike called the meeting to order at 2:02 p.m., welcomed those present and asked everyone to introduce themselves. This special meeting of the Planning Committee was scheduled to discuss a time sensitive mandatory referral. M.R. #19-04 was not discussed at the last Planning Committee meeting because of the lack of a quorum.

#### **M.R. #19-04 | Charlotte Water Proposes to Acquire Property Located on Old Statesville Road for an Elevated Water Storage Tank**

The City of Charlotte Water Department proposes to acquire two parcels totaling approximately 7.5 acres located at 6420 and 6430 Old Statesville Road for an elevated water storage tank to enable Charlotte Water to enhance service in the area.

Staff gave an overview of M.R. #19-04. Commissioners asked questions about the intended use, the zoning designation, and how the proposed use will impact adjacent properties. Chairperson Nwasike shared her concern about locating a storage tank in the middle of residential development and asked about surrounding land uses. Charlotte Lamb (Planning) stated that the proposed use is considered compatible with residential development.

Commissioner Sellers asked why the property was never developed with multi-family land uses as recommended in the adopted plan. He referenced previous discussions about the need for affordable housing units. He said that he also understands the need for infrastructure.

*A motion was made by Commissioner Wiggins and seconded by Vice-chairperson Spencer to state that the Planning Committee reviewed M.R. #19-04 on May 16, 2019 and has no additional comments for the submitting agencies. The motion was unanimously approved.*

#### Adjournment

The meeting adjourned at 2:11 pm.





# CHARLOTTE HISTORIC DISTRICT COMMISSION AGENDA

## June 12, 2019

### ROOM 267, 2ND FLOOR

#### **HDC WORKSHOP 12:00 PM**

##### **Staff Updates**

**Pre-Review: VanLandingham Estate**

#### **HDC MEETING: 1:00 – 7:00**

- Call to Order
- Approval April + May Minutes
- Applications for Certificates of Appropriateness
- Adjourn

#### **CONSENT AGENDA**

1. 1936 Park Road  
HDC [2019-261](#)  
Dilworth  
Debra Glennon, Applicant  
**APPROVED**
2. 1619 Lyndhurst Avenue  
HDC [2019-274](#)  
Dilworth  
Paul Poetzsch/Jeff McAveney, Applicants  
**APPROVED**
3. 1824 South Mint Street  
HDC [2019-269](#)  
Wilmore  
Liliana Jimenez/Raul Navarro, Applicant  
**APPROVED WITH CONDITIONS**

#### **CONTINUED CASES**

4. 1827 Wilmore Drive (Rear Porch/Rear Parking)  
HDC [2018-436](#)  
Wilmore  
Andrew Hurd, Applicant  
**APPROVED WITH CONDITIONS**
5. 1101 Myrtle Avenue  
HDC [2019-085](#)  
Dilworth  
Dane Suchoza and Kevin Pfahl, Applicants  
**CONTINUED**

#### **NEW CASES**

##### **ADDITIONS**

6. 630 E. Tremont Avenue  
HDC [2019-264](#)  
Dilworth  
Andrew Woodruff  
Sheena Patterson, Applicants  
**APPROVED WITH CONDITIONS**
7. 1716 Merriman Avenue  
HDC [2019-299](#)  
Wilmore  
Mark Patterson, applicant  
**CONTINUED**

##### **BRICK CHANGES**

8. 1508 Dilworth Road (painting)  
HDC [2019-267](#)  
Dilworth  
Audry Barber, Applicant  
**DENIED**
9. 330 E. Kingston Avenue (waterproofing)  
HDC [2019-232](#)  
Dilworth  
Diane St. John, Applicant  
**APPROVED**





# Charlotte Regional Transportation Planning Organization

## Meeting Agenda Packet

June 19, 2019

6:00 PM

Charlotte-Mecklenburg  
Government Center  
Room 267 (Second Floor)  
600 East Fourth Street  
Charlotte, NC 28202

CRTPO Staff Contact:  
Neil Burke, AICP PTP  
(704) 336-2205  
nburke@charlottenc.gov

### June 19, 2019 Agenda Items

- ❖ Consent Agenda
- ❖ Union County CTP Alignment Amendments
- ❖ CATS-CRTPO Metropolitan Planning Agreement
- ❖ STBG Funds Exchange
- ❖ U-4714B, Old Monroe Road Project TIP Amendment
- ❖ FY 2020 UPWP Amendment: I-77 Corridor Study Funding
- ❖ FY2020 UPWP Amendment: Additional Planning (PL) Funds
- ❖ Letter of Support for Repealing FAST Act Rescission
- ❖ Supplemental Discretionary Funding Recommendations
- ❖ I-77 North Peak-Period Shoulder Lanes
- ❖ CRTPO Board Retreat Recap

### CRTPO BOARD MEMBERS

**Michael Johnson, Chair**  
Council Member, City of Statesville

**Paul Bailey, Vice-Chair**  
Mayor, Town of Matthews

City of Charlotte  
Town of Cornelius  
Town of Davidson  
Town of Fairview  
Town of Huntersville  
Town of Indian Trail  
Iredell County  
Town of Marshville  
Town of Marvin

Town of Matthews  
Mecklenburg County  
Metropolitan Transit Commission  
Town of Mineral Springs  
Town of Mint Hill  
City of Monroe  
Town of Mooresville  
NCDOT  
Town of Pineville

Town of Stallings  
City of Statesville  
Town of Troutman  
Union County  
Town of Waxhaw  
Town of Weddington  
Village of Wesley Chapel  
Town of Wingate

### Title VI Policy

*It is the policy of the Charlotte Regional Transportation Planning Organization to ensure that no person shall, on the ground of race, color, sex, age, national origin, or disability, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and any other related non-discrimination Civil Rights laws and authorities.*



600 East Fourth Street  
Charlotte, NC 28202  
704-336-2205  
[www.crtpo.org](http://www.crtpo.org)

TO: CRTPO Delegates & Alternates  
FROM: Neil Burke, AICP PTP  
CRTPO Secretary  
DATE: June 11, 2019

**SUBJECT: June 2019 Meeting  
Charlotte Regional Transportation Planning Organization  
Wednesday, June 19, 6:00 PM**

The June 2019 meeting of the Charlotte Regional Transportation Planning Organization (CRTPO) is scheduled for Wednesday, June 19, 2019.

The meeting will begin at 6:00 PM and will be held in Room 267 of the Charlotte-Mecklenburg Government Center, 600 E. Fourth Street, Charlotte.

#### **Accessing the Charlotte-Mecklenburg Government Center**

The Charlotte-Mecklenburg Government Center is located at 600 East Fourth Street (corner of Fourth and Davidson streets) in uptown Charlotte. Parking is available in the Government Center parking deck located on Davidson Street between Third and Fourth streets; on-street parking is also available.

There are two ways to enter the Government Center. Enter via the large staircase on the Davidson Street side or through the plaza entrance facing East Fourth Street. (This is a handicapped-accessible entrance.) Once inside the building, security staff will assist you to Room 267.

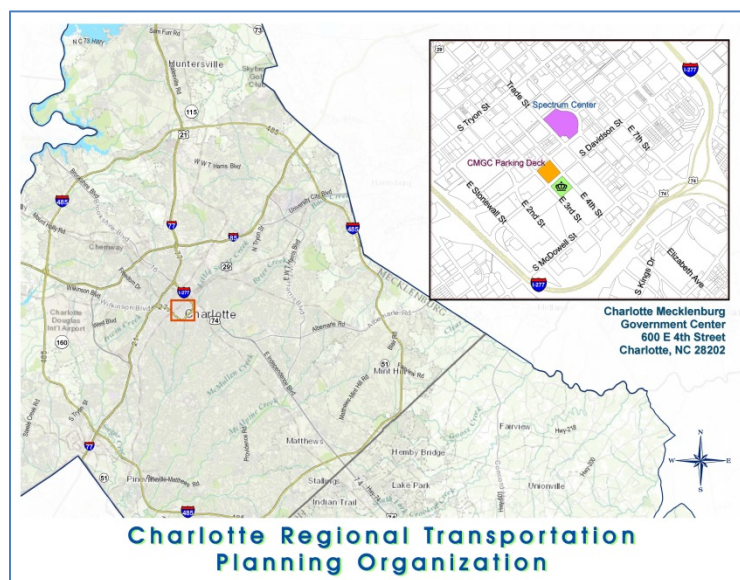
#### **Non-Discrimination Policy**

It is the policy of the Charlotte Regional Transportation Planning Organization to ensure that no person shall, on the ground of race, color, sex, age, national origin, or disability, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and any other related non-discrimination Civil Rights laws and authorities.



The Charlotte Regional Transportation Planning Organization coordinates transportation planning initiatives in Iredell and Mecklenburg Counties and the urbanized portion of Union County. The Metropolitan Planning Organization (MPO) board of the CRTPO reviews and votes on consensus-based technical recommendations provided by the Technical Coordinating Committee (TCC).

Unless otherwise noted, CRTPO TCC and MPO meetings are held in Room 267 on the second floor of the Charlotte-Mecklenburg Government Center (CMGC), located at 600 East Fourth Street in Uptown Charlotte.



Parking is available in the CMGC parking deck on Davidson Street between Third and Fourth Streets. Parking tickets from the CMGC Deck can be validated by CRTPO staff if they are brought to the meeting.

There are two ways to enter the CMGC. Enter via the large staircase on the Davidson Street side or through the plaza entrance facing E. Fourth St. (This is a handicapped accessible entrance.) Once inside the building, security staff will assist you to Room 267. Security measures have been improved recently, so please allow more time for entering the building.

In compliance with the Americans with Disabilities Act (ADA), accommodations will be provided for persons who require assistance in order to participate in Charlotte Regional Transportation Planning Organization meetings. If assistance is needed or to request this document in an alternative format, please contact CRTPO at (704) 336-2205 or (704) 336-5123 (fax).

## Commonly Used Acronyms

BOT	Board of Transportation
CATS	Charlotte Area Transit System
CDOT	Charlotte Department of Transportation
CMAQ	Congestion Mitigation & Air Quality
CMGC	Charlotte-Mecklenburg Government Center
CMP	Congestion Management Process
CRAFT	Charlotte Regional Alliance for Transportation
CRTPO	Charlotte Regional Transportation Planning Organization
CTP	Comprehensive Transportation Plan
DAQ	Division of Air Quality
EJ	Environmental Justice
EPA	Environmental Protection Agency
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration Gaston, Cleveland, Lincoln
GCLMPO	Metropolitan Planning Organization
GIS	Geographic Information System
ICATS	Iredell County Area Transportation System
INFRA	Infrastructure for Rebuilding America (federal grant program)
ITS	Intelligent Transportation Systems
LAP	Locally Administered Projects
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
NAAQS	National Ambient Air Quality Standards
NCAMPO	North Carolina Association of Metropolitan Planning
NCDOT	Organizations North Carolina Department of Transportation
NCDOT-PTD	North Carolina Department of Transportation – Public Transportation Division
NCDOT-TPB	North Carolina Department of Transportation – Transportation Planning Branch
NCTA	North Carolina Turnpike Authority
P5.0	Prioritization 5.0
PIP	Public Involvement Plan
PL	Planning Funds
POC	Project Oversight Committee
SIP	State Implementation Plan (for air quality)
SPOT	Strategic Planning Office of Transportation
STBG-DA	Surface Transportation Block Grant Program-Direct Attributable
STIP	North Carolina State Transportation Improvement Program
TAP	Transportation Alternatives Program
TCC	Technical Coordinating Committee
TDM	Transportation Demand Management
TIP	Transportation Improvement Program
TMA	Transportation Management Area
UPWP	Unified Planning Work Program
UZA	Urbanized Area

[Click here to view the 2018 Delegates Handbook to view the Glossary of Terms & Acronyms.](#)

# Charlotte Regional Transportation Planning Organization

June 19, 2019

Room 267, Charlotte-Mecklenburg Government Center

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## 6:00 PM Meeting Agenda

Room 267

1. **Call to Order** Michael Johnson
2. **Adoption of the Agenda** Michael Johnson
3. **Public Comment Period** Michael Johnson  
*CRTPO bylaws limit speakers to three minutes each and the comment period to 20 minutes.*
4. **Ethics Awareness & Conflict of Interest Reminder** Michael Johnson
5. **Consent Agenda** Michael Johnson  
All items below are considered to be routine by the CRTPO Board or have been the subject of detailed presentations at previous meetings. There will be no separate discussion on these items unless a Board member so requests, in which event, the item will be removed from the Consent Agenda.
  - a. May 2019 minutes

*ATTACHMENT: Draft May 2019 minutes*
6. **CTP Alignment Amendment** Felix Obregon, Charlotte DOT  
*ACTIONS REQUESTED: (1) Approve an amendment to the Comprehensive Transportation Plan; and (2) Waive CRTPO public involvement requirements and recognize the City of Charlotte's rezoning public involvement activities as sufficient as per Section IV-B-1 of the Public Involvement Plan.*  
  
*BACKGROUND:*
  - The CRTPO Board approved the opening of a public comment period for a highway map amendment to a recommended roadway alignment as requested by the City of Charlotte during the May meeting.
  - Following the May meeting, CRTPO staff was informed that a significant amount of public engagement regarding the roadway alignment modification was conducted during the rezoning process between November 2018 and April 2019.
  - Staff confirmed that the public engagement process that was undertaken was sufficient to meet the guidelines within the CRTPO's PIP, and the public involvement activities for the CTP can be waived.
  - At its June meeting, the TCC unanimously recommended that the CRTPO Board approve the amendment to the CTP and waive public involvement activities.

*ATTACHMENT: Amendment maps*
7. **Union County CTP Alignment Amendments** Bjorn Hansen  
*ACTION REQUESTED: Open a public comment period on amendments to the Comprehensive Transportation Plan.*

**BACKGROUND:**

- Union County has coordinated with the Towns of Indian Trail, Marvin, Waxhaw, Wingate, and Weddington to identify a series of CTP amendments to remove or modify new roadway alignments to reflect feasibility and local support.
- Union County is requesting to open a public comment period after the June CRTPO Board meeting, with a formal request to amend later in the summer after any comments have been addressed.
- The amendments may be reviewed at <https://arcg.is/1niGby>

**ATTACHMENT:** Union County Memorandum

**8. CATS-CRTPO Metropolitan Planning Agreement** David McDonald

**ACTION REQUESTED:** Approve the Metropolitan Planning Agreement between CATS and CRTPO.

**BACKGROUND:**

- Federal metropolitan planning regulations (23 CFR 450.314) require MPOs and transit agencies to establish written agreements that “cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process.”
- The CRTPO and CATS currently lack such an agreement. This issue was identified in CATS’s most recent triennial review.
- All the requirements of 23 CFR 450.314 except the sharing of financial information are covered by existing agreements.
- A MOA to address the sharing of financial information is attached to bring the CRTPO and CATS into full compliance of this requirement.

**ATTACHMENT:** Memorandum of Agreement

**9. STBG Funds Exchange** David Wasserman & Van Argabright, NCDOT

**ACTION REQUESTED:** Approve an exchange between CRTPO’s STBG-DA funds and NCDOT’s STBG-Flex funds.

**BACKGROUND:**

- In FY 2018, NCDOT completed STBG funding swaps with five MPOs that enabled NCDOT to receive an additional \$49 million in federal funds.
- NCDOT is requesting funding swaps from MPOs for FY 2019 funds in an effort to obtain additional federal funding for transportation projects.

**ATTACHMENT:** NCDOT Memorandum

**10. U-4714B, Old Monroe Road Project TIP Amendment** David Wasserman, NCDOT

**ACTION REQUESTED:** Approve a TIP amendment to delay right-of-way acquisition for U-4714B, Old Monroe Road, to FY 2026 and Construction to FY 2028, which will result in the project being reprioritized in NCDOT Prioritization 6.0.

**BACKGROUND:**

- The Town of Indian Trail has withdrawn a \$10 million local contribution to the Old Monroe Road project (U-4714B) between Morningside Meadow Drive and Wesley Chapel-Stouts Road in Union County.
- NCDOT staff led discussions on options related to U-4714B, given the removal of the local contribution during the May 15 and May 29 Transportation Staff meetings.

- A memorandum prepared by the NCDOT-STIP unit identifies the options for this project without the local contribution and the impact on this project in the 2020-2029 TIP. Option B was recommended during the June 6 TCC meeting, and is reflected in the Action Requested, above.

*ATTACHMENT: NCDOT Memorandum; Map*

- 11. FY 2020 UPWP Amendment: I-77 Corridor Study Funding** Agustin Rodriguez  
*ACTION REQUESTED: Approve an amendment to the FY 2020 UPWP to reflect the award of FY 2020 State Planning & Research (SPR) funding for the I-77 Corridor Study and to incorporate a more detailed description of the project.*

*BACKGROUND:*

- See the attached memorandum.

*ATTACHMENT: Memorandum*

- 12. FY 2020 UPWP Amendment: Additional Planning (PL) Funds** Robert Cook  
*ACTION REQUESTED: FYI*

*BACKGROUND:*

- See the attached memorandum.
- The UPWP Subcommittee will meet to review requests from member jurisdictions for the FY 2020 additional PL funds.

*ATTACHMENT: Memorandum; CATS project descriptions*

- 13. Letter of Support for Repealing FAST Act Rescission** Robert Cook  
*ACTION REQUESTED: FYI*

*BACKGROUND:*

- The Association of Metropolitan Planning Organizations (AMPO) sent the attached letter to the Congressional Leadership offices.

*ATTACHMENT: AMPO Letter of Support for Repealing FAST Act Rescission*

- 14. Supplemental Discretionary Funding Recommendations** Wayne Herron  
*ACTION REQUESTED: FYI*

*BACKGROUND:*

- See the attached memorandum.

*ATTACHMENT: Memorandum*

- 15. I-77 North Peak-Period Shoulder Lanes** Van Argabright, NCDOT  
*ACTION REQUESTED: FYI*

*BACKGROUND:*

- NCDOT has proposed the Peak-Period Shoulder Lane (PPSL) project and funding plan on I-77 North between Huntersville and Mooresville.

- *An initial presentation was given in April. A list of questions was compiled and responses were reviewed at the May 15 Transportation Staff meeting and a report was given at the May 15 Board meeting.*
- *Responses to the TCC's questions are included in the attachment.*
- *The purpose of this presentation is to provide the list of projects being proposed for funding reallocation.*
- *At the July meeting, NCDOT will request CRTPO Board action for funding reallocation and the addition of the PPSL project to the draft 2020-2029 STIP.*
  - *This action would provide NCDOT with the authority to add the I-77 PPSL project to the 2020-2029 State Transportation Improvement Program (STIP).*

*ATTACHMENTS: Responses to I-77 North Peak-Period Shoulder Lane Questions; Map and Table with list of projects proposed for funding reallocation*

**16. CRTPO Board Retreat Recap**

Robert Cook

*ACTION REQUESTED: FYI*

*BACKGROUND:*

- *The CRTPO Board retreat was held on May 30 and 31.*
- *A summary of outcomes and next steps will be provided.*

**17. Upcoming Agenda Items**

Neil Burke

*ACTION REQUESTED: FYI*

*BACKGROUND:*

- *A schedule of upcoming action items will be provided.*

**18. Adjourn**

# Charlotte Regional Transportation Planning Organization

## *Consent Items Summary*

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### **Agenda Item 5**

#### **Subjects: May 2019 Minutes**

- **Purpose / Scope:** *The item below is considered routine by the CRTPO Board. There will be no separate discussion on this item unless a Board member so requests; in which event, the item will be removed from the Consent Agenda.*
- **May 2019 Minutes**
  - **Attachment:** *Draft May 2019 Minutes*

**CHARLOTTE REGIONAL TRANSPORTATION PLANNING ORGANIZATION**  
**Charlotte-Mecklenburg Government Center, Room 267**  
**May 15, 2019 Meeting**  
**Summary Minutes**

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**Members Attending:**

Greg Phipps (Charlotte), Michael Miltich (Cornelius), Jane Campbell (Davidson), Mark Gibbons (Huntersville), Jerry Morse (Indian Trail), James Mallory (Iredell County), Norma Carpenter (Marshville), Paul Bailey (Matthews), Lynda Paxton (Stallings), Michael Johnson (Statesville), Richard Helms (Union County), Brad Horvath (Wesley Chapel), Tony Lathrop (NCBOT-Division 10)

**Non-Voting Members Attending:**

Victoria Nwasike (Charlotte-Mecklenburg Planning Commission), Jerry Santoni (Iredell County Planning Board), Jim Walker (NC Turnpike Authority)

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**1. Call to Order**

Chairman Michael Johnson called the May 2019 CRTPO meeting to order at 6:00 p.m.

**2. Adoption of the Agenda**

Summary:

Chairman Johnson asked if any changes to the agenda were necessary. No changes were identified.

Motion:

Michael Miltich made a motion to adopt the revised agenda as presented. Mayor Bailey seconded the motion. Upon being put to a vote, the motion to adopt the agenda was approved unanimously.

**3. Public Comment Period**

There were no public comments.

**4. Ethics Awareness & Conflict of Interest Reminder**

Mr. Burke read the ethics awareness and conflict of interest reminder. Tony Lathrop recused himself from agenda item 11. No additional conflicts were identified.

**5. Consent Agenda**

Summary:

Chairman Johnson requested action on the sole consent agenda item: April 2019 meeting minutes.

Motion:

Dr. Miltich made a motion to approve the consent agenda items. Jane Campbell seconded the motion. Upon being put to a vote, the consent agenda item was unanimously approved.

**6. CTP Alignment Amendment**

Presenter:

Felix Obregon, Charlotte DOT

Summary:

Mr. Obregon provided information to the Board via a Power Point presentation, the contents of which are incorporated into the minutes. The presentation's purpose was to obtain the Board's approval to open a public comment period on a highway map amendment to a recommended roadway alignment within the Comprehensive Transportation Plan as requested by the City of Charlotte. He explained that the proposed realignment will provide improved traffic signal spacing with Savoy Corporate Drive along the Arrowood Road corridor between the I-485



interchange and S. Tryon Street. In addition, Mr. Obregon stated that the realignment will provide full access to a future development that will improve network connectivity by providing a parallel road to I-485.

Motion:

Dr. Miltich made a motion to open a public comment period on a highway map amendment to a recommended roadway alignment within the Comprehensive Transportation Plan as requested by the City of Charlotte. Greg Phipps seconded the motion. Upon being put to a vote, the motion was unanimously approved.

**7. Performance-Based Planning: Transit Asset Management Targets**

Presenter:

David McDonald, CATS

Summary:

Mr. McDonald explained that large transit systems are required to establish performance-based targets for their Transit Asset Management (TAM) plans. Performance-based planning requirements mandate MPOs to set their own TAM targets or endorse the transit system's targets. He explained that CATS has established performance targets that will need to be approved by the CRTPO. The TCC unanimously recommended that the Board approve the TAM targets during the May 2 meeting.

Motion:

Dr. Miltich made a motion to endorse CATS' Transit Asset Management targets. Lynda Paxton seconded the motion. Upon being put to a vote, the motion was unanimously approved.

**8. Draft 2020-2029 Transportation Improvement Program**

Presenter:

Neil Burke

Summary:

Mr. Burke began his presentation by stating that action was initially anticipated for the May 15, 2019 CRTPO meeting to open a public comment period of the draft 2020-2029 TIP, however; NCDOT has requested that the Board of Transportation delay the approval of the 2020-2029 STIP from June until September. He explained that NCDOT is completing the sale of GARVEE and Build NC Bonds, and the General Assembly is completing its budget which will have key provisions that will affect the STIP.

Mr. Burke explained that NCDOT anticipates the release of an updated draft 2020-2029 STIP in July. The CRTPO's air quality conformity determination will be delayed until an updated draft STIP is received from NCDOT. Mr. Burke provided an overview of the revised CRTPO adoption schedule for the 2020-2029 TIP, which includes an anticipated public comment period in September/October 2019, with final action to adopt the TIP in November. If the CRTPO Board approves the I-77 Peak Period Shoulder Lane project in July, there may be an opportunity to combine the air quality conformity determination efforts into one process for the TIP and the I-77 project. He also stated that NCDOT has delayed the project submittal window for the 2022-2031 TIP development process (NCDOT Prioritization 6.0). Mr. Burke anticipates action requested for the CRTPO Board to approve the NCDOT P6.0 submittals during the November 2019 meeting.

**9. FY 2020 UPWP Amendment**

Presenter: Robert Cook

Summary:

Mr. Cook provided information to the Board via a Power Point presentation, the contents of which are incorporated into the minutes. The presentation's purpose was to receive input on a series of options identified by staff to allocate an additional \$642,477 in Planning (PL) funds that are available for programming in the FY 2020 UPWP. Mr. Cook reviewed the pros and cons for four options to (1) do nothing; (2) program funds for additional CRTPO activities; (3) fund local planning projects; and (4) direct the funds for use by CATS for transit planning initiatives. The UPWP subcommittee will meet on May 17 to develop a recommendation for the additional PL

funds allocation. Action is tentatively scheduled to approve the recommendation during the June 19 CRTPO Board meeting.

**10. NC Moves 2050 Plan**

Presenter: Dominique Boyd, NCDOT-Transportation Planning Division

Summary:

Mr. Boyd provided information to the Board via a Power Point presentation, the contents of which are incorporated into the minutes. Mr. Boyd explained that NC Moves 2050 is N.C. Department of Transportation's multi-year study to develop North Carolina's future 30-year statewide transportation plan throughout the next two years. The plan will evaluate potential changes that could affect and drive North Carolina's future; such as, anticipated technology and population changes. Residents will be seeking input regarding these scenarios throughout the planning process.

**11. I-77 North Peak-Period Shoulder Lanes**

Presenters:

Van Argabright, NCDOT

Summary:

Mr. Argabright provided information to the Board via a Power Point presentation, the contents of which are incorporated into the minutes.

Mr. Argabright provided a brief overview of the I-77 Peak Period Shoulder Lanes (PPSL) project scope as a recap from the presentation given during the April CRTPO Board meeting. He explained that the NCDOT project team provided a draft summary memorandum of responses to the questions identified by the TCC, and this document was reviewed during the Transportation Staff meeting this afternoon. NCDOT will revise the document based upon the feedback received during the meeting and distribute a final version of the memorandum within the next several weeks. Mr. Argabright concluded his presentation by explaining that NCDOT will request action for funding reallocation and addition of the PPSL project to the Draft 2020-2029 STIP during the July 2019 CRTPO Board meeting. Another information report will be scheduled for the June CRTPO Board meeting.

Chairman Johnson stated that the draft memorandum will be distributed by email to the CRTPO delegates and alternates this evening. He encouraged the Board members to review the NCDOT responses with their respective TCC members and contact staff with any concerns regarding the proposed project.

**12. Upcoming Agenda Items**

Presenter:

Neil Burke

Summary:

An overview of the June agenda was provided. NCDOT will present a 2020-2029 TIP amendment for the Old Monroe Road (U-4714) project within Union County. An amendment to the FY 2020 UPWP will be requested. Information reports will be provided during the June meeting on the recommended STBG-DA allocations to a series of the CRTPO's discretionary-funded projects, and NCDOT will present an information report regarding a proposal to exchange STBG funds to allow for North Carolina to request additional transportation funding from the USDOT.

The CRTPO Board retreat will be held on May 30 and 31 at the Charlotte-Douglas International Airport administrative offices.

**13. Adjourn**

The meeting adjourned at 7:02 p.m.

# Charlotte Regional Transportation Planning Organization

## *Agenda Item Summary*

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### **Agenda Item 6**

#### **Subject: CTP Alignment Amendment**

- **Purpose / Scope:**

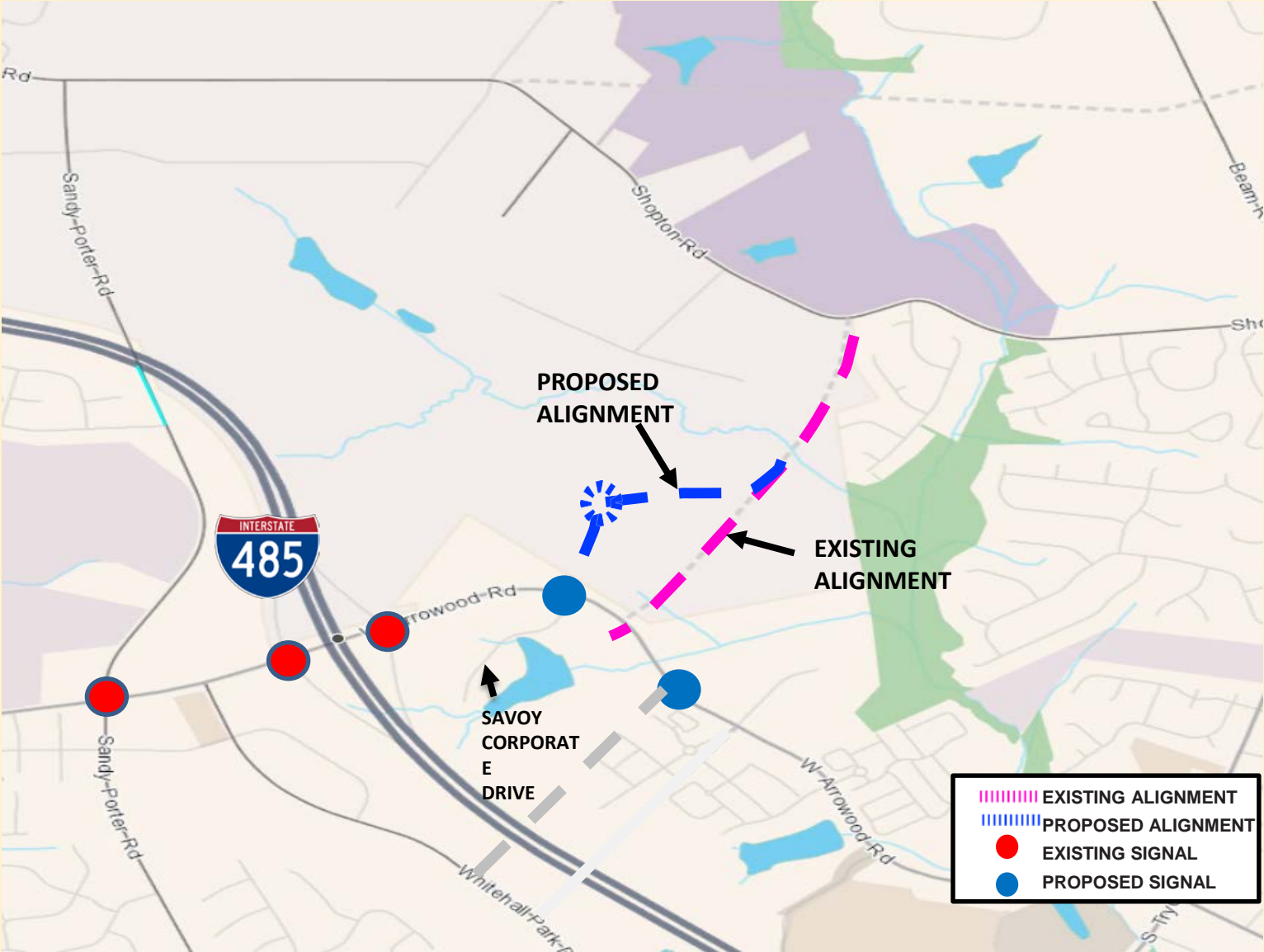
*(1) Approve an amendment to the Comprehensive Transportation Plan; and  
(2) Waive the public comment period, recognizing CDOT's public involvement process as part of the rezoning process was sufficient based upon the CRTPO's Public Involvement Plan.*

- **TCC Review:** *This item came before the TCC for action at its June 2019 meeting and was recommended for approval to the Board.*

- **Background:**

- *The CRTPO Board approved the opening of a public comment period on a highway map amendment to a recommended roadway alignment within the Comprehensive Transportation Plan as requested by the City of Charlotte during the May meeting.*
- *Following the May meeting, Charlotte DOT staff determined that a significant amount of public engagement regarding the roadway alignment modification was conducted during the rezoning process between November 2018 and April 2019.*
- *Staff confirmed that the public engagement process that was undertaken as part of the rezoning process is sufficient to meet the guidelines within the CRTPO's PIP, and the public comment period for the CTP can be waived.*
- *The TCC unanimously recommended that the CRTPO Board approve the amendment to the CTP and waive the public comment period during the June 6 meeting.*

- **Attachment:** *Amendment maps*

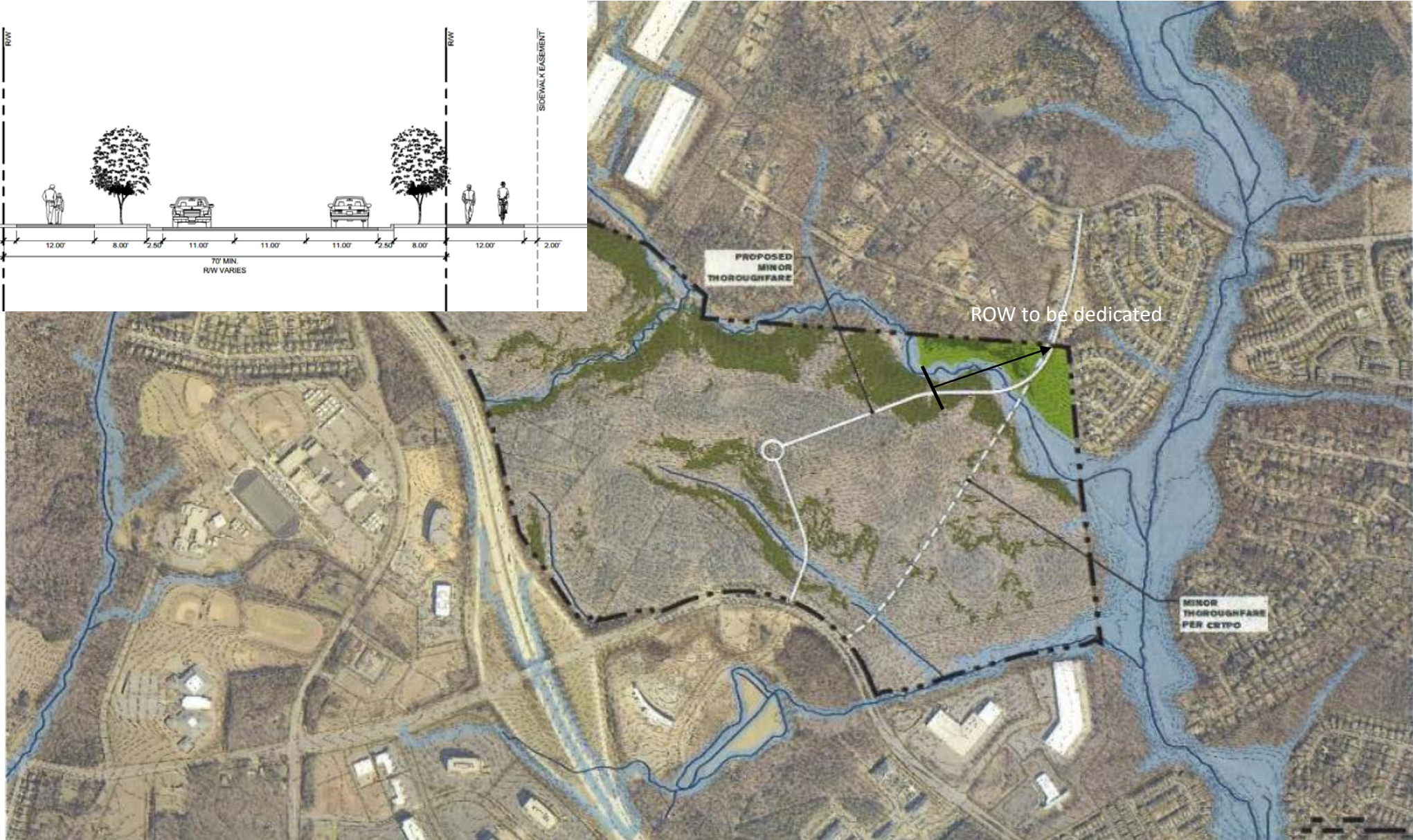
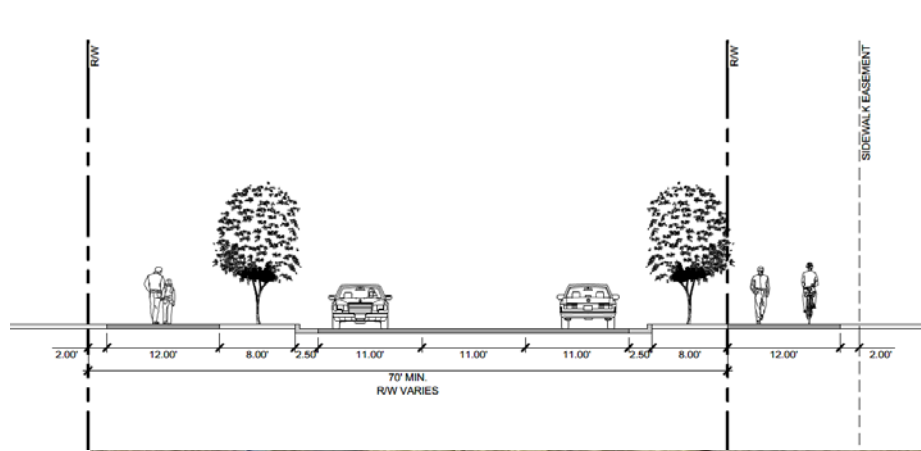


Traffic Signals with Existing Alignment



# Comprehensive Transportation Plan Connectivity

[Back to Agenda](#)



# Charlotte Regional Transportation Planning Organization

## *Agenda Item Summary*

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### **Agenda Item 7**

#### **Subject: Union County CTP Alignment Amendment**

- **Purpose / Scope:** *Open a public comment period on amendments to the Comprehensive Transportation Plan.*
- **TCC Review:** *This item came before the TCC for action at its June 2019 meeting and was recommended for approval to the Board.*
- **Background:**
  - *Union County has coordinated with the Towns of Indian Trail, Marvin, Waxhaw, Wingate, and Weddington to identify a series of CTP amendments to remove or modify new roadway alignments to reflect feasibility and local support.*
  - *Union County is requesting to open a public comment period after the June CRTPO Board meeting, with a formal request to amend later in the summer after any comments have been addressed.*
  - *The amendments may be reviewed at <https://arcg.is/1niGby>.*
- **Attachment:** *Union County Memorandum*





**Growth Management**  
500 North Main Street  
Suite #70  
Monroe, NC 28112

T. 704.283.3665

[www.unioncountync.gov](http://www.unioncountync.gov)

MEMORANDUM

TO: CRTPO Delegates and Alternates  
FROM: Bjorn Hansen; Transportation Planner, Union County  
DATE: May 24, 2019

**RE: Union County CTP Amendments and Request to Open Public Comment Period**

The Union County Board of Commissioners, in coordination with the affected municipalities, are requesting the Charlotte Regional Transportation Planning Organization (CRTPO) to open a public comment period on a series of CTP amendments in Union County. The Board of Commissioners is scheduled to take action requesting this public comment period at their June 3, 2019 meeting. The list of amendments in Union County reflects alignments that are not likely to be built due to environmental or built environment considerations, as well as updates to reflect completed road realignments. Due to the impact on property owners, who may be negatively impacted by having a road corridor shown on their land, Union County wishes to modify the map to remove alignments that do not have a realistic chance of being implemented.

CRTPO requires a public comment period on amendments, and their Board would approve opening a comment period. Union County, in coordination with affected municipalities, would hold the 30-day comment period, with specific outreach to affected property owners, to collect comments on the changes. An online map, found at <https://arcg.is/1niGby>, would be used to share the proposed changes with the community, although there will also be in person meetings scheduled in June or July.

The proposed amendments, and descriptions, are below:

1. Remove Marvin School Road realignment near New Town Road. The NCDOT recently built two roundabouts to address the congestion issues in the area. The Village of Marvin also plans to build their Village Hall in the path of the realignment.
2. Remove Broomes Old Mill extension from New Town to Bonds Grove Church extension. Implementing this new road would impact existing homes where right of way does not exist.
3. Remove Bonds Grove Church extension from Gray Byrum extension to Cuthbertson. This extension would impact existing homes and cross significant floodplain.
4. Remove Howie Mine Church extension from Waxhaw Indian Trail to Cuthbertson. This extension would affect existing homes and cross significant floodplain.
5. Shift Twelve Mile Creek Road extension east. This relocation would eliminate floodplain and Cuthbertson school campus impacts.
6. Remove Amanda Drive extension from Weddington Matthews to Antioch Church. The connection from this extension has been accomplished through nearby road connections.



7. Shift Walden Pond between Antioch Church and Potter Road south to reflect actual road locations.
8. Shift Airport Road realignment near intersection of Airport and NC 84 to existing Airport Road. Approved development has eliminated potential of implementation.
9. Remove Chestnut Parkway extension between US 74 and Stinson Hartis Road. Indian Trail no longer supports segment and proposed development along US 74 eliminates potential of connection.
10. Remove Stinson Hartis extension from Indian Trail - Fairview to Idlewild Road. Segment crosses significant floodplain and Indian Trail no longer supports the new alignment.
11. Remove Faith Church extension from Secrest Short Cut to Rocky River Road. Segment crosses significant floodplain and impacts existing homes. Indian Trail no longer supports the new alignment.
12. Shift Poplin Road near Bonterra Village Way to existing alignment. The NCDOT relocated a segment of the road, and is now open to the public.
13. Remove Old Williams Road from Monroe - Ansonville Road to proposed Wingate West Loop. The road has been split by Monroe Expressway and no longer serves a CTP function.

The CTP map has been reviewed by affected municipalities in the county, with changes proposed in or near Indian Trail, Marvin, Waxhaw, Weddington, and Wingate. These five municipalities support the changes.

Out of the 13 CTP segments, there are 9 deletions and four modifications. None of these deleted projects are candidate projects for funding by the NCDOT through the STIP. They will likely only be built through the development process. Due to floodplains and existing or approved development, these roads cannot be built as part of a development.

If approved, Union County would open a 30-day comment period. Affected property owners would be notified of the proposed amendments, with the opportunity to comment on the proposed changes. Comments would then be reviewed, with final recommendations brought back to the Union County Board of Commissioners and affected municipalities in August. The Board and affected communities would then formally request CRTPO to amend the CTP.

Please let me know if you have any questions. I may be reached at (704) 283-3690 or [bjorn.hansen@unioncountync.gov](mailto:bjorn.hansen@unioncountync.gov).

**ACTION REQUESTED: RECOMMEND OPENING PUBLIC COMMENT PERIOD ON PROPOSED CTP AMENDMENTS**





# Charlotte Regional Transportation Planning Organization

## *Agenda Item Summary*

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### **Agenda Item 8**

#### **Subject: CATS-CRTPO Metropolitan Planning Agreement**

- **Purpose / Scope:** *Approve the Metropolitan Planning Agreement between CATS and CRTPO.*
- **TCC Review:** *This item came before the TCC for action at its June 2019 meeting and was recommended for approval to the Board.*
- **Background:**
  - *Federal metropolitan planning regulations (23 CFR 450.314) require MPOs and transit agencies to establish written agreements that “cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process.”*
  - *The CRTPO and CATS currently lack such an agreement. This issue was identified in CATS’s most recent triennial review.*
  - *All the requirements of 23 CFR 450.314 except the sharing of financial information are covered by existing agreements.*
  - *A MOA to address the sharing of financial information is attached to bring the CRTPO and CATS into full compliance of this requirement.*
- **Attachment:** *Memorandum of Agreement*

**Memorandum Of Agreement**  
**Between**  
**Charlotte Regional Transportation Planning Organization and**  
**Charlotte Area Transit System**  
**For Implementing**  
**The US Department of Transportation (USDOT) Metropolitan Transportation**  
**Planning Regulation**

This MEMORANDUM OF AGREEMENT hereinafter called MOA is entered into this \_\_\_\_ day of \_\_\_\_\_ 2019, by and between the Charlotte Regional Transportation Planning Organization, hereinafter referred to as “CRTPO” or “MPO” and the City of Charlotte acting through the Charlotte Area Transit System, hereinafter referred to as “CATS” or “Transit Operator”. The MOA is created pursuant to 23 CFR 450.314 which states that there shall be a written agreement between the MPO and providers of public transportation that include provisions for the development of financial plans that support the metropolitan transportation plan and the metropolitan TIP, and development of the annual listing of obligated projects.

Although existing CRTPO agreements and memoranda address all aspects of 23 CFR 450.314 except for the sharing of financial information for financial plans; the sharing of financial information and projections on an informal basis for the development of Metropolitan Plans and Programs has been ongoing. The purpose of this MOA is to formalize and document the sharing of financial plans pursuant to 23 CFR 450.314.

Whereas, the sharing of financial information for the development of the financial plans, and the metropolitan transportation plans have occurred as a matter of necessity to complete the plans, programs and projects of the CRTPO and CATS, and

Whereas, the CRTPO and CATS now wish to formalize this sharing of financial information;

Now therefore be it resolved that the Charlotte Area Transportation System and the Charlotte Regional Transportation Planning Organization mutually agree to share and take the following actions described below

- Annual copies of approved transit financial plans,
- Annual calculations of the 5307 split letter for the sharing of transit funding,
- Projections of anticipated revenues and expenditures related to the development of the metropolitan transportation plan, metropolitan transportation improvement program and annual listing of obligated projects,
- Continue to work cooperatively on the development and implementation of the annual UPWP as well as all plans, programs and projections to achieve the goals and objectives of the CRTPO and the implementation of the transportation plans of both organizations, and
- Provide mutual assistance as necessary to meet the requirements of 23 CFR 450.314.

This MOA will be reviewed as needed and amended or reaffirmed as necessary to reflect changing conditions and responsibilities.

Charlotte Regional Transportation Planning Organization	Charlotte Area Transit System
By _____ Michael Johnson, MPO Chair	By _____ John M. Lewis, Jr., CEO
_____ Date	_____ Date

# Charlotte Regional Transportation Planning Organization

## *Agenda Item Summary*

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### **Agenda Item 9**

#### **Subject: STBG Funds Exchange**

- **Purpose / Scope:** *Approve an exchange between CRTPO's STBG-DA funds and NCDOT's STBG-Flex funds.*
- **TCC Review:** *This item came before the TCC for action at its June 2019 meeting and was recommended for approval to the Board.*
- **Background:**
  - *In FY 2018, NCDOT completed STBG funding swaps with five MPOs that enabled NCDOT to receive an additional \$49 million in federal funds.*
  - *NCDOT is requesting funding swaps from MPOs for FY 2019 funds in an effort to obtain additional federal funding for transportation projects.*
- **Attachment:** *NCDOT Memorandum*



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

ROY COOPER  
GOVERNOR

JAMES H. TROGDON, III  
SECRETARY

May 28, 2019

MEMO TO: Michael Johnson, CRTPO Board Chair  
Charlotte Regional Transportation Planning Organization (CRTPO)

FROM: Bobby Lewis, Chief Operating Officer  
North Carolina Department of Transportation

SUBJECT: Switching of funding sources for selected projects in CRTPO area

I appreciate the spirit of cooperation when meeting with members of my staff to discuss a funds swap that could potentially secure additional federal funding for North Carolina as part of August redistribution. The funding swap involves switching CRTPO's currently available Surface Transportation Block Grant – Direct Attributable (STBG-DA) federal funds for other flexible federal funds in the years the STBG-DA funds were programmed. There is no impact to schedules, local matches, or project management requirements resulting from the proposed swap.

**STEP 1: Request CRTPO STBG-DA FUNDS**

Our proposal is to request \$24,000,000 of CRTPO's STBG-DA funds in fiscal year (FY) 2019 on the following projects where we had initially intended to use federal National Highway Performance Program (NHPP) funding.

- R-2123CE – Charlotte Outer Loop - \$6,704,375
- I-3819A – I-40/I-77 interchange - \$8,295,625
- U-2509 – Independence Boulevard upgrade - \$5,900,000
- I-5825 – I-77 pavement rehabilitation - \$3,100,000

**STEP 2: Supplement U-6105, U-5908, U-6106 and U-5108 with STBG-Flex Funds**

We then propose to program \$24,000,000 of federal STBG - flex funds (i.e. funds that can be used anywhere in the state) on the following projects in place of the currently planned STBG-DA funds that are directly attributable to the CRTPO area. The amounts are as follows:

- U-6105 – Bailey Rd in Cornelius - \$3,000,000
- U-5908 – Main Street in Huntersville - \$6,100,000
- U-6106 – Gilead Road in Huntersville - \$8,600,000
- U-5108 – Northcross Drive Extension \$6,300,000

Memo to: Michael Johnson  
Date: May 28, 2019  
Page 2

The proposal would not need Board of Transportation approval, as it is an administrative modification. We consider this action administrative on the part of CRTPO as well. If you have any questions or need additional information about this proposal, please contact me at (919) 707-2820 or David Wasserman at (919) 707-4743. Thank you.

RWL/dw

cc: Neil Burke

# Charlotte Regional Transportation Planning Organization

## *Agenda Item Summary*

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### **Agenda Item 10**

#### **Subject: U-4714B, Old Monroe Road Project TIP Amendment**

- **Purpose / Scope:** *Approve a TIP amendment to delay right-of-way acquisition for U-4714B, Old Monroe Road, to FY 2026 and Construction to FY 2028, which will result in the project being reprioritized in NCDOT Prioritization 6.0.*
- **TCC Review:** *This item came before the TCC for action at its June 2019 meeting and was recommended for approval to the Board.*
- **Background:**
  - *The Town of Indian Trail has withdrawn a \$10 million local contribution to the Old Monroe Road project (U-4714B) between Morningside Meadow Drive and Wesley Chapel-Stouts Road in Union County.*
  - *NCDOT staffed discussions on options related to U-4714B, given the removal of the local contribution during the May 15 and May 29 Transportation Staff meetings.*
  - *A memorandum prepared by the NCDOT-STIP unit identifies the options for this project without the local contribution and the impact on this project in the 2020-2029 TIP. Option B was recommended during the June 6 TCC meeting, and is reflected in the Action Requested, above.*
- **Attachments:** *NCDOT Memorandum; Map*



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

ROY COOPER  
GOVERNOR

JAMES H. TROGDON, III  
SECRETARY

May 28, 2019

MEMORANDUM TO: Neil Burke, AICP  
Charlotte Regional Transportation Planning Organization (CRTPO)

FROM: David Wasserman, PE  
NCDOT STIP Western Region Manager *DW*

SUBJECT: STIP Project #U-4714B (Widening of Old Monroe Road)

The North Carolina Department of Transportation Division of Planning and Programming is seeking input from the Charlotte Regional Transportation Planning Organization (CRTPO) on how to proceed with STIP Project # U-4714B, the widening of SR 1009 (Old Monroe Road) from west of Morningside Meadow Lane to east of SR 1377 (Wesley Chapel-Stouts Road). In the Draft 2020-2029 released in January 2019, Right-of-Way acquisition is funded in FY 2019 and Construction in FY 2022, as this project was selected for funding based on the results of Prioritization 5.0 (P5.0). The total funding for the project, \$47.6M, includes a \$10M local contribution from the Town of Indian Trail.

As you are aware, the Town of Indian Trail recently decided to withdraw their \$10M contribution. Not only will the Town lose \$5M in bonus allocation funding that could have been used on another project in the area, this withdrawal also leaves a \$10M gap in funding for the project. In the spirit of the new Reprioritization of Committed Projects policy that goes into effect for projects selected in P5.0, two options are proposed on to proceed with U-4714B:

- A. Replace the \$10M local contribution with \$10M from another project(s) within CRTPO, likely resulting in a delay for the other project(s). This could include a project(s) selected through the STI Prioritization process or a locally selected project(s), such as one funded with STBG-DA funds.
- B. Delay Right-of-Way acquisition for U-4714B to FY 2026 and Construction to FY 2028, which will result in the project being reprioritized in P6.0.

**Please provide input on which option NCDOT should proceed with, by June 30, 2019.** If CRTPO recommends option A, please indicate which project the \$10M should come from. This will allow us to make any changes prior to the approval of the Final 2020-2029 STIP. If we do not receive a preferred option by June 30<sup>th</sup>, we will proceed with option B.

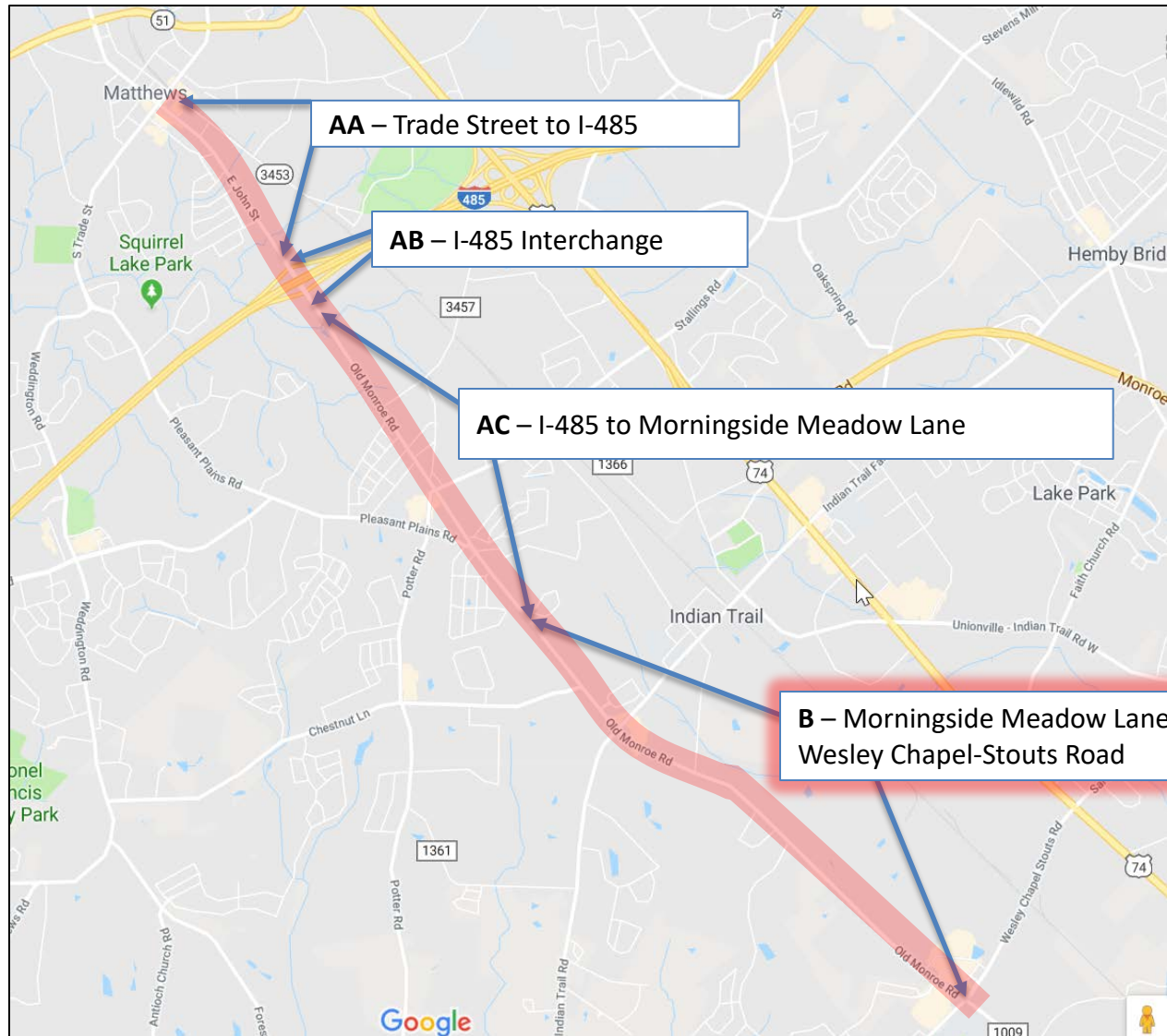
If I can provide you with additional information, please let me know.

cc: Scott Cole, PE, Division 10 Engineer  
Van Argabright, PE, Division of Planning and Programming Director



## John Street/Old Monroe Road Widening Project Segments (U-4714)

*Town of Matthews, Town of Stallings, Town of Indian Trail*



U-4714AA: John Street Widening (Trade St to I-485)

U-4714AB: John Street/I-485 Interchange Improvements

U-4714AC: John Street Widening (I-485 to Morningside Meadow Drive)

U-4714B: Old Monroe Road Widening (Morningside Meadow Drive to Wesley Chapel-Stouts Road)



# Charlotte Regional Transportation Planning Organization

## *Agenda Item Summary*

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### **Agenda Item 11**

#### **Subject: FY 2020 UPWP Amendment: I-77 Corridor Study Funding**

- **Purpose / Scope:** *Approve an amendment to the FY 2020 UPWP to reflect the award of FY 2020 State Planning & Research (SPR) funding for the I-77 Corridor Study and to incorporate a more detailed description of the project.*
- **TCC Review:** *This item came before the TCC for action at its June 2019 meeting and was recommended for approval to the Board.*
- **Background:**
  - *See the attached memorandum.*
- **Attachment:** *Memorandum*



TO: CRTPO Delegates and Alternates  
FROM: Agustin Rodriguez – CRTPO Transportation Planning Engineer  
DATE: June 10, 2019

**SUBJECT: FY 2020 Unified Planning Work Program (UPWP) amendment for the I-77 Corridor Study Funding.**

### **REQUEST**

Approve an amendment to the FY 2020 UPWP to reflect the award of FY 2020 State Planning & Research (SP&R) funding for the I-77 Corridor Study and to incorporate a more detailed description of the project. Before the Federal Highway Administration (FHWA) can approve these SP&R funds, the UPWP must be amended to include this information.

The TCC unanimously recommended that the CRTPO Board approve this amendment during the June 6 TCC meeting.

### **FUNDING**

The funding breakdown is as follows:

- FY2020 SP&R award: \$1,030,000
  - Federal: \$721,000
  - State: \$309,000

### **PROPOSED TEXT**

- The purpose of the I-77 Corridor Study is to guide the decision-making process for planning, financing, and implementing major transportation improvements along the I-77 sub-area
- The study will assess the need for improved regional service of the transportation system along the I-77 corridor and clearly define a general feasible improvement plan to address those needs.
- The study will also determine a framework for informed decision making on major transportation investments and serve as a catalyst for decision making regarding the corridor's opportunities and objectives.

# Charlotte Regional Transportation Planning Organization

## *Information Item Summary*

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### Information Item 12

#### **Subject: FY 2020 UPWP Amendment: Additional Planning (PL) Funds**

- **Purpose / Scope:** *FYI.*
- **TCC Review:** *This item was discussed at the June 2019 TCC meeting.*
- **Background:**
  - *See the attached memorandum.*
  - *The UPWP Subcommittee will meet to review requests from member jurisdictions for the FY 2020 additional PL funds.*
- **Attachments:** *Memorandum; CATS project descriptions*



TO: CRTPO Delegates and Alternates  
FROM: Robert W. Cook, AICP  
DATE: June 10, 2019

**SUBJECT: FY 2020 UPWP Amendment: Additional Planning Funds**

### **BACKGROUND**

- An additional \$642,477 in Planning (PL) funds is available for programming as a result of changes to the method by which NCDOT allocates the funds to the state's MPOs.
- This matter was first presented to the TCC at its May meeting. The TCC referred the matter to the UPWP Review Subcommittee for a recommendation on how to allocate the additional funds.

### **UPWP REVIEW SUBCOMMITTEE**

- The Subcommittee met on Friday, May 17 to prepare a funding allocation recommendation to be presented to the TCC for consideration.
- Two potential uses of the funds were considered by the Subcommittee:
  - CATS transit planning projects (Regional Transit Plan, I-77 North Bus Rapid Transit, LYNX Silver Line Rail Trail)
  - Matthews Sub-Area Travel Demand Model

### **UPWP REVIEW SUBCOMMITTEE FINDINGS & RECOMMENDATIONS**

#### **General Findings**

- The Subcommittee stated a strong preference for projects that will be able to begin using the funds quickly. It expressed concern with funding projects that may still require sponsors to develop a scope of work, secure the local match, etc.
- The Subcommittee did not recommend issuing a separate call for projects for the additional PL funds. The process would take too long and threaten the PL funds' availability. It stated that the planned Fall 2019 call for projects under the new discretionary policy was the appropriate time for considering local transportation planning projects.

#### **CATS Projects**

The Subcommittee recommends to the TCC that the CATS projects be funded as follows:

- Regional Transit Plan \$492,477
- I-77 North Bus Rapid Transit \$100,000
- LYNX Silver Line Rail Trail \$50,000

The Subcommittee's funding recommendation was based on the following:

- The projects are fully scoped and have up-to-date cost estimates.
- The projects are ready to be implemented as soon as the funds are available.
- CATS has committed to paying the local match.
- The projects will involve activities throughout the CRTPO planning area.

Note: The agenda packet includes a detailed description of each CATS project.

#### **Matthews Sub-Area Travel Demand Model**

The Subcommittee recommends that the Matthews Sub-Area Travel Demand Model not be funded with the additional PL funds. The recommendation was based on the fact that the project's scope

has not been fully determined and, thus, the final cost is not known. However, the Subcommittee stated that the project has significant merit and asked CRTPO and Metrolina Regional Model Team staff to work with the Town of Matthews to prepare a scope of work and cost estimate in order for the project to be ready for submission when the Fall 2019 call for projects is issued.



## MEMORANDUM

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**To:** Robert Cook  
Assistant Planning Director  
Charlotte Planning, Design & Development  
Charlotte Regional Transportation Planning Organization

**From:** David McDonald  
Transit Planning Manager  
Charlotte Area Transit System

**Date:** May 30, 2019

**Re:** FY 20 \$642,477 planning funds request

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CATS is requesting that the CRTPO FY 20 \$642,477 planning funds available for programming be used for the following regional transit and multi-modal planning efforts: Regional Transit Plan, North Corridor I-77 BRT Study, and LYNX Silver Line Rail Trail Study (see attached map). CATS has included a 20% local match in their FY20 budget and project teams have developed scopes of work for each study. Each effort is funded through CATS or through local, regional, and state funding sources. If this funding request is approved, CATS will be able to expand the scopes to include additional jurisdictions and in case of the regional transit plan, start sooner than originally planned. Additionally, during FY20, CATS will conduct a System Wide Corridor Bus Study, begin design of the LYNX Silver Line, and lead a LYNX Silver Line Transit Oriented Development study from Gastonia to Indian Trail as part of CATS annual work plan. Coordination between CATS FY20 planning and design efforts and the regional transit planning effort is imperative and coordination between all projects will be enhanced and supplemented through this funding request. Below is additional detail for the Regional Transit Plan Study, North Corridor I-77 BRT Study, and LYNX Silver Line Rail Trail Study.

**Regional Transit Plan FY20 PL Funding Request: \$492,477**  
**CATS FY20 Local Match \$98,495**

The regional framework and priorities developed through the CONNECT Our Future project identified significant interest in rapid transit corridors as well as social and economic mobility. Building upon that effort, CATS and CCOG have since 2016 engaged the region on the topic of local and regional mobility needs. Through this outreach, broad based support was generated for the development of a shared regional transit vision. This was clearly stated at the May 2018 Regional Transit Summit and at the February 2019 MTC meeting where the board directed CATS to begin the development of a regional transit plan that not only included evaluations of light rail extensions, bus rapid transit, and commuter rail, but also expanded bus networks and human service transportation and identified areas for enhance coordination and connections across 12 counties and two states. Additionally, to date, nine Resolutions of Support from regional counties, MPO's and municipalities have been passed in support of this regional initiative. Based on this broad consensus and direction, CATS and CCOG have developed a scope of work to develop a regional transit vision (RTV) and implementation plan that will deliver a single transit vision and an action-oriented strategy, including operational needs specific to each transit

agency and interrelated key near term tactics the region can undertake, to support successful transit implementation and operation over time.

Completion of this effort will also enable multi-modal recommendations to the region's Comprehensive Transportation Plans and 2050 Metropolitan Transportation Plans for regional MPOs and RPO. Key roles of CRTPO staff and board members will be participation on steering and technical teams that will guide this effort. The project team will provide quarterly updates at CRTPO TCC and Board meetings.

The total Regional Transit Plan is anticipated to occur over an 18-24 month period and is currently scheduled to begin in Winter 2020. If this funding request is approved, the project team will be able to accelerate the advertisement of the RFQ and begin consultant selection and kick-off activities in Fall 2019. Below are key tasks as well as a schedule of activities to occur in FY20 that reflect an accelerated schedule. A breakdown of the total funding plan is also included below.

#### FY20 Schedule

- Summer 2019 Advertise RFQ
- Fall 2019 Kick Off Public Outreach, Develop Web Content, Begin Stakeholder Engagement
- Winter 2020 Develop Initial Rapid Transit Corridor Concepts
- Spring 2020 Draft Local and Integrated Bus Service Strategy Plan

#### Key Tasks and Deliverables

- Develop a single transit vision across all impacted jurisdictions and an action-oriented strategy, including operational needs specific to each transit agency and interrelated key near term tactics the region can undertake, to support successful transit implementation and operation over time.
- Identify and assess conceptual rapid transit corridors and technology recommendations as extensions to CATS 2030 plans and in coordination with other regional transportation plans.
- Develop implementation strategy guidance for each identified rapid transit corridor, creating a series of recommendations, grouped by ease of implementation and costs, up to and including, the development of a coordinated long-range regional transit system.
- Develop local and integrated bus service strategy
- Identify and assess necessary station areas for each identified rapid transit corridor
- Develop an assessment of, and recommendations for, future action related to emerging trends and technologies in transportation and mobility.
- Creation of an "Implementation Framework" consisting of outcomes with the detail necessary for local jurisdictions to pursue funding, including engagement early in the RTV process that incorporates county by county verification of information critical to moving forward with local funding initiatives.
- Development of a collaborative multi-MPO engagement and adoption process for the transit elements of Comprehensive Transportation Plans and Metropolitan Transportation Plans.

## Funding Plan

Regional Transit Plan Funding Strategy				
Projected Funds Over FY20 and FY21				
Draft: May 31, 2019				
Source	FY20	FY21 Anticipated	Subtotals	Total Project
<b>State Departments of Transportation</b>				<b>\$500,000</b>
North Carolina Department of Transportation	\$500,000		\$500,000	
South Carolina Department of Transportation	\$0	\$0	\$0	
<b>Metropolitan Planning Organizations*</b>				<b>\$772,383</b>
Charlotte Regional Transportation Planning Organization	\$529,194	\$90,142	\$619,336	
Gaston Cleveland Lincoln Metropolitan Planning Organization	\$90,000	\$27,293	\$117,293	
Rock Hill - Fort Mill Transportation Study	\$21,452	\$14,302	\$35,754	
Cabarrus Rowan Metropolitan Planning Organization	\$0	\$0	\$0	
<b>Charlotte Area Transit System</b>				<b>\$770,000</b>
CATS	\$321,505	\$350,000	\$671,505	
CRTPO Match Payment	\$98,495	\$0	\$98,495	
<b>Federal Agencies</b>				<b>\$450,000</b>
US Economic Development Administration (economic component add on)		\$450,000	\$450,000	
<b>Private Sector / Local Governments / Other</b>				<b>\$250,000</b>
<b>TOTAL Projected Funding</b>				<b>\$2,742,383</b>
* Assumes Extra FY20 NCDOT PL funds from CRTPO.				

**North Corridor I-77 Bus Rapid Transit Plan Funding Request: \$100,000****CATS FY20 Local Match: \$20,000**

At the February 2019 MTC meeting, the board adopted a North Corridor Rapid Transit Strategy that includes near-term and medium-term Bus Rapid Transit improvements in the I-77 Corridor as well the long-term goal of Commuter Rail on the NS "O" Line corridor

The North Corridor I-77 Bus Rapid Transit proposal developed during the LYNX System Update includes the following:

- BRT service in the I-77 express lane from I-277 (Exit 11) to Langtree Road (Exit 31), and potentially beyond to Exit 36 (NC 150).
- All day service including nights and weekends
- Four new park and rides and two new express lane direct connects
- Integrated BRT stations into mixed use developments that also incorporate emerging mobility technologies for first/last mile connections.

In CATS FY20 budget \$300,000 has been allocated to further develop the BRT concept From Charlotte to Mooresville. A key goal of the effort is the necessary planning and NCDOT coordination to begin design of the I-77 BRT project in FY21. If this funding request is approved, CATS will be able to expand the scope of the study to include Troutman and Statesville as well coordinate with the I-77 Corridor Study. Additionally, the FY20 PL funds would provide CATS the capacity to further refine locations for park and rides and direct connects not identified during the LYNX System Update.



Below are key tasks as well a schedule of activities to occur in FY20.

Schedule:

- Summer 2019 Advertise RFQ
- Fall 2019 Kick Off Public Outreach, Submit Project Element for STIP
- Winter 2020 Refine BRT Project Elements
- Spring 2020 Finalize Project Details, Implementation Strategy, and Needs, and Service Plan

Key Tasks and Deliverables

- Develop BRT vehicle capital plan
- Create visualizations for proposed park and ride locations and direct connect concepts
- Develop operational planning for BRT corridor from Charlotte to Statesville
- Intergrade planning efforts with the I-77 Corridor Study Team
- Develop station level concepts at park and rides that integrate land use and mobility needs
- Develop multimodal connection plan for each park and ride
- Develop a joint service plan for CATS and iCATS
- Develop Implementation Strategy

**LYNX Silver Line Rail Trail Funding Request: \$50,000**

**CATS FY20 Local Match: \$10,000**

A key recommendation of the LYNX System Update was the LYNX Silver Line, a 26-mile Light Rail Project proposed from the Town Stallings, through the Town of Matthews and City of Charlotte to the City of Belmont in Gaston County. The MTC adopted that recommendation at the February 2019 MTC meeting. CATS will begin the LYNX Silver Line design in Fall 2019. Parallel to that effort is a FTA funded LYNX Silver Line TOD planning study that will not only include the LYNX Silver Line Light Rail project but also the town of Indian Trail and jurisdictions between the Cities of Belmont and Gastonia. Additionally, CATS in partnership with CDOT and Matthews have scoped a Silver Line Rail Trail study planned to begin Fall 2019. That study is funded through FY18 planning funds and was originally scoped to encompass the Silver Line alignment from Village Lake Drive in Charlotte to the CPPC Levine Campus in Matthews. Now that CATS is advancing the design of the LYNX Silver Line from Stallings to Belmont and coupled with the adoption of Charlotte's TOD ordinance that includes development setback requirements for an adopted rail trail, CATS proposes that the Silver Line rail trail study be expanded to include the all of the LYNX Silver Line from Stallings to the Catawba River. This funding request will allow CATS to create a complete rail trail concept along the entire corridor in Mecklenburg and Union Counties to be recommended for adoption in the Comprehensive Transportation Plan.

Below are key tasks as well a schedule of activities to occur in FY20.

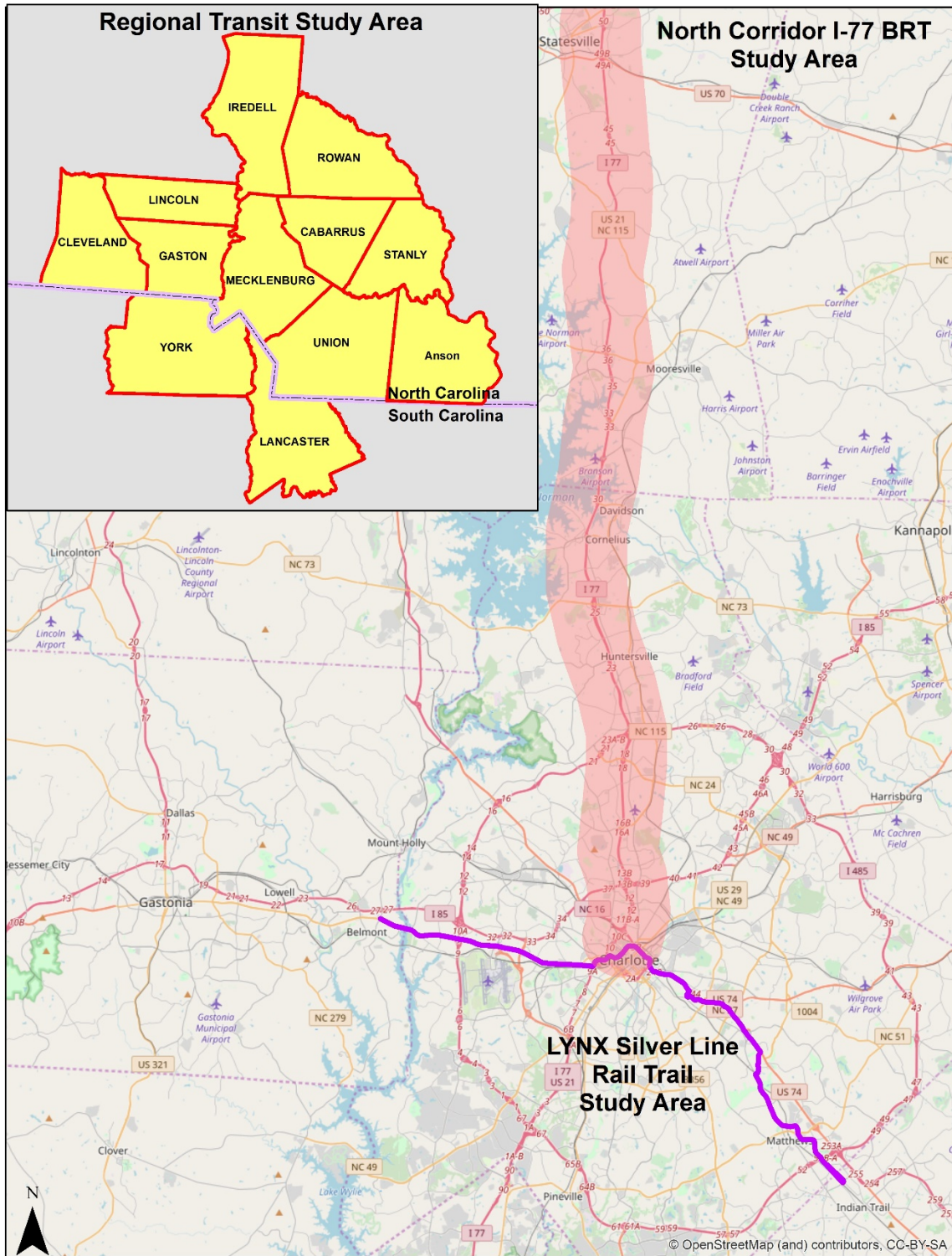
Schedule

- Summer 2019 Advertise RFQ
- Fall 2019 Kick Off Public Outreach
- Winter 2020 Develop project concepts
- Spring 2020 Finalize recommended Rail Trail Concept

Key Tasks and Deliverables

- Deliver a LYNX Silver Line Rail Trail concept along the LYNX Silver Line in Union and Mecklenburg Counties.
- Develop rail trail cross sections to coincide with the various LYNX Silver Line operating environments.

- Develop integration concepts to be coordinated with the LYNX Silver Line Station Area plans developed through the FTA TOD planning study
- Identify rail trail concept connections to be coordinated with existing/planned Mecklenburg County Greenways as well as Town of Matthews and City of Charlotte's Ped/Bike infrastructure
- Develop recommendations for the CTP Ped/Bike map to be adopted as the LYNX Silver Line Rail Trail.



# Charlotte Regional Transportation Planning Organization

## *Information Item Summary*

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### Information Item 13

#### **Subject: Letter of Support for Repealing FAST Act Rescission**

- **Purpose / Scope:** *FYI.*
- **TCC Review:** *This item was omitted from the June 2019 TCC meeting due to time constraints. It will be discussed at a Transportation Staff meeting in June.*
- **Background:**
  - *The Association of Metropolitan Planning Organizations (AMPO) sent the attached letter to the Congressional Leadership offices.*
- **Attachment:** *AMPO Letter of Support for Repealing FAST Act Rescission*

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**DATE:** May 20, 2019

**TO:** The Honorable Mitch McConnell, Majority Leader, United States Senate  
The Honorable Charles E. Schumer, Minority Leader, United States Senate  
The Honorable Nancy Pelosi, Speaker, United States House of Representatives  
The Honorable Kevin McCarthy, Minority Leader, United States House of Representatives

**FROM:** 31 Transportation Associations and Groups

**SUBJECT:** FAST Act Rescission of Highway Contract Authority

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Dear Congressional Leaders:

As you begin discussions on a bicameral, bipartisan FY2020 budget agreement, we write to request that you include in any such agreement a repeal of the rescission of \$7.6 billion in Federal-aid highway contract authority scheduled to occur in July of next year.

Section 1438 of the Fixing America's Surface Transportation Act (FAST Act; P.L. 114-94) rescinds \$7.6 billion in unobligated Federal-aid program contract authority on July 1, 2020. All 50 states and the District of Columbia will be impacted by the rescission, along with many other transportation stakeholders. If the FAST Act rescission of \$7.6 billion is allowed to execute, it will virtually wipe out all remaining contract authority available to States nationwide in the programs subject to the rescission. In addition, if allowed to take place, the rescission will significantly reduce the budget baseline for surface transportation programs beginning in Fiscal Year 2021.

It is important that Congress repeal this impending rescission now in order to provide stability to the federal surface transportation programs. Rescinding unobligated contract authority impedes the ability of States to meet their individual infrastructure needs and disrupts transportation planning and timely delivery of projects. The rescission will result in real cuts to transportation funding and cause delays in project construction at a time that both Congress and the Administration are looking to increase transportation investments.

Canceling the FAST Act rescission is necessary to ensure and enhance the benefits of our surface transportation programs including job creation, economic competitiveness, personal mobility, efficient movement of goods, and improved quality of life. The undersigned associations and organizations, representing a diverse group of national associations who support investment in our nation's transportation infrastructure, request the rescission of \$7.6 billion of contract authority be repealed as part of any future budget agreement.

Sincerely,

31 Transportation Associations and Groups (see next page)

## **Transportation Associations and Groups**

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American Association of State Highway and Transportation Officials  
American Concrete Pipe Association  
American Council of Engineering Companies  
American Iron and Steel Institute  
American Public Transportation Association  
American Public Works Association  
American Road and Transportation Builders Association  
American Society of Civil Engineers  
American Traffic Safety Services Association  
Associated Equipment Distributors  
Associated General Contractors  
Association of Equipment Manufacturers  
Association of Metropolitan Planning Organizations  
International Bridge, Tunnel and Turnpike Association  
International Slurry Surfacing Association  
International Union of Operating Engineers  
Laborers International Union of North America  
National Asphalt Pavement Association  
National Association of Counties  
National Association of Regional Councils  
National Conference of State Legislatures  
National Governors Association  
National League of Cities  
National Ready Mixed Concrete Association  
National Steel Bridge Alliance  
National Stone, Sand, and Gravel Association  
National Utility Contractors Association  
Portland Cement Association  
The United States Conference of Mayors  
United Brotherhood of Carpenters  
US Chamber of Commerce

# Charlotte Regional Transportation Planning Organization

## *Information Item Summary*

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### **Information Item 14**

#### **Subject: Supplemental Discretionary Funding Recommendations**

- **Purpose / Scope:** *FYI.*
- **TCC Review:** *This item was discussed at the June 2019 TCC meeting.*
- **Background:**
  - *See the attached memorandum.*
- **Attachment:** *Memorandum*





TO: CRTPO Delegates and Alternates  
 FROM: Wayne Herron, TCC Vice-Chair  
 DATE: June 10, 2019

**SUBJECT: Supplemental Discretionary Funding Recommendations**

**REQUEST**

- Information only. In July, The CRTPO Board will be requested to approve funding the list of projects with discretionary funds.

**BACKGROUND**

- A funding round was held from March 15 through April 8 for supplemental funds to address shortfalls for existing CRTPO discretionary-funded projects.
- The Project Oversight Committee reviewed the applications and discussed funding decisions at their meetings on April 11, May 13, and May 23.
- CRTPO's unprogrammed STBG-DA balance, which totals \$57.8 million, is the proposed source for this allocation of funds.
- No issues with the recommendation were identified during the June 6 TCC meeting.

**FUNDING**

The table below lists the discretionary funding allocation recommendations from the Project Oversight Committee.

Project	Jurisdiction & project location/limits	Request amount
U-5908 - Main Street Improvements	Town of Huntersville: Main St from Mt Holly Huntersville Rd (SR 2004) to Ramah Church Rd (SR 2439)	\$5,384,372
U-6106 - Gilead Road West	Town of Huntersville: Gilead Rd between McCoy Rd and Wynfield Creek Pkwy	\$5,669,510
U-5905 - Lakeview Road (Cushing Drive to NC115)	City of Charlotte: Lakeview Rd from Cushing Dr to NC115)	\$3,823,000
EB-5832 - Mallard Creek Church Road Shared-Use Path	City of Charlotte: Mallard Creek Rd to Claude Freeman Dr	\$600,000
C-5200 - Intersection of NC 150 & NC 115	Town of Mooresville: Intersection of NC 150 & NC 115	\$1,211,102
C-5701 - Intersection of NC 801 & NC 150	Town of Mooresville: Intersection of NC 801 & NC 150	\$2,324,504
EB-5787 - Bellingham/Dye Creek Greenway	Town of Mooresville: Bellingham Park to Johnson Dairy Rd	\$3,022,432
EB-5950 - Kensington Drive Improvements	Town of Waxhaw: Kensington Dr from NC16 to Connells Point	\$1,367,313
C-5621 - US 21 & Catawba Avenue	Div 10 / Town of Cornelius: Dual Roundabouts North and South of SR 5544 (Catawba Ave) and US 21 Intersection	\$5,845,595

U-5108 - Northcross Drive Extension	Div 10 / Town of Cornelius: Northcross Dr Extension from end of Northcross Dr (SR 2136) to Westmoreland Rd (SR 2430)	\$6,441,013
U-5873 - Intersection of NC 115 & Potts Street	Div 10 / Town of Cornelius: NC 115 & Potts St	\$1,800,000
U-5906 - Torrence Chapel Road & West Catawba Ave Intersection Improvements	Div 10 / Town of Cornelius: Torrence Chapel Rd/West Catawba Ave/Liverpool Parkway, Knox Rd/West Catawba Ave/One Norman Blvd, Torrence Chapel Rd./Knox Rd, and Liverpool Parkway/Chartwell Center Dr.	\$8,643,579
U-6087 - Potter Road at Wesley Chapel Road Roundabout	Div 10 / Village of Wesley Chapel: Potter Rd (SR 1357) and Wesley Chapel Rd (SR1162)	\$791,561
U-6088 - New Town Road at Marvin Road Roundabout	Div 10 / Town of Marvin: New Town Rd (SR 1315) and Marvin Rd (SR 1312)	\$1,010,489
U-6090 - Weddington Matthews Road at Tilley Morris Road Roundabout	Div 10 / Town of Weddington: Weddington Matthews Rd (SR 1344) and Tilley Morris Rd. (SR 1345)	\$1,680,000
U-6091 - Weddington-Matthews Road at Chestnut Lane Roundabout	Div 10 / Town of Stallings: Mathews Weddington Rd. (SR 1344) and Chestnut Lane (SR 1362)	\$1,645,304
U-6092 - Davidson-Concord Road at Robert Walker Drive Roundabout	Div 10 / Town of Davidson: Davidson Concord/Robert Walker	\$317,596
W5710X – Safety Improvements at Various Locations in Division 10	Div 10 / City of Charlotte: Oakdale/Sunset & Miranda/Lawing SR 2042 (Oakdale Road), SR 2108 (Sunset Blvd), SR 2025 (Miranda Rd) & SR 2040 (Lawing Rd); realignment of SR 2025 (Miranda Rd) to tie into SR 2042 (Oakdale Rd) at SR 2041 (Simpson Rd); and the construction of roundabouts at the intersection of SR 2025 (Miranda Rd) & SR 2042 (Oakdale Rd) and at the intersection of SR 2042 (Oakdale Road) & SR 2108 (Sunset Rd) / SR 2040 (Lawing Rd)	\$3,881,984
W5710Z - Safety Improvements at Various Location in Division 10	Div 10 / Union County: NC 200 (Lancaster Hwy) at NC 522 / South Rocky River Rd (SR 1007) and Parkwood School Rd (SR 1146)	\$1,103,392
UPWP-PL Planning - Downtown Multimodal Infrastructure Study	Matthews	\$32,770
<b>Total</b>		<b>\$56,595,516</b>



# Charlotte Regional Transportation Planning Organization

## *Information Item Summary*

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### Information Item 15

#### **Subject: I-77 North Peak-Period Shoulder Lanes**

- **Purpose / Scope:** *FYI.*
- **TCC Review:** *This item was discussed at the June 2019 TCC meeting.*
- **Background:**
  - *NCDOT has proposed the Peak-Period Shoulder Lane (PPSL) project and funding plan on I-77 North between Huntersville and Mooresville.*
  - *An initial presentation was given in April. A list of questions was compiled and responses were reviewed at the May 15 Transportation Staff meeting and a report was given at the May 15 Board meeting.*
  - *Responses to the TCC's questions are included in the attachment.*
  - *The purpose of this presentation is to provide the list of projects being proposed for funding reallocation.*
  - *At the July meeting, NCDOT will request CRTPO Board action for funding reallocation and the addition of the PPSL project to the draft 2020-2029 STIP.*
    - *This action would provide NCDOT with the authority to add the I-77 PPSL project to the 2020-2029 State Transportation Improvement Program (STIP).*
- **Attachments:** *Responses to I-77 North Peak-Period Shoulder Lane Questions; Map and Table with list of projects proposed for funding reallocation*

# CRTPO STIP Projects for Requested Funding Reallocation of the I-77 Peak Period Shoulder Lane Project

[Back to Agenda](#)

STIP ID	Project Description	Requested Action - Replace with CMAQ Funds			Route/City	County
		Currently Programmed STBG-DA \$	Requested STBG-DA \$	Currently Programmed state BA \$		
Bike/Ped Projects						
EB-5723	SR 1520 (Indian Trail Fairview Road) To SR 1367 (Unionville Indian Trail Road). Construct a Multi-Use Path. SR 1367 (Unionville Indian Trail Road) to Oakwood Lane. Construct A Multi-Use Greenway.	\$1,879,000			US 74	Union
EB-5777	McDowell Creek Tributary Greenway; Construct Greenway from Smithville Park to J.V. Washam Elementary. Construct Multiuse Path along Westmoreland Road to Lake Pines Drive.	\$1,400,000			Cornelius	Mecklenburg
EB-5781	Stewart Creek Greenway, State Street to Rozzelles Ferry Road. Construct Greenway.	\$1,090,000			Charlotte	Mecklenburg
EB-5782	McAlpine Creek Greenway, Green Rea Road to Four Mile Creek Greenway. Construct Greenway.	\$1,100,000			Charlotte	Mecklenburg
EB-5783	Sam Newell Road Multi-Use Path, Rice Road to Crown Point Elementary School. Construct Greenway.	\$840,000			Matthews	Mecklenburg
EB-5785	Upper McDowell Creek Greenway, Chilgrove Lane to NC 73. Construct Greenway.	\$1,479,000			Huntersville	Mecklenburg
EB-5787	Bellingham Park Greenway Extension to Johnson Dairy Road. Construct Greenway.	\$533,000	\$2,022,432		Mooresville	Iredell
EB-5929	Belk Greenway Connector Phase One. East Stonewall Street at South Davidson Street to South Kings Drive.	\$1,619,000			Charlotte	Mecklenburg
Roadway Projects						
U-5112	SR 1364 (Pleasant Plains Road) at SR 1357 (Potters Road) in Stallings. Construct Intersection Improvements including Left Turn Lanes and Modification of Traffic Signal.	\$1,600,000			Stallings	Union
U-5873	Intersection of NC 115 and Potts Street. Construct Improvements.		\$800,000	\$2,760,000 (note: \$1,140,000 of BA will be left for matching funds – including the newly requested STBG-DA funds)	Cornelius	Mecklenburg
U-5906	SR 2195 (Torrence Chapel Road) and SR 5544 (West Catawba Avenue). Intersection Improvements.		\$8,643,579	\$2,479,000(note: \$2,781,000 of BA will be left for matching funds – including the newly requested STBG-DA funds)	Cornelius	Mecklenburg

# CRTPO STIP Projects for Requested Funding Reallocation of the I-77 Peak Period Shoulder Lane Project

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STIP ID	Project Description	Requested Action Replace with CMAQ Funds			Route/City	County
		Currently Programmed STBG-DA \$	Requested STBG-DA \$	Currently Programmed state BA \$		
Roadway Projects (Continued)						
U-5987	Unionville-Indian Trail Road and Sardis Road. Construct Intersection Improvements.	\$1,680,000			Indian Trail	Union
U-6087	Potter Road at Wesley Chapel Road. Construct Roundabout.	\$680,000	\$791,561		Wesley Chapel	Union
U-6088	New Town Road at Marvin Road. Construct Roundabout.	\$587,000	\$1,010,489		Marvin	Union
U-6090	Weddington-Matthews Road at Tilley Morris Road. Construct Roundabout.	\$623,000	\$680,000		Weddington	Union
U-6091	Weddington-Matthews Road at Chestnut Lane. Construct Roundabout.	\$717,000	\$645,304		Stallings	Union
U-6092	Davidson-Concord Road at Robert Walker Drive. Construct Roundabout.	\$889,000			Davidson	Mecklenburg
Projects Already Approved for CMAQ						
C-5538	Intersection of Tuckaseegee-Berryhill-Thrift Roads in Charlotte. Construct a Traffic Circle.	\$1,053,000			Charlotte	Mecklenburg
C-5621	US 21 and Catawba Avenue. Relocate Intersection of US 21 and Catawba Avenue to the East and Construct Roundabout.		\$3,383,131	\$4,191,000 (note: \$2,509,000 of BA will be left for matching funds-including the newly requested STBG-DA funds)	Cornelius	Mecklenburg
C-5701	Intersection of NC 801 and NC 150. Construct Intersection Improvements	\$650,000	\$1,324,504		Mooresville	Iredell

Currently Programmed STBG-DA \$: \$18,419,000

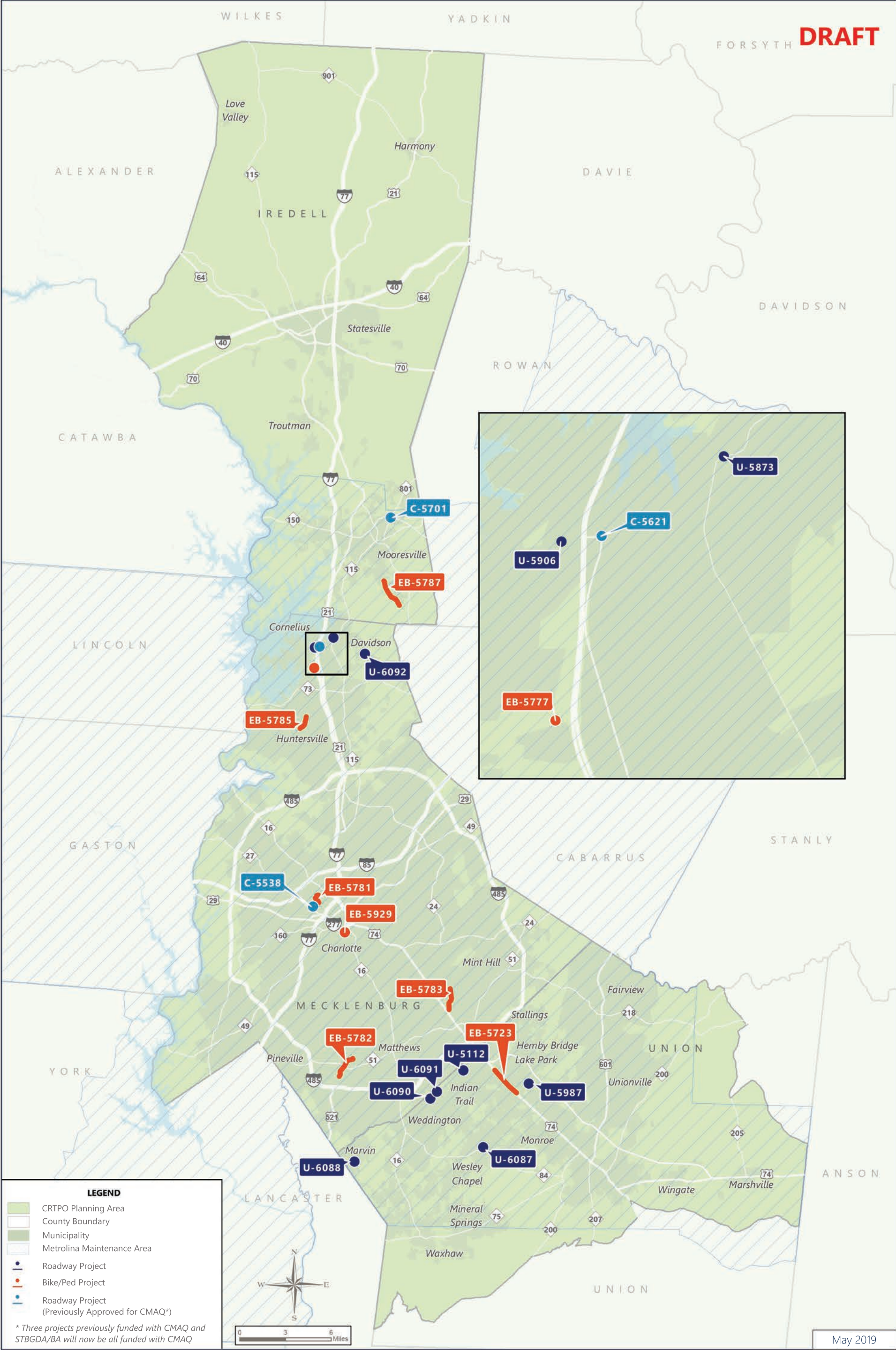
Requested STBG-DA \$: \$19,301,000

**TOTAL STBG-DA \$: \$37,720,000**

**TOTAL BA \$: \$9,430,000**



# CRTPO STIP Projects for Requested Funding Reallocation of the I-77 Peak Period Shoulder Lane Project





To: Robert W. Cook, AICP, CRTPO  
From: Scott Cole, PE, NCDOT Division 10 Engineer  
Van Argabright, PE, NCDOT Division of Planning & Programming Director  
Date: May 28, 2019  
Subject: Responses to I-77 North Peak-Period Shoulder Lanes Questions

The following responses to the request made by CRTPO in the memorandum dated May 7, 2019, are based on information available as of the date of this memorandum. Note that NCDOT's research and analysis for the Peak Period Shoulder Lanes (PPSL) is ongoing and the following responses are subject to change.

### General

Q.1) What is the problem on I-77 that is being addressed by the implementation of peak hour shoulder use? Is there an identified/forecasted traffic/operational deficiency that this project will address? Does approval of this project give the perception that we believe there are problems with the express lanes project before it even opens?

A: The purpose of express lanes is to provide reliable travel time. In response to the Local Advisory Group (LAG)/communities' concerns about traffic flow, Secretary Trogon developed a long-range strategy, which was released on August 15, 2018: Improve, Expand, Protect ([click here](#) to view press release). The strategy includes evaluating the feasibility of both near-term and long-term improvement options.

As part of this plan, NCDOT is evaluating the feasibility of adding another general purpose (GP) lane along I-77 North. PPSLs are being evaluated as near-term improvements at certain locations along the corridor.

Similar to the direct connectors added at Hambright Road and Lakeview Road to enhance traffic flow along I-77 North, PPSLs are anticipated to enhance peak period traffic conditions on I-77 North for local trips until additional non-toll capacity improvements are viable.

Q.2) Are impacts to emergency responders being evaluated? If so, are emergency responders integrated into the discussion?

A: Impacts to emergency responders are part of the evaluation and design process. For example, the delineators used to separate the lanes are flexible to allow emergency vehicles to drive over them in order to reach an emergency location. Coordination with emergency responders and other stakeholders will occur at a later date and is part of the National Environmental Policy Act (NEPA) process.

Q.3) What, if any, are the effects on the contract with I-77 Mobility Partners? Is this project a compensation event? Has I-77 Mobility Partners been contacted/ consulted with on this proposal? If so, have they stated they will not oppose it? Does any potential litigation endanger the use of Bonus Allocation (BA) funds/ deadline?

A: Exhibit 1 of the I-77 Comprehensive Agreement (CA) defines what constitutes an unplanned revenue impacting facility and lists specific exclusions (see language below). NCDOT has not discussed this project with I-77 Mobility Partners. Based on the I-77 CA, NCDOT does not anticipate any potential litigation that would endanger the use of BA funds/deadline.

Exhibit 1 language:

**Unplanned Revenue Impacting Facilities** means any limited access main lane of a highway that did not exist prior to the Effective Date, which NCDOT, or an entity pursuant to a contract with NCDOT and on NCDOT's behalf, builds within the Airspace and opens to traffic during the Term, excluding, however, the following:.....

g) Any work and improvements undertaken to increase traffic capacity by modifying already-constituted highway projects through the installation of traffic sensors, metering devices, Intelligent Vehicle Highway System equipment or other intelligent transportation systems, through reconstructing existing lanes including localized operational improvements that add lanes, through new or improved frontage roads, crossing streets or crossing street by-pass lanes, through intersection grade separations, or localized operational improvements through the restriping of traffic lanes, medians and Shoulders, including restriping that adds lanes;

Q.4) Is there a chance the project will not achieve construction authorization by the BA deadline?

A: The BA authorization deadline is June 30, 2020. NCDOT is confident BA funds will be authorized for construction by that date. Also, achieving this authorization is less risky than each individual BA funded project trying to achieve authorization, particularly since no additional right of way is expected to be required for the PPSL project.

Q.5) Why isn't the environmental document looking forward 20 years?

A: Unlike large, long-term capital projects, traffic analysis for short-term operational improvement projects is typically performed for shorter periods (5-15 years). Since the proposed PPSLs are an operational improvement, the project team is performing traffic analysis for the PPSL project for the year 2035, which is 16 years into future.

Q.6) If the CRTPO board decides to move forward with NCDOT's request, how will NCDOT and the NCTA participate in public involvement? How will it assist in effectively conveying its request to the public?

A: As part of the NEPA process, NCDOT will undertake public involvement for the PPSL project. Public involvement will include videos/visualizations, meetings and open houses as well as other strategies. NCDOT will also provide this material to CRTPO for their use during the public involvement for the MTP amendments and air quality conformity efforts.

Q.7) Does this project affect the existing environmental document for the express lanes project?

A: No. This is a new project; therefore, requires a separate environmental document called a Categorical Exclusion.

Q.8) Will this project affect the construction of any phase of the project currently under construction?

A: No, the PPSL project construction is anticipated to begin after the express lanes on I-77 are open north of I-485.

Q.9) Will this project affect the initial operations of the project currently under construction?

A: See previous answer.

Q.10) Will the construction phase of this project affect the operations of the general purpose lanes?

A: During construction, NCDOT will work to minimize traffic impacts and shifts. Any required lane closures will likely be conducted during nights and weekends to reduce impacts to traffic flow along I-77 North.

### **Timing**

Q.1) Why is there an urgency to act on this request?

A: NCDOT is working to improve traffic flow as soon as possible by evaluating the feasibility of implementing the near-term improvements of Secretary Trogdon's strategy.

Also, funds that have been identified for the project are time-sensitive. A rescission of the State Congestion Mitigation and Air Quality (CMAQ) funds will occur in FY 2019, and all unauthorized state CMAQ funds will be lost.

While the PPSL project is not eligible for CMAQ funds, several projects currently funded through Surface Transportation Block Grant-Direct Attributable (STBG-DA) or BA funds are eligible for CMAQ funds. Reallocating CMAQ funds to these projects frees up the STBG-DA and BA funds to be used for the PPSL project. In addition to the impending rescission, funding is further complicated by the fact that some of the projects eligible for reallocation will be authorized for funding soon and once funds are obligated, funds cannot be reallocated.

While there may be other projects of equal or greater importance to CRTPO, and other projects that address north-south movement in the region, the PPSL project can be implemented quickly, has viable funding identified, and meets the Secretary's strategy for improvements along I-77 North.

Q.2) Is it possible to postpone the project—perhaps an additional 6-12 months—to fully evaluate the operation of the express lanes?

A: NCDOT is evaluating this project to verify it is going to achieve the expected benefits in the corridor. Once verified, there is no reason to postpone project funding and implementation. In addition, by postponing the project, there is a risk the majority of the funds identified will be lost. Without these STBG-DA/BA funds, implementing the PPSL project in the near-term will not be possible.

Q.3) How are priorities determined for constructing individual segments of the project?

A: Currently, NCDOT is preparing preliminary designs and cost estimates. Once this information is available, NCDOT will identify segments that provide the highest benefit with lower costs and impacts. Factors such as anticipated traffic operational improvements, geometric constraints, constructability, estimated costs, etc. will be used to prioritize the segment construction.

Q.4) What is the timing for start of construction?

A: Construction is anticipated to begin Spring/Summer 2020.

## **Operations**

Q.1) Regarding shoulder use in other regions, how was success measured (for projects where shoulder lanes do not extend through interchanges)?

A: As part of the project development process, NCDOT is researching other PPSL projects to determine how successes were measured.

Q.2) Of the peak-period shoulder lanes facilities nationwide that the TCC presentation identified, how many exist concurrent with tolled express lanes?

A: As part of the project development process, NCDOT is conducting research to determine if any express lane facilities operate concurrently with PPSLs.

Q.3) How will drivers know that the shoulder lanes are for use at peak periods only?

A: NCDOT recognizes this project is new and will be unfamiliar to drivers in this region. Proven signage standards and techniques will be utilized to alert drivers when the shoulder lanes are available for use along I-77 North.



Q.4) What will prevent the shoulder lanes from being used as de facto general purpose lanes?

A: This project, as proposed, would construct interchange to interchange connections only, during peak periods. All other statutory restrictions for shoulders would apply during other times and in all other locations.

Q.5) Does the analysis include the area of turbulence where traffic must move from the shoulder into the general purpose lanes in order to get through the interchange (compounded by traffic getting from the express lanes to the interchange)?

A: Yes. Also as part of the project development process, NCDOT is evaluating traffic operations of this project, which will include evaluation of the express lanes interactions, express lane access points, GP lanes, PPSLs, and interchange ramps along I-77 North.

Q.6) The public has identified weaving between express lanes and general purpose lanes as a potential safety problem. Will this project exacerbate potential weaving problems? How has weaving been managed in the cases where express lanes exist with shoulder use? Should there be a longer-term analysis due to the contract constraints?

A: As a part of the project development process, NCDOT is evaluating traffic operations of this project, which will include evaluation of the express lanes interactions, express lane access points, GP lanes, PPSLs, and interchange ramps along I-77 North.

As a long-term solution, NCDOT is evaluating the feasibility of adding another GP lane along the I-77 North corridor.

Q.7) Will a traffic impact analysis be prepared to determine the extent to which peak period shoulder use will improve the level of service on I-77? When will it be provided to the CRTPO? Will it be provided before the CRTPO is requested to make a decision on this project?

A: A traffic operations analysis is currently underway. Results of the analysis will be shared with CRTPO before it is requested to add the project to the Transportation Improvement Program.

Q.8) Does this adversely affect ramp metering and the potential for managed motorways for I-77?

A: The project is not expected to adversely affect implementing ramp metering/managed motorways along I-77 North.

### **Funding Swap**

Q.1) Is this the only option that the State is willing to commit this magnitude of statewide CMAQ dollars?

A: Part of the annual CMAQ funding historically has been allocated for projects that have a statewide significance. NCDOT is currently reevaluating the process for CMAQ project

selection. Assuming a decision is made to continue allocating a portion of the annual CMAQ funding to projects of statewide significance, a project of this size could be considered in the future. It should be noted that this situation is unique because the I-77 PPSL project is not eligible for CMAQ funding and the funding for this project is being achieved by swapping funds.

Q.2) Can we evaluate other feasible mobility projects to use the available CMAQ funding?

A: If it can be demonstrated that there is a project that would achieve similar or superior operational benefits for I-77 North, and this project can be constructed in a similar timeframe and budget, then consideration would be given to funding such a project.

Q.3-1) What else can we use the CMAQ funds for?

A: See previous answer.

Q.3-2) What other projects are eligible for CMAQ funds?

A: Please refer to the FHWA publication "A Guide to Federal-Aid Programs and Projects" for CMAQ eligibility.

Q.3-3) Is this the highest and best use of the funds to achieve improved north-south connectivity?

A: NCDOT believes PPSLs are a cost-effective way to improve the operations of I-77 North. The improvements can be constructed relatively quickly with minimal disruption to the existing roadway. If the MPO identifies other projects that will provide additional north-south connectivity, NCDOT will work with the MPO to get those projects funded as quickly as possible through STI; however, NCDOT sees no reason to delay the implementation of the PPSLs while other solutions are explored.

Q.4) Will CRTPO be consulted in the future if other CMAQ or similar funds are again at risk of rescission to see if there is a local option for their use?

A: NCDOT is currently reevaluating the process for CMAQ selection and implementation. The revised policy will have safeguards to ensure that CMAQ funds are used in a timely manner so that potential fund lapses and rescissions are not an issue.

Q.5) What is the complete federal rescission picture for North Carolina? How much is the FHWA expected to request back this cycle, or is all unobligated money at risk?

A: Due to the complexity of the issue, a thorough discussion will be required for CRTPO to gain an understanding of what will likely occur as a result of the rescission. If the MPO would like to request a presentation and discussion on this issue, NCDOT would gladly oblige.

# Charlotte Regional Transportation Planning Organization

## *Information Item Summary*

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### Information Item 16

#### **Subject: CRTPO Board Retreat Recap**

- **Purpose / Scope:** *FYI.*
- **TCC Review:** *This item was discussed at the June 2019 TCC meeting.*
- **Background:**
  - *The CRTPO Board Retreat was held on May 30 and 31, 2019.*
  - *A summary of outcomes and next steps will be provided.*

## **June 6, 2019 Technical Coordinating Committee Meeting Summary**

Staff Resource: Erin Kinne

The TCC acted on six items at the meeting:

### *CTP Alignment Amendment*

The TCC unanimously recommended that the CRTPO Board amend the CTP for this roadway alignment modification (between Shopton and Arrowood Roads in southwest Charlotte) and waive the additional public comment period, recognizing CDOT's public involvement process as part of the rezoning process was sufficient.

### *Union County CTP Alignment Amendments*

The TCC unanimously recommended that the CRTPO Board open a public comment period on 13 proposed CTP amendments in Union County; 9 are roadway segment deletions and four are alignment modifications.

### *CATS- CRTPO Metropolitan Planning Agreement*

The TCC unanimously recommended that the CRTPO Board approve the Metropolitan Planning Agreement between CATS and CRTPO, based on the Federal metropolitan planning regulations (23 CFR 450.314).

### *STBG Funds Exchange*

The TCC unanimously recommended that the CRTPO Board approve a \$24 million exchange between CRTPO's STBG-DA funds and NCDOT's STBG-Flex funds.

### *Old Monroe Road Project (U-4714B) TIP Amendment*

The TCC unanimously recommended that the Town of Indian Trail and NCDOT re-examine the local contribution for the U-4714B project. If an agreement to move forward is not possible, the recommendation is for the Board to approve delaying the project, requiring it to be reevaluated under P6.0.

### *FY 2020 UPWP Amendment: I-77 Corridor Study Funding*

The TCC unanimously recommended that the CRTPO Board approve an amendment to the FY 2020 UPWP to reflect the award of FY 2020 State Planning & Research (SPR) funding for the I-77 Corridor Study and to incorporate a more detailed description of the project.

The TCC received four information reports during the meeting:

### *FY 2020 UPWP Amendment: Additional Planning (PL) Funds*

The UPWP Review Subcommittee met to develop options for the allocation of an additional \$642,477 in PL funds that became available for programming in the FY2020 UPWP. Following new/additional project status information during the Transportation Staff meeting, TCC requested that any jurisdiction wanting to request some of these PL funds provide the necessary project information to CRTPO staff. The UPWP Review Subcommittee will meet again to reevaluate and propose allocation options to TCC for action in July.

### *Letter of Support for Repealing FAST Act Rescission*

This agenda item was omitted due to time constraints and will be discussed at a Transportation Staff meeting in June.

### *Supplemental Discretionary Funding Recommendations*

The TCC was provided a list of projects recommended by the POC for discretionary funding from the April/May shortfall funding application call totaling \$56.5 million. TCC will be asked to make a recommendation to approve the STBG-DA funding allocations during the July meeting.

*I-77 North Peak-Period Shoulder Lanes (PPSL)*

The TCC received an update on the PPSL projects proposed for funding reallocation and NCDOT responses to questions asked during the April meeting. TCC will be asked to make a recommendation to approve the funding reallocations and the addition of the PPSL project to the draft 2020-2029 STIP during the July meeting.

*Other*

The TCC was reminded by the Bicycle and Pedestrian Work Group that NCDOT Bicycle and Pedestrian Planning grant applications are due August 2, 2019. Local Board commitment and CRTPO endorsement is required. Jurisdictions applying should have information to CRTPO by June 24, 2019 for Board approval and endorsement.

CRTPO will hold a discretionary project training session on June 24, 2019. TCC members and project managers are encouraged to attend. The focus of this training will be a review of the appropriate procedures for obligating the federal funds prior to September 30, 2019 to avoid rescission of the funds.

Staff is conducting CRTPO 101 presentations to elected boards and environmental justice communities throughout the planning area. TCC members are encouraged to contact staff if a presentation is desired.

The next TCC meeting will be July 11, 2019 at 10 a.m.



## Planning Commission

Calendar: July 31, 2019 – August 31, 2019

### July 2019

#### Mon July 1

**12:00pm - 2:00pm**      **Planning Commission Work Session** - Charlotte-Mecklenburg Government Center, 600 East Fourth Street Conference Room 267 (Shavon Davis)

#### Tue July 2

**5:30pm - 7:30pm**      **Zoning Committee Work Session** - Charlotte-Mecklenburg Government Center, 600 East Fourth Street, Conference Room 280 (Karla Cahill)

#### Mon July 15

**4:00pm - 5:00pm**      **Planning Commission Executive Committee Meeting** - Charlotte-Mecklenburg Government Center, 600 East Fourth Street, Conference Room 266 (Shavon Davis)

**5:00pm - 5:30pm**      **City Council Dinner Meeting** - Charlotte-Mecklenburg Government Center, 600 East Fourth Street, Conference Room CH-14 (Basement) (Karla Cahill)

**5:30pm - 10:00pm**      **City Council Rezoning Meeting** - (City Council Rezoning Public Hearing)  
CMGC - Meeting Chamber

#### Tue July 16

**5:00pm - 7:00pm**      **Planning Committee Meeting** - Charlotte-Mecklenburg Government Center, 600 East Fourth Street, Conference Room 280 (Planning)

#### Tue July 30

**5:30pm - 7:30pm**      **Zoning Committee Work Session** - Charlotte-Mecklenburg Government Center, 600 East Fourth Street, Conference Room 280 (Innovation Station) (Karla Cahill)

### August 2019

**No meetings scheduled**