

Strategic Advisors Meeting

11/21/2019

Regional Group Notes

Facilitator: Bob Cook

Scribes: Travis Johnson, Bob Cook, Andy Grzyski, Charlotte Lamb

Group Members

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Transit and Trail Oriented Development (2T-OD)

Policy: The majority of households will be located within a 10-minute walk of high performance transit or a regional trail.

- Don't like "or" in "transit or a regional." Should be "and."
- Policy was written too vaguely.
- Phrasing of the objective was poor.

Proposed objective: Increase the Share of Charlotte Residents with Access to Transit

- Coordinate this goal with pedestrian facilities
- How do you define access to transit?
- Change transit to high capacity transit.
- Provide safe access for all users.

Proposed Objective: Increase the percent of Households (New and Existing) Within ½ Mile Access to Trail Access Points

- What came first? The Charlotteans or the transit? Seems deceitful to word like this if it is simply encouraging residential density around existing & planned transit and not serving residents with new lines throughout.

Proposed Objective: increase walkability within a ½ mile of transit and trails.

- Provide safe access to transit and trails
- Include for vision element Healthy & Sustainable.

Proposed Objective: Increase Bikeability Within 2 miles of transit and within a ½ mile of a trail access point.

- Access points need to be safe for all users.
- Do we mean high capacity transit?

Fiscally Responsible

Policy: Charlotte will align capital investments with the adopted growth strategy and maximize the benefit of public and private sector investments to limit the cost of accommodating growth.

- Account for cost to city
- Need additional infrastructure
- Clarify language and simplify
- There is more than just financial cost
- Highly utilize
- There is a public cost
- Helped understand that fiscal responsibility & equity do not add up well
- It will be expensive to service all areas of the city equally

Proposed Objective: Increase capture of new development in areas with additional service and infrastructure capacity (fire, police, water & sewer, storm-water).

- Add Schools
- Address Congestion
- Fairly Distributed
- Connect to hard numbers

Proposed Objective: Increase the revenue per acre generated by new development areas.

- Increase revenue and stabilize property taxes
- Re-word objective
- Needs to address Affordable housing

Proposed Objective: Maintain or improve the cost to serve residents per Capita.

- Replace improve with decrease

Proposed Objective: Capture a greater share of new development in Municipal Service Districts.

- Drop
- Too wordy
- What are the municipal service districts
- Simplify

- Seems inequitable
- (this card was X'd out).

Additional Notes:

- Can we find out about what went on in the other groups specifically Healthy Lifestyles and sustainable? I would like to add input.
- CLT has always done this.
- Fiscally responsible
- Mixed use development for capacity and infrastructure (Combine Police, Fire, Library, school)

Transit- and Trail-Oriented Development (2T-OD)

FRAMEWORK POLICY: The majority of households will be located within a 10-minute walk of high performance transit or a regional trail.

MAPPING IMPLICATIONS: Develop new housing close to existing and planned high performance transit and regional trails and ensure new transit routes and trail alignments are accessible from existing neighborhoods.

PROPOSED OBJECTIVES:

- Increase the share of Charlotte residents with access to transit
- Increase the Percent of Households (New and Existing) within 1/2 mile access to Trail A
- Increase Walkability Within a 1/2 mile of Transit and Trails
- Increase Bikeability Within 2 miles of Transit and Within a 1/2 mile of a Trail Access Point

Don't "or" and "and" phrases
Vague

Proposed Objective

Increase the share of Charlotte Residents with Access

Coord.
Pedestrian
facilities

ement:

Livable & Connected

Access?
High Capacity

Goals Met:



Transportation Choice & Convenience



Equitable Access to Services Resource

Safe Access

Proposed Objective

Increase the Percent of Households (New and Existing) Within 1/2 Mile Access to Trail Access Points

Vision Element:

Target Goal:

Healthy & Sustainable

___ % *

*to be determined with ongoing input

Goals Met:



Healthy & Sustainable

What came first?
The Cloning Hens or the transit? seems difficult to work like this it is simply encouraging residential density around existing & planned transit and planning residents of new housing plan

Proposed Objective

Increase Walkability Within a 1/2 Mile of Transit and Trails

Safe Access

Target Goal:

___ % *

*to be determined with ongoing input

Goals Met:



Transportation Choice & Convenience

healthy & sustainable goal too

Proposed Objective

Increase Bikeability Within 2 Miles of Transit and Within a 1/2 Mile of a Trail Access Point

Vision Element:

Target Goal:

Healthy & Sustainable

___ % *

*to be determined with ongoing input

Goals Met:



Do we mean high capacity transit?



Transportation Choice & Convenience

Fiscally Responsible

FRAMEWORK POLICY: Charlotte will align capital investments with the adopted growth strategy and maximize the benefit of public and private sector investments to limit the cost of accommodating growth.

MAPPING IMPLICATIONS: Focus development on infill and redevelopment opportunities, ^{Prioritize} ~~discourage~~ development in areas that lack existing and planned infrastructure to support new growth, and intensify existing and planned community and regional activity centers.

PROPOSED OBJECTIVES:

- ^{Prioritize a} Increase Capture of New Development in ^{infill} Areas with Additional Service and Infrastructure Capacity (fire, police, water & sewer, storm water)
- Increase the Revenue Per Acre Generated by New Development Areas
- Maintain or Improve the Cost to Serve Residents per Capita
- Capture a Greater Share of New Development in Municipal Service Districts