## <u>AGENDA</u>

Meeting Type:	W
Date:	10/04/1999

City of Charlotte, City Clerk's Office



Rod Autrey
Charles Baker
Patrick D Cannon
David Frdman
Mayor Pro Tem Lynn Wheeler
Mike Jackson
Nasif Rashad Majeed
Don Reid
Tim Sellers
Sara Spencer

Council Agenda

#### CITY COUNCIL WORKSHOP

Monday, October 4, 1999

Dinner	Room 267
6:00	Economic Development: Convention Center Hotel and Parking
6:30	Transportation: Proposed Exploration of a Providence Road/Queens Road Intersection Improvement Project
7:15	Adjourn
7:30	Citizens Forum Meeting Chamber

# Economic Development: Convention Center Hotel and Parking

## COUNCIL WORKSHOP AGENDA ITEM SUMMARY

TOPIC: Convention Center Hotel and Parking

COUNCIL FOCUS AREA: Economic Development

STAFF RESOURCES: Tom Flynn, City Manager's Office

Jeff Sachs, Strategic Advisory Group

## KEY POINTS (Issues, Cost, Change in Policy):

- In July 1999, we briefed the Economic Development and Planning Committee about changes in the capital markets that occurred since October 1998 when we entered into our agreement with Portman/Starwood for the development of the Convention Center Hotel and Parking Deck
- Staff told the Committee that we would work on a modification to the agreement that
  makes the hotel and parking deck project feasible given today's capital markets, while
  preserving requirements of the existing deal
  - 1 \$16 million City contribution for the project
  - 2 City owns 500 parking spaces
  - 3 Room block commitment of 600 rooms for 14 days a month
- With the proposed modification, the City would enter into a Parking Management Agreement with StarPort for \$2.4 million per year. This money would come from the Convention Center Fund. StarPort would payback the City \$2.4 million per year from net revenues of the project. The City would be paid after debt service but before equity.
- The repayment to the City has several protections including a letter of credit, an escrow account, and a cash flow guarantee from the parking deck operator
- The agreement includes incentives to end the Parking Management Agreement when capital markets improve

COUNCIL DECISION OR DIRECTION REQUESTED: We will take this modification to the Economic Development and Planning Committee meeting on October 19 for their review and recommendation This modification will be on the November 8 City Council meeting for your consideration

Transportation: Providence Road Queens Road Intersection Improvement Project

# COUNCIL WORKSHOP AGENDA ITEM SUMMARY

TOPIC Proposed Exploration of a Providence Road/Queens Road Intersection

Improvement Project

COUNCIL FOCUS AREA AND COMMITTEE: Transportation Committee Chair

Sara Spencer

STAFF RESOURCE: Bill Finger

### KEY POINTS (Issues, Cost, Change in Policy):

• After a referral from City Council, the Transportation Committee voted to explore an improvement project at the Providence Road/Queens Road intersection

- Staff recommends hiring a team of urban design and transportation consultants to work with area neighborhoods in developing an urban-friendly concept plan which accommodates pedestrians, bicycles, and vehicles
- Scope of work at a cost not to exceed \$150,000 would include
  - Surveying/mapping
  - Concept development
  - Costs
  - Benefits
  - Impacts
  - Public involvement,

Attached is background information about previous plans to improve the intersection

## COUNCIL DECISION OR DIRECTION REQUESTED:

The Transportation Committee discussed this proposal on September 13 Staff presented the plan for the intersection improvement that was developed in 1987. Issues include neighborhood concerns, pedestrian activity and land use. The Committee voted unanimously (Spencer, Autrey, Jackson and Erdman, Greene absent) to recommend a plan for the

intersection improvement Council is asked to approve the Committee recommendation

ATTACHMENTS: Background information about previous improvement plans for the intersection and September 13 Transportation Committee summary

# BACKGROUND INFORMATION PROVIDENCE ROAD/QUEENS ROAD

#### 1<u>980s</u>

As early as 1980, the intersection of Providence/Queens Road surfaced on Charlotte's High Congestion Location List, which led to eventual development of a CIP project to develop improvements to reduce congestion at the intersection. This consultant-led process explored several options to improve the capacity and safety of the intersection. Many of these options had rather dramatic impacts and very strong opposition. The citizen input process then narrowed options being considered to lower the impacts associated with the improvements. The final project under consideration would

- Add a second through lane for outbound Providence Road
- Shorten the right-turn-only lane for inbound Providence Road

Opposition to these improvements from area neighborhoods and businesses was strong Concern was expressed that the additional outbound through lane on Providence would encourage more drivers to use Queens and Selwyn Avenue. The removal of parking for the inbound right-turn-only lane was seen as a real problem for the businesses, which were already tight on parking. In addition, the neighborhoods feared the impact of overflow parking. Furthermore, many residents expressed opposition to any change to an intersection that was felt to be the historical focus of Myers Park.

#### <u> 1987</u>

In 1987, Charlotte City Council took action to cease further work on the project. Since that time traffic queues at the intersection have continued to grow slowly (about 1% per year). Currently the intersection is congested in both peak hours and is now the 5th most congested intersection in Charlotte.

#### 1 <u>999</u>

The Transportation Committee recommends hiring a team of urban design and transportation consultants to develop another concept plan. This plan would accommodate pedestrians, bicycles and vehicles



## Charlotte City Council

# Transportation Committee

Meeting Summary for Monday, September 13, 1999

#### COMMITTEE AGENDA TOPICS

I. <u>Subject:</u> City Maintenance of State System Streets

Action Staff will report back to Council on this item

Staff Resource Curt Walton, 336-5019

II Subject: Providence Road/Queens Road Intersection

Action Committee voted to recommend a process for considering improvements to the

Providence/Queens intersection The motion also included notification of

stakeholders regarding Council consideration of this agenda item Motion passed

4-0

Staff Resource Bill Finger, 336-3900

III. <u>Subject:</u> Hopedale Avenue/Queens Road Median Closure Test

Action Committee voted not to recommend the closure of the median at this intersection

Motion passed 4-0

Staff Resource Doreen Szymanski, 336-7527

#### COMMITTEE INFORMATION

Present Sara Spencer, Rod Autrey, Mike Jackson and David Erdman

Absent Malachi Greene
Time 3 30-5 00 pm

#### ATTACHMENTS

- 1 Agenda and background information (provided prior to the meeting)
- 2 Map of Providence Road/Queens Road intersection
- 3 Vehicle delay chart for Providence Road/Queens Road intersection

# Transportation Committee

Meeting Summary for Monday, September 13, 1999 Page 2

## DISCUSSION HIGHLIGHTS

City Maintenance of State System Streets Subject:

Committee Discussion: Staff discussed whether the City wants to take on the maintenance of state system streets Currently, the City follows a 12 year repaying schedule for City maintained streets The North Carolina Department of Transportation (NCDOT) repaying average is 25-30 years The Institute of Transportation Research and Education (ITRE) evaluates the condition of all City maintained streets and is in the process of evaluating both City maintained and State maintained streets ITRE will provide staff with a combined City/State priority ranking At that time, staff will bring the findings to the committee to discuss options and/or strategies for dealing with maintenance of State system streets Committee members requested staff consider Council priorities and/or policies when making recommendations

#### Ouestion/Answer:

Can we pave a street and send the State the bill? O Erdman

Not unless we have an interlocal agreement A Syfert

Where safety is an issue such as bridges, are they treated differently?

A Humphrey Yes, they put a higher priority on safety issues rather than on a general

maintenance

Q Spencer Do we want to wait till November to have the data come back to the committee?

Unless you tell us otherwise, we will come back with the additional information A Syfert and at that time discuss how we want to proceed in terms of an option to

recommend to City Council

Providence Road/Queens Road Intersection Subject:

Committee Discussion:

Staff presented the committee with an overview of a previously proposed plan (1987) to improve this intersection Some of the issues include neighborhood concerns, pedestrian activity and land use The committee recommended that staff move forward with developing a plan for intersection improvements A motion was made to take the recommendation to the full Council and begin notification of those neighborhood groups impacted by the proposed project

Question/Answer:

What grade does this intersection have? Q Spencer

This is an F It is in the top 10 high congested intersections AFinger

# Transportation Committee

Meeting Summary for Monday, September 13, 1999
Page 3

In regards to the delay chart, I see where you got 22 seconds but that's not an average--that's an addition of 12 discreet hours Can you explain? What I really need is the average of all the differences and I don't have that here AFinger Wouldn't it be like 2 seconds? Erdman That is correct--probably more like 3 or 4 You have a lot more traffic between AFinger 7 00-9 00 a m and 4 00-6 00 p m than you do any other time, so those time periods are greater Why didn't we move forward with these improvements in '879 Q Autrey? There was well-organized opposition to the project Council decided not to AFinger pursue it Based on what? () Autrey Concerns with impacts on parking at the shopping center and the whole area AFinger Also concerns that adding the lane would encourage more people to use Queens RdWas there once a roundabout there? O Erdman No AFinger If I wanted to change the intersection in any way, I'd want to facilitate the outflow Erdman of traffic in the afternoon on Providence Rd which, of course, necessitates making a left turn and green light arrow protected left turn. Does that occur as a result of anything here? There are actually more people going straight than turning left Having dual left AFinger turn lanes from outbound Providence onto Providence would be an extremely big project It would not only require widening that leg of Providence even more but would also require widening Providence in front of the church in order to receive the two lanes It would probably take down a good number of trees That idea was looked at in '87 but rejected because of its impacts. The provision of the additional straight lane was seen as something that could be done with much less impact on things and provide an improvement in the afternoon that would be noticeable but would not add capacity for the left turn you're talking about Is there any reason why both sides of the street have to be done? () Erdman No, one helps in the afternoon and one helps in the morning AFinger What I would suggest is let us come back to you with a process and let us think Humphrey

what we heard today and recommend a process and what it might cost to move

forward in way of studies

# Transportation Committee

Meeting Summary for Monday, September 13, 1999

Page 4

Jim, you didn't mean a full-blown engineering plan?

A Humphrey I meant a plan to begin to involve some people in your consideration

Q Jackson What's the earliest date you could do it?

A Humphrey Two or three months to sketch this thing out--do cost estimates

It seems to me what you ought to do is make recommendation to Council and then Syfert

have staff proceed to give us a lot more information on the intersection to move

forward

I would so move but for one thing I would like some documentation about where Erdman

this intersection ranks in the city and why and if indeed it's in the top 10 then yes,

so moved

Second Autrey

What is the actual motion? Spencer

I made the motion but I tend to withdraw it until we have one more report Erdman

demonstrating that it's documented to be where it is I'd be more comfortable

with that motion I'm going to withdraw my motion

I will make that motion to get the Council as a whole to approve the Autrey

recommendation as an agenda item so this committee can move forward with it

Second Jackson

I think we want to include information to the three neighborhood groups--Spencer

Eastover, Myers Park and Colonial Heights because those three groups have been

working on a corndor plan

Then my motion would include notification of those groups of the agenda item to () Autrey

the City Council Do you accept that Mike?

Q Erdman Is there a corndor plan? I don't think there's a plan but a planning effort undertaken by representatives of A Spencer

those three groups All in favor of the motion Unanimous Motion passed 4-0

Hopedale Avenue/Queens Road Median Closure Test Subject: IJ. Committee Discussion:

Staff updated the committee on the request from Hopedale Avenue residents to

# - Transportation Committee

Meeting Summary for Monday, September 13, 1999 Page 5

> close the median at Hopedale Avenue/Queens Road Committee had previously asked staff to determine if the median opening posed a safety and/or traffic flow problem. Staff determined that this intersection does not have an identifiable safety problem and a closure would make only marginal improvements in traffic flow Committee made a motion not to recommend the median closure

Question/Answer:

Spencer AFinger

Do you mean close or shift the intersection to another place?

Closing it at Hopedale--one option would be to open it up opposite the library's

driveway

I make the motion that we do not close that median cut Autrey

Second Jackson

Is it correct that each of these streets, Hopedale and Granville, can qualify for O Sara

speed humps if they desire to do that?

A Szymanski Yes

Do the neighborhoods need to check with you any further or are they absolutely Spencer

ready to go for speed humps?

Szymanski They have ranked so high I can't imagine that anyone could come along and

knock them out at this point Right now, they are in the top 10

You would expect them to be done within the next year?

A Szymanski Next spring as long as they get in their petition and a homeowner's association

endorsement

All in favor of Rod's motion which is not to close the median. It's unanimous

Motion passed 4-0 Does this action stop here or does this go to Council?

What we normally do is report in the Manager memo the committee's action and A Syfert

say we don't think this needs Council action

Next Transportation Committee meeting Monday, October 11, 1999