

Date:	10/04/1999

City of Charlotte, City Clerk's Office



Mayor Patrick McCrory Mayor Pro Tem Lynn Wheeler

Rod Autrey Charles Baker Patrick D. Cannon David Frdman Malachi Greene 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

6:30

7:30

Economic Development: Convention Center Hotel and Parking

Transportation: Proposed Exploration of a Providence Road/Queens Road Intersection Improvement Project

7:15 Adjourn

Citizens Forum Meeting Chamber



Development:

Convention Center

Hotel and Parking

COUNCIL WORKSHOP AGENDA ITEM SUMMARY

TOPIC:Convention Center Hotel and ParkingCOUNCIL FOCUS AREA:Economic Development



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

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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

TOPICProposed Exploration of a Providence Road/Queens Road IntersectionImprovement 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

- Starr reconfinencies mining a team of droan design and years 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 5^{+} most congested intersection in Charlotte



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

9/29/99



Charlotte City Council

Transportation Committee Meeting Summary for Monday, September 13, 1999

COMMITTEE AGENDA TOPICS

- I.Subject:City Maintenance of State System StreetsActionStaff will report back to Council on this itemStaff ResourceCurt Walton, 336-5019
- IISubject:Providence Road/Queens Road IntersectionActionCommittee voted to recommend a process for considering improvements to the
Providence/Queens intersectionProvidence/Queens intersectionThe motion also included notification of
stakeholders regarding Council consideration of this agenda item4-0Staff ResourceBill 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			
Presen	t Sara S	pencer, Rod Autrey, Mike Jackson and David Erdman	
Absent	t Malacl	n Greene	
Time	3 30-5	00 pm	

ATTACHMENTS

- 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

Subject:

City Maintenance of State System Streets

Committee Discussion: Staff discussed whether the City wants to take on the maintenance of state system streets Currently, the City follows a 12 year repaving schedule for City maintained streets The North Carolina Department of Transportation (NCDOT) repaving 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

Question/Answer:

- Q Erdman Can we pave a street and send the State the bill?A Syfert Not unless we have an interlocal agreement
- Q Erdman 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 SpencerDo we want to wait till November to have the data come back to the committee?A SyfertUnless you tell us otherwise, we will come back with the additional informationand at that time discuss how we want to proceed in terms of an option to
recommend to City Council
- II. Subject: Providence Road/Queens Road Intersection

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:

Q Spencer What grade does this intersection have? A Finger This is an F It is in the top 10 high congested intersections

Transportation Committee

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- Q Erdman 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?
 A Finger What I really need is the average of all the differences and I don't have that here
- Q Erdman Wouldn't it be like 2 seconds?
- A Finger That is correct--probably more like 3 or 4 You have a lot more traffic between 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
- Q Autrey? Why didn't we move forward with these improvements in '87?
 A Finger There was well-organized opposition to the project Council decided not to pursue it
- Q Autrey Based on what?
- A Finger Concerns with impacts on parking at the shopping center and the whole area Also concerns that adding the lane would encourage more people to use Queens Rd

Q ErdmanWas there once a roundabout there?A FingerNo

- Q Erdman If I wanted to change the intersection in any way, I'd want to facilitate the outflow 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?
- A Finger There are actually more people going straight than turning left Having dual left 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

- Q Erdman Is there any reason why both sides of the street have to be done? A Finger No, one helps in the afternoon and one helps in the morning
- Humphrey What I would suggest is let us come back to you with a process and let us think what we heard today and recommend a process and what it might cost to move forward in way of studies

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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 have staff proceed to give us a lot more information on the intersection to move Syfert forward
 - I would so move but for one thing I would like some documentation about where this intersection ranks in the city and why and if indeed it's in the top 10 then yes, Erdman so moved

Autrey

Second

Second

What is the actual motion? Spencer

- I made the motion but I tend to withdraw it until we have one more report demonstrating that it's documented to be where it is I'd be more comfortable Erdman Α 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 recommendation as an agenda item so this committee can move forward with it Autrey
 - Jackson I think we want to include information to the three neighborhood groups--Eastover, Myers Park and Colonial Heights because those three groups have been Spencer working on a corridor plan
 - Then my motion would include notification of those groups of the agenda item to O Autrey the City Council Do you accept that Mike? Yes Jackson A
- Q Erdman Is there a corridor plan? I don't think there's a plan but a planning effort undertaken by representatives of those three groups All in favor of the motion Unanimous Motion passed 4-0 A Spencer
 - Hopedale Avenue/Queens Road Median Closure Test Subject: III. **Committee Discussion:** Staff updated the committee on the request from Hopedale Avenue residents to

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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: 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 Spencer 0 A Finger 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?

- 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? Q Spencer What we normally do is report in the Manager memo the committee's action and
- 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
- 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
- Do the neighborhoods need to check with you any further or are they absolutely Spencer ready to go for speed humps?
- A Szymanski Yes

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A Syfert
       say we don't think this needs Council action
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Next Transportation Committee meeting Monday, October 11, 1999
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