



CHARLOTTE

## City Council Committees

### Chair Updates

March 7, 2022

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In addition to the Committee report outs, meeting materials and summaries can be viewed on the City website at: <https://charlottenc.gov/citycouncil/committees/Pages/default.aspx>

**Committee Members:** Ed Driggs (Chair), Dimple Ajmera (Vice Chair), Tariq Bokhari, Julie Eiselt, and Greg Phipps

**Committee Purpose Statement:** The Committee reviews and recommends policies to ensure the City has a strong and sustainable financial plan and maintains operational efficiency and effectiveness.

**Committee Chair Update:** Since the last Strategy Session, the Committee (Driggs, Ajmera and Phipps; Bokhari and Eiselt absent) met on March 1<sup>st</sup> and discussed the following.

### **Transportation Capital Investments**

Transportation Director, Liz Babson and Deputy Street Superintendent, Charlie Jones provided follow up information from the February 3 Budget and Governance Committee meeting which included: policies that have improved the overall transportation system, program prioritization, sidewalks, pedestrian safety, and the street resurfacing program. Maps of the current plans of various types of transportation investments were also reviewed.

The draft 5 year bond plan from the FY 2022 budget includes enhanced transportation safety (Vision Zero), improved sidewalks and pedestrian safety and resurfaced streets.

Some transportation mobility policies include complete and connected streets, and the Charlotte Walks and Charlotte Bikes plans focused on pedestrian safety. The first map was introduced in 2019 to support the Blue Line and transit oriented development. This policy work informs the project prioritization pursued through capital funding. The prioritization criteria address safety, congestion, connectivity and leveraging public/private partnership opportunities.

Sidewalk and pedestrian safety was discussed next. This program aims to improve walkability and provide an experience that is safe, useful, and inviting for pedestrians. Funding for the program will construct new sidewalks, fill gaps in existing sidewalks and provide safe pedestrian crossings. The goal is to construct ten miles of sidewalk annually with bond funding, other CIP funding or any other project that NCDOT or a developer is building a sidewalk. The Sidewalk and Pedestrian program was first funded in 2002. In 2020 the bond funding was \$15M and in the 2022 plan it is \$50M.

Complete costs per mile for sidewalks range from \$4M to \$8M including planning, design and construction. Some factors that impact cost include real estate, utility impacts and construction costs. There are currently 245 miles of thoroughfares without sidewalks.

Projects are re evaluated every two years with new bond funding to ensure that the latest information on new developments is included. Once commitments are made, planning, design and construction proceed.

The next topic discussed was pedestrian crossings, funded through the Sidewalk and Pedestrian Safety program. The projects are ranked by considering safety, congestion and connectivity. There are more than 60 of these in operation across the city today. Currently, 35 crossings are funded, 15 are prioritized for a future bond and 47 others have been identified. As the City grows, the need for these types of crossings will grow as well.

Vision Zero was discussed next. Babson highlighted that safety is a key component in all the transportation programs. This program focuses on:

- Street Lighting
- Neighborhood Traffic Calming
- Spot Safety Projects
- Technology Improvements

There are currently over 77K streetlights citywide with less than five percent outages. Beginning four years ago, 40 to 50 percent of the system is inventoried annually. Transportation is collaborating with Duke to upgrade streetlights to LED. Currently 25 percent of the system is LED, and the city is working closely with Duke to prioritize future upgrades. At the recommendation of Council, Transportation partnered with Duke on a pilot program to install 200 streetlights in the North End Smart District, which will continue to be evaluated and consider an implementation strategy. Factors that impact the cost of streetlights include: the type of pole required, utility impacts and connection to power and real estate costs. The cost per mile for street lighting depends on the type of pole used; breakaway poles cost up to \$300K per mile and wood poles cost up to \$200K per mile. The type of pole required is determined by the street classification. It's important to note that beyond the upfront installation cost there is an ongoing annual operating expense of approximately \$20K per mile. By agreement with Duke, Duke owns and operates the street lighting poles, the City pays a tariff rate that is a function of the capital costs and ongoing maintenance. There are currently 19 miles committed with existing funding; 15 miles are prioritized based on the upcoming bond. There are 141 miles of thoroughfares without street lighting.

On February 16 the City received approval for a million dollars in grant funding to build the street lighting system on W.T. Harris Boulevard from Mt. Holly Huntersville Road to I 85, which is an eight mile segment.

The street resurfacing program has two main goals of extending the life of the road structures and minimizing maintenance costs of the street network. The City currently maintains 5,479 lane miles of streets not including State Roads. The pavement condition rating (PCR) measures pavement condition. 62 percent of Charlotte streets are rated good or very good according to the last survey conducted in 2019. The useful life of a road is 18 to 20 years. Charlotte's current pavement condition rating is 82 out of 100 and the resurfacing cycle at the current funding is 35+ years. The challenges include the fact that the street network grows by 30+ lane miles annually, there is increased costs and there has been a reduction from State Street Aid (Powell Bill). The City is closely monitoring the infrastructure bill and is working to develop the most competitive submission for RAISE Grant.

### **Steady State Affordability Update**

Chief Financial Officer, Teresa Smith presented the Steady State Affordability update. Steady State Affordability ensures the funds are available as Council allocates projects. Debt is one component of a comprehensive capital planning program used to advance strategic initiatives which includes General Obligation (GO) Bonds and Certificates of Participation (COPS).

Debt affordability analysis ensures an overall project funding plan that considers debt service through final maturity while also maintaining financial policies which include maintaining the City's fund balance at 50 percent of next year's debt service.

In summary, the Steady State is an analysis that shows what level of debt incurrence our projected revenues and expenses allow. \$198M is the established affordability for bond debt incurrence. In addition, there is \$50M affordability in COPS, which are backed by an asset and do not require voter approval. Of the projected increase in \$37M affordability, a portion will need to be allocated for COPS, and the reminder should be available for bond funding.

Some feedback from the Committee included prioritizing the technology solution for CATS buses, a reliable transportation system, street lighting around public transit, and sidewalks for the additional affordability; and that a better steady state program for repaving is needed to prevent falling behind on maintenance. The Committee also noted that it is critical for Council to be presented with a plan that clearly connects funding levels and outcomes and asked for metrics on projects to quantify the results.

**Next Meeting:** The next meeting Thursday, March 31.

## Current referrals:

Action Requested	Timeline
<b>Virtual Meetings/Remote Meetings Policy Review</b> Review and potentially change existing City policy governing remote/virtual meetings.	<i>Item is on-hold during COVID-19 while City Council operates under the Governor's Executive Emergency Order allowing for virtual meetings</i>
<b>City Council Rules of Procedures</b> Review of City Council Rules of Procedures, to include staff requests (4 hour rule) and voting rules associated with number of votes necessary to move items forward	Pending
<b>Additional City Council District</b> Consideration of adding an additional City Council District to the City of Charlotte	Pending
<b>4-year City Council Terms</b> Consideration of increasing City Council terms from 2 years to 4 years	Pending

**Committee Members:** Malcolm Graham (Chair), Ed Driggs (Vice Chair), Dimple Ajmera, Greg Phipps, and Victoria Watlington

**Committee Purpose Statement:** The Committee reviews and recommends policies to create a thriving economic climate where businesses are connected to highly skilled talent and technologies.

**Committee Chair Update:** Since the last Strategy Session, the Committee met on February 7 (Malcolm Graham, Ed Driggs, Dimple Ajmera, Greg Phipps and Victoria Watlington and discussed the following:

#### **HIRE Charlotte Update**

Tracy Dodson reminded the committee that conversations were held throughout 2021 on the HIRE Charlotte initiative. Staff has been working with SIR Consulting Firm and stakeholder groups of local entities involved in the employment ecosystem. Though the work is starting to conclude, staff will report back to the committee in early Spring/Summer.

Christina Thigpen gave an overview of the HIRE Charlotte initiative to bring the new Economic Development Committee up to date on work to address Charlotte Mecklenburg's employment ecosystem's impact on creating and filling good jobs to drive economic prosperity for all of Charlotte's residents and businesses. Ms. Thigpen recognized the HIRE Charlotte Steering Committee and Core Project Team for their commitment to establish a greater level of connection in the ecosystem. The discussion focused on the assessment findings and next steps to help shape the strategic employment framework.

The Committee received highlights of the implementation plan and an overview of HIRE Charlotte project goals, which include:

- Develop a vision and framework – a North Star for the entire workforce ecosystem on how to create and fill good jobs today and tomorrow. The framework will include shared goals (key performance indicators) and specific action steps.
- Inform and help direct ARPA decision making – how the funds should be deployed.

The Committee received findings of a comprehensive assessment of the employment ecosystem's current state. The categories included the demographics of Charlotte's labor force and how it compares to peer cities (Dallas, Nashville, Phoenix, Austin, Tampa, Denver, Raleigh, New York, San Francisco, and Atlanta), the current state of training and development, business recruitment, and job seekers. Results from a stakeholder survey and employer interviews on Charlotte's Economic Ecosystem were shared along with a draft of future state possibilities for continued economic growth was shared and data from the assessment will be used to develop a framework of recommendations and shared goals.

#### **Recap of Committee Discussion to Consider for Final Report**

- 1) Focus on expanding apprenticeship programs.
- 2) Relationships with local community colleges and universities.
- 3) Focus on soft skills training.
- 4) Identify where employment needs are versus available talent in our community.
- 5) Increase the overall grade of Charlotte's employment ecosystem from a C to an A.
- 6) How do we collaborate with other workforce development partners in the community?
- 7) Where is check in spot for employers and employees?

**Next Meeting:** The next Committee meeting is scheduled for Monday, March 7 at noon.

**Current Referrals:**

Action Requested	Timeline
<b>Opportunity Zones and Corridors Policy alignment:</b> Review approaches to integrate workforce and business development policies within the Opportunity Areas prior to presentation to full Council.	On going
<b>Unemployment:</b> Recommend options for a Workforce Development Plan to reduce high unemployment. <ul style="list-style-type: none"> <li>• Workforce development policy (criteria required for when city funding is included): Develop processes to promote workforce development opportunities through city funded programs</li> <li>• Strengthening workforce development within Diversion program: Develop options to advance Workforce development in diversion programs (This could apply to all programs from transit to housing).</li> <li>• Youth Employment Policy: Recommend a holistic approach from training to job placement for our youth</li> </ul>	On going

**Committee Members:** Dimple Ajmera (Chair), Reene' Johnson (Vice Chair), and Braxton Winston

The committee held its initial meeting on January 18. Committee discussed its charge and items for the Committee's Workplan.

**Committee Purpose Statement:**

The committee reviews and recommends policies to promote a sustainable Charlotte, and collaboration with residents, while ensuring equity and resilience for today and future generations.

**Committee Chair Update:**

The Committee held a meeting on February 21. The Committee heard an update on the CATS Battery Electric Bus Pilot and began a discussion on the development of an Equity in Governance Framework.

**CATS Battery Electric Bus Pilot**

Chief Sustainability and Resiliency Officer Sarah Hazel kicked off the presentation by sharing the importance of bus electrification as part of the Strategic Energy Action Plan (SEAP). Committee members then received a presentation from Catherine Kummer, Sustainability Resiliency, and Government Affairs Officer for CATS on the Battery Electric Bus Pilot Program. Catherine shared introduction and key basics of the program:

- A 12–18 month pilot program
- 18 buses, 2 bus charging station manufacturers
- 20 charging stations

The first five buses have arrived. The next steps include a kick off ceremony to celebrate the launch of the pilot with eTrans Energy. Committee discussed the private public partnership, costs of the pilot, workforce development, and how to ensure safety during this transition to electric buses.

**Equity in Governance Framework**

Committee members received a presentation on Equity and Governance from Federico Rios, with the City's Office of Equity, Mobility and Immigrant Integration. Federico provided foundational concepts, City efforts, and information from peer cities. The goal is to use this information as a foundation to begin the discussion on the components of an equity framework. Peer cities included were Richmond Virginia, Louisville Kentucky, and Fairfax Virginia. The Committee discussed the importance of this work and using an equity lens when it comes to decision making. The Committee also discussed their desire to consider an engagement process that ensures representation while developing guiding principles. Federico confirmed the next steps are for the staff team to take feedback from meeting and develop a draft framework and engagement approach recommendation for discussion in March.

At the March Meeting, the Committee will continue work on the Equity in Governance Framework, will receive an ADA Update, as well as an update on the Strategic Energy Action Plan.

**Committee Members:** Victoria Watlington (Chair), Malcolm Graham (Vice Chair), Renee' Johnson, Matt Newton, and Greg Phipps

**Committee Purpose Statement:** The Committee reviews and recommends policy related to comprehensive initiatives designed to create affordable housing and provide opportunities that align with creating great neighborhoods.

**Committee Chair Update:**

The Great Neighborhoods Committee met on February 28, 2022 (Council members Graham and Johnson were absent). The committee discussed the following items.

Source of Income Ad Hoc Advisory Committee Recommendations

The Ad Hoc Advisory Committee was appointed in 2021 to develop recommendations for program enhancements and process improvements that will increase the acceptance of all forms of rental subsidies, including Housing Choice Vouchers (HCVs), the largest source of rental subsidies in our community. The Ad Hoc Committee, with support from City staff and representatives from INLIVIAN, met from May – December 2021. Mark Ethridge (Ascent Realty) and Kim Graham (Greater Charlotte Apartment Association), Co Chairs of the Source of Income Ad Hoc Advisory Committee, presented the Ad Hoc Committee recommendations together with suggested implementation strategies to increase the acceptance of all forms of rental subsidies in our community.

The recommendations to increase the acceptance of all forms of rental subsidies including HCVs included:

1. Source of Income Protections in City/County Supported Housing Developments.

The City and County should include source of income protections for any for rent residential housing developments receiving public financial support of any kind, including both affordable and market rate housing developments receiving Tax Increment Grants and other types of financial assistance.

2. Increased "Housing Navigator" Capacity.

The City of Charlotte, Mecklenburg County, private and philanthropic sectors should provide new or expanded funding to increase capacity of existing local organization(s) to create greater rental housing provider participation in the HCV and other rental subsidy programs in areas of moderate to high opportunity (definition of opportunity areas to be defined by City). While the Ad Hoc Committee believes that the City of Charlotte and Mecklenburg County should participate in providing this funding, the committee also acknowledged that the private and philanthropic sectors can also play a role, recognizing that providing housing and economic mobility opportunity is a social responsibility.

Funding for this recommendation should be determined through a Request for Proposal (RFP) to existing housing support organizations. The City can assess budget needs based on proposals received. Then, in partnership with Mecklenburg County and the philanthropic sector, funds should be raised and funding awarded. With increased capacity, the organization(s) will be able to increase rental subsidy acceptance by:

- Recruiting new landlords in moderate, high, and very high opportunity areas to accept vouchers and other rental subsidies,
- Acting as landlord for residents, and leaseholder with landlords, through master leases and working in close coordination with INLIVIAN and other rental subsidy providers,
- Serving as the first point of contact for housing providers/property managers if any issues arise during a voucher/rental subsidy holder's occupancy, and
- Creating or increasing incentives and removing barriers for housing providers such as facilitating required inspection of units, covering rent during the inspection phase, and providing higher



security deposits, risk mitigation funds, etc.

### 3. Property Tax Incentives for New Market rate Multi Family Rental Housing Developments.

The City of Charlotte or Mecklenburg County should offer property tax reimbursements for new market rate rental housing developments in high opportunity areas that set aside at least 5% of their units for 30% AMI and below households with a voucher or rental subsidy (definition of opportunity areas to be defined by City/County).

If legal obstacles prohibit the City from creating the property tax incentive program as recommended (for example, obstacles related to current North Carolina General Statutes), the City should:

- Consider alternative property tax incentive structures that are legally permissible to promote the ability of < 30% AMI households to obtain housing in moderate to high opportunity areas.
- Explore feasibility with Mecklenburg County to provide property tax incentives and support the County in enacting this policy if feasible.

The recommendations, including the proposed implementation strategies for each, are available on the Great Neighborhoods Committee webpage, and a formal report is forthcoming.

At the March Great Neighborhoods Committee meeting, staff will facilitate a policy discussion related to the recommendations. This will come before full Council at a future meeting.

### Staying in Place Pilot

The Committee received an update on the Staying in Place Pilot in the Hidden Valley, Washington Heights and Winterfield neighborhoods. Community engagement in the three neighborhoods was launched in October 2021, including a survey to help identify resident needs and how to best provide assistance to households. The Committee endorsed an initial investment of \$4,350,000 of PAYGO funds designated for neighborhood stabilization programs within Corridors of Opportunity. Staff will work with the three neighborhoods to identify additional needs and work to leverage city departments, partners, and community based organizations to provide additional resources and referral services to residents.

The \$4,350,000 initial investment will assist with:

- Down payment and/or mortgage buy down assistance (estimate 15 20 households)
- Housing rehabilitation, energy efficiency improvements, large tree maintenance, and broadband connectivity (estimate 15 20 households)
- Emergency repairs to critical systems (estimate a minimum of 25 households)
- Preserve housing stock and provide affordable homeownership through the Acquisition, Rehab, Resale program (estimate 6 units)
- Develop an Accessory Dwelling Unit pilot program (estimate production of 4 5 units)
- Expand capacity for contractors to complete rehab jobs with the City and temporary staff resources
- Support community engagement in the three neighborhoods to connect residents to resources

### Neighborhood Equity and Stabilization (NEST) Commission Update

The NEST Commission met for the first time in February and will meet monthly for the foreseeable future. The first meeting included an orientation of the basic requirements and expectations of members serving on a Mayor/Council appointed commission, as well as an overview of the current housing landscape and the City's Displacement Risk Dashboard. As determined when the commission was established, regular updates will be provided to the Great Neighborhoods Committee.

**Next Meeting:** The next meeting will occur on March 28, 2022.



## Great Neighborhoods Committee Update

MARCH 7, 2022

### Current Referrals:

Action Requested	Status
<b>Anti-displacement:</b> Recommend integration of existing and relevant City anti displacement policies and programs and consider new policies and programs to protect vulnerable communities from displacement.	<p>The newly appointed Neighborhood Equity and STabilization (NEST) Commission will provide additional input into current strategies and recommendations on enhancements and/or new programs and strategies for consideration.</p> <p>Committee will review considerations for path forward for further development/advancement of anti displacement strategies, policies, and/or programs.</p>

**Committee Members:** Tariq Bokhari (Co Chair), Braxton Winston (Co Chair), Ed Driggs, Julie Eiselt, and Matt Newton

**Committee Purpose Statement:** The Committee reviews and recommends intergovernmental relations policies and relationship building activities in the state and federal legislative and executive branches.

**Committee Chair Update:** Since the last strategy session, the Committee met on February 21, 2022 and discussed the following:

### **Federal Update**

The Committee received a presentation that covered the status of negotiations over FY 2022 federal appropriations and legislation related to the Build Back Better Act and America COMPETES Act. The continuing resolution keeping the federal government operating until the FY 2022 appropriations legislation is passed expires on March 11. The House and Senate will need to iron out differences on the America COMPETES Act. Work continues behind the scenes on the Build Back Better Act. The City's federal lobbyists are working on scheduling briefings to review the City's 2022 federal legislative agenda with the Congressional delegation for March 14-16. The briefing schedule and briefing materials should be available the week of March 7-11.

### **State Update**

The primary issue before the NC General Assembly is redistricting and the NC Court of Appeals was reviewing realigned maps for state legislative and congressional offices that were approved by the NC General Assembly.

On February 23, the NC Court of Appeals approved the state legislative maps and replaced the congressional map with an Interim Congressional Plan drafted by Court appointed special masters. Later that day, the NC Supreme Court affirmed the lower court ruling by dismissing appeals from voting rights groups and the Republican leadership. On February 25, the Republican leadership filed an application for a stay of the Interim Congressional Plan to the US Supreme Court.

### **Government Consolidation**

Mayor and Council is seeking input and guidance from the Intergovernmental Relations Committee at the next strategy session on the policy question and process of government consolidation. Staff shared a draft document of recommendations for review and feedback. The Committee edited the document and essentially broadened the scope and breadth of a potential inquiry into all services that are currently duplicated by the City and County.

The Committee voted to proposed to full Council:

The Intergovernmental Relations Committee will examine all areas of responsibility that are currently duplicated or divided between the City of Charlotte and Mecklenburg County. The goal is to identify ways to cooperate with other local governments to achieve greater levels of efficiency and effectiveness.

The Committee will engage the City Attorney's Office to identify legal factors that the Committee and City Council will need to consider when discussing potential changes and the Committee will utilize committee staff resources and department personnel to conduct the evaluations.

The Committee will complete this first phase of work by June 2022, while providing periodic updates to Mayor and Council via the City Council Committee report process. recommendation is attached.

**Next Meeting:** The next Committee meeting is scheduled for March 21, 2022, at 2:00 p.m.

**Current Referrals:** none outstanding

**Committee Members:** Larken Egleston (Chair), Greg Phipps (Vice Chair), Tariq Bokari, Renee Johnson, and Matt Newton

**Committee Purpose Statement:** The committee reviews and recommends policies to make neighborhoods safe, healthy and inclusive; including policing, fire protection, and the environment.

**Committee Chair Update:** Since the last Strategy Session, the Committee met on March 1, 2022 (all members were present) and discussed the following:

**Vision Zero: Neighborhood Traffic Calming Policy**

Tamara Blue, CDOT Public Relations Manager, provided a review of the existing policy and discussed the current petition process. She also shared what has been learned through Peer City research.

The Neighborhood Traffic Calming Policy was adopted in 1997 and revisions were made in 2006 and 2018 to reduce requirement thresholds to support more traffic calming in neighborhoods.

Neighborhood Traffic Calming Policy tools cover:

- Speed Limit Reduction (36 roundabouts/traffic circles)
- Speed Humps (1,935 installed to date)
- Multi way Stops (675 city wide)

There are currently over 500 active requests for traffic calming tools.

The current policy does not require a petition for speed limit reductions; however, the speed limit must be 25 mph before a street calming element can be considered. Volume or speed data are collected to qualify a street for either a speed hump or multi way stop, or a combination of both. Petitions are required for speed humps and multi way stops. The current policy does not consider second requests for calming devices if it has been less than 5 years since the initial installation.

Research found that 5 of 8 peer cities do not use a citizen led petition process. They provide communication of the changes coming to the neighborhood street to ensure inclusion, but the burden is not placed on citizens. Ms. Blue stated that by removing the petition requirement, it increases equity to have traffic calming devices among neighborhoods, especially for those that do not have neighborhood organizations or with a high volume of rental units. Instead of requiring a petition, CDOT would implement an “opposition only” process; postcards would be mailed to the impacted area, if there is any opposition, property owners can notify CDOT that they are opposed to the calming device. This would trigger CDOT to reach out to the neighborhood to gauge if there is further opposition. In addition, there is an appeal process already established.

CDOT will bring a red lined version of the policy amendments for review at the April Committee meeting. The Committee can vote on whether or not to recommend the amendments to the full Council. If approved by Council, CDOT will communicate the changes to neighborhoods.

**Next Meeting:** The next Committee meeting is scheduled for April 5, 2022, at noon.

**Current referrals:** City Code Update

**Committee Members:** Julie Eiselt (Chair), Larken Egleston (Vice Chair), Malcolm Graham, Victoria Watlington, and Braxton Winston

**Committee Purpose Statement:** The committee reviews and recommends policies to implement a comprehensive mobility network and advances strategies to create a livable and connected City.

**Committee Chair Update:** Since the last Strategy Session the committee met on February 14 and discussed the following:

#### **CATS Update on Transit Service**

John Lewis, CATS CEO, shared condolences to the Rivera Family on the February 11<sup>th</sup> death of CATS Bus Driver, Ethan Rivera.

Mr. Lewis presented an update on CATS manpower labor challenge shortages brought about by the pandemic and the impact it has had on operations and reliability of service. CATS continues to work with City HR to understand how to support CATS team members in support of existing service.

The “Envision My Ride” study conducted in 2017 identified three key recommendations to improve bus service: structural, frequency, and reliability. The first phase, or structural phase, moved the bus system from a hub and spoke system to a more efficient grid system and minimized the number of forced transfers. In the second phase of improvements, or frequency phase, bus frequency was increased incrementally as funding has allowed. In order to increase frequency across the board, new vehicles, more operators, and mechanics will be needed. In the third phase, or reliability phase, CATS is developing potential recommended projects that provide bus priority in targeted areas to increase reliability of travel time. Pilot projects like bus only lanes done along 4<sup>th</sup> Street and Central Avenue are important in determining the right treatments. While pre pandemic the bus ridership declined, the train ridership increased and can be attributed to the reliability of the train system. That level of reliability is what CATS is working toward for bus transit to meet the mobility needs of the region.

CATS Pass app was launched in August 2021 and has 31,000 users. The app integrates mobile payment with the real time app providing customers the ability to pay for a trip and have access to real time bus arrival data based on the GPS locations of the bus and the time of arrival to your location.

#### **Unified Development Ordinance (UDO)**

The Committee received an update on the UDO. Comments on the first Draft of the UDO will be received through mid March. A number of changes will be made in the second Draft of the UDO to be released in May based on feedback on the first draft. A Public hearing on the Second Draft is anticipated in June and Council adoption is planned for July. Through the UDO website you can subscribe for project updates, as well as review and comment on the draft.

There have been close to 700 comments submitted on the first draft. Comments and responses can be viewed on the website public comment portal. Each specific comment is reviewed and commented on and posted on a rolling basis. Highlights from comments received include:

- Short Term Rentals Allowed in N1 & N2
  - Standards need to exist
  - Concerns about ability to operate under new standards
  - Comments from neighbors of existing short term rentals concerning impact of uses
  - Community listening session – February 24, 2022
- Heritage Trees
  - New Tree Standard in UDO
  - Requirement for permit for removal of healthy, native trees greater than 30 inches

Mitigation required unless dead, diseased, or hazardous  
 Impact on new development & cost of mitigation when removing heritage trees  
 Community listening session – February 17, 2022

- **Neighborhood 1 Zoning District** New zoning districts established in UDO  
 Allows duplexes and triplexes on lots that allow single family  
 Standards for max. heights, sidewalls, driveway limitations & surface parking locations  
 Issues with standards and concerned density is not directly addressed  
 Community listening session – March 3, 2022
- **Parking** UDO establishes tiered approach  
 Tier 1 – Minimums but no Maximums  
 Tier 2 – Minimums and maximums  
 Tier 3 – Maximums for most uses  
 Comments range from too much parking required too not enough  
 Community listening session March 10, 2022

### **Strategic Mobility Plan (SMP)**

Staff presented to the committee a demonstration on how the SMP will be applied in the land development process, discussing components of the plan with the Comprehensive Transportation Review as an example, and specific discussion about the Streets Map.

The Streets Map is a vision for all arterial streets. The map defines street types that establish a multimodal vision for each street throughout the city. The vision and defining the characteristics allow the city to protect the needed right of way for the arterial street network. The street specific requirements are incorporated into the UDO, ensuring standards are required by ordinance.

Looking at all the arterial streets, classifications have been set based on adopted plans and policies that define the basic character of those streets dependent upon the hierarchy, role and function of the streets and the characteristics of the street location within the community.

The relationship between the Streets Map and the UDO has an important linkage. The Streets Map defines the dimensions of the street cross section, including things like number and width of lanes, and also things like shared use paths, planting strips, and sidewalks. Then, depending on zoning category and particular street type, setbacks and street frontage are established. So, the UDO and the Streets Map, inform development, land use and character that support the mobility expectations needed to support future growth.

**Next Meeting:** The next Committee meeting is scheduled for Monday, March 14, 2022.

### **Current Referrals:**

<b>Requested Action</b>	<b>Timeline</b>
<b>Unified Development Ordinance:</b> Review recommendations prior to recommendations being presented to Council for adoption.	On going until Ordinance adoption
<b>Strategic Mobility Plan:</b> Review recommendations prior to recommendations being presented to Council for adoption.	On gong until Plan adoption
<b>Rezoning Process Improvements:</b> Review proposed zoning process improvement options prior to presentation at full Council, with a specific focus on increasing community engagement and addressing traffic congestion.	Currently in process with Committee
<b>Charlotte Future 2040 Policy Map:</b> Review recommendations prior to recommendations being presented to Council for adoption.	On going until Policy Map adoption