

COUNCIL MINUTES

The City Council of the City of Raleigh met in a lunch work session at 11:30 a.m. on Tuesday, May 16, 2017 in Room 305 of the Raleigh Municipal Building, Avery C. Upchurch Government Complex, 222 West Hargett Street, Raleigh, North Carolina, with the following present:

Mayor Nancy McFarlane, Presiding
Mayor Pro Tem Kay C. Crowder
Councilor Mary-Ann Baldwin (arrived late)
Councilor Corey D. Branch
Councilor David N. Cox
Councilor Bonner Gaylord
Councilor Russ Stephenson
Councilor Richard A. "Dickie" Thompson

These are summary minutes unless otherwise indicated.

Mayor McFarlane called the meeting to order and stated Councilor Baldwin is on her way and will be arriving shortly.

City Manager Ruffin Hall gave a brief overview of the items on the agenda, and the following items were discussed.

SIX FORKS ROAD CORRIDOR STUDY – UPDATE – INFORMATION RECEIVED – HELD FOR FURTHER DISCUSSION

In March 2016, staff presented the preliminary draft recommendations for the Six Fork Corridor Study to the City Council. The draft recommendations included amendments to the Future Land Use Map along the corridor, amendments to the Streets Map adjacent to the corridor, and a preliminary concept for a six-lane street project along Six Forks Road from Rowan Street to Lynn Road that would widen the road to a consistent six lanes and add a streetscape with separated bike paths and sidewalks. At the work session, Council directed staff to develop an additional option consisting primarily of the proposed streetscape improvements while maintaining a four-lane cross-section. On March 21 staff and consultants presented the additional street design option at a public meeting. Citizen feedback was taken at the public meeting and via an online survey which concluded April 28.

Staff will provide an overview of the study process, a summary of the March 21 public meeting, an overview of the feedback received from the public, and recommendations for next steps.

Assistant Planning Director Roberta Fox and Transportation Planning Manager Eric Lamb used a PowerPoint presentation, outlined as follows, to illustrate their report:

Summary of Public Input

- September 2012 – Visioning Workshop
- Inventory and Analysis

- April 2014 – Public Design Charrette
- Design Alternate Analysis
- Early 2015 – Draft Plan Public Outreach
- February 2016 – Draft 6-Lane Presentation to City Council
- Design Alternate Analysis
- March 2017 – Revised 4-Lane Alternative Public Outreach
- May 2017 – City Council Work Session

March 21 Design Options Meeting

- Over 100 attendees
- Presentation highlighting differences with new 4 lane streetscape option
- Feedback at stations
- Collected 48 comment sheets
- 484 respondents through online Cityzen polling
- Email correspondence and letters received by staff mixed

Option A: New 4-Lane Streetscape Plan

- Consistent four lane section through corridor
- Narrower median with small trees and shrubs
- Separated bicycle lanes
- Wide sidewalks
- Consolidated enhanced bus stop amenities
- Does not provide additional car traffic capacity
- Requires 5.85 acres of right-of-way acquisition

Option B: Original 6-Lane Design

- Consistent six-lane section through corridor
- Wide median with large trees
- Separated bicycle lanes
- Wide sidewalks
- Consolidated enhanced bus stop amenities
- Provides additional car traffic capacity
- Requires 11.06 acres of right-of-way acquisition

Survey

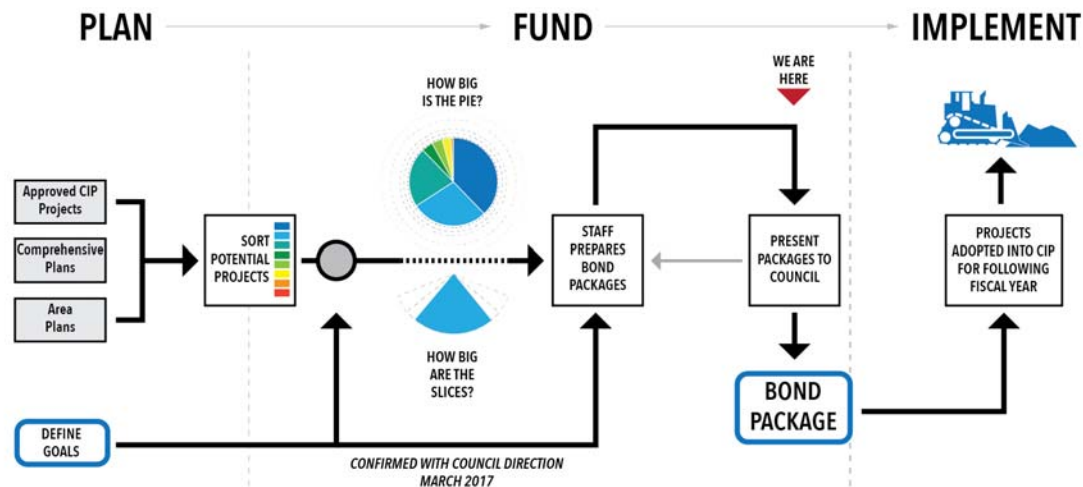
- Both in-person and online format
- Three questions asked (goals, preference, and open-ended)
- Goals for corridor (#of votes cast):
 - a. A unique sense of place (76)
 - b. Improved traffic flow for cars and transit (285)

- c. A healthy, natural environment (73)
- d. A place for everyone – pedestrians, bikes, transit, motorists (205)
- e. Active pedestrian lifestyle (176)
- f. Improved safety and accessibility for everyone (193)
- g. Attractive and inviting urban street (136)
- “My preference for the Six Forks Road Corridor is:” (#votes cast/percent)
 - Option A – New four-lane streetscape option (106/27.9%)
 - Option B – Original six-lane recommendation (267/70.3%)
 - Neither – No change recommended (7/1.8%)

Outreach Survey Summary

- Over 70% of participants of the survey indicated a preference for the 6 lane option.
- The need to address traffic, and bicycle and pedestrian safety were common themes
- Broader public considerations included:
 - Incorporating transit in the design
 - Planning for future transit investments
 - Concerns regarding impacts
 - Vehicular level of service, cost, property impacts

Overview of Corridor Planning Process



- Ideas
 - Community
 - Council
 - Planning Department
 - Partner Agencies
- Plans
 - Action Items

- Funding (\$)
 - Bond
 - P3 (Public/Private Partnership)
 - Special Taxing District
 - Grant
 - Cost Sharing
 - CIP
- Maintenance
 - Cleaning
 - Repairing
 - Managing

Recommended Comprehensive Plan Amendments

- Future Land Use Designation
- Street Map
- Zoning Destination in UDO
- Frontage
- Height
- Neighborhood Transitions
- Proposals for Future Capital Projects

Six Forks Corridor – Why are we here?

- Highly congested corridor
- Increasing development pressure
- Growing pedestrian demand
- Poor bicycle accessibility
- Six-Lane Avenue in Adopted 2030 Comp Plan
- Coordination of transit and land use
- Complete Streets improvements needed.

Six Forks Corridor – Existing Conditions

- 2.3 miles long
- 29,000-48,000 vehicles daily
- 9 different cross sections
- 52' to 120' wide ROW
- Varying speed limits
 - 35 mph south of Millbrook
 - 45 mph north of Millbrook
- Crash rate is 2.68x state average
- Inconsistent intersection and signal spacing
- Lack of access control

Two Distinct Streetscape Characters

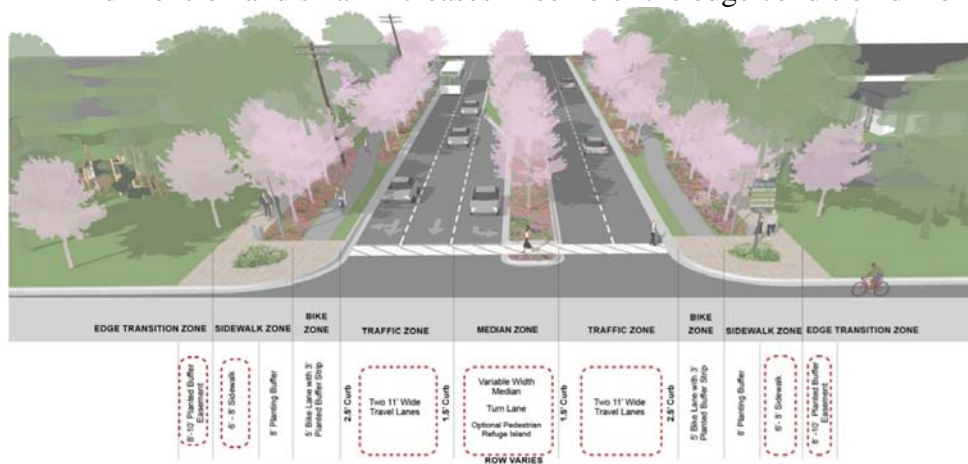
- Parkway Boulevard
 - From Lynn Road to Loft Lane
 - From Windel Drive to Rowan Street
- Urban Boulevard
 - From Loft Lane to Windel Drive
 - From Rowan Street to I-440 Interchange
- Each sensitive to the context it goes through
- Design concept remains the same.

Parkway Boulevard Streetscape Type – Original 6 Lane Option



Parkway Boulevard Streetscape Type – 4 Lane Streetscape Option

The Parkway concept remains the same except for variances in median dimension and small increases in some of the edge condition dimensions.



Urban Boulevard Streetscape Type



Between Millbrook Road and Loft Lane – ROW reduced from 142' to 112'

Walkability Factors

- Density
- Diversity
- Destination
- Design

Connectivity

- The plan for safe pedestrian and bicycle connectivity with enhanced crosswalks, pedestrian passes, and off-corridor improvements remains the same.

Transit Stops

- Consolidate existing stops to new enhanced stops spaced for ¼ mile walking radius
- New and attractive bus shelters with signage & furniture

Neighborhood Gateways

- The gateway concepts remain the same for the streets that access neighborhoods that promote pedestrian scale, neighborhood identity, and traffic calming.

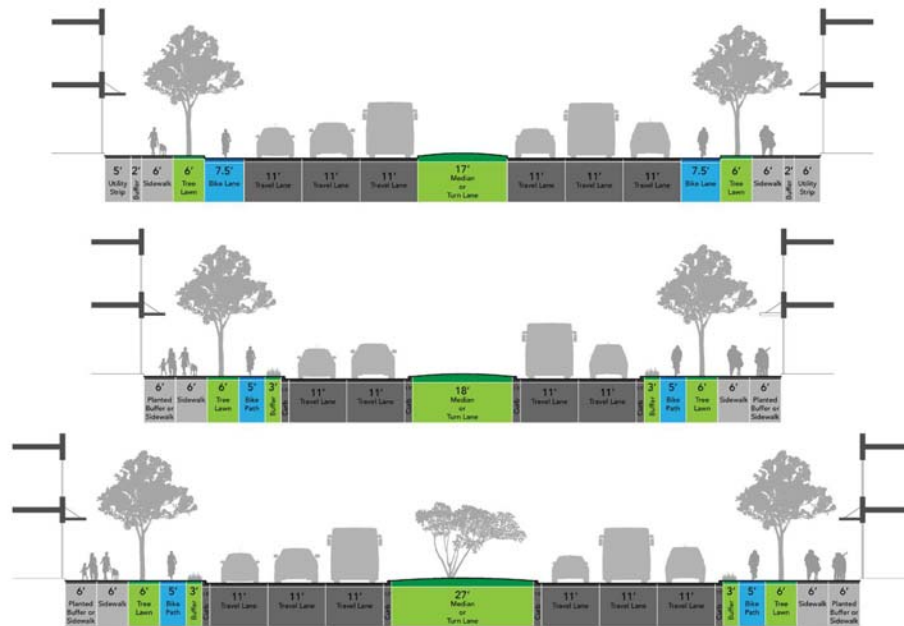
Street Furnishings and Public Art

- Recommendations about materials and furnishings and the inclusion of public art into the streetscape – both integrated into the design of elements and freestanding pieces remain the same in this scheme.

Environmental Sensitivity

- Design concepts that promote environmental responsibility – particularly in the way that storm water is managed – remain the same in the current scheme.



Urban Boulevard Streetscape Comparison



Level of Service/Delay Changes – 4 Lane Option

| LOS/Delay Intersection | Base Year (2014) | | | | | |
|---|-------------------|----------|---------------|-----------|---------------|----------|
| | Existing Geometry | | 4-Lane Option | | 6-Lane Option | |
| | AM | PM | AM | PM | AM | PM |
| Six Forks Rd @ Sawmill Rd / Mourning Dove Dr | C (21.3) | C (23.8) | C (21.3) | C (23.8) | B (17.2) | B (19.3) |
| Six Forks Rd @ Newton Rd | C (20.2) | B (17.9) | C (20.2) | B (17.9) | B (18.4) | B (12.8) |
| Six Forks Rd @ Chesterbrook Ct / Wind Chime Ct | A (1.5) | A (3.6) | A (1.5) | A (3.6) | A (1.0) | A (2.8) |
| Six Forks Rd @ Westbrook Dr | A (6.2) | B (10.1) | A (6.2) | B (10.1) | A (5.2) | A (6.7) |
| Six Forks Rd @ Lynn Rd | D (51.8) | E (68.7) | D (51.8) | E (70.9) | D (46.1) | D (52.8) |
| Six Forks Rd @ Northcliff Dr / Sandy Forks Rd | D (36.8) | B (17.2) | D (39.1) | C (24.0) | C (28.4) | C (23.2) |
| Six Forks Rd @ Loft Ln | C (23.9) | B (11.5) | A (4.7) | A (5.8) | A (3.8) | A (2.5) |
| Six Forks Rd @ Millbrook Rd | F (97.1) | F (80.2) | F (94.8) | F (117.6) | D (49.2) | D (52.9) |
| Six Forks Rd @ Effie Green School Crossing | A (2.3) | A (0.6) | A (2.3) | A (1.8) | A (0.2) | A (0.2) |
| Six Forks Rd @ Shelly Rd / Church Entrance | A (8.1) | B (11.8) | A (8.1) | B (11.8) | A (5.4) | A (4.3) |
| Six Forks Rd @ Trinity Baptist Church / Capital Towers | A (0.5) | A (0.4) | A (0.5) | A (0.5) | A (0.2) | A (0.2) |
| Six Forks Rd @ Northbrook Dr | B (11.4) | D (40.7) | B (13.7) | E (66.7) | B (10.0) | B (19.0) |
| Six Forks Rd @ Rowan St | A (9.3) | D (43.8) | B (10.3) | D (44.5) | B (13.4) | B (19.8) |
| Six Forks Rd @ Lassiter Mill Rd | C (25.0) | D (47.6) | C (30.5) | E (63.2) | C (24.9) | D (42.8) |
| Six Forks Rd @ North Hills Shopping Center / Dartmouth Rd | C (22.5) | C (32.0) | B (19.1) | C (34.4) | C (22.5) | C (24.9) |
| Six Forks Rd @ I-440 WB Ramps / North Hills East Entrance | B (12.8) | B (17.7) | B (13.5) | B (18.1) | B (13.3) | C (23.2) |
| Six Forks Rd @ I-440 WB Off-Ramp | C (29.0) | C (25.6) | C (29.0) | C (25.6) | C (29.3) | C (25.6) |
| Six Forks Rd @ Ramblewood Dr / I-440 EB Ramps | C (24.3) | E (56.0) | C (23.7) | E (56.8) | C (25.5) | D (53.6) |

Legend:

| | |
|---|---------------------------|
| X (X) | LOS (Delay) |
|  | Unsignalized Intersection |
|  | Signalized Intersection |

Conceptual Cost Comparison

- Previously Recommended 6 Lane Option:
 - 11.06 acres of r/w acquisition

- Total project cost - \$44.5 million
- New 4 Lane Streetscape Option
 - 5.85 acres of r/w acquisition
 - Total project cost - \$37.7 million

Property Impacts

- ROW widening will impact adjacent property in any scenario.

Next Steps

- City Council selects Preferred Alternative
- Staff & consultants complete Final Draft with Preferred Alternative
- Corridor Plan and Comprehensive Plan Amendments brought back to Council to initiate adoption process
- Planning Commission review & recommendation (2-3 months)
- City Council review & adoption (2-3 months)
- Detailed Design & Engineering (1-2 years)
- Implementation & construction (3-5 years, depending on funding)

The presentation included current and proposed Future Land Use designations as well as photographic examples of 6- and 4-lane streetscapes.

Councilor Baldwin arrived to the meeting at 12:00 noon.

Ms. Fox pointed out developers who currently submit site plans along this corridor are required to build out ½ of the 6-lane plan.

Mayor McFarlane pointed out some of the 4-lane examples appear to be 6 lanes with Ms. Fox noting the extra lanes were for on-street parking.

Discussion took place regarding the traffic quality statistics presented with Mr. Branch noting that, under the 4-lane option, the study appears to show traffic quality being worse under the 4-lane option.

Construction impacts at major intersections was discussed with Mr. Thompson questioning whether current Six Forks Road centerline would be maintained during construction with Mr. Lamb responding that issue has not yet been addressed and stating that, for the purpose of the study, the right of-way was kept symmetrical.

Mr. Cox questioned how long the 6-lane traffic improvements would be maintained before conditions become congested again with Mr. Lamb responding the study hasn't yet accommodated for future traffic volumes. Mayor McFarlane questioned whether the City could make those projections with Mr. Lamb responding the City does not currently have the capacity to produce that data in-house.

Mayor McFarlane expressed her hope the proposed improvements will help alleviate cut-through traffic in neighborhoods with Mr. Gaylord expressing his hope the project will improve pedestrian and bicycle safety.

Mr. Branch questioned how this project would conflict with NCDOT's Wake Forest Road Project with Mr. Lamb responding the Wake Forest Road project is ahead of the Six Forks Road project with regard to development timeline and stated Staff could make sure NCDOT completes the Wake Forest Road project before starting on Six Forks Road. In response to questions, Mr. Lamb estimated the Six Forks Road project would take 18 months to complete.

Brief discussion took place regarding using available computer technology to provide better visual concepts for the 2 options.

Mayor McFarlane talked about dedicating certain street lanes for bus and transit use only during peak hours.

Mr. Stephenson noted the report appeared to show the cost per acre for the 4-lane option is greater than for the 6-lane option with Mr. Lamb pointing out the cost estimates provided are for the entire project and noted costs for right-of-way acquisition would depend on the properties involved.

Mr. Stephenson questioned whether existing 6-lane portions of the road would be removed if the Council were to choose the 4-lane option with Mr. Lamb responding in the affirmative; that the existing lanes would be removed for the installation of the landscaped median.

Discussion took place regarding placement of right-turn lanes for both streetscape options with Mr. Stephenson and Mr. Cox noting they were not willing to lose existing extra lanes to go to the 4-lane option as they believed that was not part of previous discussions.

Mr. Gaylord talked about the various side studies conducted in order to design the proposed Six Forks Road Corridor noting overwhelming public opinion favors the 6-lane option, and stated he cannot understand why the Council is even considering the 4-lane option with Ms. Baldwin affirming Mr. Gaylord's comments and expressing her own opposition to the 4-lane option. She stated the Council should move in a more prop-active way, and talked about the number of rezonings along the corridor that will increase traffic capacity. She stated to go with the 4-lane option would eliminate future options.

Mr. Lamb stated Staff is requesting feedback from Council members regarding how to proceed with the project.

Mr. Stephenson expressed his appreciation for the information provided to the Council and stated he believed the 4-lane option was to address the traffic issue in a more effective way. He stated it was never his intent to take away existing traffic lanes for the 4-lane option, that he is not convinced the proposal is a "slam-dunk", and that more information is needed before proceeding with the project.

Discussion took place regarding projected costs for each option with Mr. Thompson expressing his belief the 6-lane option is the better value in that for an approximate 18% increase in cost would result in 2 additional traffic lanes.

Mayor McFarlane reiterated her concern regarding cut-through traffic through neighborhoods and stated she wants to see improved transit options i.e. dedicated bus lanes at peak traffic times.

Discussion took place regarding current transit service areas along the corridor.

The information was received and held for further discussion.

ROOM OCCUPANCY AND PREPARED FOOD AND BEVERAGE TAXES REVIEW – UPDATE – PRESENTATION GIVEN

Enabling legislation empowers the City and Wake County to distribute the two tax revenues which includes funding of debt service, operations and maintenance for the Raleigh Convention Center. In 2016, after staff from the City and County along with other partners evaluated the tax governing agreements during a Phase I review, City Council and Wake County Commission approved the 20th Amendment to the governing agreements. The 20th Amendment provided \$2 million in funding from the taxes to the County each year to support small tourism-related projects and funded \$500,000 annually for maintenance of Raleigh's Performing Arts Center. At that time, it was also agreed to that the City and County would lead a Phase II review of these taxes to assess longer-term operations and strategies.

City and County staff have worked over the past six months to involve stakeholders, gain input and develop operating principles and practices. The Phase II review is concluded without recommended changes to the financial models or funding of new projects. City Council will receive as information a presentation on the process and progress of Phase II and an update on the "Destination Strategic Plan" from the Greater Raleigh Convention and Visitors Bureau.

City Manager Ruffin Hall acknowledged Assistant City Manager James Greene, Chief Finance Officer Allison Bradsher, as well as Denise Foreman of Wake County and Denny Edwards from the Greater Raleigh Convention and Visitors Bureau for their work on the report and the.

Assistant City Manager Greene used a PowerPoint presentation, outlined as follows, to illustrate his report:

Room Occupancy and Prepared Food and Beverage Taxes

- Legislation approved in 1991, amended 1995
- Wake County levies the taxes
 - 6% Occupancy Stays
 - 1% Prepared Food and Beverage

Legislation

- Empowers the City and County to distribute
- Directs certain distributions and enables flexibility on others
- Revenues must be used for projects supporting:
 - Arts, Cultural, Sports, or Convention

City and County partner to:

- Review financial models
- Make decisions regarding distributions

Phase I Results

- 2016 conducted a review
- Resulting 20th Amendment
- Phase II - > focus on longer-term options and strategies

Phase II Review Process

- Engaged Broad Group of Stakeholders
- Provided Education:
 - History and Legislation
 - Performance and trends of revenues
 - Distribution of Funds
 - Current status of Financial Models
- Considered Capacity and Demand

Phase II Review Results

- Developed Principles to guide future decisions
- Developed Practices to articulate administrative procedures
- Reviewed strategies for Timeliness for future actions

Engaged Stakeholders

Meetings held in March and April with over 50 attendees at each meeting.

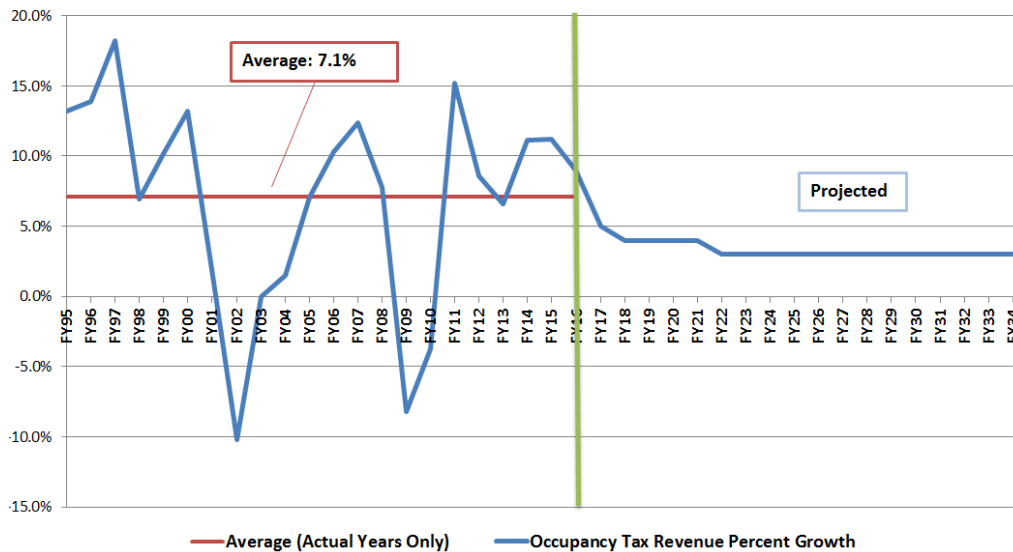
- Municipalities
- Hotels
- Sports
- Regional Facilities (PNC Arena, Convention Center)
- Museums
- Restaurants
- Performing Arts

Established Staff Work Team

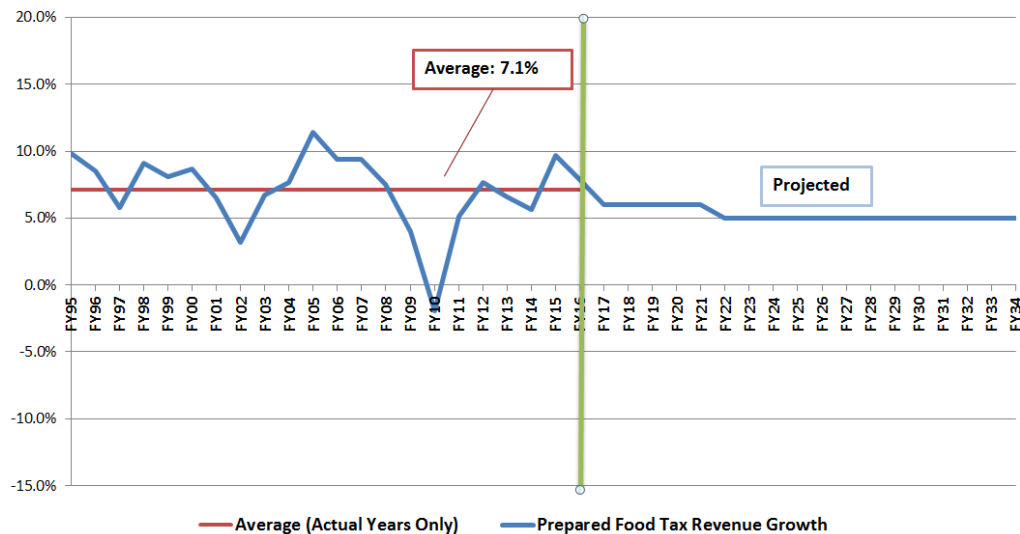
Held several meetings to develop Phase II review process, draft Principles, Practices, and purpose next steps that were facilitated by George Alwon.

- Centennial Authority
- Hospitality Alliance
- Town of Morrisville
- City of Raleigh
- Town of Cary
- Wake County
- Greater Raleigh Convention and Visitors Bureau

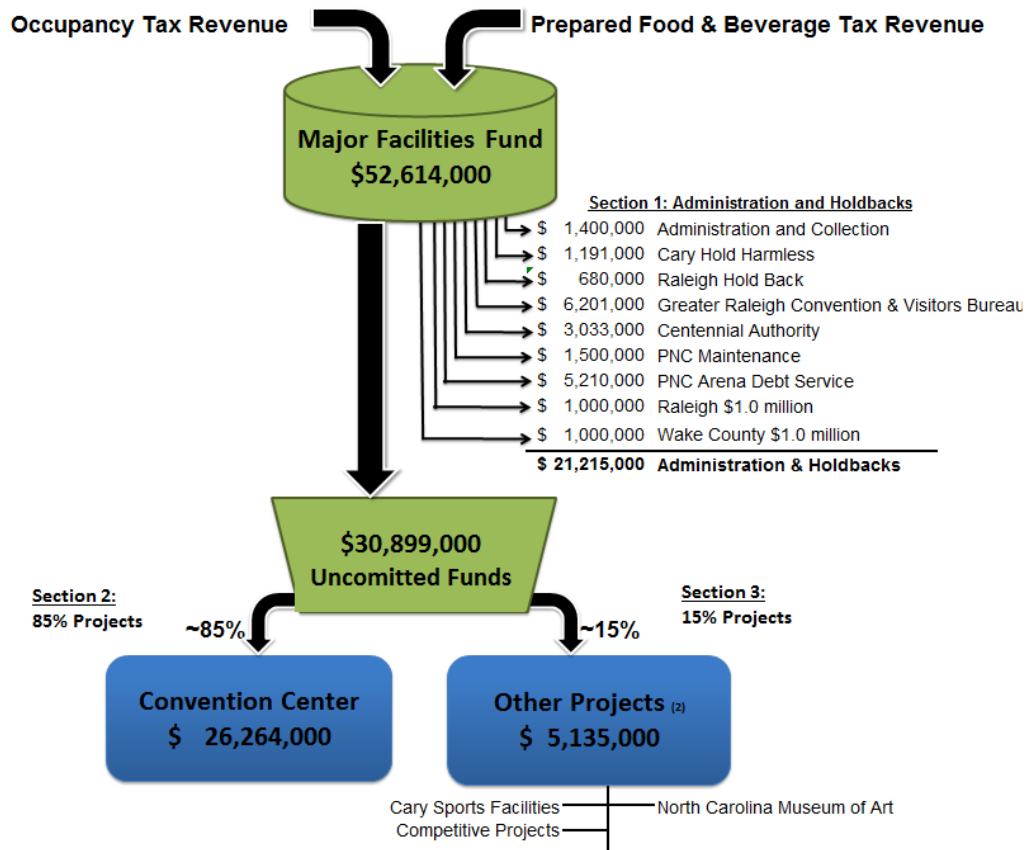
Occupancy Tax Revenue - Percent Change Year to Year



Prepared Food & Beverage Tax Rev - Percent Change Yr to Yr



FY2017 Distribution of Revenues



NOTES: 1) Major Facilities Fund total budgeted revenues do not include interest, NSF charges and fees.
2) Includes Contribution to fund balance

Financial Models – Major Facilities Cash Flow

- Limited capacity in uncommitted funds
- Fulfillment of existing obligations creates future capacity if revenues remain strong
- Fund balance needed to ensure ability to meet current commitments

Principles and Practices

| Why | How |
|--|--|
| Decisions impact many interested parties | Staff team drafted |
| Articulate Values | Stakeholders discussed in diverse groups |
| Guide Future Decisions | Staff team amended |
| Easier to understand | Documents are to be “living” |

Principles

- 12 Guiding Principles
- Not Ranked, All Important; listed as follows:
 - A. Prioritize use of funds for projects that drive measurable, regular overnight visitation or positive return on investment (ROI)
 - B. Support and promote the on-going capital expenditure program and expansion of existing investments in major facilities to keep them current, relevant and competitive in market
 - C. Comply with all requirements of the existing enabling legislation
 - D. Ensure project investments are secured by solid long-term plans, both operational and financial, that demonstrate viability and sustainability
 - E. Utilize high standards of fiscal accountability in planning and managing the use of tax revenues:
 - a. Fulfill existing obligations before entering into significant new financial commitments
 - b. Maintain long-term, conservative financial forecasting
 - F. Support investments that complement economic development efforts and enhance quality of life experiences for visitors, newcomers and long-time residents
 - G. Create sports, arts and cultural opportunities, through leveraging community investments and partnerships, that benefit residents and enhance tourism offerings
 - H. Support a project investment mix that considers location and types of uses (sports, cultural, arts, convention, etc.)
 - I. Engage stakeholders representing varying entities, jurisdictions and uses
 - J. Ensure that investments support the long-term vision of Wake County and its cities and towns as a tourism destination
 - K. Provide a regular funding source for eligible projects that require a smaller scale investment
 - L. Support investments that consider emerging arts, sports and cultural experiences and unmet needs

Practices

- Articulate procedures and standards used in administering the two taxes
- Reflect decisions through the 20th Amendment
- General Operating/Financial Model/Plans

Next Steps

May 2017

- Conclude Phase II Review
- Update to Board of Commissioners and Raleigh City Council

Ongoing

- Complete Destination Strategic Plan (GRCVB)
- Complete Town of Cary Sports Facilities Comprehensive Capital Improvement Plans
- Complete Small Projects Funding Process
- Complete Wake County Webpage
- Continue work of Centennial Authority and City of Raleigh related to long term facility planning

January 2, 2020

- Complete next stakeholder review

Denny Edwards, President of the Greater Raleigh Convention and Visitors Bureau, summarized the following information included in the PowerPoint presentation:

Destination Strategic Plan

- Led by Greater Raleigh Convention and Visitors Bureau
- Goal
 - Increase visitors and convention business from 15.1 million visitors in 2015 to 19.5 million visitors in 2028
- Three key objectives:
 - Build consensus among stakeholders on trends impacting destination marketing industry and opportunities and treats to our community
 - Identify and assess gaps in tourism infrastructure
 - Recommend actions and activities for community
- Engaging Consultant
 - Interview key stakeholders, influencers
 - Interview key organizations leaders, staff members, and partners
 - Lead focus group discussions
 - Lead strategic discussions with various groups
 - Conduct best practice and benchmark research

- Timeline
 - Approved by GRCVB Board April 2017
 - Engage consultant June 2017
 - Conduct study – 12/13 months
 - Receive final report – late summer 2018

Mr. Edwards state the plan was based on the aftermath of the Vancouver, B. C. Winter Olympics: what to do with all these new facilities? He stated the goal is better use of existing infrastructure as well as deciding where to build new infrastructure to help bring in new visitations i.e. weekend travelers, as well as increase business from December through March, which is traditionally the slow season. He talked about GRCVB efforts to take advantage of recent airline service at RDU International Airport to increase the number of international visitors as well as lure more conventions and sporting events. He noted the majority of visitors come from a 4-hour radius of Wake County and that the goal is to be a destination for the entire Southeastern United States. He stated the Bureau hopes to have a consultant selected by early June 2017, and will be ready to begin soliciting input from elected officials and stakeholders.

Mr. Gaylord expressed confidence in Mr. Edwards and his team noting there is an incredibly strong program at the GRCVB.

Assistant City Manager Green indicated the next review will be held in January 2020.

The Council received the information.

ADJOURNMENT

There being no further business, Mayor McFarlane declared the meeting adjourned at 12:44 p.m.

Ralph L. Puccini
Assistant Deputy Clerk