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**WEEK IN REVIEW:**

Mon (Aug 29)	Tues (Aug 30)	Wed (Aug 31)	Thurs (Sept 1)	Friday (Sept 2)
12:00 PM Economic Development Committee, Room CH-14				

## CALENDAR DETAILS:

### **Monday, August 29**

12:00 pm Economic Development Committee, Room CH-14  
**AGENDA:** Public/private Ballantyne area infrastructure project; Business Investment Program update; Discuss additional meeting for November; Charlotte-Mecklenburg Utilities Advisory Committee report & CRVA barometer report (information only)

**August and September calendars are attached (see below, as part of this document).**

## INFORMATION:

### **Marvin and Charlotte Annexation Agreement**

*Staff Resource: Keith Richardson, Corporate Communications & Marketing, 704-336-5865, [kmrichardson@charlottenc.gov](mailto:kmrichardson@charlottenc.gov)*

The NC General Assembly has passed S.L. 2011-177 which requires the Village of Marvin in Union County (and six other municipalities outside of the Charlotte region) to subject recently-approved annexations to referendums as pre-requisites to the annexations taking effect. The law specifies that if property owners of at least 60 percent of the parcels located in the proposed annexation area sign a petition to deny the annexation, the annexation will be terminated.”

Staff has received a number of calls from citizens and public officials reporting that rumors have circulated in Union County that if property owners in unincorporated areas don't consent to allowing Marvin to annex their properties, then their properties would be subject to annexation by the City of Charlotte.

Since 1996, Charlotte has had an annexation agreement with the Village of Marvin, stipulating that Charlotte and Marvin will annex only to the Mecklenburg/Union County line (and not across it). This agreement would not allow Charlotte to annex into Union County. (Other partners in this agreement – that runs through July 1, 2014 - are the Towns of Weddington and Stallings.) In addition to assuring callers that Charlotte has no plan to annex into Union County, staff has been working through a variety of outlets (including Union County weekly publications, the Union County Planning Department, and State Sen. Tommy Tucker's office) to correct this misperception regarding Charlotte's annexation plans. As a means of attempting to further clarify the issue, a statement has been drafted that can serve to clarify Charlotte's position on this matter. The statement is **attached (see below, as part of this document)**.

**ATTACHMENTS (see below, as part of this document):**

City Council Follow-Up Report

Contents include:

-Sharon Dye and Darryl Chisolm

-Blue Line Extension Update (City Debt)

# August

<i>Sun</i>	<i>Mon</i>	<i>Tue</i>	<i>Wed</i>	<i>Thu</i>	<i>Fri</i>	<i>Sat</i>
	<b>1</b>	<b>2</b>	<b>3</b> 12:00p mtg cancelled Housing & Neighborhood Development Committee, Room 280	<b>4</b>	<b>5</b>	<b>6</b>
<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b> 3:30p mtg cancelled Economic Development Committee, Room 280	<b>12</b>	<b>13</b>
<b>14</b>	<b>15</b>	<b>16</b>	<b>17</b>	<b>18</b>	<b>19</b>	<b>20</b>
<b>21</b>	<b>22</b> 12:00p mtg cancelled Restructuring Government Committee, Room 280 2:00p Transportation & Planning Committee, Room 280 3:45p Environment Committee, Room 280 5:00p Council Business Meeting 6:30p Citizens' Forum	<b>23</b>	<b>24</b> 5:30p MTC Meeting, Room 267	<b>25</b>	<b>26</b>	<b>27</b>
<b>28</b>	<b>29</b> 12:00p Economic Development Committee, Room CH-14	<b>30</b>	<b>31</b>			

# 2011

# September

<i>Sun</i>	<i>Mon</i>	<i>Tue</i>	<i>Wed</i>	<i>Thu</i>	<i>Fri</i>	<i>Sat</i>
				<b>1</b>	<b>2</b>	<b>3</b>
<b>4</b>	<b>5</b> HOLIDAY LABOR DAY	<b>6</b> 11:45a Business Investment Grant Tour 5:00p mtg cancelled Council Workshop 7:30p mtg cancelled Citizens' Forum	<b>7</b> 12:00p Housing & Neighborhood Development Committee, Room 280	<b>8</b> 3:30p Economic Development Committee, Room 280	<b>9</b>	<b>10</b>
<b>11</b>	<b>12</b> 12:00p Governmental Affairs Committee, Room 280 3:30p Transportation & Planning Committee, Room 280 5:00p Council Business Meeting	<b>13</b>	<b>14</b>	<b>15</b> 7:00a NLC/Siemens Sustainable Infrastructure Tour; Ritz Carlton, 201 East Trade Street	<b>16</b>	<b>17</b>
<b>18</b>	<b>19</b> 5:00p Zoning Meeting	<b>20</b>	<b>21</b> 12:00p Community Safety Committee, Room 280	<b>22</b> 12:00p Restructuring Government Committee, Room 280 2:00p mtg cancelled Transportation & Planning Committee, Room 280 3:30p Economic Development Committee, Room 280	<b>23</b>	<b>24</b>
<b>25</b>	<b>26</b> 3:45p Environment Committee, Room 280 5:00p Council Business Meeting 6:30p Citizens' Forum	<b>27</b>	<b>28</b> 5:30p MTC Meeting, Room 267	<b>29</b>	<b>30</b>	

# 2011

Statement Regarding City of Charlotte annexations and the  
Charlotte-Weddington-Marvin-Stallings Annexation Agreement  
August, 2011

“Annexation Agreements” have been used for a number of years by the City of Charlotte and its neighbors to allow for orderly annexations, and for efficient extension of municipal services into annexation areas.

Currently, Charlotte has such Agreements with the six Mecklenburg towns and three towns in Cabarrus County, as well as with the Towns of Weddington and Stallings and the Village of Marvin in Union County. Charlotte’s Agreement with Weddington and Marvin has been in place since 1996 (renewed in 2004 to run through 2014), and Stallings was added in 2004.

The main purpose of the Agreements is to establish a line on the map across which each municipality pledges to not annex. The Agreement recognizes the Mecklenburg-Union County boundary as the line that none of the parties (Charlotte, Marvin, Weddington, Stallings) will cross with annexation. The Agreement thereby limits Charlotte from annexing into Union County and likewise limits Marvin, Weddington, and Stallings from annexing into portions of Mecklenburg County closest to Charlotte.

The Agreement allows very MINOR exceptions under unusual conditions and only if both City Council and the affected town/village board agree. For instance, if cross-county annexations would allow better delivery of municipal services to affected properties, such an exception MIGHT be considered. (An example would be if a cul-de-sac originated in one county and terminated in the other county.) It should be noted that such an exception has never been made.

These Annexation Agreements have served Charlotte, its citizens and its property owners well since being put in place a number of years ago. The Charlotte/Marvin/Weddington/Stallings Agreement renewal was approved by the governing bodies of all four municipalities in 2004 and was a very routine matter. As the July 1, 2014 expiration date for the current Agreement nears, Charlotte staff will work cooperatively with its municipal neighbors to recommend renewal of the Agreement to extend the benefits that the Agreement has brought the parties during the past 15 years.



**CHARLOTTE**

**City Council  
Follow-Up Report**

**August 26, 2011**

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**August 26 – Citizens’ Forum**

**Sharon Dye and Darryl Chisolm**

*Staff Resource: Jerry Orr, Aviation, 704-359-4000, [tjorr@charlotteairport.com](mailto:tjorr@charlotteairport.com)*

At the Citizens’ Forum on Monday, August 22 two speakers, Sharon Dye and Darryl Chisolm addressed Council about noise from the airport at their homes.

*Sharon Dye – 8020 Lauren Kay Ct.*

At Monday’s forum, Sharon Dye asked if the City would insulate her home against aircraft noise. The Airport has had extensive interaction with Ms. Dye and she has spoken to Council before. This was, however, the first time she has asked for sound insulation.

The federal government has adopted standards regarding what constitutes a compensable level of aircraft noise. Through the federally funded Part 150 Program, people who live within a noise contour which experiences a yearly average decibel noise level (DNL) exceeding that acceptable level are eligible for noise mitigation measures such as sound insulation. Ms. Dye’s home, though, is well outside the eligible noise contours<sup>1</sup>. Her home, the Airport’s runways, and the eligible contours are shown in the attachment below.

Ms. Dye’s home is located at 8020 Lauren Kay Ct. in the southeast quadrant of the intersection of NC-16 and I-485. It is close to the flight tracks of many aircraft landing at and departing from the Airport but is six miles north of the departure end of Runway 36R. She purchased her home in December 2000 and began filing complaints with the Airport about aircraft noise on March 18, 2011. She filed about 12 more noise complaints until about June 14, 2011 when she wrote the Airport and indicated that she was no longer being bothered by aircraft noise. However, she began filing noise complaints again on July 19, 2011 and has filed about 10 more since then. The Airport has measured noise at her home twice, most recently during the week of July 29. The results

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<sup>1</sup> The Airport is currently under contours approved by the FAA in 1996 (“1996 Contours”) but has submitted new ones to take into account the new 3<sup>rd</sup> Parallel runway (“Proposed Contours”). The Airport anticipates receiving approval for the new contours by the end of the year. Both sets of contours are shown on the map. Ms. Dye and Mr. Chisolm are ineligible under Part 150 regardless of which sets of contours are in effect.

showed a weekly DNL average of 50.3 attributable to aviation and a total of all noise at a DNL of 57.9. The minimum level to qualify for federal assistance is a DNL of 65.

At the forum Ms. Dye said she has hired an attorney, but the City has no other indication that she is in fact represented and will therefore continue to communicate directly with her. The Airport called Ms. Dye on August 24, 2011 to invite her to meet with the Aviation Director and our Community Programs Manager and she accepted. The Airport is also sending her a letter explaining why the City cannot sound insulate her home.

#### *Darryl Chisolm – 7840 Euler Way*

Darryl Chisolm also addressed City Council during Monday's Citizen's Forum and complained about aircraft noise. Mr. Chisolm's home is almost directly under the approach path to Runway 18R. However, Mr. Chisolm also lives outside of the eligible noise contours. The eligible contours, the Airport's runways, and Mr. Chisolm's home are shown in the attachment below.

Mr. Chisolm first contacted the City about aircraft noise on August 2, 2011 and requested noise monitoring. The Airport responded to him in writing on August 3 and initiated noise monitoring on August 19. The measurements will be completed on August 26 and the results relayed to him on or about September 2, 2011. **See attachment (at the end of this document).**

#### **August 22 – Dinner Briefing**

##### **Agenda Item #3 – Blue Line Extension Update**

*Staff Resource: Greg Gaskins, Finance, 704-336-5885 [ggaskins@charlottenc.gov](mailto:ggaskins@charlottenc.gov)*

During the Blue Line Extension Update at last Monday's dinner briefing, Council asked City staff to comment on the City's debt situation.

In light of the recent national conversation on public debt, primarily focusing on the Federal Government, staff feels it is appropriate to compare federal debt with the City of Charlotte's debt program. Charlotte's local government operates in many ways like a business and therefore relies on the capital markets to provide the most efficient methods to carry out its duties and responsibilities. Having the ability to raise capital efficiently is necessary to provide comprehensive services to citizens. In addition, North Carolina local governments are required to have a balanced budget including operating and debt service.

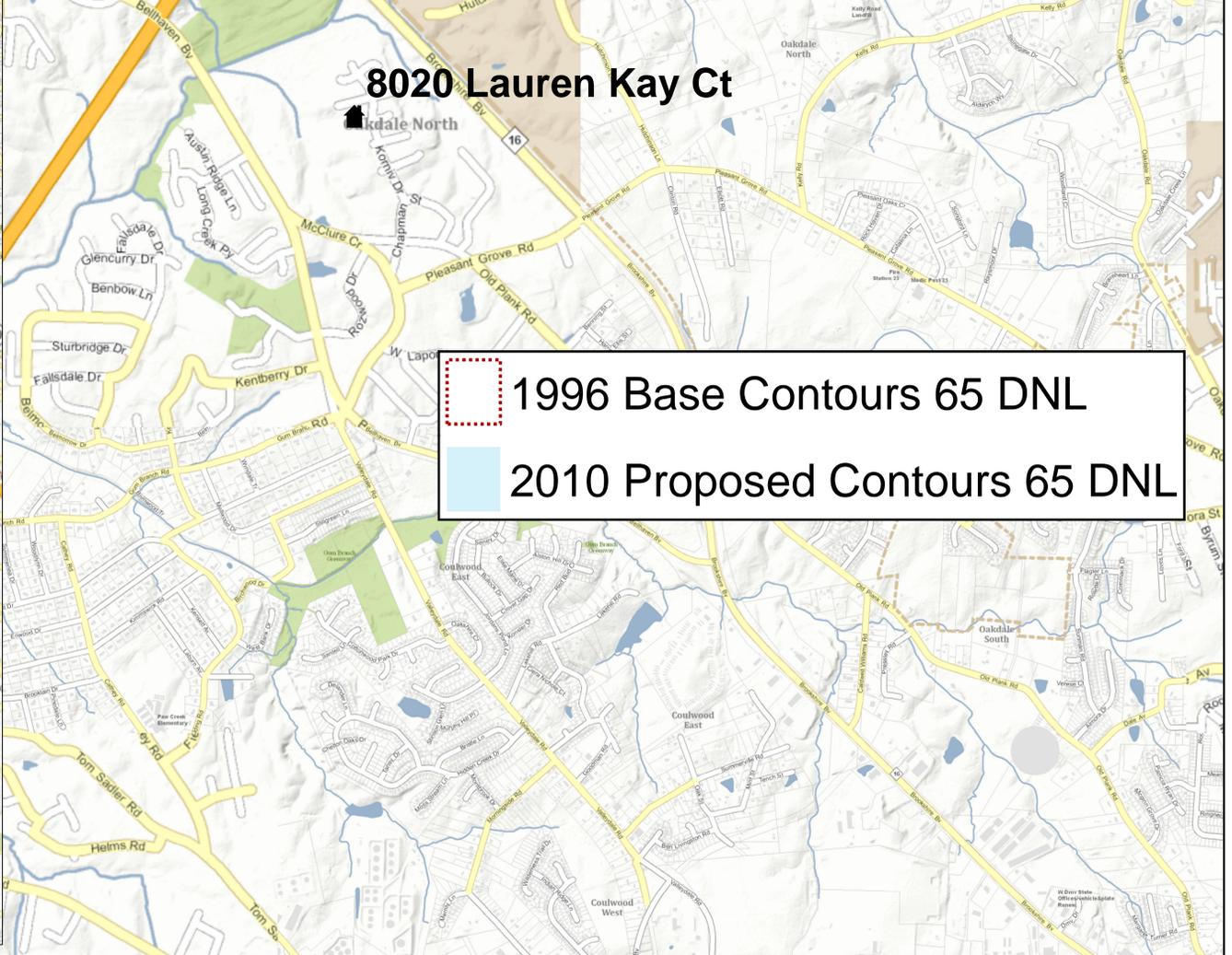
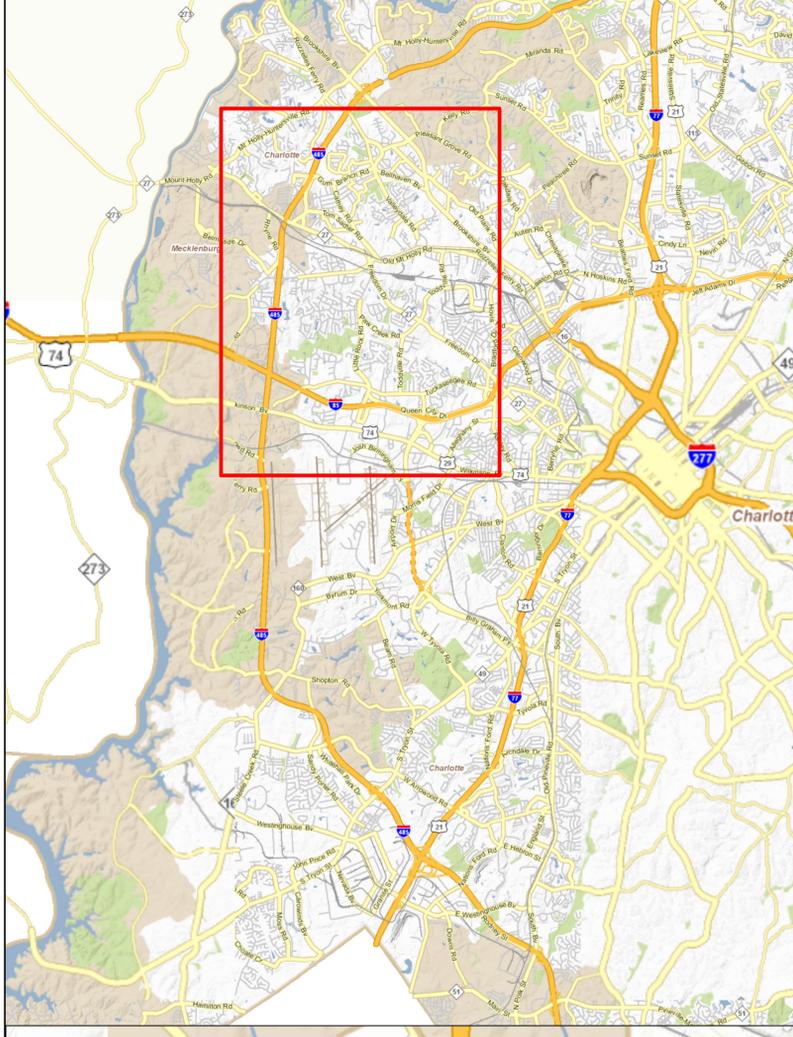
The Federal Government of the United States operates differently than state and local governments by its use of debt to fund operations. The U.S. Treasury issues new debt periodically to make up the difference between the revenue it takes in and the outflow of funds. A key difference between the federal, state and local debt process is that the federal process pays for capital on an ongoing basis. Instead of financing a post office, interstate highway or court house with long term debt, construction costs are paid in full from the cash flows of the government including debt proceeds. There is no distinction between a soldier's paycheck, Medicaid payment and an invoice for steel

used to build a bridge. Local governments fund operations with current cash flow and capital projects like roads, water & sewer infrastructure and transit systems with long term debt.

#### Benefits of the City of Charlotte's Debt Process

- Long-term capital assets are paid for by citizens throughout the lifespan of the infrastructure.
- Long-term financing allows the government to provide more infrastructure improvements with a lower tax burden. Without debt, radical swings in the tax rate would occur when infrastructure is constructed.
- The City of Charlotte uses a fiscally conservative capital planning model that dedicates specific revenue sources to capital. This method builds future capacity without having to increase taxes or cut services allowing the City to maintain a consistent tax rate.
- When voters approve a referendum and City Council authorizes debt issuance, the source of repayment is in place for the life of the debt without increasing the tax burden. Using only pay-as-you-go to provide infrastructure would require huge swings in the annual tax rate and beg the question "is it fair that today's taxpayers should pay for assets that will be used by future generations?"
- The City has maintained an outstanding debt portfolio which is approximately 30% of the total allowed by state law. In FY2010, the general obligation debt per capita was \$639.
- All City debt has a specified source of repayment. Enterprise operations such as Charlotte-Mecklenburg Utilities and the Airport are self-sustaining and account for the majority of the total outstanding debt of the City. These activities are not taxpayer supported.
- Citizens have the opportunity to vote for all debt that could impact property taxes. Any non-referendum debt is supported by a specific revenue source tied to the project or backed by an asset.
- State and local debt carry interest rates far lower than businesses. It is more efficient to pay for capital needs with governmental debt than in the private sector. The City of Charlotte has a top credit profile in the nation and achieves extremely low costs of borrowing.
- North Carolina has excellent local government finance laws which assure proper diligence in issuance, transparency to the public and nationally recognized high standards.

Debt is an efficient, effective way to provide services and infrastructure to the public In North Carolina. The debate at the national level on debt, debt levels and deficit spending is not applicable to Charlotte. The City of Charlotte's planning model is sound and its credit standing is at the top of the scale as a result. The City of Charlotte has created priorities publically and funded those capital needs in a fiscally responsible manner.

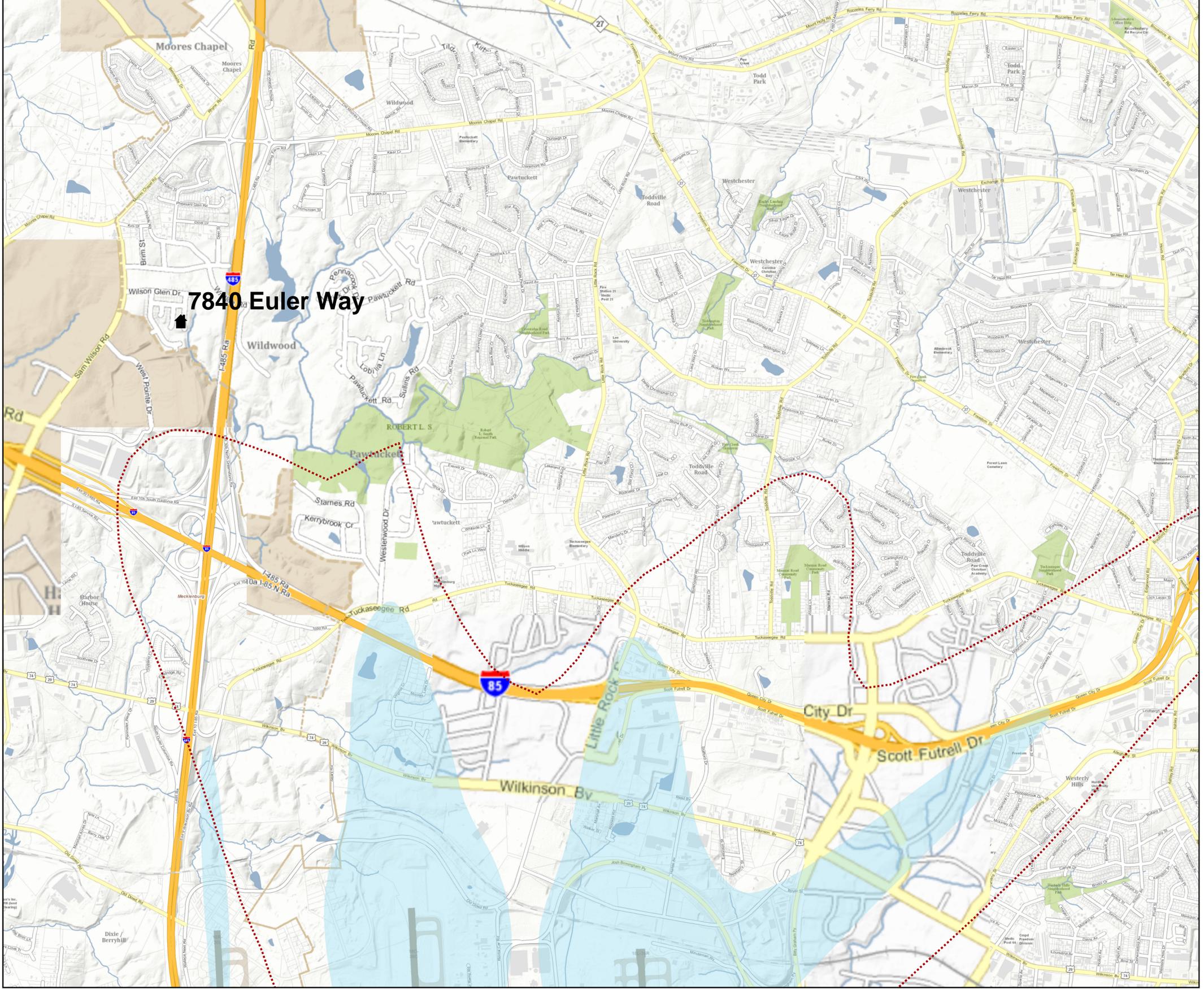


8020 Lauren Kay Ct

Oakdale North

1996 Base Contours 65 DNL

2010 Proposed Contours 65 DNL



7840 Euler Way

Moore's Chapel

Wildwood

PAWTOCKET

ROBERT L S

PAWTOCKET

Starnes Rd

Kerrybrook Cr

Westernwood Dr

Tuckasegee Rd

Evans Rd

Wilkinson Blvd

Little Rock Rd

City Dr

Scott Futrell Dr

Westerly Hills

Westerly Hills

Westerly Hills

Westerly Hills

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