



<b>WHAT'S INSIDE:</b>	<u>Page</u>
Calendar Details .....	2
<b><u>Agenda Notes:</u></b>	
Agenda Item #3 – Eastland Mall Redevelopment Strategy Update .....	2
Agenda Item #6 – Rezoning Petition 2016-024 .....	3
Agenda Item #22 – Infrastructure Reimbursement for 17 <sup>th</sup> Street and Parkwood Avenue .....	3
<b><u>Information:</u></b>	
County Commission and City Council Compensation Information .....	3-4
Plaza-Midwood Traffic Concerns .....	4
Update on Thomas Avenue Parking Lot Rapid Charge Electric Vehicle Charging Station .....	4
2016 State Legislative Report #9 .....	4

**WEEK IN REVIEW:**

Mon (June 27)	Tues (June 28)	Wed (June 29)	Thurs (June 30)	Fri (July 1)
12:00 PM Governance & Accountability Committee, Room 280  2:00 PM City Manager's Update, Room CH-14  5:00 PM Council Business Meeting, Room 267  6:30 PM Citizens' Forum, Meeting Chamber		MAYOR AND COUNCIL TO RALEIGH		

## CALENDAR DETAILS:

### Monday, June 27

- 12:00 PM Governance & Accountability Committee, Room 280  
**AGENDA:** Process for nominations and appointments to City boards/commissions; City Attorney evaluation process; FY16 external audit plan; Committee meeting calendar
- 2:00 PM City Manager's Update, Room CH-14
- 5:00 PM Council Business Meeting, Room 267
- 6:30 PM Citizens' Forum, Meeting Chamber

### Wednesday, June 29

MAYOR AND CITY COUNCIL TO RALEIGH

June and July calendars are attached.



June-July 2016.pdf

## AGENDA NOTES:

### Agenda Item #3 – Eastland Mall Redevelopment Strategy Update

Staff Resource: Patrick Mumford, NBS, 704-336-5612, [pmumford@charlottenc.gov](mailto:pmumford@charlottenc.gov)

Todd DeLong, NBS, 704-432-2989, [tdelong@charlottenc.gov](mailto:tdelong@charlottenc.gov)

During the June 27 Dinner Briefing, the Mayor and City Council will receive an update on the proposed redevelopment process for the former Eastland Mall site. Part of the presentation will include a summary of a redevelopment concept proposed by Alejandro Aravena, a Pritzker prize winning Chilean architect, whose firm, Elemental, was commissioned by the Latin American Economic Development Corporation.

Steve Harrison with the *Charlotte Observer* has requested and received a copy of Elemental's plan, which is attached, for a story he intends to include in this weekend's paper. Also attached for reference is the original concept developed by staff.



Elemental  
Concept.pdf



City Concept (April  
2016).pdf

## **Agenda Item #6 – Rezoning Petition 2016-024**

*Staff Resource: Tammie Keplinger, Planning, 704-336-5967, [tkeplinger@charlottenc.gov](mailto:tkeplinger@charlottenc.gov)*

For Item #6, a rezoning requested by Greystar GP II, LLC, the number of units and density in the third bullet of the ‘Explanation’ section has been corrected to 158 and 26.2 units per acre, respectively. The Council Business Agenda has been updated online and on iLegislate.

## **Agenda Item #22 – Infrastructure Reimbursement for 17<sup>th</sup> Street and Parkwood Avenue**

*Staff Resource: Todd DeLong, NBS, 704-432-2989, [tdelong@charlottenc.gov](mailto:tdelong@charlottenc.gov)*

*Mike Davis, CDOT, 704-336-3938, [madavis@charlottenc.gov](mailto:madavis@charlottenc.gov)*

*Pamela Wideman, NBS, 704-336-3488, [pwideman@charlottenc.gov](mailto:pwideman@charlottenc.gov)*

At Monday night’s Business Meeting, Council will be asked to approve an infrastructure reimbursement agreement for 17<sup>th</sup> Street and Parkwood Avenue. The agreement reimburses the developer of a residential project located in the Optimist Park Neighborhood for the extension of 17<sup>th</sup> Street to Parkwood Avenue and streetscape improvements to Parkwood Avenue. This agreement, which is authorized under section 7.107 of the City Charter, is similar to previous infrastructure agreements in that it allows the City to construct public infrastructure at a lower cost by partnering with a developer.

Approval of this request also supports City Council’s priority to build and preserve vibrant and diverse neighborhoods by expanding the supply of affordable and workforce housing through new construction and preservation of the existing housing stock.

This proposed new development consists of 48 one-bedroom housing units, located in the Optimist Park Neighborhood Profile Area, just outside of the I-277 loop and is in close proximity to the Blue Line Extension. Many of the neighborhoods in this area are experiencing rapid growth and change. The developer has committed five of the 48 housing units, to serve households earning 80% (\$42,900) of the area median income for a 20 -year period. Neighborhood & Business Services staff will place the five committed units in its existing asset management portfolio to be monitored, ensuring that they remain affordable for the 20-year period. Currently average rents in this community are \$1,016 per month. The inclusion of workforce housing in this development will provide additional long-term workforce housing options in close proximity to the Center City.

## **INFORMATION:**

### **County Commission and City Council Compensation Information**

*Staff Resource: Katie McCoy, City Manager’s Office, 704-336-5017, [kdmccoy@charlottenc.gov](mailto:kdmccoy@charlottenc.gov)*

An article in the Charlotte Observer earlier this week about compensation changes for the Mecklenburg County Commissioners cited Mayor and City Council salaries. The table below lists the FY17 budgeted compensation for the City Council and County Commission.

FY17 Adopted Budget	City		County	
	Mayor	Council	Commission Chair	Commissioners
Salary	\$24,889	\$19,232	\$33,388	\$26,710
Expense	\$10,000	\$5,800	\$8,250	\$8,250
Auto	\$4,800	\$4,000	\$4,380	\$4,020
Technology	\$3,100	\$3,100	\$4,410	\$4,410
<b>Total</b>	<b>\$42,789</b>	<b>\$32,132</b>	<b>\$50,428</b>	<b>\$43,390</b>

**Plaza-Midwood Traffic Concerns**

Staff Resource: Doreen Szymanski, CDOT, 704-336-7527, [dszymanski@charlottenc.gov](mailto:dszymanski@charlottenc.gov)

Members of the community have shared concerns about traffic impacts in the Plaza-Midwood Neighborhood to City Council, and through social media. In particular, these residents are concerned about pedestrian safety, increased traffic volumes, traffic signal functions, speeding, and non-compliance with multiway stop sign locations. Attached is a report and map prepared by CDOT staff that responds to those concerns, and includes next steps.



CDOT Response.pdf



PlazaMidwood Traffic.pdf

**Update on the Thomas Ave Parking Lot Rapid Charge Electric Vehicle Charging Station**

Staff Resource: Steve Gucciardi, E&PM, 704-577-5587, [sgucciardi@charlottenc.gov](mailto:sgucciardi@charlottenc.gov)

On June 9 the City of Charlotte and Brightfield Transportation Solutions (BTS) held a ribbon cutting at 1225 Thomas Ave to celebrate the installation of a Rapid Charge Electric Vehicle Charging Station on City property. This charging station was installed as part of a public private partnership with Nissan Motors, BTS, and the City of Charlotte. The charging unit has experienced inoperability, resulting in the manufacturer determining it needs to be replaced with a new unit. Because the malfunction is a result of faulty equipment, the charging unit is being replaced by the manufacturer at no cost to the City. A time-frame for the replacement has not been set, but it is anticipated the new unit should be operational within three weeks.

**2016 State Legislative Report #9**

Staff Resource: Dana Fenton, City Manager’s Office, 704-336-2009, [dfenton@charlottenc.gov](mailto:dfenton@charlottenc.gov)

Attached is the Week 9 State Legislative Report.



2016 week 9 report.pdf

# June

<i>Sun</i>	<i>Mon</i>	<i>Tue</i>	<i>Wed</i>	<i>Thu</i>	<i>Fri</i>	<i>Sat</i>
			<p><b>1</b></p> <p><b>Mayor and Council to Raleigh</b></p> <p><b>12:00pm</b> Housing &amp; Neighborhood Development Committee Mtg., Room 280</p>	<p><b>2</b></p> <p><b>6:30pm</b> CM Mitchell's Engagement Through Economic Development Town Hall Mtg., Room 267</p>	<b>3</b>	<b>4</b>
<b>5</b>	<p><b>6</b></p> <p><b>12:00pm</b> Environment Committee Mtg., Room 280</p> <p><b>5:00pm</b> Council Workshop/Citizens' Forum, Room 267</p>	<b>7</b>	<p><b>8</b></p> <p><b>NCLM Town Hall Day Raleigh, NC</b></p>	<b>9</b>	<b>10</b>	<b>11</b>
<b>12</b>	<p><b>13</b></p> <p><b>2:00pm</b> Transportation &amp; Planning Committee Mtg., Room 280</p> <p><b>5:00pm</b> Council Business Mtg., Room 267</p> <p><b>7:00pm</b> Budget Adoption, Meeting Chamber</p>	<b>14</b>	<b>15</b>	<p><b>16</b></p> <p><b>12:00pm</b> Community Safety Committee Mtg., Room 280</p>	<b>17</b>	<b>18</b>
<b>19</b>	<p><b>20</b></p> <p><b>12:00pm</b> Council Agenda Briefing (optional), Room 886</p> <p><b>12:00pm</b> Intergovernmental Relations Committee Mtg., Room 280</p> <p><b>5:00pm</b> Zoning Meeting, Room Ch-14</p>	<b>21</b>	<p><b>22</b></p> <p><b>5:30pm</b> MTC Meeting, Room 267</p>	<b>23</b>	<p><b>24</b></p> <p><b>25</b></p> <p><b>US Conference of Mayors Annual Meeting Indianapolis, IN</b></p>	
<b>26</b>	<p><b>27</b></p> <p><b>12:00pm</b> Governance &amp; Accountability Committee Mtg., Room 280</p> <p><b>2:00pm</b> City Manager's Update Mtg., Room CH-14</p> <p><b>5:00pm</b> Citizens' Forum/Council Business Mtg., Room 267</p>	<b>28</b>	<p><b>29</b></p> <p><b>Mayor and Council to Raleigh</b></p>	<b>30</b>		

**2016**

**US Conference of Mayors Annual Meeting Indianapolis, IN**

# July

<i>Sun</i>	<i>Mon</i>	<i>Tue</i>	<i>Wed</i>	<i>Thu</i>	<i>Fri</i>	<i>Sat</i>
					1	2
3	4 Independence Day	5	6	7	8	9
10	11 12:00pm Governance & Accountability Committee Mtg., Room 280	12	13	14	15	16
17	18 12:00pm City Manager's Evaluation, Room CH-14  5:00pm Zoning Meeting, Room CH-14	19	20	21	22	23
24	25 5:00pm Citizens' Forum/Council Business Mtg., Room 267	26	27	28	29	30
31						

2016





Hollyfield Dr.

Stillwell Oaks Cir.

Wilora Lake Rd.

Sharon Amity Road

Central Avenue

Reddman Rd.

Albemarle Road

## Plaza-Midwood Traffic Concerns

Plaza-Midwood is a growing, urban neighborhood located approximately two miles from Center City. The overall market shift toward walkable urban places is playing out in Plaza-Midwood. The neighborhood is attracting more residents and development as part of Charlotte's urban growth. Longtime residents are adjusting to new development, a growing population, and increased use of the street system.

This report details two sets of Plaza-Midwood traffic concerns, and the City's work and communication responding to those concerns. Citizens' concerns are focused on how traffic navigates Thomas Avenue and The Plaza/Central Avenue. Charlotte Department of Transportation (CDOT) staff worked with three neighborhood residents over the past few months to address their concerns while adhering to Council adopted policies and transportation guidelines. The following information describes the environment of each street, the citizens' concerns, and how staff is working with the neighborhood.

### **Thomas Avenue** *(Reference attached map)*

Thomas Avenue is approximately ¾ mile long and extends between Central Avenue and Belvedere Avenue.

- Thomas Avenue is a 25 mph public street with sidewalk, planting strips and on-street parking.
- Thomas Avenue carries about 800 vehicles per day, which is consistent with a residential street in an urban location.
- During the last evaluation 85% of vehicles were traveling at 29 mph or below.
- The street has met criteria and currently has three multiway stops.

### *Thomas Avenue Complaint Summary (Ms. Elizabeth Incze)*

Ms. Incze's concerns and requests include:

- Traffic volumes,
- Speeding, and
- Non-compliance of motorists using multiway stops.

Request:

- No right turn signs from Hawthorne Lane onto Kennon Street.

CDOT's Response:

- The City of Charlotte has not used turn restrictions for traffic calming in approximately 20 years.
- CDOT supports connectivity on public streets to disburse traffic over the full street system discouraging any one street from becoming overburdened with traffic.
- Turn restrictions shift the traffic burden to other neighborhood streets.
- Turn restrictions are violated without constant police enforcement.
- A right turn restriction from Hawthorne Lane onto Kennon Street would address only evening rush hour, and with travel being mainly outbound, would affect only one block of Thomas Avenue.
- When asked, CMPD responded they do not support a right turn restriction.

Request:

- Traffic calming (traffic circles) and
- CMPD enforcement

CDOT's Response:

- In residential areas, traffic circles must meet the same criteria as multiway stops.
- The City no longer funds traffic circles and speed humps. Neighborhoods desiring these devices need to self-fund, or take advantage of the neighborhood matching grant process if eligible.
- The street does not meet criteria for speed humps.

- CDOT spoke with CMPD about enforcement on Thomas Avenue. They have provided some enforcement with limited results. Speeds are not excessive. Most citations written were for non-compliance with multiway stops. CMPD continues to enforce as resources allow.

#### *Thomas Avenue Next Steps*

- Thomas Avenue characteristics do not warrant further treatment at this time. CDOT continually reviews national trends for measures to create more livable streets. The CDOT will continue to monitor for changing conditions.

#### **The Plaza** *(Reference attached map)*

The Plaza, between Central and Parkwood avenues, is approximately one-mile long.

- It is a public street classified as a minor thoroughfare.
- It includes four lanes with sidewalk, planting strips, and residential homes on both sides of the street.
- It has a wide, planted median along most of its length.
- The Plaza, between Central and Parkwood avenues, carries about 15,000 vehicles per day.
- It is ineligible for traffic calming due to its classification as a minor thoroughfare.

#### **The Plaza/Central Avenue Complaint Summary** *(Renee Bradley and Keren Boyan)*

Ms. Bradley and Ms. Boyan’s concerns and requests include:

- Pedestrian safety at crossings on Central Avenue at The Plaza, Thomas Avenue, and Pecan Avenue,
- Pedestrians crossing Central Avenue in the vicinity of Clement Avenue, and
- Speeding and traffic volume on The Plaza.

#### **Request:**

- Improved pedestrian safety including an “all pedestrian” walk phase at intersections.

#### **CDOT’s Response:**

- CDOT recently implemented traffic signal changes at Central Avenue/Pecan Avenue, Central Avenue/Thomas Avenue, and Central Avenue/The Plaza. The CDOT is evaluating the “All Walk” (all red) signal operation.

#### **Request:**

- Left turn signal at the Central and Pecan avenues intersection.

#### **CDOT’s Response:**

- In the coming months, there will be a new left turn signal for westbound Central Avenue at Pecan Avenue. There will also be a new left turn signal for northbound Pecan Avenue onto Central Avenue. These changes are being done in coordination with Duke Energy to change out the wood poles for proper height clearances.

#### **CDOT is working on the following:**

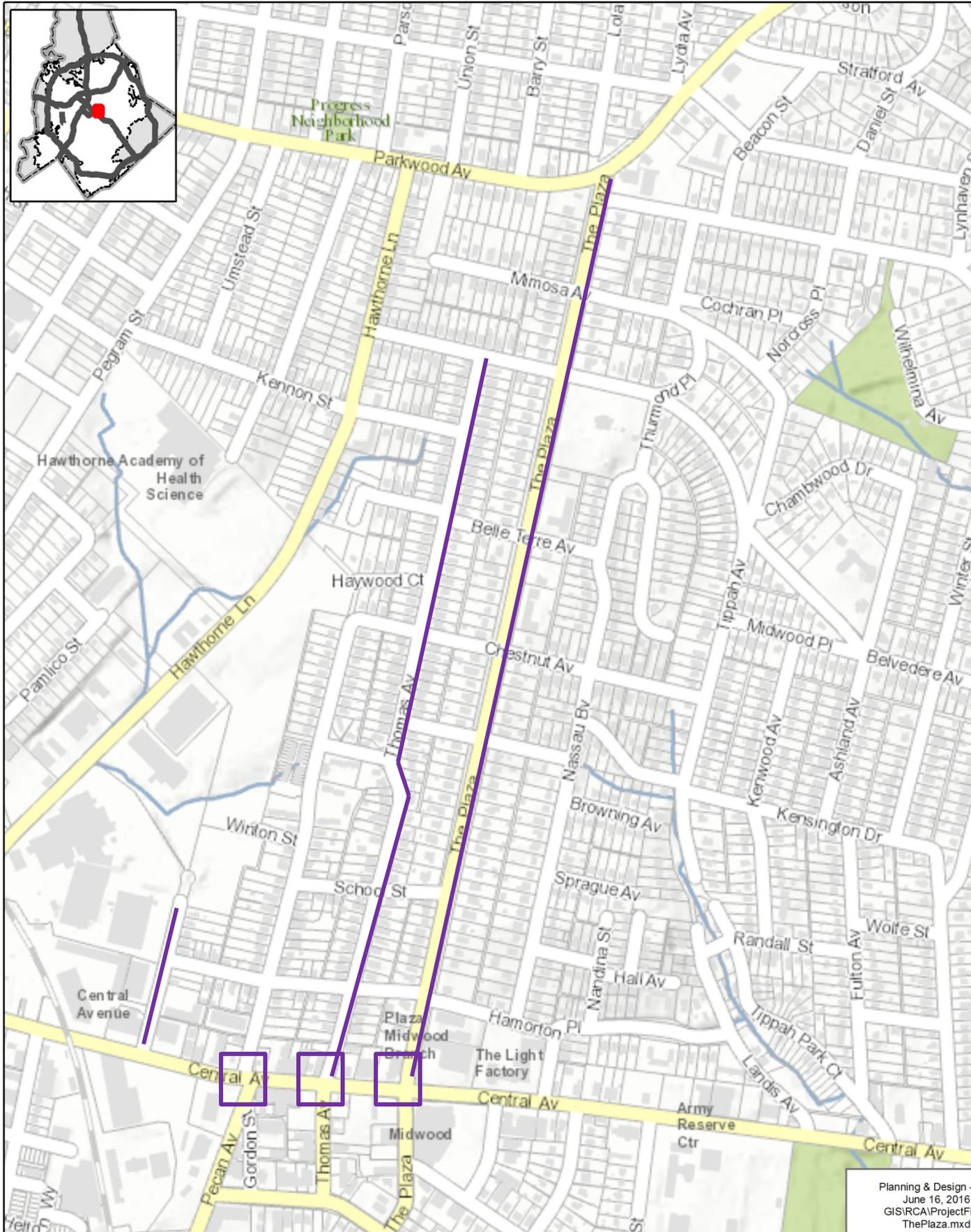
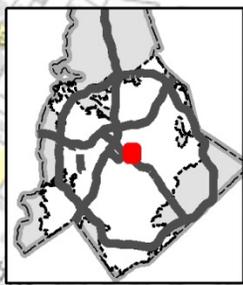
- Exploring possible “no turn on red” prohibition at The Plaza and Central Avenue intersection.
- Studying on-street parking for The Plaza.
- Looking closely at whether off-peak on-street parking on Central Avenue can be accommodated, and will provide an update as soon the study is complete.
- Finalizing plans to add a traffic signal with crosswalks and pedestrian signals at the intersection of Central Avenue and Clement Avenue. Work includes aligning the driveway on the south side with Clement Avenue to create crosswalks and accessible ramps. The property owner has been very agreeable to the driveway modifications and installation of the traffic signal.

#### **The Plaza/Central Avenue Next Steps**

- CDOT has implemented changes based upon resident requests. Residents will be notified over the summer months upon completion of each outstanding task.

# Plaza-Midwood Traffic Concerns

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CHARLOTTE™

**CITY MANAGER'S OFFICE  
M E M O R A N D U M**

June 24, 2016

**TO:** Ron Carlee, City Manager  
Ron Kimble, Deputy City Manager

**FROM:** Dana Fenton, Intergovernmental Relations Manager

**SUBJECT:** 2016 State Legislative Report #9

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**Trending Topics**

House and Senate conferees are still trying to iron differences in their versions of the **2016 Appropriations Act (HB 1030 – Dollar)**; Speaker announced an agreement should be arrived at between the House and Senate early next week which should enable final votes to be taken by next Friday.

House and Senate leadership is working to adjourn by or immediately after the July 4 holiday.

Senate Rules Committee will be taking up the proposed constitutional amendment to prohibit eminent domain from being used for economic development purposes on Friday, June 24 (**HB 3 – Stam**). If the amendment were to be approved by the voters, staff does not foresee the amendment impacting how the City utilizes its power of eminent domain.

**Amend Environmental & Other Laws (HB 593 – McElraft)** was passed by the Senate and sent back to the House for concurrence. HB 593 prohibits cities from charging fees for activities conducted in the rights-of-way by suppliers of natural gas, telecommunications, video programming and electricity. The City collects approximately \$1.1 million of such fees annually. The House amended **SB 481** (Barringer) to include the same provisions along with a July 1, 2017 effective date. House will take a vote on SB 481 on Monday, June 27.

**Land Use Regulatory Changes (HB 483 – Jordan)** was reported out of Senate Judiciary I and will be considered by Senate Commerce, and if favorable, Senate Rules. HB 483 incentivizes land use litigation with resulting higher legal costs being borne by taxpayers. The language on performance guarantees undermines this process in such a way that local property taxpayers will pay the costs of repairing substandard infrastructure, and it subjects property purchasers to the harms created by failing infrastructure.

**Performance Guarantees / Subdivision Streets ([SB 778](#) – Wade)** passed House and sent to Senate for concurrence. SB 778 provides that NCDOT will have primary responsibility for design of and funding for transportation ingress/egress improvements to schools, public and otherwise, from state and locally owned rights-of-way. However, questions remain as to whether improvements such as sidewalks, traffic signals, and left turn lanes are eligible for funding. The Senate refused to take a vote of concurrence, instead re-referring SB 778 to Senate Transportation.

**Regulatory Reform Act of 2016 ([SB 303](#) – Barefoot)** passed House and sent to Senate for concurrence. Section 2.6 makes it more difficult for local governments to enforce ongoing land use violations, leaving neighboring property owners left with few remedies. If a violator is breaking the law knowingly, under the amended language, so long as the six year time period runs its course, the violator faces no consequences for their actions. The Senate failed to concur in the House changes.

### **Administrative & Fiscal**

**2016 Appropriations Act ([HB 1030](#) – Dollar):** The House rejected the Senate version of HB 1030, and both Senate and House appointed conferees. Points of contention include:

- Senate language to limit state participation in commuter rail, intercity rail, and light rail projects to 10% of project costs, which complicates the House proposal for a “clean repeal” of language from 2015 limiting state participation in light rail projects to \$500,000. The “clean repeal” language was first introduced in **Repeal Light Rail Funding Cap ([HB 988](#) – Torbett / [SB 857](#) – McKissick)**.
- Senate language to repeal a key plank of the 2015 sales tax redistribution compromise that contributed \$17.6 million from State to local sales tax coffers. The repeal of the \$17.6 million contribution to local sales tax coffers was originally proposed in **Change the Local Option Sales Tax Adjustment Factor ([SB 846](#) – Brown)**.
- Senate and House budgets phase in an increase of the personal income tax standard deduction from \$15,500 to \$17,500 but over different time periods. Senate phases it in over two years while the House has a four year phase in period.

**Constitutional Amendment – Maximum Income Tax Rate of 5.5% ([SB 817](#) – Rucho)** reported favorably out of Senate Finance. Proposal amends Article V, Section 2(6) of the State Constitution to lower the maximum income tax rate from the current 10% to 5.5%. Question would be put before the voters on November 8, 2016. The current rate of personal income taxation is 5.499%. SB 817 does not contain any provisions for the legislature to override the limit through any means such as a super-majority vote of both houses of the General Assembly.

No action has been taken on **Repeal House Bill 2 ([HB 946](#) – Jackson / [SB 784](#) – Van Duyn)**, **The Equality for All Act ([HB 1078](#) – Sgro)**, or **Provide Protections Against Discrimination ([HB 1118](#) – W. Richardson)**.

## **Economic Development**

No action has been taken by either the House or Senate on the three economic development measures that are focused upon rural economic development. The measures are: **Economic Development Changes and Study** ([HB 1029](#) – S. Martin / [SB 810](#) – Brown), **Eliminate Use of Development Tiers** ([HB 1082](#) – Davis / [SB 844](#) – Hise), and **Prosperity & Economic Opportunity for All NC Act** ([HB 1090](#) – S. Martin / [SB 826](#) – Gunn). The House versions of the bills have been referred to House Rules. The Senate versions have been referred to Senate Commerce with serial referrals to Senate Finance and Appropriations/Base Budget.

## **Infrastructure**

**Terminate Agreement for Tolling of I-77** ([HB 954](#) – Jeter) passed the House on June 2 by vote of 81-27. HB 954 referred to Senate Transportation, where it has not been calendared for a hearing. In press coverage earlier this week, Senator Tarte indicated that he did not believe the bill would be considered by the Senate this session.

## **Environmental & Planning**

**Regulatory Reduction Act of 2016** ([HB 169](#) – Hager) passed the Senate and has been sent back to the House for concurrence. HB 169 would repeal recycling requirements for discarded computer equipment and televisions, which is based upon US EPA finding that electronics can be safely disposed of in municipal solid waste landfills. The House re-referred HB 169 to House Regulatory Reform.

## **Public Safety**

**Body-Worn & Dashboard Cameras / No Public Records** ([HB 972](#) – Faircloth): Legislation recommended by the Joint Legislative Oversight Committee on Justice and Public Safety to establish statewide standards for the release of body-worn and dashboard camera video and audio. HB 972 has been advanced to a final vote in the House on Monday, June 27.

No action has been taken on **Local Government Immigration Compliance** ([SB 868](#) – Sanderson) that creates “additional incentives” for local governments to comply with State immigration laws. Among the “incentives” to comply with such laws is the threat of losing Powell Bill funding. SB 868 referred to Senate Judiciary II, if favorable, to Finance, and if favorable, to Appropriations / Base Budget. The contents of SB 868 were incorporated into [HB 100](#) (Cleveland), which was referred to Senate Appropriations / Base Budget and will be heard on Friday, June 24. HB 100 was the subject of some level of press coverage this week.