



<b>WHAT'S INSIDE:</b>	<u>Page</u>
Calendar Details .....	2
<b><u>Information:</u></b>	
Upcoming Construction Closure of Ridge Road.....	2-3
Post Construction Ordinance Redevelopment Mitigation Options.....	3-4
CATS Airport Connector Service .....	4-5
July 18 State Legislative Update .....	5-6

**WEEK IN REVIEW:**

Mon (July 21)	Tues (July 22)	Wed (July 23)	Thurs (July 24)	Fri (July 25)
12:00 PM Governance & Accountability Comm., Room 280  3:00 PM Environment Committee, Room 280  5:00 PM Council Zoning Meeting, Room CH-14				

## CALENDAR DETAILS:

### Monday, July 21

- 12:00 pm Governance & Accountability Committee, Room 280  
**AGENDA:** ERP update; Closed session to discuss City Manager's evaluation survey results
- 3:00 pm Environment Committee, Room 280  
**AGENDA:** Catawba-Wateree basin water supply master plan; Coal ash due diligence update
- 5:00 pm Council Zoning Meeting, Room CH-14

ATTACHED: [July and August calendars](#)

## INFORMATION:

### Upcoming Construction Closure of Ridge Road

*Staff Resources: Angela Berry, CDOT, 704-432-5259, [aberry@charlottenc.gov](mailto:aberry@charlottenc.gov)*

*Dan Leaver, E&PM, 704-336-6388, [dleaver@charlottenc.gov](mailto:dleaver@charlottenc.gov)*

Beginning Monday, August 4, Ridge Road between Prosperity Ridge Road and the western loop of Waverly Lynn Lane will close for up to two weeks for construction of a storm drain associated with the Prosperity Ridge Road Connection Project. Ridge Road should be reopened to two-way traffic well before the first day of classes for Charlotte-Mecklenburg Schools on August 25. This project is a City component of the overall I-485/Prosperity Village split diamond interchange being constructed by NCDOT. A press release and road closure notice have been issued. Please note that the dates of the closure are subject to change due to weather conditions.

The detour route, indicated by signage along its length, will include Johnston-Oehler Road, Mallard Creek Road, and Amanda Ellen Road. A map of the detour route is attached. Construction activities for this project are being coordinated with those of I-485 and the Johnston-Oehler Road Farm-to-Market project to minimize impacts to motorists, pedestrians, and bicyclists. The Ridge Road closure will not affect the subdivision entrances to Ridge Road Villas, Prosperity subdivision, or the Ridge at Highland Creek apartments on Prosperity Ridge Road, and residents will be able to access their neighborhoods.

CDOT has issued a press release about the closure, and is reaching out to area residents and businesses through the following:

- Variable message signs will be placed on Ridge Road and Prosperity Church Road at least 2 weeks before the closure
- Coordination with area homeowner's associations, including but not limited to those for Prosperity Ridge townhomes, Ridge Road Villas, Prosperity subdivision, Ridge at Highland Creek, and Highland Creek.
- Notices on the City's Facebook and Twitter feeds
- Direct conversations with businesses in the Shoppes at Highland Creek shopping center (Harris-Teeter, Hawthorne's Pizza, Bojangle's, etc.)
- Direct conversations with staff at Fire Station 31 and CMPD's North and University Divisions

**ATTACHED:** [Ridge Road detour map](#)

### **Post Construction Ordinance Redevelopment Mitigation Options**

*Staff Resource: Daryl Hammock, E&PM, 704-336-2167, [dhammock@charlottenc.gov](mailto:dhammock@charlottenc.gov)*

In 2011, City Council approved mitigation options for redevelopment sites with a sunset date of April 30, 2014.

Redevelopment of existing sites is an important tool to restore impaired watersheds. It minimizes green space impacts and adds opportunity for pollutant removal from existing impervious areas. The mitigation fee option allows sites with limited space or other drivers to pay a fee, which the City uses to build offsite regional stormwater control measures. Based on recent mitigation projects, offsite controls can economically remove two times the pollutants than onsite controls. This program improves surface water quality on a regional basis.

On April 28, 2014, City Council unanimously approved extending the use of mitigation fees on certain redevelopment projects until October 31, 2014. This extension continued the option to pay a mitigation fee instead of controlling stormwater runoff onsite. City Council directed staff to investigate options, including the use of a case-by-case procedure to approve the use of mitigation fees.

Options considered by staff:

1. Continue to administer the mitigation fee as it is currently.
2. Developing a case-by-case administrative or political procedure.
3. Consider a Tax Increment Financing (TIF) program.
4. Raise the mitigation fee to discourage its use, and administer as it is currently.
5. Remove the mitigation fee option.

On May 29, 2014, Storm Water Services held a public meeting to obtain input on the various options, and criteria to allow or reject a mitigation fee under a case-by-case scenario. Generally, the feedback received was in favor of keeping the mitigation options in some form.

Most commenters supported use of the existing mitigation fee. Many expressed concerns that

a case-by-case process would add risk and uncertainty to redevelopment projects, and that such a process may be arbitrary. There was little support for implementing a Tax Increment Financing (TIF) program or raising the mitigation fee to discourage its use. Some commenters expressed that onsite control of runoff is straightforward, should be required, and that the cost of controls is not a major factor when deciding whether or not to redevelop a property. These commenters also expressed concern that not implementing some form of onsite control to address oil, gas, grease, and chemicals would harm headwater streams.

Staff used this input to refine a recommendation that will be presented to the Environment Committee on August 13, 2014. Staff recommends continuing the mitigation fee, clarifying the current screening process for use of the fee, requiring additional onsite controls for surface parking lots, and extending the use of the fee until December 2019.

### **CATS Airport Connector Service**

*Staff Resource: Herbert Judon, Aviation, 704-359-4844, [hjudon@cltairport.com](mailto:hjudon@cltairport.com)*

On June 11 2014, CATS and CLT provided a Council-Manager Memo notifying the initiation of the Airport Connector Service that began on June 16, 2014. These two new routes provide express bus service to CLT at 30-minute intervals from CATS' Park and Ride lots located in the North at Northlake Mall and from the south at the Archdale, Tyvola, and Woodlawn stations. This new service represents the second collaborative effort between CLT and CATS. The first, CATS Sprinter Service, has been operating from the Airport since 2009. The specific goals and targets for these services are as follows:

- Incentivize some employees to utilize the Connector Service instead of parking at the Airport, which alleviates some of the demand for onsite employee parking.
- Provide additional transit options to and from the Airport for customers originating from the northern and southern regional corridors.
- Provide a "Kiss & Fly" option for individuals in lieu of parking at the Airport's public lots. At present, for security reasons, cars cannot be parked overnight at the CATS's Park and Ride lots
- Reduce overall congestion at the Airport and promote transit options which enhance regional sustainability efforts.

This service is currently in its infancy and both CLT and CATS view it as a pilot program. Like many new bus routes, ridership starts out slowly and often increases over time. However, staff continue to be encouraged by the growth in awareness and ridership numbers over the first several weeks of operation. Airport and CATS staff are working collaboratively to market the routes and assess ridership levels.

The measure of success of these routes is not solely monetary. Staff's focus is to provide additional parking and transportation options through the summer and holiday season at least until the Airport's new parking structures are complete. However, if successful, the Airport will consider continuing the service beyond that point.

## **July 18 State Legislative Update**

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

In week 10, the Senate passed the Metropolitan Transit Commission's requested Increase Allowed Size of Passenger Buses (HB 375) bill, which is now law (SL 2014-71). Representative Bill Brawley was instrumental in securing a commitment from the Senate Rules Committee Chairman Senator Apodaca to hear HB 375, which the Committee reported favorably. Senator Jeff Tarte managed the bill on the floor of the Senate. The bill sponsors were Representatives Charles Jeter, Rob Bryan, Jacqueline Schaffer, Tricia Cotham, Bill Brawley and Rodney Moore.

The Local Sales Tax for Education / Economic Development Changes bill (HB 1224) was re-referred from the Senate floor to the Senate Finance Committee for more work. As currently written, HB 1224 would allow counties to impose up to a 0.5% sales and use tax for education in lieu of the public transportation sales tax and cap the local sales and use tax rate at 2.5%. Considerable opposition has been generated to this proposal from around the state and the House has not yet committed to taking up HB 1224 this session.

The Senate formally rejected the House changes to the Coal Ash Management Act of 2014 (SB 729) and appointed a committee of conference. The main sticking points for the Senate, as communicated by bill sponsor Senator Apodaca from the Senate floor, were House provisions allowing deadlines to clean up ash ponds to be pushed back and the housing of the Coal Ash Management Commission in the Department of Environment and Natural Resources. There is a perception in some quarters that Duke Energy and the Department have a "close" working relationship.

The Senate Rules Committee reported favorably legislation that includes several environmental related provisions including reinstatement of earlier energy conservation codes for nonresidential buildings that received a certificate of occupancy prior to January 1, 2012, and impervious surface calculations for redevelopment. HB 201 is calendared for Senate floor debate on Monday, July 21. The Senate has not acted upon environmental related legislation sent over from the House earlier this session (SB 38).

The Senate has not taken action on two House regulatory reform bills, the Regulatory Reform Act of 2014 (SB 734) and Health and Safety Regulatory Reform (SB 493), which were sent to the Senate in late June. SB 734 and SB 493 include provisions on paying attorney's fees in certain "quick take" condemnation cases, repealing of protest petitions, clarifying the use of design and aesthetics standards in one and two family dwellings, requiring health insurance to cover autism services, etc.

Finally, the Senate and House continued negotiations over the amended FY 2015 budget (SB 744). While differences between the two chambers have narrowed, Medicaid and K-12 Education are still the main sticking points. The Senate has included \$20 million in their budget offer for the Film & Entertainment Grant Fund in contrast to the House which appropriated \$5 when SB 744 passed that chamber earlier in the session. While the current film production

credit program is considered to be a better vehicle to maintaining the State's competitive position in the film industry, political support from the Governor and House and Senate leadership tilt more towards implementation of a grant program that provides greater budget predictability. Budget negotiations are continuing this weekend.