AGENDA

Meeting Type:	B
Date:	09-27-1982

City of Charlotte, City Clerk's Office

Charlotte

Public Service & Information Department
City Hall, 600 E Trade Street
Charlotte, North Carolina 28202
704/374 2395

Meetings in September '82

SEPTEMBER 1 - SEPTEMBER 4

1	Wednesday, 7 30 a m	AD HOC COMMITTEE ON PLANNING/PLANNING COMMISSION - Cameron-Brown Building, First Floor Conference Room
	Wednesday, 8 30 a m	CIVIL SERVICE BOARD - City Hall, Third Floor Conference Room
	Wednesday, 9 00 a m	CIVIL SERVICE BOARD/Hearing - City Hall, Council Chamber
2	Thursday, 4 00 p m.	SITE PLAN REVIEW COMMITTEE/PLANNING COMMISSION - Cameron-Brown Building, First Floor Conference Room

THE WEEK OF SEPTEMBER 5 - SEPTEMBER 11

6	Monday	LABOR DAY HOLIDAY - All City Offices Closed.
7	Tuesday, 7 30 p m	PLANNING COMMISSION - Cameron-Brown Building, First Floor Conference Room
8	Wednesday, 4 30 p.m.	POLICE COMMUNITY RELATIONS AWARDS TASK FORCE/COMMUNITY RELATIONS COMMITTEE - Community Relations Conference Room,623 E Trade Street
	Wednesday, 7 30 p m.	HISTORIC PROPERTIES COMMISSION - City Hall, Second Floor Conference Room

THE WEEK OF SEPTEMBER 12 - SEPTEMBER 18

13	Monday, 11 00 a m	AUDITORIUM-COLISEUM-CIVIC CENTER AUTHORITY - Civic Center Conference Room
	Monday, 12 Noon	PLANNING COMMISSION (Work Session) - Cameron-Brown Building, First Floor Conference Room
	Monday, 2 00 p m	CITIZENS HEARING - City Hall, Council Chamber
	Monday, 3 00 p m	CITY COUNCIL MEETING - City Hall, Council Chamber
14	Tuesday, 9 00 a m	HISTORIC DISTRICT COMMISSION - Edwin Towers, First Floor Conference Room
	Tuesday, 12 Noon	AIRPORT ADVISORY COMMITTEE - Charlotte/Douglas International Airport, Airport Conference Room
15	Wednesday, 8 30 a m	CIVIL SERVICE BOARD - City Hall, Third Floor Conference Room
	Wednesday, 4 00 p m	EMPLOYMENT & TRAINING ADVISORY COUNCIL - Belmont Regional Center, 700 Parkwood Avenue
	Wednesday, 7 30 p m	METROPOLITAN PLANNING ORGANIZATION - Cameron-Brown Building, First Floor Conference Room
16	Thursday, 3 00 p m	ADVISORY ENERGY COMMISSION - City Hall, Third Floor Conference Room

(Continued on other side)

THE WEEK OF SEPTEMBER 19 - SEPTEMBER 25

20	Monday, 12 Noon	PRIVATE INDUSTRY COUNCIL - Chamber of Commerce, 129 West Trade Street
	Monday, 6 00 p m	CITY COUNCIL MEETING/Zoning Hearings - Education Center, Board Room
21-26	Tuesday-Sunday	FESTIVAL IN THE PARK - Freedom Park
21	Tuesday, 12 Noon	INSURANCE & RISK MANAGEMENT AGENCY - Cameron-Brown Building, Sixth Floor Conference Room, Finance Department
	Tuesday, 2 00 p m	HOUSING AUTHORITY - Belvedere Homes, 132 Judson Street
	Tuesday, 3 00 p m	COMMUNITY FACILITIES COMMITTEE - Utility Department Conference Room, 5100 Brookshire Boulevard
22	Wednesday, 7 30 p m	CHARLOTTE TREE COMMISSION - Park Operations Conference Room, 701 Tuckaseegee Rd
	Wednesday, 4 30 p m	COMMUNITY RELATIONS COMMITTEE - Covenant Presbyterian Church, 1000 East Morehead Street
23	Thursday, 8 30 a.m	CLEAN CITY COMMITTEE - Cameron-Brown Building, Fifth Floor Conference Room
	Thursday, 7 30 p m	PLANNING COMMISSION (Park Road Small Area Plan) - Park Road Elementary School, 3701 Haven Drive

SEPTEMBER 26 - SEPTEMBER 30

27	Monday, 2 00 p m	CITIZENS HEARING - City Hall, Council Chamber
	Monday, 3 00 p m	CITY COUNCIL MEETING - City Hall, Council Chamber
	Monday, 7 30 p m.	SPECIALIZED TRANSPORTATION ADVISORY COMMITTEE - City Hall, Third Floor Conference Room
28	Tuesday, 3 00 p m	ZONING BOARD OF ADJUSTMENT - City Hall, Council Chamber
	Tuesday, 4 00 p m	MUNICIPAL INFORMATION ADVISORY BOARD - Cameron-Brown Building, Third Floor Conference Room
29	Wednesday, 9 00 a m	CIVIL SERVICE BOARD/Hearing - City Hall, Council Chamber

Charlotte

IN MEETING ON MONDAY, SEPTEMBER 27, 1982

12:00 Noon - Council-Manager Luncheon
- o Discussion of Capital Improvement Program Priorities
- o Discussion of Alternative Methods for Residential Refuse Collection
- Training Center - City Hall Annex

2:00 PM - Citizens Hearing

2:30 PM - Council Discussion
- o RideShare
- o Bicycle Task Force Report

ITEM NO.

1. Invocation by Reverend William M. White of Little Rock A.M.E. Zion Church.

2. Consideration of approval of minutes for September 13, 1982.

PUBLIC HEARING

3. A. CONDUCT A PUBLIC HEARING CONSIDERING THE RIGHT OF WAY ABANDONMENT OF PORTIONS OF SOUTH IRWIN AVENUE AND WACCAMAW STREET IN THE THIRD WARD URBAN RENEWAL AREA.

   B. CONSIDER ADOPTION OF RESOLUTION FOR WITHDRAWAL OF RIGHTS OF WAY.

   Petitioner: Community Development Department

council agenda

Mayor Eddie Knox Mayor Pro Tem Harvey B Gantt

Dave Berryhill
Charlie S Dannelly
Laura Page Frech
Ron Leeper
Ralph Reiss McMillan
Pamella G Patterson
Edwin B Peacock Jr
George K Selden, Jr
Herbert Spaugh, Jr
Minette Conrad Trosch

3. (continued)
The portions in question are located adjacent to the Trade-Fourth Street Connector within the Third Ward Urban Renewal Area. The abandonment is necessary to make intersection improvements and to re-route traffic from the Trade-Fourth Street Connector. Surplus land will be assembled for residential reuse. The abandonment of these rights of way is in accordance with the Third Ward Urban Renewal Area Redevelopment Plan.

No City Department, private utility company or other involved property owners object to the closing.

Attachment No. 1

4. A. CONDUCT A PUBLIC HEARING CONSIDERING THE RIGHT OF WAY ABANDONMENT OF GILETTE STREET.

B. CONSIDER ADOPTION OF A RESOLUTION FOR WITHDRAWAL OF THE RIGHT OF WAY.

Petitioner: Mr. Atwell L. Harrington, President, Southeastern Products and Mr. A. C. Pease, Secretary of WERCO, Inc.

Gilette Street is a non-maintained right of way located near the Statesville Road - I-85 interchange. It extends approximately 915 feet from its intersection with Metals Drive to its dead-end terminus. The petitioners own all abutting property with the exception of an undeveloped parcel of land whose owners concurred with the abandonment. The petioners intend to incorporate this right of way into adjoining tracts of land for future business expansion.

No City Departments, private utility companies or adjoining property onwers have objected to abandonment of Gilette Street.

Attachment No. 2

POLICY AGENDA

5. CONSIDER ADOPTION OF THE DILWORTH SMALL AREA PLAN AS A POLICY GUIDE FOR FUTURE LAND USE DECISIONS.

This item first appeared on the agenda at the City Council meeting held on June 14 in District 6. City Council postponed approval of the plan until after a full staff presentation had been provided. The Plan was then presented at a work session on August 11 in the Training Center.

5. (continued)
The plan includes a recommendation that 322 parcels of property be rezoned for less intensive use. The plan also recommends further evaluation of the feasibility of designating a part of Dilworth as a Historic District. No capital improvement recommendations are included in the plan.

The plan has received extensive citizen review including several community meetings and two public hearings. Special meetings have been held with representatives of the Homebuilders Association and Board of Realtors. All owners of property initially proposed for rezoning were notified by mail and given the opportunity for community input.

The Dilworth Plan is to be used as a policy guide for land use decisions. Acceptance of this plan is not intended to imply approval of any type of zoning change or amendment before such has been fully considered through a public review and hearing process.

The attachment for this agenda item is a copy of the plan and a map.

Attachment No. 3

6. CONSIDER ADOPTION OF A RESOLUTION THAT CALLS FOR AN EDUCATIONAL PROGRAM TO INFORM THE PUBLIC OF THE SAFE WAY TO OBSERVE HALLOWEEN BUT WOULD INCLUDE NO LIMITATIONS BY AGE, TIME, OR PLACE ON "TRICK OR TREATING", AS RECOMMENDED BY THE CITY COUNCIL OPERATIONS COMMITTEE.

On April 26, 1982, City Council referred consideration of a proposed "Halloween Ordinance" to the Charlotte-Mecklenburg Community Relations Committee (CRC) and the City Council Operations Committee. The CRC staff collected information from a number of sources including the City Manager's office, the City Attorney's office, the County Attorney, the N. C. League of Municipalities and other various cities. CRC staff also obtained the opinion and recommendations of the representatives of the six known local senior citizens organizations as well as from other citizens who had addressed City Council on the issue.

The Operations Committee reviewed the original ordinance and the first proposal of the CRC Sub-committee which included age and time restrictions. The final resolution recommended by the CRC Sub-committee did not include age and time limits. This was based on legal opinions and other statements regarding the enactment and enforcement of a resolution restricting "trick or treating" activity collected from the City Attorney, the County Attorney, the Assistant Police Attorney, and a former Assistant Counsel for the N. C. League of Municipalities. All of these statements or opinions con-

6. (continued)
curred in advising against a resolution which seeks to distinguish "treat-or-treat" activity from other types of uninvited solicitation and which limit such activity by age, due to constitutional questions or due process, equal protection of the laws, and freedom of association. Concern has also been expressed by the Police Chief, Assistant Police Attorney and the County Attorney that such a resolution, even if constitutional, would be difficult to enforce. The proposed resolution unanimously approved by the CRC calls upon the City to engage in an educational program to inform the public of the safe way to observe Halloween. No limitations by age, time, or place on "trick-or-treating" are recommended.

The Operations Committee unanimously approved this resolution with the amendment that the Police Department be the lead agency, that schools be included in the education effort, and that staff prepare a public information Plan of Action and provide an evaluation of the first year's effort.

A copy of the proposed resolution is attached.

Attachment No. 4

7. CONSIDER ADOPTION OF AN ORDINANCE APPROPRIATING $25,000 FROM THE GENERAL FUND CONTINGENCY TO DEMONSTRATE LOCAL FINANCIAL SUPPORT FOR THE CHARLOTTE HOUSING CRIME PREVENTION PROGRAM.

The Charlotte Housing Authority is seeking a $60,000 grant from the Z. Smith Reynolds Foundation to sustain and expand a crime prevention program in the Boulevard Homes, Earl Village, Piedmont Courts, and Fairview Homes public housing sites. Program strategies, such as diversion from jail through pre-trial release and peer counseling, are drawn from the highly successful Fairview Homes demonstration project (Housing and Urban Development Department - funded) which ended on December 31, 1981. The total program budget is estimated at $163,685. The City and County are both requested to provide a $25,000 cash supplement to the Reynolds grant application and Housing Authority set-aside ($47,685) to demonstrate local support for the program effort. (The County Commission authorized a $25,000 appropriation on September 10.) The City of Charlotte will also provide data analysis assistance through the Budget and Evaluation, MIS, and Police Departments for an in-kind contribution of $6,000.

Support of this program is consistent with City leadership in the areas of citizen involvement and public/private partnerships in crime prevention activities (the Mayor's 5-Point Crime Stoppers Program and the Local Criminal Justice System Coordination Project.) In addition, the Charlotte Housing Authority acknowledges that one of the purposes of the project is to develop low-

7. (continued)
cost approaches to crime prevention in poor neighborhoods which can be implemented within the limited budget authority available at the local level.

Adoption of this ordinance will reduce the General Fund Contingency to $193,252.

Attachments for this agenda item include a copy of the project proposal.

Attachment No. 5

8. CONSIDER ENDORSING THE DEVELOPMENT OF A HUMAN SERVICES INFORMATION SYSTEM AS PROPOSED BY THE HUMAN SERVICES LIAISON COMMITTEE.

The Human Services Liaison Committee made up of Councilmember Charlie Dannelly, County Commission member Marilyn Bissell, United Way member Ann Thomas, and staff representatives from United Way, the City and the County have discussed for several months the need for a Human Services Information System. The Committee has determined that the collection and management of this type of information represents:

- One of the largest expenditures of agency time and dollars.
- The key component in operational planning and policy making.
- A logical basis for resource allocation and decision making.

Based on this need, the Committee unanimously recommended a feasibility study that would:

- Help policy makers and human service providers identify the information which they need to make the best informed decisions.
- Develop a comprehensive inventory of the key data elements currently available for decision making.
- Identify the information needs which cannot be met through sources currently available.
- Develop strategies (with cost estimates) to satisfy the most important unmet information needs.
- Develop a consensus on the importance of various information needs.

The cost of this study would be approximately $12,000, split $5,500 County, $5,500 United Way and $1,000 City. The City's share would be contributed from the current budget of the Neighborhood Centers Department.

9. CONSIDER AUTHORIZING THE PLANNING COMMISSION TO INITIATE PROCEDURES TO DESIGNATE THE AREA PLAZA, CENTRAL AVENUE, HAWTHORNE LANE, AND PARKWOOD AS A "REHABILITATION, CONSERVATION AND RECONDITIONING AREA," AS PROPOSED BY COUNCILMEMBERS PAM PATTERSON AND LAURA FRECH.

The basic process outline for declaring an area for urban rehabilitation/conservation is shown below:

(1) City Council directs the Planning Commission to certify an area.
(2) Planning Commission staff determines qualifying area. (Over 50% of structures deteriorating).
(3) Planning Commission certifies.
(4) City Council holds preliminary for a Redevelopment Plan.
(5) Planning Commission staff develops a Redevelopment Plan which forms the basis to allow tax exempt financing.
(6) Planning Commission approves plan.
(7) City Council holds final hearing and approves plan.

The Planning Commission staff estimates the total time frame to be around three months. The total cost to the City would be dedication of staff time. No capital outlay would be required.

10. CONSIDER REQUEST FROM SEVERAL NEIGHBORHOOD ASSOCIATION THAT CITY COUNCIL TAKE THE FOLLOWING STEPS TO CONTROL BUSINESS PARKING ON OFFICE PROPERTY ADJACENT TO RESIDENTIAL USE.

A. Amend the City Zoning Ordinance to forbid the use of property in an office buffer zone for parking that serves business zoning.

B. Suspend approval of all new building projects that utilize that section of the Ordinance until a City Council Committee can review and make recommendation.

A copy of the formal request is attached.

Attachment No. 6

BUSINESS AGENDA

11. RECOMMEND AUTHORIZATION OF A CONTRACT WITH APPLIED MANAGEMENT SYSTEMS, INC. FOR ASSISTANCE IN CONVERTING THE POLICE COMPUTER ASSISTED DISPATCH (CAD) SYSTEM FROM BURROUGHS TO IBM AT A COST NOT TO EXCEED $41,600.

In order to transfer operations from the existing Burroughs computer at the Police Department to the new IBM equipment it will be necessary to adapt most computer programs and to modify communication ties with the Police Information Network (PIN) in Raleigh; the County; and the City's central computing facility.

11. (continued)
Three Charlotte-area firms submitted proposals to provide this conversion assistance in response to specifications prepared by the City. Applied Management Systems, Inc. submitted the lowest bid for the required work.

Applied Management Systems, Inc. will assist City personnel in the early phases of the conversion effort to ensure a satisfactory level of operation once the CAD System is converted. This should allow for an earlier release of the Burroughs computer at the Police Department and a reduction in the personnel resources required for system conversion. It is estimated that these factors will result in a savings of approximately $50,000 for the City.

This contract is the second conversion assistance contract brought to City Council. The total cost of conversion assistance thus far is $116,600. Through the conversion assistance currently underway it is estimated that the City will realize a savings of approximately $250,000 in staff time and payments to Burroughs which otherwise would have been required.

It is expected that other conversion assistance contracts will be brought to Council for approval in the coming months; however, total costs will not exceed the estimates previously discussed with Council and the savings are expected to be consistent with those already identified.

Funds to cover this contract have been placed in the MIS Department budget for FY 1983.

12. RECOMMEND AUTHORIZATION TO PURCHASE AN AUTOMATED MOTOR VEHICLE FLEET MANAGEMENT SYSTEM (K-SQUARED) INCLUDING AUTOMATED INVENTORY CONTROL CAPABILITY AT A COST OF $5,129.00 PER MONTH (FOR SIXTY MONTHS) AND A ONE-TIME SYSTEM INSTALLATION AND TRAINING COST OF $35,000.

The functions of an automated fleet management information system are the following:

- Cost accounting and control
- Labor utilization and productivity measurement
- Parts and fuel management and automated inventory control
- Equipment maintenance control
- Equipment planning and replacement
- Revolving fund management

The City's existing in-house automated inventory control system is antiquated and needs replacement if we are to benefit from this type management tool. A request for proposals was prepared and bids

12. (continued)
were received from Fulcrum Data Products and K-Squared. Fulcrum was disqualified from consideration because they did not have a fleet management system in operation. The K-Squared Fleet Management System provides for automated support of the fleet management and maintenance function. The system consists of a pre-packaged stand-alone hardware-software combination.

Staff estimates a minimum savings of $12,750 each month within the Motor Transport Division and the Charlotte Transit System once the system is installed. (Two positions can be eliminated at Motor Transport). Additional savings are anticipated in the Fire and Transportation Departments when the system is fully operational.

The estimated pay-back for the purchase, maintenance and installation/training of the K-Squared System will be slightly over three years (39 months). A reasonable life expectancy of the hardware is 10 years while the program software has an indefinite life expectancy. The system will be financed through the lease agreement with First Union. Funds to cover this request have been placed within the General Services and MIS Department FY 83 budgets.

13. RECOMMEND APPROVAL OF A CONTRACT WITH LAW ENGINEERING TESTING COMPANY TO CONDUCT A GEOTECHNICAL EXPLORATION AND GEOHYDROLOGICAL EVALUATION FOR THE YORK ROAD LANDFILL EXPANSION SITE, AT A COST NOT TO EXCEED $62,000.

This contract will provide for a thorough subsurface investigation on the 196 acres of City owned land being considered for potential expansion at the York Road landfill. Data received from this study will be used to develop the sanitary landfill permit application to the State of North Carolina. Law Engineering will provide the final report to the City within 60 days after receipt of the Notice to Proceed.

Although the entire 196 acre tract will not be required for a two year expansion the landfill, it is recommended that the entire site be studied for the following reasons:

1. This study will provide data necessary to determine the size and most desirable location for the expansion and will potentially save substantial excavation and operating costs during its two year life.

2. The City would have on hand complete information on the remainder of the tract to aid in future decisions concerning its use.

13. (continued)

3. There is insufficient data available to make an intelligent selection of a smaller area for subsurface investigation. Available data indicates that there may be as many as four distinct sets of subsurface characteristics in the 196 acre tract.

4. If the initial smaller site selected proved to be unsatisfactory, an additional sixty to ninety days would be required to prepare a contract, complete the analysis and submit a report on the second site.

Funds are available in the Solid Waste Disposal System Development account to cover contract costs.

14. CONSIDER ADOPTION OF A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE AN AMENDMENT TO THE CONTRACT WITH HENNINGSON, DURHAM AND RICHARDSON TO PROVIDE AN EVALUATION OF A LEVERAGED LEASE RESOURCE RECOVERY SYSTEM THAT WOULD REQUIRE A BOND ISSUE LIMITED TO APPROXIMATELY $50 MILLION, AT A COST OF $6,000.

On August 9, 1982 the City Council requested a proposal from Henningson, Durham & Richardson to evaluate a financing plan for a resource recovery facility similar to one used in Haverhill, Massachusetts. Under the leveraged lease financing structure developed for that facility, the $89,000,000 facility cost is funded in three (3) parts: $8,000,000 in Urban Development Action Grant funds loaned by two (2) municipalities, $22,800,000 equity investment from a private company which will own the facility and $58,200,000 from Massachusetts Industrial Finance Bonds.

This project financing is a leveraged lease involving a private owner-investor of the resource recovery facility which will lease the facility on a long-term basis to a limited partnership formed for this purpose. Revenues to pay the cost of operation and maintenance and to cover lease payments will be derived from the sale of steam and electricity and from user (tipping) fees. Under the lease agreement, payments to the owner must be sufficient to cover all debt service costs and certain cash returns to the owner. The obligations to pay rent to the owner and to pay debt service etc. are secured by various reserve funds and insurance.

Henningson, Durham & Richardson's proposal includes a financial analysis of a resource recovery system sized such that the bond issue required would be limited to approximately $50 million. From this analysis the equity contribution by the private sector to the construction cost of the facility can be estimated. In addition, the North Carolina General Statutes will be reviewed to ensure that tax-exempt financing combined with private equity contribution would be permissible. The City will receive a report outlining facility size, bond issue, equity-investment, tipping fee and legalities of the financing method.

14. (continued)

ADVANTAGES

Previous analysis of resource recovery plants for Charlotte have been limited to ones owned and operated by a governmental unit. Although the Lazard Freres & Company report "Financing Alternatives of the Proposed Resource Recovery Facility" (December 14, 1981) does include a discussion of this alternative, it does not provide specific information on the size of a facility or the private equity investment of a third party. Completion of this study will provide that and thus Charlotte will have reviewed all the major financing methods for a resource recovery facility.

DISADVANTAGES

Although the financing plan used in Haverhill may be applicable to Charlotte, the Haverhill model has several unique features which made both the plan and the project especially attractive.

- The Massachusetts facility will consist of a solid waste processing plant which will convert 1300 tons per day of municipal solid waste into refuse derived fuel which will be burned in an existing plant to produce steam and electricity. Existing boilers will serve as backup for the sytem. Because there is an existing power plant with equipment which can be modified to meet the current needs, the capital costs are limited to the processing plant and one new boiler.

Since Charlotte would have to provide the equipment for steam and electricity production and a backup system, an $89,000,000 plant here will be considerably smaller than the 1300 TPD Haverhill facility.

- Two communities were able to obtain Urban Development Action Grants (UDAG) totalling $8,000,000 which were loaned to the to the project. It is unlikely that Charlotte could find a similar source of funding.

In addition, none of the municipalities involved in the Haverhill venture own or operate the facility. Payments to the owner are regulated by various agreements; however, no municipality is in a controlling position.

This work will cost approximately $6,000. Funds are available in the CIP Solid Waste Disposal System Development Fund - Resource Recovery. If approved by the City Council, the City Manager will execute an amendment to the existing contract.

The original contract approved by the City Council in March 1981 has a $2.2 million maximum, and Henningson, Durham & Richardson cannot undertake tasks without Council authorization. Since

ITEM NO.

14. (continued)
March 1981 approximately $354,000 worth of work has been authorized and a similar amount has been encumbered. Due to the slowdown in resource recovery activities, approximately $299,000 of that amount has been paid to Henningson, Durham & Richardson. By executing a contract amendment, neither the contract maximum nor the encumbrance will be altered. The amendment will provide the basis to both authorize and pay for the study.

15. CONSIDER APPROVAL OF A CONTRACT WITH LANE, FRENCHMAN AND ASSOCIATES, TO PROVIDE A DETAILED URBAN DESIGN AND IMPLEMENTATION PLAN FOR THE FIRST WARD AREA, AT A COST OF $32,000.

The detailed urban design and development program of the Lane, Frenchman Study is proposed in order to:

(a) develop a more immediate land use concept than the RTKL study which proposed land banking within a twenty (20) year time frame.

(b) provide a mixed income housing program for the area.

(c) study feasibility of key revitalization proposals such as the City (Farmers) Market, Public Parking, Afro American Cultural Center, and Earle Village Improvements.

(d) review and update the exising First Ward Urban Renewal Plans, including proposed public improvements.

The Historic Properties Commission hired Lane, Frenchman and Associates in May, 1982 to do a First Ward Concept Plan. The study identified First Ward as having potential for immediate redevelopment. Two public meetings were held to present these preliminary findings. On May 21 a presentation was made to community and business leaders at the public library. On May 22 another presentation was made to First Ward residents and the community at large.

As a result, the Charlotte Uptown Development Corporation announced the availability of $8,000 of their funds for a more detailed study by Lane, Frenchman and Associates.

In a July meeting of the City Council Community Development and Housing Committee called to review street and park improvements scheduled as part of the First Ward Urban Renewal Plan, concerns were voiced about residents' access and the

15. (continued)
affects of the proposed street projects on new and historical structures. At that time the Planning Director presented a short explanation of the Planning Commission perspective of the relationship between the First Ward Urban Renewal Plan and the preliminary proposals made by the Lane, Frenchman study. The proposed widening of McDowell Street between 10th Street and 7th Street was deferred pending completion of a detailed Lane, Frenchman Plan.

City Council is requested to approve this contract which will provide a detailed urban design and implementation plan for First Ward to meet City objectives such as: uptown revitatlization, center city housing, historic preservation, and additional retail activities in Central Business District.

Funding for the plan will be provided by the Charlotte Uptown Corporation CUDC ($8,000), Community Development Department ($21,500) and Charlotte-Mecklenburg Planning Commission ($2,500).

A copy of the proposed contract is attached.

Attachment No. 7

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The City Attorney advises that Agenda Items No. 16 through No. 45 may be considered in one motion. However, any member of Council may request an item be divided and voted on separately.

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Budget Ordinances

16. A. RECOMMEND ADOPTION OF A RESOLUTION ACCEPING A FEDERAL AVIATION ADMINISTRATION GRANT IN AMOUNT OF $2,454,000.

This grant represents the airport's apportionment through the Airport Development Aid Program (ADAP). The $2,454,000 figure is based upon a preliminary planning estimate approved by the FAA. The final grant figure may be higher but not less than the $2,454,000. City Council must take action before September 30 with the understanding that the final grant agreement executed by the Mayor may include higher a figure.

B. RECOMMEND ADOPTION OF AN ORDINANCE APPROPRIATING $3,272,000 FOR STRENGTHENING RUNWAY 36R AT THE AIRPORT.

This project calls for structural improvements to be made at Runway 36 R consistent with Federal Aviation Administration standards. The ordinance appropriates the Federal grant funds in the amount of $2,454,000 and the City share in the amount of $818,000 from the unappropriated balance of the Airport Operating Funds. State monies are anticipated which will reduce the City share by $409,000. The debt service of all City funds invested is paid by the airlines through landing fees and guaranteed by their long term leases at the airport.

17. RECOMMEND ADOPTION OF BUDGET ORDINANCE APPROPRIATING A STATE GRANT IN THE AMOUNT OF $225,000 TO ASSIST IN THE CONSTRUCTION OF WATER MAINS FOR THE CARMEL/REA ROAD AND COULWOOD AREAS.

This ordinance appropriates a 25% state grant to assist in the construction of the 1980 Annexation Water Projects. City bond funds will be used to finance remaining construction costs in the amount of $675,000.

Bid List

18. RECOMMEND APPROVAL OF THE BID LIST AS SHOWN BELOW:

A. ITEM: Continuous Stock Paper — Municipal Information Department

Recommendation: By MIS Director and Purchasing Director that the low bid of Moore Business Forms, Inc. Charlotte, NC in the amount of $60,218.00 be accepted for award of contract on a unit price basis.

Bid Summary:

Moore Business Forms,Inc.	Charlotte, NC	$60,218.00
Datafold Forms	Charlotte, NC	$68,532.00

Project Description

This paper is necessary for continued operation of the computer system and is used for various reports, such as general ledger, payroll, police and personnel records.

Continuous stock paper is acquired in multiple parts. The current prices per part reflect a 3% decrease from last years contract price.

Source of Funding:

Municipal Information System, Other Specialized Departmental Supplies

B. ITEM: 1 set - Parts to rebuild one Link-Belt Model #45 Water Intake Screen — Utility Catawba River Pumping Station

Recommendation: By Utility Director and Purchasing Director that the low bid, Matthews-Morse Supply Company, Charlotte, North Carolina, in the amount of $24,968.94 be accepted for award of contract on a lump sum basis.

Bid Summary:

18. B. (continued)

Matthews-Morse Supply Company	Charlotte, NC	$24,968.94
Jim Myers & Son, Inc.	Charlotte, NC	39,483.00

Project Description:

This equipment is necessary to keep foreign objects from entering and damaging the water pumps, and will replace present equiment that has deteriorated because of age and use.

Source of Funding:

Water and Sewer Operating - Catawba Pumping Station, Stationary Plant Equipment.

Contracts, Leases, and Change Orders

19. A. RECOMMEND APPROVAL OF A CONTRACT WITH AMERICAN UNIVERSITY FOR THE CONDUCT OF A STUDY OF THE CHARLOTTE-MECKLENBURG CRIMINAL JUSTICE SYSTEM, IN WHICH THE CITY AND THE COUNTY JOINTLY AGREE TO PAY THE UNIVERSITY THE SUM OF NOT MORE THAN $60,633 ON A COST REIMBURSEMENT BASIS.

B. RECOMMEND ADOPTION OF AN ORDINANCE APPROPRIATING FUNDS TO PROVIDE THE CITY SHARE OF CONTRACT COSTS, IN THE AMOUNT OF $30,317.

On March 8, 1982 the City Council appropriated $30,446 and approved a motion authorizing the City Manager to enter in contract negotiations with the Criminal Justice Technical Assistance Program at American University, for a study of our criminal justice system. The study was to "analyze the relationship among the elements of the local criminal justice system process towards the end of identifying ways to improve the effectiveness of the total process."

This request is to approve formally the contract which was negotiated with American University and to reappropriate the funds necessary for the City's share of its study. Although the original appropriation was made in March from the General Fund Contingency, since no bills were processed and the fiscal year changed, the City share must be reappropriated.

C. RECOMMEND APPROVAL OF THE MEMORANDUM OF UNDERSTANDING BETWEEN THE ADMINISTRATIVE OFFICER OF THE COURT, THE COUNTY, THE CITY, SENIOR RESIDENT SUPERIOR COURT JUDGE, CHIEF DISTRICT COURT JUDGE, SUPERIOR COURT CLERK, DISTRICT ATTORNEY, AND PUBLIC DEFENDER AGREEING TO THE IMPELEMENTATION OF RECOMMENDATIONS IN THE CRIMINAL JUSTICE STUDY, INCLUDING APPOINTMENT OF A CITIZEN'S COMMISSION ON CRIMINAL JUSTICE AND CREATION OF A CRIMINAL JUSTICE COORDINATOR'S OFFICE.

19. C. (continued)
On September 20, 1982 the County Commission unanimously approved th Memorandum of Understanding drafted by the City Attorney's Office. The Commission also authorized their 1/3 portion, or $32,000, of funds needed to finance the Coordinator's Office. City Council approved its 1/3 portion on August 9.

The memorandum is in the final stage of review by the Administrative Offices of the Court following the County action. A copy will be provided to City Council prior to the Council Meeting.

20. RECOMMEND APPROVAL OF AMENDED CITY-COUNTY AGREEMENT FOR FUNDING OF SHARED PROGRAMS AS SHOWN BELOW:

On April 5, 1982 the Charlotte City Council adopted a City-County agreement for funding shared programs. The agreement covers the following programs:

City Operated	County Operated
Action Line	Elections
Community Relation Com.	Historic Properties Commission
Emergency Management Office	Tax Collections
Law Enforcement Center	Tax Listing
911	Stream Polution Control
Purchasing Department	Veterans' Service Center
Charlotte-Mecklenburg Planning Commission	

On August 31, the City received an amended version of the agreement adopted by the County Commission. The amendment changed the wording of three sections. First, the purpose of the agreement was amended to read: "to specify the details of the financing of the following programs or joint undertakings which are operated by one government or report for budget purposes to government for the mututal benefit of both governments. Secondly, the term of the agreement changed from: "This agreement shall be effective July 1, 1981 and shall be automatically renewed for each fiscal year unless notice of non-renewal is given in writing on or before April 30 prior to the next fiscal contract year term", to read: This agreement shall be effective for the 1981-82 fiscal year. Thirdly, under the Apportionment of Costs, Planning Commission, the County agreed to pay fifty percent of the net local cost of the Planning Commission (exclusive of the social planning staff.)

21. A. RECOMMEND AUTHORIZATION TO SUBMIT TO THE U. S. DEPARTMENT OF LABOR THE FY 83 ANNUAL PLAN FOR PROGRAMS FUNDED UNDER THE COMPREHENSIVE EMPLOYMENT AND TRAINING ACT, INCLUDING NEW FUNDING OF $1,256,672 TO PROVIDE EMPLOYMENT AND TRAINING SERVICES TO 673 DISADVANTAGED CITY OF CHARLOTTE RESIDENTS DURING THE PERIOD OCTOBER 1, 1982 - SEPTEMBER 30, 1983.

The Annual Plan provides the yearly description of activities and services to be provided by the Employment and Training Department and its subcontractors during the period October 1, 1982 through Sepember 30, 1983. The FY 1983 Annual Plan is briefly summarized below according to program activity.

The FY 83 funding allocation from the U. S. Department of Labor is $1,256,672, with an additional $217,167 in carry over funds, for a total new budget of $1,473,839.

1. Classroom Training

Classroom training in occupational skills will be provided to one hundred and ninety-two (192) participants at a cost of $384,571. These participants will receive skills training at Central Piedmont Community College and the Plaza School of Beauty Culture in occupational areas where employment opportunities are currently available and/or expanding.

Job readiness training will be provided to three hundred and six (306) participants through the Charlotte-Mecklenburg Youth Council at a cost of $62,030. Training in skills to obtain and retain jobs will include self assessment, confidence building, communication skills, job application process, and job search techniques.

Participants in classroom training will be paid at the rate of $2.35 per hour of class attendance.

2. On-the-Job Training

On-the-Job Training will serve one hundred and ten participants at a cost of $220,000. On the-Job Training contracts with private sector employers will be issued through the Charlotte-Mecklenburg Urban League.

3. Work Experience

Fifty-eight (58) drop-out youth participants are planned to be served in out-of-school Work Experience at a cost of $186,230. The program operator, Charlotte-Mecklenburg Youth Council, will provide ten (10) hours of work experience and ten (10) hours of basic education weekly to participants.

21. (continued)

4. Services to Participants

Melvyn W. Labovitz and Associates will assist the Employment and Training Department in employment generating services/job development activities, at a cost of $18,000.

Job Placement assistance to all CETA participants will be provided by the Charlotte-Mecklenburg Urban League at a cost of $79,505.

Staff cost to the Employment and Training Department will be $185,714 for a total services to participants budget of $283,219.

5. Administration

Administrative service costs for the Employment and Training Department are estimated at $337,789. This figure also includes administrative overhead costs for the Charlotte-Mecklenburg Urban League and the Charlotte-Mecklenburg Youth Council.

B. RECOMMEND APPROVAL OF A CONTRACT BETWEEN THE CITY OF CHARLOTTE AND THE CHARLOTTE-MECKLENBURG YOUTH COUNCIL IN THE AMOUNT OF $254,696 TO PROVIDE EMPLOYMENT AND TRAINING SERVICES FOR APPROXIMATELY 364 ECONOMICALLY DISADVANTAGED INDIVIDUALS, OCTOBER 1, 1982 - SEPTEMBER 30, 1983.

Since 1973 the City of Charlotte has contracted with the Charlotte-Mecklenburg Youth Council to carry out programs of career training under the Comprehensive Employment and Training Act for economically disadvantaged youth.

Under the proposed contract the Youth Council will provide approximately 58 high school dropout youths, ages 16-21, with classroom training at Central Piedmont Community College in the basic skills, and assigning them to job sites with public and private non-profit organizations to gain work experience.

The Youth Council will also provide Job Readiness training to approximately 306 participants enrolled in various prime sponsor CETA components. Transitional services will prepare participants for direct placement with private employers, entry into On-the-Job Training or occupations skills classroom training with job seeking and retention skills needed to enter the work force on a permanent basis.

These services will be funded through a grant from the U.S. Department of Labor. Costs will involve $6,436 for Administration; $159,967 for Work Experience Wages and Fringe; $30,981 for Job Readiness Allowances; $34,249 for Training

21. (continued)
Costs--staff & materials; and $23,063 for Services Costs--staff wages & fringe.

C. RECOMMEND APPROVAL OF A CONTRACT BETWEEN THE CITY OF CHARLOTTE-MECKLENBURG URBAN LEAGUE IN THE AMOUNT OF $310,225, DEVELOP ON-THE-JOB TRAINING SLOTS AND OTHER UNSUBSIDIZED JOB PLACEMENTS IN THE PRIVATE SECTOR FOR ECONOMICALLY DISADVANTAGED PERSONS, OCTOBER 1, 1982 - SEPTEMBER 30, 1983.

The proposed contract calls for the Urban League to develop 110 on-the-job training slots in the private sector and to make direct job referrals to secure unsubsidized placements for 453 participants in classroom training, job readiness training, on-the-job training and the Summer Youth Employment Program of the Private Industry Council.

Contract costs include: (1) Administration, $10,720; (2) On-the-Job Training Incentive Payments to Employers (50% reimbursement for extraordinary training expenses and wages), $220,000; and (3) Services costs (staff wages & fringe), $79,505. Funding is provided through a grant from the Department of Labor.

Attached for City Council review are the Budget and Evaluation performance reports on the Fiscal 1982 contract with the Youth Council and Urban League.

Attachment No. 8

22. A. RECOMMEND THAT CITY COUNCIL WAIVE TECHNICALITY OF IRREGULAR BID PROPOSAL SUBMITTED BY LOW BIDDER, BLYTHE INDUSTRIES, INC.

B. RECOMMEND ADOPTION OF AN ORDINANCE APPROPRIATING $400,000 TO THE PROJECT ACCOUNT.

C. RECOMMEND AWARD OF CONTRACT FOR MISCELLANEOUS PAVING IMPROVEMENTS AT AIRPORT TO LOW BIDDER, BLYTHE INDUSTRIES, INC., IN AMOUNT OF $357,654.25.

This contract provides for expansion of the present aircraft parking ramp through the addition of approximately 5,000 square yards of 21-inch concrete pavement to facilitate aircraft movement during peak traffic periods, construction of concrete walls to protect pedestrians from jet blast, and construction of additional parking for service vehicles.

Bids received on this project were:

22. (continued)

Contractor	Bid
Blythe Industries, Inc	$357,674.25
Crowder Construction Company	391,664.26
Rea Construction Company	419,635.15

In reviewing the bid proposals it was determined that Blythe Industries, Inc. had submitted an irregular bid proposal. The bid documents require that the bidder submit unit prices and total cost for every item and alternate item in the bid proposal. Blythe Industries, Inc. indicated "No Bid" for one item but went on to indicate a unit price and total cost for the alternate item. The bid specifications permit the City to waive technicalities if such waiver is in its' best interest. By waiving this technicality the City is able to award the contract to Blythe Industries, Inc., whose bid proposal is $34,010.01 less than the second low bidder. This recommendation has been reviewed by the City Attorney and he advises that City Council is empowered to treat this matter as a technicality and, in its discretion, waive the irregularity.

A MBE goal of 15% was established for this contract. After review of all documentation and concurrence with the City Attorney's Office, Blythe Industries, Inc., with 15% MBE participation, was found to be responsive to the MBE requirements. The bid documentation indicated the following minority subcontractors to be utilized:

Robert's Exterprises	Charlotte, N.C.
Sam Jones	Charlotte, N.C.

The ordinance appropriates $400,000 from unappropriated balance of Airport Operating Fund to the New Terminal Construction Project Account to fund this contract.

Project costs will be borne by various tenants of the airport through rates and charges established by the long term lease agreement with the airlines.

23. RECOMMEND AWARD OF A CONTRACT FOR THE CONSTRUCTION OF A SHELTER FOR TAXICAB DRIVERS AT THE AIRPORT TO R. T. DOOLEY, INC. IN THE AMOUNT OF $15,800.

At the request of the Taxi Drivers Association, the Airport Manager proposes to erect a precast concrete shelter within the remote taxi holding area at the airport. The current landscaping contract provided benches, trash receptacles, a paved area, and trees. This shelter will include a water fountain and provide shade and protection from the weather for the waiting drivers. A restroom facility is not included.

23. (continued)
Proposals were received from five construction companies to construct the shelter. The proposals were:

Contractor	Bid
R. T. Dooley, Inc.	$18,162.00
Beam Construction Company, Inc.	21,434.00
Jerry W. Neal Construction Co.	21,835.00
F. N. Thompson, Inc.	23,965.00
Frank H. Conner Company	26,598.00

Several modifications were negotiated to decrease the cost to $15,800.00 to keep the project within budget guidelines set by airport management, without change in the utility or aesthetics of the shelter.

Funds are available in the Terminal Construction Project Account to cover this contract.

24. A. RECOMMEND ADOPTION OF AN ORDINANCE APPROPRIATING $2,888,424 TO COMPLETE PROJECT FUNDING.

B. RECOMMEND AWARD OF CONTRACT FOR SITE PREPARATION OF GENERAL AVIATION FACILITIES AT AIRPORT TO LOW BIDDER, BLYTHE INDUSTRIES, INC. IN AMOUNT OF $2,203,646.40.

On November 23, 1981 Council adopted a resolution agreeing to provide at least two new general aviation facilities at the airport. Council has accepted State and Federal monies totaling $975,528 to assist in the first phase development of these facilities. First phase development which includes site preparation work and paving and lighting the general aviation access taxiway, is estimated at $4.2 million.

Bids received for site preparation work for the general aviation development. The bids were:

Contractor	Bid
Blythe Industries, Inc.	$2,203,646.40
H. B. Rowe, & Co., Inc.	2,251,946.00
Propst Construction Company	2,411,370.00
RGK	2,673.844.50

It is recommended that the contract for site preparation work for two general aviation facilities be awarded to the low bidder, Blythe Industries, Inc.

A MBE goal of 15% was established for this work. After review of all documentation and concurrence from the City Attorney's

24. (continued)
Office, Blythe Industries, Inc., was found to be responsive to the MBE requirements. The bid documentation indicated work in the amount of $330,547 or 15% of the total contract amount to be subcontracted to Hazel L. Holmes, a local minority contractor.

The ordinance appropriates $2,888,424 to complete funding to implement the first phase development of new general aviation facilities from unappropriated balance of Airport Operating Fund. The Finance Director and the Airport Manager recommend that Airport funds be appropriated for actual construction pending determination of permanent financing. It is also anticipated that additional State and Federal Funds will become available to further decrease the City's share of project costs.

25. RECOMMEND APPROVAL OF A CHANGE ORDER IN THE CONTRACT WITH STEELE ELECTRIC COMPANY, INC. FOR THE SHARON ROAD WATER TANK CONSTRUCTION PROJECT, INCREASING THE CONTRACT AMOUNT BY $490.63, FROM $87,740 TO $88,230.63.

This change order covers additional wiring and service costs encountered during construction. Funds are available in the project contingency to cover the increase.

26. A. APPROVAL OF CHANGE ORDER TO CONTRACT WITH GRUMMAN FLXIBLE CORPORATION TO PROVIDE AN ALTERNATE INTERIOR TRIM MATERIAL AT AN ADDITIONAL COST OF $25 PER BUS, OR A TOTAL OF $1,050.

B. APPROVAL OF AN AMENDMENT TO THE CONTRACT WITH GRUMMAN FLXIBLE TO ALLOW THE CITY MANAGER TO APPROVE CONTRACT CHANGE ORDERS FOR A CUMULATIVE TOTAL OF $20,000, AS WELL AS ANY CHANGE ORDERS NOT REQUIRING ADDITIONAL CITY EXPENDITURES.

On May 10, 1982, the City of Charlotte entered into a contract with Grumman Flxible Corporation for the purchase of 42 buses in a total amount of $6,054,882 to be delivered in the spring of 1983.

Since that time staff has been presented with several minor changes in the bus specifications attributable to factory design improvements and the availability of new components which would be advantageous for the City. According to the purchase contract, all change orders must be approved by the City Council. Therefore, staff is requesting that City Council approve this initial change order, and grant authorization to allow subsequent change orders in the bus purchase contract to be handled administratively under the review and approval of the City Manager.

27. RECOMMEND APPROVAL OF A CONTRACT BETWEEN THE CITY OF CHARLOTTE AND THE MECKLENBURG ALCOHOL BEVERAGE CONTROL BOARD UNDER WHICH THE CHARLOTTE POLICE DEPARTMENT SHALL HAVE THE SAME AUTHORITY TO INSPECT LICENSED PREMISES AS DO ALCOHOL LAW ENFORCEMENT AGENTS AND COUNTY ALCOHOL BEVERAGE CONTROL OFFICERS.

On January 1, 1982, the General Assembly repealed existing ABC laws and established new laws. Under the old laws, local law enforcement officers were given the authority to investigate the operations of premises having ABC licenses and procure evidence of violations of ABC rules or criminal activity in and around the licensed premises. Officers had the right to enter the licensed premises in the performance of their duties at any hour of the day or night.

Under the ABC laws, local law enforcement officers are not allowed any inspection authority at licensed ABC premises unless the agency has a contract with the local ABC Board. They do maintain the right to investigate criminal activity at such premises without the contract with the ABC Board.

City Council is asked to approve a contract between the City of Charlotte and the Mecklenburg Alcohol Beverage Control Board. Under the provisions of this contract, City Police Officers shall have the same authority to inspect licensed ABC premises as Alcohol Law Enforcement Agents and County ABC Officers. The ABC Board will pay the City $1.00 per year for the inspection assistance from the City Police. City Police Officers conducting inspections of licensed premises will have the same power and authority as ABC agents.

28. RECOMMEND EXTENDING THE EXPIRATION DATE OF THE LEASE AGREEMENT FOR THE NORTH CAROLINA AIR NATIONAL GUARD AT THE AIRPORT FROM JUNE 30, 2010 TO JUNE 30, 2032.

On December 14, 1982 Council approved amendment of leases with the North Carolina Air National Guard to provide additional land for construction of a Crash-Fire-Rescue facility and other support facilities at the airport. The NCANG through an agreement with the City provides and maintains the Crash-Fire-Rescue Facility and equipment for the airport; the City provides the personnel to man the station on a 24-hour basis.

The present permanent lease with NCANG expires on June 30, 2010. In order for the NCANG to receive Department of Defense Funds to construct the Crash-Fire-Rescue Facility and other support facilities including an aviation fueling facility and additional operations areas and administrative buildings, it is necessary that their permanent lease with the City be extended

28. (continued)
for an additional 22 years to June 30, 2032. U. S. Government requires a lease term of fifty (50) years for the construction of permanent improvements on leased property.

The rent paid to the City will continue to be the nominal charge of $1.00 per annum. Under the terms of a separate agreement between the State of North Carolina and the City, the Air National Guard pays the City $1,600.00 per month for operation and maintenance of the airfield.

Property Transactions

29. RECOMMEND APPROVAL OF PROPERTY AND RIGHT OF WAY ACQUISITION AS SHOWN BELOW:

A. Acquisition of 3,793.95 square feet plus temporary construction easement, at vacant land off Mt. Holly Road, from Blenda N. James & Chester W. Snow, for $253.00 for 1980 Annexation Sewer Coulwood Area. (easement)

B. Acquisition of 1,085.95 ± square feet plus temporary construction easement, at 200 Lee Drive, from Ruth H. Groves, for $500.00, for 1980 Annexation Sewer Coulwood Area. (easement)

C. Acquisition of 1,476.60 ± square feet plus temporary construction easement, at 138 Hansard Drive, from James W. Wills, and wife, Geraldine O., for $550.00, for 1980 Annexation Sewer Coulwood Area. (easement)

D. Acquisition of 1,125 square feet plus temporary construction easement, at 198 Kingsway Circle, from Thomas A. Worlick and wife, Helen C., for $450.00, for 1980 Annexation Sewer Coulwood Area. (easement)

E. Acquisition of 7,990.35 ± square feet plus temporary construction easement, at 8400 block of Mt. Holly Road, from Everette M. Jones and wife, Mary Jones, for $848.00, for 1980 Annexation Sewer Coulwood Area. (easement)

F. Acquisition of 4,375 square feet of land and 2 single family structures for low-income housing sites, at 1411 Montgomery Street and 1410 Vine Street, from Franklin L. Teague and wife, Roberta P., for $15,000.00, for Five Points Area - low-income housing sites. (option)

G. Acquisition of 7,500 square feet of vacant land, at 1505 Montgomery Street, from Wilbert B. and Louise B. Davis, Jr., for $2,700.00, for Five Points Area - low-income housing sites. (option)

29. (continued)

H. Acquisition of 3,771 square feet plus temporary construction easement, at 5701 Sardis Road, from Thelma A. Benson, for $5,200.00, for Sardis Road Widening. (option)

I. Acquisition of 5.203 acres, at Dixie Road, Berryhill Township, Mecklenburg County, North Carolina, from Elizabeth Query Wells and husband, E. D. Wells; and William Sadler Query (incompetent) by his guardian, Elizabeth Query Wells, for $75,584.00, for Master Plan Land Acquisition.

J. Acquisition of 0.901 acres, at Dixie Road, Berryhill Township, Mecklenburg County, North Carolina, from Elizabeth Query Wells and husband, E. P. Wells, for $15,650.00, for Master Plan Land Acquisition.

K. Acquisition of 0.913 acres, at Dixie Road, Berryhill Township, Mecklenburg County, North Carolina, from Laura Query McLaughlin (widow), for $45,200.00, for Master Plan Land Acquisition.

L. Acquisition of 0.534 acres, at Dixie Road, Berryhill Township, Mecklenburg County, North Carolina, from William Sadler Query (incompetent) by his guardian, Elizabeth Query Wells; Elizabeth Query Wells & husband, E. D. Wells; Dr. Luke W. Query & wife, Joyce E.; Laura Query McLaughlin (widow); and Nancy Query Byrum & husband, J. Erskin Byrum, for $6,408.00, for Master Plan Land Acquisition.

M. Acquisition of 2,712 acres, at Dixie Road, Berryhill Township, Mecklenburg County, North Carolina, from William Sadler Query (incompetent) by his guardian, Elizabeth Query Wells; Elizabeth Query Wells & husband, E. D. Wells; Dr. Luke W. Query & wife, Joyce E.; Laura Query McLaughlin (widow); and Nancy Query Byrum & husband, J. Erskin Byrum, for $32,544.00, for Master Plan Land Acquisition.

30. RECOMMEND REJECTION OF THE BID RECEIVED ON JULY 9, 1982, FOR THE PURCHASE OF THE EXISTING STRUCTURE FROM ALBERT HOLLOWAY, JR. LOCATED AT 229 SOUTH CEDAR STREET IN THIRD WARD, AND AUTHORIZE RETURN OF THE GOOD FAITH DEPOSIT OF THE AMOUNT OF $91.00.

Bids were received and publicly opened at the Real Estate Division on July 9, 1982, at 2:00 p.m. Only one bid was received, that being from Albert Holloway, Jr., in the amount of $901.00 for the existing structure only. At its August 9, 1982 meeting, Council, at the request of Dr. Mildred Davis, deferred action on the sale until additional information was received from Mr. Albert Holloway concerning rehabilitation of the structure.

30. (continued)
The Community Development Department was requested by letter dated August 30, 1982, from Mrs. Albert Holloway to reject the bid submitted for the purchase of the structure located at 229 South Cedar Street. It has been determined that the lot intended for its relocation at 1100 Greenleaf Avenue in Third Ward is too narrow for placement of the structure and to comply with the code requirements pertaining to side yard setbacks. Since the Sales Contract has not been executed by the City, it would appear appropriate that the good faith deposit be returned.

31. RECOMMEND APPROVAL FOR THE SALE OF LAND LOCATED AT 114 WEST PALMER STREET IN THE WEST MOREHEAD NEIGHBORHOOD STRATEGY AREA TO THE ROWE CORPORATION, AT THE BID PRICE OF $29,000.

The minimum bid price on this parcel consisting of 19,097 square feet was $28,645.50, the fair reuse value of the property as determined by the review appraiser based on two independent private appraisals. Bids were received and publicly opened at the Real Estate Division on August 27, 1982. One bid was received, that being from the Rowe Corporation in the amount of $29,000.00 for development of a storage facility building.

Housing Loans

32. RECOMMEND APPROVAL OF LOANS FOR PERMANENT FINANCING TO PURCHASE PROPERTY IN THE THIRD WARD AREA UNDER THE THIRD WARD LOAN AGREEMENT (CLARKSON STREET PROGRAM) AS SHOWN BELOW:

The Third Ward Loan Agreement (Clarkson Street Program) between the City and First Federal, Home Federal, Mutual and North Carolina Savings and Loan Associations in the amount of $1,000,000 was entered into on December 15, 1980. The interest rate on loans under the program is 11 1/4%.

a. Jay O. Potter & Judy J. Young at 312 S. Clarkson Street in the loan amount of $71,250 at an appraised value of $75,000.

b. Sterling Chavis at 300 S. Clarkson Street in the loan amount of $87,875 at an appraised value of $92,500.

These loan applications have been reviewed by the City Loan Officer, Community Development Department, and contain sufficient information to form the basis for approval.

33. RECOMMEND APPROVAL OF LOANS FOR PERMANENT FINANCING TO PURCHASE PROPERTY IN THE THIRD WARD AREA UNDER THE THIRD WARD LOAN AGREEMENT AS SHOWN BELOW:

The Third Ward Loan Agreement between the City and North Carolina National Bank in the amount of $15,000,000 was entered into on December 14, 1981. The interest rate on loans under the program is 11 3/4%.

a. Peter H. Hazelton at Unit # 5, Cedar Street Commons in the loan amount of $46,000 at an appraised value of $48,470.

b. Philip W. & Cynthia I. Toelkes at Unit # 7, Cedar Street Commons in the loan amount of $40,350 at an appraised value of $43,915.

c. M. Jordan Sowell, Jr. & Ninabeth Guill at Unit # 12, Clarkson Place in the loan amount of $81,450 at an appraised value of $85,750.

These loan applications have been reviewed by the City Loan Officer, Community Development Department, and contain sufficient information to form the basis for approval.

34. RECOMMEND APPROVAL OF AMENDMENT # 3 TO THE CLARKSON STREET LOAN PROGRAM EXTENDING THE DEADLINE FOR ADVANCING FUNDS FROM OCTOBER 1, 1982 TO JANUARY 1, 1983. THIS ADDITIONAL THREE-MONTH EXTENSION WOULD EXTEND THE MAXIMUM TERM OF THE LOAN TO DECEMBER 1, 2012.

In December, 1980, City Council approved the $1,000,000 low-interest construction and permanent mortgage fund loan program with a consortium of four Savings and Loan Associations: First Federal, Home Federal, Mutual and North Carolina Federal. On December 14, 1981, Council approved a $1,000,000 construction loan to Chavis Properties, Inc. On May 24, 1982, Council approved Amendment # 2 to extend the program from June 1, 1982 to October 1, 1982.

This third amendment, extending the deadline for advancing funds to January 1, 1983, is necessary to allow the developer to sell additional housing units under Phase I prior to undertaking construction of Phase II. To date, four permanent loans have been made and two loans are on this City Council agenda.

The proposed amendment was submitted to the City by the consortium of four savings and loan associations and is recommended by the savings and loan servicing the loan program.

Resolutions

35. RECOMMEND ADOPTION OF A RESOLUTION ESTABLISHING GUIDELINES FOR MUTUAL ASSISTANCE WITH OTHER MUNICIPAL AND COUNTY LAW ENFORCEMENT AGENCIES.

In 1977, the General Assembly passed several statutory amendments allowing the governing body of a city or county to establishe its own guidelines for the provision of mutual assistance between or among municipal and county law enforcement agencies. Mutual assistance among such law enforcement agencies can include, but not be limited to, allowing officers to work temporarily with officers of another requesting agency (including in an undercover capacity) and lending and/or borrowing equipment and supplies. In the past, reciprocal law enforcement assistance has been rendered and obtained on a totally informal basis but it now seems advisable that City Council adopt specific guidelines for mutual assistance.

City Council is asked to adopt a resolution authorizing the Chief of Police to enter into mutual assistance agreements with other law enforcement agencies. The Chief may authorize officers of the Charlotte Police Department to work temporarily with officers of other departments, including in an undercover capacity, and may lend equipment and supplies to the requesting agency. A Charlotte Police Officer working temporarily with a requesting agency shall have the same jurisdiction, powers, rights, privileges and immunities (including those relating to the defense of civil action and payment of judgments) as officers of the requesting agency. The Charlotte Police Department would in turn, grant the same privileges to any officers whose assistance it had requested on a temporary basis. Any requests for mutual assistance, either to or by the Charlotte Police Department, will be handled in writing. The Chief of Police will evaluate all requests for assistance and determine what personnel or equipment resources the Department can devote to any such request. He will also make the final decision on any request from a Police Division Commander to ask for assistance from an outside law enforcement agency.

36. RECOMMEND ADOPTION OF A RESOLUTION EXTENDING CIVIL LIABILITY COVERAGE TO THE POLICE DEPARTMENT'S NON-SWORN RESERVE AND POLICE/COMMUNITY VOLUNTEERS.

In December, 1977, the City Council passed a resolution and accompanying budget ordinance establishing a funded reserve to pay civil claims and judgments sought or entered against city officers and employees. The funded reserve replaced the City's previous liability insurance coverage and was set aside to cover the the cost of legal assistance and/or jury verdicts or settlements in case brought against officers or employees for actions taken within the scope of their employment and duties. When the

36. (continued)
fund was originally established, the Police Reserves were automatically included in its coverage since they are sworn officers with police powers. In January, 1982, the Police Department expanded its volunteer activities as a part of the Mayor's Crime Prevention program and created both a Non-Sworn Police Reserve and a Police/Community Volunteers Program. City Council is now being asked to include the Non-Sworn Police Reserve and the Police/Community Volunteers in the provisions of the funded reserve resolution as this will be helpful in attracting qualified participants to these volunteer programs.

This action would amend paragraph 6 of the original resolution to read as follows:

> The terms "officer" and "employee" as used herein shall mean present or past Mayors and members of the Council, officers or employees, the following categories of Police Volunteers (Non-Sworn Reserves, Police/Community Volunteers), and present or past appointed members of City boards, agencies, committees and commissions who might hereafter have claims or judgments entered against them."

37. RECOMMEND ADOPTION OF A RESOLUTION ESTABLISHING THAT THE LENGTH OF AIRPORT AND PARKS POLICE AS SPECIAL PEACE OFFICERS SHALL BE CONCURRENT WITH THEIR EMPLOYMENT AS EITHER AIRPORT OR PARK POLICE OFFICERS.

Prior to the 1982 Session of the North Carolina General Assembly, persons appointed by the City Council as Special Peace Officers under the authority provided in §7.71 of the City Charter had to be reappointed on an annual basis.

The City was successful in obtaining approval of a Bill in the 1982 Session of the General Assembly that eliminated the requirement that Special Peace Officers be reappointed on an annual basis while substituting in its place a provision leaving it to the discretion of City Council as to the length of appointment.

This resolution provides that persons employed as Airport or Park Police shall be designated and authorized to serve as Special Peace Officers during their employment with City as Airport or Park Police Officers. Adoption of this Resolution would eliminate the necessity of Council reappointing such officers on an annual basis.

Minor Code Amendment

38. THE FOLLOWING MINOR AMENDMENTS ARE REQUESTED TO UPDATE THE CITY CODE REGULATING CONDUCT IN PUBLIC PARKS.

A. RECOMMEND ADOPTION OF AN ORDINANCE AMENDING CHAPTER 13, ARTICLE IV, "THE REGULATION OF CONDUCT IN PUBLIC PARKS" OF THE CITY CODE TO ELIMINATE OBSOLETE WORDING AND REVISE THE PERMIT APPEAL PROCESS FOR PRIVATE USE OF PARK FACILITIES.

This ordinance deletes reference to the "Superintendent of Parks" and the "Parks Commission" to substitute "Director" and "Parks and Recreation Department". The ordinance also references the new computerized reservation system for park picnic shelters which replaces the old call-in method, and revises the permit process whereby persons denied a permit for any park activity should receive a written response from the Department of Parks and Recreation within fourteen (14) days, instead of seven (7) days, with an appeal to the City Manager.

B. RECOMMEND ADOPTION OF AN ORDINANCE AMENDING CHAPTER 13, ARTICLE IV "REGULATION OF CONDUCT IN PUBLIC PARKS" TO PERMIT THE ISSUANCE OF CITATIONS IN LIEU OF ARREST FOR MOST PARK CONDUCT VIOLATIONS.

The current City Code forbids the consumption of any alcoholic beverage in a city park without first obtaining a permit from the Parks and Recreation Department Director. The Park Rangers enforce this code but violations are widespread since it is commonly known that only a very small percentage of violators can be dealt with under the current system. The only alternative for repeat offenders is arrest which requires many hours of court time in addition to the initial two or more hours needed to transport, book and jail the offender. The City Attorney's office has drawn up a proposed amendment to Chapter 13 allowing for citations for beer consumption and other minor offenses in lieu of an actual arrest which gives the offender a criminal record and requires a substantially higher monetary fee. The Parks and Recreation Department feels that this change will allow better control of problem areas, keep more law enforcement officers in the park instead of downtown at the Law Enforcement Center and jail, reduce overall costs for the Department (less overtime) and the offender (smaller initial fine, no required court appearance, no lasting criminal record).

Street Maintenance

39. RECOMMEND ACCEPTANCE OF 2.36 MILES OF STREETS CONSTRUCTED IN ACCORDANCE WITH THE CHARLOTTE SUBDIVISION ORDINANCE FOR CONTINUOU MAINTENANCE BY THE CITY OF CHARLOTTE.

These streets were constructed in accordance with the Charlotte Subdivision Ordinance and have since been approved by the Engineering Department. A complete listing of street names are available in the Office of the City Clerk.

40. RECOMMEND APPROVAL OF A PETITION INITIATED BY MR. RALPH F. HOWEY TO REMOVE JOSEPHINE DRIVE FROM THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION MAINTENANCE SYSTEM.

Josephine Drive extends southwesterly from Yorkmont Road for a distance of approximately 0.81 miles. The roadway is severed by the City Limits line with 0.50 miles of the street being located within the City and the remaining 0.31 miles outside and under the jurisdiction of Mecklenburg County. Mr. Howey has current control of all the frontage along that portion of Josephine Drive in the County and the section within Charlotte's corporate limits is bounded by City owned property, primarily the York Road landfill. Mr. Howey desires to eliminate the restrictions imposed by this right of way in order to better develop his adjoining properties.

His current plans include constructing a new industrial roadway from Yorkmont Road which will terminate prior to entering the City property.

Some City Departments expressed concern for maintaining access from those properties within the City Limits currently having rights of ingress and egress along Josephine Drive to Yorkmont Road. In response to this, Mr. Howey has agreed to the recording of a "Deed of Easement and Right to Require Dedication" which requires that he provide an access from the City property to the proposed roadway and onto Yorkmont Road. It also establishes the right to future dedication of a public roadway should it be deemed necessary. This supplemental agreement will accompany the original petition submitted by Mr. Howey.

As an abutting property owner, the City is being asked to concur with the abandonment of Josephine Drive and to sign Mr. Howey's petition to the North Carolina Department of Transportation. The North Carolina Department of Transportation requires that all and not a portion of a State maintained street be abandoned simultaneously, thus requiring concurrence of all abutting property owners.

The Operations Department, Planning Commission staff, Charlotte-Mecklenburg Utility Department, Legal Department and Engineering Department have reviewed the abandonment of Josephine Drive along with the involved legal agreements and have no objections.

Transfer of Retirement Membership

41. RECOMMEND APPROVAL FOR PAYMENT OF $5,117.36 TO THE LAW ENFORCEMENT OFFICERS' BENEFIT AND RETIREMENT FUND TO CORRECT AN ACCOUNTING ERROR MADE IN A MEMBERSHIP TRANSFER.

In July 1981 the City Council approved the payment of $20,575.47 to transfer membership of fourteen (14) law enforcement personnel from the North Carolina Local Governmental Employees' Retirement System to the Law Enforcement Officers' Benefit and Retirement Fund. This action was in response to a one-time offer by the State to allow such transfer of membership and resulted in the affected employees qualifying for increased retirement benefits.

The Department of State Treasurer recently informed the City that it erroneously failed to charge for the cost for transferring two years and six months of military service credit for one employee. The cost for this transfer is $5,117.36. It is requested that City Council approve this payment so that the error can be corrected and the affected employee can be properly credited for service.

Sufficient funds are in the retirement account to fund this payment.

Condemnation Settlements

42. A. RECOMMEND APPROVAL OF THE PROPOSED SETTLEMENT IN THE CONDEMNATION ACTION CITY OF CHARLOTTE VS. WILLENE H. SUTTON, IDLEWILD ROAD NORTH WIDENING, IN THE TOTAL AMOUNT OF $1,850.00.

On May 29, 1980 the City condemned approximately 206 square feet fronting on Idlewild Road. The taking also included a temporary construction easement of approximately 6 1/2 feet in width and a temporary construction easement on the southern boundary of the property for approximately 162.79 feet and varying in length from 4 feet to 6 feet for the proposed Piney Grove relocation.

The taking along Idlewild Road would remove three large water oaks, one crepe myrtle, one evergreen, the improved lawn, and a well house. The taking would almost result in the porch of the house being located within the 30 foot required setback.

It is recommended that the city deposit an additional $750.00 for total cost of settlement of $1,850.00. There are sufficient funds in the Idlewild Road North Widening Capital Improvements Project to cover the additional deposit.

42. (continued)

B. RECOMMEND APPROVAL OF THE PROPOSED SETTLEMENT IN THE CONDEMNATION ACTION CITY OF CHARLOTTE VS. LEON B. JORDAN AND WIFE, LOUISE CHRISTINE JORDAN, (IDLEWILD ROAD NORTH WIDENING), IN THE TOTAL AMOUNT OF $24,250.

On May 13, 1980, the City of Charlotte condemned .945 acres, about 25% of a total acreage. The taking resulted in the creation of two tracts consisting of a 78-foot right of way that would be an Independence Boulevard Connector, an anticipated four-lane road connecting Idlewild Road to Independence Boulevard. The position and objections of the property owners are primarily based on the effect of that four-lane right of way.

It is recommended that the City deposit an additional $7,300 for a total cost settlement of $24,250. It can reasonably be expected that the severance into two tracts, a 78-foot Independence Boulevard Connector, the damage to the remaining two tracts, the taking of frontage along Idlewild Road, the closing of Piney Grove Road denying access to Idlewild Road, and the issue of damage to trees and vegetation all pose issues that would likely result in a jury verdict more than $7,300.

There are sufficient funds in the Capital Improvement Program Idlewild Road North Widening to cover the additional deposit.

C. RECOMMEND APPROVAL OF PROPOSED SETTLEMENT IN THE CONDEMNATION ACTION OF CITY OF CHARLOTTE VERSUS MICHAEL S. SHULIMSON, SANITARY SEWER TO SERVE 6600 PROVIDENCE ROAD PROJECT, IN THE TOTAL AMOUNT OF $5,000.00.

On September 26, 1977 the City condemned a sanitary sewer easement through the middle of a vacant residential lot owned by the Shulimson's.

The City Attorney has attempted to settle this case for a total amount of $4,500.00. No settlement could be reached, and this matter came on for trial. The City and property owner agreed that the Judge could hear all of the evidence on value instead of submitting the issue to a jury. After reviewing the file and considering the arguments of counsel, the judge strongly recommended to both parties that this matter be settled for a total amount of $5,000.00 without the City being required to pay any interest on the additional payment of $2,500.00 since 1977 and without any requirement that the City pay the expert witness fees of the property owner.

There are sufficient funds in the Capital Improvement Program-Sanitary Sewer to serve 6600 Providence Road project account to cover the additional deposit.

Cancellation of Land Sale in Greenville Urban Renewal Area

43. RECOMMEND CANCELLATION OF CONTRACT WITH AMICO, INC. FOR THE SALE OF LAND LOCATED AT 700 SEABOARD STREET IN THE GREENVILLE URBAN RENEWAL AREA AT A SALES PRICE OF $11,775.00, AND RETAIN GOOD FAITH DEPOSIT IN THE AMOUNT OF $1,177.50.

On September 8, 1980, City Council approved the sale of land located at 700 Seaboard Street in the Greenville Urban Renewal Area to Amico, Inc. at a sales price of $11,775.00. The parcel containing 51,180 square feet was to be developed with an office/manufacturing facility which was in accordance with the Redevelopment Plan for the project. By letter dated July 12, 1981, Amico, Inc. requested that their contract with the City of Charlotte be terminated due to economic conditions, the decline in productivity and constant high interest rates, making it impossible to build their proposed project.

It is recommended that Council approve the cancellation of the contract for the sale to Amico, Inc. Pursuant to the terms of the contract, the City exercises its right to retain the $1,777.50 "good faith" deposit due to Amico, Inc.'s failure to present construction plans and to provide evidence of mortgage financing for the construction of the improvements.

Denial of a Street Name Change

44. RECOMMEND DENIAL OF A PETITION TO ASSIGN THE NAME "DRENAN STREET" TO AN UNNAMED STREET LOCATED BETWEEN WALLACE STREET AND MARVIN ROAD.

The petitioner, Mrs. Maggie Weddington is requesting that City Council approve a street name change in honor of her father. The street in question is an unopened street in the Grier Heights Redevelopment Area.

The Planning Commission recommends that the petition be denied because the street name "Drenan Street" is already assigned to a street which runs from Randolph Road to Rodman Street and is not associated with the street on the petition.

The Planning Commission investigated the possibility of changing the existing Drenan Street to another name, but found that since several residences and retail businesses use the street at this time for addresses that option was impractical.

The Planning Commission also asked the petitioner if the requested name assignment could be prefixed with her father's first thereby creating "Henry Drenan" Street. The petitioner did not accept this proposal.

Implementing RideShare Consolidation

45. On August 9, 1982 City Council approved consolidation of the Mecklenburg County RideShare program into the Charlotte Department of Transportation. This consolidation incorporates rideshare services into the ongoing efforts by the Charlotte Department of Transportation to work with area employers in developing plans to address their transportation concerns. Consolidation will occur effective October 6, 1982.

A. RECOMMEND ADOPTION OF AN ORDINANCE APPROPRIATING FUNDS IN THE AMOUNT OF $56,998 FOR THE PURPOSE OF FUNDING THE OPERATION OF THE RIDESHARE PROGRAM.

The total Fiscal 1983 budget for RideShare was $78,848 based on equal participation by the State, County, and City (consistent with funding specifications outlined in the consolidation agreement) in addition to a National Demonstration Grant. This ordinance appropriates the unspent RideShare budget appropriation for the period beginning on October 6, 1982, including the City share of $22,616 which is being drawn from the General Fund Contingency. Adoption of this ordinance will leave a balance of $170,636 in the contingency account.

No change has been made in the level of effort or current program elements as budgeted by the County for Fiscal 1983.

B. RECOMMEND ADOPTION OF A RESOLUTION AMENDING THE PAY PLAN TO ADD THE CLASSIFICATION OF RIDESHARE PROGRAM MANAGERS, PAY RANGE 19 ($18,825 - $24,026); AND RIDESHARE ANALYST, PAY RANGE 16 ($16,261 - $20,754).

This amendment is necessary to incorporate into the City pay plan two positions being transferred from the County RideShare Program to City government for which there is no existing pay and job classification. A total of three positions are being transferred. The third position can be accommodated within the existing pay plan.

SCHEDULE OF MEETINGS
SEPTEMBER 27 THROUGH OCTOBER 1, 1982

Monday, September 27	Council/Manager Luncheon	12.00 Noon
	Training Center - City Hall Annex	
	Citizens Hearing	2:00 p.m.
	Council Meeting	3.00 p.m.
	Council Chamber	

Attachments

Request for Council Action

Charlotte

To the City Council
From the City Manager
Action Requested That City Council conduct a public hearing considering the right of way abandonment of portions of South Irwin Avenue and Waccamaw Street.

Responsible Department Engineering Department

This request should be organized according to the following categories Background, Explanation of Request, Source of Funding, Clearances, Bibliography

Background

On November 12, 1981, the Community Development Department filed a petition with the Engineering Department requesting the abandonment of portions of South Irwin Avenue and Waccamaw Street under the Right of Way Abandonment Procedure. In the August 9, 1982 City Council meeting, a public hearing was scheduled to be held on September 27, 1982.

The portions in question are located adjacent the Trade-Fourth Connector within the Third Ward Urban Renewal Area. Construction plans for the Third Ward Area Improvements include the removal of existing pavement, curb and gutter, sidewalk, walls and steps along the streets in question. The abandonment of these rights of way is in accordance with the Third Ward Urban Renewal Area Redevelopment Plan as adopted by City Council on March 8, 1976 and amended December 11, 1978 and June 8, 1981. It is the intent of the petitioner to incorporate these rights of way into the adjoining tracts of land. The property owners involved are the City of Charlotte, Pamlico Investments Company and the estate of Minerva H. McClung, all of whom have concurred with the abandonment.

Explanation of Request

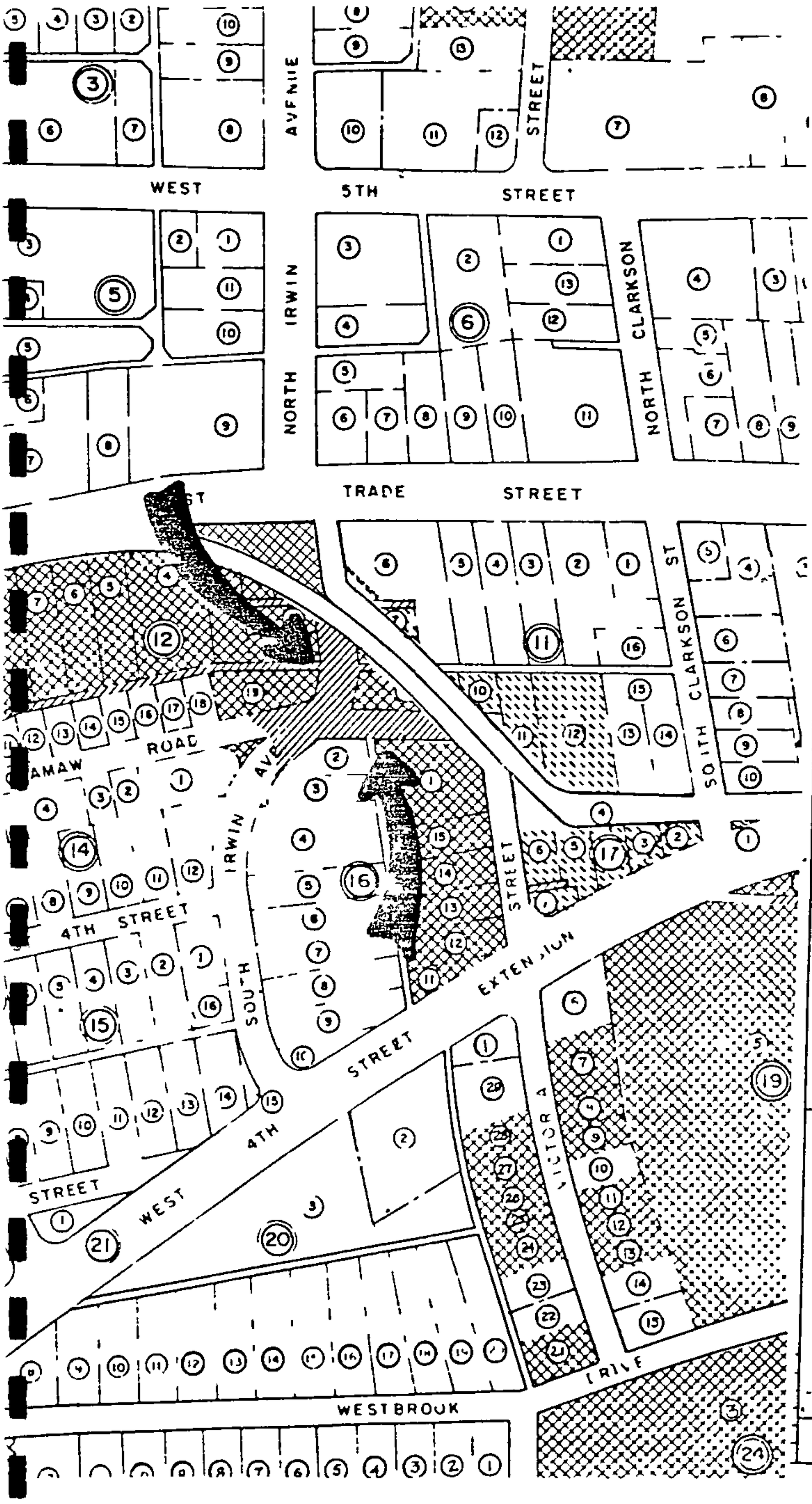
It is requested that City Council conduct a public hearing for the withdrawal of rights of way of these portions of South Irwin Avenue and Waccamaw Street.

Clearances

In accordance with the North Carolina General Statutes, Chapter 160A, Section 299, certified letters were sent to the property owners adjacent the portions of South Irwin Avenue and Waccamaw Street to be abandoned. Right of way abandonment signs giving notice of the public hearing were installed on August 27, 1982. Public notice was published in the Mecklenburg Times for each Friday for four (4) consecutive weeks.

Based on the fact that no City Department, private utility company or the involved property owners objected to the closing, we foresee no problems with the permanent abandonment of these portions of South Irwin Avenue and Waccamaw Street.

np



VICINITY MAP
SHOWING
STREET ~~ABANDMONTS~~ ABANDONMENTS FOR
PORTIONS OF:

WACCAMAW STREET
SOUTH IRWIN AVENUE

LEGEND

- BLOCK NUMBER
- PARCEL NUMBER
- PROPERTY LINE
- SEVERANCE LINE
- PROPERTY NOT TO BE ACQUIRED
- CURRENT ACQUISITION BY CITY OF CHARLOTT FOR CREATION OF TRADE-4TH CONNECTOR
- PROPERTY TO BE ACQUIRED
- R.O.W. TO BE VACATED
- TARGET & REDEVELOPMENT AREA BOUNDARY

LAND ACQUISITION AND
BOUNDARY MAP

THIRD WARD
REDEVELOPMENT AREA

COMMUNITY DEVELOPMENT DEPARTMENT
THE CITY OF CHARLOTTE
CHARLOTTE NORTH CAROLINA

SCALE IN FEET
0 100 200 400

JANUARY, 1976

R.P MAP NO 2

RESOLUTION CLOSING CERTAIN PORTIONS OF
SOUTH IRWIN AVENUE AND WACCAMAW STREET IN
THE CITY OF CHARLOTTE, MECKLENBURG COUNTY, NORTH CAROLINA,
AND RESERVATION OF EASEMENTS

WHEREAS, a Petition has been filed and received in accordance with the provisions of Chapter 160A, Section 299 of the General Statutes of North Carolina, requesting the closing of certain portions of South Irwin Avenue and Waccamaw Street in the City of Charlotte, Mecklenburg County, North Carolina; and

WHEREAS, the City Council has caused to be published a Notice of Public Hearing, all in accordance with said Statute; and

WHEREAS, said public hearing was held on the _____ day of _____, 1981; and

WHEREAS, the City of Charlotte owns all of the land adjoining the affected portions of the above-mentioned streets, with the exception of two parcels adjoining the portion of Waccamaw Street to be abandoned, owned by M. H. McClung (Block No. 16, Parcel No. 2) and Pamlico Investments Co. (Block No. 16, Parcel No. 1) and a parcel adjoining the portion of South Irwin Avenue to be abandoned, owned by David Lee Kinney and Richard Daniel Guiney, Jr. (Block No. 16, Parcel No. 3); and

WHEREAS, no persons, firms, or corporations or parties in interest have appeared in opposition to the closing of said portions of said streets;

THEREFORE, BE IT RESOLVED by the City Council of the City of Charlotte, North Carolina:

> That the Council hereby orders the closing of that certain portion of South Irwin Avenue in the City of Charlotte, Mecklenburg County, North Carolina, as same is shown on a plat entitled "Portion of S. Irwin Ave. To Be Abandoned", prepared by City of Charlotte, Community Development Department, dated February, 1981, and that certain portion of Waccamaw Street in the City of Charlotte, Mecklenburg County, North Carolina, as same is shown on a plat entitled "Portion of Waccamaw St. To Be Abandoned", prepared by City of Charlotte, Community Development Department, dated February, 1981, copies of which are hereto attached and marked Exhibit "A" and "B", and incorporated by this reference, said portions of said streets being more particularly described in Exhibit "C" hereto attached and made a part hereof, it appearing to the satisfaction of the City Council that the closing of those portions of said streets is not contrary to the public interest and that no individual, firm, or corporation owning property in the vicinity thereof will be deprived of reasonable means of ingress and egress to his or its property.

BE IT FURTHER RESOLVED that the closing of that certain portion of South Irwin Avenue and that certain portion of Waccamaw Street, both described in Exhibit "C" attached hereto be, and the same are hereby made subject to the right of the City of Charlotte to use all of the tracts of land as described in Exhibit "C" for the purpose of laying, constructing, re-constructing, and maintaining one or more than one sanitary sewer, water lines, storm drainage line, and the City of Charlotte does hereby specifically reserve for itself, its successors and assigns, permanent rights-of-way and/or utility easements in and to the tracts of land depicted in Exhibit "C" attached hereto for the aforementioned purposes, said rights-of-way and/or easements being shown on a plat entitled "Waccamaw Street at South Irwin Ave. Utility Easement", prepared by City of Charlotte, Engineering Division, dated September 3, 1981, a copy of which is hereto attached and marked Exhibit "D" and incorporated herein by this reference.

BE IT FURTHER RESOLVED that a certified copy of this Resolution be filed in the Office of the Register of Deeds for Mecklenburg County, North Carolina.

Approved as to form:

_____
City Attorney

STATE OF NORTH CAROLINA

COUNTY OF MECKLENBURG

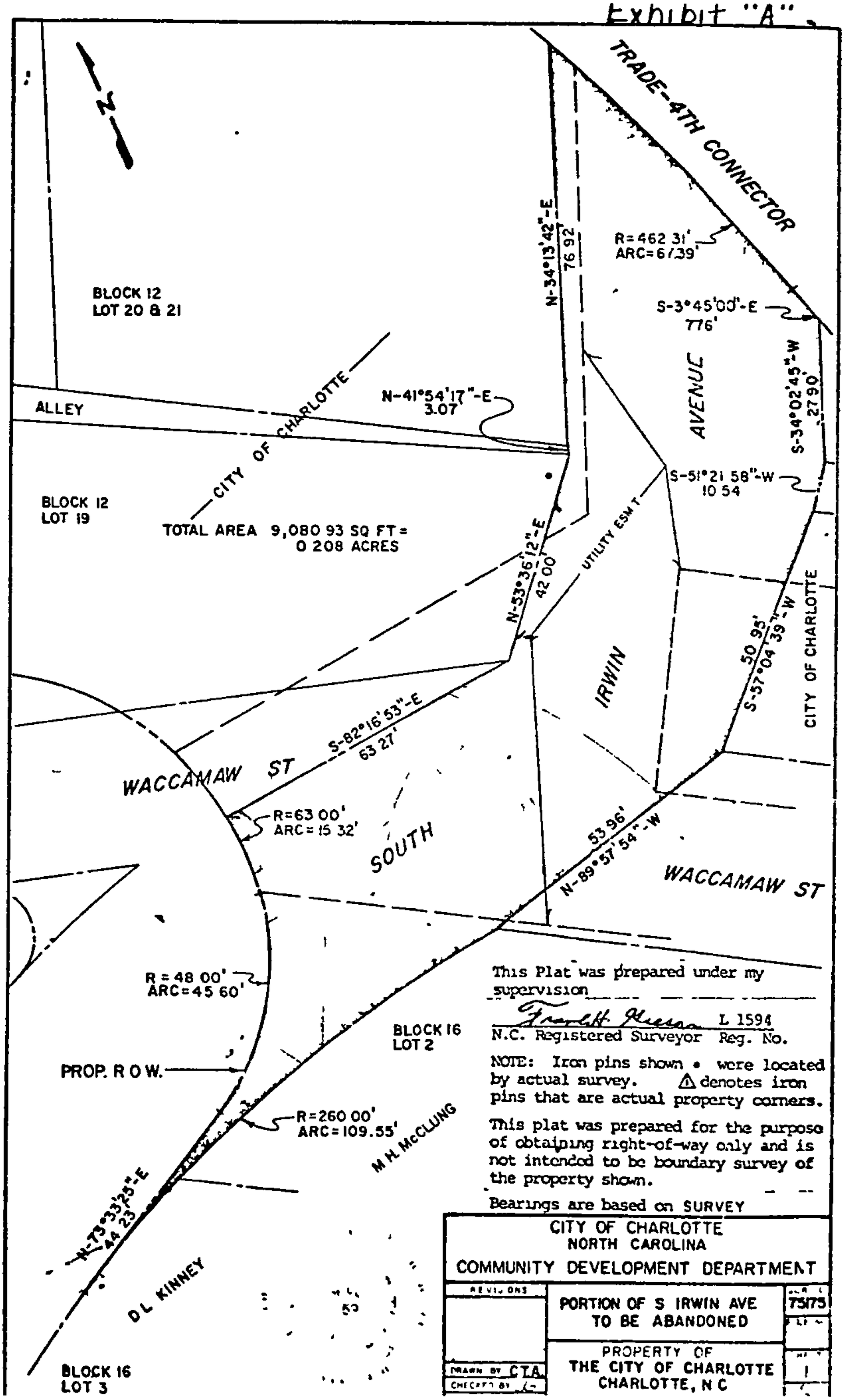
CERTIFICATION

I, _____, City Clerk of the City of Charlotte, North Carolina, do hereby certify that the foregoing is a true and exact copy of a Resolution adopted by the City Council of the City of Charlotte, North Carolina, in regular session convened on the _____ day of _____, 1981, the reference having been made in Minute Book _____, beginning at Page _____, ending at Page _____, and is recorded in full in Resolution Book _____.

WITNESS my hand and the corporate seal of the City of Charlotte, North Carolina, this the _____ day of _____, 1981.

_____
City Clerk of the City of Charlotte

Exhibit "A"



This Plat was prepared under my supervision

Franklin Hudson L 1594
N.C. Registered Surveyor Reg. No.

NOTE: Iron pins shown • were located by actual survey. ⚠ denotes iron pins that are actual property corners.

This plat was prepared for the purpose of obtaining right-of-way only and is not intended to be boundary survey of the property shown.

Bearings are based on SURVEY

CITY OF CHARLOTTE
NORTH CAROLINA
COMMUNITY DEVELOPMENT DEPARTMENT

REVISIONS

PORTION OF S IRWIN AVE
TO BE ABANDONED

75175

PROPERTY OF
THE CITY OF CHARLOTTE
CHARLOTTE, N C

DRAWN BY CTA
CHECKED BY

Exhibit "B"

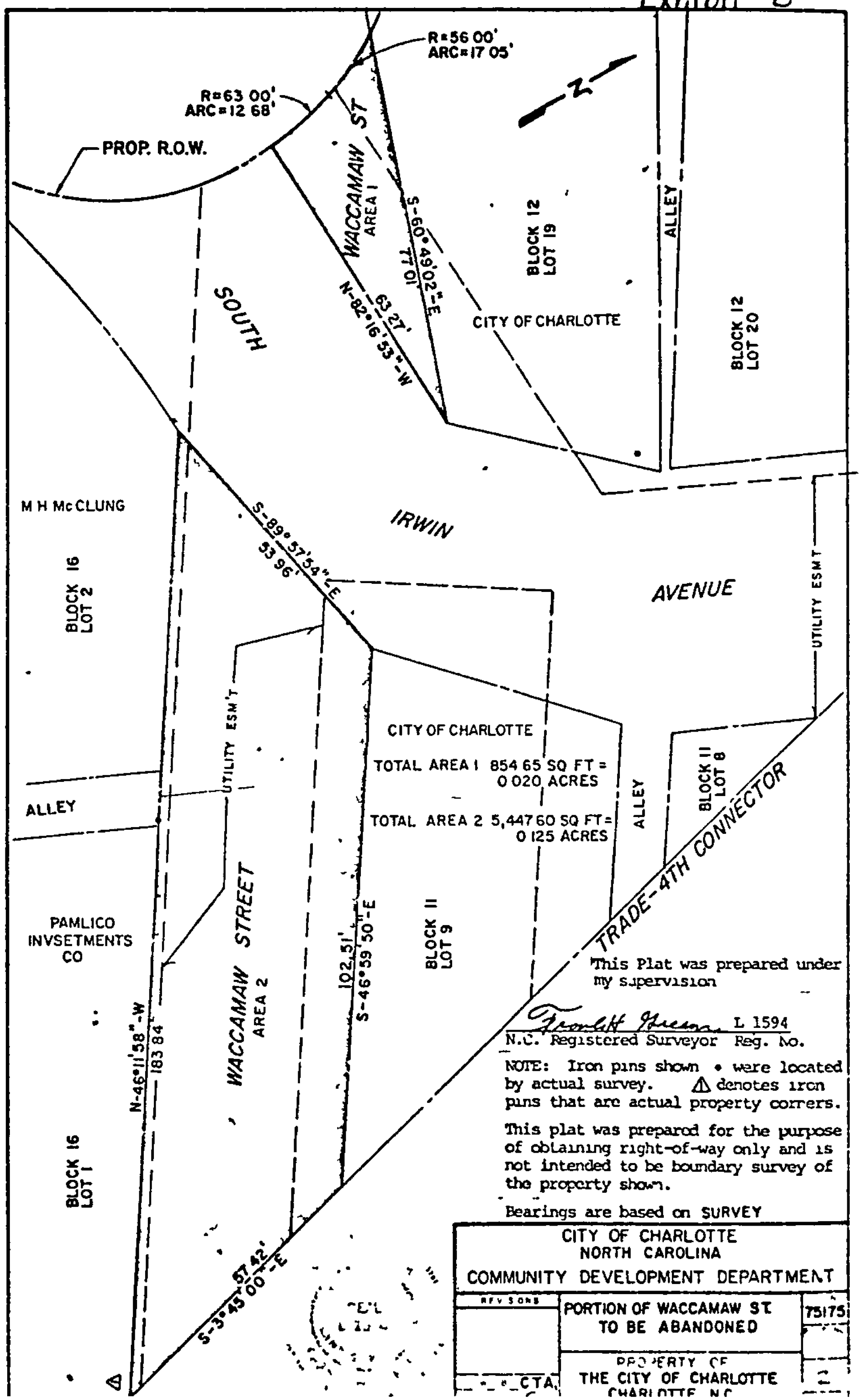

R=56 00'
ARC=17 05'
R=63 00'
ARC=12 68'
PROP. R.O.W.
WACCAMAW ST
AREA 1
S-60°49'02"-E
77 01'
N-82°16'53"-W
63 27'
SOUTH
BLOCK 12
LOT 19
ALLEY
BLOCK 12
LOT 20
CITY OF CHARLOTTE
M H McCLUNG
BLOCK 16
LOT 2
S-89°57'34"-E
53 96'
IRWIN
AVENUE
UTILITY ESMT
UTILITY ESM'T
CITY OF CHARLOTTE
TOTAL AREA 1 854 65 SQ FT =
0 020 ACRES
TOTAL AREA 2 5,447 60 SQ FT =
0 125 ACRES
ALLEY
BLOCK 11
LOT 8
TRADE-4TH CONNECTOR
ALLEY
PAMLICO
INVSETMENTS
CO
WACCAMAW STREET
AREA 2
N-46°11'58"-W
183 84'
102 51'
S-46°59'50"-E
BLOCK 11
LOT 9
BLOCK 16
LOT 1
S-3°45'00"-E
67 42'
This Plat was prepared under
my supervision
L 1594
N.C. Registered Surveyor Reg. No.
NOTE: Iron pins shown • were located
by actual survey. △ denotes iron
pins that are actual property corners.
This plat was prepared for the purpose
of obtaining right-of-way only and is
not intended to be boundary survey of
the property shown.
Bearings are based on SURVEY
CITY OF CHARLOTTE
NORTH CAROLINA
COMMUNITY DEVELOPMENT DEPARTMENT
REVISIONS
PORTION OF WACCAMAW ST
TO BE ABANDONED
75175
PROPERTY OF
THE CITY OF CHARLOTTE
CHARLOTTE N.C.

EXHIBIT "C"

Third Ward Neighborhood Strategy Area
Abandonment of Portions of Existing Streets Rights-of-Way

1. That certain portion of South Irwin Avenue in the City of Charlotte, Mecklenburg County, North Carolina, as same is shown on a plat entitled "Portion of S. Irwin Ave. To Be Abandoned", prepared by City of Charlotte, Community Development Department, dated February, 1981, being more specifically described as follows:

> BEGINNING at a point formed by the intersection of the westerly right-of-way line of Trade-4th Connector and the southerly right-of-way line of existing South Irwin Avenue; thence southwesterly along the southerly right-of-way line of existing South Irwin Avenue, S. 34-02-45 W., a distance of 27.90 feet to a point; thence continuing southwesterly along a new line, S. 51-21-58 W., a distance of 10.54 feet to a point; thence continuing southwesterly along the southerly right-of-way line of existing South Irwin Avenue, S. 57-04-39 W., a distance of 50.95 feet to a point; thence westerly along a new line, N. 89-57-54 W., a distance of 53.96 feet to a point, said point being the northwesterly corner of Parcel 16-2; thence northwesterly along a curve to the left which has a radius of 260.00 feet, a distance of 109.55 feet to a point formed by the tangency of the afore-described curve and the southerly right-of-way line of proposed South Irwin Avenue, said curve being the southerly right-of-way line of existing South Irwin Avenue; thence northeasterly along the proposed right-of-way line of proposed South Irwin Avenue, N. 73-33-25 E., a distance of 44.23 feet to a point of curvature on the southerly right-of-way line of proposed South Irwin Avenue; thence north easterly and northerly along the southerly right-of-way line of proposed South Irwin Avenue with a curve to the left which has a radius of 48.00 feet, a distance of 45.60 feet to a point of compound curvature; thence northerly along the right-of-way line of proposed South Irwin Avenue with a curve to the left which has a radius of 63.00 feet, a distance of 15.32 feet to a point; thence southeasterly along a proposed line, S. 82-16-53 E., a distance of 63.27 feet to a point, said point also being the southeasterly corner of Parcel

12-19; thence northeasterly along the northerly right-of-way of existing South Irwin Avenue, N. 53-36-12 E., a distance of 42.00 feet to a point, said point also being the northeasterly corner of Parcel 12-19; thence continuing northeasterly along a new line, N. 41-54-17 E., a distance of 3.07 feet to a point, said point being the southeasterly corner of Parcel 12-20 and 21; thence northeasterly along the northerly right-of-way line of existing South Irwin Avenue, N. 34-13-42 E., a distance of 76.92 feet to a point, said point being the intersection of the northerly right-of-way line of existing South Irwin Avenue and the westerly right-of-way line of existing Trade-4th Connector; thence southeasterly along the westerly right-of-way line of Trade-4th Connector with a curve to the right which has a radius of 462.31 feet, a distance of 67.39 feet to a point of tangency on the westerly right-of-way line of existing Trade-4th Connector; thence southeasterly along the westerly right-of-way line of existing Trade-4th Connector, S. 3-45-00 E., a distance of 7.76 feet to the point and place of Beginning, and containing 9,080.93 square feet (0.208 acres) of land.

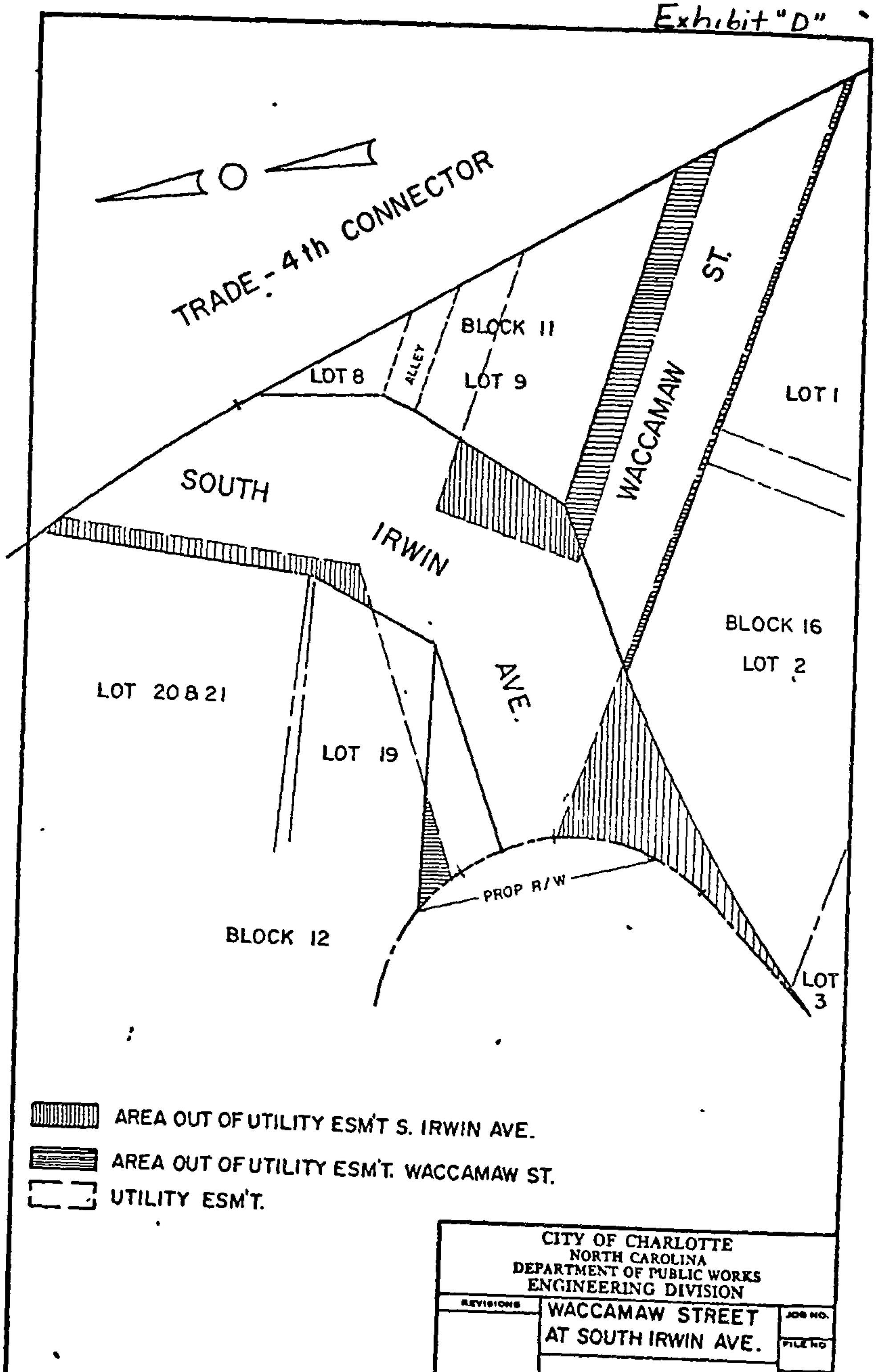
2. That certain portion of Waccamaw Street in the City of Charlotte, Mecklenburg County, North Carolina, as same is shown on a plat entitled "Portion of Waccamaw St. To Be Abandoned", prepared by City of Charlotte, Community Development Department, dated February, 1981, being more specifically described as follows:

TRACT ONE: BEGINNING at a point formed by the intersection of the northerly right-of-way line of existing Waccamaw Street and the westerly right-of-way line of existing South Irwin Avenue, said point also being the southeasterly corner of Parcel 12-19; thence northwesterly along a new line, N. 82-16-53 W., a distance of 63.27 feet to a point on the easterly right-of-way line of proposed Waccamaw Street and proposed South Irwin Avenue; thence northwesterly along the right-of-way of proposed Waccamaw Street with a curve to the left which has a radius of 63.00 feet, a distance of 12.68 feet to a point of compound curvature; thence continuing northwesterly along the right-of-way of proposed Waccamaw Street with a curve to the left which has a radius of 56.00 feet, a distance of 17.05 feet to a point of intersection on the northerly right-of-way line of existing

Waccamaw Street; thence southeasterly along the right-of-way of existing Waccamaw Street, S. 60-49-02 E., a distance of 77.01 feet to the point and place of Beginning, and containing 854.65 square feet (0.020 acres) of land.

TRACT TWO: BEGINNING at a point formed by the intersection of the westerly right-of-way line of existing Trade-4th Connector and the southerly right-of-way line of existing Waccamaw Street, said point also being the northeasterly corner of Parcel 16-1; thence northwesterly along the southerly right-of-way line of existing Waccamaw Street, N. 46-11-58 W., a distance of 183.84 feet to a point, said point also being the northeasterly corner of Parcel 16-2; thence southeasterly along a new line, S. 89-57-54 E., a distance of 53.96 feet to a point, said point also being the southwesterly corner of Parcel 11-9; thence southeasterly along the northerly right-of-way line of existing Waccamaw Street, S. 46-59-50 E., a distance of 102.51 feet to a point, said point also being the southeasterly corner of Parcel 11-9; thence southerly along the westerly right-of-way of existing Trade-4th Connector, S. 3-45-00 E., a distance of 57.42 feet to the point and place of Beginning, and containing 5,447.60 square feet (0.125 acres) of land.

Exhibit "D"


TRADE - 4th CONNECTOR
BLOCK 11
ALLEY
LOT 8
LOT 9
ST.
WACCAMAW
LOT 1
SOUTH
IRWIN
BLOCK 16
LOT 2
LOT 20 & 21
AVE.
LOT 19
PROP R/W
BLOCK 12
LOT 3
AREA OUT OF UTILITY ESM'T S. IRWIN AVE.
AREA OUT OF UTILITY ESM'T. WACCAMAW ST.
UTILITY ESM'T.
CITY OF CHARLOTTE
NORTH CAROLINA
DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION
REVISIONS
WACCAMAW STREET
AT SOUTH IRWIN AVE.
JOB NO.
FILE NO
DRAWN BY M.S.
UTILITY EASEMENT
SHEET
1

Attach LOB (gm)

Request for Council Action

Charlotte

To the City Council
From the City Manager
Action Requested That City Council conduct a public hearing considering the right of way abandonment of Gilette Street.

Responsible Department Engineering Department

This request should be organized according to the following categories Background, Explanation of Request, Source of Funding, Clearances, Bibliography

Background

On March 16, 1982, Mr. Atwell L. Harrington, President of Southeastern Products, Inc. and Mr. A. C. Pease, Secretary of WERCO, Inc. filed a joint petition with the Engineering Department requesting the abandonment of Gilette Street under the Right of Way Abandonment Procedure. In the August 9, 1982 City Council meeting, a public hearing was scheduled to be held on September 27, 1982.

Gilette Street is a non-maintained right of way located near the Statesville Road - I-85 interchange. It extends approximately 915 feet from its intersection with Metals Drive to its dead-end terminus. The petitioners own all abutting property with the exception of an undeveloped parcel of land owned by Mr. David Hodgkins, who has concurred with the abandonment. The petitioners intend to incorporate this right of way into adjoining tracts of land for future business expansion.

Explanation of Request

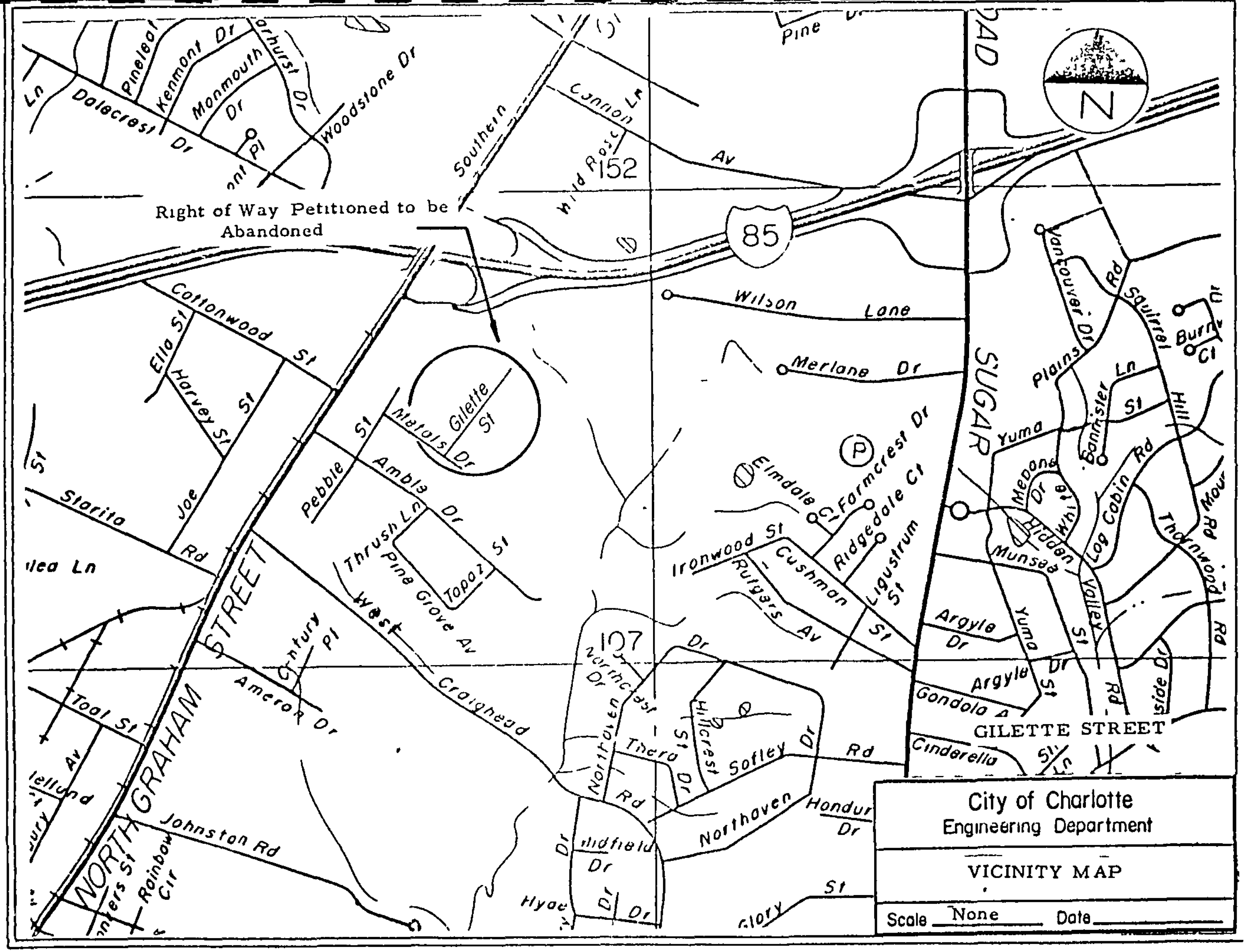
It is requested that City Council conduct a public hearing for the withdrawal of the right of way of Gilette Street.

Clearances

In accordance with the North Carolina General Statutes, Chapter 160A, Section 299, certified letters were sent to the property owners adjacent to Gilette Street. Right of way abandonment signs giving notice of the public hearing date were installed on August 27, 1982. Public notice was published in the Mecklenburg Times for each Friday for four (4) consecutive weeks.

All City Departments, private utility companies and adjoining property owners have concurred with the abandonment of Gilette Street.

np


Right of Way Petitioned to be Abandoned
City of Charlotte
Engineering Department
VICINITY MAP
Scale None Date
N
85
152
107
GILETTE STREET
WORTH GRAHAM STREET
SUGAR
Wilson Lane
Merlane Dr
Cottonwood St
Ella St
Harvey St
Starita Rd
Joe St
Pebble St
Ambla Dr
Thrush Ln
Pine Grove Av
Topaz St
Gilette St
Matals Dr
Cannon Ln
Wild Rose Av
Southern
Woodstone Dr
Monmouth Dr
Kenmont Dr
Pineleaf
Dalacrest Dr
Pine
Elmdale Ct
Farmcrest Dr
Ridgedale Ct
Ligustrum St
Ironwood St
Cushman St
Rutgers Av
Argyle Dr
Yuma St
Gondola
Cinderella St
Log Cabin Rd
Thornwood Rd
Hidden Valley Rd
Munsee Dr
Meadowlark Dr
Plains Rd
Sanforster St
Hill Rd
Squirrel Rd
Burnt Oak Ct
Vancouver Dr
Craighead Dr
Ameron Dr
Century Pl
Toal St
Johnston Rd
Rainbow Cir
Northcast Dr
Northaven Dr
Thera St
Hillcrest Dr
Softley Dr
Northaven Rd
Hondur Dr
Midfield Dr
Glory St

RESOLUTION CLOSING GILETTE STREET
LOCATED NORTHEASTERLY OFF METALS STREET
(PRIVATE) IN THE CITY OF CHARLOTTE,
MECKLENBURG COUNTY, NORTH CAROLINA.

WHEREAS, pursuant to the provisions of Chapter 160A-299 of the General Statutes of North Carolina, the City Council has caused to be published a Resolution of Intent to Close Gilette Street which calls for a public hearing on the question; and

WHEREAS, the petitioners have caused a copy of the Resolution of Intent to Cbose Gilette Street to be sent by registered or certified mail to all owners of property adjoining the said street (or portion thereof), and prominently posted a notice of the closing and public hearing in at least two places along Gilette Street, all as required by G. S. 160-299; and

WHEREAS, the public hearing was held on the _____ day of _____, 19__, and City Council determined that the closing of Gilette Street is not contrary to the public interest, and that no individual, firm or corporation owning property in the vicinity thereof will be deprived of reasonable means of ingress and egress to his or its property.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Charlotte, North Carolina, at its regularly assembled meeting of _____, 19__, that the Council hereby orders the closing of Gilette Street in the City of Charlotte, Mecklenburg County, North Carolina, as described below:

BEGINNING at a point in the northerly margin of Metals Drive, said point being the Southeasternmost corner of the property of Southeastern Products, Inc., (now or formerly) as described in that deed duly recorded in the Mecklenburg County Registry in Deed Book 2563 at page 197; running thence from said point of beginning with the property of Southeastern Products, Inc., (now or formerly) North 53-14-30 East 475.30 feet to a point; thence South 74-50 East 6.35 feet to a point; thence North 53-14-30 East 445.12 feet to a point in the Southeasterly line of the property of David C. Hodgkins (now or formerly); thence with Hodgkins line South 49-20-49 East 40.99 feet to a point; thence with the property of Southeastern Products, Inc. (now or formerly) South 53-14-30 West 422.71 feet to a point; thence South 74-50 East 6.35 feet to a point; thence with the property of Welders

Engineering Research, Inc., (now or formerly) South 53-14-30 West 482.81 feet to a point; thence continuing with the same line South 53-14-30 East 10.83 feet to a point in Metals Drive; thence North 59-22-40 West 54.17 feet to the point and place of beginning; containing .955 acres and being more particularly described on that certain survey dated March 8, 1982, and prepared by R. B. Pharr & Associates, Registered Surveyors, which survey is identified as "The Property of Southeastern Products, Inc. - Gilette Street."

BE IT FURTHER RESOLVED that a certified copy of this Resoluation be filed in the Office of the Register of Deeds for Mecklenburg County, North Carolina.

CERTIFICATION

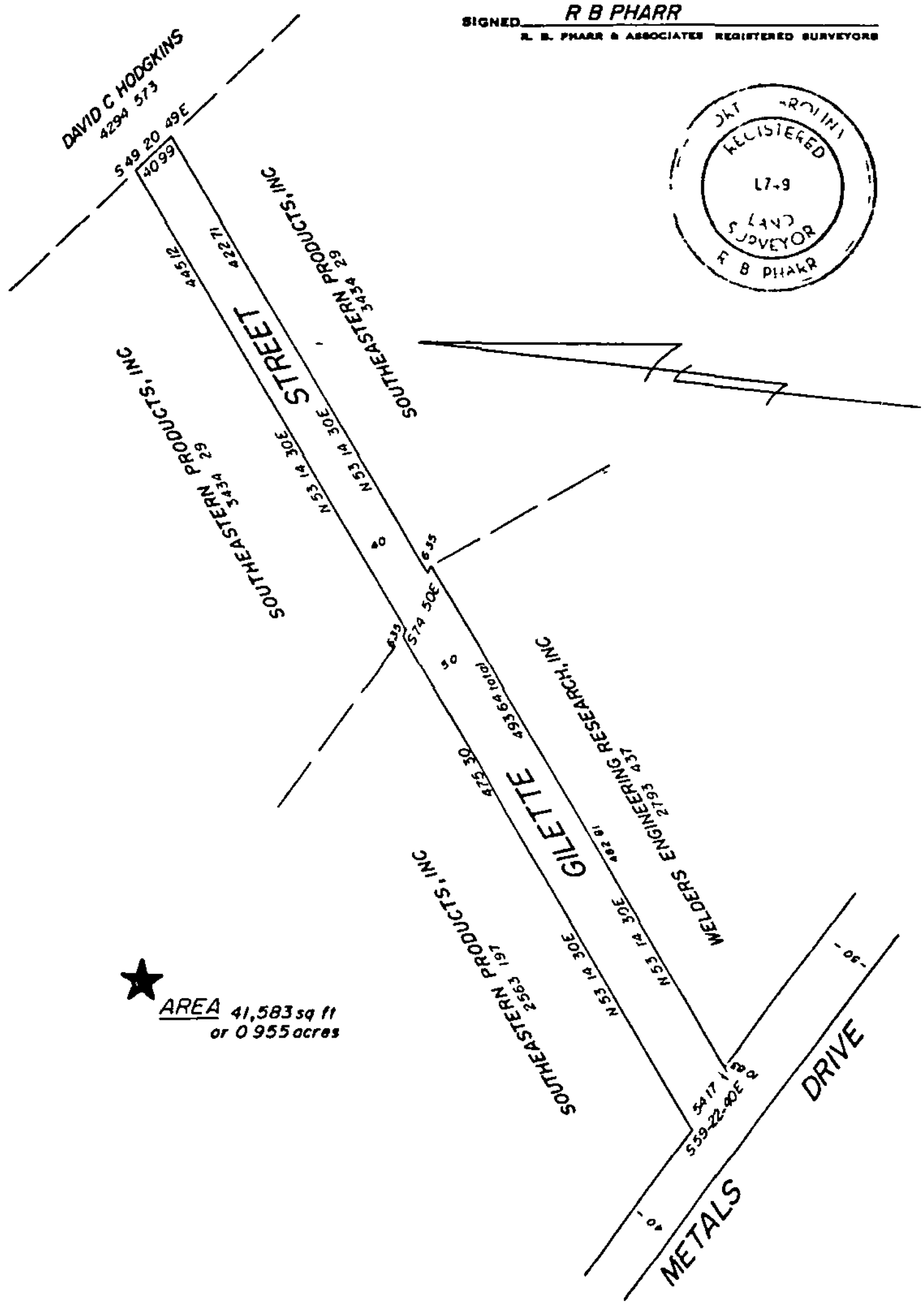
I, , City Clerk of the City of Charlotte, North Carolina, do hereby certify that the foregoing is a true and exact copy of a Resolution adopted by the City Council of the City of Charlotte, North Carolina, in regular session convened on the _____ day of _____, 19___, the reference having been made in Minute Book_____, page _____, and recorded in full in Resolution Book _____, Page _____.

EXHIBIT A

THIS IS TO CERTIFY THAT ON THE 8th DAY OF MARCH 19 82 I SURVEYED THE PROPERTY SHOWN ON THIS PLAT AND THAT THE TITLE LINES AND THE WALLS OF THE BUILDINGS IF ANY ARE AS SHOWN HEREON.

SIGNED R B PHARR

R. B. PHARR & ASSOCIATES REGISTERED SURVEYORS



SURVEY OF

GILETTE STREET

SCALE 1" = 100'

CHARLOTTE, N C.

THE PROPERTY OF Southeastern Products, Inc

MAP RECORDED IN BOOK 6 AT PAGE 198 DEED RECORDED IN BOOK ____ PAGE ____

NING 40-22 22208 2

DILWORTH SMALL AREA PLAN

May 10, 1982

INTRODUCTION

Dilworth was conceived before the turn of the century by Edward Dilworth Latta, and designed as one of Charlotte's first suburbs by the Olmsted Brothers It remains today as one of Charlotte's most unique and historic areas However, Dilworth is rapidly changing with the rehabilitation of existing homes, construction of new housing, and the addition and expansion of businesses A plan is needed to serve as a guide in conserving residential areas and accommodating new housing while providing an environment where office, commercial and industrial uses can thrive

THE DILWORTH PLAN IS TO BE USED AS A POLICY GUIDE FOR LAND USE DECISIONS ACCEPTANCE OF THIS PLAN IS NOT INTENDED TO IMPLY APPROVAL or notice OF ANY TYPE OF ZONING CHANGE OR AMENDMENT BEFORE SUCH HAS BEEN FULLY CONSIDERED THROUGH A PUBLIC REVIEW AND HEARING PROCESS

PLAN OBJECTIVES

The Dilworth Plan seeks to achieve the following objectives

- o Protect Dilworth's historical character
- o Conserve the existing single family and multiple family housing stock
- o Identify opportunities for higher density housing at appropriate locations
- o Encourage commercial revitalization at a scale appropriate to the neighborhood

- Provide a means to encourage projects containing a mixture of residential, office and commercial uses

The diversity of these objectives indicates that Dilworth is an unusual urban location which must balance pressures for new development with conservation of the existing neighborhood

GENERAL PLAN PROPOSALS

The Dilworth Small Area Plan contains two types of recommendations

- Potential Historic District designation (Figure 1)
- A policy to consider rezoning specifically identified land parcels (Figure 1)

delete

The proposals will be initially discussed in general terms and then by specific geographical areas

Historic District Designation

Dilworth is of historic significance because of its unique development as Charlotte's first streetcar suburb Historic District designation can help maintain the area's historic residential scale while encouraging new development with sensitive site design The Dilworth Plan proposes adoption of a policy to determine

- the desirability of Historic District designation through a joint analysis by the Planning Commission, Historic Properties Commission and the Historic District Commission, to examine
  - feasibility
  - appropriate boundaries (possible boundaries are shown on Figure 1)
  - specific design review standards applicable to Dilworth
  - appropriate organizational relationships and staff support

Policy For Rezoning

In order to conserve the existing housing stock, and to encourage the development of infill housing, the Dilworth Plan proposes

- adoption of a policy to consider public initiation for rezoning of land parcels (See Figure 1) in conformance with a Plan

Pre-Existing Uses

As part of the rezoning policy it is recommended the zoning ordinance be amended to allow for the continuation of pre-existing uses The Dilworth Plan proposes

- land uses existing prior to a specified date and not in conformance with the publicly initiated rezoning shall continue to be legal uses subject to the standards of the original district

This will require creation of a sub-category of non-conformity created by rezoning initiated by public action in furtherance of a Plan

Mixed Use Ordinances

The Dilworth Plan also identified the need for new zoning ordinances to encourage mixed use development The classification would be available on major streets, in older inner city neighborhoods where redevelopment is occurring The Dilworth Plan identifies as future planning projects

- o evaluation of a residential/office classification which encourages residential use, with limits on bulk of office uses in scale to the surrounding neighborhood, and which prohibits parking for business (B-1 and B-2) uses
- o evaluation of an office/business classification that permits retail service uses as a percentage of the building area

SPECIFIC PLAN PROPOSALS

Residential Conservation Area

Residential conservation reflects the philosophy to maintain, stabilize, and protect to a moderate degree the single-family housing stock in the core of Dilworth It includes proposals to rezone areas for infill housing along the South Boulevard/Euclid Avenue Corridor

Proposals

delete

- o designate as a Historic District the original Latta subdivision (See Figure 1)
- o rezone from multi-family (R-6MF) to single-family (R-6) those areas now predominantly in single-family use and within the proposed historic district boundaries (See Figure 1-A)
- o rezone from multi-family (R-6MF) to single family (R-6) those areas at the neighborhood edge now predominately in single family use (See Figure 1-B)
- o rezone from multi-family (R-6MF) to single-family (R-9) those areas at the neighborhood edge predominantly in single-family use (See Figure 1-C)
- o rezone from Office (O-6) and Industrial (I-1) to moderate-density residential those areas now in residential use within the proposed historic district boundaries (See Figure 1-D)

East Boulevard Corridor

East Boulevard is a transportation thoroughfare containing a wide variety of uses residential, office, business and institutional Large two-story structures, huge street trees and low traffic volumes help maintain the residential character of the street East Boulevard contained only houses until it was identified as a suitable location for "suburban" offices in the early 1950s Residential and non-residential uses now co-exist with structures converted to offices and businesses while others remain single-family homes, apartments or condominiums Vacant parcels and new structures also occur

along the street Some of the new structures are compatible and reinforce the streetscape through sensitivity to appropriate scale of height, bulk and setback, others do not The mixture of uses along East Boulevard offers opportunities for housing, employment and shopping in close proximity to each other and to the Central Business District

Proposals

- o No land use changes are proposed along East Boulevard, a portion of the street is contained in the proposed Historic District (See Figure 1)

Morehead Street Corridor

The corridor begins at Morehead Street's intersection with South Boulevard and runs east until it intersects with Kings Drive Included in the corridor is the land bordered by Baxter Street, the I-277 right-of-way and the area known as Greenwood Cliff

East Morehead Street is now primarily in office use with concentrations of business use near McDowell Street and at Kings Drive Generally, the edges of the area are zoned for business and the middle is zoned for office use

The Greenwood Cliff area has a mixture of residential and office land uses, including offices in former residential structures The remaining housing stock is in good condition, and the entire area is zoned for office use

The area near Royal Court and Vance Streets contains some residences and there is vacant land bordering the I-277 right-of-way

Proposals

- o No land use changes are proposed within the Morehead Street Corridor

Scott Avenue/Kenilworth Avenue Corridors

The portion of the corridor which is of interest begins where Kenilworth splits into the one-way thoroughfare pair, Scott/Kenilworth, and extends south to Park Road The corridor is predominantly single-family residential but contains a changing mix of land uses office, residential and business Zoning for the area is multi-family residential, office and business The Scott/Kenilworth pair is a major thoroughfare south and has been widened to carry moderate to heavy traffic volumes The completion of I-277 may decrease the amount of traffic

Proposals

- o No land use changes are proposed within the Scott Avenue/Kenilworth Avenue Corridors

South Boulevard/Euclid Avenue Corridor

The South Boulevard/Euclid Corridor contains a mixture both in land uses and in zoning categories It has office, business and industrial zoning with

homes, offices, businesses, institutions and industries mixed throughout the corridor Three parallel streets run north to south through the area South Boulevard, Cleveland Avenue and Euclid Avenue South Boulevard is a typical strip commercial street with an abundance of business and industrial uses. Cleveland contains a mixture of homes, businesses and offices Euclid Avenue is primarily a residential street with both single- and multiple-family residences East Boulevard bisects the area

The corridor contains a transition of zoning from west to east Along South Boulevard is business and industrial zoning which changes to office and then to multi-family zoning The zoning is often different from the existing use In areas of existing housing a change of one house to a non-residential land use often means the home next to it deteriorates and eventually also becomes non-residential As the land uses change to conform to the zoning pattern more residential units are lost and the neighborhood edge changes and erodes

Two residential areas remain within this corridor North of East Boulevard, along Cleveland and Euclid, many residential units remain Generally the area contains large two-story structures, including two historic sites These homes are in generally good condition with some remaining in single family use while others have been converted to multiple family use

South of East Boulevard, along Euclid Avenue, is another concentration of homes They are also in good condition and are one-story homes built for housing early mill employees

Proposals

o rezone from office (0-6) and industrial (I-1) to moderate density residential The area is now in residential use and at the neighborhood edge (See Figure 1-E)

POPULATION PROJECTIONS

NOTE

Population projections will be included when City Council discussion ends Projections for small areas are very dependent on the amount of multi-family and non-residential development proposed in the final version of the plan

IT IS THE PLANNING COMMISSION'S INTENTION NOT TO INITIATE ANY FUTURE REZONING ACTIONS IN CONNECTION WITH THE DILWORTH SMALL AREA PLAN THE COMMISSION INTENDS TO UNDERGO A PERIOD OF REFLECTION AND EVALUATION WITH RESPECT TO THE ACTIONS ALREADY PROPOSED

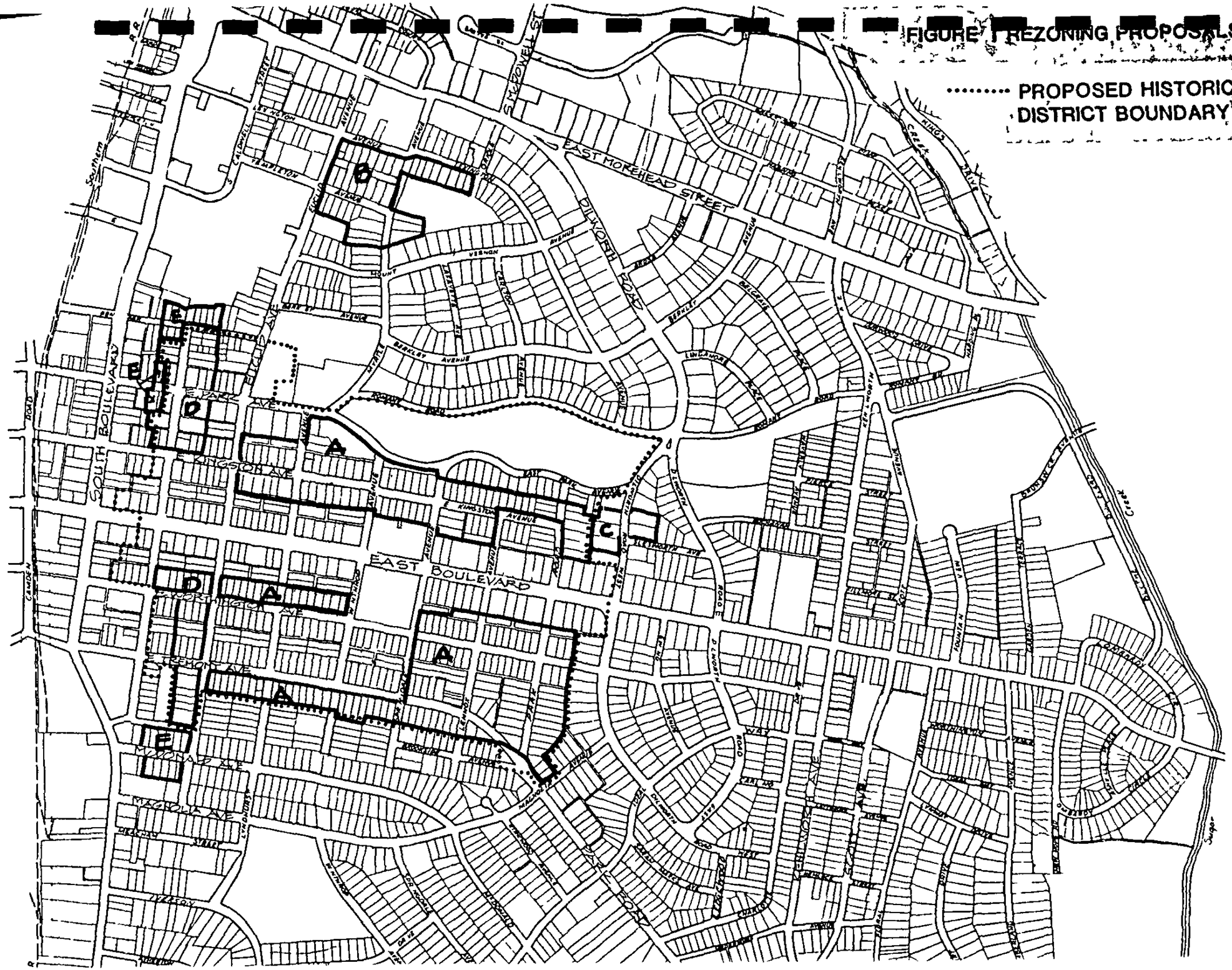


FIGURE 1 REZONING PROPOSALS
PROPOSED HISTORIC DISTRICT BOUNDARY
A
B
C
D
E
EAST MOREHEAD STREET
EAST BOULEVARD
SOUTH BOULEVARD
KINGSTON AVE
PARK AVE
BERKLEY AVENUE
DILWORTH ROAD
S. KENILWORTH ST
MAGNOLIA AVE
Southern

Attach #4

A RESOLUTION OF THE CHARLOTTE CITY COUNCIL ENDORSING THE COMMUNITY RELATIONS COMMITTEE'S PROPOSAL FOR OBSERVING HALLOWEEN.

WHEREAS, the traditional celebration of Halloween "trick or treating" increases the number of adult citizen contacts by the youth of the City of Charlotte, and

WHEREAS, all adult citizens of the City of Charlotte must have the right to choose whether they wish to participate in the Halloween celebration of "trick or treating" or not, and

WHEREAS, both the adult citizens and the youth of the City of Charlotte must be educated in the proper manner of celebrating Halloween "trick or treating", and

WHEREAS, the City of Charlotte's Mayor, members of City Council and City Administrators are obligated to assist in providing a safe environment for the celebration of Halloween "trick or treating".

NOW, THEREFORE, BE IT RESOLVED by the City Council of the city of Charlotte, North Carolina, in regular session duly assembled that:

The Police Department through its Crime Prevention Section and School Resource Officers and with the assistance of the Schools, Parks and Recreation Department and Neighborhood Centers Department will conduct intensive educational programs for both the adult citizens and the youth of the City of Charlotte in the proper manner of celebrating Halloween "trick or treating". These programs will include but not be limited to the following

Informing those children that wish to engage in the practice of "trick or treating" on Halloween that they should be accompanied by a parent, guardian or responsible adult and further should call only on those residences with lighted porch or front exterior light(s).

Residents who wish to participate in Halloween "trick or treating" should signify by lighting their porch or front exterior light(s) and those residents not wishing to participate should signify by not lighting their porch or front exterior light(s).

Informing children and adult citizens of the hazards of various types of "treats" that are occasionally presented to those children participating in Halloween "trick or treating".

Informing children and adult citizens that persons causing damage to property or injury to other persons will be handled in accordance with state laws and local ordinances.

Neighborhood organizations, Neighborhood Community Watch groups and other citizens groups are encouraged to sponsor, coordinate and monitor activities relating to Halloween "trick or treating" in their own neighborhoods.

The Charlotte-Mecklenburg Schools are encouraged to work with the City of Charlotte in developing and implementing programs in the schools relating to the suggested restrictions, safety precautions and guidelines for those individuals wishing to participate in Halloween "trick or treating".

A copy of this resolution shall be transmitted to all local news media, all neighborhood organizations, all Community Watch groups, the Charlotte-Mecklenburg Board of Education, affected City departments and other such organizations which may need to be informed or which request a copy.

Approved as to form:

Henry W. Underhill Jr.
City Attorney

CERTIFICATION

I, Pat Sharkey, City Clerk of the city of Charlotte, North Carolina, do hereby certify that the foregoing is a true and exact copy of a Resolution adopted by the City Council of the city of Charlotte, North Carolina in regular session convened on the _____day of _____, 1982, the reference having been made in Minute Book_____, page_____, and recorded in full in Resolutions Book_____, pages _____.

WITNESS my hand and the corporate seal of the city of Charlotte, North Carolina, this the _____day of _____, 1982.

_____
Pat Sharkey, City Clerk

Attach #5

Request for Council Action

Charlotte

To the City Council

From the City Manager

Action Requested A. Consider support of an application by the Public Housing Crime Prevention Executive Committee and the Charlotte Housing Authority to the Z. Smith ~~Reynolds Foundation to expand a crime prevention and social service program into four~~ low-income neighborhoods containing over 1,500 apartment units and about 8,000 residents. B. Consider adoption of an ordinance transferring $25,000 from the ~~General Fund Contingency to demonstrate local financial support for the program effort.~~

Responsible Department Asst. City Manager Don Steger

This request should be organized according to the following categories Background, Explanation of Request, Source of Funding, Clearances, Bibliography

Background

The Charlotte Housing Authority is requesting $60,000 from the Z. Smith Reynolds Foundation to sustain and expand a crime prevention program in low-income, high-crime neighborhoods in the City of Charlotte. The Public Housing Crime Prevention Executive Committee is currently seeking financial commitments from the City and County government in addition to those of the Housing Authority to supplement the grant request and demonstrate local financial support.

Explanation of Request

The program design calls for three treatments or strategies, i.e., domestic offense dive sion, to be implemented in different combinations in four public housing complexes to determine their impact on the incidence of crime, quantity of police reports, ratio of offenses cleared, and reduction in vandalism and drug/alcohol related problems. A fifth community will be used as a control group against which observable change will be compared. Program strategies are drawn from the highly successfully Fairview Homes demonstration project which ended on December 31, 1981. The project will be administered by the Crime Prevention Program staff of the Charlotte Housing Authority in coordination with various social service and law enforcement agencies in Mecklenburg County.

Advantages and Disadvantages of the Proposed Program

Advantages and disadvantages to be considered by City Council in making this funding decision include the following:

Advantages

- Emphasis on citizens involvement and public/private partnerships in crime prevention activities complements the Mayor's Crime Stopper Program. (Enhances the efforts of the Charlotte Police Department in the targeted neighborhoods.)
- Based upon the Fairview Homes Model which not only met but exceeded major goals for increased crime reporting and reduced incidents of victimization.
- Purpose is to implement innovative and cost-effective treatment strategies that do not burden local governments in an era of shifting budget priorities.

Disadvantages

- Can be perceived as building in a commitment to support future grant requests.
- Decreases the General Fund Contingency balance early on-in-the fiscal year.

Source of Funding

The total program budget is comprised of the following:

Z. Smith Reynolds Foundation (grant application)	$60,000
Charlotte Housing Authority	47,685
Mecklenburg County (authorized Sept. 7, 1982)	25,000
City of Charlotte (appropriation requested)	25,000
In-kind Services	6,000
Total Funding	$163,685

The City of Charlotte through the Budget and Evaluation Office, the Police Department, and MIS Department will contribute data analysis assistance valued at $6,000. In addition, the Crime Prevention Executive Committee is requesting a cash appropriation in the amount of $25,000. An ordinance which transfers this amount from the General Fund Contingency Balance has been drafted for City Council consideration.

Clearances

The Budget & Evaluation, Police, and MIS Departments are in general support of the program concepts and have agreed to provide data analysis assistance.

Bibliography

A complete copy of the grant application and project outline can be obtained through the Office of the City Clerk.

Housing Authority

RAY H WHEELING
EXECUTIVE DIRECTOR

COMMISSIONERS
M W PETERSON CHAIRMAN
SAM H SMITH JR VICE CHMN
MS HATTIE HARRIS
JAMES R BRYANT JR
WALTER S TUCKER
J RANDOLPH TAYLOR
W DONALD CARROLL JR

OF THE CITY OF CHARLOTTE, N C

ADMINISTRATIVE OFFICES 1301 SOUTH BOULEVARD
POST OFFICE BOX 36795
CHARLOTTE NORTH CAROLINA 28236
TELEPHONE 332 0051

August 3, 1982

AUG

OFFICE OF CITY MANAGER

Mr. Wendell White, City Manager
City of Charlotte
600 East Trade Street
Charlotte, North Carolina 28202

Dear Mr. White:

The Public Housing Crime Prevention Executive Committee and the Housing Authority are jointly requesting that the City government set aside $25,000 in support of an application we are making to the Z. Smith Reynolds Foundation to expand an innovative crime prevention and social service delivery program into four low-income neighborhoods containing over 1500 apartment units and about 8000 residents. Our previous application to the Reynolds Foundation was favorably reviewed but turned down because of the lack of financial support from local government.

Knowing how tight the City budget is, we had hoped that this request would not be necessary but the Reynolds Foundation has made it clear that City and County participation is almost essential if we are to be successful in this funding cycle. While we are enclosing a copy of the application to the Reynolds Foundation, we would also like to have an opportunity to present the needs and justifications for this request to you and the City Council within the next 30 days in order that we will have sufficient time to make any revisions in our application to the Reynolds Foundation.

Our experiences in the Fairview Homes Crime Prevention Program have shown that programs such as those proposed here can reduce crime significantly. In addition, the Fairview Homes Program also reduced the number of days spent in jail by those accused of offenses while increasing the likelihood that both the accused and prosecuting witnesses would appear in court, thereby reducing costs to the City and County in this area. The Fairview Homes Program also had an impact on unemployment through referrals to

jobs and training for the long-term unemployed. In the course of attacking the crime problems, the crime prevention program also uncovered instances of fraud and abuse of welfare programs which were reported to the Department of Social Services.

As you can see, the benefits of the proposed program extend well beyond the residents and businesses in and around the proposed sites of Boulevard Homes, Earle Village, Piedmont Courts and Fairview Homes. We are seeking to develop program models which can eventually be supported without the continued assistance of government, at whatever level. However, in order for us to achieve this goal, your support and assistance will be essential for this forthcoming year.

Very truly yours,

Ray H. Wheeling
Executive Director

Arthur Griffin, Jr.
Chairperson, Public Housing
Crime Prevention Executive Board

JGH:pk
CC: The Honorable Eddie Knox, Mayor
City Councilmembers

Housing Authority

RAY H WHEELING
EXECUTIVE DIRECTOR

COMMISSIONERS
M W PETERSON CHAIRMAN
SAM H SMITH JR VICE CHMN
MS HATTIE HARRIS
JAMES R BRYANT JR
WALTER S TUCKER
J RANDOLPH TAYLOR
W DONALD CARROLL JR

HAMA
OF THE CITY OF CHARLOTTE, N C.

ADMINISTRATIVE OFFICES 1301 SOUTH BOULEVARD
POST OFFICE BOX 36795
CHARLOTTE NORTH CAROLINA 28236
TELEPHONE 332 0051

July 30, 1982

Mr. Thomas W. Lambeth, Executive Director
Z. Smith Reynolds Foundation, Inc.
101 Reynolda Village
Winston-Salem, North Carolina 27106

Dear Mr. Lambeth:

The Housing Authority of the City of Charlotte, North Carolina is requesting $60,000 from the Z. Smith Reynolds Foundation on behalf of the residents in our projects and the Public Housing Crime Prevention Executive Committee (CPEC) to sustain and expand an innovative crime prevention concept in low-income, high-crime neighborhoods in the City of Charlotte. The CPEC is a nine-member advisory committee made up of representatives of the Charlotte City Council, the Housing Authority Board of Commissioners, the Charlotte Police Department, the District Court of Mecklenburg County, the directors of local drug and alcohol programs, the media, the business and religious community, and the residents of public housing. As illustrated in Appendix B, the CPEC has responsibility for examining crime conditions in and around public housing communities located near attractive enterprise zones, stimulating the emergence of local planning committees, assisting in the design and monitoring of programs to combat crime, and seeking funds for such programs. The Charlotte Housing Authority assists the CPEC in administering programs and leveraging its own resources in support of these programs. The CPEC is currently seeking financial commitments from the city and county government in addition to those of the Housing Authority to supplement this application to the Z. Smith Reynolds Foundation.

BACKGROUND

The high rate of crime associated with public housing has been a major concern to both residents and civic and business leaders for the past decade. Crime rates in our largest public housing complexes range from two to four times higher than the rates for the city as a whole. In addition, many of these complexes were constructed in or near very attractive urban enterprise zones, such as the center city and commercial/industrial areas. While these areas remain economically attractive, many have deteriorated and strategies for redevelopment have been hindered by high rates of crime and the fear of crime expressed both by residents of the areas and potential businesses, industries and customers.

Over the past fifteen years, there have been many attempts to attack the problems in these neighborhoods. Under the Law Enforcement Assistance Administration, police departments experimented with such strategies as aggresive patrol, saturation patrol, foot patrol, mini-team policing, and intensified crime prevention efforts with little or no success. Housing Authorities have themselves employed private police and security and installed expensive security systems without experiencing a significant reduction in crime in these neighborhoods.

It was not until the Charlotte Housing Authority received a Public Housing Interagency Anti-Crime Grant to develop a comprehensive approach to crime and related problems in our largest and oldest development, Fairview Homes, that we began to fully understand the nature of the problems and potential solutions to them. The Fairview Homes program was one of the most successful programs of the 39 programs funded by the Public Housing Interagency Anti-Crime Program and has been cited by the Eisenhower Foundation for the Prevention of Violence as one of the model programs in the area of community crime prevention. Unlike many other community crime prevention and the other Interagency Anti-Crime Programs which have placed a heavy emphasis on the involvement of external professionals, private security, police patrol, and sophisticated security hardware, the Fairview Homes program emphasized resident involvement through the training of residents in the development and conduct of their own programs. Residents with natural helping skills and rapport were provided training and on-the-job experiences in areas such as victim/witness assistance, conflict mediation and reconciliation, diversion from the courts in domestic and misdemeanor offenses, social and medical services information and referral, employment and educational analysis and referral, and several other areas related to both the types of crimes occurring in the community and their related causes.

It is this sensitivity which contributed to a 35 percent reduction in most types of crime in Fairview Homes during 1980-81 while crime rose by 20 percent in the rest of the city. By involving residents in the solutions, crime rates in Fairview Homes have remained among the lowest for the large family complexes managed by the Authority even though funding for the program ceased on December 31, 1981.

As discussed in the report in Appendix C, crime in public housing is predominately resident-on-resident and black-on-black, fewer than one of every nine offenses involves persons or businesses outside the complexes and even these offenses tend to be misdemeanor larcenies and larcenies from vehicles rather than the more serious violent crimes. In general, public housing crime is of three types: (1) Domestically related assaults and property offenses; (2) minor predatory property offenses for immediate gain; and, (3) victimless crimes to supplement low incomes.

Domestically related offenses represent the vast majority of crimes recorded by the police. Domestic assaults, assaults between boyfriend and girlfriend, family members, and neighbors, larcenies and thefts by friends and neighbors, and damage to property resulting from disagreements are the typical offenses in this category. Many of these are the result of overcrowding: 58.2 percent of the alleged offenders and 21.8 percent of the victims who used public housing addresses were not legal residents at the addresses given. While managers seek to discourage residents from allowing persons not on the lease from living in their apartments, they are not always aware of such living arrangements and discover them only after a serious incident or problem arises. Residents, on the other hand, are often aware of such overcrowding and potential conflicts long before a serious incident occurs. For this reason, the training of natural helpers within the community in conflict resolution and mediation, victim/witness assistance, housing and family counseling referral, and court diversion has served to reduce the number of serious assaults and domestic offenses occurring in Fairview Homes as well as the number of days in jail or prison by persons accused of domestically related offenses. It has also decreased the probability that the police will be called back to the same address time and time again for the same type of problem as well as increased the likelihood that residents will follow through with the warrant and prosecution process once a police report has been completed.

Predatory offenses, such as shoplifting, burglary and larceny for immediate gain, represent the second largest category of offenses in public housing. The conditions giving rise to these offenses include low family income (the average total family income for 1981 was $3969 for the six largest complexes in Charlotte), unemployment (over 80 percent of those between the ages of 16 and 30 were unemployed in March 1982), limited education (only 30 percent have graduated from high school), drug and alcohol addiction (about half the households have family members with serious addiction problems), and indebtedness (many families have fixed payments greater than their monthly incomes). Among the more promising strategies for combating these offenses have been the following: Diversion from jail through pre-trial release and counseling by trained residents in areas such as drug and alcohol abuse, employability, and educational assistance, referral to established treatment, training, educational, and counseling programs; establishment of a job bank through the Employment Security Commission and private sector employers and including job readiness counseling and follow-up with employers once placed, and the implementation of a tracking or follow-up program to insure that persons receiving services carry out their contacts with treatment, job training, and counseling programs.

Victimless crimes, such as the sale of drugs, liquor and stolen goods or the conduct of personal fund raising activities without appropriate permits, represents the smallest but most difficult type of crime to prevent. Over three-fourths of those arrested for such activities in public housing are not

legitimate residents of the communities in which they engage in their illegitimate entrepreneurship; they tend to be either persons who seek the anonymity afforded them by the population density and penetrability of the typical large public housing community or prey on the impoverished status of residents through promises of financial reward and lavish gifts. Their activities, while classified as victimless, often erupt into serious offenses such as robbery and assaults with deadly weapons; the vast majority of the robberies and shootings in Fairview Homes have been related to the sale of drugs and stolen goods and generally involve arguments between dealers and users or the dealers themselves. The public housing community has traditionally offered a relatively safe haven for these activities. Residents have either been intimidated or cajoled into turning the other way to these activities. Because of the rules of evidence required by the police and the Housing Authority before action can be taken to either arrest or evict persons engaged in these activities, the two major sources of support for residents in solving these problems have been slow to act without the direct testimony of residents in the area. Moreover, residents have little evidence that arrest or eviction will solve the problem since those arrested or evicted are often back in the community the next day plying their trades. In addition, the traditional hostilities between residents and the police and management have often made both reluctant to enforce rules and policies as forcefully as they might in other situations. In the Fairview Homes program, three strategies emerged which offered some hope that these conditions can be changed: (1) A series of workshops and on-going rap sessions between residents, police, and management broke down the traditional barriers and opened lines of communication and understanding between the three groups concerning fears, problems, procedures, policies and general information sharing; (2) training sessions designed to enhance the manager's ability to identify and deal with community problems increasing the resources available to deal with concerns and fears; and, (3) the enhancement of the resident organization's ability to deal with problems through the formation of building captains and the provision of training in management policies and crime prevention provided the foundations for a strong support network, thereby reducing the fear of retaliation by those engaged in illegal activity.

GOALS AND OBJECTIVES

While the Fairview Homes program has provided us with a comprehensive approach to the problems of public housing crime, the implementation of such an approach in every public housing site is beyond the financial ability of most housing authorities and local governments. What is needed is some way of determining which smaller set of strategies can be successfully implemented to achieve the dual goals of reducing crime and the fear of crime. Therefore, we are proposing to establish a quasi-experimental design which will allow us to test the cost effectiveness of four reduced models drawn from the initial Fairview Homes demonstration.

As shown in Appendix D, the design calls for three treatments or strategies to be implemented in different combinations in four public housing complexes. One complex will receive only the management/police/resident organization treatment; another will receive the organizational treatment and the predatory offense treatment; the third will receive the organizational treatment and the domestic offense diversion treatment; and the fourth will receive all three treatments under a reduced comprehensive model. A fifth community will be used as a control group against which changes in crime rates will be compared to insure that any observed change is not simply an artifact of uncontrollable factors affecting the complexes under study. By implementing the treatments in this manner we will be able to determine the impact of each strategy as it is added as well as the interactions between the strategies, for it may be the interaction between strategies which is important rather than the particular strategies employed. Moreover, we will be able to examine the cost effectiveness of each strategy and combination of strategies as they are added to the models.

The measurable objectives against which the effectiveness of the reduced models will be viewed are as follows: (1) A reduction in the incidence of crime in and around the target communities, as measured by both offense reports and victimization studies of unreported crime, (2) a decrease in the number of residents for offenses committed outside the target communities; (3) an increase in the percentage of incidents reported to the police and to management; (4) an increase in the ratio of offenses cleared either by arrest or diversion into one of the mediation or counseling programs implemented as part of the models employed; (5) a decrease in the number of drug and alcohol related offenses occurring within the complexes; (6) a decrease in the number of residents who say that drug and alcohol problems are a serious problem in their area; (7) a decrease in the percentage of residents and persons in the surrounding neighborhoods who say they are afraid to be out alone at night; (8) a decrease in the number of incidents of vandalism and damage to property within and around the target community; and, (9) an increase in eviction proceedings for illegal and criminal activities. A baseline will be established for each site by collecting recorded data for the twelve-month period prior to the start of the project and conducting a victimization/attitude survey within 30 days of the award of the grant. Changes will be measured against this baseline and contrasted to changes in the control group.

EVALUATION

An important element of this proposal is the determination of more cost effective models for public housing crime prevention. According to a recent study sponsored by the National Criminal Justice Reference Service (How Well Does It Work?, 1979), there are very few examples of workable low-cost crime prevention programs in disorganized neighborhoods such as

public housing; we know more about what does not work rather than what can be done to resolve the problems of crime. The Fairview Homes program, however, offers some promising models which are in need of further evaluation and study before they can be fully implemented in other areas.

The evaluation of the proposed projects will be conducted by Dr. John Hayes, an evaluation researcher and criminal justice specialist currently on the staff of the Charlotte Housing Authority. Assistance in the evaluation will be provided by the City of Charlotte's Office of Budget and Evaluation and the Police Department's Crime Analysis Bureau. Three types of data will be collected: Data on offenses, arrests and calls for services through the Charlotte Police Department; work orders and eviction records kept by the project managers; and attitude and victimization survey data utilizing the instruments prepared as part of the evaluation of the Public Housing Interagency Anti-Crime Program by the Police Foundation of Washington, D. C. The data will be coded and entered into the City of Charlotte's computer and analyzed using the Statistical Package for the Social Sciences for cross-tabular and analysis of variance techniques.

An evaluation report will be prepared within 90 days of the completion of the experimental projects. The report will statistically assess each of the strategies (treatments) in relation to one another, the control site, and the original Fairview Homes project. Both an impact and process analysis will be provided to serve as a guide for those wishing to make further use of the models or understand why certain strategies may not have worked as well as expected. It is hoped that the report will be used as a basis for encouraging other communities to develop similar cost effective programs in the future.

ADDITIONAL RESOURCES

The success of the proposed programs will depend on the ability of the CPEC to leverage additional resources and assistance from local government and existing agencies within the community. We are currently seeking commitments from the following groups for either financial support, training for the residents, or support services: Charlotte City Council, Mecklenburg County Commission, Information and Referral Services, the Drug and Alcohol Abuse Program Directors Association, the Charlotte Police Department, the Department of Social Services, Juvenile Court Counselors, the Charlotte-Mecklenburg Pre-Trial Release Program, Mecklenburg County Mental Health Services, Mecklenburg County Youth Services Bureau, the Charlotte-Mecklenburg Urban League, and the Charlotte-Mecklenburg Community Relations Committee.

The Housing Authority will contribute space for the programs within each community as well as whatever support services are necessary to insure the success of the project. The services of the Public Safety Coordinator, Dr. John Hayes, will be available both as an evaluator and as staff coordinator

for the programs. The services of Mr. John Crawford, Director of Youth Services, and Mrs. Bettye Harris, Director of Community Services, will also be available to insure the programs function smoothly. The Housing Authority will contribute the services of its Accounting Department to administer the expenditures under the award.

The City of Charlotte and Mecklenburg County are being requested to contribute both financially and in terms of computer time and key punching for the analysis. The Charlotte Police Department is processing a request to contribute resources to the program both in terms of assistance in data analysis and direct patrol and crime prevention services.

The Housing Authority has enjoyed a positive relationship with many public and private agencies throughout the city and county; these agencies can be relied upon to provide similar services and resources to Crime Prevention Executive Committee as it seeks to implement this program.

FUTURE FUNDING

The Housing Authority is continuously seeking ways to stabilize the funding for its programs. Previously we have relied upon city, state and federal governments for the funding of our programs; unfortunately, many of these resources have been stretched due to recent budget cuts and shifts in priorities. In spite of these recent trends, we remain confident that future funding for these programs will become available once their value is fully documented.

In addition to the prospects for funding from governmental resources, interest in the programs described in this proposal has been expressed by the Eisenhower Foundation for the Prevention of Violence. This is a new foundation based in Washington, D. C. and headed by Dr. Lynn Curtis. The Eisenhower Foundation is currently seeking challenge grants from other foundations in order to establish a funding base for the development of community anti-crime programs such as the Fairview Homes Crime Prevention Program. In that the Fairview Homes program is one of the model programs stressed in the Eisenhower Foundation proposals, we would anticipate future support through this foundation once their funding base is established.

We have also received inquiries about the Fairview Homes program from communities and state agencies throughout the country, including Trinidad. The North Carolina Governor's Crime Commission and the Division of Crime Control have each expressed an interest in adapting the models in other parts of the state if we can successfully implement cost effective reduced models as proposed here.

Our hope for continuation funding rests on the development of models which are not cost prohibitive during a period of reduced public and private funding of

social service type programs. We view this proposal as a significant step toward the development of such models and an opportunity to be in the forefront of a changing view of service delivery in low-income communities.

Our success in implementing the Fairview Homes Demonstration Crime Prevention Program insures that the models and research we have proposed will enjoy a similar probability of achievement. The Fairview Homes program currently holds the reputation of being one of the top three programs in the country in dealing with the problems of crime in public housing and if there were any way in which the Housing Authority could continue or expand this program in its original format utilizing available resources, I am certain the Board of Commissioners would do so. However, the resources do not currently exist nor are they expected to exist for the continuation of the program without assistance from the Z. Smith Reynolds Foundation in determining which aspects of the program can be most effectively transferred within the limited budget authority available at the local level.

We appreciate this opportunity to present our proposal to the Z. Smith Reynolds Foundation at this time. We are confident that this linkage between a public agency and a private foundation will prove to be a beneficial relationship for the both of us.

Very truly yours,

Ray H. Wheeling
Executive Director

Appendices

A	Proposed budgets
B	Board of Commissioners, Charlotte Housing Authority, and the Public Housing Crime Prevention Executive Committee
C	Crime in Public Housing: A Report
D	Research Design
E	Overview of the Evaluation Report of the Fairview Homes Crime Prevention Program
F	Resume of Dr. John Hayes, Public Safety Coordinator
G	Newspaper articles on the Fairview Homes Program
H	Letters of Support and Commitment (Forthcoming)

AN OFFICIAL REQUEST OF NEIGHBORHOOD ORGANIZATIONS

TO: THE CHARLOTTE CITY COUNCIL

Whereas, the City Zoning Ordinance allows the parking for business uses to occur on property zoned for office use, adjacent to residential uses,

and

Whereas, over the years, this condition has allowed situations to occur which threaten the value and livability of residential uses,

and

Whereas, this threat contributes to decay at the edges of established neighborhoods,

and

Whereas, this provision in the ordinance removes proper protection of residential areas by allowing automobiles and trucks to come and go all times of day and night, possibly within eleven feet of bedrooms, with the minimum required screen being only 3 foot high shrubs 5 feet apart,

and

Whereas, the use of office property for business parking is clearly a business use of the most undesirable sort.

Therefore, it is hereby requested by the undersigned that the City Council amend the city zoning ordinance to forbid the use of property in an office buffer zone for parking that serves business zoning, and that all new building projects utilizing that section of the ordinance be denied building permits temporarily until a committee of the Council can review and make recommendation on this request.

This matter has been discussed by a representative of this group with Mr. Martin Cramton and he believes that this is a matter which warrants your serious consideration.

Also, see attached sheet for a graphic comparative analysis.

The following neighborhood leaders have studied this matter and believe that this amendment would clearly be in the best interest of their neighborhoods.

Bill Hodgson - President Myers Park
2221 Colony Rd. Homeowners Assn.

Director - C.C.O. Inc.
Cherry Com Org. Inc

Daniel G. Clodfelter - Elizabeth

William B. Culp Jr.
Dilworth Association

President, Eastover Assn.

PARK ROAD INTER-CITY NEIGHBOPHOOD

Sec-Treas

Mahlon Adams - V. Pres.

Sedgefield - Park Road Assoc.

Pres

Betty R. Barbence - Board Member

#7 I+ — II 14

Request for Council Action

Charlotte

To the City Council
From the City Manager
Action Requested Approval of $32,000 contract with Lane, Frenchman and Associates, Inc. to do a planning study for the First Ward Area.

Responsible Department Charlotte-Mecklenburg Planning Commission

This request should be organized according to the following categories Background, Explanation of Request, Source of Funding, Clearances, Bibliography

B The Historic Properties Commission hired Lane, Frenchman and Associates in May, 1982 to do a First Ward Concept Plan This study identified First Ward as having exciting potential for immediate redevelopment Two public meetings were held to present these preliminary findings On May 21 a presentation was made to community and business leaders at the public library On May 22 another presentation was made to First Ward residents and the community at large

As a result, CUDC announced the availability of $8,000 of their funds for more detailed study by Lane, Frenchman and Associates

On July 8, 1982 the City Council Community Development and Housing Committee reviewed the street and park improvements scheduled as the result of the First Ward Urban Renewal Plan Concerns were voiced about residents' access to the area and street widening affects on new and historical structures. Martin Cramton presented a short explanation of the Planning Commission perspective of the relationship between the First Ward Urban Renewal Plan and the preliminary proposals made by the Lane, Frenchman study The proposed widening of McDowell Street between 10th Street and 7th Street is being deferred until completion of the detailed Lane, Frenchman Plan

The detailed urban design and development program of the Lane, Frenchman Study is proposed in order to·

(a) develop a more immediate and useful concept than the RTKL 20 year land banking proposal
(b) provide a mixed income housing program for the area
(c) study feasibility of key revitalization proposals such as the City (Farmers) Market, Public Parking, Afro American Cultural Center, and Earle Village Improvements
(d) review and update the existing First Ward Urban Renewal Plans, including proposed public improvements

C City Council is requested to approve the contract which will provide a detailed urban design and implementation plan for First Ward The plan will identify means to meet city objectives such as· uptown revitalization, center city housing, historic presentation, and additional retail activities in CBD

For Office Use Only

Date Submitted September 13, 1982

Agenda Date Requested September 27, 1982

Consequences if Agenda Date is Delayed or Action is Deferred Initiation of the plan in October is desired by planning firm.

Contact Person for Questions from the City Manager's Office Martin R. Cramton, Jr.

Authorized by _____
Department Head

Approved by _____
Assistant City Manager

List Attachments

D Funding for the plan will be provided by CUDC $8,000, Community Development Department $22,000 and Charlotte-Mecklenburg Planning Commission $2,000

E. Community Development and Planning Commission staff concur on scope of services and contract The Legal, Accounting and Engineering Departments have reviewed the contract, and approve its form Planning will coordinate the conduct of this program

F Bibliography. The Central Area Plan, RTKL Associates, Inc. 1980 "First Ward Concept Plan", Lane, Frechman and Associates, Inc

AGREEMENT FOR

PLANNING AND DESIGN SERVICES

THIS AGREEMENT, entered into this day of 1982, by and between the CITY OF CHARLOTTE, hereinafter referred to as the "City" and LANE, FRENCHMAN AND ASSOCIATES, INC. of the City of Boston, State of Massachusetts, hereinafter referred to as the "Consultant".

Article 1 - Project Location

First Ward, an area within the bounds of Trade Street, College Street, Brookshire Freeway and Belk Freeway

Article 2 - Scope of Service·

The Consultant shall provide a plan and program for further development in First Ward The scope of service provided by the Consultant shall consist of

2 1 Stage 1 - General Planning

The Consultant shall.

2.1 1 Meet with property owners, potential developers and public agencies to determine individual objectives and constraints

2 1 2 Review and refine the preliminary plan proposed by the Consultant to reflect new input

2 1 3 Inventory the status of existing properties to determine ownership, building conditions, suitability of existing structures for proposed reuse and other factors affecting future use

2.1 4 Recommend appropriate development for vacant properties based on needs and opportunities of the area

2 1 5 Review existing land use and zoning and recommend changes, if needed

2 1 6 Review existing Capital Improvement Program and provide costs for recommended capital improvements

2 1.7 Analyze the housing needs by reviewing previous studies and projections, studying current trends and discussing the needs with housing sponsors in the area.

2 1.8 Identify the roles of key agencies in program implementation.

2 1 9 Work with the City's Department of Community Development in review of the First Ward Urban Renewal Plan to include, but not necessarily limited to those items listed in Articles 2 1 1 through 2 1.7 Revisions, if recommended, and methods for realizing the revisions shall be presented to the City.

2.2 Stage 2 - Detailed Recommendations

The Consultant shall

2 2 1 Prepare urban design proposals for key housing sites which includes appropriate unit types, densities and site design

2 2.2 Identify housing authority improvement priorities for Earle Village

2 2 3 Recommend exterior improvements for Earle Village and provide cost estimates for these improvements.

2 2.4 Develop a program for promoting the construction of housing for a broader income range The program will outline the roles of City and other public and private sector involvement and will identify the location and scope for beginning the program

2.2 5 Review existing Uptown market data, the Central Area Plan, current trends and markets in other cities similar to those proposed for First Ward

2 2 6 Inventory status of existing properties, including ownership, building condition and suitability of existing structures for proposed market use.

2 2 7 Examine marketers users access to proposed market facilities, and parking requirements for the markets which would be compatible with office and existing retail requirements

2 2.8 Identify types of businesses, including potential mixes and amount of uses, which would locate at markets. This work will be based on a review of existing economic data; it is not a market analysis

2 2.9 Recommend management options for both the development and operation of the proposed markets

2 2 10 Provide optional scenarios for implementing the market sites and include an evaluation of the cost and benefit analysis for each option

2 2 11 Evaluate the need and opportunity for special features such as the cultural park, visitor center and public spaces

2 2 12 Develop a timetable for action, based on the market scenario chosen Identify key steps, including funding sources, necessary to bring the project to reality

2 2 13 Determine how the various housing and market concepts will affect traffic in the area.

2 3 Stage 3 - Summary

The Consultant shall

2 3.1 Work with the City to determine which of the options presented in Stage 2 it prefers

2 3 2 Summarize the results from Stage 1 and Stage 2.

2 3 3 Develop a timetable for implementing the recommendations

2 4 Documentation and Presentations

The Consultant shall prepare and present the results of each stage No stage will be considered completed until written and oral presentations have been made The Consultant shall

2.4.1 Document the preliminary plan and 25 copies for distribution to the City and Task Force to review during Stage 1.

2 4 2 Prepare technical memorandums for both Stage 1 and Stage 2 to be reviewed by the City The memorandum shall address the results of services performed as fulfillment of the stage

2 4 3 Present the original of summary report and graphics to City with 25 copies of the final document

2 4 4 Present oral results at the close of each stage to Task Force and City Council

2 5 Project Duration

The Consultant shall complete all services described in Article 2, Scope of Service, within six (6) months of date of this agreement

Article 3 - Task Force

The City shall appoint a committee of appropriate size to represent both the private and public interests of the area

Article 4 - Ownership and Use of the Final Report

The City may utilize the information in the report for whatever purpose it deems necessary, and to implement design and construction at a time and with parties of the City's choice

Article 5 - The City's Responsibilities

The City shall designate a Charlotte-Mecklenburg Planning Commission staff member in writing as project manager to coordinate all communication between the Consultant and all other parties Charlotte-Mecklenburg Planning Commission staff will aid in the collection of existing economic data and the organization of the task force activities

Article 6 - Termination

This Agreement may be terminated by either party upon seven (7) days written notice In the event of termination due to the fault of parties other than the Consultant, the Consultant shall be paid compensation for services performed, for reimbursable expenses incurred to termination date, and a termination fee of 5% of fees paid to date of termination

Article 7 - Compensation

7 1 For Professional Services, for documents and oral presentations and for the original and 25 copies of the final summary report described in Article 2, Scope of Service, a fee of Twenty-Nine Thousand Dollars ($29,000 00)

The fee is computed as follows Upon completion of a verbal presentation and acceptance by Charlotte-Mecklenburg Planning Commission staff of written documentation of each task

- o Stage 1 General Planning $10,000
- o Stage 2 Detailed Recommendations $15,000
- o Stage 3 Summary $4,000

7.2 Reimbursable Expenses

7.2.1 Expense of transportation in connection with the project, living expenses in connection with out-of-town travel and printing costs other than photocopic reproductions incurred by the Consultant shall be paid for by the City and actual cost in addition to the basic compensation described in Article 7.1

7 2 2 A total upset fee of $3,000 shall be established with all charges subject to prior approval by the City Any increase to this amount shall be approved by the City in writing

7.3 The Consultant shall bill for services performed on a monthly basis reflecting the percentage completion of each stage Partial payments not paid within the thrity (30) day period and final payments not paid within forty-five (45) days will bear an interest penalty rate of -0- percent

Article 8 - Personnel

Personnel shall not be employees of or have any contractural relationship with the City All personnel shall keep a record of time spent on the project broken down by stage performed This record of time spent shall be made available upon request to City during the period of this contract and for a period of two years subsequent to the completion of the contract

Article 9 - Applicable Law

The Consultant agrees to comply with any applicable federal, state, or local law and ordinances that pertain to the execution of this contract It is agreed between the parties hereto that the place of this contract, its status and forum, shall be Mecklenburg County, North Carolina, and in said county and state shall all matters, whether sounding in contract or tort relating to the validity, construction, interpretation, and enforcement of this agreement, be determined

Article 10 - Amendments to Contract

Any changes in the scope of the services of the Consultant to be performed under this agreement or any such changes in the amount of the consultant's compensation must be incorporated in written amendments to this contract.

Article 11 - Property of Contracting Agency

Any information, data, instruments, documents, studies or reports given to or prepared or assembled by the Consultant under this agreement shall be the property of the City and shall not be divulged or made available to any individual or organization without the prior written approval of the City

Article 12 - Bankruptcy or Insolvency

The filing of a petition in bankruptcy or insolvency by or against the Consultant shall terminate this agreement

Article 13 - Assignability

The Consultant shall not assign or transfer direct liability and responsibility to the City for the entire performance of this contract

Article 14 - Copyright or Publication

No reports, maps or other documents produced in whole or in part under this agreement shall be the subject of an application for copyright by or on behalf of the Consultant, not published by the Consultant or any personnel engaged in the execution of this contract without the prior written consent of the City

Article 15 - Hold Harmless Provision

The Consultant agrees to indemnify and save harmless the City from and against any and all claims, demands, suits, judgment, settlements, etc , for sums of money for or on account of any matter or issue pertaining to or arising from or in any way connected with the performance of the duties by the Consultant covered by this contract unless due to the negligence or fault of the City

Article 16 - Entirety of Contract

This contract embodies the entire contract between the parties hereto and may be waivered, amended or supplemented only in writing executed jointly by both parties

THIS AGREEMENT, entered into as of the day and year first written above

CITY

CITY OF CHARLOTTE

By _____(SEAL)

Mayor

ATTESTED

_____

City Clerk

Approved as to form

Henry W Underhill, Jr

Henry W Underhill, Jr
City Attorney

CONSULTANT

LANE, FRENCHMAN AND ASSOCIATES, INC.

By _____

Dennis Frenchman, Principal (SEAL)

By _____

Jonathon Lane, Principal (SEAL)

ATTESTED

_____

Corporate Secretary

(SEAL)

p 41-6
#8

BUDGET AND EVALUATION DEPARTMENT
EMPLOYMENT AND TRAINING PROGRAM EVALUATION REPORT

NAME OF PROGRAM	PRIVATE SECTOR INITIATIVE PROGRAM
SUB-GRANTEE.	Charlotte-Mecklenburg Urban League, Inc.
CONTRACT AMOUNT·	$168,154
PERIOD COVERED	October 1, 1981 - June 30, 1982
FUNDING AUTHORIZATION	Comprehensive Employment and Training Act of 1978 Title VII-PSIP and Title II-C, Upgrade Training, United States Department of Labor.

MAJOR FINDINGS

- Federal budget cuts have reduced Private Sector Initiative Program (PSIP) allocations from FY81 to FY82 by 31%. The most recent reduction in federal allocations occurred in March, 1982 when the contract amount was reduced from $209,402 to the current level. The lower contract amount resulted in the curtailment of Title II-C upgrade training activities and a reduction in the number of summer youth staff

- A certified public accounting firm completed an audit of the internal accounting and administrative controls of the Charlotte Mecklenburg Urban League, Inc. on June 11, 1982. Several administrative control weaknesses and $285 in questioned costs were revealed in the audit.

- Through the third quarter, the PSIP achieved 19 of its 22 performance objectives for an achievement rate of 86%. The FY81 achievement rate was 68%; hence, program performance is much improved.

- One hundred and twenty-five adults were terminated from the PSIP during the first three quarters of FY82. One hundred and sixteen (93%) of these adults were placed in unsubsidized jobs with private sector employers. This achievement rate is the best in three years and is to be commended.

- The FY81-82 Private Sector Summer Youth Program placed 243 youth (objective 200) with 107 companies in the private sector. This program effort was one of the most successful in the nation.

- At the end of the third quarter (June 30, 1982), 371 job commitments had been obtained through 108 private sector employers for the FY82-83 Private Sector Summer Youth Program, however, only 78 job placements (objective: 175) had been effectuated.

RECOMMENDATIONS

Subject to available federal funding and address of the recommendations outlined below, this contract is eligible for renewal.

It is recommended that the Charlotte Mecklenburg Urban League, Inc.

1) Submit a report by October, 1982 describing the corrective actions implemented to rectify administrative control weaknesses identified in the recent financial audit.

2) Refund by October, 1982 to the City of Charlotte $285 in non-CETA funds. These funds were identified as questioned costs in the recent financial audit.

3) Strengthen the Private Sector Summer Youth Program job commitment procedure to prevent defaults. The use of contracts should be studied.

4) Develop an explicit statement and performance standard related to the Private Sector Summer Youth Program job development responsibilities, OR, delete the job development responsibility from the contract.

5) Address the need to centralize the CETA job development system.

6) Provide for at least six weeks of summer employment for youth during the period that school is not in session.

PROGRAM DESCRIPTION

The Private Sector Initiative Program is designed to increase private sector employment and training opportunities for economically disadvantaged individuals.

Services performed, as outlined in the contract, are delineated into three program components (1) employment opportunities (including job readiness and on-the-job training) for 170 adults, (2) summer employment opportunities for 250 youth, and, (3) upgrade training (under Title II-C) for 10 participants.

ANALYSIS OF PERFORMANCE STANDARDS

Performance standards adequately reflect work contracted to be performed Seventeen of the performance standards relate to the Adult Program and five relate to the Private Sector Summer Youth Program.

Only one of the performance standards in the Adult Program was not achieved. This performance standard specified an enrollment level of 35 on-the-job training participants by June 30, 1982. Anticipated adjustments in the program budget prompted the Contractor to proceed with caution and, consequently, resulted in only 22 participants enrolled into the activity. As noted in the MAJOR FINDINGS section of this report, the program budget was reduced in March, therefore, the Contractor was not unjustified in anticipating fewer funds. The Adult Program achievement rate of nearly 100% is viewed as exemplary performance

Two of the five performance standards for the FY82-83 Private Sector Summer Youth Program were not achieved These performance standards are consolidated to read 175 youth are planned to be enrolled and placed into unsubsidized jobs by June 30, 1982. As of the specified date, only 78 youth were enrolled and placed into unsubsidized jobs. The success in meeting this standard was contingent upon an adequate number of unsubsidized jobs committed by employers. At the end of the third quarter, 371 jobs had been committed by private sector employers. During the same period last year (FY81), 446 job commitments had been secured and 86 youth were job placed. (See the PROGRAM OUTCOME ANALYSIS section of this report for a detailed discussion of late job placements.) Hence, the ratio of job placements to job commitments for FY81 and FY82 was 1.4.76 and 1 5.19, respectively. Apparently, employers are not abiding by commitments made in early spring for a program that begins in June. The economic climate in the Charlotte area

between the relatively short period of job commitment to job placement did not significantly change to cause such widespread reneging on job commitments. It is recommended that:

- the Private Sector Summer Youth Program job commitment procedure be strengthened to prevent defaults. The use of contracts should be studied.

The Private Sector Summer Youth Program section of the contract states that the Charlotte-Mecklenburg Urban League, Inc., "... will contact employers to secure commitments for jobs." Private Sector Summer Youth Program job development responsibilities, however, have been assumed by Melvyn W. Labovitz and Associates. It is recommended that.

- the Private Sector Summer Youth Program job development responsibilities of the Charlotte-Mecklenburg Urban League, Inc. be made more explicit and measured by a performance standard, OR, the job development responsibility be deleted from the contract.

Job development is the most important element in ensuring a successful Private Sector Summer Youth Program, or any other CETA program. Job development services for all CETA programs are currently performed by four contractors. This system is fragmented and, consequently, inefficient. The job development system needs to be more structured and centralized to prevent duplication of employer contacts and to maximize the opportunity of a CETA participant to obtain unsubsidized employment. To this end, it is recommended that

- The Contractor, the Private Industry Council, and the Employment and Training Department address the need to centralize the CETA job development system.

ANALYSIS OF PROGRAM OUTCOMES

This is the third year of operation of the PSIP. The data in Table 1, on the following page, indicate that the program has made substantial improvements in performance over the three year period. Specifically, the job placement rate has increased 26% and the non-positive termination rate* has decreased 20%. In addition to these outstanding statistics,

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* Includes participants that did not obtain a job or any other "positive" outcome.

It should be noted that performance levels for FY80 and FY81 are somewhat inflated due to the holding of participants in the program beyond the specified 90 day limit. During FY82, however, the Contractor terminated participants that reached their 90 day limit.

TABLE 1

TITLE VII ADULT OUTCOME DATA FOR THE FIRST THREE QUARTERS OF FY80, FY81, AND FY82

	Number and Percentage		
	FY80	FY81	FY82
Job Placements	66(67%)	81(84%)	116(93%)
Non-Positive Terminations*	22(22%)	3(3%)	3(2%)
Other Positive Terminations	11(11%)	12(13%)	6(5%)
Total Terminations	99(100%)	96(100%)	125(100%)

Private Sector Summer Youth Program

The FY82-83 Private Sector Summer Youth Program is currently in operation and will not be evaluated until next year.

The FY81-82 Private Sector Summer Youth Program placed 243 youth (objective 200) with 107 companies in the private sector. This achievement rate represents 122% of the planned objective. The FY81-82 program effort was considered to be one of the most successful in the nation. Outcome data indicate, however, that 15% of the youth were job placed after July 27, 1981, with placement efforts continuing through August 31, 1981. Several potential problems are associated with late summer youth placements, including

a) The youth may be discouraged from returning to school.

* Includes participants that did not obtain a job or any other "positive" outcome.

b) The duration of summer employment is considerably shortened, which may adversely affect the youth's perception of the world of work.

c) The programmatic distinction between the summer program and on-going PSIP activities is distorted.

It is recommended that:

- the Private Sector Summer Youth Program provide for at least six weeks of employment for youth during the period that school is not in session.

Attach #8

BUDGET AND EVALUATION DEPARTMENT
EMPLOYMENT AND TRAINING PROGRAM EVALUATION REPORT

NAME OF PROGRAM	YOUTH EMPLOYMENT AND TRAINING PROGRAM
SUB-GRANTEE	Charlotte-Mecklenburg Youth Council
CONTRACT AMOUNT	$191,880
PERIOD COVERED	January 1, 1982 - June 30, 1982
FUNDING AUTHORIZATION	Comprehensive Employment and Training Act of 1978, Title IV-Youth Employment and Training Program, United States Department of Labor

MAJOR FINDINGS

- Federal budget cuts have reduced Youth Employment and Training Program (YETP) allocations from FY81 to FY82 by 58%. This has resulted in the elimination of two sub-grantees and a decrease in the number of youth served from 216 to 75.

- Federal allocations for the YETP program were not confirmed until after the CETA planning process, consequently, program operations did not commence until January 20, 1982.

- A certified public accounting firm completed an audit of the internal accounting and administrative controls of the Charlotte-Mecklenburg Youth Council on June 11, 1982. No questioned costs or administrative weaknesses were revealed in the audit.

- Through the third quarter, the Charlotte-Mecklenburg Youth Council achieved 5 of 6 performance objectives, for an achievement rate of 83%.

- A review of outcome data and interviews with YETP participants indicate that the program is operating without any major problems.

RECOMMENDATIONS

Subject to available federal funding, this contract is eligible for renewal.

PROGRAM DESCRIPTION

The goal of the YETP program is to enhance future job opportunities of economically disadvantaged youth. The program is delineated into two program components: (1) The classroom training/work experience component provides for 48 school dropouts to pursue their Graduate Equivalency Diploma while working on a part-time basis at a non-profit agency. (2) The career employment experience component provides part-time work experience for 25 youth in employment fields related to their vocational interest and course work in school.

PERFORMANCE STANDARDS AND OUTCOME ANALYSIS

Only one performance standard was not achieved. This standard relates to follow-up contacts with participants that have secured unsubsidized employment. It is anticipated that this administrative function will be performed during the fourth quarter of the program.

The planned enrollment, termination, and number of participants on board at the end of the quarter (depicted in the table on the following page) were established as part of the City of Charlotte's grant application procedure. Deviations from the plan of less than/greater than 15% must be explained in writing to the Department of Labor, except for non-positive terminations which may be lower than planned. With relatively small numbers, however, percentages are magnified (e.g., Indirect Placements under Terminations achieved 50% of plan, but the plan was established for only 2 participants.) The above example is the only area in which performance deviated from plan. The remaining actual performance levels have exceeded plan and indicate that the program is performing without any major problems.

YETP PROGRAM STATUS

ENROLLMENTS	Plan	Actual	% of Plan
Career Employment Experience	20	21	105
Work Experience	45	54	120
Total	65	75	115

TERMINATIONS	Plan	Actual	% of Plan
Indirect Placements	2	1	50
Self Placements	2	8	400
Other Positive	4	8	200
Non-Positive	5	4	80
Total	13	21	167

ON BOARD END OF QUARTER	Plan	Actual	% of Plan
Career Employment Experience	17	18	106
Work Experience	35	36	103
Total	52	54	104

BICYCLE TRANSPORTATION NEEDS
FOR THE
CITY OF CHARLOTTE

Charlotte, North Carolina
August, 1981

Prepared by
City of Charlotte
Bicycle Task Force

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VI. APPENDIX

ACKNOWLEDGEMENTS

This report, by the City of Charlotte Bicycle Task Force, outlines a program for meeting the bicycle transportation needs of bicyclists in Charlotte through a comprehensive, coordinated, and continuing process. The key recommendations of the report deal with the establishment of an organizational structure and policies and procedures for administering a bicycle program. Projects that will serve as a basis for building a coordinated and comprehensive program are also outlined.

The Bicycle Task Force was established in 1979 by the Manager's Office of the City of Charlotte. The group met monthly from October of 1979 through August of 1980. The Bicycle Task Force's purpose was to explore the needs of bicyclists in Charlotte and to recommend appropriate action. The people that have served on the Task Force or who have participated in the meetings are recognized below:

Bicycle Task Force

Name	Organization
Mr. L. P. Bobo	Assistant Charlotte City Manager
Mr. B. A. Corbett, Jr.	Charlotte Dept. of Transp., Director
Dr. John R. Dunn, Jr.	Tarheel Cyclists Club
Mr. Doug Gillis, Current Chairman	Charlotte Dept. of Transportation
Mr. Steve Griffin	Charlotte/Mecklenburg Planning Commission Staff
Mr. Jim Humphrey	Charlotte Engineering Department
Mr. Randy Jones	Charlotte Dept. of Transportation (formerly, Special Projects Office)
Mr. Tom Moore	Charlotte Parks and Recreation Dept.
Mr. Hampton Ott	Charlotte Parks and Recreation Dept.
Mr. R. N. Pressley, Jr.	Charlotte Engineering Department
Capt. B. J. Smith	Charlotte Police Department

Other Participants at Bicycle Task Force Meetings

Name	Organization
Mr. Jim Bailey	Independent Cyclist
Mr. Don Belk	Tarheel Cyclists Club
Mr. Chuck Ciaffone	Tarheel Cyclists Club
Mr. Joe Greene	Charlotte/Mecklenburg School System
Ms. Helene Hilger	Researcher for CLEAR (Coalition for Clean Air)
Mr. Harry Hutchison	Cyclist
Mr. Richard Leininger	Charlotte Engineering Department
Ms. Sandy McPeek	Tarheel Cyclists Club
Mr. Russ Nicholson	None
Mr. Parker	Tarheel Cyclists Club
Mr. Eric Roberts	Tarheel Cyclists Club
Ms. Joanna Roberts	Community Research, Charlotte Junior League

Name	Organization
Mr. Jack Shaw	None
Mrs. Joan Shirley	Community Research, Charlotte Junior League
Mr. David Singletary	Mecklenburg County Parks and Recreation Department
Mr. Don Troutman	Duke Power Company Commuters

As a result of the Bicycle Task Force's efforts and due to interest by other agencies, tangible improvements have been implemented. These improvements include the installation of secure bicycle parking facilities at the main library in uptown Charlotte and at Eastland Mall shopping center. Those installed at the main library were donated by the Tarheel Cyclists Club. The Charlotte Parks and Recreation Department has installed secure bicycle parking facilities at several park locations. The Charlotte Auditorium - Civic Center - Coliseum Authority has installed secure bicycle parking facilities at the Civic Center and the Coliseum/Ovens Auditorium. The Charlotte/Mecklenburg School System has purchased bicycle safety education material from the National Safety Council for use in elementary schools. Through coordination by the Bicycle Task Force and the Charlotte Public Service and Information Department, the NCDOT Bicycle Program Coordinator and Task Force members met with local television station personnel to view ten bicycle safety spots available for use. The Charlotte Department of Transportation has incorporated bicycle amenities into the Central Avenue Transit Cooridor Study which has received federal funding.

Introduction

The City of Charlotte needs a comprehensive, coordinated, and continuing bicycle program. The coordination for such a program should be provided by City Government. The bicycle program should involve not only the efforts of government but also the efforts of public and private groups. All three currently provide some programs and services that benefit bicyclists. However, their efforts are not coordinated and certain bicycle program needs are not being met. Coordination can avoid or resolve overlapping responsibilities and duplication of efforts and can eliminate neglected program areas. A bicycle program can assure that bicycles are accommodated within the transportation system. The City can also promote bicycle use since bicycling contributes to goals to conserve energy and improve air quality.

The bicycle is a recognized transportation vehicle. Bicyclists have the right to use the streets of Charlotte and to share the road with motorists. The City of Charlotte, through local, state, and federal funding, provides transportation system improvements and services for pedestrians and for motorists. Bicycles should be incorporated into the transportation improvement process as well.

The objective of having a comprehensive, coordinated, and continuing bicycle program does not require a massive effort. An initial effort of staff time is needed in organizing a program. The bicycle program would need a coordinator whose responsibilities can be part of the overall responsibilities of a staff person. Once policies and procedures are established that incorporate bicycles, the planning and programming for bicycle needs can become routine.

The City of Charlotte should promote safe bicycling by coordinating educational and enforcement programs geared toward proper behavior by bicyclists and motorists. The City of Charlotte has an accident identification and surveillance program that deals with traffic accidents and can analyze bicycle accident experience and recommend treatments. The programs and efforts to promote safe bicycling that are already underway in Charlotte should continue.

City Government can integrate bicycle transportation into regular activities so that opportunities to implement or programs that benefit bicyclists will not be missed. A bicycle program coordinator within City Government can keep up with the state-of-the-art in bicycle program development and implementation for the benefit of all public and private groups. A coordinator can also maintain communication with other professionals involved in coordinating bicycle programs and take advantage of their knowledge and the information they make available. The coordinator can also provide liaison between the City of Charlotte, Mecklenburg County government, and the NCDOT.

Bicycle Transportation Needs

The basic bicycle transportation needs for Charlotte, as determined by the Bicycle Task Force, are discussed below.

Provide Secure Bicycle Parking Facilities

Secure bicycle parking facilities are needed in Charlotte. Bicyclists are frustrated that so few secure bicycle parking facilities are available. Bicycles are easily stolen if not secured. They are popular and thefts are common. The lack of secure bicycle parking facilities limits bicyclists' access to recreational sites, buildings, places of work, shopping centers, and park-and-ride sites.

The basic considerations for the type bicycle parking facilities that are needed include 1) prevention of bicycle theft, 2) suitability for all frame designs and tire widths, 3) simple operation with clear instructions on use, 4) easy locking without interfering with other bikes, 5) easy maintenance, 6) weather resistance, 7) flexibility in grouping or arranging the layout of the bicycle parking facility, and 8) easy installation and relocation. The bicycle parking facility should also not pose hazards to pedestrians or damage the bicycle.

Bicycle parking needs are discussed further in a report by the Bicycle Program, North Carolina Department of Transportation, entitled The Business, School, and Community Organizations of North Carolina and Bicycle Parking which was prepared by Robert E. Price, Intern, August, 1977. A pamphlet, Bicycle Theft and Parking, can be obtained by writing The Bicycle Program, P. O. Box 25201, Raleigh, North Carolina, 27611. A second publication, Bicycle Parking, 1980, is available from Santa Clara Valley Bicycle Association, P. O. Box 662, Los Gatos, California, 95030.

City code revisions that require or permit substitution of secure bicycle parking for motorized vehicle parking need to be investigated.

Register All Bikes

A comprehensive bicycle registration program is needed. City ordinance requires retailers of new and used bicycles to register the bicycles they sell. City ordinance also requires that any person operating a bicycle on any streets, (including sidewalks), alleys, or highways first obtain a license from a dealer. The Charlotte Police Department also registers bicycles. The registration involves documenting the owner of the bicycle, the bicycle serial number, and application of a permanent decal to the bicycle frame. The main purposes of the registration process are to discourage theft, return stolen bikes that are recovered to the owner, and to identify bicycle owners or operators involved in accidents and who are unable to identify themselves.

Changes in the registration procedures are needed to improve identification of bicycle owners and operators and to assist in enforcement or registration requirements and traffic regulations.

Cross indexing the Police Department's registration files is needed so that registrations can be looked up numerically by registration number as well as alphabetically by owner or operator name. Computerization of the bicycle registration files would also improve record keeping procedures.

Prominent display of a reflectorized registration decal on the bicycle frame below the seat post is needed. Decals are now placed in an inconspicuous location in the hopes that a thief will not remove it and the decal can be used to locate the owner should the bicycle be recovered. The inconspicuous location of the decal, however, does not readily identify the bicycle to Police Department Officers as one that is registered. If theft is to be curbed and recovery by the owner improved, more widespread registration is needed. Conspicuous location of the registration decal can aid in identifying non-registered bicycles to police officers. While retailers generally register all new and used bicycles they sell, bicycles that are passed down by relatives or brought into Charlotte by new residents are not always licensed.

Issuance of bicycle safety and training material to owners and operators as part of the bicycle purchase and registration procedures is needed. Such material could provide information about traffic rules and regulations, safety equipment that is required on bikes (such as lights and reflectors), proper operation and maintenance of bicycles, and tips on how to reduce the chance of accidents occurring. The information could be distributed through pamphlets at the time of licensing. Registration cards which are durable could also be issued for identification of the owner or operator and could list basic rules of the road for bicyclists. If bicyclists are being registered for use by minors, their parents or guardians should receive the material and be responsible for instructing the child in the proper operation of the bicycle. The cost of the bicycle safety and training material could be funded through nominal registration fees.

Periodic registration of bicycles, such as once every two years can be beneficial. Periodic registration would keep registration files more current and, if bicycle safety and training material is distributed at the time of licensing, provide the owner or operator the chance to review rules and regulations. Color coding and replacement of bicycle registration decals would be necessary.

Changes in the registration procedures should conform to proposed procedures developed by the North Carolina Bicycle Program. In a study, <u>North Carolina Bicycle Registration Study</u> by the Research Triangle Institute for the Bicycle Program, a comprehensive bicycle registration program for North Carolina is proposed. Implementation is not scheduled yet.

Acceptance of bicycle registration by the public is a major concern. The benefits of the changes and of a comprehensive registration program would need to be properly publicized. Public attitude as to the need for and benefits of a comprehensive registration program should not be overlooked. Ease in complying with any new registration requirements is also of great importance.

Provide Education and Enforcement Programs

Expanded bicycle safety education is needed and should be directed not only at bicyclists but also at motorists. In sharing the road, both groups must know what to expect of the other. Uniform compliance with basic rules of the road is necessary. Bicyclists have the responsibility of obeying traffic regulations such as driving a bike on the right hand side of the road, obeying traffic signals, stopping at stop signs, and signaling. Motorists must allow bicyclists room to operate. Being aware of the presence of bicyclists is a very important responsibility of motorists. Right and left turn conflicts at intersections, conflicts at driveways and alleys, and conflicts in passing can be minimized if motorists acknowledge the presence of bicyclists and are ready to react in potentially hazardous situations.

To gain compliance with rules and regulations, enforcement by the Police Department must supplement educational programs. Police officers would need to be trained in enforcing the rules and regulations applying to bicyclists and to motorists' behavior towards bicyclists. The enforcement can be instructional in many cases and require citation only in cases of flagrant violations.

City Code revisions that more specifically spell out bicyclists' and motorists' responsibilities in sharing the road are needed. Revisions should be in compliance with existing and proposed state legislation and be patterned after the Uniform Model Ordinance for Bicycles.

Provide Improvements for the Bicyclists

The separate bicycle path at one time appeared to be the answer for resolving conflicts between bicyclists and motorists. Separate bikeways, however, usually appear only in parks, along greenways, or along abandoned railroad rights-of-way. Separate bikeways are generally expensive, and, therefore, are limited in their length, their location, and their ability to provide access to the places bicyclists want to travel. Bicyclists generally want to use the streets (which they legally have a right to use) since the streets go where they want to go. Sidewalks along the streets are used by some bicyclists by choice or for convenience. Improvements to the street system, including sidewalks, can benefit bicyclists.

To consistently provide improvements, planners, designers, and other people involved in programming and implementing transportation improvements must think BICYCLE as part of their plans. Improvements can be provided through new construction, upgrading facilities or maintaining existing ones. If bicycles are not thought of, opportunities to make improvements in bicycle transportation will be missed and, in some cases, barriers to the use of bicycles may be built into projects.

An explanation of the type improvements that can be made to improve bicycling appears in the United States Department of Transportation, Federal Highway Administration proposed rule making, "Design and Construction Criteria for Bikeway Construction," which appears in the Appendix.

In the next chapters of this report, facets of a comprehensive, coordinated, and continuing bicycle program are discussed. Recommendations for organization of a bicycle program and how to proceed in developing the program are included.

Bicycle Program Organization

In order to plan, design, and implement bicycle transportation system improvements, an organization to administer a bicycle program must be established. City government should provide such coordination.

Thus, is is recommended that:

* The Charlotte Department of Transportation be designated as the coordinating agency for Charlotte's bicycle program. In the past, no individual department in City government has been responsible for a comprehensive program related to bicycles. Individual departments provide some services and facilities that benefit bicyclists. However, no comprehensive, coordinated, and continuing program has developed.

* The Charlotte Department of Transportation designate a key person as a bicycle coordinator. The bicycle coordinator would work with staff that deals with all forms of transportation and is involved in transportation planning and programming; implementation of transportation system improvements; and promotion of alternative, safe forms of transportation through engineering, education, enforcement, and encouragement programs.

* Contact with bicycle proponents be maintained through the bicycle coordinator. Bicyclists can be called upon to assist in development of a bicycle program or can propose bicycle projects to the coordinator.

* Other City Departments and agencies cooperate with the Department of Transportation and the bicycle coordinator in reviewing and developing policies and procedures that can meet bicycle transportation needs through physical improvements, through maintenance services, and through education and enforcement programs.

* Charlotte's bicycle program be a joint effort of City, County, and State Governments under the coordination of the Charlotte Department of Transportation and involve public and private groups in development and implementation of the various aspects of the program.

The function of the bicycle program organization should be identified through development of policies and procedures among City departments and agencies. Current policies and procedures that affect bicycles should be reviewed and modified where warranted. New policies and procedures should be established where needed. The policies and procedures would include the following:

* Bikeway Design and Construction Criteria should be incorporated into planning, design, construction, and maintenance programs that deal with transportation facilities. The United States Department of Transportation, Federal Highway Administration is developing design and construction criteria for bikeway construction. A copy of the proposed rules appears in the Appendix. The current policies and procedures of City departments and agencies should be reviewed and modified, where necessary, to incorporate bicycle criteria.

* The Transportation Improvement Program procedures should be revised to assure that bicycles are considered in planning and programming improvements. Currently programmed projects should be reviewed to identify features that benefit bicyclists and to consider needed revisions to be proposed and programmed. The form used by the City's transportation staff in proposing projects should be revised to identify that it is a bicycle transportation project or how it incorporates features to benefit bicycle transportation. The project review and revisions to the form will result in planners thinking "bicycle transportation." Some projects may also be eligible for special funding categories or may be more favorably considered for normal funding if bicycle features are identified in the Transportation Improvements Program.

* The Charlotte Capital Improvement program procedures should be revised relative to transportation system improvements in the same manner as the Transportation Improvement Program procedures. Projects proposed by City departments and agencies for inclusion in the Capital Improvement Program should identify bicycle transportation improvements.

* Current and proposed federal-aid grant and bond projects should be reviewed by the Special Projects Office and by the Charlotte Department of Transportation to determine if funds are available or can include bicycle improvements. Justifiable improvements should be considered. The bicycle coordinator can work with affected departments or agencies in considering bicycle improvements.

* Land use development policies and procedures administered by the City should be reviewed to assure that bicycle access is provided where needed and bicycle design criteria is used where justified.

Bicycle Program Projects

Listed below are initial projects which should be undertaken once it is determined that Charlote City Government should have a bicycle program, the Charlotte Department of Transportation is designated as the coordinating agency, the bicycle coordinator is appointed, and City departments and agencies are charged with the responsibility to cooperate in development of bicycle program policies and procedures. The projects are divided into four categories:

Planning and Providing for Bicycle Needs

1) The "Design and Construction Criteria for Bikeway Construction" should be incorporated into current policies and procedures by those departments involved in planning, designing, and implementing improvements that deal with transportation.

2) A bicycle user's street classification map should be developed and an initial bicycle route system should be designated. The routes would not be signed but would designate the more important streets to be considered in determining needs and planning and implementing improvements.

3) Apply for funding of projects which could include a) developing of a Bicycle User's Map for distribution, b) installing of bicycle parking facilities, c) developing bicycle lanes where feasible, and d) improving sidewalk systems for use by bicyclists.

Bicycle Parking Facilities

1) Develop a City-wide list of locations at which secure bicycle parking facilities are desirable. Installation of the facilities could be voluntary or through funded projects. Selection of sites and determination of the appropriate type of facility and means of funding and installing devices would be determined on a case by case basis.

2) Develop a proposed modification to the city ordinance concerning bicycle parking for consideration by the City Council. The proposed ordinance could require bicycle parking for certain uses or allow substitution of bicycle parking for required vehicular parking.

3) Develop information for distribution to educate developers, property managers, institutions, and businesses of the need for secure bicycle parking facilities. The information could encourage voluntary installations and replacement of obsolete devices with more secure facilities.

Education and Enforcement

1) Develop a pamphlet concerning the rules and regulations governing safe and proper bicycle use. The pamphlet should also address motorists' responsibilities toward bicyclists. The pamphlet could be distributed to bicycle registrants, used by agencies wishing to promote bicycle safety and use, and printed as part of a bicycle user's map.

2) Develop a pamphlet for distribution by City Government that identifies the appropriate agencies to contact to request service concerning bicycling.

3) Develop a policy and procedure for enforcement of rules and regulations concerning bicycles. The policy and procedures should deal with police officer training, methods of enforcement, and issuance of warnings and citations to bicyclists or to motorists that endanger bicyclists.

4) Develop a public service advertising campaign dealing with bicycle safety and services available to bicyclists.

City Code Review

1) Review the City Code and propose an appropriate ordinance to bring rules and regulations governing bicycle use into compliance with State laws and the Model Ordinance.

2) Recommend new procedures for registration of bicycles that a) results in cross referencing bicycle registration alphabetically by owner name and numerically by registration number, b) results in more conspicuous display of the registration decal, c) requires a fee adequate to pay for administration of the registration procedure and distribution of educational material, and d) considers periodic registration of bicycles by owners.

BICYCLE PROGRAM RECOMMENDATIONS

* City Manager's Office should designate the Charlotte Department of Transportation (CDOT) as the coordinating agency for the Charlotte bicycle program effort and should instruct other City Departments to cooperate in implementing projects.

* The Engineering Department and CDOT should adopt the "Design and Construction Criteria for Bikeway Construction" and should consider bicycles as a design vehicle when preparing plans for projects.

* A bicycle user's street classification map should be developed for use in planning facility improvements. An initial, key step in the process of developing a classification map would be for the CDOT to solicit local bicycle clubs and enthusiasts to submit a proposed system map. After receiving a proposal, the CDOT should coordinate a review of the map with the Engineering Department, Planning Commission Department, Parks and Recreation Department, and County Offices. A program for making improvements could be developed on the basis of the system map and the availability of funds.

* A bicycle parking facility needs map should be developed to coordinate efforts to improve bicycle parking. The CDOT should solicit local bicycle clubs and enthusiasts to prepare a list of locations. The CDOT would coordinate a review of the list with other City agencies and County offices. Recommendations for funding and installing secure bicycle parking facilities could be developed from the list of locations.

* The City Manager's Office should instruct the Charlotte Police Department to propose programs for improving bicycle registration procedures and for enforcing bicycle rules and regulations as identified in the "Bicycle Transportation Needs ..." study prepared by the Charlotte Bicycle Task Force. The CDOT would coordinate with the Police Department in proposing such programs. Implementation of the programs might be dependent upon funding.

* The City's Manager's Office should instruct the Public Service and Information (PS & I) Department to propose programs for developing, printing, and distributing educational material to promote safe bicycling as identified in the "Bicycle Transportation Needs...". The CDOT would coordinate with the PS & I Department in proposing such programs. Implementation of the programs might be dependent upon funding.