AGENDA

Meeting Type:	B
Date:	08-13-1984

City of Charlotte, City Clerk's Office

ADDENDUM
to the City Council Agenda for August 13, 1984

CONSIDER THE ACQUISITION OF THE CLARK, TRIBBLE, HARRIS & LI BUILDING, LOCATED AT 121 WEST SEVENTH STREET, FOR USE AS OFFICE AND STORAGE SPACE BY SCIENCE MUSEUMS OF CHARLOTTE, INC. UNDER A LEASE-PURCHASE ARRANGEMENT, AT A PRICE OF $800,000.

The Board of Trustees for Science Museums of Charlotte, Inc. is requesting assistance from City Council in purchasing the building at 121 West Seventh Street for additional office and storage space at Discovery Place. Their letter attached presents a detailed justification.

The City Finance Director has proposed a lease-purchase arrangement to accomplish this acquisition, if City Council desires, that would entail annual payments of $140,000 with a balloon payment at the end of five years. (See Financing Proposal attached.) It is the intent of Science Museums of Charlotte, Inc. to share one-half of the annual payments. Specific details on the exact financing agreement and City share will be brought back to City Council. By approving this action today, City Council is agreeing to acquire the property under a lease-purchase plan in conjunction with Science Museums of Charlotte, Inc. City Council will have to adopt an ordinance appropriating the first-year payment and authorize the actual lease-purchase documents on a future agenda.

The building has been appraised at $800,000. Annual maintenance costs to the City are estimated at $29,500.

Attachment

SCIENCE MUSEUMS OF CHARLOTTE INC

August 9, 1984

Ms. Pam Syfert, Budget Director
City of Charlotte
City Hall
600 East Trade Street
Charlotte, North Carolina 28202

Dear Ms. Syfert

Early in 1984, the Science Museums of Charlotte, Inc. requested that the Charlotte City Council consider purchasing the Clark, Tribble, Harris & Li building for the museum to use as office and storage space. Since the building was not for sale at that time, the request was dropped

In the meantime, the museum has made plans for an addition to the Discovery Place building for the purpose of adding more exhibit space The addition will provide a large exhibit hall for traveling exhibits and space for at least one new permanent exhibit A small amount of temporary office space was to be located in the exhibit space on the Tryon Street level until the construction of Phase II.

Three weeks ago, Clark, Tribble, Harris & Li approached Freda Nicholson, the Executive Director, and informed her that the building was for sale. The museum now requests that the Charlotte City Council assist the museum in purchasing the property

There are several reasons why it is important that this property be under the ownership of Science Museums of Charlotte, Inc Office needs would still not be met by the space available in the addition Plus, the addition is primarily designed for exhibit space and could serve the museum's purpose better if used in this fashion

Secondly, the museum has no storage space and is currently leasing a substantial amount of storage space. The building would provide all the storage needed.

Last, but perhaps most important, the acquisition of the Clark, Tribble, Harris & Li building protects the property for future use of the museum

The construction of Phase II has been on the planning boards since the construction of Discovery Place and will probably use most of the remaining land between the museum and Church Street. By owning the Clark, Tribble, Harris & Li property, the museum has the flexibility of including the land and/or structure in Phase II, and the museum is protected from a use of the property that may not be compatible with the museum's purposes.

The purchase of the Clark, Tribble, Harris & Li building presents a unique opportunity for the Science Museums of Charlotte, an opportunity that may not occur soon again. I thank the Charlotte City Council for their consideration of this request and ask that they act on it favorably.

Sincerely,

Jere Drummond
President
Board of Trustees

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FINANCING

The proposed property acquisition is estimated to cost approximately $800,000. Financing sources for this sum have been explored including direct purchase and time payment options. Based upon a review of the respective alternatives, it is recommended that a lease/purchase agreement for the entire sum be used and that such lease/purchase be for a term of approximately five years. It is anticipated that the lease/purchase agreement would retire one-half of the purchase amount in the five year period with a balloon payment at the end of the term for the remaining one-half. This option provides for lower principal and interest payments during the term of the lease/purchase and permits several options for payment of the balloon sum, including fund raising efforts or execution of another lease/purchase agreement at the end of the first five year period in order to retire the balloon amount. Annual lease/purchase payments are estimated at approximately $140,000. Based upon a cost analysis it is felt that this alternative will provide the City with a favorable cost benefit ratio when compared to other available alternatives.

Charlotte

Public Service & Information Department
City Hall, 600 E Trade Street
Charlotte, North Carolina 28202
704/336 2395

Meetings in August '84

AUGUST 2 & 3

2	Thursday, 7 30 a.m.	PLANNING LIAISON COMMITTEE - Cameron-Brown Bldg., 1st Floor Conference Room
	Thursday, 2:00 p.m.	BUSINESS OPPORTUNITY NETWORK ADVISORY TASK FORCE - Chamber of Commerce, Action Center
3	Friday, 7.30 a.m.	SPECIAL CITY COUNCIL MEETING - Training Center, City Hall Annex

THE WEEK OF AUGUST 6 - 10

6	Monday, 12 Noon	PLANNING COMMISSION - Cameron-Brown Bldg., 1st Floor Conference Room
7	Tuesday, 6 00 p.m.	PARKS ADVISORY COMMITTEE - City Hall, 3rd Floor Conference Room
	Tuesday, 7 30 p.m.	CITY-COUNTY CONSOLIDATION STUDY COMMITTEE/Educational, Health, Welfare and Human Services, and Public Safety Task Force - Gethsemane AME Zion Church, Education Center, 531 Campus Street
	Tuesday, 7 30 p.m.	PLANNING COMMISSION - Cameron-Brown Bldg., 1st Floor Conference Room
8	Wednesday, 7 30 a.m.	PLANNING COMMISSION/2005 Plan Advisory Task Force - Cameron-Brown Bldg., 1st Floor Conference Room
	Wednesday, 7.30 p.m.	HISTORIC PROPERTIES COMMISSION - City Hall, 2nd Floor Conference Room
	Wednesday, 7.30 p.m.	PLANNING COMMISSION/Billy Graham Parkway/Tyvola Road Extension Area Special Project Plan Committee - Police and Fire Training Academy, 1750 Shopton Road

THE WEEK OF AUGUST 13 - 17

13	Monday, 8 00 a.m.	COMMUNITY RELATIONS COMMITTEE/Human Resources Subcommittee - Community Relations Conference Room
	Monday, 11 a m.	PLANNING COMMISSION - Cameron-Brown Bldg., 1st Floor Conference Room
	Monday, 12 noon	CITY COUNCIL - Training Center, City Hall Annex
	Monday, 2 p.m.	CITY COUNCIL MEETING - Council Chamber, City Hall
	Monday, 4 30 p.m.	COMMUNITY RELATIONS COMMITTEE - Covenant Presbyterian Church, 1000 East Morehead Street
14	Tuesday, 7 30 a.m.	CITY-COUNTY CONSOLIDATION STUDY COMMITTEE - City Hall Annex, Training Center
	Tuesday, 8.00 a.m.	AIRPORT ADVISORY COMMITTEE - Airport, Conference Room A
	Tuesday, 9:00 a.m.	HISTORIC DISTRICT COMMISSION - Edwin Towers, 1st Floor Conference Room

Continued on Back

THE WEEK OF AUGUST 13 - 17

15	Wednesday, 8 00 a.m.	PRIVATE INDUSTRY COUNCIL - Chamber of Commerce, Action Room A
	Wednesday, 8.30 a.m.	CIVIL SERVICE BOARD - City Hall, 3rd Floor Conference Room
	Wednesday, 12 Noon	INSURANCE & RISK MANAGEMENT AGENCY - Cameron-Brown Bldg., Finance Department Conference Room
	Wednesday, 2.00 p.m.	TECHNICAL COORDINATING COMMITTEE - City Hall Annex, Department of Transportation Conference Room
16	Thursday, 7:30 a..	PLANNING COMMISSION/2005 Plan Advisory Task Force - Cameron-Brown Bldg., 1st Floor Conference Room
	Thursday, 8:00 a.m.	CLEAN CITY COMMITTEE - Cameron-Brown Bldg., Suite 500
	Thursday, 3.00 p.m.	ALARM CHARLOTTE TOTALLY COMMITTEE (ACT) - City Hall Annex, Fire Department Conference Room

THE WEEK OF AUGUST 20 - 24

20	Monday, 5.00 p.m.	CITY COUNCIL - Education Center, Rooms 237 - 239
	Monday, 6·00 p.m.	CITY COUNCIL MEETING - Education Center, Board Room
21	Tuesday, 2 00 p.m.	HOUSING AUTHORITY - 1301 S. Blvd.
22	Wednesday, 7·30 p.m.	AIR QUALITY COMMITTEE - Cameron-Brown Bldg., 1st Floor Conference Room
23	Thursday, 4:00 p.m.	PLANNING COMMISSION - Cameron-Brown Bldg., 1st Floor Conference Room

THE WEEK OF AUGUST 27 - 31

27	Monday, 4·00 p.m.	PLANNING COMMISSION/Executive Committee - Cameron-Brown Bldg., 1st Floor Conference Room
28	Tuesday, 3 00 p.m.	COMMUNITY FACILITIES COMMITTEE - Charlotte-Mecklenburg Utility Department, 5100 Brookshire Blvd.
28	Tuesday, 3 00 p.m.	PLANNING COMMISSION/Minor Special Use Permit Board - Cameron-Brown Bldg., 1st Floor Conference Room
28	Tuesday, 4.30 p.m.	MUNICIPAL INFORMATION ADVISORY BOARD - Cameron-Brown Bldg., MIS Department Conference Room, 3rd Floor
30	Thursday, 3 00 p.m.	PLANNING COMMISSION/Minor Special Use Permit Board - Cameron-Brown Bldg., 1st Floor Conference Room

-End-

Charlotte

CITY COUNCIL AGENDA

August 13, 1984

12:00 - 2:00 PM	-	Council-Manager Luncheon o Final Report on the City-County Office Building o "Safe Drive" Program Proposal
2:00 PM	-	Citizens Hearing
2:30 PM	-	Council Discussion o Performing Arts Study Committee Report
3:00 PM	-	City Council Meeting Council Chamber

ITEM NO.

1. INVOCATION BY THE REVEREND VAN ELLIS OF LIVING FAITH WORSHIP CENTER.

2. CONSIDER APPROVAL OF MINUTES OF MEETINGS OF JUNE 25, JUNE 29, JULY 3, JULY 9, JULY 16 AND JULY 23, 1984.

PUBLIC HEARINGS

3. A. CONDUCT A PUBLIC HEARING TO CONSIDER ADOPTION OF A RESOLUTION APPROVING A LOAN TO 301 EAST SEVENTH STREET LIMITED PARTNERSHIP FOR RENOVATION OF A BUILDING LOCATED AT 301 EAST SEVENTH STREET IN THE AMOUNT OF $500,000 (UPTOWN REDEVELOPMENT AREA NO. 3 - CHARLOTTE UPTOWN DEVELOPMENT CORPORATION).

THE CITY OF CHARLOTTE HAS NO LIABILITY TO REPAY THE REDEVELOPMENT LOAN UNDER THIS PROGRAM.

council agenda

Mayor Harvey B Gantt Mayor Pro Tem Minette Conrad Trosch

Charlie S Dannelly
Laura Page Frech
Ann Hammond
Paul Francis Juneau
Ron Leeper
Sue Myrick
Pamella G Patterson
Herbert Spaugh, Jr
Richard Vinroot
Velva W Woollen

B. RECOMMEND ADOPTION OF A RESOLUTION APPROVING AND AUTHORIZING THE ENTERING INTO OF AN AGREEMENT RELATING TO THE ISSUANCE BY THE CITY OF ITS NOTE IN THE PRINCIPAL AMOUNT OF $500,000 AND THE ISSUANCE BY THE CITY OF THE $500,000 CITY NOTE (301 EAST SEVENTH STREET PROJECT), AUTHORIZING THE LOAN OF THE PROCEEDS OF THE CITY NOTE TO 301 EAST SEVENTH STREET LIMITED PARTNERSHIP, AUTHORIZING THE EXECUTION AND DELIVERY BY THE CITY OF THE NOTE PURCHASE AGREEMENT, THE LOAN AGREEMENT, THE ASSIGNMENT AND APPROVING THE FORM OF DEED OF TRUST AND SECURITY AGREEMENT, ASSIGNMENT OF LEASES AND ENDORSEMENT OF COMPANY NOTE AND AUTHORIZING EXECUTION AND DELIVERY OF CLOSING CERTIFICATES, ALL IN CONNECTION WITH FINANCING AN UPTOWN REDEVELOPMENT PROJECT.

301 East Seventh Street Limited Partnership is purchasing the property located at 301 East Seventh Street and has submitted a request as a separate borrower to receive tax exempt mortgage financing through the City of Charlotte, in the amount of $500,000, to renovate the building located in Redevelopment Area No. 3 for rental office space. The $500,000 will be loaned to the City by Branch Banking and Trust Company and passed on at the time of closing to a construction fund to be established with the lender as depository. Disbursements from the construction fund will be approved by the lender. The interest rate will be established by Branch Banking & Trust Company at 72% of its prime rate for the seven-year loan period. The loan will be secured by a first lien on the property to be held by Branch Banking & Trust Company and by personal guaranty by the general partners, limited partners and special limited partners of the partnership.

The Philip Cary Building has been designated as historic property by the Charlotte-Mecklenburg Historic Properties Commission and is listed on the National Register of Historic Places. Because of this designation, the Partnership has been in contact with both the Charlotte-Mecklenburg Historic Properties Commission and the North Carolina Department of Archives and History, which represents the Department of the Interior. Mr. Frank Branan of the North Carolina Department of Archives and History has reviewed and approved the renovation plans. It is anticipated that the Historic Properties Commission will approve the renovation and will issue a certificate of appropriateness on August 8, 1984.

The exterior of the building will be restored to its original condition as built in 1908. The interior will be renovated for office space and will contain hardwood floors, exposed brick walls, and exposed heavy timber structure. The site adjacent to the building will be leveled and paved to accommodate approximately 100 cars.

The Charlotte Uptown Development Corporation loan committee has reviewed the loan request, found that the completed project will accomplish the public purposes of the Uptown Redevelopment Plan as approved by City Council and, therefore, recommends adoption of

the Resolution authorizing the loan to 301 East Seventh Street Limited Partnership.

A "Separate Loan" is a long-term, commercial mortgage loan made to a Separate Borrower by the City with money derived from an individual lender rather than the $5 million loan pool. The project complies with the Uptown Redevelopment Plan prepared by the Charlotte-Mecklenburg Planning Commission and approved by City Council on November 8, 1982.

A copy of the resolution is attached.

Attachment No. 1

4. A. CONDUCT A PUBLIC HEARING TO CONSIDER THE ABANDONMENT OF SNYDER STREET LOCATED OFF THE 4800 BLOCK OF CHESAPEAKE DRIVE IN NORTHWEST CHARLOTTE.

B. RECOMMEND ADOPTION OF A RESOLUTION TO ABANDON SNYDER STREET.

PETITIONER: COCA-COLA BOTTLING COMPANY CONSOLIDATED, INC.

Snyder Street is a paved, City-maintained right-of way located off the 4800 block of Chesapeake Drive in northwest Charlotte. The petitioner owns all the property abutting Synder Street and intends to incorporate this right-of-way into the adjoining tracts of land for future expansion of existing facilities.

All City departments and private utility companies were notified and there are no objections to the abandonment.

A map is attached.

Attachment No. 2

5. A. CONDUCT A PUBLIC HEARING TO CONSIDER THE ABANDONMENT OF A PORTION OF ARCADIA AVENUE FROM WINDINGWOOD LANE TO BRIAR CREEK.

B. RECOMMEND ADOPTION OF A RESOLUTION TO ABANDON A PORTION OF ARCADIA AVENUE.

PETITIONER: CHARLES TERRY SHOOK

This portion of Arcadia Avenue is a non-maintained, unopened right-of-way 40-feet wide and approximately 74-feet long. The petitioner owns all property abutting this portion and intends to incorporate this right of way into the adjoining property for development of a single family residence.

All City Departments and private utility companies were notified and there are no objections to the abandonment.

Notification was also sent to fifteen (15) neighboring property owners and thirteen (13) opposing comments were received. The petitioner indicates he has worked with these neighborhood residents to alleviate their concerns and most have dropped their opposition after reviewing plans for the proposed residence.

City Council has the power to abandon a street as long as it is not contrary to public interest and no one is denied ingress or egress.

A map is attached.

Attachment No. 3

POLICY AGENDA

6. RECEIVE REPORTS BY THEATRE PROJECTS, AND REFER RECOMMENDATIONS OF THE PERFORMING ARTS CENTER STUDY COMMITTEE TO THE CITY MANAGER TO DETERMINE IMPLEMENTATION OPTIONS, AND RECHARGE THE COMMITTEE.

In April of 1983 Mayor Eddie Knox appointed the Performing Arts Study Committee; on July 11, 1983, City Council approved a contract with Theatre Projects Consultants to conduct a feasibility study for a new performing arts center in Charlotte in conjunction with the work of the Committee. Part 1 of the study was designed to determine the need for a new performing arts facility. Part 2 was designed to develop a building concept if a need was established in Part 1 and to determine site location, programming, costs, financing, management and economic impact. In addition, City Council authorized a further study by Theatre Projects designed to explore community needs regarding theatre groups and facilities.

The Performing Arts Center Study Committee has requested that City Council approve the reports by Theatre Projects Consultants, Inc. and develop a plan of action which will result in the designing, funding and construction of the following facilities:

- A 2000 seat performing arts facility to include:
  - a. A rehearsal room
  - b. A reception room
  - c. Full backstage ancillary facilities
  - d. Full front-of-house provision
  - e. Administrative offices
  - f. On-site parking for key staff
- Adequate land for a 600 seat playhouse to be constructed in the future.

- A 300 seat theatre to be constructed in Spirit Square.
- Renovations to Ovens Auditorium.

The total cost of these recommended building improvements is approximately $29 million based upon 1984 dollars and approximately $35 million based upon 1987 dollars. All recommendations are outlined in the reports by Theatre Projects Consultants entitled "Charlotte Performing Arts Center" and "Charlotte Theatre Study Report".

The Committee also requests that City Council reconstitute and recharge the Committee for the purpose of assisting in the implementation of a plan of action to design, fund and construct the performing arts facilities.

No funds have been appropriated to implement recommendations of the Performing Arts Center Study Committee. One million dollars is shown in the Fiscal 1989 Capital Improvement Program for design purposes.

IT IS RECOMMENDED THAT CITY COUNCIL ACCEPT THE STUDY COMMITTEE'S REPORT AND REFER THE MATTER TO THE CITY MANAGER TO DETERMINE IMPLEMENTATION OPTIONS. IT IS ALSO RECOMMENDED THAT CITY COUNCIL RECHARGE THE COMMITTEE TO AID STAFF IN PREPARING IMPLEMENTATION OPTIONS.

7. CONSIDER RECOMMENDATION FROM THE CITY COUNCIL TRANSPORTATION COMMITTEE FOR APPROVAL OF A CHARLOTTE POLICE OFFICER TO PROVIDE TRAFFIC CONTROL AT EAST MECKLENBURG HIGH SCHOOL DURING THE MORNING PEAK HOUR.

Since the spring of 1983, the City has been working with representatives from East Mecklenburg High School to address their concern over traffic congestion on Monroe Road. Those representing East Mecklenburg were interested in a traffic signal being installed at one of the parking lot driveways east of Conference Drive. Data collected by City staff did not support such an installation, so a recommendation was made that the existing signalized intersection of Conference Drive be used by motorists for dropping off students. After considerable discussion, it was concluded that school safety policies for bus loading and unloading areas prevent this recommendation from being implemented. Likewise, safety issues related to non-warranted traffic signals argued against installation of a traffic signal at Eaglewood Avenue and Monroe Road. However, during the past school year, both staffs have agreed on a modification to the drives east of Conference Drive that would consolidate two drives into one drive which would enter Monroe Road opposite Eaglewood Drive.

At the City Council Transportation Committee meeting on July 25, 1984, Committee members were advised of the safety conflict and that, if a traffic signal were installed at Eaglewood Avenue, it would not provide a separate left turn phase. The Committee became concerned that members of the School Board may not have fully understood the safety issues on Monroe Road and the fact that a traffic signal installation would not provide protected turning movements for motorists into the parking lots. Consequently, the Transportation Committee requested that the Chairman meet with School Board members to review problems with installation of a traffic signal and secure a mutually agreeable resolution.

A meeting between the Chairman of the Transportation Committee, city staff and School Board representatives resulted in an agreement that the Transportation Committee recommends be adopted. The agreement is as follows:

- A POLICE OFFICER WILL BE PROVIDED BY THE CITY FOR ONE HOUR IN THE MORNING TO ASSIST MOTORISTS ENTERING AND LEAVING THE PARKING LOTS ON THE EAST SIDE OF EAST MECKLENBURG HIGH SCHOOL. (A police officer has been assigned to this duty since staff analysis began as a part of the Police budget).

- THE SCHOOL BOARD WILL DETERMINE THE NEED FOR AND FUNDING FOR A POLICE OFFICER DURING THE AFTERNOON TO PROVIDE ASSISTANCE FOR MOTORISTS EXITING THE DRIVES. (NOTE: TRAFFIC FLOW IN THE AFTERNOON IS HEAVIER EASTBOUND THAN WESTBOUND BUT NOT AS HEAVY AS IN THE MORNING).

- THE TWO DRIVEWAYS ON THE EAST SIDE OF THE HIGH SCHOOL WILL BE CONSOLIDATED TO INTERSECT MONROE ROAD OPPOSITE EAGLEWOOD AVENUE.

- STAFF WILL REVIEW OTHER PUBLIC HIGH SCHOOLS IN AN EFFORT TO DEVELOP ALTERNATIVES FOR TRAFFIC FLOW BEFORE SIMILAR SITUATIONS OCCUR.

- CHARLOTTE DEPARTMENT OF TRANSPORTATION STAFF WILL DEVELOP A POLICY FOR WHEN AND WHERE POLICE OFFICERS COULD BE USED FOR TRAFFIC CONTROL AT HIGH SCHOOLS.

8. CONSIDER RECOMMENDATION FROM THE CITY COUNCIL TRANSPORTATION COMMITTEE TO APPROVE A CHANGE IN COUNCIL POLICY TO ALLOW TRANSPORTATION PROJECTS ELIGIBLE FOR STATE FUNDING TO BE INCLUDED IN THE CITY'S ANNUAL CAPITAL IMPROVEMENT BUDGET, INSTRUCT STAFF TO WORK WITH STATE AND LOCAL COUNTY OFFICIALS TO DEVELOP FUNDING SCENARIOS FOR ROAD PROJECTS.

In the late 1960's and early 1970's, the Federal Government Highway Trust Fund began to accumulate significant surpluses leading to expanded Federal programs to finance construction and improvement of major City streets. Since the Highway Trust Fund was dependent upon a fixed income per gallon of gasoline consumed,

inflation and energy conservation were major shocks to the Trust Fund during the latter half of the 1970's. The most recent increase in the gasoline tax was designed to accommodate the Interstate system and other major intercity highways but it does not respond to urban needs. The result is that many high priority projects in the City of Charlotte will not be funded by Federal and State funds in this decade. This situation is further complicated because the State's priorities for improvements are not always consistent with local priorities.

In 1982, City Council responded to this problem by a policy change that committed the City to fund low cost signal and intersection improvements which would be eligible for State and Federal funding, in order to increase opportunities for Federal and State funding of major road widenings and extensions.

Recently, the City Council Transportation Committee has reconsidered this policy since although the State has been able to fund some additional major projects in the Charlotte-Mecklenburg area, it is apparent that all major needs cannot be funded in this decade. The 1990 Transportation and Land Development Policy includes thirty (30) major transportation projects which are needed by 1990. (Attachment 4. A.) Although progress has been made on fourteen (14) of these projects, sixteen (16) projects are not yet funded or scheduled for funding. (Attachment 4. B.) The estimated cost for these sixteen (16) projects totals $62 million. Under current policy, the City would be obligated to fund four (4) of these projects for a total of $8 million. The remaining $54 million is the primary responsibility of the State and Federal Governments.

Therefore, at the City Council Transportation Committee meeting of July 25, 1984, action was taken recommending that City Council revise the policy concerning funding of projects eligible for State and Federal funding. Specifically, the Committee recommends that the City Council approve changing their policy to include in the annual Capital Improvement Program Budget transportation projects eligible for State funding.

In addition, the Committee recommends that the City Council instruct staff to work with appropriate State and local officials in Mecklenburg County to develop funding scenarios for road projects.

Finally, staff is to use these scenarios, the change in policy, and current funds available for debt service to make recommendations to City Council on revising the Capital Improvement Program Budget at the appropriate time.

ATTACHED ARE LISTINGS OF THE 30 MAJOR TRANSPORTATION PROJECTS NEEDED BY 1990, AND THE 16 PROJECTS NOT YET FUNDED OR SCHEDULED FOR FUNDING.

Attachment No. 4

9. CONSIDER ADOPTION OF A ZONE DEVELOPMENT PLAN FOR REEDY CREEK PARK THAT WILL RESOLVE THE ISSUE OF APPROPRIATE DEVELOPMENT OF PARK FACILITIES AND REGULATE THE SIZE AND APPROPRIATE USE OF THE PROPOSED AMPHITHEATER, AS RECOMMENDED BY THE CITY COUNCIL PLANNING & PUBLIC WORKS COMMITTEE.

The City owns 699 acres of park land located to the northeast of the City between Plaza Road Extension and Rocky River Road. A Master Plan for Reedy Creek Park was completed and adopted by City Council in 1981 and the Parks and Recreation Department is now in the process of developing Phase I of Reedy Creek Park.

At a recent City Council meeting, a request was made by the Sierra Club and the Newell Association to modify the Master Plan by eliminating the lights on the ballfields, eliminating the amphitheater, and designating Reedy Creek Park a natural preserve. The City Council referred the request to the Planning and Public Works Committee.

The Planning and Public Works Committee met on June 26, 1984 and requested that staff review the Master Plan of Reedy Creek Park and make recommendations to City Council on zoning of the park. Once the zones were identified and approved, the Parks and Recreation Department would determine appropriate activity and development that would take place within the identified zones. Parks and Recreation was also asked to seek input from the Charlotte Parks Advisory Committee prior to submitting their recommendation to City Council for approval.

Parks and Recreation, with assistance from DPR Associates, has reviewed park land use as it relates to open areas, abandoned fields, tree locations, buildings, elevation, vegetation, and slopes. Additionally, Parks and Recreation has reviewed an earlier document which addressed the concept of a natural preserve as outlined in the 1978 Parks Bond Referendum. This document which was produced by a special Natural Preserve Committee, headed up by a staff member of the Planning Commission, described a natural preserve and further identified four specific zones and activities most appropriate within each zone for a natural preserve.

Based upon a review of the park land past and present, and the interpretation developed by the special Natural Preserve Committee, Parks and Recreation recommends the adoption of the following three (3) developmental zones for Reedy Creek Park.

- Buffer Recreational Zone - An area identified to address recreational needs (which may include lighted ballfields) and serve as a buffer between existing developments, such as houses, roads and commercial sites, and the Conservation Interpretative and Commercial Zones.

- Conservation Zone - An area set aside for its natural and scenic features. Suitable and compatible recreational uses may be permitted in this zone (which may include a scaled-down amphitheater).

- Interpretative Zone - An area which portrays natural features in an exemplary way to be used for nature and educational studies. Development is limited to those facilities to protect and to enhance the interpretative aspects of this area.

Adoption of this Zone Development Plan will help resolve the issue of appropriate development of recreational facilities within the Reedy Creek Park and regulate the size and appropriate use of the proposed amphitheater. The Charlotte Parks Advisory Committee has approved the Zone Development Plan and will review specific construction plans as they relate to zone compatibility prior to final approval by City Council.

The current Master Plan conforms to and meets the Development Zone Plan as proposed.

ATTACHED IS A MAP OF THE DEVELOPMENT ZONE PLAN, A COPY OF THE NATURAL PRESERVE COMMITTEE REPORT, AND A LETTER FROM BOB BLALOCK ON BEHALF OF THE SIERRA CLUB AND NEWELL ASSOCIATION IN SUPPORT OF THE ZONE CONCEPT.

Attachment No. 5

10. CONSIDER THE APPOINTMENTS TO YOUTH INVOLVEMENT COUNCIL ADVISORY BOARD.

The following nominations were made at the July 9th meeting for two positions for two-year terms:

(a) Joe Martin, nominated by Councilmember Woollen.
(b) Rod Morrow, nominated by Councilmember Leeper.
(c) Tom Hunter, nominated by Councilmember Vinroot.
(d) Marjorie Belton, nominated by Councilmember Dannelly.

Attachment No. 6

11. CONSIDER NOMINATIONS TO THE FOLLOWING BOARD AND COMMITTEE.

(a) Charlotte Uptown Development Corporation (Board of Directors) - Five positions for three-year terms. The terms of Francis (Buddy) Kemp, Business: John M. Belk, Business; George Ivey, Business; James Polk, Non-Profit Organization; and Mildred B. Davis, Resident, expire on August 31, 1984. All are eligible for reappointment.

(b) Community Facilities Committee - Two positions for two-year terms. The terms of Danya Hardwick Yon and James A. Coates expire on September 1, 1984. Ms. Yon has served two consecutive full terms and is ineligible for reappointment. Mr. Coates is completing an unexpired term. Attendance records through the 2nd Quarter of 1984 indicate he has attended all meetings held.

Attachment No. 7

BUSINESS AGENDA

12. RECOMMEND APPROVAL OF A FIVE-YEAR ZONE WRECKER CONTRACT WITH KISER WRECKER SERVICES, INC. FOR THE NORTH ZONE.

On July 9, 1984, City Council heard a request to award five-year zone wrecker contracts to Hunter Auto and Wrecker Service, S&R Wrecker Service, Beaty's Wrecker Service and Kiser Wrecker Service. City Council approved the contracts for Hunter, S&R and Beaty's and deferred action on Kiser Wrecker Service until August 13, 1984.

Derita Wrecker Service was awarded a zone contract in 1979 and is currently providing wrecker service in the North Zone. Both Derita and Kiser Wrecker Services have submitted bids for the North Zone. By utilizing the point system that was established in 1979, it was determined that Kiser Wrecker Service received 144 points to Derita's 141 points. Both wrecker services are rated as qualified to provide the desired services and Derita Wrecker Service has performed satisfactorily in the North Zone for the past five years.

Since the rates for zone wrecker services are set by City Council, a contract bid by a company does not involve a proposal on cost of service. Therefore, selection is based on other factors related to quality and level of service, including response time and customer satisfaction. According, as a result of the rankings assigned under the point system, the Zone Wrecker Committee has recommended that the contract for the North Zone be awarded to Kiser Wrecker Service.

The attachment shows the specific numerical rankings for Kiser and Derita.

Attachment No. 8

13. RECOMMEND APPROVAL FOR A CHANGE IN THE BASIC SERVICES FEE FOR DESIGN OF THE GOVERNMENTAL CENTER OFFICE BUILDING FROM 4.5% TO 5.29 %, AND AUTHORIZE THE CITY MANAGER TO NEGOTIATE ADDITIONAL PROFESSIONAL SERVICES CONTRACTS WITH J. N. PEASE ASSOCIATES.

The original design contract with J. N. Pease Associates, executed in July of 1974, did not include as part of the basic services fee the schematic designs for the building. For this reason, the contract must be amended to reflect an increase in the basic service fee from 4.5% to 5.29% of the project cost that has been negotiated with J. N. Pease Associates. Also, in order to have a "turn-key" project, it is necessary to add other design and construction elements that were not included in the 1974 contract. These items represent additional technical services not envisioned under the original contract's concept, and are shown below:

- Building interior design services - Estimated cost - $52,000
- Food service consultant - $26,000
- Audio/visuals - $62,000
- Graphics - $15,000
- Full-time project representative and record drawings - $87,500
- Parking garage construction contract administration - $18,500

The grand total for all design services described above, including $90,000 for reimbursable expenses such as postage, printing, telephones, etc., is estimated to be approximately $1,859,000.

The City Engineer has reviewed the justification for the increased fee percentage and additional services, and finds the costs to be reasonable for a project of this type. It is requested that City Council approve a change in the basic fee in the design contract from 4.5% to 5.29% and authorize the City Manager to negotiate and execute the additional design services contracts in amounts not to exceed those shown.

14. RECOMMEND APPROVAL OF THE FOLLOWING ACTIONS TO IMPLEMENT A PROPOSED RESTRUCTURING OF THE MINORITY BUSINESS ENTERPRISE RENT-A-CAR CONCESSION AT CHARLOTTE/DOUGLAS INTERNATIONAL AIRPORT.

A. CANCEL AN AGREEMENT DATED JUNE 28, 1982 BETWEEN CITY AND GREYHOUND RENT-A-CAR, INC. ACCOMPANIED BY AUTHORIZATION OF AN IDENTICAL AGREEMENT BETWEEN CITY AND GENERAL RENT-A-CAR, INC., A REPLACEMENT MINORITY BUSINESS ENTERPRISE.

B. APPROVE INCREASED SALARY PAYMENTS AND MANAGEMENT FEE TO THE NEW JOINT VENTURE PARTNER.

Federal regulations require Minority Business Enterprise (MBE) participation in concessions granted by the local operator of passenger terminals at airports receiving Federal aid pursuant to grant agreements with the Federal Aviation Administration.

Therefore, when the Rent-A-Car concessions were bid in 1982, the request for proposals published by the City included specific provisions designed to accommodate one concession operated by an MBE. Pursuant to those provisions an Agreement was entered into with a joint venture between two local black businessmen and Greyhound Rent-A-Car, Inc., under which the City built a maintenance and return facility at its cost and leased it to the joint venture for a term of 25 years. The amount of rent over the 25 year term was set at an amount sufficient to amortize the cost of building the facility, but rent was deferred for five years to enable the joint venture to compete with established concessionaires.

At that time Greyhound Rent-A-Car, Inc. was a subsidiary of a very strong financial holding company and appeared to be aggressively pursuing the development of a national, airport based referral system for the rental of vehicles. To protect the City's investment in the maintenance facility, Greyhound Rent-A-Car, Inc. was required to enter into an Agreement whereby if the MBE concessionaire defaulted, Greyhound Rent-A-Car, Inc. would assume operation of the concession while it was attempting to locate a replacement MBE. In that event rent deferral was to cease.

Because rent was being deferred, provisions were included in the Agreements limiting the withdrawals by any participant in the MBE joint venture. Initially one of the local black businessmen was receiving a salary of $1,500 per month and the other was receiving none. Section 9.01(g) of the lease agreement requires that the City consent in writing before there could be an increase in amounts paid to participants in the joint venture.

Shortly after the MBE concessionaire opened for business, Greyhound Rent-A-Car, Inc. was sold to a purchaser who immediately indicated that Greyhound Rent-A-Car, Inc. did not wish to continue participating in a joint venture. The result has been continuing disputes between the minority participants in the MBE joint venture and the new owners of Greyhound Rent-A-Car, Inc., and as a result, local efforts at developing the MBE Rent-A-Car concession in the new terminal at the Airport have been severely handicapped.

After many months, the minority participants have reached an agreement with new joint venture partners under which the MBE would obtain a license from an active Rent-A-Car franchise company interested in developing a multi-airport referral system. This company is General Rent-A-Car, Inc., a Florida based company with extensive operations throughout the southeast and having shareholders' equity is in excess of $2,000,000.

Greyhound Rent-A-Car, Inc. has submitted a letter requesting that it be relieved of any further obligations under its agreement of June 28, 1982 with the City. General Rent-A-Car, Inc. has agreed to enter into the exact same Agreement with the City. The Airport Staff believes that enforcing the provisions of the Agreement between Greyhound Rent-A-Car, Inc. and the City would not further the City's MBE program and believes that the City is as well protected by an Agreement with General Rent-A-Car, Inc. as it has been by the Agreement with Greyhound Rent-A-Car, Inc.

Although the local minority participants would retain majority control of the MBE concessionaire, they have entered into an Agreement with Hardy L. Spatz (General Rent-A-Car, Inc. franchise holder) and Financial and Business Services, Inc. which, subject to approval by the City, would grant a collective 49% ownership interest in the MBE concessionaire. Spatz has considerable previous experience as an employee of Rent-A-Car concessionaires and Financial and Business Services, Inc. would provide general management, investment and accounting advice to the MBE. Additionally, the Joint Venture Agreement that would result requires capital contributions from Spatz and Financial and Business Services, Inc. and substantial loans from Financial and Business Services, Inc. The Joint Venture Agreement further provides that Spatz is to be paid a salary of $2,100 per month; and the local minority participant receiving a salary is to be paid of $2,100 per month; and Financial and Business Services, Inc. is to be paid $150 per week. These payments require City approval in writing.

The Airport Staff believes approval of this action as outlined will establish a stronger financial basis for the successful operation of a minority rent-a-car concession at the Airport. It is recommended that City Council direct the Airport Manager to write a letter stating the City's approval of these salaries for Spatz and Greene and the weekly fee for Financial and Business Services, Inc., and that no additional payments, including dividends under Section 6 of the Joint Venture Agreement, are approved.

Under terms of the agreement, the City is paid ground rent, office rent, and 10% of gross receipts by the MBE rent-a-car firm. Billings for Fiscal 1983 and 1984 indicated approximately $2900 per month in revenue was generated for the City.

15. RECOMMEND APPROVAL OF A SIX-MONTH CONTRACT EXTENSION WITH VAN POOL SERVICES INC. TO CONTINUE THE DEVELOPMENT AND ADMINISTRATION OF A THIRD PARTY VANPOOL PROGRAM, AT A COST OF $20,220.

The Department of Transportation entered into an experimental six-month contract with Van Pool Services, Inc. (VPSI), a third-party van provider, in November 1983 to broaden the scope of transportation services available to commuters and to help achieve the modal split for the uptown area.

By using a third party provider, the City of Charlotte has the ability to market and provide a complete vanpool program, without the financial or legal liabilities. Neither are participating commuters legally or financially liable since their obligation is limited to paying monthly fares, with no obligation beyond the 30 days.

Under the third-party van program, VPSI purchases the vans and maintains their insurance coverage. A full-time VPSI staff person is assigned project manager and works with the Charlotte Department of Transportation in marketing, promotion, and local administration.

The performance objective during the initial six month contract was to form five vanpool groups. As of June 30, the final date of the initial six month contract, the status of the program was as follows:

- Two vanpool groups have been formed and vans ordered.

- Two additional groups are very near completion.

- Several other "key" areas, where five to six riders have been identified, could constitute the fifth group.

- Van Pool Services, Inc. and the Charlotte Department of Transportation staff are currently working with an Uptown employer that inherited an in-house van pool program and is interested in switching those groups to third party vans.

Efforts to market the program over the past six months have consisted of: radio ads, local area newspaper ads, feature story in Charlotte Observer/News, Vanpool posters and ads/articles in the in-house publications of major uptown companies, and informational flyers.

In order to continue the experimental program, City Council is asked to approve an additional six-month contract, (August 13, 1984 - February 12, 1985) with Vanpool Services, Inc., with a performance objective to complete the first five van pool groups under the initial contract, as well as to establish five additional ones. The Charlotte Department of Transportation believes that with the support of the Charlotte Uptown Development Corporation's Transportation Sub-Committees, the hiring of a new advertising agency for the City's transportation program, and an anticipated switch to a more active marketing drive, VanPool Services, Inc. will be able to fulfill its program objective during this additional time period. It is further recommended that City Council authorize the City Manager to extend the contract for an additional six months (through August 13, 1985) if the performance objective is achieved during the contract period, at the same cost of $20,220.

The Fiscal 1985 operating budget for the Charlotte Department of Transportation includes funds for the Third Party Van Pool Program.

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THE CITY ATTORNEY ADVISES THAT AGENDA ITEMS NO. 16 THROUGH 34 MAY BE CONSIDERED IN ONE MOTION. HOWEVER, ANY MEMBER OF COUNCIL MAY REQUEST THAT AN ITEM BE DIVIDED AND VOTED ON SEPARATELY.

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Budget Ordinances

16. A. RECOMMEND ADOPTION OF AN ORDINANCE APPROPRIATING $270,302 IN RENTAL COLLECTIONS TO FUND MANAGEMENT AND MAINTENANCE CONTRACTS BETWEEN THE CITY AND THE CHARLOTTE HOUSING AUTHORITY AND THE CHERRY COMMUNITY ORGANIZATION, FOR 45 RENTAL HOUSING UNITS, 10 SCATTERED SITE UNITS, 3 CITY-OWNED RENTAL HOUSING UNITS AND 111 SUBSIDIZED UNITS.

Adoption of this ordinance is necessary to fund the management and maintenance of the First Ward, Cherry, Coliseum Drive, Five Points/Third Ward and scattered site housing units. The Charlotte Housing Authority and the Cherry Community Organization are authorized to collect rent and make minor repairs on these City-owned units on behalf of the Community Development Department through a Management and Maintenance Agreement. Each year City Council must appropriate rent receipts into a special account to allow payment to the Housing Authority and the Cherry Community Organization for their services.

B. RECOMMEND ADOPTION OF A RESOLUTION ACCEPTING A FEDERAL AVIATION ADMINISTRATION (FAA) GRANT IN THE AMOUNT OF $1,245,287 AND ADOPTION OF AN ORDINANCE APPROPRIATING $1,870,677 FOR EXPANSION OF CONCOURSE "C" RAMP AND CONCOURSE "D" RAMP AT THE AIRPORT.

The FAA has offered the City a grant in the amount of $1,245,287 to fund expansion of Concourse "C" ramp and Airport's Concourse "D" ramp. This project has a high priority in the Capital Improvement Program, and the grant represents the Airport's apportionment through Airport Improvement Program (AIP) monies.

Total project costs, based on the construction contract, that City Council is requested to approve on this same agenda, are estimated to be $1,870,677. The FAA grant represents 75% of eligible project costs. Therefore, this budget ordinance appropriates Federal grant funds in the amount of $1,245,287 and the City's share in the amount of $625,390 from Airport Revenue Bond Issues to fund totally the construction contract. State monies are also anticipated that should reduce the City's share. The debt service on all City funds invested in Airport capital projects is repaid by the airlines through landing fees and guaranteed by their long term leases at the Airport.

C. RECOMMEND ADOPTION OF AN ORDINANCE AMENDING THE FISCAL 1984-85 BUDGET TO PROVIDE FUNDS AND ALLOCATE POSITIONS FOR THE PROVISION OF CITY SERVICES TO THE RAINTREE/PROVIDENCE PLANTATION ANNEXATION AREA.

In June 1982 City Council adopted an ordinance annexing the Raintree and Providence Plantation areas effective May 1983. The property owners challenged this annexation in court. On July 6,

1984, the North Carolina Supreme Court rejected the property owners' last appeal, and the annexation became effective on July 16, 1984. Funds to provide City services to the annexed area were not included in the Fiscal 1985 budget because of the uncertainty of when the courts would make a final decision on the property owners' appeal. Therefore, City Council is now asked to adopt this ordinance to add a total of 38 new positions to the Departments of Police, Fire, Operations, and Transportation, and to estimate a budget increase of $1,020,000 to fund the salaries, benefits, and supplies for these positions. In addition to these operating costs, there are $222,227 in capital equipment costs for vehicles, trucks and fire equipment associated with this annexation. These capital equipment costs are being paid for from the Reserve for Annexation account.

The increased operating costs will be funded from the City's General Fund property tax levy of 57¢ on property in the annexation area, is estimated to yield $1,020,000. The City's property tax levy of 7¢ for Municipal Debt Service will yield $125,000 from the annexation area. These monies are being appropriated to the Reserve for Capital Improvement Projects which will be used for such projects as parks, public facilities, and transportation projects. Additional revenues from sales tax and gasoline tax can be expected from the newly annexed area.

This annexation also required the City to build a new fire station in the annexation area. Current plans are for the City to purchase and renovate the existing volunteer station at an estimated cost of $300,000. Funds were set aside for this purpose from the Fiscal 1983 General Revenue Sharing allocation.

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Bid List

17. RECOMMEND APPROVAL OF THE BID LIST AS SHOWN. THE FOLLOWING CONTRACT AWARDS ARE ALL LOW BID AND WITHIN BUDGET ESTIMATES UNLESS OTHERWISE NOTED. EACH PROJECT OR PURCHASE WAS AUTHORIZED IN THE ANNUAL BUDGET.

A. Water Meter Reading System, Electronic — Utility Dept.

Recommendation: By Utility Director and Purchasing Director that the low bid, Business Systems, Inc., Greenville, S. C., in the amount of $123,162.00, be accepted for award of contract.

The bid of Business Systems, Inc. was reduced by $22,410.00 by exercising the City's option to supply the computer hardware proposed in this bid. The City can purchase the same

computer hardware which consists of three (3) IBM XT computers for $13,899.90.

Product Description: This system will be used for reading meters and transmitting data to the Municipal Information System Computer in the Cameron Brown Building. It will replace a similar system which is no longer manufactured and has to be repaired with used parts.

Source of Funding: Utility Fund.

B. Water Distribution Project
16-Inch Water Main Along Beam Road
From York Road To Wilmount Road

Charlotte-Mecklenburg
Utility Department

Recommendation: Director, Charlotte-Mecklenburg Utility Department recommends that the low bid by Sanders Brothers, Incorporated of Charlotte, North Carolina in the amount of $390,478.04 be accepted for award of contract on a unit price basis.

Project Description: This project consists of laying approximately 12,618 linear feet of 16-inch Ductile Iron Pipe, 90 feet of 8-inch Ductile Iron Pipe, 9 Direct Bury Butterfly Valves, 6 Fire Hydrants, and various appurtenances within the existing road right-of-ways of Beam Road (S.R. 1157).

Source of Funding: Utility Fund.

C. Sanitary Sewer Construction
Mallard Creek Outfall - Phase II

Charlotte-Mecklenburg
Utility Department

Recommendation: Director, Charlotte-Mecklenburg Utility Department recommends that the low bid by R. F. Shinn Contractor, Incorporated of Concord, North Carolina in the amount of $162,648.50 be accepted for award of contract on a unit price basis.

Project Description: This project consists of laying approximately 1,310 linear feet of 30-inch Reinforced Concrete Pipe, four 5' Diameter Manholes and various other appurtenances within the sanitary sewer right-of-ways following Mallard Creek beginning at the existing 36" outfall on Mallard Creek

Outfall, Phase II, northwest of Mallard Creek Road, thence in a westerly direction and parallel to Mallard Creek (formerly known as Clarks Creek) 1300± linear feet to the terminus of the project.

On September 1 1979, the City of Charlotte and Mecklenburg County approved an agreement to advance $2,000,000 for extension of basic water and sanitary sewer services into an area of University Research Park. This project falls within the original scope of construction as outlined in the City-County agreement and will qualify for a portion of the remaining $685,000 sewer account balance.

Source of Funding: Utility Fund.

D. Fall Resurfacing - 1984 — Engineering

Recommendation: By the City Engineer that the low bid of $1,320,548.58, as submitted by Rea Construction Co., be accepted for award on a unit price basis.

Project Description: This project will include the resurfacing of approximately 46 miles of streets throughout the City.

This is one of two contracts bid each year to resurface City streets. The work is performed to maintain the City's approximately 1300 miles of streets. The funding is allocated by the State from the gasoline tax revenue distributed annually to cities and towns.

Source of Funding: Powell Bill.

E. Park Road Park Pavement Repairs, Phase II — Parks & Recreation Department

Recommendation: By the City Engineer that the low bid of $117,676.38, as submitted by Rea Construction Co., be accepted for award on a unit price basis.

Project Description: This project includes repair of deteriorated asphalt pavement in various parking lots at Park Road Park.

Source of Funding: 1978 Park Bond Funds/General Revenue Sharing.

F. Independence Park Parking Lot — Parks & Recreation Department

Recommendation: By the City Engineer that the low bid of $74,903.75, as submitted by Crowder Construction Co., be accepted for award on a unit price basis.

Project Description: The project includes construction of a 44-space parking area at the site of the old Park and Recreation Maintenance Facility to serve Independence Park.

Source of Funding: Capital Improvement Program - Park Improvements.

G. Park Road Park Lake Dredging — Parks & Recreation Department

Recommendation: By the City Engineer that the low bid of $102,286.80, as submitted by Crowder Construction Co., be accepted for award on a lump sum basis.

Project Description: This project includes dredging of the upper end of the lake to remove sediment that has been deposited by stormwater run-off. This is a maintenance project designed to improve the appearance and sanitary conditions of the lake as a significant park feature.

Source of Funding: General Revenue Sharing.

H. Neely-Skyland Drainage Improvements — Engineering

Recommendation: By the City Engineer that the low bidder's failure to execute the Non-Collusion Affidavit and Certificate of Non-Segregated Facilities, be waived as technicalities, and that the contract be awarded to the low bidder, Propst Construction Co., Inc. on a unit price basis for their bid of $161,236.50.

A review of the bid documents submitted by the low bidder revealed that the contractor failed to execute the Non-Collusion Affidavit and Certification of Non-Segregated Facilities. The City Attorney's Office has rendered an opinion that these items may be waived as technicalities. The contractor has

subsequently executed these forms, and is prepared to execute the contract if awarded.

Project Description: This project includes storm drainage improvements from Skyland Avenue through private property down to Orange Street along the Neely Street right-of-way.

Property owners in the drainage area petitioned for improvements to the drainage problems under the Storm Drainage Repair Policy. The property owners' share of the cost will be paid with Community Development Block Grant Funds.

Source of Funding: Storm Drainage Bonds and Community Development Block Grant Funds.

I. Walnut-Sumter Drainage Improvements Engineering

Recommendation: By the City Engineer that the low bidder's failure to execute the Non-Collusion Affidavit and Certificate of Non-Segregated Facilities, be waived as technicalities, and that the contract be awarded to the low bidder, Propst Construction Co., Inc. on a unit price basis for their bid of $191,081.70.

A review of the bid documents submitted by the low bidder revealed that he failed to execute the Non-Collusion Affidavit and Certification of Non-Segregated Facilities. The City Attorney's Office has rendered an opinion that these items may be waived as technicalities. The contractor has subsequently executed these forms, and is prepared to execute the contract if awarded.

Project Description: This project includes storm drainage improvements along Sumter Avenue from Walnut Avenue to the railroad tracks by Irwin Creek to alleviate street flooding problems.

Source of Funding: Storm Drainage Bonds.

J. Paving and Lighting of Concourse "C" Ramp Expansion and Concourse "D" Ramp Expansion Airport

Recommendation: Airport Manager recommends that the low bid by The Columbus Company of Columbus, Georgia, in the amount of

$1,587,000.66 be accepted for award of contract on a unit price basis.

Project Description: This project consists of furnishing materials, labor, equipment and all that may be incidental to and for all work required for paving and lighting of Concourse "C" Ramp Expansion and Concourse "D" Ramp Expansion as part of the Airport Terminal Expansion for Piedmont Airlines.

Source of Funding: Federal, State, and Local Airport Funds.

K. Television System Phase II. PS&I Dept.

Recommendation: By Public Service & Information Director and Purchasing Director that the low bid, Midwest Corporation, Charlotte, N. C., in the amount of $70,139.00, be accepted for award of contract.

Product Description: This television system will be used to produce training, public affairs, and government programming for use by City departments and on Cable Television. This is the second phase of a four phase program to equip production facilities in the new City-County Office Building.

Source of Funding: General Fund.

THE CITY ENGINEER IS RECOMMENDING THAT THE FOLLOWING BIDS, L. 1, 2, AND 3, BE REJECTED BECAUSE THE AMOUNTS BID ARE OVER BUDGET ESTIMATE.

L. (1) Fourth Ward Sidewalks, Phase V Engineering

Recommendation: By the City Engineer that the bids received be rejected because they exceed the budget estimate. (The low bid was 46% over the Engineering Department estimate of $221,099.28). The work will be rebid during the winter season.

Project Description: This project includes construction of brick paver sidewalks and granite curb in the Fourth Ward Historic District. Incidental storm drainage and paving are also included. Locations for the work are:

- North Poplar St. from West Trade Street to West Seventh Street
- West Sixth Street from North Pine Street to North Church Street

o West Tenth Street from North Graham Street to North Poplar Street

This project is a continuation of public improvements in the Fourth Ward Historic District approved by City Council in 1978.

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(2) Minor Intersection Improvements, Phase I — Engineering

Recommendation: By the City Engineer that all bids be rejected because they exceed the budget estimate.

Project Description: This project includes median and curb revisions at five intersections to improve traffic flow at the following locations.

1. Providence Rd. at Colville Rd.
2. Providence Rd. at Fairview Rd.
3. Providence Rd. at Olde Providence Rd.
4. Providence Rd. at International Dr.
5. Merriman Ave. at Spruce St.

These intersections were identified by the Charlotte Department of Transportation for improvements in conjunction with the transit system.

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(3) Memorial Stadium Improvements, Phase I — Parks & Recreation

GENERAL CONTRACT
Recommendation: By the City Engineer that all bids received be rejected because they exceed budget estimates.

ELECTRICAL CONTRACT
Recommendation: By the City Engineer that all bids received be rejected because they exceed budget estimates.

MECHANICAL CONTRACT
Recommendation: By the City Engineer that all bids received be rejected because they exceed budget estimates.

ITEM NO.

Project Description: This project consists of demolition of the existing restrooms, concession stands and concourse on the south side of Memorial Stadium. New restrooms, concessions and a wider concourse will be constructed. Park Drive will be reduced in width to 19'. The sewer line in Park Drive will be relocated and electrical service will be replaced.

The present restrooms and concessions are inadequate to serve crowds attending events at the stadium. In 1982, the architectural firm of Grier-Fripp Associates was hired to study the needed improvements and to create a Master Plan for the improvements. In the 1983-84 Capital Improvement Program, funds were allocated for the first phase of the improvements.

Agreements and Leases

18. A. RECOMMEND APPROVAL OF A ONE-YEAR CONTRACT BETWEEN THE CITY OF CHARLOTTE AND POWELL & JONES, INC. TO ASSIST IN THE TRANSPORTATION MARKETING PROGRAM, FOR A FEE NOT TO EXCEED $90,000.

Shortly after the City purchased the transit system from City Coach Lines in 1976, the City entered into an agreement with Illium Associates to provide marketing assistance. Since then the City has, with the exception of relatively short periods of time, maintained an association with a marketing or public relations firm to provide direction and creative support to City staff.

On May 23, 1984, the Charlotte Department of Transportation sent letters to 23 agencies inviting them to submit a letter of interest for a marketing contract. Nine firms submitted proposals prior to the June 8 deadline, including one joint proposal.

It is the concensus of staff that the joint proposal of Powell and Jones, Inc. and Cohn & Wolfe offers the results-oriented approach best suited to the City's needs. Under the joint proposal, Powell and Jones, Inc. will provide the project manager, and act as the lead agency for contractual purposes. Powell and Jones brings expertise in advertising and marketing; Cohn & Wolfe is an excellent public relations firm.

The maximum amount that can be expended under this contract is $90,000. In addition, the agency will place media buys for the system, at a total estimated cost of $141,000. The agency will place all media at net cost and will not receive a commission.

Funds are available in the Department's operating budget to cover this contract.

B. RECOMMEND APPROVAL OF A CONTRACT IN THE AMOUNT OF $36,000 WITH LITTON COMPUTER SERVICES FOR COMPUTER TIME AND SERVICES.

In 1979 the City began to develop a transportation modeling capability using transportation planning software developed for the Dallas/Fort Worth Council of Governments and financed by the Federal Government. This transportation modeling software allows the Department of Transportation to use socio-economic data provided by the Planning Commission and data concerning daily trip making characteristics in Charlotte to project current or future demand on alternative roadway systems and alternative transit systems for the community.

At the time the work began, the Department of Transportation obtained time-sharing computer services on an IBM system because the City-owned Burroughs system did not permit operation. Now that the City has changed over to compatible IBM equipment, the Department would like to continue to contract with Litton Computer Services (formerly Informatics), for access to the software. Litton was originally selected because the Dallas/Fort Worth software was up and running on their system, because they offered competitive rates with other time-sharing services, because the U.S. Department of Transportation (USDOT) maintains its transportation software on the same system, and because they offer superior technical assistance.

The transportation modeling workload for Fiscal 1985 will be extensive because it is a key part of the development of a 2005 Generalized Land Use Plan. Time-sharing services will be required under this contract for Fiscal 1985 but it is expected that the software will be available on the MIS system for Fiscal 1986.

Funds are available in the Charlotte Department of Transportation's operating budget to cover this contract amount.

C. RECOMMEND APPROVAL OF A CONTRACT WITH SUBSURFACE INVESTIGATION, INC. IN THE AMOUNT OF $40,000 FOR THE DESIGN OF LAKES AND DAMS AT REEDY CREEK PARK.

The approved Master Plan for Reedy Creek Park, prepared by DPR Associates, included the construction of three lakes and dams adjacent to the Multi-Use Meadow, the picnic overlook and a portion of the roadway. The construction of these dams is the next step in park development.

Since the design of the dams is outside the expertise of DPR Associates, the present designers of the Park, contract negotiations for this work were entered into with Subsurface Investigations, Inc., who for a total fee not to exceed $40,000 will design the lakes and dams at Reedy Creek Park consistent with the proposed

Zone Development Plan. The source of funding for this contract is Capital Improvement Program Budget - General Revenue Sharing.

D. RECOMMEND APPROVAL OF AN AMENDMENT TO THE LANDSCAPE ARCHITECTURAL CONTRACT WITH DPR ASSOCIATES IN THE AMOUNT OF $171,361 FOR THE COMPLETE DESIGN OF REEDY CREEK PARK, PHASE II.

In April 1977, the Charlotte Parks and Recreation Commission entered into an agreement with DPR Associates for a land use plan for Reedy Creek Park. This agreement has been amended twice to allow for the completion of the Park Master Plan and for the Phase I design.

Due to their previous involvement, contract negotiations were entered into with DPR Associates for the design of Phase II of the Park which includes all of the remaining elements of the Master Plan consistent with the proposed Zone Development Plan.

The major design elements contained in Phase II are the multi-use meadow, picnic overlook, primary electrical and water distribution systems, and environmental center. This amendment also includes construction administration for Phase I, and the multi-use meadow and the relocation of the Park Manager's residence, scheduled for construction in Fiscal 1985.

Phase II is estimated to cost $2,280,000 for a total estimated construction cost of $3,258,382. The source of funding for this contract is the Capital Improvement Program Budget - General Revenue Sharing.

E. RECOMMEND APPROVAL OF AN AGREEMENT FOR ENGINEERING SERVICES WITH DIAZ, SECKINGER & ASSOCIATES, INC. IN THE AMOUNT OF $107,400.00 FOR THE DESIGN OF THE PARKWOOD AVENUE EXTENSION FROM NORTH DAVIDSON STREET TO THE BRIDGE OVER THE SEABOARD SYSTEM RAILROAD TRACKS AT NORTH CALDWELL STREET.

On November 8, 1983, voters approved General Obligation Bond Funds in the amount of $1,680,000 for the Parkwood Avenue Extension. City Council is asked to approve an agreement with Diaz, Seckinger & Associates, Inc. for complete engineering and design services associated with this project, including property surveys, subsurface investigation administration, traffic control plans, street lighting plans, roadway design plans, landscaping plans, and utility relocation plans, at a maximum cost of $107,400. The firm of Diaz, Seckinger & Associates, Inc. was chosen according to to the approved Consultant Selection Procedure.

F. RECOMMEND APPROVAL OF A ONE-YEAR MAINTENANCE SERVICE AGREEMENT WITH TRINDEL AMERICA CORPORATION FOR THE UPKEEP OF THE HARDWARE AND SOFTWARE FOR THE AUTOMATED AIRPORT PARKING SYSTEM IN THE AMOUNT OF $83,400.

On January 11, 1982, City Council approved a contract in the amount of $818,435 with Trindel America Corporation for the installation of a revenue control system for the Airport's public parking lots. This parking system incorporates an on-line computer which provides management control over all fee collections through centralized control of all entrance gates, ticket dispensers, cashier terminals, and inventory equipment.

During the first two years of operation, routine and emergency maintenance has been performed by Trindel America Corporation as part of the installation contract. Because uninterrupted operation of this automated system is essential to insure parking revenue accounting controls and accurate parking fee calculations, City Council is now requested to approve a separate one-year service agreement in the amount of $83,400 with Trindel America Corporation to continue to provide preventive maintenance (including all parts and labor), emergency on-call repair icluding normal wear and tear replacement parts, and on-site system testing by factory trained technicians for the Airport's parking system. Due to the propriety nature of the computer software, only Trindel America can provide manufacturer computer software support and other services required for proper maintenance.

Funds are available in the Airport's operating budget to cover this contract.

G. RECOMMEND APPROVAL OF FORTY-NINE (49) LEASE AGREEMENTS WITH PRIVATE GENERAL AVIATION AIRCRAFT OWNERS FOR AIRCRAFT STORAGE FACILITIES AT CHARLOTTE/DOUGLAS INTERNATIONAL AIRPORT, WITH A MONTHLY FEE BASED UPON THE TYPE AND NUMBER OF AIRCRAFT TO BE STORED.

On March 12, 1984, City Council awarded contracts totaling $969,750 for construction of aircraft storage facilities on the five-acre site reserved by the City in the new general aviation area. These public aircraft storage facilities will be available for occupancy by September 15, and are available to a limited number of general aviation aircraft owners on a "first come-first serve" basis at the following monthly rental rates:

o Light Twin or Single Engine Shadeport	$125/month
o Light Twin or Single Engine T-Hangar	235/month
o Large Twin or Small Turbine Hangar	625/month

These monthly rates are comparable with similar facilities at other airports and maintain the Charlotte Airport's self-sustaining financial requirement.

City Council is now requested to approve lease agreements with general aviation aircraft owners for aircraft storage facilities which are to be operated and maintained by the City. These public

facilities will supplement the amount of covered aircraft storage available to aircraft owners who base their planes at Charlotte and will benefit both the fixed base operators and the overall general aviation community. Under these lease agreements the City agrees to lease covered aircraft storage space in the City's Public Storage Facilities for from one-to-five years and the tenants agree to pay the monthly rental rate as specified, the City agrees to operate and maintain the aircraft storage building and the tenants agree to maintain the leased premises, the tenants agree that no commercial business shall be conducted from the leased premises, and the tenants agree to indemnify and hold City harmless from all liability caused by their use of leased premises and to carry public liability insurance.

The City will receive an estimated $159,900 in lease revenues during the first year of this operation.

H. RECOMMEND APPROVAL OF AMENDMENTS TO CORRECT FEE TOTALS IN CONTRACTS FOR ENGINEERING SERVICES WITH FRANK B. HICKS ASSOCIATES, INC. FOR TWO BRIDGE REPLACEMENT PROJECTS.

On May 14, 1984, City Council approved two contracts with Frank B. Hicks Associates, Inc. to design the Sardis Road North Bridge Replacement and the Mountainbrook Road Bridge Replacement. Each contract listed the correct fees for each item of work; however, the amounts were incorrectly totaled, thereby resulting in incorrect contract amounts.

City Council is asked to approve contract amendments as follows to correct the errors:

1. Change the Sardis Road North Contract from the incorrect amount of $28,326.36 to the correct amount of $34,976.36.

2. Change the Mountainbrook Road contract from the incorrect amount of $20,466.90 to the correct amount of $26,206.90.

Sufficient funds have already been appropriated for these contracts.

Change Orders

19. A. RECOMMEND ADOPTION OF A BUDGET ORDINANCE TRANSFERRING FUNDS IN THE AMOUNT OF $335,487.79 FROM CAPITAL IMPROVEMENT PROJECT FUNDS TO THE TRYON STREET MALL ACCOUNT, AND APPROVAL OF CHANGE ORDER NO. 2 TO THE TRYON STREET MALL CONTRACT WITH WEISS BROTHERS CONSTRUCTION COMPANY, INC. TO WIDEN THIRD STREET, IN THE AMOUNT OF $335,487.79.

On May 14, 1984, City Council approved an agreement between the City of Charlotte and First Union National Bank whereby the bank donated to the City 1,468 square feet of property and a permanent 10' sidewalk easement. In exchange the City agreed to construct a retaining wall, widen the street, screen the property from Tryon Street and Third Street, provide an overhang easement above the sidewalk, and grant air rights for a future pedestrian walkway. The agreement and the exchange were made possible through the timely coordination of the City's interest in improving the intersection of Third Street at Tryon and the purchase and demolition of the old Wilder Builder by the Bank. Since this intersection has strategic access to the Transit Mall under construction, the City is able to carry out the Third Street Widening work with greater economy and efficiency by tying into the existing contract with the Weiss Brothers Construction Company.

City Council is requested to approve Change Order No. 2 with Weiss Brothers Construction Company, Inc. in the amount of $335,487.79, and to approve a transfer of funds from the right-of-way acquisition account and account balance of the Sardis Road Widening Project to the Tryon Street Mall account.

The City Engineer recommends that the widening of Third Street be treated as additional work under the Mall project for the following reasons:

- The work would have been treated as a part of the original contract if the Wilder Building had been demolished before that time.
- To reduce coordination problems by not adding a second contractor in the immediate Mall area.
- Less expense both in construction costs and staff costs. Widening Third Street now will allow construction of work items that if not coordinated with the Mall, would later have to be removed.
- Will allow for a November 21, 1984 completion date and the resumption of normal vehicular and pedestrian traffic.

Under this change order the retaining wall will be constructed and the street widened including the installation of concrete sidewalk, curb and gutter.

Approval of this change order will increase the contract amount to $8,087,510.37. The work associated with this change order will have no bearing on the terms for substantial completion of the Mall by November 21, 1984, approved on July 9, 1984.

B. RECOMMEND APPROVAL OF CHANGE ORDER NO. 1 TO THE SIDEWALK BOND PROGRAM, PHASE IV, CONTRACT WITH CROWDER CONSTRUCTION COMPANY, IN THE AMOUNT OF $105,378.90, FOR MAJOR CURB AND SUBGRADE REPAIRS NEEDED TO COMPLETE CONSTRUCTION OF NEW SIDEWALK BEGUN ALONG SHEFFIELD DRIVE.

ITEM NO.

On February 13, 1984, City Council awarded a contract in the amount of $220,049.39 to Crowder Construction Company for construction of sidewalk at nine (9) locations throughout the City, including Sheffield Drive, between Woodland Drive and Tarrington Avenue. Before work was begun on Sheffield Drive, it was determined that the extremely poor condition of the roadway would make the sidewalk constructiuon very difficult because of deterioration and major subgrade problems.

In an attempt to complete the repairs before further deterioration occurred this winter, a change order has been negotiated with Crowder Construction Company at a favorable price.

Funds will be used to replace a portion of concrete rolled curb, make needed vertical adjustments to allow for proper drainage, and provide for subgrade repairs. Upon completion of these repairs, a four (4) foot wide sidewalk will be constructed and the street resurfaced using previously approved funds.

The source of funding is Powell Bill and Sidewalk Bonds.

C. RECOMMEND APPROVAL OF CHANGE ORDER NO. 1 TO THE OLDE PROVIDENCE DISTRICT PARK CONTRACT WITH JAMES R. VANNOY AND SONS CONSTRUCTION CO., INC., IN THE AMOUNT OF $12,675.00, TO FUND THE CONSTRUCTION OF FOUR SAND CLAY SOFTBALL INFIELDS AND THE EXTENSION OF A WATER LINE.

On January 9, 1984, City Council awarded a contract to James R. Vannoy and Sons Construction Co., Inc. in the amount of $139,998.00 for construction of Olde Providence District Park. The contract included the construction of four (4) combination softball/soccer fields, two (2) practice softball/soccer fields, picnic facilities and a restroom building.

City Council is now requested to approve Change Order No. 1 with James R. Vannoy and Sons Construction Co., Inc. in the amount of $12,675.00 to fund the following additional work:

- Upgrade Softball Infields - The Park and Recreation Department has requested that sand and clay infields be constructed on the four (4) softball fields instead of grassed infields which will lower annual maintenance costs.

- Extend water line - The water line's original point of connection cannot be used and will require extension to a new point of connection.

The change order will increase the contract to a new total of $152,673. Funds are available from the 1978 Park Bonds to cover this increase.

D. RECOMMEND APPROVAL OF A CHANGE ORDER IN THE MECHANICAL CONTRACT WITH AIR MASTERS, INC. FOR ADDITIONAL WORK AT THE TRANSIT MAINTENANCE AND OPERATIONS CENTER IN THE AMOUNT OF $9,745.89.

Construction contracts for the Transit Maintenance and Operations Center were awarded in October 1983. The Mechanical Contract was awarded to Air Masters, Inc. in the amount of $356,160. Several changes have been recommended since contract award that would make the buildings safer and more serviceable.

- The Fire Department has recommended the installation of fire-rated dampers in the Service Building and two exhaust fans, louvers and controls in the wheel alignment and inspection pits.

- The consultants have recommended a change in the carbon monoxide exhaust system to allow greater ease in bus servicing.

The project architect has reviewed the cost of these changes and found them to be reasonable. This change order will increase the mechanical contract with Air Masters, Inc. from $356,160 to $365,905.89. Funds for this work are available in the project budget.

Amendment to the Speed Limit Ordinance

20. RECOMMEND APPROVAL OF AN ORDINANCE LOWERING THE SPEED LIMIT ON FIVE NEIGHBORHOOD STREETS FROM 35 MILES PER HOUR TO 25 MILES PER HOUR. THE STREETS ARE CAROLYN DRIVE IN DOUGLAS ACRES, BASCOM STREET AND SHENANDOAH AVENUE IN CHANTILLY, COLONY ROAD IN MYERS PARK, AND HOLTON AVENUE IN GILREATH.

On May 14, 1984, City Council approved a policy to permit a lower than 35 mph speed limit on residential streets. The policy requires that the residents submit a petition signed by 75 percent of the residents or property owners on the street and that an engineering evaluation be conducted by the Department of Transportation to determine if the lower speed limit is appropriate.

Five streets in four neighborhoods have had petitions validated and are determined by the engineering study to be appropriate for a 25 mile per hour speed limit. These streets are Carolyn Drive in Douglas Acres, Bascom Street and Shenandoah Avenue in Chantilly, Colony Road in Myers Park, and Holton Avenue in Gilreath. Two 25 mile per hour school speed zones will no longer be necessary and will be eliminated as a result of this action. One is on Colony Road, and the other is on Shenandoah Avenue.

They will be removed to eliminate any redundancy between the school zone and the new speed limit. Advance school warning signs will be retained.

Personnel Actions

21. A. RECOMMEND ADOPTION OF A RESOLUTION AMENDING THE PAY PLAN TO ADD THE CLASSIFICATIONS OF TREATMENT PLANT MECHANIC I, PAY RANGE 13, ($15,192-$19,390) AND TREATMENT PLANT MECHANIC II, PAY RANGE 16 ($17,587-$22,447).

At the request of the Utilities Director, the Personnel Department has reviewed three positions which comprise a maintenance crew responsible for major repair and installation work at the City's water treatment plant facilities. This review indicates the need to establish the classification of Treatment Plant Mechanic I, Pay Range 13, for two of the incumbents and the classification of Treatment Plant Mechanic II, Pay Range 16, for the crew supervisor position.

This crew was established in 1982 to perform the more complex repair and installation work at pumping stations, booster stations, water tanks and the two treatment plants. Duties involve complex repair work in a wide variety of systems and require plumbing, electrical and mechanical knowledge and experience at the journeyman level.

The Fiscal 1985 cost of these classification changes is approximately $2,990 which can be accommodated within the current departmental appropriation.

B. RECOMMEND ADOPTION OF A RESOLUTION AMENDING THE PAY PLAN TO ADD THE CLASSIFICATION OF DISPUTE SETTLEMENT SPECIALIST, PAY RANGE 16 ($17,587 - $23,569).

A dispute settlement program to mediate interpersonal disputes as an alternative to the court system was established by City Council in Fiscal 1984 as a part of the Charlotte-Mecklenburg Community Relations Committee. Since its inception, the program has been coordinated by an Administrative Assistant I, Pay Range 14, with responsibilities for program administration and clerical support.

Recently a large number of Community Relations Committee staff activities have been automated, allowing for delegation of the major clerical assignments of this position to other departmental clerical staff. This reassignment of duties will enable the subject position to increase the number of disputants served,

increase public promotion of the program, and analyze program performance for maximum effectiveness.

Consequently, the greater emphasis on professional duties has significantly strengthened the position and justify reclassification to Pay Range 16 and a title change to Dispute Settlement Specialist to reflect the assigned area of responsibilities.

The Fiscal 1985 cost of establishing this position is approximately $600, which can be accommodated within the current departmental appropriation.

Resolutions

22. A. RECOMMEND ADOPTION OF A RESOLUTION OF INTENT TO ABANDON A PORTION OF MUSTANG LANE LOCATED OFF THE 8500 BLOCK OF SOUTH BOULEVARD AND SET MONDAY, SEPTEMBER 10, 1984 AT 7:30 PM AT THE DISTRICT 7 CITY COUNCIL MEETING AS THE PUBLIC HEARING DATE.

B. RECOMMEND ADOPTION OF A RESOLUTION OF INTENT TO ABANDON AN ALLEYWAY OFF SOUTH CEDAR STREET LOCATED IN THE THIRD WARD REDEVELOPMENT AREA AND SET MONDAY, SEPTEMBER 24, 1984 AT 3:00 PM IN THE CITY COUNCIL CHAMBER AS THE PUBLIC HEARING DATE.

C. RECOMMEND ADOPTION OF A RESOLUTION OF INTENT TO CLOSE A PORTION OF WILORA LAKE ROAD AND SET MONDAY, SEPTEMBER 10, 1984 AT 7:30 PM AT THE DISTRICT 7 CITY COUNCIL MEETING AS THE PUBLIC HEARING DATE.

City Council adopted the Albemarle Road Small Area Plan as a Policy guide in 1982. A recommendation of the plan was to close Wilora Lake Road and construct permanent cul-de-sacs. Wilora Lake Road, is classified as a residential street, and although it intersects a major thoroughfare at either end, it is not intended to serve any through traffic. The closing would separate the northern, residential portion toward Sharon Amity Road from the southern portion toward Albemarle Road. Land use in the vicinity of the southern portion is predominantly commercial and nearby tracts of vacant land seem well suited for commercial or multi-family development. Closing the street would serve to protect the residential area from future commercial and cut-through traffic.

Three petitions requesting to rezone vacant land near the southern portion of Wilora Lake Road to commercial and multi-family uses are currently pending. A major factor in these rezoning cases is the closing of Wilora Lake Road and the resulting protection for the residential area from commercial traffic.

D. 1. RECOMMEND ADOPTION OF A RESOLUTION AUTHORIZING THE MAYOR TO EXECUTE A SUPPLEMENTAL AGREEMENT WITH THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION TO AMEND THE STATE'S PARTICIPATION IN THE TRANSIT MAINTENANCE FACILITY GRANT.

The City has an approved grant from the Urban Mass Transportation Administration and the North Carolina Department of Transportation to assist in the construction of the facility which calls for ten percent participation. The City has since learned that D. R. Allen & Sons, one of the prime contractors in the construction project, has been suspended from the North Carolina Department of Transportation's list of pre-qualified contractors and therefore the State cannot participate in any costs incurred by D. R. Allen & Sons. The State's share of this contract alone would have been $486,433; it now drops to $396,067.

In order to lessen the impact to the City, the State has proposed an amendment to the agreement that would increase their participation in all other activities of this grant project by an additional ten percent, excluding costs incurred by the suspended contractor. The new agreement would raise the State's grant allocation from $882,500 to $792,134. Since this total is still short of the amount required to fully encumber the project, City Council is being asked to increase the City share by transferring an additional appropriation in the amount of $160,366 from the 1981 Transit Facility Bonds. Of the $160,366 total, $90,360 makes up the State difference, and $70,000 is for anticipated change orders.

2. RECOMMEND ADOPTION OF AN ORDINANCE REVISING THE SOURCES OF REVENUE AND PROVIDING A SUPPLEMENTAL APPROPRIATION FOR CONSTRUCTION OF THE TRANSIT OPERATIONS AND MAINTENANCE FACILITY.

E. RECOMMEND ADOPTION OF A RESOLUTION AUTHORIZING THE MAYOR TO EXECUTE A MUNICIPAL AGREEMENT AMENDMENT WITH THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION FOR TRAFFIC IMPROVEMENTS AT NORTH GRAHAM AND SIXTH STREET.

The City and the North Carolina Department of Transportation executed an agreement in February 1984 for construction of a traffic island at 6th Street and North Graham under which the City was responsible for the relocation of a traffic signal pole and be reimbursed by the State for up to $1,300. Because an automobile accident has caused heavy damage to the pole and immediate action is necessary to make repairs, the proposed amendment will allow City to construct the island and build a new base, install a new pole and install final pavement markings for which the State will reimburse the City up to a total of $4,350.

F. RECOMMEND ADOPTION OF A RESOLUTION AUTHORIZING THE CITY MANAGER TO APPLY FOR AND ACCEPT A SECTION 8 PLANNING GRANT FROM THE URBAN MASS TRANSPORTATION ADMINISTRATION AND THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION FOR A TOTAL PROJECT COST OF $60,027. ($48,021 FROM THE URBAN MASS TRANSPORTATION ADMINISTRATION, $6,003 FROM THE STATE OF NORTH CAROLINA AND $6,003 FROM THE CITY OF CHARLOTTE).

The City of Charlotte applies annually for a transportation planning assistance grant under Section 8 of the Urban Mass Transportation Act.

As an element of the planning process which supports preparation of the Generalized Land Use Plan, Thoroughfare (Transportation) Plan, Transportation & Land Development Plan (TAP), Transportation Improvement Program (TIP), and Transit System Financial Management Plan, the Charlotte Department of Transportation has developed a transportation system simulation capability to evaluate the effectiveness of alternative potential investments in transportation facilities and services, as well as the effect on transportation of alternative development strategies. This simulation system, in turn, is composed of several models, the most critical of which are (1) trip generation, which estimates the total amount of travel; (2) trip distribution, which estimates the origins and destinations of travel; and (3) mode choice, which estimates the amount of travel by transit and automobile. These models are sensitive to both changes in the highway network and transit service and to characteristics of the population of the area. To gain the greatest benefit from these models, accurate calibration is needed. Currently, calibration is based on surveys performed in the late 1950's and in 1969. Since these two surveys were conducted, there have been major changes in households, in attitudes toward driving and in travel patterns.

The Department of Transportation proposes, under its Fiscal 1985 Section 8 Planning Grant, to hire a consultant to design, perform, process and summarize a small sample home interview survey to update these earlier surveys. Although consultant proposals for methodology will be evaluated on criteria of quality (statistical confidence) and cost, it is anticipated that the methodology will involve approximately 1200 direct, in-home interviews.

It is anticipated that the work would be divided into three broad tasks:

1.	Design and selection of sample	($8,000)
2.	Administration, coding, and verification of the survey and data	($44,000)
3.	Tabulation and summary of survey results	($8,000)
	TOTAL	$60,000

Consultant use is proposed because of the intensive short-term nature of the project and the specialization of skills and experience needed.

G. RECOMMEND ADOPTION OF A RESOLUTION APPROVING A MUNICIPAL AGREEMENT WITH THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION FOR INTERSECTION IMPROVEMENTS AT SHARON AMITY ROAD AND ALBEMARLE ROAD.

As part of its Transportation Systems Management program, City Council has funded the improvement of the Sharon Amity Road/Albemarle Road intersection in the amount of $362,000. The total estimated project cost is $562,000, with the additional $200,000 being paid by the State.

Under the terms of the agreement, the City will prepare all construction and right-of-way plans, acquire all right-of-way, advertise and award the project for construction, all within the provisions and approval of the State. The State will then reimburse the City based upon monthly invoices submitted and upon the percentage of work completed.

H. RECOMMEND ADOPTION OF A RESOLUTION APPROVING A MUNICIPAL AGREEMENT WITH THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION FOR ADDITIONAL CONSTRUCTION ON I-277 FROM I-77 EASTERLY TO CEDAR STREET.

The State is continuing with the construction of I-277, the John Belk Freeway, around the Charlotte Central Business District. This agreement will cover portions of the project from I-77 easterly to Cedar Street and calls for the State and the Federal Highway Administration to bear all right-of-way and construction costs on the project including the relocation and reconstruction of certain City-owned water and sewer lines. There are no financial obligations for the City under this contract other than normal maintenance and operation of utilities following construction and routine traffic control devices.

I. RECOMMEND ADOPTION OF A RESOLUTION AUTHORIZING THE EXECUTION OF A DEED TO CONVEY THE FORMER MECKLENBURG COUNTY ANIMAL SHELTER BACK TO MECKLENBURG COUNTY (OPTION 4).

The City of Charlotte and Mecklenburg County Animal Control Departments were consolidated under the city's Operations Department as part of an agreement dated August 9, 1982 in which the County agreed to pay 36% of the cost to expand the the animal control facility to accommodate the consolidation. As partial payment for

the County's share, it deeded to the City its former animal control facility located on Lancaster Street in May of 1983. The consolidation agreement amendment allows the city to either sell or lease the facility on Lancaster Street with the proceeds applying towards the county's 36%. The Real Estate Division of the Engineering Department has been soliciting interested parties in this property; however little interest has been shown.

In February 1984 Mr. Mitchell T. Grant, Chairman of the Board of Open House Counseling Service, requested that the property be transferred to Open House to be used as green space for its residential clients and visiting families. No action was taken by City Council pending a review and report from the City Manager's Office concerning the City's options relating to this facility. Briefly those options were:

Option #1
Sell the property and credit the sales amount against the County's 36% to the expansion of the City's facility.

Option #2
Lease the property and credit the lease payment against the County's obligation.

Option #3
With County Commission approval, lease or donate the property to be used by Johnnie McLeod Residential Center. This option would not generate any revenue that could apply towards the County's obligation and therefore the County would be expected to pay its full 36% of the expansion costs.

Option #4
Deed the property back to the County to dispose of it. The County will then pay the approximate $100,000 or 36% of the expansion costs.

The City and County Managers concur that Option #4 be approved and adoption of this resolution will permit the action necessary to implement this. It is the City's understanding that once Option #4 is accepted, the way is cleared for the County Board to consider granting the request made by Open House.

J. RECOMMEND ADOPTION OF A RESOLUTION AUTHORIZING THE REFUND OF CERTAIN TAXES IN THE TOTAL AMOUNT OF $2,519.47 WHICH WERE ASSESSED THROUGH CLERICAL ERROR OR ILLEGAL LEVY AGAINST 36 TAX ACCOUNTS.

Housing Code Enforcement

23. A. RECOMMEND ADOPTION OF AN ORDINANCE TO RENOVATE THE HOUSE LOCATED AT 2721 WATSON DRIVE DECLARED UNFIT FOR HUMAN HABITATION USING THE IN REM REMEDY AND AUTHORIZE THE CITY MANAGER TO APPROVE A CONTRACT FOR SUCH WORK.

This house was inspected on March 2, 1984, and found to be unfit for human habitation. The owner was notified on March 5, 1984, by certified mail that a hearing would be held on March 28, 1984. The owner was ordered to repair the house by May 18, 1984. The house is now occupied, and the owner has not corrected the unfit conditions. The estimated value of the house is $16,920.00, and the lowest responsible bid received to repair the house is $1,450.00 which is less than 65% of the value of the house. Repairs include: removing mold and mildew on walls, painting exterior wood trim, replacing missing and defective window screens, painting all walls in bedroom, painting ceiling in kitchen, exterminating house for roach infestation.

B. RECOMMEND ADOPTION OF AN ORDINANCE TO DEMOLISH AND REMOVE THE HOUSE LOCATED AT 1820 N. HARRILL STREET.

This house was inspected on November 11, 1983 and found to be unsafe and unfit for human habitation. The owner was notified on March 23, 1984 by certified mail that a hearing would be held on March 30, 1984. The owner was ordered to demolish the house by June 25, 1984. The owner is unwilling to complete the demolition and correct the dangerous conditions. The estimated value of the house is - $0 - and the estimated cost to complete the demolition is $1,200. Violations include removing foundation walls, removing chimney base, grading lot and filling in basement area.

Housing Loans

24. A. RECOMMEND APPROVAL OF THE FOLLOWING LOANS FOR PERMANENT FINANCING TO PURCHASE PROPERTY IN THE PLAZA-MIDWOOD REDEVELOPMENT AREA UNDER THE PLAZA-MIDWOOD LOAN PROGRAM.

Borrower	Property Address	Loan Amount	Appraised Value
Lawrence W. Stubbs & Deanna C. Stubbs	1506 Belle Terre Ave.	$42,750	$50,000
Ettre Vee T. Howard	1824 Thomas Avenue	$46,450	$49,000
David W. Young	2107 The Plaza	$44,000	$50,500

The Plaza-Midwood Loan Agreement between the City and First Union National Bank in the amount of $3,000,000 was approved on August 30, 1983. The interest rate on loans under the program is 9-7/8%.

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

B. RECOMMEND APPROVAL OF THE FOLLOWING LOANS FOR PERMANENT FINANCING TO PURCHASE PROPERTY IN THE THIRD WARD AREA UNDER THE THIRD WARD LOAN PROGRAM.

Borrower	Property Address	Loan Amount	Appraised Value
Sam R. Baucom	216 South Clarkson St., Unit E	$61,700	$64,950
Carol E. Bass & Eudora Anne Barber	244-6 Cedar St. Commons	$38,500	$41,000
Leonard C. House	300-6 South Cedar St.	$38,400	$40,450
Allison D. Jones Unit G	216 South Clarkson St.,	$50,750	$53,450
Sean E, Murphy & Friley A. Saucier	Unit 11, Clarkson Green	$91,200	$96,500
David J. Hatley	922 Greenleaf Ave.	$55,550	$59,000
W. Joe Goodman, Jr.	300-10 Cedar St.	$53,650	$56,500
Graham Thomas Johnson	Unit 37 Clarkson Pl.	$80,950	$85,250
Margaret L. O'Leary	Unit I, Cedar Square	$52,600	$56,000
Lawrence E. Futral	Unit 14, Clarkson Green	$65,000	$87,900

The Third Ward Loan Agreement between the City and North Carolina National Bank in the amount of $15,000,000 was approved on December 14, 1981, and amended December 19, 1983. The interest rate on loans under the program is 9-3/4%.

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

Rehabilitation Loan

25. RECOMMEND APPROVAL OF A LOAN AGREEMENT, UNDER THE CITY-WIDE HOUSING REHABILITATION LOAN PROGRAM, BETWEEN THE CITY OF CHARLOTTE AND THE FOLLOWING APPLICANT IN THE AMOUNT INDICATED.

Applicant	Property Address	Area	# of Units	Term	Int. Rate	Loan Amount
James L. Myers & wife/Kathey	1224 Camp Greene Street	City Wide	1	20 Yrs.	9%	$21,200

The loan application has been reviewed by the City Loan Officer, Community Development Department, and all criteria for qualifying for financial assistance have been met by the applicant in accordance with the requirements outlined for the Community Development Loan and Grant Program.

Amendment to Land Sale Agreement

26. RECOMMEND APPROVAL OF AN AMENDMENT TO CONTRACT FOR SALE OF LAND TO JAMES G. GERRARD - THOMAS M. GERRARD AND MARY ANNE PITTMON IN THE GREENVILLE URBAN RENEWAL AREA FOR THE SALE OF BLOCK 20, PARCEL NO. 1, LOCATED AT 700 SEABOARD STREET, FOR $18,130.00, WHICH EXTENDS THE DEADLINE FOR SUBMITTING CONSTRUCTION PLANS AND THE DELIVERY DATE OF THE DEED FROM JULY 17, 1984, TO JANUARY 31, 1985, OR ON SUCH EARLIER DATE AS THE CITY AND THE PURCHASERS MAY AGREE.

On July 22, 1983, a bid opening was held and one bid was received from James G. Gerrard-Thomas M. Gerrard and Mary Anne Pittmon for the purchase of Block 20, Parcel No. 1, located at 700 Seaboard Street. The City Council approved the sale at a sales price of $18,130.00 on September 26, 1983. This parcel contains 51,180 square feet and is for the development of a tire retreading facility - offices and warehouse. The Redevelopers have requested a six months extension of time for submitting construction plans and securing adequate financing to pursue their development because of unforeseen economic conditions.

Condemnation Settlement

27. RECOMMEND THAT THE CITY SETTLE CITY OF CHARLOTTE V. LEO GROSSWALD, (TRYON-CHURCH CONNECTOR PROJECT) FOR THE TOTAL AMOUNT OF $118,450, PLUS THE CONVEYANCE TO THE DEFENDANTS FROM THE CITY OF A 700 SQUARE FOOT REMNANT OWNED BY THE CITY (ADDITIONAL DEPOSIT OF $18,750).

On October 28, 1982, the City condemned portions of two tracts belonging to Leo Grosswald and other specified individuals. The property was needed for the Tryon-Church Connector Project and is located on North Church Street at its intersection with the access road for Brookshire Boulevard. One parcel is improved and the resulting condemnation took 1,673 square feet out of a total of 28,947 square feet. While the building on the property is not directly affected, a substantial portion of the parking and loading dock area was taken. As a result, the property owners' ability to load and unload large trucks is severely affected. The other parcel is vacant and had 4204 square feet condemned out of a total of 8,297 square feet. The City deposited a total of $99,700 with the Court upon the filing of these two condemnations as the City's estimates of just compensation.

It is recommended that these condemnations be settled by depositing the additional sums totaling $18,750 with the Court for payment to the property owners, together with the conveyance of a remnant obtained in another condemnation (City of Charlotte v. B. V. Belk, Jr. and wife, Harriet Belk). The other condemnation involved the acquiring property for this same project. The estimated value of the remnant is $750. The remnant has value as a parking solution to the property owners in this condemnation.

Encroachment Agreement

28. RECOMMEND APPROVAL OF AN ENCROACHMENT AGREEMENT BETWEEN THE CITY AND NCNB NATIONAL BANK OF NORTH CAROLINA IN CONJUNCTION WITH THE LOCATION OF A SUBTERRANEAN VAULT WITHIN THE RIGHT-OF-WAY OF THE TRANSIT/PEDESTRIAN MALL PROJECT.

During design stages of the Tryon Street Transit/Pedestrian Mall, seventeen (17) properties were identified as having subterranean vaults and basements encroaching into involved street right-of-ways. In May 1983, affected property owners were presented the option of eliminating the vaults and basements or entering into an encroachment agreement with the City. Since that time, previously recorded encroachment agreements have been confirmed for two (2) locations, eight (8) new agreements have been executed, and four vaults or basements within the right-of-way are being eliminated in conjunction with Mall construction.

The Engineering Department is now presenting an agreement representing a subterranean vault having dimensions of approximately 46'-9" by 14'-6" beneath North Tryon Street owned by NCNB National Bank of North Carolina.

This vault has been certified by a professional engineer to meet structural specifications of the North Carolina Building Code and is acceptable to the Engineering Department.

It is requested that City Council approve the subject encroachment agreement with NCNB National Bank of North Carolina. The owner is responsible for maintenance of the vault and will hold the City harmless for any claims or damages associated with this encroachment.

Storm Drainage Improvement Project

29. RECOMMEND APPROVAL FOR CONSTRUCTION OF STORM DRAINAGE IMPROVEMENTS ON PRIVATE PROPERTY FROM 2200 CLOISTER DRIVE TO 1827 CAVENDISH COURT IN ACCORDANCE WITH THE STORM DRAINAGE REPAIR POLICY, AND ASSESS ONE-FIFTH OF THE COST TO ONE OF THE PROPERTY OWNERS INVOLVED.

In January 1984, the Engineering Department investigated a drainage problem affecting several properties on Cloister Drive. The problem involved flooding of yards and a garage, and erosion along a channel. Assistance to relieve the problem was offered through the City's Storm Drainage Repair Policy. On July 9, 1984, a petition was received requesting the City make improvements to the channel. Work required to correct the problem is entirely on private property and involves shaping and armoring with stone rip rap approximately 175-feet of open channel. The estimated cost for this project is $18,500. In accordance with the Storm Drainage Repair Policy, the City pays four-fifths of the cost ($14,800) and the involved property owners share the remaining one-fifth ($3,700).

The owner of the two lots most affected by the problem has committed to pay the entire one-fifth share. The other two property owners have signed the petition requesting that the improvements be made and agreeing to donate the necessary construction easements.

The source of funding is the $1.5 million dollar storm sewer bond approved in 1978.

Utility Agreements

30. RECOMMEND APPROVAL OF CONTRACTS BETWEEN THE CITY OF CHARLOTTE AND THE APPLICANTS LISTED BELOW:

The applicants are to construct the entire systems at their own proper cost and expense. The City is to retain all revenue. There is no cost to the City and no funds are needed. The Utility and Planning Directors recommend approval.

These are extension contracts for new subdivision development in accordance with the Water/Sewer Extension Policy. They concern construction by the following applicants:

1. Rea Brothers Management Company, to construct 2,822 linear feet of 8-inch sanitary sewer main to serve Carmel Station Section 4 Subdivision, located east of Carmel Road, south of Carmel Hills Drive and north of N. C. Highway 51, inside the Charlotte City Limits. Sanitary Sewer Job No. 621-84-084. Estimated Cost - $70,550.00.

2. La Quinta Motor Inns, Inc., to construct 1,647 linear feet of 8-inch sanitary sewer mains to serve La Quinta Motor Inn, located north of I-85, east of Mulberry Church Road and south of Tuckaseegee Road, inside the Charlotte City Limits. Sanitary Sewer Job No. 621-84-054. Estimated Cost - $49,410.00.

3. Sunnybrook Corporation, to construct 1,022 linear feet of 8-inch sanitary sewer main to serve Sunnybrook Subdivision, located east of Windsor Drive, south of Fairfax Drive, and west of Briar Creek, inside the Charlotte City Limits. Sanitary Sewer Job No. 621-84-025. Estimated Cost - $25,575.00.

4. University Research Park, to construct 2,317 linear feet of 8-inch sanitary sewer main to serve David Taylor Drive, located north of W. T. Harris Boulevard, east of Mallard Creek Road and west of I-85, outside the Charlotte City Limits. Sanitary Sewer Job No. 621-84-012. Estimated Cost - $57,925.00.

5. The Foundation Of The Charlotte Jewish Community, Inc., to construct 956 linear feet of 12-inch sanitary sewer trunk main to serve The Charlotte Jewish Community, Inc., located east of Providence Road, south of Jefferson Drive and north of Pine Tree Drive, inside the Charlotte City Limits. Sanitary Sewer Job No. 621-84-081. Estimated Cost - $28,740.00.

6. JRS Enterprises Inc., to construct 9,026 linear feet of 8-inch sanitary sewer mains to serve Morris Farms Phase I, located south of Lawyers Road, east of Spicewood Drive and west of Lebanon Road, outside the Charlotte City Limits. Sanitary Sewer Job No. 621-84-044. Estimated Cost - $225,650.00.

7. JRS Enterprises, Inc., to construct 3,569 linear feet of 8-inch sanitary sewer trunk main to serve Morris Farms Subdivision, located south of Lawyers Road, east of Spicewood Drive and west of Lebanon Road, outside the Charlotte City Limits. Sanitary Sewer Job No. 621-84-063. Estimated Cost - $107,880.00

8. Harrington/Dowd Realty Company, to construct 1,755 linear feet of 8-inch sanitary sewer main to serve Crofton Subdivision, located south of Alexander Road, east of Providence Road and north of N. C. Highway 51, outside the Charlotte City Limits. Sanitary Sewer Job No. 621-84-065. Estimated Cost - $43,875.00.

9. Kale Knitting Mills, to construct 860 linear feet of 8-inch sanitary sewer main to serve Hillstone Subdivision, located west of Sandy Porter Road, east of Steele Creek Road and north of Westinghouse Boulevard, outside the Charlotte City Limits. Sanitary Sewer Job No. 621-84-059. Estimated Cost - $21,500.00.

10. Wexford Associates, to construct 4,743 linear feet of 8-inch sanitary sewer main to serve Wexford Subdivision, located north of University City Boulevard, east of Harris Houston Road and west of the Cabarrus County Line. Sanitary Sewer Job No. 621-84-073. Estimated Cost - $118,575.00.

Street Maintenance

31. RECOMMEND ACCEPTANCE OF 1.42 MILES OF STREET FOR CONTINUOUS MAINTENANCE BY THE CITY OF CHARLOTTE, NORTH CAROLINA.

These streets were constructed in accordance with the Charlotte Subdivision Ordinance and have been approved by the Engineering Department.

Following the addition of these streets, the City Street System will stand at 1298.78 miles.

A complete list of street names and locations is available in the City Clerk's Office.

Property Transactions

32. RECOMMEND APPROVAL OF THE FOLLOWING RIGHT OF WAY ACQUISITIONS:

A. Acquisition of 1,832 square feet of permanent drainage easement, at 7327 Cornwell Lane, from Henry D. Harper and wife, Jeanne S. Harper, for $1.00, for Storm Drainage Repair - 2000 Block of Ranchwood Drive. (Permanent Easement)

B. Acquisition of 86.04 square feet, at 1511 Chestnut Avenue, from Phillip E. Jones and Marion N. Jones, for $1.00, for the Proposed Sidewalk Construction - Pecan and Chestnut Avenues. (Permanent Easement)

C. Acquisition of 340 square feet plus temporary construction easement, at 1017 North Wendover Road, from the Mecklenburg County ABC Board, for $2,700.00, for the Wendover Road Intersection Improvements. (Right-of-Way Agreement)

D. Acquisition of 1,870± square feet for street improvements, at 1031 Amble Drive, from Isomat, Incorporated, for $1.00, for Amble Drive Street Improvements. (Right of Way Agreement)

E. Acquisition of 246.30 linear feet plus severance: cost of moving storage building, at 601 Silverleaf Road, from John Patrick George and wife, Elizabeth H., for $950.00, for Sanitary Sewer Trunk to Serve Silverleaf Road. (Easement)

F. Acquisition of 264.00± square feet for the installation of a water meter vault, at the 6500 Block of Quail Hollow Road, from Paulsen McGuire Group #3, for $1.00, for Water Meter Vault on Quail Hollow Road. (Easement)

G. Acquisition of 4,235± square feet of temporary construction easement plus large trees, at 8610 Belhaven Boulevard, from Royce N. McNeill and wife, Doris B. McNeill, for $500.00, for Sanitary Sewer to serve Westbourne Subdivision - Phase I. (Temporary Construction Easement)

H. Acquisition of 162.67 linear feet plus a temporary construction easement, at 5116 Harri Ann Drive, from Harry V. Todd and James S. Thompson, for $1.00, for Sanitary Sewer to serve Harri Ann Drive. (Easement)

I. Acquisition of 234.49 linear feet plus temporary construction easement, at 8105 Lawyers Road, from Ted O. Gillis and Martha T. Gillis, for $235.00, for Sanitary Sewer to Serve Harri Ann Drive. (Easement)

J. Acquisition of 105.90 linear feet plus a temporary construction easement, at 5004 Harri Ann Drive, from Lyndell D. Thompson and wife, Lois Thompson, for $125.00, for Sanitary Sewer to serve Harri Ann Drive. (Easement)

K. Acquisition of 176.08 linear feet plus severance: trees and construction easement, at 1825 Rozwood Drive, from Frank C. Roberts, for $500.00, for Sanitary Sewer to serve Westbourne Subdivision - Phase I. (Easement)

L. Acquisition of 53.87 linear feet plus severance: trees and construction easement, at 8825 McClure Circle, from Lee Levon Wright and wife, Shirley D., for $275.00, for Sanitary Sewer to serve Westbourne Subdivision - Phase I. (Easement)

M. Acquisition of 41.23 linear feet plus severance: trees and construction easement, at 8837 McClure Circle, from Wallace Dean Carter and wife, Ruthisha G. Carter, for $250.00, for Sanitary Sewer to serve Westbourne Subdivision - Phase I. (Easement)

N. Acquisition of 455.28 linear feet plus severance: trees and construction easment, at 8720 Belhaven Boulevard, from James R. Carpenter and wife, Barbara Ross, for $755.00, for Sanitary Sewer to serve Westbourne Subdivision - Phase I. (Easement)

ITEMS O, P, AND Q ACQUIRE PROPERTY FOR A BUFFER ZONE BETWEEN AIRPORT OPERATIONS AND RESIDENTIAL AREAS, AS PART OF A FIVE-YEAR PROGRAM TO SHIELD ADJACENT NEIGHBORHOODS.

O. Acquisition of 1.446 acres, at 3124 Horseshoe Lane, from James T. Broome, for $45,000.00, for the Besser Drive-Wallace Neel Road Project.

P. Acquisition of 42.213 acres, at the tax code number 141-43-17, from Barnhardt Brothers Company, for $68,000.00, for the Besser Drive - Wallace Neel Road Project.

Q. Acquisition of 6.91 acres, at 8241 Byrum Drive, from Pedro Pablo Hernandez and wife/Zenaida, for $50,000.00, for the Besser Drive - Wallace Neel Road Project.

Order of Collection for Ad Valorem Taxes

33. RECOMMEND ADOPTION OF AN ORDER OF COLLECTION EMPOWERING THE OFFICE OF THE TAX SUPERVISOR TO COLLECT THE CITY'S AD VALOREM TAXES.

Mr. Hamlin Wade, Tax Attorney, has advised that City Council should adopt and the Mayor sign an annual order of collection in response to recent questions from the bankruptcy court. This order comes from the Machinery Act in the State Statutes, and simply reinforces the duties and powers of the Tax Collector to collect all taxes charged in the tax records and receipts.

Street Name Change

34. RECOMMEND NAMING AN UNNAMED STREET LOCATED OFF AMERIGO STREET "HAGER DRIVE".

HAGER DRIVE IS NOT A DUPLICATE NAME, AND THEREFORE, DOES NOT CONFLICT WITH OTHER STREET/ROAD NAMES IN THE CITY.

Mr. Charles W. Griffin has submitted a request to name an unnamed street located off Amerigo Street to Hager Drive. The Planning Staff has investigated the request, and while one map shows it designated as Hager Drive, all other maps have no name assigned to the street. Mr. Griffin says there are no markers indicating a name for the street.

Mr. Griffin owns property along this unnamed street as does the City of Charlotte. He has sent a letter to the remaining major property owner on this street seeking agreement or disagreement with the naming of the street. No response was received, and in accordance with City policy, Mr. Griffin has submitted a copy of his letter to this property owner with "no response" written at the bottom.

Godley Realty owns a very small portion of property that fronts on the unnamed street, and has no objection to the name of Hager Drive.

Attached is a copy of a map and the petition.

Attachment No. 9

- PENDING MATTERS -

In meeting on Monday, September 10, 1984, City Council will make nominations to fill vacancies on the following committees:

(1) Clean City Committee - Two positions, one to expire June 30, 1985 and one to expire June 30, 1986. Bob Wujciak has resigned; the appointment of W. H. Trotter, Jr. has been terminated in compliance with Council's attendance policy.

(2) Citizens Committee for Recycling - One position. Eugene Marsh has resigned; the appointment is to complete his term which expires February 23, 1985.

SCHEDULE OF MEETINGS
August 13 - 17, 1984

Monday, August 13	COUNCIL/MANAGER LUNCHEON Training Center	12:00 noon
	CITIZENS HEARING	2:00 p. m.
	COUNCIL DISCUSSION	2:30 p. m.
	CITY COUNCIL MEETING Council Chamber	3:00 p. m.