AGENDA

Meeting Type:	B
Date:	06-12-1986
SUBJECT	

City of Charlotte, City Clerk's Office

CHARLOTTE

Council Agenda June 12, 1989

FILE COPY

ADDENDUM

11A. Recommend approval of an agreement between the D. L. Phillips Company and the City of Charlotte for termination of a lease agreement for a Coliseum parking lot referred to as the "elephant lot".

Recommendation to Terminate Lease

The D. L. Phillips Company is seeking financing for expansion of the Merchandise Mart, but is being held up because of the lease the City has on the "elephant lot". City staff negotiated with Mr. Bob Bradshaw and recommends the following:

- The offer will give the City a small portion of land severed from Mr. Phillips' property which falls on the Coliseum side of the relocated Briarcreek Road.

- Mr. Phillips' offer also includes a long-term renewal of the parking arrangement for spaces behind the Merchandise Mart for Coliseum and Ovens-type events.

- A cash payment of $10,000.

CHARLOTTE

Meetings in June '89

THE WEEK OF JUNE 1 - JUNE 3

1	Thursday, 4 00 p.m	CITY COUNCIL OPERATIONS & PROCEDURES COMMITTEE - CMGC, Room 2TO

THE WEEK OF JUNE 4 - JUNE 10

5	Monday, 12 Noon	PLANNING COMMISSION/Work Session - CMGC, 8th Floor Conference Room
6	Tuesday, 4 00 p m	PLANNING COMMISSION/Planning Committee - CMGC, 8th Floor Conference Room

THE WEEK OF JUNE 11 - JUNE 17

12	Monday, 12 15 p m.	PLANNING COMMISSION/Zoning Committee - CMGC, Meeting Chamber Conference Room
	Monday, 6 00 p m.	COUNCIL/MANAGER DINNER - CMGC, Meeting Chamber Conference Room
	Monday, 7 00 p m.	CITIZENS HEARING - CMGC, Meeting Chamber
	Monday, 7 30 p m	CITY COUNCIL MEETING CMGC, Meeting Chamber
	Monday, 7 30 p m	HISTORIC PROPERTIES COMMISSION - 1221 S Caldwell Street
13	Tuesday, 4 00 p m	AIRPORT ADVISORY COMMITTEE/Work Session - Charlotte/Douglas International Airport, Conference Room A
	Tuesday, 4 00 p m.	CHARLOTTE-MECKLENBURG ART COMMISSION/Ad Hoc Committee for Library - CMGC, 8th Floor Conference Room North
	Tuesday, 4 00 p.m.	PLANNING COMMISSION/Planning Committee - CMGC, 8th Floor Conference Room
14	Wednesday, 8 30 a.m	CIVIL SERVICE BOARD - CMGC, 7th Floor Conference Room
15	Thursday, 8 00 a m.	CLEAN CITY COMMITTEE - CMGC, Conference Center, Room 267
	Thursday, 5 00 p m	CHARLOTTE-MECKLENUBRG ART COMMISSION/Executive Committee - CMGC, 8th Floor Conference Room
	Thursday, 7 00 p m	CHARLOTTE TREE ADVISORY COMMISSION - 701 Tuckaseegee Road
16	Friday, 7 30 a m.	PLANNING LIAISON COMMITTEE - CMGC, 8th Floor Conference Room

(Continued on Back)

Public Service And Information Department

600 East Fourth Street

Charlotte NC 28202 2861

704/336-2395

THE WEEK OF JUNE 18 - JUNE 24

19	Monday, 5 00 p m.	**COUNCIL/MANAGER DINNER** - CMGC, Meeting Chamber Conference Room
	Monday, 6 00 p.m.	**CITY COUNCIL/Zoning Hearings** - CMGC, Meeting Chamber
20	Tuesday, 2 00 p.m.	**HOUSING AUTHORITY** - 1301 South Boulevard
	Tuesday, 4 00 p m.	**PLANNING COMMISSION/Planning Committee** - CMGC, 8th Floor Conference Room
21	Wednesday, 7 00 p m	**METROPOLITAN PLANNING ORGANIZATION** - CMGC, 8th Floor Conference Room

THE WEEK OF JUNE 25 - JUNE 30

26	Monday, 1 00 p m	**COUNCIL/MANAGER LUNCH** - CMGC, Meeting Chamber Conference Room
	Monday, 2 00 p m	**CITIZENS HEARING** - CMGC, Meeting Chamber
	Monday, 2 30 p m	**CITY COUNCIL MEETING** - CMGC, Meeting Chamber
	Monday, 4 00 p m.	**PLANNING COMMISSION/Executive Committee** - CMGC, 8th Floor Conference Room
	Monday, 4 30 p.m.	**PLANNING COMMITTEE/Zoning Committee** - CMGC, 8th Floor Conference Room
27	Tuesday, 2 00 p.m.	**CITY ZONING BOARD OF ADJUSTMENT** - Hal Marshall Building, 700 North Tryon Street
	Tuesday, 4 00 p m.	**PLANNING COMMISSION/Planning Committee** - CMGC, 8th Floor Conference Room
28	Wednesday, 9 00 a m.	**AUDITORIUM-COLISEUM-CONVENTION CENTER AUTHORITY** - Charlotte Coliseum, 100 Paul Buck Boulevard
29	Thursday, 4 00 p m	**CHARLOTTE-MECKLENBURG ART COMMISSION/Executive Committee** - CMGC, 8th Floor Conference Room
	Thursday, 5 00 p m	**CHARLOTTE-MECKLENBURG ART COMMISSION/Board Meeting** - CMGC, 8th Floor Conference Room

These organizations will <u>not</u> meet in June:

Advisory Board for Citizens with Disabilities
Advisory Energy Commission
Charlotte Advisory Parks Committee
Community Facilities Committee
Municipal Information Advisory Board

June 12, 1989 City Council Agenda
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CHARLOTTE

Mayor Sue Myrick | Mayor Pro Tem Al Rousso

John A. (Gus) Campbell | Roy Matthews
Stanley M. Campbell | Cyndee Patterson
Dan Clodfelter | Ella Butler Scarborough
Charlie S. Dannelly | Richard Vinroot
Gloria Fenning | Velva W. Woollen

Council Agenda

Monday, June 12, 1989

6 00 PM. . . . . Council-Manager dinner
7 00 PM . . . . . Citizens Hearing
7 30 PM. . . . . Council Meeting

ITEM NO.

1. Invocation by Rev. Bill Manning of First Church of the Nazarene

2. Consider approval of minutes of zoning meeting and Zoning Ordinance Decision Workshop on May 15, 1989 and regular meeting of May 22, 1989

POLICY

3. Decision on Petition No. SUP 89-1 (Major) by North Carolina Performing Arts Center at Charlotte Foundation for a Special Use Permit for a Performing Arts Center on a portion of the block bounded by North Tryon, East Trade, North College and East Fifth Streets, the same being a part of the mixed use (UMUD Optional) project to be located in that block.

The Planning Commission recommends the adoption of the attached findings of fact and that the Major Special Use Permit be granted

Council members present at the hearing and eligible to vote are John A. (Gus) Campbell, Stanley M. Campbell, Charlie S. Dannelly, Gloria Fenning, Roy Matthews, Cyndee Patterson, Al Rousso, Ella Scarborough and Velva W. Woollen.

Attachment No 1

4 Recommend approval of the Art Commission's recommendation of Maya Lin/Henry Arnold's artwork to be installed in the median of the Coliseum entrance on Paul Buck Blvd. at a cost of $340,000 and authorization for the City to negotiate a contract with Ms. Lin & Mr. Arnold.

Maya Lin/ Henry Arnold Recommended

- November 25, 1988 - prospectus mailed to artists on the Art Commission's national mailing list, project also advertised nationally.
- January 18, 1989 - ad hoc advisory committee reviewed 105 submissions and selected 14 for further consideration.
- January 19, 1989 - the ad hoc advisory committee selected 3 semi-finalists the team of Maya Lin and Henry Arnold, Albert Paley, and Robert Morris. Robert Morris later withdrew, citing an inadequate competition award.
- February, 1989 - artists met with ad hoc committee members and viewed the site.
- April 18, 1989 - artists presented their maquettes (models) to the ad hoc committee, maquettes were on display during a month-long public comment period.
- May 25, 1989 - ad hoc advisory committee unanimously recommended the Maya Lin/Henry Arnold environmental/conceptual artwork to the Art Commission as its first choice. On the same day the Art Commission board approved the ad hoc committee's recommendation.
- The artwork is scheduled to be completed by January, 1990.
- Representatives of the Art Commission will be at Monday's dinner.

Funds General Capital Improvement Fund - Coliseum.

Clearances Approved by Coliseum Ad Hoc Committee and by Charlotte-Mecklenburg Art Commission

ITEM NO.

Maya Lin's and Henry Arnold's resumes are attached along with a description of the artwork.

Attachment No. 2

5. Consider unanimous recommendation of the Transportation Committee to adopt the proposed priority list for the FY 1990-94 Charlotte-Mecklenburg Transportation Improvement Program and direct the City's representative to the Metropolitan Planning Organization concerning adoption of this document.

TIP

The Charlotte-Mecklenburg Transportation Improvement Program (TIP)

- is submitted annually to Federal and State transportation agencies as a summary of the five-year transportation needs of the urban area.

- must be approved by the Metropolitan Planning Organization (MPO) prior to submission.

The TIP includes a prioritized list of roadway improvements Last year's list (approved by MPO in May 1988) has changed significantly due to

- seven projects being removed from the list (five projects were funded through City road bonds, and two projects were funded by the private sector.)

  technical work performed by staff on the 2005 Transportation Plan has also modified the project rankings from last year's TIP

New Criterion Added

At its April 19 and May 17 meetings, the MPO discussed a prioritized list of proposed roadway projects based on staff's work on the 2005 Transportation Plan. (This 2005 Plan information was included in the May 3, 1989 Council-Manager memo and is attached. The ranking system is also described.) Several MPO members were concerned that the 2005 Plan priorities do not address current congestion problems adequately. Following the last MPO meeting, CDOT staff revised the list by adding a new criterion, relief of current congestion

ADDITIONAL INFORMATION
ITEM #6B

M E M O R A N D U M

DATE: June 9, 1989

TO: O. Wendell White
City Manager

FROM: R. N. Pressley, Jr.
Transportation Director

SUBJECT: Traffic Signal at Mint Street/Pine Street and Trade Street

This intersection was proposed for traffic signal removal after traffic signal warrant studies concluded that no signal warrants were met.

The traffic signal was removed on December 9, 1988.

The post-removal accident data show that four "right angle" accidents occurred from the removal date to March 15, 1989. The accident distribution indicates no accident pattern. Three months of accident data is statistically insufficient for a before and after analysis. The post-removal accident experience is similar to the experience when this intersection was signalized. A similar accident experience occurs in several CBD intersections.

Comparison of manual traffic counts before (July 1987) and after (April 1989) the signal removal show no significant change in traffic volumes along Trade Street, but reduced volumes on Pine Street. Pedestrian counts in the crosswalks along Trade Street (crossing Pine Street) were slightly higher.

12-Hour Count Totals (7am to 7pm)

	Vehicles		Pedestrians			
			Crossing Trade		Crossing Pine	
Count Date	Trade St. (both ways)	Pine St.	East Crosswalk	West Crosswalk	North Crosswalk	South Crosswalk
July '87	11,471	1,240	96	102	639	771
April '89	12,461	663	79	123	737	898

Major Changes

The major changes which resulted from inclusion of the new criteria, relief of current congestion, are as follows

Project	Old Ranking	New Ranking
I-77 widening	3	1
NC 49 widening	15	8
Providence Road (NC 16) widening	17	9
Graham Street/NC 49 Connector	7	13
Lawyers Road widening	37	29
Graham Street Extension	6	10

The attached table, which was sent to Council in the June 2 Council-Manager memorandum, shows the revised roadway project ranking. The column "2005 Plan Rank" shows the ranking resulting from the 2005 Transportation Plan, the column "Proposed TIP Rank" shows the new ranking with the addition of the criteria, relief of current congestion. For ease in reading, these columns are highlighted with arrows.

The total estimated cost for all projects is currently $766 million. Of this total State responsibility will be $400 million, City responsibility $22 million and the Uncertain category (probably City) would be $244 million)

Council Action

The priority shown in the attachment was approved by Council's Transportation Committee on May 24, 1989. Council is requested to adopt the recommended priority and authorize their representative to the MPO to be guided by the list when the MPO adopts a final TIP on June 21, 1989.

Funds

Approval of this priority list requires no funding. Implementation of the projects would require more than $700 million from Federal, State and City governments

Attachments A. May 3 Council-Manager memorandum with description of system used to rank the roadway projects and the proposed priority list.

B. June 2 Council-Manager memorandum with revised project ranking resulting from new criteria, relief of current congestion.

Attachment No. 3

6. (A) Consider recommendation of the Transportation Committee that the CUTRATE program has been effective and continue to implement the uncompleted elements of the program, and (B) Review re-installation of traffic signal at intersection of Mint/Pine/Trade.

Recommendation — The Council Transportation Committee reviewed the CUTRATE program and determined that the program has been a success overall and recommends staff continue to complete elements of the program. A copy of the program status report is attached.

Successes — Successes of the program include

Enforcement - Traffic accidents have decreased seven percent at the 44 targeted high-accident high-congestion intersections. On a citywide basis, accidents have decreased by two percent. Considering Charlotte has approximately 21,000 accidents per year at an average cost of $12,000 per accident, a reduction of 420 accidents per year is significant, and unprecedented and a savings to the community of about $5 million per year

Unwarranted signal removal - eight traffic signals have been removed.

Left turn prohibitions - 17 of 25 turn restrictions have been implemented.

Add-a-lane construction - 18 add-a-lanes have been constructed on thoroughfares.

To Be Completed — Several program elements are yet to be implemented. These include

CORRECTED COPY

7. Recommend adoption of a resolution to amend the Local Option Policy and approve a one year extension of the policy until June 30, 1990.

The Local Option Policy is considered for renewal on a yearly basis by Council. The last extension was approved by Council on June 13, 1988. The major change to the Local Option Policy is that persons receiving homeowner assistance, whose existing house cannot be rehabilitated, would receive a loan that they would repay based on their household income rather than receive a grant as provided under the current Policy. The impact is that the replacement housing funds are returned to the City and can be reused for replacement housing.

A summary of the current and proposed URA and Local Option benefits are attached.

It is estimated that $250,000 (5 households @ $50,000 each) from Community Development Block Grant will be used in FY90.

LOCAL OPTION
SUMMARY OF BENEFITS
CURRENT AND PROPOSED

	Existing Local Option Policy	Proposed Local Option Policy
Tenant/Homeowner To Tenant	$4,000 plus up to $7,000 Additional	$5,250 plus up to $7,000 Additional
Tenant to Homeowner	Up to $8,000 grant	Loan or DPL based on 30% household income and cost of housing unit
Homeowner to Homeowner	$15,000 plus no maximum under Last Resort Grant	Loan or DPL based on 30% household income and cost of housing unit

- removal of the remaining signals (Belhaven/McClure, 32nd/Tryon and Carver/West).
- installation of the remaining left-turns and add-a-lanes.
- re-evaluation of wrecker response.
- implementation of the reversible lanes and the South Boulevard continuous left-turn lane.

Pine/Mint Trade — Concerned about the traffic signal removal at the intersection of Mint/Pine/Trade, the Transportation Committee requests that Council review the removal of the signal. A staff technical report on the intersection will be forwarded to Council in Friday's Council-Manager memo.

Funds — CUTRATE Capital Project Account.

Attachment No. 4

7. Recommend adoption of a resolution to amend the policy for optional coverage relocation benefits and approve a one year extension of the policy until June 30, 1990.

Amend Local Option Policy — The Local Option Policy is considered for renewal on a yearly basis by Council. The last extension was approved by Council on June 13, 1988. Since the last policy approval, there have been amendments to the Uniform Relocation Act which need to be reflected in the Policy and staff has recommended a change in the policy as it relates to homeowner's assistance.

Proposed Changes — Listed below are the proposed changes to the Local Option Policy. The Community Development and Housing Committee will review the proposed changes on June 8, 1989.

Amendments to the Uniform Relocation Act Which Need to be Reflected in the Policy

1. Expand the eligibility for local option benefits to include persons involuntarily displaced by rehabilitation, demolition or privately undertaken acquisition carried out for a federally funded project or program.

2. Under rental assistance, change the number of months that Local Option Rental Assistance is paid from 48 to 42 months for code enforcement and locally-funded capital improvement project displacees and up to 60 months for displacees listed in 1. above.

Homeowner's Assistance

1. When it is not economically feasible to rehabilitate a homeowner's house and they choose a replacement housing option, the homeowner may receive assistance for an existing replacement house through the Standard Rehabilitation Loan Program in the form of a loan or deferred payment loan. Presently, the homeowner is entitled to a grant of $15,000 for Homeowner's Assistance

2 When it is not economically feasible to rehabilitate a homeowner's house, the homeowner may receive assistance for a new construction replacement house through the Innovative Housing Fund. This assistance would be in the form of a loan or deferred payment loan based on a person not paying more than a percentage of their household income for housing expenses

3. When a tenant wants to become a homeowner, the tenant would receive assistance through the Innovative Housing Fund. This assistance would be in the form of a loan or deferred payment loan based on the percentage rule. Presently, a tenant who wants to become a homeowner receives downpayment assistance of up to a $8,000 grant.

The reason the change to the homeowner's assistance is being requested is to eliminate the grants being provided to homeowners and to replace them with loans or deferred payment loans in order to regenerate our loan funds.

It is estimated that $250,000 from the Innovative Housing Fund will be used in FY90.

Background on Relocation Benefits

The Uniform Relocation Act (URA) requires relocation benefits be provided to persons involuntarily displaced by rehabilitation, demolition, or privately undertaken acquisition carried out for a federally-funded project or program. Those benefits are set by statute and cannot be reduced.

Community Development Block Grant regulations allow a City to extend relocation benefits and eligibility beyond what is required by the URA, i.e. to add households displaced by activities not covered by the URA and to increase the URA benefits. Charlotte's Local Option Policy, which was originally approved in March, 1982, provides relocation benefits to low-to-moderate income households displaced by code enforcement or locally-funded capital improvement projects and provides additional rental assistance for tenants remaining as tenants (Low-moderate income is defined as persons earning 80% or less of the median income.) Local option benefits are used by a small percentage on the relocation workload but it is needed in special cases.

A displaced person has two options 1) A tenant may remain a tenant or become a homeowner, or 2) A homeowner may remain a homeowner or become a tenant.

The current Local Option Policy provides the displaced person the following benefits over those required by the URA to make a house affordable to them

1. Additional rental assistance up to $7,000 for a four-year period based on the difference in the old and new housing cost.

2 Downpayment assistance grants up to a maximum of $8,000 for a tenant.

A summary of the use of local option benefits since 1982, the projected use in FY90, and a summary of URA and Local Option benefits are attached for your information.

Funds

Community Development Block Grant and Innovative Housing Funds. The current local option account balance of $455,978 and the Innovative Housing allocation for FY90 of $500,000 will be sufficient

to cover the estimated cost of local option benefits.

Clearances Department of Housing and Urban Development. Community Development Department.

Attachment No. 5

BUSINESS

8. Recommend adoption of a resolution approving a reimbursement agreement between the City and the North Carolina Department of Transportation sharing the cost of the clean-up of Tract III, Phase Two of the Coliseum Center Project.

Cost Sharing Using the format of a reimbursement agreement, the State has agreed to take responsibility for all but $50,000 of the cost of the clean up. The first $100,000 in clean up costs will be split evenly between NCDOT and the City, all costs in excess of $100,000 will be billed to the "Leaking Petroleum Underground Storage Tank Clean Up Fund".

Clean Up Fund At this point there is no money in the Clean Up Fund, however, we have been told that more than $4 million is in the process of being appropriated for the fund. The method of reimbursement from the fund appears to be that the City may have to initially pay for the clean up costs but will be reimbursed from the Clean Up Fund after we show evidence of having incurred the expense and paid the invoices.

To date the City has expended $59,500 for the clean up and additional expenses are anticipated before reimbursements. These expenses have been paid from the Building Improvements Capital Account. Expenses in FY90 will be charged against the Underground Storage Tanks Capital Account. Reimbursement from the State will be credited to both of these capital accounts.

Clearances Finance, Legal, Engineering, CDOT.

9. Recommend approval of modifications of the FBO facility lease agreement with Thurston Aviation, Inc.

Council Action: City Council is requested to approve modifications to FBO lease agreements with Thurston Aviation, Inc. and offer an appropriate modification to Butler Aviation-Charlotte as well. The proposed modifications provide a reduction in the minimum rentals payable by both Thurston and Butler.

Rental: Proposed rental structure for Thurston would be as follows

Ground rent of $3,500 per acre per year
plus
A commission of 4 percent of gross sales receipts
plus
Fuel surcharge of 6½¢ per gallon.

The minimum annual rental for Thurston would be adjusted to the higher of $350,000 or $3.65 per actual general aviation operation at the airport during the previous lease year. Thurston's proposed minimum annual rental schedule escalates to approximately $418,000 over the next six years.

The proposed lease modifications should provide both Thurston and Butler an opportunity to operate and maintain first-class FBO facilities in what has been a declining general aviation market in recent years.

Clearances: Aviation Director, Finance Director.

10. Recommend approval of a contract between the City of Charlotte and Carolinas Construction Training Council for $56,657 in FY89 Job Training Partnership Act (JTPA) Title II-A funds to serve 18 economically disadvantaged persons through a carpentry training program.

Carolinas Construction Training Council

- Carpentry Training Program
- Provides carpentry training and job placement services for 18 economically disadvantaged individuals.
- Program cost is $56,657 funded by Job Training Partnership Act funds.
- Participants will receive 280 hours of instruction during eight weeks of carpentry training, $5 a day to off-set transportation and meals, and a set of carpentry tools

. Program will begin June 19, 1989 (which allows a minimal time lag between high school graduation and the start-up date of the training program.)

Need for Carpenters — According to current labor market data, the construction trade industry is in need of trained personnel, particularly in brickmasonry and carpentry.

Contract — Contract services include outreach and recruitment, selection and enrollment, instruction, practical application of skills, job development and placement and follow-up.

. A minimum of 40 percent of the total enrollments will be high school dropouts.

. Thirty percent of those enrolled will be youth under the age of 22.

. At least 85 percent of all project participants will successfully complete training and will be placed into full-time, training-related, unsubsidized jobs with an average wage rate of $5.40 per hour.

Performance Based Contract — This contract utilizes the performance-based contracting method, which provides payment for each participant upon enrollment, midpoint of training, training-related placement, retention, and achievement of an hourly wage rate in excess of $5.92 per hour.

Clearances — This contract has been reviewed and approved by the Private Industry Council, the Budget and Evaluation Department, and the Legal Department.

11. Recommend City Council authorize repair of the storm drainage system located at 347 Echodale Drive and assess the total costs of improvements on private property to the involved property owner in accordance with Section 6.101 of the City Charter.

Location: 347 Echodale Drive
Property Owner. Z. R. Benfield
Improvements to be made. Replace 160 feet of 18" reinforced concrete pipe, build one new catch basin (in the street) and two new manholes, and construct an endwall and a riprap apron at the pipe outlet.
Total estimated cost $22,000

Right-of-way cost $4,000
Private property cost $18,000

The Problem Significant street flooding occurs on Echodale Drive because the storm drainage system located at 347 Echodale Drive is clogged and has failed in several places. After a substantial rain, the standing water takes several days to drain because of a blockage which causes water to back up in the City's drainage system. Street Maintenance has received numerous complaints from property owners in this area over the past two years, but Street Maintenance could not repair the existing system because it is on private property.

Authority to Correct Problem Section 6.101 of the City Charter states that City Council has the power to require that all property owners provide adequate drainage facilities to permit the natural flow of water and in the case of failure on the part of the property owner, to enter the property and make the necessary repairs and charge the cost against the property

Contact with Property Owner The Engineering Department informed the property owner, Mr. Z. R. Benfield, about this flooding problem and offered him assistance through the Storm Drainage Repair Policy. Mr. Benfield would pay only 50% of the total costs for improvements on private property through the Storm Drainage Repair Policy.

An engineer with the Engineering Department met Mr. Benfield on the site to discuss his options. He chose to have the improvements made with no assistance from the City. He was given a deadline date of April 1, 1989 (plus rain days during March). None of the required improvements have been made. Mr. Benfield has been informed that the City will have the improvements made and a lien will be placed on his property

A right-of-entry form has been obtained from the adjacent property owner at 6912 Nations Ford Road. A letter was hand carried to Mr. Benfield to notify him of this request for Council action.

Clearances Engineering Department.

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The City Attorney advises that agenda items no. 12 through 22 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 ORDINANCE

12. A. Recommend adoption of a resolution amending the FY89-93 Capital Improvement Program by accelerating the Sardis Water Tank Project from FY91 to FY89.

B. Recommend adoption of a budget ordinance to appropriate $1,740,000 of previously approved 1988 water bonds and a supplemental appropriation of $360,000 from surplus 1986 water bonds to provide funds for the construction of the Sardis Road water storage facility.

$2 Million Authorized	The 1988 bond referendum authorized $2,000,000 for the construction of a water storage tank on N.C 51 at Sardis Road. The project has been accelerated to coincide with the construction of the water main along Sardis Road from Rama Road to N.C. 51.
Low Bid	The low bid for the general construction, submitted by Hall Contractors for $1,839,959, is recommended for award in the following Bid section.
$2,360,000 Estimated Project Cost	The entire project cost to include engineering services, general and electrical construction and project contingency is estimated to be approximately $2,360,000. (An insufficient number of electrical contract bids was presented at the bid opening, which means that the amount included in the ordinance for the electrical contract is the Utility Department's best estimate and may have to be adjusted later.)
Budget Ordinance	Adoption of this budget ordinance will appropriate the remaining $1,740,000 of the 1988 bonds to be added to the previously appropriated amount of $260,000 and a supplemental appropriation of $360,000 from surplus 1986 water bonds for a total funding requirement of $2,360,000. The 1986 water

bonds are available as a result of 1986 annexation water projects which were completed at less cost than anticipated.

Clearances Utility Department.

13. A. Recommend adoption of a resolution amending the FY89-93 Capital Improvement Program by accelerating the Raw Water Main Project from FY90 to FY89.

B. Recommend adoption of a budget ordinance to appropriate $4,500,000 from 1986 and 1988 water bonds to provide the total funding requirement for the construction of the 60 inch raw water main from Catawba River Pump Station to Franklin Water Treatment Plant.

60 Inch Water Main — The 1984, 1986 and 1988 bond referendums authorized a total of $9,210,000 for construction of a 60 inch raw water main from the Catawba Pump Station to W. M. Franklin Water Treatment plant.

Low Bid — The low bid of $6,082,135, submitted by John D. Stephens, Inc., Stone Mountain, Georgia, is recommended for award in the following bid section.

$7.1 Million Project — The entire project is estimated to cost $7,100,000. This includes property acquisitions, engineering services and project contingency.

Budget Ordinance — Adoption of the budget ordinance will transfer $3,100,000 from 1986 bonds and $1,400,000 from 1988 bonds. This amount, combined with $2,600,000 that has previously been appropriated, will complete funding requirement of $7,100,000.

Clearances Utility Department.

14. Recommend adoption of a budget ordinance for $244,000 to finalize the construction of the Parkwood Avenue Extension Project.

Additional Costs of $244,000

The budget ordinance will appropriate $244,000 to fund the following additional costs incurred since the Parkwood Avenue Extension construction contract was awarded

1. $61,000 for a change order required due to conflicts with existing underground utilities, replacement of poor soil, and replacement of deteriorated piping which could not be foreseen at the time the construction contract was awarded.

2. $73,000 for right-of-way condemnation settlements.

3. $30,000 for project contingency in case other unexpected costs arise. Any unused funds will be returned to their source.

4. $80,000 for engineering/administrative charges. These charges are for staff services performed as follows

   Planning and public input.
   Design review and project coordination.
   Right-of-way negotiation and acquisition
   Contract specification development, advertising, and bid award.
   Surveying.
   Construction inspection.

   Beginning in FY89, the Engineering Department was instructed to collect all departmental charges earned against capital projects. Prior to FY89, charges were sometimes waived if the project budget could not absorb the expense.

Total Funds Needed· $244,000

Funds

Powell Bill Fund balance.

Clearances

Engineering Department, Budget and Evaluation Department.

BID LIST

15. Recommend adoption of the bid list as shown. The following contract awards are all low bid and within budget estimate unless otherwise noted. Each project or purchase was authorized in the annual budget.

A. Sardis Road Water Storage/ Re-Pump Facility — Charlotte-Mecklenburg Utility Department

Recommendation Director, Charlotte-Mecklenburg Utility Department recommends that the low bid by Hall Contracting Corporation of Charlotte, North Carolina in the amount of $1,778,880.00 be accepted for award of contract on a unit price basis.

Project Description Construction of this project will provide additional water service to southeast Charlotte. In a study performed by Pitometer of the City's water system, a recommendation was made for construction of this project to improve the water supply to southeast Charlotte.

Source of Funding Water and Sewer Capital Improvement Fund - (Storage Tank on N. C. 51 at Sardis Road). *Requires approval of budget ordinance.

B. Raw Water Supply Project 60-Inch Raw Water Main - From Catawba Pump Station To W. M. Franklin Water Plant Reservoirs — Charlotte-Mecklenburg Utility Department

Recommendation Director, Charlotte-Mecklenburg Utility Department recommends that the low bid by John D. Stephens, Inc., of Stone Mountain, Georgia in the amount of $6,082,134.55 be accepted for award of contract on a unit price basis.

Project Description. Construction of this project would assist in providing an adequate supply of raw water for treatment in order to meet demands for private consumption, fire protection and business/industrial use.

Source of Funding. Water and Sewer Capital Improvement Fund - (60-inch Water Line). *Requires approval of budget ordinance.

C. NC 51 Widening - Phase III Engineering

Recommendation By the City Engineer that the low bid of $3,515,931.33, as submitted by Propst Construction Co., be accepted for award on a unit price basis.

Project Description This project provides for the widening of approximately three miles of NC 51 between McAlpine Creek and Raintree Lane. The project includes the construction of a grassed/concrete median and improvement to several intersections.

Source of Funding General Capital Improvement Fund - (N.C. 51 Widening - 1983 Street Bonds, Mecklenburg County, Capital Reserve, Auto Privilege Tax and Private Sector).

D. Sedgefield Park Improvements Engineering

Recommendation By the City Engineer that the low bid of $95,726.49, as submitted by T. K. Browne Const. Co., be accepted for award on a unit price basis.

Project Description. This project is part of the CIP Improvements to Existing Parks project which provides improvements to upgrade existing parks. Work at Sedgefield Park includes improvements to the ballfield and basketball court, proposed play equipment and other site amenities, relocation and removal of existing equipment, a proposed volleyball court, channel improvements, excavation and grading and other related items.

Source of Funds, General Capital Improvement Fund - (Improvements to Existing Parks).

E Vitrified Clay Pipe Utility Dept

Recommendation By Utility Director and Purchasing Director that the low bid, Pomona Supply Company, Greensboro, N. C., in the amount of $67,674.50, be accepted for award of contract on a unit price basis.

Project Description. Vitrified clay pipe is used for the minor construction and repair of sewer lines.

Source of Funding: Water and Sewer Fund - (Wastewater Collection).

F. GIS File Server & Work Station Hardware & Software — M.I.S.

Recommendation By Purchasing Director and Municipal Information System Director that the low bidder Environmental Systems Research Institute, Charlotte, N. C., in the amount of $99,990.00, be accepted for award of contract.

Project Description This bid includes two computers and geographic information system (GIS) software for each. The software will allow departments to maintain, view and share maps, analyze data by location and print maps for internal use or distribution to the public.

Many departments currently maintain street maps for use in their department. This system would allow departments to share information more readily and keep each department from having duplications or inconsistent data among the various maps. Everyone should benefit by having a more accurate, consistent street map with less effort overall.

Source of Funding General Fund - (MIS - Miscellaneous Equipment). General Fund - (MIS - Miscellaneous Contract Services).

G. 18-Recycling Trucks — Operations

Recommendation By the Purchasing Director and the Operations Director that the lowest responsive bidder, Lodal-South, Inc., Concord, N.C., in the amount of $1,241,910.00, be accepted for award of contract.

Other bids received not meeting specifications

Adams International, Charlotte, N.C. In the amount of $984,510.00 (Delivery Time 11/15/89 - 3/30/89) and Kabco, Inc., Raleigh, N.C. in the amount of $989,730.00 (delivery time 1/29/90) both bid the same International Truck with an Eager Beaver brand truck body. Numerous exceptions to the specifications were taken by both bidders the most important being Front and rear truck axle rating, truck cab design and operation, dual side steering capability, tire size, container size (for the recyclable material), manner in which these container dump their contents (this manner is recommended for capability with the materials reclamation facility.)

Project Description: These vehicles will be used to collect recyclable items from the curbside five days per week from approximately 97,000 single family homes.

The Operations Committee met on June 1, 1989 to review the bid process and the specification development process. The committee requested that staff contact the three bidders that were identified as being able to meet the bid specifications, but did not respond. The committee recommended that Council award the bid to Lodal-South, Inc. unless there was some unusual reason the companies did not bid. The responses indicated normal business reasons for not submitting proposals. Information from vendors who did not submit a bid proposal for the 18 recycling vehicles is attached.

Source of Funding. General Capital Equipment Fund - (Operations - Sanitation).

Attachment No. 6

H. 2 - Refuse Vehicles, Side-Loading, 39,600 lbs. GVW — Operations Sanitation Div.

Recommendation: By the Purchasing Director and the Operations Director that the only bid received, Lodal-South, Inc., Concord, N. C., in the amount of $188,430.00, be accepted for award of contract.

Project Description. These vehicles will be used to collect backyard refuse from households and businesses each day and haul it to the landfill or waste-to-energy facility.

This bid was originally scheduled to be opened April 18, 1989 but at that time only one bid had been received Subsequently, in the hopes of receiving additional bids, the bid opening was deferred until April 28, 1989. At this bid opening, again only one bid was received but a late bid was also received and indications from the vendor to the Purchasing Department were that (1) several exceptions to the specifications were taken and, (2) the price was higher than that of the bid received.

Attached is a description of the City's refuse collection operation and a series of questions and answers for Council's information.

Source of Funding General Capital Improvement Fund - (Reserve for Future Annexations).

Attachment No. 7

CONTRACT

16. Recommend approval of contract with Centralina Council of Governments (estimated to cost $80,900) to provide relocation services for property owners whose homes are acquired in the Airport's FAR Part 150 Program.

COG Contract for Relocation Services	This contract will provide relocation services on behalf of the Airport for approximately 40 residences in accordance with the requirements of the Federal Aviation Administration. We currently have a contract with COG to provide relocation services in conjunction with acquisition of land according to the master plan and the work has been satisfactory. The City agrees to compensate Centralina Council of Governments based upon the actual hours used in providing these services.
Funds	The funds are available in the project account for the Part 150 Noise Compatibility Program.
Clearances	The Aviation Director and the City Engineer concur in this recommendation.

AGREEMENT

17. Recommend approval of Attornment and Non-Disturbance Agreement pertaining to the additions and alterations to the Charlotte-Mecklenburg Utility Department Administration and Engineering Building.

Expansion	Council has approved an expansion of the Utility Department administration building. The requested agreement is a legal requirement which confirms the existing obligations among the parties and states the developers' and lenders' approval of the improvements to and expansion of the building.
Clearances	Utility Department, Legal.

GRANT AMENDMENT

18. Recommend adoption of a resolution approving Amendment No. 1 to Federal Aviation Administration grant to provide for installation of runway and taxiway signs.

Amendment — This amendment changes the Federal grant description to include installation of certain runway and taxiway signs and thereby makes them eligible for 75 percent Federal funding. These additional signs are necessary in order to meet new FAA guidelines.

Funds — Council has previously appropriated the anticipated proceeds of the Federal grant and 1987 revenue bonds to cover the City's share of project costs. The City's share is debt-serviced by the airlines through landing fees under the terms of their lease agreement.

Clearances — The Federal Aviation Administration and the airlines concur in this project.

MUNICIPAL AGREEMENT

19. Recommend adoption of a resolution authorizing a municipal agreement with the North Carolina Department of Transportation (NCDOT) to improve the Toddville Road/CSX Transportation Railroad Grade Crossing.

Municipal Agreement — Adoption of this resolution will authorize a municipal agreement with the NCDOT to improve the railroad grade crossing of Toddville Road with CSX Transportation. The municipal agreement provides that existing railroad grade crossing signals on Toddville Road at CSX Transportation's tracks would be modified and gates installed with railroad preemption capabilities. Also, Mount Holly Road would be widened and a traffic signal installed at its intersection with Toddville Road

Cost — The estimated cost of the improvements is $222,000. The Federal Highway Administration would pay 90% of eligible project costs, the City, the balance. The City would also pay one-half of the annual maintenance cost of the railroad crossing signal, estimated to be $490.00.

Funds

Funds for the City's share of the project are provided in the General Capital Improvement Fund -Safer Roads Demonstration Program. Funds for the annual maintenance expenses are in the General Fund - Transportation.

Clearances

The Charlotte Department of Transportation and City Engineering Department have reviewed and approved concept plans for the crossing improvements.

Attached is the June 2, 1989 Council-Manager memorandum on this subject.

Attachment No. 8

SPEED LIMITS

20. A. Recommend adoption of ordinance to lower the speed limit on one neighborhood street from 35 miles per hour to 25 miles per hour.

In accordance with Council's approved policy, one street in one neighborhood has had a petition validated and is determined by the engineering study to be appropriate for a 25 miles per hour speed limit. The street is

Sunrise Court (Downes at Idlewild)

B. Recommend adoption of an ordinance amending City Code Section 14-131(c) to change the speed limit on two Charlotte streets.

35 MPH Recommended

The streets listed below are thoroughfare streets, with speed limits of 45 miles per hour. Due to the realignment of Arrowood Road near South Boulevard, and in consideration of the new roadway's design, a lower speed limit of 35 mph is recommended by CDOT.

Arrowood Road between South Boulevard and Windsong Drive

Old Pineville Road between Arrowood Road and 1,346 feet south of Silverleaf Road.

MEETING CANCELLATION

21. Recommend cancelling the monthly Council workshop scheduled for July 3, 1989 and the zoning meeting on August 21, 1989.

PROPERTY TRANSACTIONS

22. Recommend approval of the following property transactions and adoption of the condemnation resolutions.

1. Project. Intersection Improvements-Randolph Road/Sharon Amity Road
   Owner(s) Curtel Partnership
   Address of Property: 207 S. Sharon Amity, Charlotte, N.C.
   Property to be acquired: 1,456 sq. ft. (.033 ac.)
   Price. $11,300.00
   Remarks. The property is zoned 0-15 and is the site of a branch bank.

2. Project. Intersection Improvements-Central Avenue/ Hawthorne Lane
   Owner(s). Emory H. Blanton, Jr. and wife, Marillyn Taylor Blanton
   Address of Property. 1045 Central Avenue
   Property to be acquired. 1,700 square feet (0.039 ac)
   Price: $72,400.00
   Remarks. Presently used as retail space but due to loss of parking, property will change in use to warehouse/storage. Major severance damage for change in use and loss of parking.

3. Project. Delta Road Extension-Phase II
   Owner(s). Frank J LaPointe
   Address of Property: Independence Blvd
   Property to be acquired. 83,854 square feet (1.92 ac)
   Price: $50,000.00
   Remarks: Also included is 91,290 square feet (2.09 ac) of temporary construction easement. Property is zoned R-9 and vacant.

4. Project. Westinghouse Boulevard Extension -Phase II
   Owner(s). Wilson Griffin and wife, Faye, M. Griffin
   Address of Property. Old Pineville Road (Crump Road)
   Property to be acquired· 11,500 square feet (0.264 ac)
   Price: $17,300.00
   Remarks· Loss of large hardwood trees and damage to landscaping. Property is zoned I-2 and used as residential.

5. Project. Westinghouse Boulevard Extension-Phase II
Owner(s) Seby B. Jones, Christina B. Jones, James L. Cresimore & Jo C. Cresimore
Address of Property South Boulevard
Property to be acquired. 14,160 square feet (0.325 ac)
Price $46,400.00
Remarks. Damages attributable to steep grade change. Property is zoned I-2 and vacant.

6. Project. Westinghouse Boulevard Extension-Phase II
Owner(s). U.S. Auto Corporation
Address of Property. 9029 South Boulevard
Property to be acquired 5,181 square feet (0.1189 ac)
Price. $14,600.00
Remarks Property is zoned I-2 and being used as a used car dealership.

7. Project General Airport Land Acquisition
Owner(s). Forrest Wingate and wife, Emma H. Wingate
Address of Property. 8216 Byrum Drive
Property to be acquired. 43,560 square feet (1.000 ac)
Improvements Single family residence and all out buildings
Price $93,000.00
Remarks To acquire total parcel with improvements for the 1987 Charlotte-Douglas International Airport Master Plan.

CONDEMNATIONS

8. Project. Rama Road Widening
Owner(s). Frances M. Baker, Widow and any other parties of interest
Address of Property 2210 & 2222 Rama Road
Property to be condemned 1,086 square feet (0.024 ac) plus 2,163 square feet (0.050 ac) of permanent easement and 4,519 square feet (0.104 ac) of temporary construction easement.
Price $6,000.00
Remarks The out-of-town property owners refused City's offer. Construction currently underway and City needs to gain title as soon as possible.

9. Project Rama Road Widening
   Owner(s). Julia M. Freeland, Widow and any other parties of interest
   Address of Property. 2216 Rama Road
   Property to be condemned 755 square feet (0.017 ac) of permanent easement plus 1,665 square feet (0.038 ac) of temporary construction easement.
   Price. $1,775.00
   Remarks Property owner refused City's offer, her counteroffer was $6,000.00. Property is zoned R-12 and used as residential.

10. Project· Rama Road Widening
    Owner(s) Joe M. Caldwell and wife, Louise Beaty Caldwell and any other parties of interest
    Address of Property 2318 Rama Road, Charlotte, North Carolina
    Property to be condemned. 510 square feet (0.012)ac of permanent easement plus 662 square feet (0.015 ac) of temporary construction easement.
    Price· $1,000.00
    Remarks· Property owners refused City's offer, their counteroffer was $15,000.00 Property is zoned R-12 and used as residential.

- ANNOUNCEMENT -

In meeting on Monday, June 26, 1989, City Council will make nominations for appointment to the following boards and commissions:

1. Airport Advisory Committee - Two three-year terms will expire July 31. Both incumbents are eligible for reappointment.

2. Art Commission - One three-year term will expire July 31. Incumbent is not eligible for reappointment.

3. Mint Museum Board of Trustees - One three-year term will expire July 31. Incumbent is eligible for reappointment.

4. Specialized Transportation Advisory Committee - Two two-year terms will expire September 30. One incumbent is eligible for reappointment; the other is not eligible.

5. Certified Development Corporation - Three appointments will be made to fill unexpired terms which will end April 30, 1991. Two must represent community organizations; one must represent a business organization.

6. Youth Involvement Council - Two appointments are to be made for two-year terms.

#1

CHARLOTTE - MECKLENBURG PLANNING COMMISSION

May 25, 1989

Mayor Sue Myrick
Members, City Council
Charlotte, North Carolina

Dear Mayor and Council Members:

Attached is the recommendation of the Charlotte-Mecklenburg Planning Commission on a special use permit petition which was heard and referred to the Planning Commission for consideration. The recommendation as reflected herein was arrived at in a meeting of the Planning Commission on May 22, 1989. This matter is to be on your agenda for consideration on June 12, 1989.

If you have any questions or wish to discuss any aspect of this recommendation, please let me know.

Respectfully Submitted,

Lynn Wheeler (cmh)

Lynn Wheeler
Zoning Committee Chairperson

LW:LS:cln

600 East Fourth Street • Charlotte, North Carolina 28202-2853 • (704) 336-2205

DATE: May 22, 1989

PETITION NO.: Major SUP 89-1

PETITIONER: North Carolina Performing Arts Center at Charlotte Foundation.

REQUEST: Establish a Performing Arts Center with a capacity of more than 1,000 seats

LOCATION: A portion of the center-city block bounded by Tryon, Trade, College and Fifth Streets, the same being a part of the mixed use (UMUD Optional) project to be located in that block

ACTION:

VOTE: Yeas: Lassiter, Latham, Spencer, Thomasson, Wheeler.

Nays: None.

REASONS:

Based upon the evidence presented at the Public Hearing with respect to the nine standards prescribed in Section 3322.3 of the Zoning Ordinance, the proposed use as described in the petition and shown on the Site Plan is approved and the Findings of Fact and Conclusions of Law set forth below are adopted:

STATE OF NORTH CAROLINA

COUNTY OF MECKLENBURG

BEFORE THE CHARLOTTE CITY COUNCIL

IN RE: MAJOR SUP PETITION NO. 89-1 FOR A PERFORMING ARTS CENTER WITH A CAPACITY OF MORE THAN 1,000 SEATS IN A UMUD-OPTIONAL DISTRICT.	FINDINGS OF FACT AND CONCLUSIONS OF LAW

THIS CAUSE COMING on to be heard on the 1st day of May, 1989, before the Charlotte City Council and the Charlotte-Mecklenburg Planning Commission upon the petition of the North Carolina Performing Arts Center at Charlotte Foundation requesting issuance of a Major Special Use Permit under the provisions of Section 3322 of the Zoning Ordinance for a Performing Arts Center with a capacity of more than 1,000 seats in a UMUD-Optional District and after hearing the testimony offered at the hearing, and any other legally permissible submitted information, the Charlotte City Council makes the following Findings of Fact and Conclusions of Law:

STATEMENT REGARDING REQUIREMENTS PRESCRIBED FOR APPLICATION AND SCHEMATIC PLANS

1. The Applicant has fully complied with all applicable requirements of the Charlotte Zoning Ordinance and other laws with respect to the filing and submission of schematic plans and other materials and information and has fulfilled all other preliminary and technical requirements that are prerequisite to the approval of the SUP application. (W. Fields Affid , pp 1 - 2.)

FINDINGS REGARDING PRESCRIBED STANDARDS.

The following Findings were made from the record evidence presented at the public hearing with regard to the nine standards in Section 3322 3 of the City of Charlotte Zoning Ordinance:

Finding (Standard) No. 1.

"That the perimeter of the parking areas, exclusive of access driveways, will have a planting strip of at least 5 feet in width, and that at least 1 tree 2 inches in caliper for each 25 linear feet or fraction of 25 feet shall be planted."

Facts Indicating Compliance with Finding No. 1.

1. Under applicable zoning ordinances and regulations, no parking area is required for a cultural facility such as the Performing Art Center and, by reason thereof, none is provided or proposed. As a result, Finding No. 1 is not pertinent to this proposal. (W. Fields Affid., p. 2.)

Finding (Standard) No. 2:

"That the parking areas will have interior planting areas amounting to at least 10 percent of the paved area in excess of one acre."

Facts Indicating Compliance with Finding No. 2.

1. The Performing Arts Center will have no parking area. As a result, Finding No. 2 is not pertinent to this proposal. (W. Fields Affid., p. 2.)

Finding (Standard) No. 3.

"That access for the development site will be provided from nonresidential streets and shall not require the use of any residential collector or residential local street."

Facts Indicating Compliance with Finding No. 3.

1 The Performing Arts Center is in the center of the City in the block located at the northeast corner of the "Square" that is bounded by Tryon, Trade, College, and Fifth Streets -- all of which are uptown center City business streets that are shown on

the adopted thoroughfare plan as "Thoroughfare" streets. (W Fields Affid., p. 2)

2 Access for the development site will be provided from nonresidential streets and shall not require the use of any residential collector or residential local streets (W Fields Affid , p 2.)

Finding (Standard) No. 4:

"That the private living areas and associated open spaces of all adjacent residential properties are effectively screened from parking and service areas, as well as from any other portion of the development site which is actively used."

Facts Indicating Compliance with Finding No. 4.

1. There are no residential properties or living areas in the vicinity of the subject site. Therefore, Finding No. 4 is not pertinent to this proposal. (W. Fields Affid., p. 2)

Finding (Standard) No. 5.

"That no direct beams or rays of light from exterior lighting fixtures, signs or vehicles maneuvering on the development site will shine into the private living areas and associated open spaces of adjacent residential properties."

Facts Indicating Compliance with Finding No. 5.

1. There are no residential properties or living areas in the vicinity of the subject site. Therefore, Finding No. 5 is not pertinent to this proposal. (W Fields Affid., p. 2.)

Finding (Standard) No. 6:

"That the proposed use will not generate light of such an intensity or brilliance as to cause glare or to impair the vision of drivers "

Facts Indicating Compliance with Finding No. 6

1. There will be two types of lighting that affect the exterior at the level of pedestrians and drivers, those of the Arcade along Fifth Street and College Street and the Lobby lighting. (J. Tabor Affid., p. 1.)

2. The Arcade lighting will be primarily for security with no great lighting statement intended. All Arcade light sources will be concealed. Showcase lighting in the Arcade will be internally lit in an indirect fashion at a lighting intensity well below the typical street lighting. (J. Tabor Affid., p. 1.)

3. The Lobby lighting is intended to have a warm glow that will make you want to be inside. The Lobby is set back from Tryon Street

approximately 50 to 105 feet. Decorative lighting, such as a chandelier, will be on a lower order of magnitude compared to street lighting and will be set back within the Lobby (J. Tabor Affid., p. 1.)

4. Lighting for the Performing Arts Center will be similar to that of other commercial facilities, but will be set back further from Tryon Street. Lighting design will be within the recommended limits of glare set forth by the Illuminating Engineering Society.

5 It is the opinion of Architect Tabor that the Performing Arts Center will not generate light of such an intensity or brilliance as to cause glare or to impair the vision of drivers. (J. Tabor Affid., p 2.)

Finding (Standard) No. 7·

"That the proposed use will be designated to allow direct access for transit services "

Facts Indicating Compliance with Finding No. 7

1. The proposed Performing Arts Center will access directly onto Tryon Street, which at this point is one of the main providers for transit service in uptown Charlotte. The project will also have convenient access to transit service on Trade Street and College Street. (W. Field Affid., p. 3.)

Finding (Standard) No. 8:

"That the proposed use will not cause or intensify off-site drainage problems."

Facts Indicating Compliance with Finding No. 8·

1 Having been completely developed for many years, the site is totally impervious and stormwater runoff has drained to the surrounding street and drainage system with no known problems. (Schumacher Affid, p. 1.)

2. With development of the Performing Arts Center, the site will continue to be impervious with no significant change in the amount of runoff generated. Runoff will continue to drain to the surrounding streets and drainage systems. (Schumacher Affid. Page 1.)

3. It is the opinion of the Public Service and Land Development Engineer with the Charlotte Engineering Department that the proposed use will not cause or intensify off-site drainage problems. (Schumacher Affid., p. 1.)

Finding (Standard) No. 9.

"That the proposed use will not be contradictory to the objectives of any approved plan for the area

Facts Indicating Compliance with Finding No. 9:

1. Only two plans have been approved by the City Council for the uptown area in which the Performing Arts Center will be located· the Central Area Plan and the Generalized Land Use Plan 2005 (W. Fields Affid , p 3; Pet's Ex 1 and 2.)

2. Insofar as pertinent to the proposed Performing Arts Center, the Central Area Plan objectives are summarized in the W. Fields Affidavit at Page 3 and are incorporated as part of this Finding No 9 These objectives are complimented by the strategies articulated in the 2005 Plan, which speaks to the desirability of a major mixed-use project to be built uptown as a joint public/private venture that would include a Performing Arts Center and would generate significant pedestrian activity uptown. (W. Fields Affid., pp. 2 - 3)

3. The Performing Arts Center is part of a coordinated effort of the public and private sectors for a mixed-use center in the uptown area (H. Underhill, Tr. 13 - 14; D. Booth Affid., p 1; J. Tabor Affid , pp. 15 and 16.) It will provide cultural facilities that will bring thousands of people (including school children) to the Central Area and will upgrade and enliven the Central City Area. (W. Fields Affid., p. 4; D. Booth Affid., p. 2) It promotes Tryon Street as the major corridor of the Central Area. (W. Fields Affid., p. 4; D. Booth Affid., p. 2.) It presents an outstanding opportunity to establish the Central area as the region's premiere cultural center (W Fields Affid., p. 4, D Booth Affid., p. 3)

4. The Planning Commission's Land Development Manager (whose duties include evaluation of development proposals with respect to compliance with applicable Area Plans) testified that the proposed Performing Arts Center achieves in full measure the objectives sought by both of the two Plans that have been approved for the uptown area. (W Fields Affid., p. 4.)

Post-Hearing Filings

None.

FROM THE FOREGOING FINDINGS OF FACT;
THE CHARLOTTE CITY COUNCIL MAKES
THE FOLLOWING CONCLUSIONS OF LAW

From the foregoing Findings of Fact, the City Council makes the following Conclusions of Law:

1 That access for the development site will be provided from non-residential streets and shall not require the use of any residential collector or residential local streets.

2. That the proposed use will not generate light of such an intensity or brilliance as to cause glare or to impair the vision of drivers.

3. That the proposed use will be designated to allow direct access for transit service.

4 That the proposed use will not cause or intensify off-site drainage problems.

5. That the proposed use will not be contradictory to the objectives of any approved plan for the area.

6 The Findings identified in Sections 3322 3.1, 3322.3.2, 3322 3 4 and 3322.3.5 are not pertinent to these proceedings.

Based upon the foregoing Findings of Fact and Conclusions of Law, the request for the Major Special Use Permit sought by the petitioner is granted

Entered this _____ day of _____, 1989

U1-21A.BSH

#2

ARNOLD ASSOCIATES LANDSCAPE ARCHITECTURE AND URBAN DESIGN
40 WITHERSPOON STREET PRINCETON NEW JERSEY 08542 609 924-4047

HENRY F. ARNOLD
Born: Philadelphia, Pennsylvania 26 October 1931
Education: Pennsylvania State University 1949-1953
University of Pennsylvania 1956-1958

Professional Experience
Regional land use planning for the Delaware County Planning Commission Media, Pennsylvania . 1958-1960

Associate/Partner Landscape Architect, Office of Dan Kiley . 1961-1970

Landscape Consultant to Ministry of National Development, Singapore Urban Park Design . 1970-1971

Arnold Associates, Principal . March 1971 forward

Professional Affiliations
Registered Landscape Architect: New Jersey, New York, North Carolina, Massachusetts Pennsylvania, Georgia, Ohio, Council of Landscape Architectural Registration Boards, Cert. #52

Member: American Society of Landscape Architects

Guest Lecturer and Critic
Pennsylvania State University . State College, Pennsylvania
University of Pennsylvania . Philadelphia, Pennsylvania
University of Singapore . Republic of Singapore
Princeton University . Princeton, New Jersey
University of Utah . Salt Lake City, Utah

Visiting Assistant Professor of Urban Design at Pratt Institute, Brooklyn, 1965-1966

Publications
Trees in Urban Design, Van Nostrand Reinhold, 1980.
Article on Trees and Shrubs for Encyclopedia of Architecture, John Wiley & Sons, 198 publication date.

Juries and Awards
Design Award, American Society of Landscape Architects, 1974, for "Snowbird" Ski Resort in the Wasatch Mountains, Utah

Juror, Rome Prize in Landscape Architecture, 1977.

Design Award, Washington Metropolitan Chapter, American Institute of Architects, 1980, for "Constitution Gardens," a park on the Washington Mall.

Design recognition, Vietnam Veterans Memorial Competition, 1981. Design team received honorable mention.

Design recognition, Pershing Square Competition, Los Angeles 1986. Design team received honorable mention.

Design Award, New Jersey Chapter, American Society of Landscape Architects,
1987. Honor Award for Feingold House Garden, Oakhurst, N.J.
1988. Merit Award for Trenton Marine Terminal Park, Trenton, N.J.

MAYA Y LIN

19 Stanton Street, Apartment 21, NY, NY 10002
156 Ludlow Street, 5th Floor NY, NY 10002 (studio)
Home 212-~~674-8411~~ Studio 212-677-0259
941-6463

EDUCATION

Yale University School of Architecture
Master of Architecture 1986

Yale College Bachelor of Art cum laude
Architecture Major 1981

University of Copenhagen and DIS Association
Architecture Program Abroad, Spring 1980

SELECTED PROJECTS

Civil Rights Memorial
Southern Poverty Law Center,
Montgomery, Alabama, Work in Progress

LIRR/Penn Station- Sculpture Installation
Selected Design New York, Work in Progress

Hartford Train Station Outdoor Art at the Station
Competition, Selected Finalist Hartford, CT 1987

Theatre Set, Trio Jazz Chamber Opera
Philadelphia Music Theatre Festival, 1984

Vietnam Veterans Memorial,
Washington D C. 1981-1982

SELECTED EXHIBITIONS

60 s - 80 s Sculpture Parallels
Sidney Janis Gallery, NY, NY, Feb 1988

Avante-Garde in the Eighties
Los Angeles County Museum of Art, 1987

Sites and Solutions Recent Public Art
Freedman Gallery Albright College Reading PA, 1985

American Woman Artists- Part II The Younger Generation
Sidney Janis Gallery, NY, NY, 1984

AWARDS AND PUBLICATIONS

Presidential Design Award
November, 1988

National Endowment for the Arts, Visual Artists Fellowship
Fall 1988

Honorary Doctorate of Fine Arts, Yale University,
1987

American Institute of Architects Honor Award
1984

Henry Bacon Memorial Award
1984

"Beauty and the Bank", in The New Republic
December 23, 1985

WORK EXPERIENCE	Maya Y Lin Studio New York 1987-
	Peter Forbes and Associates New York Design Associate 1986-1987
	Fumihiko Maki and Associates Tokyo Architecture Apprentice, Summer 1985
	Batey and Mack, San Francisco Architectural Designer Summer 1984
	Peter Forbes and Associates Boston Architectural Designer, 1983
	Cooper-Lecky Partnership Washington D C Design Consultant, 1981-1982
TEACHING EXPERIENCE	Yale College Seminar, Visiting Professor Imposing Art An Exploration of Controversies in Public Art, Spring 1986
	Yale Art History Department, Head Teaching Assistant Professor V Scully, Modern Architecture Spring 1984, 1985
	Phillips Exeter Academy, Architecture Studio Instructor Summer 1982
VISITING LECTURER	Harvard University, School of Landscape Design, 1988
	Symposium on Public Art NALAA Portland OR 1987
	Qinghua University School of Architecture Beijing China 1985
	Portland School of Art, 1984
	San Francisco Museum of Modern Art, 1983
	Aspen Design Conference, 1983

CHARLOTTE COLISEUM ART WORK

The proposal is a landscape solution which incorporates the entire entrance approach to the Coliseum in its design. Our proposal introduces a series of large topiary spheres (trees which have been carefully pruned into perfectly round, 10' diameter spheres;) onto the central lawn of the main axis road. Seven spheres will be planted on this grassy sloping site traveling down the medians entire length. Due to the existing slope of the site, these spheres will appear to be rolling down the slope.

The design presents to all visitors a playing field - an imaginary game is represented - whose beginning is marked by a single sphere resting at the top of the hill, perched on a stepped plateau, as if ready to begin its imaginary descent. The other spheres follow, in a seemingly random pattern, never becoming too ordered in their placement; they roll down the slope, until at the bottom of the hill one last sphere hovers at the edge of a sunken amphitheatre, appearing to have almost reached its imagined goal.

The design is meant to be seen both from a distance and from up close, and also to be experienced both on foot and from an automobile. From the bottom or top of the hill the whole site reveals to the viewer the entire game - the suggested motion of the spheres as well as the game's beginning and end are easily read. From up close one can become a participant in this landscape, travelling in between these enormous spheres. At night the topiary will be lit from underneath, each sphere will glow with a soft light - leading visitors to and from the Coliseum.

The choice of the sphere for this scheme is directly related to both the site conditions and to the functioning of the Coliseum. The steep slope of the site lends itself to this visual game, and the most common shape in sporting games is the sphere. From a marble to a tennis ball to ping pong, golf or basketball our list of sports balls was endless, and those topiary spheres are a direct reaction to and in direct relation to the games and sporting events. Along both sides of the playing field will be planted additional willow oak trees. In time these trees will create a tree-lined arcade which will not only be reminiscent of the older tree lined residential streets in Charlotte but will frame and protect this imaginary playing field.

The broad steps at the upper end of the game lawn consist of stone risers with grass treads. The same materials are repeated in the steps that form the amphitheatre. The topiary are made of cypress or juniper clipped into ten foot diameter spheres that stay green all year. They are installed in recessed areas with drains to conceal the stems and complete the illusion of perfect spheres. The lawn is irrigated as before except for the addition of special mist nozzles that supplement the existing spray heads and create a romantic hazy effect for special occasions.

By Maya Ying Lin and Henry F. Arnold

CHARLOTTE COLISEUM ART WORK
Technical Information

The broad steps at the upper end of the game lawn consist of stone risers with grass treads. The same materials are repeated in the steps that form the amphitheatre. The topiary are made of cypress or juniper clipped into ten foot diameter spheres that stay green all year. They are installed in recessed areas with drains to conceal the stems and complete the illusion of perfect spheres. Each topiary ball is lighted from below by recessed lights on four sides. The lawn is irrigated as before except for the addition of special mist nozzles that supplement the existing spray heads.

Two rows of additional Willow Oak trees are added on both sides of the road. These trees are 18 feet high when planted and will grow to 70 feet in height over the next 40 years.

The entire project including design fees, earthwork, planting, lawn, lighting, irrigation and a fund for topiary maintenance will cost $340,000. This assumes that the project is built within the next 18 months. It will take 4 months to execute the contract drawings and specifications and 8 months maximum for approvals, bidding and construction.

The artists recognize that topiary of this size are not common in the United States. Therefore, a generous budget allowance is made as part of the project cost to cover an extended maintenance period to assure that the plants are properly clipped. At the end of the maintenance period the Contractor will be responsible for training a permanent maintenance person designated by the Coliseum to clip the topiary plants 3 times per year. In this way the future maintenance of the topiary will be assured. The actual cost of this topiary clipping is no more than the cost of maintaining the lawn in the median strip as it presently exists.

It has been determined that sources exist for all of the materials including the topiary plants. A detailed cost estimate was run to ascertain project feasibility allowing for projected construction cost escalation.

By Maya Ying Lin and Henry F. Arnold

CHARLOTTE

AIM

Attachment A #3

Mayor and Council Communication

From

Subject Memo No. 34

May 3, 1989

INFORMATION

Roadway Project Ranking

Attached is a listing and a description of the process used to rank the 76 transportation projects needed by 2005 to provide acceptable levels of service on these thoroughfares. The first 39 projects are needed by 1997; the remaining 37 should be completed by 2005.

The rankings are the result of analysis performed during preparation of the 2005 Transportation Plan. The ranking system is similar to the one used in 1983 to prioritize projects for the 1990 Transportation and Land Development Policy. The scores were assigned by staff from the Planning Department, Mecklenburg County Engineering Department, City Engineering Department, and the Department of Transportation. The attachment includes separate scores for each of the 76 projects.

This ranking was used to develop the proposed priority list for the FY 1990-94 Transportation Improvement Program (TIP) for Charlotte-Mecklenburg. The proposed TIP was presented to the Metropolitan Planning Organization (MPO) on April 19, 1989.

The Council Transportation Committee will discuss the criteria and the rankings at its May meeting. The MPO is expected to take final action at its July meeting.

City Receives Additional $15,940 in Cable Television Franchise Fees

Because of the diligence of the City's Cable Television Coordinator in reviewing discrepancies between revenues reported to the City with ATC-Cablevision's FY 88 quarterly franchise fee payments and revenues reported on the company's FY 88 year-end financial report, the City received an additional $15,940 in cable television franchise fees from ATC. The company included seven pages of explanation/documentation for their mistaken omission of revenue figures from quarterly fee payments. This information is being reviewed in depth by the General Services Cable TV and the Finance Department's Internal Audit Divisions.

TRANSPORTATION PROJECTS RANKING

Major Transportation Projects Ranking

Major transportation projects are ranked on the attached page. The ranking excludes those projects which have been funded by either the North Carolina Department of Transportation (NCDOT) or the City of Charlotte. The ranking also omits the Outer Loop, since it apparently will receive dedicated funding from the NCDOT. The first 39 projects on the list need to be constructed by 1997 to accommodate projected congestion. The remaining 37 projects should be completed by 2005 to ensure adequate levels of service on Charlotte-Mecklenburg thoroughfares.

Benefit Ranking System

The following criteria were used to rank each project:

Safety (STY)
Congestion (CGT)
Benefit/Cost Ratio (B_C)
Neighborhood Through-Traffic (NTT)
Redirection of Growth (REGRO)
Quality of Life (Q_L)
Accessibility to Central Business District/Development Enterprise Area (C_D)
Job Accessibility (JOB)
Energy/Air Quality (E_AQ)

For every project, the aforementioned criteria were ranked on a scale from +5 to -5. The numbers have the following values:

+5 - Essential Positive Effect
+4 - Considerable Positive Effect
+3 - Significant Positive Effect
+2 - Some Positive Effect
+1 - Any Positive Effect
0 - No Positive Effect

-5 - Essential Negative Effect
-4 - Considerable Negative Effect
-3 - Significant Negative Effect
-2 - Some Negative Effect
-1 - Any Negative Effect
0 - No Negative Effect

For example, the first criteria is a "Positive Impact on Safety". A project receiving a +5 means that it is essential for improving safety; a +4 has considerable impact on safety and so forth.

Each project in the two major groups (1977 and 2005) was assigned a score for each of the nine criteria. The project was then ranked in descending order based on:

First, the number of essential positive criteria satisfied (number of "5's" received)

Second, the number of considerable positive criteria met (number of "4's" received)

Third, the total of scores of all nine criteria

The rating system does not assign different weights to the criteria. All criteria are considered equally.

1989-93

LIST Record#	PROJECT	STY	CGT	B_C	NTT	REGRO	Q_L	C_D	JOB	E_AQ	FOURS	FIVES	TOTAL	SYSTEM	PERIOD	TIP
1	U S 74/Shar Amty Interch	5	5	3	2	-2	0	4	4	5	2	3	26	S	1	0
2	U.S 74 Expressway	5	5	2	2	-2	0	4	4	5	2	3	25	S	1	0
3	I-77 Widening	3	5	2	0	1	0	5	5	1	0	3	22	S	1	0
4	Freedom Widening	5	4	1	2	4	-1	5	4	3	3	2	27	S	1	4
5	York Widen Tyvola-Sou Car	2	5	3	0	4	1	5	4	3	2	2	27	S	1	21
6	Graham Extension	1	4	4	2	4	0	1	5	2	3	1	23	S	1	8
7	Graham/NC 49 Connector	5	4	1	1	2	-1	2	4	2	2	1	20	S	1	0
8	I-77/Sam Furr Interchange	3	3	1	0	4	-1	5	4	0	2	1	19	S	1	24
9	Fairview Widen Park-Coloy	3	5	2	2	-2	-1	0	4	4	2	1	17	C	1	0
10	Sharon Wide ShVu-Shrn Ln	3	5	2	1	-2	-1	0	4	4	2	1	16	C	1	0
11	Westinghouse Wide & Ext	3	4	2	0	2	0	2	5	3	1	1	21	U	1	1
12	Statesville Wide Newl-Hic	4	5	2	1	2	1	1	2	2	1	1	20	U	1	9
13	Woodlawn Widen I-77-SoBvd	3	5	0	0	0	-2	0	4	3	1	1	13	S	1	0
14	Fairview Wide Prov-Carmel	1	5	1	2	2	-2	0	4	3	1	1	12	C	1	0
15	NC 49 N Widening	3	5	3	0	2	0	2	3	2	0	1	20	S	1	19
16	Statesvil Wide Star-Keith	3	5	2	1	2	0	2	2	2	0	1	19	S	1	0
17	Providence Wide Int-High	3	5	3	2	-3	2	1	2	3	0	1	18	S	1	7
18	Eastway Wide SugarCr-Kilb	3	5	1	3	0	-3	1	2	2	0	1	14	S	1	0
19	US 521 Relocation	3	5	2	1	-3	-2	0	2	3	0	1	11	S	1	25
20	Northwest Circumferential	4	4	2	3	4	-2	4	3	2	4	0	24	U	1	0
21	Vance Road Extension	3	4	2	1	4	3	4	3	1	3	0	25	U	1	0
22	Mallard Cr Ch Widening	3	4	3	0	4	-1	3	4	2	3	0	22	S	1	0
23	B G Pkwy/West Interchange	4	4	2	0	1	0	4	3	2	3	0	20	S	1	0
24	Beatties Fd Wide Capps-Lv	3	4	3	0	4	1	3	2	2	2	0	22	U	1	0
25	Colony Extension	3	4	3	0	-2	0	1	4	2	2	0	15	C	1	13
26	US 74 Collectors	4	4	3	0	-3	0	1	3	2	2	0	14	U	1	6
27	Sharon Amity Median P-A	4	4	3	0	0	-1	0	1	2	2	0	13	C	1	0
28	Johnston Extension	2	4	1	1	-3	0	0	4	2	2	0	11	U	1	25
29	Brookshire Wide I-85-Hosk	3	4	3	1	2	0	3	3	2	1	0	21	S	1	0
30	NC 115 Wide States-Harris	2	4	2	0	3	2	2	3	2	1	0	20	S	1	0
31	Mallard Creek Widening	2	2	3	0	3	0	2	4	2	1	0	18	U	1	10
32	Arrowood Extension	1	4	3	0	3	0	1	3	1	1	0	16	U	1	0
33	N Graham Widening	3	4	3	0	0	0	2	2	1	1	0	15	S	1	0
34	Eastern Circumferential	2	4	2	2	0	-3	1	3	3	1	0	14	U	1	0
35	Hoskins Widening	2	4	1	1	0	1	0	2	2	1	0	13	C	1	0
36	South Wide Woodln-Tyvola	3	4	2	1	-1	-2	1	3	2	1	0	13	S	1	0
37	Lawyers Widen Albe-WilsGr	2	4	2	1	-2	-2	0	1	2	1	0	8	S	1	16
38	Nevin/Cindy Connector	2	3	3	2	3	1	0	2	2	0	0	18	C	1	15
39	Seventh St. Widening	3	4	2	3	0	-4	2	2	2	0	0	14	C	1	0
40	NC 160 Widening	3	3	2	0	4	0	4	4	2	3	0	22	S	2	0
41	Brookshire Extension to85	4	3	2	0	2	-3	3	4	3	2	0	18	S	2	0
42	Sam Wilson/NC27 Connector	1	2	3	3	4	0	3	3	2	1	0	21	U	2	14
43	B G Pkwy/Wilk Interchange	3	3	2	0	4	3	3	2	1	1	0	21	S	2	0
44	Statesvil Wide Sunset-Wst	2	2	3	0	3	0	4	3	2	1	0	19	S	2	0
45	Beam Widening	2	1	3	0	2	0	0	4	2	1	0	14	C	2	0
46	Mt Holly/Huntersvil Wide	2	1	1	1	2	-3	4	3	2	1	0	13	S	2	0
47	Park Widen Heather-Abbey	3	3	1	1	-1	-1	1	2	4	1	0	12	C	2	0
48	Woodlwn Wide Halst-PaRdSC	3	2	1	1	-1	-2	0	2	4	1	0	10	S	2	0
49	Hickory Gve/Pence Widenig	3	4	2	2	-2	-3	0	1	2	1	0	9	C	2	0
50	Vance Ext N of Outer Belt	3	3	2	1	3	3	3	3	1	0	0	22	U	2	0
51	NC 115 Wide Harris-Alexda	2	3	2	0	3	2	2	3	2	0	0	19	S	2	0
52	I-85/Billy Graham Int Imp	3	3	2	0	1	0	3	2	2	0	0	16	S	2	0
53	Wallace Neel Extension	2	3	3	0	2	0	2	2	2	0	0	16	U	2	22
54	Sunset Widening	2	3	3	1	2	0	0	3	2	0	0	16	U	2	0
55	Sam Wilson Widening	2	3	0	0	2	0	3	2	2	0	0	14	U	2	0
56	Rea Wide Colony-NC 51	3	2	2	2	-2	1	1	3	2	0	0	14	C	2	0
57	Griffith Widening	3	3	1	2	2	-2	0	2	2	0	0	13	U	2	0
58	Little Rock Widening	3	1	2	1	2	-1	2	2	1	0	0	13	U	2	0
59	Sugar Creek Widening	3	3	1	1	2	-4	1	2	2	0	0	13	S	2	0
60	Eastway Wide Kilb-US74	3	3	1	3	0	-3	1	2	2	0	0	12	S	2	0

61	NC 49S Wide BrlGra-Yorkmt	3	2	0	0	1	0	1	2	3	0	0	12	S		2	0		
62	NC 27 Widening	2	2	0	0	2	1	2	2	1	0	0	12	S		2	0		
63	South Widen Arrow-Tyvola	3	2	2	1	-1	-2	1	3	2	0	0	11	S		2	0		
64	Sardis Widening SRNo-NC51	3	3	2	1	-2	-2	2	2	2	0	0	11	C		2	0		
65	South Widen SharW-Westing	2	3	2	0	0	0	0	3	1	0	0	11	S		2	0		
66	Sugar Cr Widen I-85-N Try	2	3	1	2	1	-3	0	1	2	0	0	9	S		2	0		
67	Plaza Widen Fairmkt-NHG	2	1	1	2	-2	2	2	2	1	0	0	9	U		2	0		
68	Tuckaseegee Widening	2	3	2	0	0	-2	1	1	2	0	0	9	C		2	0		
69	NC 51 S Widening	2	2	3	0	1	-3	0	2	2	0	0	9	S		2	0		
70	Plaza Wide Parkwd-Mathesn	2	3	1	2	0	-4	1	2	2	0	0	9	C		2	0		
71	Park Widen Selwyn-Tyvola	2	2	1	2	-1	-2	1	2	2	0	0	9	C		2	0		
72	Tyvola Widening	2	1	1	0	1	0	0	2	1	0	0	8	C		2	0		
73	Providence Median	3	2	0	1	0	-5	2	2	2	0	0	7	S		2	0		
74	Prov Wide Fairvu-Rea 6-ln	2	2	1	2	-2	-2	0	2	1	0	0	6	S		2	0		
75	Harrisburg Widening	2	2	2	0	-1	-2	0	1	1	0	0	5	U		2	0		
76	Lawyers Widen WilGr-NC 51	2	2	2	0	-3	-1	0	1	2	0	0	5	S		2	0		

SET PRINT OFF

NOTES

SYSTEM RESPONSIBILITY

S - State
C - City of Charlotte
U - Uncertain about funding agency due to future annexation
or possible local town involvement of highway construction

PERIOD

1 - Needs to be constructed by 1997 to accommodate
projected traffic volumes for that roadway.

2 - Needs to be constructed by 2005 to accommodate
expected traffic congestion in that year

TIP (TRANSPORTATION IMPROVEMENT PROGRAM)

Priority in the FY 1989-FY 1993 Charlotte-Mecklenburg Transportation Improvement Program approved by Metropolitan Planning Organization on May 18, 1988.

Attachment B JUNE 2, 1989

Transportation Improvement Program Priorities

On the June 12 agenda, Council will be asked to consider the recommendation of the Transportation Committee to adopt the proposed priority list for the 1990-94 Transportation Improvement Program. Below is information about the proposed priorities and the criteria used to develop the ranking system.

The 2005 Plan will modify our Charlotte-Mecklenburg Transportation Improvement Program in two significant ways. First, it adds several new projects, particularly projects which widen existing four lane roads to six lanes. Second, it re-orders the priorities of all projects based upon more complete information about these projects and their ability to respond to our future needs.

At the MPO meeting on May 17, the biggest concern was that the 2005 Plan rankings (based on future considerations) did not adequately address current congestion problems and therefore were not ideal for developing our current transportation improvement program project list. In response to this, staff added a 10th criterion to the ranking system· relief of current congestion. The attached table presents the 39 projects (identified as being needed in 1997 by the 2005 Plan) in this revised order. The table presents the project name followed by the nine original criteria and the 2005 Plan ranking. The table shows the additional column for current congestion and the revised ranking resulting from that column. This leads to a few major changes in priority:

I-77 widening moved from 3rd to 1st.
NC 49 widening moved from 15th to 8th.
Providence Road (NC 16) widening moved from 17th to 9th.
Graham Street/NC 49 connector fell from 7th to 13th.
Lawyers Road Widening moved from 37th to 29th.
Graham Street Extension fell from 6th to 10th.

The column labeled "system" indicates whether the project is currently on the State's system (S), the City system (C), or uncertain (U) (this usually means the project is currently on the State system but would eventually be on some City's system through annexation).

The total estimated cost for all projects is currently $766 million. Of this total, State responsibility will be $500 million, City responsibility $22 million and the Uncertain category (probably City) would be $244 million.

REVISED ROADWAY PROJECT RANKING
INCLUDING CURRENT CONGESTION

Project	Safety	Future Congestion	Benefit/ Cost	Neighborhood Thru Traffic	Redirected Growth	Quality of Life	Access to CBD/DEA	Job Access	Energy/ Air Quality	No of Fours	No of Fives	Total	System	2005 Plan Rank	Last Year's TIP	Current Congestion	No of Fours (Rev)	No of Fives (Rev)	Total (Rev)	Proposed TIP Rank
I 77 Widening	3	5	2	0	1	0	5	5	1	0	2	22	S	3	0	5	0	4	27	1
U S 74/Shar Amty Interch	5	5	3	2	2	0	4	4	5	2	3	26	S	1	0	4	3	3	30	2
U S 74 Expressway	5	5	2	2	2	0	4	4	5	2		25	S	2	0	4	3	3	29	3
Freedom Widening	5	4	1	2	4	1	5	4	3	3	2	27	S	4	4	4	4	2	31	4
York Widen Tyvola Sou Car	2	5	3	0	4	1	5	4	3	2	2	27	S	5	21	3	2	2	30	5
Fairview Widen Park Colov	3	5	2	2	2	1	0	4	4	2	1	17	C	9	0	5	2	2	22	6
Sharon Wide ShVu Shrn Ln	3	5	2	1	2	1	0	4	4	2	1	16	C	10	0	5	2	2	21	7
NC 49 N Widening	3	5	3	0	2	0	2	3	2	0	1	21	S	15	19	5	0	2	25	8
Providence Wide Int High	3	5	3	2		2	1	2	3	0	1	18	S	17	7	5	0	2	23	9
Graham Extension	1	4	4	2	4	0	1	5	2	3	1	23	S	6	8	4	4	1	27	10
I 77/Sam Furr Interchange	3	4	2	0	4	1	5	4	1	3	1	22	S	8	24	4	4	1	26	11
Westinghouse Wide & Ext	3	4	2	0	2	0	2	5	3	1	1	21	U	11	1	4	2	1	25	12
Graham/NC 49 Connector	5	4	1	1	2	1	2	4	2	2	1	20	S	7	0	2	2	1	22	13
Fairview Wide Prov Carmel	1	5	1	2	2	2	0	4	3	1	1	12	C	14	0	4	2	1	16	14
Statesville Wide Newl Hic	4	5	2	1	2	1	1	2	2	1	1	20	U	12	9	2	1	1	22	15
Eastway Wide SugarCr Kilb	3	5	1	3	0	3	1	2	2	0	1	14	S	18	0	4	1	1	18	16
Woodlawn Widen I 77 SoBvd	3	5	0	0	0	2	0	4	3	1	1	13	S	13	0	3	1	1	16	17
US 521 Relocation	3	5	2	1	3	2	0	2	3	0	1	11	S	19	25	4	1	1	15	18
Statesvil Wide Star Keith	3	5	2	1	2	0	2	2	2	0	1	19	S	16	0	2	0	1	21	19
Northwest Circumferential	4	4	2	3	4	2	4	3	2	4	0	24	U	20	0	4	5	0	28	20
Vance Road Extension	3	4	2	1	4	3	4	3	1	3	0	25	U	21	0	2	3	0	27	21
Mallard Cr Ch Widening	3	4	3	0	4	1	3	4	2	3	0	22	S	22	0	3	3	0	25	22
B G Pkwy/West Interchange	4	4	2	0	1	0	4	3	2	3	0	20	S	23	0	2	3	0	22	23
Colony Extension	3	4	3	0	2	0	1	4	2	2	0	15	C	25	13	4	3	0	19	24
Beatties Fd Wide Capps Lv	3	4	3	0	4	1	3	2	2	2	0	22	U	24	0	2	2	0	24	25
US 74 Collectors	4	4	3	0	3	0	1	3	2	2	0	14	U	26	6	2	2	0	16	26
Sharon Amity Median P A	4	4	3	0	0	1	0	1	2	2	0	13	C	27	0	2	2	0	15	27
Johnston Extension	2	4	1	1	3	0	0	4	2	2	0	11	U	28	25	2	2	0	13	28
Lawyers Widen Albe WilsGr	2	4	2	1	2	2	0	1	2	1	0	8	S	37	16	4	2	0	12	29
Brookshire Wide I 85 Hosk	3	4	3	1	2	0	3	3	2	1	0	21	S	29	0	2	1	0	23	30
NC 115 Wide States Harris	2	4	2	0	3	2	2	3	2	1	0	20	S	30	0	2	1	0	22	31
Mallard Creek Widening	2	2	3	0	3	0	2	4	2	1	0	18	U	31	10	2	1	0	20	32
Arrowood Extension	1	4	3	0	3	0	1	3	1	1	0	16	U	32	0	2	1	0	18	33
N Graham Widening	3	4	3	0	0	0	2	2	1	1	0	15	S	33	0	2	1	0	17	34
Eastern Circumferential	2	4	2	2	0	3	1	3	3	1	0	14	U	34	0	3	1	0	17	35
Hoskins Widening	2	4	1	1	0	1	0	2	2	1	0	13	C	35	0	2	1	0	15	36
South Wide Woodln Tyvola	3	4	2	1	1	2	1	3	2	1	0	13	S	36	0	2	1	0	15	37
Nevin/Cindy Connector	2	3	3	2	3	1	0	2	2	0	0	18	C	38	15	3	0	0	21	38
Seventh St Widening	3	4	2	3	0	4	2	2	2	0	0	14	C	39	0	2	0	0	16	?

SYSTEM RESPONSIBILITY

S - State
C - City of Charlotte
U - Uncertain about funding agency due to future annexation or possible local town involvement of highway construction

TIP (TRANSPORTATION IMPROVEMENT PROGRAM)

Priority in the FY 1989 - FY 1993 Charlotte-Mecklenburg Transportation Improvement Program approved by Metropolitan Planning Organization on May 18, 1988.

#4A

M E M O R A N D U M

DATE: May 11, 1989

TO: Mayor/City Council

FROM: O. Wendell White

SUBJECT: CUTRATE Status Report (Revised)

We are providing a status report of the various CUTRATE elements:

Unwarranted Signals
Of the thirteen signals that were candidates for removal, eight have been removed and three (Belhaven/McClure, Carver/West, and 32nd/Tryon) are on hold pending Council discussion. The remaining, Tremont/Tryon and Mint/Palmer will not be removed due to poor sight distance; Belvedere/The Plaza is pending determination if sight obstructions can be removed.

Left Turn Prohibitions
Of the 47 candidate locations presented to Council, 25 were selected by staff for installation, subsequent to engineering analysis. Four additional locations are being handled through signal removals. Of the 25, 17 are completed. A staff priority has been placed on completing the remainder. A list of projects is attached.

Enforcement
Active enforcement continues. After some initial difficulty in getting enough officers to volunteer for the two-hour overtime session, we have directed the Police Department to permit three-hour sessions; the Police Department is now able to assign 20 officers per day to the program. From 9/7/88 to 5/3/89, Police Department off-duty officers, in providing extensive enforcement, have issued 1,743 citations at 44 intersections plus Uptown. The accident rate at the targeted intersections has decreased 7%, while the overall City rate has decreased 2%. We feel that the decrease (a rare occurrence in our growing city) is directly attributable to CUTRATE enforcement. The citywide decrease may be a side benefit of the heavy enforcement at key intersections.

One Way Streets
Consultant study has been completed, indicating no opportunities are available for additional one-way streets.

Signal Timing Optimization
Personnel issues, regarding need for overtime pay of exempted employees and number of in-office hours, need to be resolved.

Wrecker Response
Council did not approve initial ordinance changes. At Council Request, Police are gathering data on wrecker program, in order to reconsider program needs. This item will be scheduled for a future Transportation Committee meeting.

Reversible Lanes
Seventh Street reversible lanes are currently under design with installation anticipated for December, 1989. The Providence Road and The Plaza reversible lanes are scheduled for installation by October, 1989.

Left-Turn Lanes
Meeting held 3/7/89 between Mayor and South Boulevard property owners. Sufficient right-of-way has been promised in the Archdale area. The next step is to begin design of the proposed left-turn lane. Efforts continue to encourage other property owners to contribute.

Uptown Connections
New Uptown Connection-type service from Crown Point on Independence was begun September, 1988. The Idlewild Park-And-Ride lot began operating in December, 1988.

Add-A-Lane
Extra lanes have been added by paving shoulders at 18 locations, as part of Phases I and II. An additional six locations will be constructed soon by Street Maintenance. Phases III and IV involve longer term projects. Design contract with consultant currently under negotiation. A list of projects is attached.

We feel that significant benefits from the program have already been realized, and that the program so far should be considered a success.

OWW/lc

#4B

Exhibit A

CUTRATE UNWARRANTED SIGNAL REMOVAL

May 1989

SIGNALS REMOVED

Clarkson/Morehead	Removed 9/88; replaced with 4-way stop
Clemson/Matheson	Removed 1/89; replaced with flasher
Cliffwood/Mint/Summit	Removed 10/88
Dilworth/Romany	Removed 11/88; replaced with 4-way stop
Magnolia/South Boulevard	Removed 10/88
Mint/Pine/Trade	Removed 12/88
Myers/Trade	Removed 9/88

SIGNALS TO BE REMOVED

Belhaven/McClure

Dr. Carver/West Boulevard

32nd Street/Tryon

SIGNALS NOT TO BE REMOVED

Belvedere/The Plaza	(Pending review of feasibility of removal of sight obstructions)
Mint/Palmer	
Tremont/Tryon	

Exhibit B

CUTRATE LEFT-TURN RESTRICTIONS

May 1989

RESTRICTIONS INSTALLED

Location	Direction	Time	Status
4th/Randolph @ Caswell	WB	AM	Completed 3/28/89
	EB	PM	Completed 5/12/78
Beatties Fd @ Booker/Oaklawn	NB	PM	Completed 4-4-89
Briar Creek @ Commonwealth			Completed 2/15/89
Central @ Morningside	EB	PM	Completed 12/13/88
	WB	AM	Completed 12/13/88
Central @ Pecan	WB	AM	Completed 4/11/89
Central @ Thomas	EB	PM	Completed 3/8/89
	WB	AM	Completed 3/8/89
Kings @ 4th	NB	AM	Completed 4/4/89
Monroe @ Dunn	WB	AM	Completed 4/18/89
Park @ Hillside	SB	PM	Completed 3/10/89
Park @ Princeton	SB	PM	Completed 4/4/89
Randolph @ Colville/Laurel	EB	AM	Completed 12/09/88
	WB	PM	Completed 12/09/88
Selwyn @ Colony	SB	PM	Completed 3/16/89
Selwyn @ Woodlawn	NB	AM	Completed 4/18/89
The Plaza @ Sugar Creek	SB	AM	Completed 3/30/89
Tryon @ 2nd	NB	AM/PM	Completed 12/8/88
Tryon @ Bland	NB	AM	Completed 5/9/89
	SB	PM	
Tyvola @ Wedgewood	SB	PM	Completed 1/31/89

Exhibit B

LEFT-TURN RESTRICTIONS PROPOSED TO BE INSTALLED

Location	Direction	Time
3rd/Providence @ Caswell	EB	PM
Hawthorne @ 7th	SB NB	AM PM
Park @ Poindexter	NB	AM
The Plaza @ 36th	NB	PM
Sharon Amity @ Addison	SB	AM
Trade @ Davidson	EB	PM
Tryon @ 6th	NB	AM/PM
Tuckaseegee @ Camp Greene	WB	AM/PM

LEFT-TURN RESTRICTIONS HANDLED THROUGH SIGNAL REMOVAL

Location	Direction	
The Plaza @ Clemson	NB	(Removal of signal at Clemson at Matheson eliminated need for this restriction)
South Blvd. @ Magnolia	SB	
West Blvd. @ Dr. Carver	EB	(proposed)
Morehead @ Clarkson	WB	

LEFT-TURN RESTRICTIONS NOT TO BE INSTALLED

Location	Direction
4th @ Queens/Hawthorne	
Beatties Ford @ Dixon	
East Blvd. @ Dilworth Rd. W.	WB
East Blvd. @ Dilworth Rd. E.	

Exhibit B

Exhibit B

Graham St. @ Johnston	SB
Hawthorne @ Fifth	
Kenilworth @ Romany	SB
Monroe @ Richland	WB
Morehead @ Cedar	WB
Morehead @ Harding	
Park @ Marsh	NB
The Plaza @ Anderson	
Providence @ Colville	EB
Selwyn @ Brandywine	NB
Sugar Creek @ Greensboro	
Tryon @ Griffith	
Tryon @ First	SB
Tryon @ Seventh	
Tryon @ Eighth	
Tryon @ Ninth	
Tryon @ Stonewall	
Tryon @ Tremont	
Woodlawn @ Scaleybark	EB

Exhibit C

CUTRATE ADD-A-LANE CONSTRUCTION

May 1989

Completed Add-A-Lane Projects

Carmel Road at Blanchard Texaco
Carmel Road at Town and Country Road
Carmel Road south of Montibello
Carmel Road 3400 block
Carmel Road 3600 block
Carmel Road 3800 block
Providence Road at Lynbridge Road
Providence Road at Hamilton Mill Road
Providence Road at High Ridge Road
Providence Road at Kuykendall Road
Shamrock Drive at Glenville Avenue
Milton Road at Village Green Apartments
Sharon Road West at Sharon Lakes Road
Sharon Road West at Brandon Forest road
Sharon Road West at Oberbeck Lane
Sharon Road West at Hopeton Road
Park Road at Park Crossing
Sardis Road at McAlpine Creek Bridge

Add-A-Lane Projects to be Completed Soon

Freedom Drive at Lanewood Place
Freedom Drive at Toddville Road
Milton Road at Barringer Drive
Hickory Grove Road at Hickory Grove Baptist Church
Nations Ford Road at I-77
Nations Ford Road south of SR9171

Add-a-Lane Projects Deleted

Freedom Drive north of 5721
Providence Road south of Shallowood
Sardis Road from Sardis Presbyterian Church to Lansdowne Road
Lawyers Road from Idlewild Road North to Chestnut Lake Drive
Archdale Drive from Sugar Creek to Old Reid Road
Quail Hollow Road at Carnoustie Lane

In addition, the following projects are dependent on the re-paving of Carmel Road:

Carmel Road between Windwood Circle and Quail View Road
Carmel Road between Quail View and Winged Foot Road
Carmel Road south of Asherton Drive
Carmel Road between Windwood Cirlce and 5512
Carmel Road between Mill Pond Circle and Knapdale Lane
Carmel Road between Crossgate Road and Moorland
Carmel Road south of Mill Pond Road
Carmel Road north of Knapdale Lane
Carmel Road south of Sharon View Road

#5

USE OF LOCAL OPTION BENEFITS:

Since policy was expanded in 1982:

Relocated households which were eligible for benefits: 660
Used local option rental assistance: 50 @ average cost of $4,516.69.
Used local option downpayment assistance: 39 @ average cost of $5,386.55
Average local option benefit payment: $4,897.87 (low of $50; high of $8,000).

Current fiscal year's use of local option: Five households have used local option downpayment assistance. The cost is $30,000 or an average of $6,000 per household. None have used local option rental assistance.

Relocation projection for FY90: 78 households would be eligible for benefits. Maximum possible cost: $546,000. Based on usage in past seven years, it is estimated that 13 households will actually use local option benefits at an estimated cost of $52,750.

LOCAL OPTION
SUMMARY OF BENEFITS
CURRENT AND PROPOSED

	OLD URA	NEW URA	OLD LO	NEW LO
Tenant/Homeowner To Tenant	$4,000	$5,250	$7,000 Additional	Unchanged
Tenant to Homeowner	$2,000 +up to $2,000 matching	$5,250*	$8,000 Grant	Loan or DPL based on income and housing units.
Homeowner to Homeowner	$15,000	$22,500 Grant	No maximum under Last Resort Grant	Loan or DPL based on income and housing costs.

*Based on amount of URA that client would receive if he had remained a tenant.

#6

RESPONSES FROM VENDORS WHO DID NOT SUBMIT A BID PROPOSAL FOR THE 18-RECYCLING VEHICLES.

1. RT1

Manufacturer of recycling truck, cab, & chassis located in Chino, CA., Eldon Grumbo, President. They did not bid due to difficulty in getting the required bid bond. They met all bid specifications except their vehicle is not front wheel drive.

2. Industrial Disposal Supply Co.

Equipment dealer located in Plano, TX., Noel Whitwood, Corporate Vice President. They represent Peerless Inc. and felt that they would not be competitive for two reasons: (1) Peerless' pricing structure is too high, and (2) since Peerless is located on the west coast (Oregon) they felt the costs of freight alone might have made their bid non-competitive.

3. Quality Equipment & Supply

Equipment dealer located in Charlotte, John Phillips, Owner. They also represent Peerless but experienced communication problems between Peerless in Oregon and themselves in Charlotte that prevented the bid proposal from being completed on time. Also, the bid bond requirement was a problem.

4. Kitterman, Inc.

Manufacturer of recycling truck bodies located in San Jose, CA., Jack Kitterman, President. They were not contacted by any of the equipment dealers that were sent bids. What is known of Kitterman is the following:

- They have been in business for 19 years; do not advertise nor attend trade shows. They obtain business through "Word of Mouth".

- They could have substantially met the specifications by building a specialized body and modifying a Ford, International, or Chevrolet truck cab & chassis.

- They could have provided the 28 cubic yard capacity with the capability of 3 to 5 bins.

- They currently have trucks in operation in San Jose, CA., Houston, TX., Minnesota, and Florida.

DESCRIPTION OF CITY'S REFUSE COLLECTION OPERATION

Two Separate Operations

The Sanitation Division runs two separate refuse collection operations to provide two distinct services -- backyard collection and curbside collection. Backyard collection requires refuse to be removed from behind a service location once per week while the curbside service removes items placed at curbside on a separate day of the week. With the 1989-90 fiscal year, the size of the two operations will be:

	Backyard Collection	Curbside Collection
No. of Collectors/Supervisors	164	129
No. of Routes	51	34
Avg. No. of Locations Per Route	518	776
No. of Vehicles in Fleet	61	41

The running of these two distinct operations is dictated in part by the requirement to comply with the State and Federal weight laws and an effort to transport the highest payload at the lowest operational cost.

Type of Collection Vehicles Used

Because there are two distinct tasks involved in providing the two services, two different types of collection vehicles are used. The most efficient and cost effective vehicle for the backyard service has proven to be a side-loading refuse collection truck while for the curbside operation, a tandem rear-loader appears more practical. The distinctions that determine which vehicle is best suited for each task are as follows and explained in more detail under subsequent headings:

- Ability to carry the equivalent payload of a 25 cy tandem rear-loading vehicle while in compliance with weight laws.
- Least number of employees to provide efficient service.
- Lowest total operational cost.

It should be noted that both types of vehicle can handle both backyard and curbside refuse and the use of a single axle rear-loading vehicle is not realistic because the truck cannot carry a reasonable payload and comply with the weight laws. Therefore, these factors were not considered in the truck type selection.

Since it is the use of the side-loading vehicle for which further clarification is needed, the remainder of this report provides the

rationale for the selection of the equipment for the backyard operation only.

Primary Requirement - Legal Payload

Beginning in 1982-83 the requirement to comply with North Carolina and Federal weight laws resulted in the City of Charlotte analyzing the type of truck used, type of refuse carried, and weight of the truck when full. This analysis lead City staff to determine a 20 cy side-loading EVO could carry legally the same payload as a 25 cy tandem rear-loading vehicle at less total operational cost. The EVO is designed solely as a refuse collection vehicle with one of the major requirements being to achieve this high payload while complying with the legal weights on the rear and front axles as well as the total vehicle weight. With the density of backyard refuse, the greater weight per cubic yard of backyard refuse versus curbside trash/yard waste and the need to carry the highest volume possible, the use of the EVO to provide the backyard service became obvious.

Secondary Requirement - Productivity

The second major consideration, in the vehicle selection process was to secure equipment designed specifically for the task to achieve the highest productivity at the lowest total cost. Thus the equipment must offer the following basic operational features:

- Two crew member operation to serve same number of locations as a three-member crew
- Dual, stand-up drive
- Single axle versus tandem axle
- Short wheel base for maneuverability
- Constant load -- pack while driving
- Unloading by ejection
- Minimal walking from location to loading and to the driving of the vehicle
- Low loading from both sides
- Safety -- visibility from cab, minimize back strain, safe backing, etc.

7B

QUESTIONS AND ANSWERS FOR THE JUNE 12TH COUNCIL AGENDA

Question #1: The issue was raised last year about the City of Durham and some Florida cities replacing their Lodals -- what about this?

The City of Durham has 33 Lodal EVO-D side loading units and are planning to purchase more. They "highly recommend" this unit. They also advised that they have no problem in unloading them at the landfill.

Sarasota, Florida has used a fleet of 12 Lodal EVO-D's and has used them since 1969. They recently purchased three more, and would "recommend them for their high productivity use." Their equipment maintenance shop is also satisfied with the maintenance requirements.

Tampa has a fleet of 53 Lodal EVO-D's and has used them since 1980. Officials from Tampa stated they liked them for the same reasons as Sarasota, and additionally referenced the warranty terms.

Winterhaven who recently replaced one of their six units with a 31 cy rear loader, spoke highly of the Lodal and indicated it had a "good design". Their purchase of the rear loader pertained to the need to handle the heavy trash load they are experiencing.

Question #2: Are side loader trucks more susceptible to getting stuck at the landfill?

No. The professional operation of a landfill eliminates conditions during inclement weather whereby vehicles get stuck. It is not a problem for the City with the County operated Harrisburg Landfill. Furthermore, with the City trucks supplying the waste for the Waste-to-Energy Facility on North Tryon Street, getting stuck at a landfill is no longer a factor to be considered.

Question #3: Can side loader trucks be used for curbside trash collection?

Yes. However, with curbside trash collection occurring five days per week with a separate workforce, it is more practical for the City to continue to use rear loaders for this service using a 3-member crew.

Question #4: How were specifications written for this bid?

The City specifies equipment identical to Lodal because the Lodal can allow the crew to perform the work of three employees with only two, and it is the only piece

of equipment that we know of that can accomplish that task.

The City of Durham actually uses the manufacturers specifications to write their specs and is aware that they will only get one bid. The specs used by the City of Charlotte were a combination of the critical features of the Loadal truck and other features that past experience has shown to be both reliable and, in the long run, economical.

Also, in this particular bid, as is all contract proposals, the following statement was included:

> "The names of a certain brand, make or model are to denote the quality standard of the article desired, and is to set forth and convey to prospective bidders the general style, type, character, and quality of the article desired."

Question #5: Does the use of side loading refuse collection vehicles improve productivity?

With the purchase of 22 side loading vehicles in 1986, City Council confirmed the Department's move towards productivity improvements by decreasing the workforce in the Sanitation Division by 22 positions to reflect the change from three person to two person crews by using the side loading equipment.

Question #6: If new specs are developed, will more firms respond?

We are unaware at this time of any other firms that would respond; however, we do know that manufacturers are currently researching and developing new units that are not yet on the market for demonstration and analysis.

Question #7: How many bids were mailed to potential suppliers?

Requests for proposals were sent to seventeen potential bidders of which five were Lodal dealers. Included in the seventeen was one sent to the Lodal factory in Michigan.

Question #8: What are "critical specs" on the side loaders and do any other vendors have equipment that meet these "critical specs"?

The "critical specs" are as included in the attached report under the title "Secondary Requirement-Productivity". Basically, only the EVO-D meets those "critical specs."

Question #9: Why don't more firms build "from scratch side loaders"?

The trend to build more side loaders is increasing because the industry has recognized the need to meet the Federal weight laws for refuse collection vehicles.

Question #10: Who uses non Lodal side loaders and what is their evaluation?

Greensboro, Indianapolis, and Phoenix all use non Lodal side loaders which are totally automated and are suited for curbside collection only, not backyard collection as in Charlotte. The completely automated collection system uses a specially equipped truck chassis upon which is mounted a collection body complete with a remotely controlled lift arm and container gripping clamp. The truck is driven and operated on the route from the right-hand side. Each resident places the standard container at the appropriate designation near the curb on the scheduled service day. The operator drives down each side of each street, stopping at each container and, from his driving position, maneuvers the arm to the container, grips the container, lifts it over the side and empties it into the hopper and returns the container to the ground behind the curb. The operator never leaves the driving/operation position. This automated system requires one person per vehicle/route.

Question #11: What happens if this bid is delayed?

The City will run an increased risk of not having sufficient trucks to service routes because of annexation and the operation of so many old worn out vehicles. When this occurs routes are likely not to be serviced on time.

NOTE: Also attached is a description of the City's refuse collection program and other pertinent equipment information detailing the requirement for side loaders.

6/6/89
Purchasing Department

#8

Planned Railroad Corridor Improvements at CSX Transportation Crossings in the Mount Holly Road Area

The June 12 agenda includes a recommendation to approve a municipal agreement to improve the Toddville Road/CSX Transportation railroad grade crossing. The improvement is part of a planned corridor improvement of CSX Transportation crossings located between Mount Holly Road and Old Mount Holly Road. The crossings are at Tom Sadler Road, Kenstead Circle, Craig Street, and Toddville Road.

Large trucks, often filled with gasoline or other hazardous material, use the crossings. Trucks routinely stop on the tracks because of the short distance between the tracks and the parallel roadways. Truck drivers sometimes cannot pull off the tracks when a train approaches because of other traffic on the adjacent roadway. At least one fatal accident involving a gasoline tanker truck (which caught on fire when struck by a train) has occurred in recent years at the Kenstead Circle Crossing. A CSX Transportation employee was also severely injured when he had to jump from a moving train when he feared he could not stop before hitting a gasoline tanker at another crossing.

To reduce the chance that trucks become trapped on the tracks, traffic signal installations are planned on Mount Holly Road at Kenstead Circle and Toddville Road. The traffic signals would be preempted to allow vehicles on the crossings to clear before a train arrives. Crossing gates would prevent additional traffic from entering the crossing during the preemption cycle. Widening of Mount Holly Road for additional turn lanes at Kenstead Circle and at Toddville Road is necessary as part of the signal installations.

The Craig Street and Tom Sadler Road crossings cannot be improved in the same manner. Under the corridor improvement concept, the Craig Street crossing would be temporarily closed after the widening and traffic signal/preemption are installed at the Kenstead Circle/Mount Holly Road intersection. The Tom Sadler Road crossing would be temporarily closed after the similar project is completed at the Mount Holly Road/Toddville Road intersection.

Due to overall public safety, however, CDOT would request the Engineering Department to initiate steps to remove the streets from dedication so the closures would be permanent. Following standard procedures, the Engineering Department would seek comments on the closings from City departments and utility companies; ask City Council to adopt a resolution of intent to permanently close each street; advertise the required public hearing by posting signs, publishing the resolution of intent in the Mecklenburg Times, and notifying affected property owners by mail; and, if City Council approves, permanently close each street and abandon street right-of-way to abutting property owners.

The NCDOT will fund the improvements at the Kenstead Circle/Mount Holly Road intersection. However, since Mount Holly Road is not on the State Highway System where Toddville Road intersects it, the City is required to fund some of the improvements. Therefore, the Municipal Agreement is required for the NCDOT to proceed with preliminary engineering at the latter location.

CDOT held a public meeting to discuss proposed thoroughfare improvements in the Mount Holly area on June 30, 1987. The corridor improvements and proposed closings of the crossings were discussed at that meeting. Approximately 200 area residents and business owners attended the meeting.

Public reaction to the closings was mixed at that time. CDOT believes that improving two crossings (Kenstead Circle and Toddville Road) and closing two (Tom Sadler Road and Craig Street) would be in the public interest and not deny property owners in the vicinity of the street closings means of reasonable ingress or egress from their properties.

If you need additional information about the corridor improvements, the City's Chief Traffic Engineer, Doug Gillis, will be glad to answer them.