AGENDA

Meeting Type:	BUSINESS
Date:	10/24/1988

City of Charlotte, City Clerk's Office

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, October 24, 1988

1:00 PM. . . . . Council-Manager luncheon
2:00 PM. . . . . Citizens Hearing
2:30 PM. . . . . Council Meeting

ITEM NO.

1. Invocation by Rev. George E. Battle of Gethsemane A.M.E Zion Church.

2. Consider approval of minutes of Regular Meetings of September 26 and October 10 and Council Workshop on October 5, 1988.

POLICY

3. Decision on Petition No. 88-34 by Strawberry Hill Associates for a change in zoning from R-9MF to B-1(CD) for a 6.2 acre site located just off the northeasterly corner of Providence Road and Old Sardis Road.

At the September 19 zoning meeting, Council agreed to Council member Stan Campbell's request that the decision on this petition be deferred until the next Council meeting after the Zoning Committee meets since he will be out of town for the October 17 Zoning meeting.

The Zoning Committee recommends that the petition be approved.

Attachment No. 1

4. A. Recommend adoption of a resolution of intent to annex the I-77 Corridor North area.

B. Recommend adoption of a resolution of intent to annex the Hemphill area.

C. Recommend adoption of a resolution of intent to annex the Rea Road/Elm Lane West area.

D. Recommend adoption of a resolution of intent to annex the Arrowood I area.

E. Recommend adoption of a resolution of intent to annex the Arrowood II area.

F. Recommend setting a public hearing for Thursday, December 15, 7:00 p.m. Meeting Chamber of the Charlotte-Mecklenburg Government Center.

G. Recommend adoption of a budget ordinance approprating $26,945.00 from the General Fund fund balance for public notification.

Statute Requirements

.Resolutions of intent are required by state annexation statutes and state the intent of the City to consider annexation.

.Resolutions describe the boundaries of the areas under consideration and establish a date for public hearing which must be at least 45 days and not more than 90 days following passage of the resolutions.

.The City is also required to notify by first class mail all real property owners located within the area to be annexed and publish two notices in the newspaper. The budget ordinance appropriates the necessary funds for public notification. ($26,945.00)

Service Costs/ Revenues

.Preliminary Report indicated projected service costs of $5,459,996 and $3,438,860 in the first and second years respectively, offset by projected revenue of $3,886,538 and $4,598,301 in the first and second years of annexation.

.Capital improvement funds of $832,500 are proposed for construction of one fire station.

.An additional $10,112,723 is estimated for water and sewer service extensions and reconstruction of streets.

Annexation Calendar

November 24, 1986 and September 14, 1987 - Council adopted Resolutions of Consideration which delineated the geographical areas under consideration.

October 5, 1988 - Preliminary annexation report presented to Council.

October 24, 1988 - Adopt resolutions of intent. Once the resolutions are adopted, the areas cannot be increased; however, Council could make adjustments to decrease the areas up until February 13, 1989 when the annexation ordinance is adopted.

November 14, 1988 - Final plan approval. The final plan will be sent to Council in early November.

December 15, 1988 - Public hearing.

February 13, 1989 - adoption of annexation ordinance.

June 30, 1989 - annexation effective.

Clearances

Representatives of the City Manager's staff, the City Attorney, Budget and Evaluation, and all affected departments have been involved in various stages of the annexation process.

5. A. Recommend approval of the action plan for accelerating the Airport's Part 150 Noise Compatibility Program.

B. Recommend adoption of an ordinance appropriating $7.4 million in Airport funds.

Expedited Acquisition of Houses

During the Master Plan approval, Council requested staff identify ways to expedite implementation of the Airport's FAA Part 150 noise compatibility program. The Part 150 Program was submitted to the FAA for approval on July 15, 1988 and final approval is expected in June, 1989. The Program provides for acquisition of residences in the 75 Ldn zone and corrective measures (including purchase assurance and soundproofing) in the 70 Ldn zone. The Part 150 Federal funding under normal procedures can be expected to provide $1 million per year.

In July, Piedmont's requested extension of usage of the parallel runways from 10:00 pm to 11:00 pm was approved by the Airport Advisory Committee on a six-month trial basis. This action increases the number of residences eligible for assistance under the Part 150 Program.

Airport to Provide $7.4 million

The Airport will provide $7.4 million from Airport reserves to fund the City's share of FAA grants. This money will be available immediately to permit the Program to be initiated. Upon approval of the Program in June, the Airport can then apply for grants on a reimbursable basis. This $7.4 million will be repaid by the airlines through rates and charges under terms of their current leases.

Accelerated schedule

If Council approves this accelerated schedule and funding, we will:

1. Immediately hire an opinion research firm to survey affected neighborhoods to determine if people want to sell and leave, stay, whether houses should be removed or resold, what to do if everyone does not want to sell, how to set purchase priority, splitting of neighborhoods, etc;
2. Establish timetable and process;
3. Establish committee of two neighborhood residents from each of six runway approach zones to interact with Airport during acquisition program;
4. Publish periodic neighborhood newsletters to communicate to people step by step procedures for acquisition and other needed information;
5. Purchase homes in 75 Ldn zone (approximately 100 homes at an estimated cost of $7 million); and
6. Develop program guidelines for implementation of corrective measures in 70 Ldn zone (i.e. sound insulation and purchase assurance).

Funds

Funding will be provided from FAA Part 150 Noise Funds, a diversion of funds from the Airport's FAA Entitlement Funds and the $7.4 million transfer from Airport Reserves. Use of Entitlement Funds and increases in airlines rates and charges require their approval.

Clearances

The Airport Manager and Finance Director concur in this recommendation.

6. Recommend adoption of a budget ordinance of $48,268.00 to fund the City Erosion Control Program through June 30, 1989.

Recommendation

Funding for the local Erosion Control Program in the current budget expires December 31, 1988. It is recommended that Council adopt a budget ordinance to extend funding for the three positions for the local program through June 30, 1989.

The following is background information leading to the recommendation that the local program be continued:

Chronology

During consideration of the FY89 operating budget, Council voted to eliminate the local Erosion Control Program and return jurisdiction to the State level. The budget was adopted with adequate funds to continue the program up to six months into the fiscal year to provide a transition period to State jurisdiction. Since then a variety of interested parties have discussed whether or not the local program should be eliminated and possible changes in the administration of the program. The sequence of events is outlined below:

1. Citing a concern that working with the State Mooresville office would lengthen approval processes, local land development industry representatives advised Council to maintain a local program. At the August 1 workshop, Council informally voted to continue the local program.

2. The August 22 Council agenda included a budget ordinance to continue the local program. Decision was deferred after a presentation by Mr. Tommy Rhodes, Secretary of the N.C. Department of Natural Resources. Secretary Rhodes stated that the State does not have adequate staff to administer erosion control regulations in Charlotte. He discussed a pilot program conceived to streamline the administration of erosion control regulations and stated he expected to implement such a program at the State level if Charlotte eliminated the local ordinance. Responding to a question during the discussion, Mr. Rhodes indicated it may be possible for the City to implement such a "pilot program".

3. Several representatives of the land development industry also spoke to Council August 22 indicating that with the development of the State's pilot program, they now supported returning the program to State jurisdiction.

4. Council asked City staff to evaluate the pilot program described by Secretary Rhodes and report back within 30-days.

5. On August 23, staff asked Secretary Rhodes for details of the plan.

6. After several delays, on September 27, the Department of Natural Resources staff presented to City staff a draft of program changes designed to streamline the plan approval process. They are not now prepared to make such a change State wide and propose that the City program be amended to create an avenue for persons on approved lists of designers and financially responsible persons to receive special treatment during plan approval. If not on the approved list, they would be required to follow the current plan approval process. Existing City staff would still be required to administer such a program.

7. The State's proposal was forwarded to representatives of the building industry for comment. The Homebuilder's Association has requested 60 days to discuss the changes.

Recommendation to Continue Local Program

A quick review of the pilot program by City staff and others indicates there are many legal and administrative problems. Because of the diverse interest in the issue, we believe it will take months to resolve these problems. Funding for the local program in the current budget expires December 31, 1988. It is recommended City Council adopt a budget ordinance to extend funding for the local program through June 30, 1989. This will allow time to work with the State, local industry and other interests on revisions to the program. This timeframe will also provide a transition period should a decision ultimately be made to revert the program to State responsibility.

Funds

The total cost to continue the Erosion Control Funds Program (from January through June, 1989) is estimated at $48,268.00. Half of the funding ($24,134.00) is proposed through fees for grading permits, and the remaining portion ($24,134.00) from the General Fund Contingency.

Clearances

The Engineering Department, City Attorney, and Budget and Evaluation Department concur in this request.

7. Consider for temporary implementation a parking rate structure proposed by the Charlotte Uptown Development Corporation which allows the first hour of parking free for the Cityfair parking deck.

Rates Proposed by CUDC

Monday-Saturday 7:00 a.m. to 5:00 p.m.: $1.00/hour
Monday-Saturday after 5:00 p.m.: $1.00/visit
All day Sunday - $1.00/visit
$65 a month
$4 per day maximum
First hour free any time

City staff will closely monitor the revenue impact of these parking rates. Once parking utilization trends are established and we have better information about projected revenues, we will come back to Council with a status report.

Background information follows:

Initial Parking Rates

On August 3, 1988, the City purchased the Cityfair parking facility from Carley Capital Group in accordance with the Cityfair Development Agreement. At that time, no shops in the Cityfair facility were open, and interim parking rates were established as follows:

50¢ per half hour
$3.00 a day maximum
$65.00 monthly

Justification for Parking Rates

The above rates were recommended by Allright Parking, the facility operator, recognizing that the City might want to change the rates when the Cityfair shops opened. The Development Agreement stipulates that the City intends to devote as much of the parking facility to short term parking as may be required to satisfy the actual demand, and to fix rates at levels designed to generate revenues that are sufficient to amortize the parking facility bonds and pay all operating costs for the parking facility. These provisions reflect the deck's purpose of providing short term parking uptown. It is the intent of the Development Agreement that even if market rates for monthly parking in the uptown area were to soar, Cityfair parking rates will continue to be structured to promote short term parking and discourage monthly parking.

CUDC Proposal — Mike Schneiderman, Executive Director of the Charlotte Uptown Development Corporation (CUDC), proposed to City staff a rate structure designed to promote visits to the uptown area by use of a free parking feature; the CUDC plan estimates that their rate structure will generate sufficient revenues to pay expenses. A letter from CUDC outlining its proposal is attached.

Staff Review — City staff reviewed the CUDC proposal in detail and is concerned that it may be overly optimistic as it relates to the forecasted revenues. However, in the spirit of cooperation and given the difficulty in making precise forecasts, we feel the CUDC proposal warrants implementation for a trial period. We have verified with our bond counsel that a rate structure which features some amount of free parking for a temporary promotional period would be in agreement with the provisions of the Revenue Bond Order.

The CUDC proposed rates are in effect, for the period October 10 - 30, pending a decision by the City Council.

Early Losses — It should be noted that, since the Cityfair shops were not open from August 5, 1988 to October 5, 1988, the parking deck generated only modest revenues. These early losses may mean that the parking deck will not cover expenses for this fiscal year in which case the loss will be covered by the Parking Revenue Bond Reserve Fund which is set aside for that purpose. This is a normal procedure in first year operation.

Funds — Parking Revenue Bond Reserve Fund.

Clearance — Finance Department.

Attachment No. 2

8. Consider recommendation of the Transportation Committee to amend 25 MPH Speed Limit Policy.

Additional Criteria for 25 MPH Program — On September 29, 1988, the Transportation Committee met to review alternatives for the 25 mph speed limit program. The committee voted 3-0 to include the following additional criteria for approval of a street for a 25 mph speed limit:

1) Any street for which an engineering study indicates a lowered speed limit would be more appropriate from a design or safety aspect will be eligible for the lowered speed limit, without requirement of petition.

2) No street for which 35 mph is a reasonable and safe speed is eligible for a lowered speed limit.

3) No street carrying a volume in excess of 2500 vehicles per day should be eligible.

4) No street which is the primary access into or out of a neighborhood is eligible. This criterion applies primarily to newer subdivisions outside Route 4.

Other Committee Recommendations

Presently there are nine streets pending approval of the 25 mph speed limits. These petitions would be considered using the criteria in place after this Council action. The approximately 250 streets already approved for 25 mph would be grandfathered.

The committee recommended no change in the petition process; i.e. 75 percent of the households on an entire street must petition for the lowered speed limit.

In addition, the committee recommended no change in the level of police enforcement - the present policy is to provide additional enforcement on a request basis and as available. With the 250 25 mph streets already in place, police do not have the manpower to provide intensive enforcement without hiring additional officers. A study determined that at least eight hours of police enforcement per week (per street) is required to cause any measurable reduction in traffic speed. For 250 streets, this would require 2000 officer-hours per week, or 50 additional officers.

Alternative

At the October 10 Council meeting, it was suggested setting the speed limit on all non-thoroughfare streets at 25 MPH. If the City were to do this, State law requires that every street be posted and named individually in the ordinance. It is estimated that about 28,000 signs would be needed, at a cost of $500,000.

Attached is information sent out prior to the Transportation Committee meeting; the committee minutes are also attached.

Attachment No. 3

9. Recommend (1) adoption of a resolution authorizing grant applications to the Urban Mass Transportation Administration and the North Carolina Department of Transportation for 1989 transit assistance, and (2) adoption of a budget ordinance estimating and appropriating grant funds.

Annual Grant Application

Annually, the City applies for grants from the Urban Mass Transportation Administration (UMTA) and the North Carolina Department of Transportation (NCDOT) to assist in the funding of the transit program. UMTA's formula grant program, Section 9, allocates funds for both capital and operating assistance. At one time operating assistance covered 50% of the operating deficit. In 1987 UMTA capped its participation in our operating assistance at $1,328,598.

UMTA participates in capital projects at 80% and the State 10%. The City contributes the remaining 10%.

FY89 Grant

The FY89 grant from UMTA will provide the maximum anticipated appropriation for operating assistance, $1,328,598, to partially offset the transit system's deficit. This year's capital program includes:

Equipment (e.g. forklift to move heavy equipment; air-powered lubricating system)	$ 46,000
Purchase and installation of standard passenger benches and shelters	$ 54,000
Purchase of ten 40' replacement buses	$1,800,000
Purchase and installation of fareboxes, radios, and spare components for the new buses	$ 150,000

Funds

Total capital cost is $2,050,000 and funding participation is broken down as follows:

UMTA (80%)	$1,640,000
NCDOT (10%)	205,000
City (10%)	205,000
	$2,050,000

The UMTA operating assistance grant of $1,328,598.00 was included in the FY88-89 budget ordinance as an estimated revenue for Charlotte Transit System operations.

Clearances

The City Attorney has approved the resolution as to form, and the Grants Review Committee has approved this application.

10. Review report entitled "Discussing Community Capital Needs" and approve release of report to Chamber of Commerce for discussion at their retreat November 10-12, 1988.

Discussing Community Capital Needs

For the past several years, City and County governments have prepared separate 10-year Capital Needs Assessment and 5-Year Capital Improvement Program documents. However, efforts on the 10-Year Capital Needs have been coordinated and administered by the City/County Planning Department and information shared from beginning to end.

This report is an effort to present a picture of community-wide capital needs identified over the next ten years balanced against existing and projected revenue sources and funding mechanisms. Chamber of Commerce officials have requested this information to discuss at their retreat scheduled for November 10-12, 1988. The Board of County Commissioners will review this report on November 3, 1988.

The report is intended to be informative as it presents a history of local revenue changes and initiatives and educational as it explains the City/County capital planning process. The report is not intended to represent City or County policies or priorities. Individual projects or project categories are not prioritized in the report. For example, transportation is not represented as a higher priority than education nor solid waste.

11. Workshop agenda for November 7, 1988 Council workshop.

Council is requested to review and decide if any of the proposed workshop topics should be referred to Council committee:

- Proposed General Assembly Package
- Five-Year Transit Plan
- Coliseum Authority Report
- Cultural Arts Policy Development - Performing Arts Status Report

BUSINESS

12. Recommend approval of the installation of sidewalks on both sides of Rama Road from McClintock School to Monroe Road.

Sidewalk Recommended — Rama Road between Monroe Road and McClintock School is scheduled for widening. At the April 25, 1988 Council meeting, Council approved the widening with no sidewalks, with the condition that the Transportation Department monitor pedestrian usage. Transportation Department staff monitored pedestrian usage and recommend that sidewalks be installed on both sides of Rama Road in this location.

Neighborhood Alternatives — In meetings with the neighborhood, four alternatives were identified.

1. Remove trees on both sides and build sidewalks
2. Remove trees on one side, and build sidewalks on that side only
3. Build sidewalks close to homes and save trees
4. Do not build sidewalks, with the condition that pedestrian use be monitored, and if necessary implement alternate 2

Additional Alternative — The Engineering Department developed a fifth alternative that will allow construction of the sidewalks much closer to the trees (an average of 6 feet farther from the houses). This new sidewalk location, while presenting more risk for tree health, still assures adequate potential for the trees to survive while reducing impact on adjacent homes. The distance from the back of the sidewalk to the front of the homes varies from 43 feet to 62 feet. Minimum zoning setback for these homes is from 25 to 30 feet.

Cost — The additional construction cost of this alternative will be more than offset by the reduced cost of right-of-way acquisition while maintaining Council's policies of saving trees wherever possible and installation of sidewalks on major roadway projects.

Clearances — Planning, Parks & Recreation, and Transportation staffs have reviewed and approved alternate five.

13. Recommend renewal of the contract between the City and the Greater Charlotte Economic Development Corporation for a national marketing and advertising campaign.

GCEDC Request for $200,000

The Greater Charlotte Economic Development Corporation (GCEDC) requests the final $200,000 of the three-year contract in order to proceed with the third phase of their three-year program. Objectives for the third year of the program are:

Objectives

To communicate specific information about Charlotte to business executives in manufacturing, service organizations and real estate/acquisition specialists through targeted advertising in business publications.

To communicate information about Charlotte-Mecklenburg to specific companies and individuals through direct mail contact and personal contacts.

To use the GCEDC's Public Relations Bureau to service as a focal point for media contact, to aggressively pursue favorable media coverage and to coordinate public relations activities.

In conjunction with the City's Economic Development Director, develop strategies to market the available lower skilled workforce as an asset to companies considering relocation to Charlotte.

Background-Three-Year $3.5 Million Marketing Program

In the fall of 1985, the City joined in the financing of a three-year, $3.5 million marketing program coordinated by the Greater Charlotte Economic Development Corporation. The goal of the program is to market Charlotte-Mecklenburg to national business executives in service and manufacturing industries as a viable site for relocation, expansion and capital investment. The City has committed $200,000 to the GCEDC in each of the first two years of the program (1987 and 1988).

First year

The first year of the program focused on a national advertising campaign for Charlotte through a series of advertisements in national business publications. Over 4,000 inquiries for information about Charlotte were made in the first year.

Second year

The second year evaluation of the program is attached.

Findings: Year two of the Greater Charlotte Economic Development Corporations' marketing program was successful in following up on the contracts made in the first year, using targeted advertising to increase the recognition level of Charlotte in business executives across the county and implementing the Charlotte Pride Campaign. All year two objectives were achieved, although no international advertising was done.

Funds: General Fund (non-departmental account - Economic Development Marketing).

Clearances: Budget and Evaluation.

Attachment No. 4

14. Recommend approval of contract for $300,982.00 with Loeffler Ketchum Mountjoy, Inc., to provide Transportation Marketing Services.

Recommendation: This action will approve a one-year contract for $300,982.00 with Loeffler Ketchum Mountjoy, Inc. for marketing services for the transit system. The contract can be renewed for two additional one-year terms; the contract amount will be determined by the approved City budget for each of the two years. The Loeffler Ketchum Mountjoy agency has provided transportation marketing services for the past three years. Requests for Proposals were issued to local agencies, and Loeffler Ketchum Mountjoy is again recommended to provide this service.

Background information follows:

Advertising Agency to Promote Bus Ridership: Since 1976 the City of Charlotte has owned and operated Charlotte Transit. Since that time, the City has promoted the benefits of transit to its citizens with the assistance of an advertising agency. In addition, the City consolidated transit, carpooling and vanpooling programs under the Department of Transportation, and included these transportation alternatives in the promotional efforts to increase vehicle occupancy rates and other desired operational criteria.

Present Contract: Three years ago, the Departments of Public Service and Information and Transportation recommended the Loeffler Ketchum Mountjoy agency to provide the City with a full range of transportation marketing services. Traditionally the City has allowed the agency of record a one year contract, renewable annually based on performance, for a maximum of two additional years. The present contract expires October 27, 1988. Therefore, Request for Proposals (RFP's) were issued to local advertising agencies.

RFP's — Nine agencies responded to the RFP request; six were invited to make presentations, although one of these agencies declined.

Loeffler Ketchum Mountjoy Recommended — Based on the presentations and a number of other criteria, the agency selection team recommends Loeffler Ketchum Mountjoy. Their track record with Charlotte Transit and the ridesharing programs is impressive. A comprehensive marketing plan has been annually modified and followed, resulting in award-winning, high community awareness campaigns and - most importantly - consistent ridership increases.

Continuity — Award of this contract will additionally benefit the City by continuity. The agency's extensive knowledge of the commuting public and the City's transportation services will be utilized to further increase the public's acceptance of transportation alternatives through a fresh creative approach for the coming year.

Increased Ridership — Ridership on Charlotte Transit increased monthly during during the 32 months of the advertising campaign, and increased 8% from FY87 to FY88.

System Awareness — Market research shows increases in awareness, usage and positive attitudes in the community. In addition, reach and frequency levels necessary to penetrate the target market, which is women 18 to 49 years old, and the secondary targets of teens and men 18-49, were achieved through efficient media buying by the agency.

Internally, the administration of the account on both the City side and agency side has been smooth and highly professional.

Funds — The Department of Transportation's FY89 budget includes $106,391 for professional services, and $194,591 for media expenses.

Clearances — Staff from the Departments of Budget and Evaluation, Legal, and Transportation have approved this contract.

15. Recommend award of a contract to Greater Charlotte Transportation Company (Yellow Cab) to provide night and weekend service for Special Transportation Service.

Proposed Contract — Under the proposed contract, Yellow Cab will provide transportation for the handicapped from 6:00 p.m. until midnight during the week, and all day on Saturdays and Sundays. Savings to the City will be approximately $4.00 per trip.

Background information follows:

Special Transportation Service for Handicapped

In January 1987, Special Transportation Service (STS) expanded operations, and service since has been available from 6:00 a.m. to 12:00 midnight seven days a week. In May 1987, Urban Mass Transportation Administration regulations mandated that transportation opportunities for the transportation handicapped be comparable--in hours and geographic area--to the transportation opportunities users of regular transit have. Our January expansion already met these requirements.

Low Ridership

Patronage from 6:00 p.m. until midnight, during the week, and all day on Saturdays and Sundays, has been relatively low. Weekend ridership averages 25 each day; weeknight ridership averages 12, as opposed to weekday ridership of 150. Operating the service on weekends requires drivers, a supervisor, and a dispatcher, approximately 40 pay hours/day.

Productivity Concerns

Charlotte DOT has been concerned about productivity during these periods of low demand. Staff has explored alternative means to deliver this service, without sacrificing any quality of service or lessening of responsibility. Across the country, many cities have contracted out portions or all of their demand-response service.

Request for Proposals

Staff developed a Request for Proposal which was sent to private providers of transportation in the City. Two responses were received. The lowest responsive bid was $18.50 per trip by Yellow Cab. Circle Cab could not document the necessary insurance, could not show evidence of satisfactory equipment and did not have drivers trained to assist the handicapped, which is of critical importance in providing service to the handicapped.

STS to Maintain Control

Under the proposed contract with Yellow Cab, STS will maintain control of the operations by providing Yellow Cab with a daily list of approved trips. To accommodate spontaneous requests, STS will forward calls electronically to a special line at Yellow Cab every weekday night at 6:00 p.m. One major benefit of this arrangement is the opportunity to shift a portion of the personnel hours to the weekday operation where unmet demand continues to concern staff.

Savings

Actual savings to the City will accrue through attrition, reduced overtime, and one dispatcher vacancy that won't have to be filled.

Funds

Public Transportation Fund.

Clearances The Department of Transportation and Budget and Evaluation recommend the award of this contract; City attorney has approved the contract as to form; the Purchasing Department concurs.

16. Consider various options for the provision of recreation services to the Pine Valley neighborhood.

Pine Valley Neighborhood Request Council member Scarborough was contacted by residents of the Pine Valley neighborhood concerning their needs for recreation programs for the youth in the area. Budget and Evaluation is following up on this request and a Request for Council Action will be included in the Friday Council-Manager Memo.

17. Recommend a loan agreement with James M. Howell d/b/a Borgin Properties under the Rental Rehabilitation Program of $160,000 to rehabilitate 32 units located on Yandle Lane, Ervin Lane, Aileen Circle and China Grove Church Road (formerly Old Pineville Rd.) in the Sterling Community.

Project Description The loan to James Howell for $160,000 will be used to rehabilitate 32 housing units on Yandle Lane, Ervin Lane, Aileen Circle and China Grove Church Road (formerly Old Pineville Rd.) in the Sterling community (see attachment). There are four one-bedroom, 24 two-bedroom, three three-bedroom and one four-bedroom units in this project. The units are and will be rented to low income families. The total rehabilitation cost is $398,966.

Sterling Special Project Plan The Sterling Community (southwest edge of City limits off South Boulevard, north of Pineville) was the subject of a Sterling Special Project Plan adopted January 1985 by the Charlotte City Council and Mecklenburg Board of County Commissioners. City Engineering is currently working on street improvements plans for this area. This major renovation of 32 homes in the neighborhood will be a big step toward accomplishing the goals set forth in the Special Project Plan.

Source of Funds

Mechanics and Farmers Bank	$160,000
City of Charlotte	160,000
Borrower's Contribution	82,100
Total	$402,100

Terms of the Loan Mechanics and Farmers Bank has approved a first mortgage on the property of $160,000 for rehabilitation. The loan term is 15 years with a fixed rate of 11%.

The City will hold a second mortgage on the property of $160,000. This is a deferred payment loan with 0% interest. The loan will be due and payable in 15 years with a 5% fee due at that time.

Value and Equity

An appraisal indicates the after rehabilitation value of the property to be $790,000. The planned total indebtedness after rehabilitation, including the private first mortgage and the second mortgage with the City, will be $320,000. Therefore, the value of the property after rehabilitation will be sufficient to cover the total indebtedness. The owner has a pre-rehab equity in the property of $135,000.

Public Purpose

The project is consistent with the aims of the Housing Policy Plan by meeting the following four objectives:

1. Stimulate public/private partnerships in an effort to reduce the City's per unit cost by leveraging private dollars.

2. Preserve and rehabilitate rental units for occupancy by lower income families. The four one-bedroom units will rent for $200, the twenty-four two-bedroom units will rent for $260-$275, the three three-bedroom units will rent for $285 and the one four-bedroom unit will rent for $315.

3. Revitalize neighborhoods and minimize displacement.

4. Ensure compliance with the Housing Code.

City Participation

Without public participation, this project would not be feasible. Owners of investment properties are interested in cash flow, capital appreciation and tax benefit. Where this is not the case, investor owners will not participate. With the City's participation, the project will result in rents that are affordable to lower income renters while also yielding an adequate return to the investor owner.

A summary of the Rental Rehabilitation Program is attached.

Funds

Rental Rehabilitation Program HUD Grant Funds.

Clearance

Community Development Department.

Attachment No. 5

18. Appointment to Citizens Advisory Committee to the Convention and Visitors Bureau.

On September 26, Carole Clark received one of the appointments to this committee, as the nominee of Councilmember Vinroot. Ms. Clark had also recently been appointed to the Sister Cities Committee. She has elected to serve on the Sister Cities Committee and decline the appointment to the Convention and Visitors Bureau Committee.

Two options are available for filling this position which is for an unexpired term ending March 30, 1989:

A. Balloting may take place today for the remaining two nominees each of whom received five (5) votes on September 26:

a) Cathy Jones, nominated by Councilmember Scarborough.
b) Jim Brucki, nominated by Councilmember S. Campbell.

B. Nominations may be reopened and the regular procedure followed with additional nominations made today and balloting taking place at the next regular meeting.

Attachment No. 6

* * * * * * * * *

The City Attorney advises that agenda items no. 19 through 31 may be considered in one motion. However, any member of Council may request that an item be divided and voted on separately.

* * * * * * * * *

BUDGET ORDINANCE

19. Recommend adoption of an ordinance amending the table of organization of the Operations Department, Community Improvement Division to add a permanent, part-time Office Assistant IV, and appropriating $7,500 to fund this position for approximately six months.

20-hour Clerical Position Recommended

On September 24, 1988, City Council adopted an amendment to the City Code regarding removal and disposition of abandoned and junked vehicles.

Per Council discussion, Budget and Evaluation conducted a study of the need for the an additional position. The results of that study are attached.

The recommendation is to add a 20-hour per week clerical position to process increased paperwork and relieve inspectors from a portion of their office duties to spend more time in the field.

Funds

General Fund Contingency.

Attachment No. 7

20. Recommend adoption of a budget ordinance of $200,000.00 for the construction of a portion of Long Creek Outfall, Phase V, Sanitary Sewer Project.

Long Creek Outfall

Bid A in the following Bid section recommends a low bid award for construction of the Long Creek outfall, a project which provides for the continuation of sewer along Long Creek from McIntyre's Branch near Oakdale Road to I-77. A later portion of the project will extend the outfall from I-77 to N.C. 115.

The bid also includes construction of a portion of the McIntyre Creek outfall. Joint bids were received on the Long Creek project and the McIntyre project because the City's right of way agreement across the Oakhill golf course requires the City to construct both outfalls at the same time.

ITEM NO.

The outfall will serve the I-77/Reames Road area which has been identified in the 2005 Plan as a Development Enterprise Area.

It is in the City's best interest to go ahead and install a pipe across the golf course property along Long Creek sized to meet future needs of the entire drainage basin (rather than going back at some future date and installing a parallel outfall line). The extra cost to accomplish this is $200,000.00.

Funds The $200,000.00 is available from the Water-Sewer Unappropriated Operating Fund balance.

BID LIST

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

21. A. Sanitary Sewer Construction
Long Creek Outfall, Phase V-A

Charlotte-Mecklenburg Utility Department

Recommendation: Director, Charlotte-Mecklenburg Utility Department recommends that the low bid by Sanders Brothers, Incorporated, of Charlotte, North Carolina, in the amount of $1,845,137.18 be accepted for award of contract on a unit price basis.

Project Description: Construction of this project would extend basic sewer service in the upper portion of the Long Creek basin specifically the I-77/Reames Road area.

Source of Funding: Water and Sewer Capital Improvement Fund - (Long Creek Outfall - Phase V). Water and Sewer Capital Improvement Fund - (McIntyre's Branch Outfall). Water and Sewer Construction Fund - (Long Creek Outfall - Phase V).

B. Water Distribution Project
16-Inch Water Main Along N.C. Highway 49 - From Mallard Creek Church Road To Hedgelawn Drive - Finchley Subdivision

Charlotte-Mecklenburg Utility Department

Recommendation: Director, Charlotte-Mecklenburg Utility Department recommends that the low bid by R. F. Shinn Contractor, Inc., of Concord, North Carolina in the amount of $333,678.44 be accepted for award of contract on a unit price basis.

Project Description: Construction of this project would extend water service to the newly developed Finchley Subdivision.

Source of Funding: Water and Sewer Construction Fund - (Harris Houston Association).

C. Catch Basin Frames, Grates and Hoods — Operations Dept., St. Division

Recommendation: By Purchasing Director and Operation Director that the low bid, LSC Enterprises, Virginia Beach, Virginia, in the amount of $59,800.00, be accepted for award of contract on a unit price basis.

Project Description: Catch basin frames, grates and hoods are used for drainage from the street right-of-way into the storm drainage system.

Source of Funding: General Fund - (Operations Department - Street Maintenance - Non-Departmental Inventory).

D. Ten 800 Mhz Portable Radios — Police Dept.

Recommendation: By Purchasing Director and Police Chief that the only bid received, Motorola C & E, Inc., Charlotte, N. C., in the amount of $30,910.00, be accepted for award of contract.

Project Description: These radios are to equip the additional officers added to the Vice & Narcotics Unit and to provide spare units.

Source of Funding: General Fund - (Police - Property Control).

E. Crushed Stone — Operations Dept., St. Maint. Div.

Recommendation: By Purchasing Director and Operations Director that the low bid, Martin Marietta Aggregates, Charlotte, N. C., in the amount of $438,000.00, be accepted for award of contract on a unit price basis.

Project Description: Crushed stone will be used for street construction and repair work.

Source of Funding: Powell Bill Fund - (Resurfacing by City Forces).

F. 2 - Motorgraders W/Scarifier — Operations Dept., St. Maint. Div.

Recommendation: By Purchasing Director and Operations Director that the lowest responsive bidder, Carolina Tractor & Equipment, Charlotte, N. C., in the amount of $182,796.00, be accepted for award of contract.

Other Bids Received Not Meeting Specifications:
E. F. Craven Co., Charlotte, N.C., in the amount of $128,922.00, did not meet the bid specifications in regard to engine size, number of transmission speeds, minimum speed, brake type, instrument gauges and parts warranty.

Rimtrax Corp., Charlotte, N.C., in the amount of $140,284.26, did not meet the bid specifications in regard to engine type, number of transmission speeds, minimum speed, brake type, steering mechanism, front axle ground clearance, and parts warranty.

N.C. Equipment Co., Charlotte, N.C., in the amount of $149,748.00, did not meet the bid specifications in regard to engine type, engine size, number of transmission speeds, minimum speed, brake type, turning radius, instrument gauges and parts availability.

Project Description: These motorgraders will be used for grading road beds for new or renovated roads, for snow clearing, and for other construction projects. The present motorgraders are in poor condition and maintenance costs will continue to be high. The failure of these machines to run effectively last winter hindered snow clearing efforts.

Source of Funding: General Fund - (Operations Department - Street Maintenance - Capital Outlay).

G. York Road Renaissance Park Signage — Engineering

Recommendation: By the City Engineer that the low bid of $98,757.00, as submitted by Southwood Corporation, be accepted for award on a unit price basis.

Project Description: The design contract for York Road Renaissance Park included development of a logo and sign system to be utilized in the new park.

This contract includes fabrication, installation and incidental sitework for the various signs which will provide informational and directional signs for the various areas of the park - golf course, tennis complex, softball and soccer areas.

Source of Funding: General Capital Improvement Fund - (York Road Renaissance Park).

H. Arrowood Sidewalk Relocation — Engineering

Recommendation: By the City Engineer that the bid submitted by Linda Construction Co. ($38,487.00) be rejected due to improper licensing, and the second low bid of $47,874.75, as submitted by Mustang Enterprises be accepted for award on a unit price basis.

The North Carolina Licensing Board for Contractors has ruled that Linda Construction Co. is not properly licensed to perform the work required under this contract. A highway license is required; Linda Construction has a building license.

Project Description: As a part of the City's program to develop roads through public/private ventures, the City entered into an agreement with the developer of the land through which Arrowood Road is located. Under the terms of the agreement, the City will share in the cost of upgrading the street from the minimum design required of the developer by the Subdivision Ordinance. The City's responsibility under the agreement includes installation of half of the stone base and all asphalt for the roadway, which has already been completed and construction of sidewalks on both sides of the street.

Source of Funding: General Capital Improvement Fund (TSM Intersection Auto Privilege Tax).

I. General Construction Contract for East Terminal Expansion and Concourse D — Airport

Recommendation: The Airport Manager recommends that the low bid from Metric Constructors, Inc. be accepted for the award of contract on a lump sum basis in the amount of $10,230,000.00 and award of a change order for $360,249.00. After bids were received a change order was required as a result of change in scope of work requested by the tenant.

Project Description: This project will provide the permanent international facilities, as well as upgraded commuter gates. City Council has previously appropriated funds for this project.

This contract provides for the general construction work of the East terminal expansion and Concourse D.

Source of Funding: Airport Terminal Capital Project Fund - (International and Community Facilities - Airport Revenue Bonds).

J. Mechanical Construction contract for East Terminal Expansion and Concourse D — Airport

Recommendation: The Airport Manager recommends that the low bid from Alpha Mechanical, Inc. be accepted for the award of contract on a lump sum basis in the amount of $1,944,831.00 and award of a change order for $79,844.00. After the bids were received a change order was required as a result of change in scope of work requested by the tenant.

Project Description: This contract provides for the mechanical construction work of the East terminal expansion and Concourse D.

Source of Funding: Airport Terminal Capital Project Fund - (International and Community Facilities - Airport Revenue Bonds).

K. Plumbing Construction Contract for East Terminal Expansion and Concourse "D" — Airport

Recommendation: The Airport Manager recommends that the low bid from Electricon, Inc. in the amount of $393,349.00 be accepted for the award of contract on a lump sum basis.

Project Description: This contract provides for the plumbing construction work of the East Terminal expansion and Concourse D.

Source of Funding: Airport Terminal Capital Project Fund - (International and Community Facilities - Airport Revenue Bonds).

L. Conveyor Construction Contract for East Terminal Expansion and Concourse D — Airport

Recommendation: The Airport Manager recommends that the low bid from BAE Automated System in the amount of $400,955.00 be accepted for the award of contract on a lump sum basis.

Project Description: This contract provides for the conveyor construction work of the East Terminal expansion and Concourse D.

Source of Funding: Airport Terminal Capital Project Fund - (International and Community Facilities - Airport Revenue Bonds).

M. Electrical Construction for East Terminal Expansion and Concourse D — Airport

Recommendation: The Airport Manager recommends that the low bid from Bryant Electrical Company be accepted for the award of contract on a lump sum basis in the amount of $1,195,000.00 and award of a change order for $70,147.00. After bids were received a change order was required as a result of change in scope of work by the tenant.

Project Description: This contract provides for the electrical construction work of the East Terminal expansion and Concourse D.

Source of Funding: Airport Terminal Capital Project Fund - (International and Community Facilities - Airport Revenue Bonds).

CONTRACT

22. Recommend approval of contract for $239,100.00 with Camp Dresser & McKee for engineering design of Sardis Road storage tank and adoption of a budget ordinance to appropriate $260,000.00. ($239,100.00 plus a contingency amount.)

Sardis Road Storage Tank: Pitometer Associates recommended in a 1984 study construction of a ground level storage tank as part of a multi-project plan to satisfy water demand and eliminate low pressure problems. This project has accelerated from the originally proposed FY 91 construction due to higher and faster than projected increases in water demand.

Recommended Firm: Proposals were received from 16 consulting firms to design this project. Camp Dresser & McKee is recommended based on related experience, the project team proposed, and concepts presented in their proposal.

Funds: Funds for this project are included in the upcoming bond referendum. The budget ordinance will transfer $260,000.00 (contract plus contingency) until funding is approved. The transfer can come from the Water-Sewer Unappropriated Operating Fund Balance and may be returned when the proper funding source has been made available.

Attached is a page from the FY89-93 CIP describing the project.

Attachment No. 8

23. Recommend approval of a contract with Chambers Development Corporation and a contract with Queen City Waste Systems, Inc. to allow them to participate in the City's contract refuse collection service to multi-family complexes.

Recommendation: This action will allow two additional private haulers to provide dumpster collection at apartment complexes. Two companies now have contracts with the City to provide this service - BFI Waste Systems, and Container Corporation of Carolina. The addition of the two contractors means new apartments will have a greater selection of service providers, and allows the City to be responsive to private haulers wanting to secure City business. Funds are already approved in the budget for this service, and the addition of two contractors

will have no affect on the funding. The new contractors will be paid the same rate ($4.78 per pickup) as the lower of the two existing contracts.

Background information follows:

Use of Private Haulers

Due to the high cost of maintaining specialized collection vehicles, the Charlotte City Council decided in the late 70's to provide bin collection service privately rather than with City forces. While service to businesses was discontinued, multi-family apartment complexes were to be treated as other residential units with the City providing the service to them under contract with private haulers.

Two haulers were awarded contracts with the City using the formal bid process. Since then the contracts have been amended to allow new customers to specify which of the two haulers they preferred providing the service to them.

Additional Haulers

As other private haulers have become established in the area, they have asked the City to be considered for the contract residential collection service. In order to be responsive to these requests and offer a greater number of service providers to our customers, we developed a contract similar to the existing ones offering to pay the same rate ($4.78/pickup) as the lower of the two existing contracts. We then contacted companies in the area to determine their interest in entering into a contract. Two companies, Chambers Development Corporation and Queen City Waste Systems responded.

Rate Adjustments

Under these contracts as well as existing contracts, the contractor may request rate adjustments during a specific period each year; such adjustment is based on the "Consumer Price Index for All Urban Consumers - U.S. City Averages."

Funds

Funds are available in the Operations Department-Sanitation Division (Miscellaneous Contractual Services and Landfill Fees) for this service.

Clearances

Operations Department.

AGREEMENT

24. Recommend approval of an agreement for landscape architectural services with The FWA Group of Charlotte for the design of improvements in the amount of $87,200.00 for 12 City parks.

12 Parks to be Improved — The Engineering Department's Park Design Team has identified 12 parks on the priority list for improvements and rehabilitation to be done under funding for the current budget year.

The FWA Group Recommended — Using the Council-approved consultant procedure a selection committee, composed of representatives of the Engineering and the Parks and Recreation Departments, recommends an agreement for landscape architectural services with The FWA Group of Charlotte for $87,200.00 to design and administer construction of improvements and renovations for 12 existing city parks listed below.

1. Southside Park
2. Frazier Park
3. Hoskins Park
4. Huntingtowne Park
5. Waddell Street Park
6. Sheffield Park
7. Bryant Park
8. Grayson Park
9. Southwest Park
10. Greenville Park
11. North Charlotte Park
12. Carmel Road Park

Funds — General Capital Improvement Fund - Improvements to Existing Parks Account.

Clearances — The contract has been reviewed by the City Attorney and the Parks & Recreation Department, and approved by the Engineering Department.

25. Recommend approval of an agreement for engineering services with Post, Buckley, Schuh and Jernigan, Inc. of Charlotte, North Carolina for $161,092.00 for the design of improvements to the Sharon Road/ Quail Hollow Road Intersection.

This item was deferred at the October 10, 1988 Council meeting. Information included in the October 14, 1988 Council-Manager memorandum is attached.

Sharon Road/ Quail Hollow Road Intersection — As part of the Capital Improvement Program, funding is provided to improve several transportation system management (TSM) intersections each year. The Sharon Road/Quail Hollow Road intersection has been identified as a TSM intersection due to high traffic congestion.

Agreement for $161,092.00

Using the Council-approved consultant selection process, Post, Buckley, Schuh and Jernigan, Inc. is recommended to perform engineering services for the Sharon Road/Quail Hollow Road intersection improvement project for $161,092.00.

Funds

General Capital Improvement Fund - TSM Intersection Improvements.

Clearances

The contract has been reviewed by the City Attorney and approved by Engineering and CDOT staff.

Attachment No. 9

RENTAL AGREEMENT AMENDMENT

26. Recommend amendment to the rental agreement for the Trade Street portion of the Interstate Tower Project.

Accelerated Starting Date

On September 13, 1988 Council approved a rental agreement with F. N. Thompson, Inc. for the use of Trade Street and the City's park land at the Square. F. N. Thompson, Inc., Faison's contractor, has begun work on the Interstate site and has requested an accelerated starting date for encroachment into the Trade Street property. Thompson is concerned about public safety on the sidewalk overlooking their project. With heavy equipment next to the sidewalk and large pieces of equipment entering and exiting the project site, Thompson is suggesting that the temporary construction sidewalk shelter on Trade Street be installed as soon as possible.

Agreement Amendment Recommended

We are recommending that the agreement be amended to allow Thompson to begin work on November 9 after our bus patrons have been properly notified of the change in the bus shelter location. The amendment will also change the maximum potential street rental income by adding $122.37 times the additional days allowed Thompson to complete the project. We estimate the additional revenue to be approximately $6,485.00. The completion date will remain July 16, 1990.

We recommend approval of the amendment to the Thompson agreement. The potential inconvenience of construction during an additional Christmas season does not outweigh the potential danger identified by the contractor.

CHANGE ORDER

27. Recommend approval of a change order for $100,000 for settlement of steel-related delay claims and changes (to the general trades contractor, Algernon-Blair, at the Coliseum).

Change Order	It is requested that Council approve a $100,000 change order to Algernon-Blair as a settlement for structural steel related delays and changes. The City is responsible for $25,000.
Algernon-Blair contract	In August, 1986, Council awarded the general trades contract for work at the new Coliseum to Algernon-Blair, Inc. Upon notice to proceed and at the direction of the construction manager, they mobilized on site, prior to the completion of the steel erection. The steel contractor was unable to meet his schedule for completion, and Algernon-Blair work was subsequently delayed and resequenced, costing additional money.
City Responsible for $25,000	The City will be responsible for $25,000 of this claim; the structural steel contractor will be responsible for $75,000 of this settlement. This money will be taken from the structural steel contractor's final payment. Because the project was fast tracked in order to meet the strict completion date, the structural steel drawings required some changes after the contract was awarded. The delays, because of this, are the responsibility of the owner.
Funds	$75,000 of the change order has been deleted from the structural steel contract and is available in the project account. $25,000 is funded from the original $41.5 million construction budget and is available in the project budget.
Clearances	The settlement has been negotiated by the construction manager and recommended for payment by the architect.

LEASE AMENDMENT

28. Recommend that a third amendment to a lease agreement between the City of Charlotte and Charlotte Office Towers Associates to extend the term of the lease until September 30, 1989 and increase the monthly rental rate for the addition of one antenna.

The City is currently leasing space at the Charlotte Plaza Building for nine transmitters and a microwave dish antenna to deliver radio communications. It is necessary to lease space for the communications equipment until the City's new radio tower is completed. (In the

FY88 capital budget, a communications antenna tower was included for funding. The justification for a City-owned antenna tower was based on cost savings and improved voice quality transmissions. (The antenna tower is scheduled to be operational in the fall of 1989.)

Lease Extension: This amendment includes the addition of one antenna to the roof of the Charlotte Plaza Building and a rental rate increase. The new rate would be $3,000 per month, up from $2,600 per month.

Funds: General Services/Radio Division funds will be used for this lease agreement.

Clearances: General Services Department, Legal Department, Engineering/Real Estate Department and the Division of Insurance Risk Management Agency have reviewed and approved this agreement.

SURPLUS PROPERTY

29. Recommend that City-owned property at 1145 Iverleigh Trail (Lot #69) in Huntington Subdivision be declared surplus and offered for sale. Mandatory referral recommends property be sold.

City policy: Disposal of residual City-owned property is in accordance with an on-going policy of the City. By returning this parcel to private ownership, additional tax revenues are anticipated and assessments for neighborhood maintenance and country club expenses are eliminated.

Declare Surplus: The Engineering/Real Estate Division proposes that City Council declare this parcel surplus and offer it for sale. This parcel, tax code 227-352-16, was purchased in 1986 by the City for the installation of an aerial sewage line to provide services for areas annexed to the south in 1982. The property, just over one-half acre, is zoned R-15, is at grade with the street, and slopes to the rear which is in the floodway. The sewage line renders the lot useless; however, Charlotte Building Group has indicated an interest in purchasing this property to add to an adjacent property for additional acreage.

Clearances: The Engineering/Real Estate Division and the Charlotte-Mecklenburg Utility Department recommend disposition of the property. The Planning Commission has approved the Mandatory Referral report recommending that the property be sold.

Maps and the mandatory referral report are attached.

Attachment No. 10

REFUND

30. Recommend adoption of a resolution authorizing the refund of certain taxes in the total amount of $2226.92 which were assessed through clerical error or illegal levy against 2 tax accounts.

PROPERTY TRANSACTIONS

31. Recommend adoption of the following condemnation resolutions.

(1) Project: Sterling Lift Station elimination
Owner(s): C & M Realty Co., Inc., and any other parties of record
Property address: Aileen Circle
Property to be condemned: 15,968.70 square feet (0.37 acres) plus temporary construction easement
Improvements: Trees
Condemnation price: $7,700.00
Reason for condemnation: Property owner refused to accept offer based on appraisal. A counteroffer for $15,000.00 was proposed by the owner.

(2) Project: Intersection Improvements - North Tryon at 30th Street
Owner(s): Albert T. Flowe and wife, Brounda H. Flowe and any other parties of interest
Property address: 2623 North Tryon Street
Property to be condemned: 3,028 square feet (.070 acre)
Improvements: N/A
Condemnation price: $8,975.00
Reason for condemnation: Property owner refused to accept City's offer based on appraisal. Owners refused to make reasonable offer. Owner insisted that we pay him $5.00 per square foot or proceed with condemnation. Property is zoned I-2. Is presently being used as a used car lot.

(3) Project: Long Creek Outfall V-A/McIntyre Creek Outfall
Owner(s): Oak Hills, Inc, and other owners of interest
Property address: Oakdale Road
Property to be condemned: 2.61 acres plus temp. construction easement
Improvements: Fairways and one green plus various landscaping
Condemnation price: $23,500.00
Reason for condemnation: The owner has refused the City's offer which includes 3,745.57 linear feet of 25 ft. right of way and 977.24 linear feet of 20 ft. right of way. Property owner through their attorney, has offered to settle for $56,500.00 plus rip rap along several hundred feet of Long Creek. The property is presently operated as Oak Hills Golf Course and they are concerned about loss of income during the construction of the sanitary sewer outfall.

(4) Project: Delta Road Extension - Phase II
Owner(s): Walker D. Jordan, Sr., and any other parties of record
Property address: 6901 East Independence Boulevard
Property to be condemned: 6,663 square feet temporary construction easement plus 150 square feet drainage easement
Improvements: Parking area for recreational vehicles
Condemnation price: $15,500.00
Reason for condemnation: Property owner refused to accept City offer based on appraisal. Counter offered with bricking of retaining wall with estimated cost being $16,000.

- ANNOUNCEMENTS -

In meeting on Monday, November 14, 1988, City Council will make nominations to fill vacancies on the following committees:

1. Clean City Committee - Two appointments to fill unexpired terms, one ending June 30, 1989, the other in 1990.

2. Certified Development Corporation Board of Directors - One appointment to fill an unexpired term ending April 30, 1990. The appointee must be a representative of local government.

SCHEDULE OF MEETINGS
October 24 - November 11, 1988

Monday, October 24	COUNCIL/MANAGER LUNCHEON Meeting Chamber Conference Room	1:00 p. m.
	CITIZENS HEARING	2:00 p. m.
	COUNCIL MEETING Meeting Chamber, CMGC	2:30 p. m.
Monday, October 24 - Wednesday, October 26	INTERNATIONAL CITY MANAGEMENT ASSOCIATION CONFERENCE	
Monday, November 7	COUNCIL WORKSHOP Conference Center, CMGC	5:00 p. m.
Tuesday, November 8	ELECTION DAY	
Friday, November 11	VETERANS DAY - City Offices Closed	