AGENDA

Meeting Type:	W
Date:	02-13-1989
SUBJECT	

City of Charlotte, City Clerk's Office

CHARLOTTE

Council Agenda February 13, 1989

FILE COPY

CHARLOTTE

Meetings in February '89

FEBRUARY 1 - FEBRUARY 4

1	Wednesday, 7 45 a.m	PRIVATE INDUSTRY COUNCIL - CMGC, Conference Center, Room 267
2	Thursday, 7 30 a.m.	ADVISORY COMMITTEE ON PERFORMANCE APPRAISAL AND PERFORMANCE INCENTIVE PROGRAM - CMGC, Lobby Conference Room
	Thursday, 4 00 p.m.	CITY COUNCIL COMMUNITY DEVELOPMENT & HOUSING COMMITTEE - CMGC, Room 270

THE WEEK OF FEBRUARY 5 - FEBRUARY 11

6	Monday, 12 Noon	CHARLOTTE-MECKLENBURG PLANNING COMMISSION - CMGC, Conference Center, Room 267
	Monday, 2 00 p.m.	PLANNING COMMISSION/Zoning Committee - CMGC, Conference Center, Rm 267
	Monday, 5 00 p m.	CITY COUNCIL/Workshop - CMGC, Conference Center
7	Tuesday, 4 00 p m.	PLANNING COMMISSION/Planning Committee - CMGC, Lobby Conference Room
	Tuesday, 5 00 p m	CITY INFORMATION FAIR - CMGC, 600 E. 4th Street, Lobby
	Tuesday, 6 00 p.m.	CHARLOTTE ADVISORY PARKS COMMITTEE - CMGC, Conference Center, Room 267
8	Wednesday, 8 30 a.m.	CIVIL SERVICE BOARD - CMGC, 7th Floor Conference Room
	Wednesday, 9 30 a.m.	CIVIL SERVICE BOARD (Hearing) - CMGC, Lobby Conference Room
	Wednesday, 1 00 p.m.	CHARLOTTE-MECKLENBURG ART COMMISSION/Spirit Square Ad Hoc Committee - Spirit Square, 110 East 7th Street
	Wednesday, 4 00 p.m.	HISTORIC DISTRICT COMMISSION - CMGC, Conference Center, Room 267
	Wednesday, 6 30 p.m.	YOUTH INVOLVEMENT COUNCIL - CMGC, Conference Center, Room 267
9	Thursday, 7 30 a.m.	ORGANIZATION REVIEW ADVISORY COMMITTEE - CMGC, Lobby Conference Room
	Thursday, 4 00 p m	CITY COUNCIL PLANNING & PUBLIC WORKS COMMITTEE - CMGC, Room 270
	Thursday, 4 30 p m.	CITY COUNCIL (Special Use Permit Hearing) - CMGC, Meeting Chamber
	Thursday, 5 00 p m.	CHARLOTTE-MECKLENBURG ART COMMISSION/Executive Committee CMGC, 8th Floor Conference Room

THE WEEK OF FEBRUARY 12 - FEBRUARY 18

13	Monday, 9 00 a.m.	STORMWATER MANAGEMENT ADVISORY COMMITTEE - Hal Marshall County Service Center, 700 N Tryon Street
	Monday, 10 30 a m.	AUDITORIUM-COLISEUM-CONVENTION CENTER AUTHORITY - Charlotte Coliseum, 100 Paul Buck Blvd Administrative Conference Room
	Monday, 5 30 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
14	Tuesday, 4 00 p m	AIRPORT ADVISORY COMMITTEE - Charlotte/Douglas International Airport, Conference Room A
	Tuesday, 4 00 p m	PLANNING COMMISSION/Planning Committee - CMGC, Lobby Conference Room

(CONTINUED ON BACK)

Public Service And Information Department

600 East Fourth Street

Charlotte NC 28202 2861

704/336-2395

THE WEEK OF FEBRUARY 12 - FEBRUARY 18 (Continued)

15	Wednesday, 1 00 p m.	CHARLOTTE-MECKLENBURG ART COMMISSION/Coliseum Hoc Committee - Charlotte Coliseum, 100 Paul Buck Blvd
16	Thursday, 7 30 a m	ADVISORY COMMITTEE ON PERFORMANCE APPRAISAL & PERFORMANCE INCENTIVE PROGRAMS - CMGC, Lobby Conference Room
	Thursday, 8 00 a m.	CLEAN CITY COMMITTEE - CMGC, 10th Floor Conference Room
	Thursday, 4 00 p.m.	CITY COUNCIL OPERATIONS COMMITTEE - CMGC, Room 270
	Thursday, 7.30 p.m	CHARLOTTE TREE ADVISORY COMMISSION - 701 Tuckaseegee Road, Park Operations
17	Friday, 7 30 a.m.	PLANNING COMMISSION/Planning Liaison Committee, CMGC, 8th Floor Conference Room

THE WEEK OF FEBRUARY 19 - FEBRUARY 25

20	Monday, 5 00 p m	COUNCIL/MANAGER DINNER - CMGC, Meeting Chamber Conference Room
	Monday, 6 00 p m.	CITY COUNCIL/Zoning Hearing - CMGC, Meeting Chamber
21	Tuesday, 7 30 a m.	ORGANIZATION REVIEW ADVISORY COMMITTEE - CMGC, Lobby Conference Room
	Tuesday, 12 Noon	COUNTY COMMISSION, CITY COUNCIL & SCHOOL BOARD (Discussion of Planning Workplan for FY 90 - FY91) - CMGC, Conference Center
	Tuesday, 2 00 p.m.	HOUSING AUTHORITY - 1301 South Blvd., Administrative Offices
	Tuesday, 4 00 p.m.	CHARLOTTE-MECKLENBURG ART COMMISSION/WTVI Ad Hoc Committee - CMGC, Lobby Conference Room
	Tuesday, 4 00 p m	PLANNING COMMISSION/Planning Committee - CMGC, Lobby Conference Room
22	Wednesday, 4 00 p m	CITIZENS CABLE OVERSIGHT COMMITTEE - CMGC, Lobby Conference Room
	Wednesday, 6 30 p m.	YOUTH INVOLVEMENT COUNCIL - CMGC, Conference Center, Room 267
23	Thursday, 2 00 p m	CHARLOTTE-MECKLENBURG ART COMMISSION/Ad Hoc Committee for CMUD - CMGC, 8th Floor Conference Room
	Thursday, 4 00 p m	CITY COUNCIL TRANSPORTATION COMMITTEE - CMGC, Room 270
	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 - CMGC, Lobby Conference Room

FEBRUARY 26 - FEBRUARY 28

27	Monday, 1 00 p.m.	COUNCIL/MANAGER LUNCHEON - 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 Rm
	Monday, 4·30 p m	PLANNING COMMISSION/Zoning Committee - CMGC, Lobby Conference Room
28	Tuesday, 2 00 p m.	CITY ZONING BOARD OF ADJUSTMENT - Hal Marshal Building, 700 North Tryon Street
	Tuesday, 3 00 p m	COMMUNITY FACILITIES COMMITTEEE - Utility Dept , 5100 Brookshire Blvd
	Tuesday, 4 00 p.m.	PLANNING COMMISSION/Planning Committee - CMGC, Lobby Conference Room

These organizations will <u>not</u> meet in February·

Advisory Energy Commission
Community Facilities Committee
Division of Insurance & Risk Management
Housing Appeals Board
Municipal Information Advisory Board
Specialized Transportation Advisory Committee

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CHARLOTTE

Mayor Sue Myrick — Mayor Pro Tem Al Rousso

John A. (Gus) Campbell — Roy Matthew
Stanley M. Campbell — Cynthia Patterson
Dan Clodfelter — Ella Butler Scarborough
Charles S. Dannelly — Richard Vinroot
Gloria Fenning — Velva W. Woollen

Council Agenda

Monday, February 13, 1989

5:30 PM. . . . . Coliseum Reuse Presentation
6:15 PM. . . . . Council-Manager dinner
7:00 PM. . . . . Citizens Hearing
7:30 PM. . . . . Council Meeting

ITEM NO.

1. Invocation by Dr. Herman E. Thomas, Associate Minister of First Baptist Church, West.

2. Consider approval of minutes of January 17, 1989 zoning hearing and regular meeting of January 23, 1989.

PUBLIC HEARINGS

Conduct public hearings on the five proposed annexation areas. Copies of the five annexation plans are available in the Planning Department.

3. Certification of Annexation Public Notice Requirements.

4. Hearing on Proposed Annexation Area - I-77 Corridor North.
   Explanation of Annexation Report.
   Comments from Public.
   Closure of Public Hearing.

5. Hearing on Proposed Annexation Area - Rea Road/Elm Lane West.
   Explanation of Annexation Report
   Comments from Public.
   Closure of Public Hearing.

6. Hearing on Proposed Annexation Area - Hemphill.
   Explanation of Annexation Report.
   Comments from Public.
   Closure of Public Hearing.

7. Hearing on Proposed Annexation Area - Arrowood I.
   Explanation of Annexation Report.
   Comments from Public.
   Closure of Public Hearing.

8. Hearing on Proposed Annexation Area - Arrowood II.
   Explanation of Annexation Report.
   Comments from Public.
   Closure of Public Hearing.

POLICY

9. Consider Operations Committee recommendation to adopt an ordinance to amend Chapter 22, entitled "Vehicles for Hire" to provide upgraded Airport Taxicab Service.

Background

At the December 12, 1988 City Council meeting, Council was given two options for consideration in approving a recommendation from the Operations Committee for improved taxicab service at the Airport: (1) An exclusive contract wherein an agreement would be negotiated with one taxicab company for the payment of an annual concession fee; (2) A non-exclusive contract/permit procedure wherein the Airport would establish performance criteria covering taxicab service and companies would enter into contracts and purchase permits to provide the service.

At the December meeting, Council expressed a preference for Option 2 but asked the Operations Committee to review the concerns expressed by taxi drivers that permits would be issued to companies which might refuse to let some of their drivers serve the Airport, and that the limit of 16 permits per company would restrict the number of drivers who could serve the airport.

1/19/89 Operations Committee Meeting

The Operations Committee met on January 19, 1989 to discuss these concerns about Option 2.

Concern

Limiting each company initially to 16 permits and a total of 80 with staff recommending more permits if appropriate.

Reason

This was included in an effort to avoid a few companies buying a large number of permits and potentially filling the 40 taxi cab spaces at the airport therefore limiting the rides available for smaller companies.

Concern

Several options were discussed for addressing the taxicab drivers' concerns about the companies they work for not allowing them to work the Airport. These include allowing drivers to buy a permit, contracts with each driver instead of the company and a combination of a company licensing fee and a drivers permit.

Reason

After extensive discussion, the committee determined that the options had the potential for:

- backfiring on the drivers for small companies.
- being essentially the same as the current system.
- not addressing the goal of improving service.

While some Committee members prefer Option 1, the Committee unanimously approved the recommendation that if Council supports Option 2 that they approve the original recommendation including an initial limit of 80 permits and the stated goal of ensuring excellent taxi service at the Airport with every effort being made to encourage all qualified companies a fair share of the Airport business and a reasonable revenue to the City for this franchising opportunity

A draft Taxicab Operating Agreement is included as Attachment II and the Taxicab Rules and Regulations is included as Attachment III. Representatives from each of Charlotte's five taxi companies, as well as the Independent Taxi Operators Association, have participated in the development of these documents. The effective date of this ordinance is May 1, 1989.

Attachment No. 1

10. Consider approval of a policy unanimously approved by the Council Transportation Committee for installation of multi-way stop control for neighborhood intersections.

Current Policy

When installing traffic control devices, the Charlotte Department of Transportation is legally required by City Code and State law to conform to the National Manual of Uniform Traffic Control Devices (MUTCD) or specifications approved by NCDOT. The standards for multi-way stop control in the MUTCD relate primarily to intersections of major streets where traffic is heavy or where a significant safety problem is evident. If Council believes the MUTCD standards are too restrictive for neighborhood streets, they may make exceptions or may adopt less stringent standards.

Multi-Way Stop Policy

In order to reduce traffic impacts on neighborhoods, the Department of Transportation was requested to develop a multi-way stop policy for neighborhoods. The Council Transportation Committee met on January 26, 1989 and approved a proposed policy, the goal of which is to give the Department of Transportation the authority to routinely install multi-way stops on neighborhood streets based upon objective standards.

Attached is information provided to the Committee and the Committee minutes.

Standards

The proposed standards for installation of a multi-way stop at an intersection are:

1. Neither street can be a thoroughfare.
2. The intersection must have a least four approaches.
3. The intersection must have balanced traffic on all approaches.
4. Either of the two conditions below must be satisfied:
   a. The intersection must have had within a year, at least three accidents correctable by a multi-way stop, or five within two years, or,
   b. The intersection must have 360 vehicles entering the intersection per hour for any eight hours within a 24-hour period, accompanied by a 75% petition of the households on the approach streets within three blocks of the intersection not to exceed 1800 feet.

Funds — Program costs can be absorbed within the existing departmental budget.

Clearances — Council Transportation Committee.

Attachment No. 2

BUSINESS

11. Consider options for assisting residents with the studies for improvements to unsafe dams.

Dam Studies Requested — Property owners interested in Linda Lake, Williams Lake and Village Lake have requested City Council to undertake the first step to save the dams, the detailed engineering studies necessary to plan improvements and determine associated costs. The cost of the engineering studies is estimated to be $10,000 per dam or $30,000 for the three dams for which citizen assistance has been requested. Some issues of concern to the general public are:

Issues

- CMUD water and sewer lines lie beneath the streets. Failure of the dams would endanger these lines. If the dam were breached, the Utility Department would have to relocate or reconstruct the lines.

- Linda Lake Drive and Oakwood Drive (Williams Lake) provide a primary means of ingress and egress to residential neighborhoods, although they are not the only public street access. Village Lake Drive is a major collector street between Monroe Road and Independence Boulevard.

- The dams shelter the areas immediately below them from some storms, in that the lakes absorb floodwaters during a rainfall and release the water slowly. Larger storms would exceed the storage capacity of the lakes and runoff would pass immediately downstream. Separate detailed study of drainage facilities downstream of each dam would be necessary to quantify this benefit.

Options — The options are:

1. Take no action - with no assistance from the City, interested property owners would have to contract with an engineering firm

study of the dams, or the State will drain the lakes and breach the dams. It would then be necessary for the City to either abandon these segments of street right-of-way on reconstruct the streets. Prior to abandonment, the impact or access, utilities and stormwater management in each case would have to be evaluated.

2. Complete the studies - select a qualified engineering consultant and administer the studies to determine the necessary improvements and associated costs. Management of such a contract would be assigned to the Engineering Department staff also assigned to other drainage projects, such as private property requests, where a backlog of some seventy (70) studies exists.

   Council may wish to consider a cost-sharing arrangement in which the City and property owners split the cost of the studies; e.g. 50/50 or 80/20, rather than the City bearing the entire cost.

Recommendation

We recommend option 1, take no action, due to impact on an already heavy workload for storm drainage projects. However, we recognize that this is a difficult issue of great concern to the affected property owners. Therefore, Council may wish to authorize the studies with cost being shared 50/50 with the property owners. The recommended source of funds is the CIP Storm Drainage Improvement Account. These are Powell Bill funds designated for the repair and replacement of drainage culverts in street rights-of-way.

Potential Future Impact

The end result of these dam studies will be a concept plan for the necessary improvements and estimated costs. It will then be necessary for Council to decide to what extent, if any, the City will participate in those improvements. Should the City assist in saving the dams, considerable additional resources would be necessary to prepare construction plans, advertise for bids, administer construction, and handle assessment, financing, etc. We would suggest a consultant be retained to handle the entire process--that is, the analysis and design of repairs, administration of construction, and assessments. Oversight management of the

contract by the Engineering Department would still be required.

Timeframe We would anticipate having the results of these studies available within the next three to four months, at which time we would share them with Council and recommend any future actions.

Background In March, 1988, the Engineering Department received notices from the North Carolina Department of Natural Resources and Community Development that 4 high hazard dams within the City do not comply with the North Carolina Dam Safety Act of 1967. The dams are classified "high hazard" primarily due to their size and development down stream. Due to the risks to life and property resulting from failure, such high hazard dams must conform to design standards established by the State. Inspections by State staff indicate the dams need repairs and upgrading to conform to the standards. The dam safety act places responsibility on the owners of the dam. The city was included in these notifications because a City maintained street crosses the dams. The State asked that the lakes be drained and a detailed engineering study performed to plan the necessary improvements.

The City immediately took two actions. Since the City was the only organized entity capable of taking quick action, a consultant with expertise in the design and repair of dams was hired to evaluate the potential hazard and determine immediate steps which could be taken to eliminate said hazard. At the same time the City Attorney investigated the City's liability in these cases. The consultant found the probability of dam failure to be low due to the protection afforded the dam crest by the street pavement. The City Attorney determined that the City has street easements or rights of way rather than owning these streets fee simple. As a result, the underlying property owner is legally responsible for the condition of the dam. With these two findings, it was deemed inappropriate to spend further City funds without direction from Council.

Owners of property around three of the lakes have been organizing to address this matter. They have determined that they wish the lakes to remain and need the City's assistance to do so. They have asked the City to undertake the

detailed study of the dams to determine the repairs and improvements necessary and determine the associated costs.

The City has record of one previous case in 1983 involving a dam beneath Marshall Drive in the Moores Park neighborhood off Wilkinson Boulevard. In that case, owners of the property took no action in response to the State's notice. As a result, the State drained the lake and breached the dam, and the City reconstructed the street at a cost of approximately $26,000.

According to State representatives, there are approximately 30 high hazard dams within the City and six have streets on them as outlined below:

1. Linda Lake - Interested property owners have requested City assistance.
2. Williams Lake (Oakwood Drive) - Interested property owners have requested City assistance.
3. Village Lake (Foxridge Condominiums) Interested property owners have requested City assistance.
4. Virginia Circle - The State has filed a lawsuit as part of their process to breach the dam.
5. Raintree - Raintree Homeowner's Association has hired engineering consultant to perform study (this study is being performed in conjunction with study of other high hazard dams in Raintree which do not have streets on them).
6. Lakeside - The State has taken no action on this dam.

The Raleigh City Council is considering a similar situation, i.e., to close a road and drain the lake, or to contribute to repairs in proportion to the area that the road occupies. Raleigh owns the road in fee as opposed to having an easement. The Raleigh Council has taken no action to date.

12. Recommend an amendment to the Afro-American Cultural Center (AACC) lease agreement to include annual City operating budget assistance and adopt a budget ordinance for $39,650 to provide operating assistance in the current fiscal year.

AACC Request

The Afro-American Cultural Center requests operating budget assistance of $39,650 for the remainder of FY89. The line item breakdown of the request is as follows:

Line Item	Amount
Electricity	$ 8,000
Water and Sewer	500
Custodial Support/Repairs	13,000
Security	18,000
Elevator Maintenance	150
	$39,650

Recommendations and Options

Staff recommends that the AACC request be approved pending recommendations contained in the Cultural Plan (to be completed by March, 1990 and implemented with the FY92 - FY93 Operating Budget).

This amendment to the AACC lease would be similar to the current lease with Science Museums of Charlotte, Inc. for operation of Discovery Place. Operating expenses for maintenance of the facilities would be covered by the City while administrative (staff costs) and programming costs would be the responsibility of the respective non-profit agencies.

Options:

1. Provide a one-time contribution of $39,680 to meet existing budget needs.

2. Delay amendment to the lease until completion of the Cultural Plan.

Funding

General Fund Contingency; current balance is $394,294.

Background

The City acquired the old Little Rock AME Zion Church in 1979 as part of the First Ward Urban Renewal Plan. The church was scheduled to be demolished to widen Seventh Street. Following completion of a reuse study, Council agreed to work with the Afro-American Cultural Society to renovate the church to serve as a center for the Afro-American Cultural Arts. The church was renovated with a $916,000 contribution from the

City (Urban Renewal and Community Development Block Grant funds) and $758,000 in private contributions. The Center opened in March of 1986 and is leased to the Afro-American Cultural Center Corporation for one dollar per year. (The lease agreement expires on March 23, 1996.) Under the terms of the lease agreement, the AACC is responsible for operating and programming expenditures.

AACC Request: Based on discussions with the AACC, the following information is provided: the primary source of funding for operating and programming needs is private contributions. In FY88 private contributions totaled $81,124, or 58% of total revenues. In order to offer this community comprehensive and quality programming, private contributions must be increased. Initiatives to increase fundraising have been implemented. But this is an on-going effort which requires years to establish a reliable revenue stream.

It is difficult to solicit private contributions which primarily support operating expenses and a relatively low level of programming. Established programming will enable the AACC to solicit support to enhance and introduce new programs. Earned income from ticket sales and facility rentals will eventually be earmarked to support operating expenses. Until this level of private contributions is realized, however, City operating assistance is being requested to accelerate the Cultural Center's impact on the community.

13. Recommend approval of Plaza Park design services and wind analysis.

Recommendation: The City Manager recommends approval of contract services for the following work:

(1)	Design & Development Services	$60,000.00
(2)	Wind Analysis	$23,600.00
		$83,600.00

Background

In June of 1987, City Council concurred with Danadjieva and Koenig Associates (D&KA) design program including a major water feature and space for historical expression together with two smaller fountains and ample sitting and gathering space for people. Subsequently, D&KA prepared a phased project construction proposal and preliminary budget options. The design concept and phased approach was recommended for approval by the Citizens Review Committee.

On September 28, 1987, staff presented a Plaza Park project proposal to City Council that addressed design alternatives and budget implications. This proposal included the following:

(1) Divide the $2.75 million project into phases with the first phase to include the water feature. A $1.35 million to $1.8 million budget was estimated. Subsequent phases would be built with private donations.

(2) Complete a schematic design including detail wind analysis and updated cost-estimates at a price not to exceed $28,000.

The City Council decided to proceed with project design at a cost of up to $28,000 with the following assumptions:

(1) Reduce the water feature to approximately 24 feet in height and reduce its ground area coverage by 25%.

(2) Do not exceed a phase I budget of $1.45 million for all costs.

(3) The water feature is to be granite faced.

A wind study was completed by ARES Wind Engineering (Raleigh, N. C.) at a cost of $2,650. The study indicated no significant wind problems with the water feature design. However, some concern over wind impact remains due to the nature of the analysis and reliance on general estimates of wind conditions.

In December 1987, Interstate Tower project litigation resulted in all design work on the Park to be stopped.

Proceed with Design Work

We are now prepared to proceed with design work since the litigation has been resolved and an additional $500,000 has been made available by the developer for the Park budget. This enables us to assume a $1,626,094.00 million phase I project budget.

In order to reactivate design work, it is recommended that:

(1) ARES Engineers prepare a more complete wind study analysis using actual measurements taken at the site together with construction of detail water feature model. This is estimated to cost about $23,600. This evaluation will involve construction of a detail scale model and subsequent testing of wind effects upon varying water flow configurations.

Engineering recommends that the wind analysis be completed in order to determine the exact impact of wind on the water feature and subsequent design modifications.

(2) Proceed with design and development. This work will include design refinements, research into materials and construction techniques and engineering input to enable an accurate cost estimate. The contract will cover services of D&KA, F.N. Thompson for cost estimating, and a fountain design consultant. Total cost is estimated at $57,000.00. An additional $3,000.00 expense is estimated for design presentation graphics.

Schematic design is completed. We will now move into design and development. Upon completion of this phase, we will enter the construction drawing phase. These are the 3 normal elements for project design.

The decision to proceed is recommended by the Citizens Review Committee and assumes general concurrence with the following schematic design assumptions:

- Concept B-2 without the interior exhibit space - Attachment 1
- $1.6 million total budget

- 24' height and 25% footprint reduction
- Granite faced
- The paving surface design will be confined to the property line limits of the park site

Prospective Schedule The design/construction activity could generally proceed along the following schedule if we are able to streamline decision making and design schedules.

(1) Phase I design and development and cost estimates would be completed over the period of February through May of 1989.

(2) Phase I decision to proceed with construction drawing would occur in May or early June of 1989.

(3) Phase I preparation of construction drawing would occur over the period of June 1989 through January 1, 1989.

(4) Phase I bidding would occur over the period of January 2, 1990 through April 1, 1990.

(5) Phase I construction would occur over the period of April 2, 1990 through December 1, 1990.

Time savings is possible over the course of the project. The critical schedule elements are authorization to proceed, periodic review and decision times and the bidding procedure.

The importance of a decision to proceed is supported by three factors:

- First, a phase I budget of $1.6 million is now available;

- Second, there will be significant quality of life benefit in completing the park and Interstate Tower projects at the same time. Improved pedestrian circulation and assembly space together with an enhanced image of Uptown would result. There can be a dramatic change in the environment for the entire area of the Square.

- Third, the potential for additional donated services and private donations to phase I construction exists if it can proceed along a fast track with the Interstate Tower project.

Private funding for phase II is more likely to become available once a public commitment to the initial phase is made.

14. Recommend City Council authorize repair of the storm drain 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 in the private property 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 located on private property.

Action 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.

The Engineering Department has informed the property owner, Mr. Z. R. Benfield, about this flooding problem and has 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. Two letters were sent with a November, 1988, deadline date for reply. No response was received from Mr. Benfield. Mr. Benfield has also been notified of this agenda item.

A right of entry form will be requested from the adjacent property owner at 6912 Nations Ford Road.

Clearances Engineering Department.

15. Recommend Council endorse Charlotte Trolley, Inc.'s application to Norfolk Southern for use of the abandoned Norfolk Southern Line next to the Convention Center for a Vintage Trolley experiment.

City Support Requested: Mr. David K. Wagoner, a principal with Clark, Tribble, Harris and Li Architects, and Chairman of Charlotte Trolley, Inc., has requested the City support Charlotte Trolley, Inc.'s application to Norfolk Southern for an experimental use of the track that runs behind the Convention Center from the Old Seaboard Railway Station to a location in Dilworth (see attached map). Norfolk Southern has advised Charlotte Trolley, Inc. that the City must sign off on any application that Charlotte Trolley, Inc. might submit to the railroad.

No City Funds: Charlotte Trolley, Inc. is not requesting City financial support for this venture, but is hopeful that once they receive authorization from Norfolk Southern for the use of the subject rail line, they will be able to raise enough funds from the private sector to activate a Vintage Trolley Line.

Clearances: The proposal to be submitted to Norfolk Southern will have review and approval by the Transportation and Planning staffs prior to submittal.

Attachment No. 3

16. Nominations for Appointment to Boards and Committees.

A. Waste Management Advisory Board - With the approval of the Solid Waste Management Plan, provision was made for an advisory board which would evaluate all decisions to construct additional waste-to-energy facilities in the future and consult and advise the City and County governing bodies on the merits and cost efficiencies of such decisions prior to the time they are made.

The by-laws of the Mecklenburg Waste Management Advisory Board provide for 18 members, five of whom are to be recommended by the City Council and approved by the County Commissioners. The five recommendations are to represent the following groups: 1) Medical-Scientific; 2) Legal; 3) Planning Organizations; 4) Chamber of Commerce; 5) Charlotte Clean City Committee.

The terms are for three years and recommended appointees must be residents of Mecklenburg County.

As requested at the January 9 meeting, staff has contacted organizations representing the five groups for their suggestions with the following results:

1) Medical-Scientific - Robert Smith, Chief Engineer of Construction Services, Law Engineering Co.

2) Legal - Thurston Frazier, Public Defender's Office.

3) Planning Organizations - Robert L. Davis, Jr., Planning Commissioner.

4) Chamber of Commerce - Timothy M. Mann, Environmental Engineer, IBM. Gregory Simmons, Metallurgical Engineer, Charlotte Pipe & Foundry.

5) Clean City Committee - Robert McGrath, Chairman

B. Hezekiah Alexander Board of Trustees - This board was set up by Council action on November 28, 1988 to function for one year in setting policies and programs. At the end of that time the situation will be evaluated. Nine appointments are to be made:

1. Three representing the Foundation.
2. Three representing the Auxiliary and Docents.
3. Three at-large members, not affiliated with either group.

At the January 9 meeting these appointments were deferred at the request of the President of the Hezekiah Alexander Foundation. Following that action the Mayor informed the Foundation that they had an additional 30 days in which to respond with recommendations before the Council would go forward with their own appointments to comprise the committee.

C. Parade Permit Committee- The terms of Ann Maxwell and Sara Schreibman will expire March 1, 1989. Both are completing their first full terms, having complied with the attendance policy and are eligible for reappointment. Terms are for three years.

Attachment No. 4

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The City Attorney advises that agenda items no. 17 through 30 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

17. Recommend adoption of a budget ordinance to advance $4,360,000 from the Water and Sewer Capital Fund Equity of the City's Cash Pool to the W.M. Franklin Water Treatment Plant.

$17 million approved	A total of $17 million was approved in the 1986 and 1988 bond referendums for expansion of the Franklin Water Treatment Plant from a 72 to 96 million gallon per day treatment capacity. The total project cost is estimated to be $14,360,000.
Transfer Until Bonds are Sold	Adoption of this budget ordinance will authorize the advance of $4,360,000 from the Water and Sewer Capital Fund Equity of the City Cash Pool in order to award the construction bid which follows in the bid section. The amount of the advance will be returned when the 1988 bonds are sold.
Funds	1988 Water Bonds.
Clearances	Utility Department, Budget and Evaluation.

BID LIST

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

A. Franklin Water Treatment Plant Expansion — Utility Dept.

Recommendation: Director, Charlotte-Mecklenburg Utility Department recommends that the low bid by Crowder Construction Company of Charlotte, North Carolina in the amount of $9,289,000 be accepted for award of contract on a lump sum basis.

Project Description: General work related to furnishing, delivering and installing all materials, equipment and services, including labor, for construction of a 24 million gallon per day expansion of the existing Walter M. Franklin Water Treatment Plant.

Source of Funding: Water and Sewer Capital Improvement Fund - (Franklin Water Treatment Plant Addition). Requires approval of Budget Ordinance.

B. 102 - Trucks & Bodies — Various Depts.

Recommendation: By Purchasing Director and various department heads that the low bid for each section be accepted for award of contract.

Bid Summary:

P & G Chevrolet Charlotte, N.C. $30,229.51
(For 3 trucks of various sizes)

Larry J. Chevrolet Charlotte, N.C. $149,379.75
(For 15 trucks of various sizes)

Young Ford, Inc. Charlotte, N.C. $218,770.00
(For 13 trucks of various sizes)

City Chevrolet Co. Charlotte, N.C. $382,763.50
(For 33 Trucks of various sizes)

Adams International Charlotte, N.C. $290,900.00
(For 10 Trucks of various sizes)

Tar Heel Ford Charlotte, N.C. $93,891.00
(For 3 Trucks of various sizes)

Fontaine Truck Equip. Charlotte, N.C. $59,376.00
(For 19 Truck Bodies of various sizes)

Worth Keeter, Inc. Charlotte, N.C. $30,880.00
(For 6 Truck Bodies of various sizes)

Project Description: These vehicles will be used for the transportation of City employees in the performance of their various duties. The bids include several different types of trucks including mini pickup trucks with both standard duty and heavy payload packages; standard pickup trucks; pickup trucks with special towing packages; cargo vans, step van trucks; cabs and chassis for installation of special utility bodies; tandem dump trucks, etc.

The majority of the vehicles will be replacement units for vehicles that are in poor condition and with maintenance costs that will continue to be high if they are forced to remain in service.

Source of Funding: (41) - Capital Equipment Fund - (Operations, Engineering, Parks and Recreation, Transportation). (8) - Airport Fund - (Capital Outlay). (1) - Public Transportation Capital Improvement Fund - (Service Vehicles). (22) - Water and Sewer Operating Fund. (7) - Water and Sewer Capital Equipment Fund. (1) - General Fund - (General Services-Equipment Services). (18) - General Fund - (Operations-Street Maintenance). (4) - General Fund - (Parks and Recreation-Operations).

C. General Construction Contract for Relocation of the Air Surveillance Radar Facility (ASR-9) — Airport

Recommendation: The Aviation Director recommends that the low bid from Linda Construction Company in the amount of $133,996.00 be accepted for the award of contract on a lump sum basis.

Project Description: The Air Surveillance Radar Facility needs to be relocated because of its proximity to the Piedmont/USAir maintenance facility and future cargo development. The FAA has advised the City it is necessary to relocate the ASR in order maintain proper air traffic control.

Source of Funding: Airport Terminal Capital Project Fund (Relocation of the Air Surveillance Radar Facility - 1987 Airport Revenue Bonds).

D. Mechanical Construction Contract for Relocation of the Air Surveillance Radar Facility (ASR-9) — Airport

Recommendation: The Aviation Director recommends that the low bid from Tompkins-Johnston, Co. in the amount of $37,150.00 be accepted for the award of contract on a lump sum basis.

Source of Funding: Airport Terminal Capital Project Fund (Relocation of the Air Surveillance Radar Facility - 1987 Airport Revenue Bonds).

E. N. Tryon/30th Street Intersection Improvements — Engineering

Recommendation: By the City Engineer that the low bid of $396,250.58, as submitted by Asphalt Associates of Charlotte, Inc., be accepted for award on a unit price basis.

Project Description: This project was funded as part of the Transportation System Management (TSM) intersection improvement projects. Work will consist primarily of grading, curb and gutter and paving required to widen the intersection approach roadways to the proposed width. Other incidental construction such as utility relocations, seeding, striping, sidewalk and maintenance to traffic are also involved.

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

F. Sidewalk Bond Program Engineering
Phase 15

Recommendation: By the City Engineer that the low bid of $192,207.60, as submitted by Ferebee Corporation, be accepted for award on a unit price basis.

Project Description: Construction of sidewalks at the following locations: Independence Boulevard from North Sharon Amity Road to Idlewild Road (both sides); Auburn Avenue from Hartford Avenue to tie in to existing curb and gutter and sidewalk on Marsh Road; Beatties Ford Road from Texaco Station near I-85 access to Service Road (both sides); and Maryland Avenue from East Boulevard and extend approximately 50 LF to tie in to existing sidewalk. These locations are consistent with the priority ranking system.

Source of Funding: General Capital Improvement Program - (Sidewalk Construction - 1983 Street Improvement Bonds).

G. Church St./Kee Court Engineering
(W. Morehead Comm. Dev.)

Recommendation: By the City Engineer that the low bid of $56,643.30, as submitted by McChesney Bros., be accepted for award on a unit price basis.

Project Description: This project is in the West Morehead Community Development area. This proposed work will add a storm drainage system from West Park Avenue and S. Tryon Street to the south end of S. Church Street.

Source of Funding: Community Development Block Grant Fund (City-wide Physical Development (FY85 - CDBG).

CONTRACT

19. Recommend approval of a contract between the City of the Charlotte and the N.C. Employment Security Commission for $467,045 in JTPA Title II-B funds to provide summer youth work experience for approximately 442 economically disadvantaged youth between the ages of 14 and 21.

JTPA

Each year, the City of Charlotte receives Job Funds Training Partnership Act (JTPA) Title II-B funds to provide summer work opportunities to economically disadvantaged youth ages 14 to 21 placing eligible youth into jobs with public or private nonprofit agencies.

Jobs, Hours, Wages, for 442 Youth

Jobs include office clerks, recreation aides, day care aides, groundskeeper, food service and maintenance. Program participants work an average of 30 hours per week, for approximately eight weeks, and are paid $3.35 for each hour worked. Wages are subsidized through this program where approximately 442 will be served.

Terms of Agreement

This agreement with the N. C. Employment Security Commission provides funding for services that include outreach and recruitment of applicants, eligibility determination, assessment, worksite development, assignment of youth to worksites, participant and worksite supervisor orientation, participant enhancement workshops, check distribution, job development and placement, and followup.

The program is scheduled to begin on or before June 19, 1989 with completion on August 18, 1989. Upon program completion, job development and placement services will be provided for those participants who are not returning to school in the fall.

This contractual agreement will be effective February 20, 1989 through September 30, 1989. Project costs include staff costs and participant wages and fringe benefits.

Clearances

The Private Industry Council, Budget and Evaluation Department, and the Legal Department have reviewed and approved this agreement.

20. A. Recommend award of contract of $47,988 to George Hoyt and Associates to undertake the handicapped survey element of the public transportation needs assessment.

B. Recommend award of contract of $40,000 to Barton Aschman & Associates to undertake the Charlotte transit survey element of public transportation needs assessment.

C. Recommend adoption of a budget ordinance to extend the original UMTA project appropriation beyond FY88.

Use of UMTA Funds

Annually, the City uses planning funds allocated by the Urban Mass Transportation Administration under Section 8 to perform a variety of short and long range planning tasks.

This year's project was to complete a two-fold analysis and assessment of public transportation; one phase focused on the needs of the handicapped community and the other phase focused on current transit ridership.

Recommendation

Using the Council-approved selection process, requests for proposals were requested, and based on a staff committee's evaluation of the proposals, it is recommended that George Hoyt & Associates be awarded a contract for $47,988 to undertake the handicapped survey element of the needs assessment, and that Barton Aschman & Associates be awarded a $40,000 contract for the transit survey element of the needs assessment.

Funds

UMTA will provide 80% funding for both contracts, and the North Carolina Department of Transportation and the City of Charlotte will each provide 10%. The City's 10% share will be an in-kind match funded through salaries in the Public Transportation Fund.

The budget ordinance is necessary because the UMTA grant was appropriated in FY88 without the provision that funding would be carried forward to FY89.

Clearances

Charlotte Department of Transportation; the City Attorney approved both contracts as to form.

UTILITY AGREEMENT

The utility agreements in the following three actions provide for the North Carolina Department of Transportation's contractor to perform the relocation of water and sewer lines. The City is responsible for reimbursing the NCDOT its costs for relocations.

21. A. Recommend adoption of a resolution authorizing execution of a utility agreement between the City of Charlotte and North Carolina Department of Transportation for improving Interstate 85 between NC 16 (Brookshire Boulevard) and SR 2074 (Beatties Ford Road).

I-85 Widening — The NCDOT is widening I-85 between Brookshire Boulevard and Beatties Ford Road as part of the continued upgrading of I-85 in Gaston and Mecklenburg Counties. Relocation and adjustment of certain City owned water and sewer lines are required along the I-85 project.

Funds — The estimated cost of relocating City water lines is $493,476 and City sewer lines, $200,445. Funds for reimbursing the NCDOT are provided in capital budget.

Clearances — Charlotte/ Mecklenburg Utility Department.

B. Recommend adoption of a resolution authorizing execution of a utility agreement between the City of Charlotte and North Carolina Department of Transportation for improving US 74 (Independence Boulevard) between Waterman Avenue and Eastway Drive.

Independence Widening — The NCDOT is expected to begin the first phase of widening Independence Boulevard in March 1989. Relocation and adjustment of certain City owned sewer lines are required as part of the first phase of the project.

Funds — The estimated cost of the sewer line relocations is $4,500. Funds for reimbursing the NCDOT are provided in capital budget.

Clearances — Charlotte/Mecklenburg Utility Department.

C. Recommend adoption of a resolution authorizing execution of a utilty agreement between the City of Charlotte and North Carolina Department of Transportation for the Charlotte Outer Loop (Pineville Bypass) from US 521 to NC 51.

Outer Loop — The NCDOT is constructing the Charlotte Outer

Loop (Pineville Bypass) from US 521 to NC 51. Relocation and adjustment of certain City owned sewer lines are required as part of the first phase of the project.

Funds — The estimated cost to the City of Charlotte is $185,831.00 to be reimbursed from Capital Budget.

Clearances — Charlotte/Mecklenburg Utility Department.

HOUSING CODE ENFORCEMENT

The following items recommend use of the in rem remedy to correct housing code violations. All are recommended by the Community Development Department. Funds are available and liens will be placed against the properties for the costs incurred except for C. which is in bankruptcy.

22. A. Recommend adoption of an ordinance authorizing the use of In Rem Remedy to demolish and remove the dwelling located at 1109 Interurban Avenue.

Date of Inspection: July 14, 1988
Owner(s) Notified of Hearing: July 19, 1988
Hearing Held: July 29, 1988
A title search was ordered.
Date of Reinspection: August 11, 1988
Owner(s) Notified Of Hearing: October 11, 1988
Hearing Held: November 4, 1988
Owner(s) Ordered to Demolish Dwelling By: January 8, 1989
Estimated Value of Dwelling: $18,550
Estimated Repair (Which Exceeds 65% Of Estimated Value) $16,250

Repairs — The repairs include: repairing ceilings throughout dwelling; replacing walls throughout dwelling; painting interior; replacing floors throughout dwelling, replacing electrical receptacles and fixtures; repairing heat equipment; repairing kitchen sink & cabinets; repairing water heater; replacing floor sills & joist; painting exterior; replacing windows & sills; repairing screen doors; repairing roof system; removing junk & debris; removing outbuilding; cleaning yards.

Civil Penalty — The owner(s) were notified of a civil penalty on January 24, 1989. The total penalty as of January 24, 1989 amounts to $250. The owner has also been notified of this Council action.

B. Recommend adoption of an ordinance authorizing the use of in rem remedy to vacate, demolish and remove the dwelling located at 310 Orange Street.

Date of Inspection: March 6, 1987
Owner(s) Notified of Hearing: March 11, 1987
Hearing Held: March 27, 1987
Owner(s) Ordered to Demolish Dwelling By: June 26, 1987
Owner(s) Ordered to Demolish Dwelling By: August 8, 1988
Supplemental Order)
A title search was ordered.
Estimated Value of Dwelling: $10,500
Estimated Repair (Which Exceeds 65% Of Estimated Value): $11,520

Repairs — The repairs include: removing trash & rubbish throughout house; repairing roof; repairing plaster in walls & ceilings; painting interior; repairing commode; repairing bath & kitchen floors; replacing heating system; replacing bath door; repairing fireplace; repairing underpinning; repairing front door lock; replacing door & window glass; repairing door & window screens; repairing steps; painting front porch; removing outbuilding; removing junk & debris from yards.

Civil Penalty — Action has been delayed on this case because the owner expressed a desire to repair this dilapidated dwelling which was unoccupied at the initial inspection, however, repair work was discontinued. With a backlog of title searches on hand, a supplemental order was issued to bring the owner under civil penalty. In the meantime, a tenant reoccupied the dwelling and is now on the relocation workload. The owner was notified of a civil penalty on August 10, 1988. The total penalty as of January 24, 1989 amounts to $2100. The owner has also been notified of this Council action.

C. Recommend adoption of an ordinance authorizing the use of In Rem Remedy to demolish and remove the dwelling located at 3105 Reid Avenue (a/k/a 3114 Reid Avenue).

Date of Inspection: January 6, 1988
Owner(s) Notified of Hearing: February 12, 1988
Hearing Held: March 7, 1988
A title search was ordered.
Date of Reinspection: October 27, 1988
Owner(s) Notified of Hearing: October 27, 1988
Hearing Held: November 21, 1988
Owner(s) Ordered to Demolish Dwelling By: January 8, 1989
Estimated Value of Dwelling: $3,190

Estimated Repair (Which Exceeds 65% Of Estimated Value).
$25,000

This structure is extensively fire damaged and would have to be reconstructed.

Bankruptcy — The Legal Department advises that a civil penalty cannot be imposed nor can a lien be placed against this property because the owner has filed a Chapter 7 bankruptcy petition with the U. S. Bankruptcy Court. Community Development will therefore petition the courts for reimbursement of the demolition cost.

D. Recommend adoption of an ordinance authorizing the use of in rem remedy to demolish and remove the dwelling located at the rear of 323 Bacon Avenue.

Date of Inspection: April 9, 1987
Owner(s) Notified of Hearing: May 27, 1987 and June 8, 1987
Hearing Held: June 24, 1987
Owner(s) Ordered to Demolish By: August 27, 1987
A title search was ordered.
Date of Reinspection: May 13, 1988
Owner(s) Notified of Hearing: July 7, 1988
Hearing Held: July 22, 1988
Owner(s) Ordered to Demolish Dwelling By: September 18, 1988
Estimated Value of Dwelling: $10,000
Estimated Repair (Which Exceeds 65% Of Estimated Value)·
$9,688

Repairs — The repairs include: repairing interior walls & ceilings; installing plumbing facilities; repairing floors; installing heating system; repairing roof; replacing sills; replacing exterior siding; repairing entry doors; repairing steps; painting exterior; repairing windows, removing trash & debris; replacing interior doors.

Civil Penalty — The owner was notified of a civil penalty on September 20, 1988. The total penalty as of January 24, 1989 amounts to $1370. The owner has also been notified of this Council action.

E. Recommend adoption of an ordinance authorizing the use of in rem remedy to demolish and remove the dwelling at 3512 Kentucky Avenue.

Date of Inspection: February 9, 1987
A title search was conducted.
Date of Reinspection: March 24, 1988

Owner(s) Notified of Hearing: April 6, 1988
Hearing Held: April 18, 1988
Owner(s) Ordered to Demolish Dwelling By: May 27, 1988
Estimated Value of Dwelling: $1,070
Estimated Repair (Which Exceeds 65% Of Estimated Value): $7,623

Repairs — The repairs include: replacing sheetrock throughout; replacing plumbing fixtures; replacing interior doors; installing furnace; repairing foundation walls; repairing floors; replacing siding; painting exterior; installing window & door screens; removing dead tree & debris from yard; replacing attic vent; repairing steps.

Action has been delayed on this case because the owner expressed a desire to repair this dilapidated dwelling. Community Development gave the owner additional time to preserve the structure. However, the owner has made no progress since July, 1988.

Civil Penalty — The owner was notified of a civil penalty on July 14, 1988. The total penalty as of January 24, 1989 amounts to $2050. The owner has also been notified of this Council action.

F. Recommend adoption of an ordinance authorizing the use of in rem remedy to demolish and remove the dwelling at 3934 Tennessee Avenue.

Date of Inspection: May 13, 1987
Owner(s) Notified of Hearing: May 20, 1987
Hearing Held: June 3, 1987
Owner(s) Notified to Repair By: July 10, 1987
A title search was ordered.
Date of Reinspection: August 11, 1988
Owner(s) Notified of Hearing: September 19, 1988
Hearing Held: October 12, 1988
Owner(s) Ordered to Demolish Dwelling By: December 8, 1988
Estimated Value of Dwelling: $6,690
Estimated Repair (Which Exceeds 65% Of Estimated Value): $5,220

Repairs — The repairs include: repairing interior walls; painting interior; repairing plumbing; repairing electrical receptacles; replacing interior doors; replacing heating system; repairing foundation; painting exterior wood; replacing rear door; replacing window screens and doors; repairing steps; repairing roof; repairing bath floor; replacing wall studs; removing trash & junk; repairing window sash.

The owner was notified of a civil penalty on December 30, 1988. The total penalty as of January 24, 1989 amounts to $560. The owner has also been notified of this Council action.

G. Recommend adoption of an ordinance authorizing the use of In Rem Remedy to demolish and remove the dwelling at 922 Ambassador Street (detached building).

Date of Inspection: February 25, 1987
Owner(s) Notified of Hearing: February 27, 1987
Hearing Held: March 18, 1987
Owner(s) Ordered to Demolish Dwelling By: April 24, 1987

A title search was ordered and there were parties in interest to the property.

Date of Reinspection: June 1, 1988
Owner(s) Notified of Hearing: June 1, 1988
Hearing Held: June 24, 1988
Owner(s) Ordered to Demolish Dwelling By: August 6, 1988
Estimated Value of Dwelling: $3,963
Estimated Repair (Which Exceeds 65% Of Estimated Value): $17,200

Action has been delayed on this case because the owner expressed a desire to repair this outbuilding; however, repair work has discontinued. This structure contains a storage area and at least one living unit. The structure is deteriorated and cannot be brought to minimum Code standards for less than 65% of the building value.

Civil Penalty — The owner was notified of a civil penalty on September 23, 1988 and a notice of in rem action was issued on October 14, 1988. The total penalty as of January 24, 1989 amounts to $1580. The owner has also been notified of this Council action.

MUNICIPAL AGREEMENT

23. Recommend adoption of a resolution authorizing execution of a municipal agreement for modification of lenses and addition of railroad preemption at the grade crossing of Southern Railway with East Boulevard.

East Boulevard Railroad Crossing	The North Carolina Department of Transportation NCDOT) proposes to improve railroad crossing protection at Southern Railway's crossing on East Boulevard. The Charlotte Department of Transportation (CDOT) upgraded the traffic signal equipment at the nearby intersection of Camden Road and East Boulevard/West Boulevard in January 1987. The NCDOT proposes to reimburse the City for its work since new equipment was necessary to provide required railroad preemption of the traffic signal controller.
Municipal Agreement	This is necessary for the NCDOT to reimburse the City $15,468 for work to upgrade the traffic signal equipment.
Funding	The funds for upgrading the signal equipment came from Charlotte Department of Transportation funds.
Clearances	CDOT has reviewed and approved the NCDOT's plans for improvements to the crossing protection devices.

SURPLUS PROPERTY

24. Recommend that a portion of City-owned property located on the south side of Auten Road being 1200'+ west of Black Satchel Road be declared surplus and advertise it for sale with the mandatory referral recommendation that the City retain right of way 35 feet from the center line of Auten Road.

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. The maintenance and liability associated with this property are also released from the City's responsibility.
Declare Surplus	This portion, part of tax code 039-181-05, is a residual of a three acre tract purchased by the City in 1986 for the new reservoir at Franklin Treatment Plant. The subject portion containing 40,960.80 square feet (0.940 acres) fronts Auten Road and consists of a two story single family frame dwelling, double garage, and several

outbuildings. CMUD has decided that the property will not be needed for the construction of the new reservoir. The Engineering/Real Estate Division proposes that City Council declare this front portion surplus and advertise it for sale.

Clearances

All City departments have been canvassed with none expressing an interest in retaining this parcel for City use. The Charlotte Department of Transportation recommended that right-of-way be retained 35 feet from the center line of Auten Road. The Planning Committee approved staff's recommendation in the mandatory referral.

The mandatory referral and a map showing the area to be sold are attached.

Attachment No. 5

BUDGET HEARING SCHEDULE

25. Recommend approval of the FY90-FY91 budget hearing schedule.

Budget Hearing Dates

Council is requested to approve the schedule of budget hearings for the FY90-FY91 budgets. These dates were presented as part of Council's 1989 retreat material, and are attached.

Following presentation by the City Manager of the two-year budget, City Council has traditionally scheduled a series of budget hearings to consider the Manager's recommended budget. These hearings lead to final adoption of the annual budget ordinance prior to July 1 of the next fiscal year.

The City Manager will present the FY90-FY91 budgets to City Council on May 1, 1989. Once again, the operating and capital budgets will be presented simultaneously. The tradition and hearing schedule is being reversed this year to allow for consolidation of the operating budget prior to that of the capital budget.

Attachment No. 6

SPECIAL OFFICER PERMIT

26. Applications for Special Officer Permits.

Recommend approval of applications for Special Officer Permits to Jeffrey M. Caldwell and James K. Little for use on the premises of the Parks and Recreation Department; and to Rebecca Lynn Crawley and Gregory Ray Lineberger for use on the premises of Charlotte/Douglas International Airport.

TAX REFUND

27. Recommend the adoption of a resolution authorizing the refund of certain taxes in the total amount of $2,928.91 which were assessed through clerical error or illegal levy against 22 tax accounts.

SET EXECUTIVE SESSION

28. Recommend adoption of a motion to hold an executive session on February 27, 1989 at 11:00 a.m. in the Meeting Chamber conference room for the purpose of conducting the annual evaluation of the City Manager in accordance with G.S. 143-318.11(a) (8).

UTILITY CONTRACTS

29. Recommend approval of contracts between the City of Charlotte and the applicants listed below:

These are extension contracts for new development in accordance with the Water/Sewer Extension Policy. The applicants are to construct the entire systems at their own property cost and expense. The City is to retain all revenue. There is no cost to the City and no funds are needed. Utility and Planning Directors recommend approval.

1. Harrington/Dowd Realty Company, to construct 4,195 linear feet of 8-inch sanitary sewer main to serve Berkeley Subdivision, Phase III, located west of N.C. Highway 16, south of Rocky Branch and east of Rainbow Forest Drive, outside the Charlotte City Limits. Estimated Cost - $146,825.00. Sanitary Sewer Job No. 100-88-704.

2. HBH Investments, to construct 1,140 linear feet of 8-inch sanitary sewer main to serve Foxcroft Hills No. 9, located north of Fairview Road, east of Sharon Road and west of Valencia Terrace, inside the Charlotte City Limits. Estimated Cost - $39,900.00. Sanitary Sewer Job No. 100-88-710.

3. Robert C. Rhein Interests, Inc., to construct 3,105 linear feet of 8-inch water main, 4,400 linear feet of 6-inch water main and 3,515 linear feet of 2-inch water main to serve McDowell Meadows Subdivision, located east of York Road, west of Sugar Creek and north of Arrowood Road, outside the Charlotte City Limits. Estimated Cost - $200,000.00. Water Contract No. 100-88-248.

PROPERTY TRANSACTIONS

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

1. Project: Proposed Wilgrove Water Tank Site
Owner(s): Harold J. Caldwell and wife, Mildred S. Caldwell
Property address: Parkton Road, Charlotte, North Carolina
Property to be acquired: 3.791 acres for a water storage facility.
Price: $62,000.00

2. Project: Proposed Fire Station Site #28
Owner(s): Terry Wayne Godwin and Lynn S. Godwin
Property address. 8031 Old Statesville Road, Charlotte, North Carolina
Property to be acquired: 30,000 ± square feet of land (0.79 acres) and all improvements including a one story frame residence.
Price: $90,000.00
Condition: Acquisition is contingent upon Council's adoption of the annexation ordinance on February 27, 1989.

CONDEMNATIONS

3. Project: Park Road Alignment
Owner(s): Everette H. Boyles and wife, Marion W. Boyles and any other parties of interest.
Property address: 5431 Park Road
Property to be acquired: 2,706 sq. ft. (0.0368 acres)
Price: $5,000.00
Remarks: Assistant City Attorney approved this as a negotiated settlement on September 5, 1988; however, our closing attorney was unable to get a release from the mortgage holder and has recommended that we file condemnation for the City to get clear title to property.

4. Project: Intersection Improvements - Central Avenue/The Plaza
Owner(s): John Cole Hatcher and any other parties of interest
Property address: 1318 Central Avenue at the corner of the Plaza
Property to be acquired: 1,979.05 of road right of way
Price: $23,000.00
Improvements: 13 parking spaces, concrete bumpers, asphalt and one sign.
Remarks: Property owner unwilling to negotiate a reasonable counteroffer.

SCHEDULE OF MEETINGS
February 13 - 17, 1989

Monday, February 13	COUNCIL/MANAGER DINNER Meeting Chamber Conference Room	5 30 p. m.
	CITIZENS HEARING	7.00 p. m.
	COUNCIL MEETING Meeting Chamber	7·30 p. m.
Thursday, February 16	OPERATIONS COMMITTEE Room 270, CMGC	4·00 p. m.

ATTACHMENT I

AN ORDINANCE TO AMEND CHAPTER TWENTY-TWO, ENTITLED "VEHICLES FOR HIRE"

BE IT ORDAINED by the City Council of Charlotte, North Carolina that:

Section 1. Chapter 22, Article II, Division 1, Section 22-16, shall be amended by adding to the existing ordinance the following definitions and inserting them in alphabetical order as follows:

> Airport Taxicab. A taxicab which has been issued an Operating Permit and which also has been issued an Airport Taxicab Permit pursuant to a Taxicab Operating Agreement.
>
> Airport Taxicab Permit. A permit issued to a Taxicab Company to operate Airport Taxicabs at the Airport pursuant to a Taxicab Operating Agreement between the company and the City.
>
> Airport Taxicab Permit Fee. A fee which will be charged annually for each vehicle issued an Airport Taxicab Permit.
>
> Taxicab Company. Any company which engages in the business of operating taxicabs as the owner or franchisor.
>
> Taxicab Operating Agreement. An agreement which taxicab companies must enter into with the City in order to obtain one or more Airport Taxicab Permits for any Airport Taxicab operating at the Airport and associated with that company.

Section 2. Chapter 22, Article II, Division 6, Section 22-107 (b) (7) shall be amended by deleting it in its entirety and inserting the following in its place:

> (7) The fare for service from the municipal Airport to the central area of the City, as defined by the City's Department of Transportation and shown on a map on file with the inspector, shall be set by the Aviation Director. Additional charges for waiting time and baggage may be imposed as provided in Paragraph (5) of this subsection;

Section 3. Chapter 22, Article II, Division 9 shall be amended by deleting it in its entirety and inserting the following in its place:

DIVISION 9. AIRPORT SERVICE

Section 22-146. UNAUTHORIZED OPERATION.

(a) No taxicab shall operate at the Airport unless the company with which it is associated has obtained a current valid Airport Taxicab Permit for said vehicle as a result of entering into a Taxicab Operating Agreement with the City for the issuance of the annual Airport Taxicab Permit. Such agreements shall be entered into annually, and shall require the payment of an annual fee and shall obligate the taxicab company and permitted vehicle to adhere to certain standards of operation at the Airport. Airport Taxicab Permits may be revoked or not renewed if there is a failure of the taxicab company to comply with the terms of the Agreement.

(b) All drivers operating at the Airport pursuant to a valid Airport Taxicab Permit may also engage in the provision of other taxicab services throughout the City and shall otherwise comply with all the provisions of this Article.

(c) Nothing herein shall prohibit any driver of a taxicab without an Airport Taxicab Permit from transporting passengers to the Airport or from the Airport if the taxicab was specifically called and requested by a passenger.

(d) Any Airport Taxicab Permit may be revoked or suspended upon breach of a term or condition of the Taxicab Operating Agreement. The sole remedy for any such revocation or suspension shall be a breach of contract action. Appeal rights afforded under the Operating Permit pursuant to Sec. 22-42 of this Article do not apply to the suspension or revocation of an Airport Taxicab Permit.

Section 22-147. DRIVERS.

(a) The Aviation Director and inspector shall have authority to prohibit any driver from transporting passengers from the Airport terminal if he finds that the person has violated any provision (1) of this Article; (2) of the Taxicab Operating Agreement between the City and the taxicab company through which the vehicle is permitted, or (3) of any rule or regulation adopted by the Airport for taxicabs.

(b) Any driver prohibited from operating a taxicab as provided in Paragraph (a) of this section shall not transport any passenger in a taxicab from the Airport terminal for the period prescribed in the applicable Taxicab Operating Agreement between the City and the taxicab company, or the rules and regulations made a part thereof.

Section 22-148. REGULATIONS.

The Aviation Director shall have the authority to adopt reasonable rules and regulations for the safe, courteous and orderly operation of taxicabs at the Charlotte/Douglas International Airport.

Section 22-149. EXECUTION OF OPERATING AGREEMENT.

The Aviation Director is authorized to execute all Taxicab Operating Agreements on behalf of the City.

Section 22-150 - 22-165. Reserved.

Approved as to form:

Henry W. Underhill Jr.
City Attorney

ATTACHMENT II

THE CITY OF CHARLOTTE

AVIATION DEPARTMENT

CHARLOTTE/DOUGLAS INTERNATIONAL AIRPORT

TAXICAB OPERATING AGREEMENT

THIS AGREEMENT, made and entered into by and between the City of Charlotte, by and through its Aviation Department, (hereinafter referred to as "City), and _____ _____ a taxicab operator licensed under the laws of the State of North Carolina and the ordinance of the City of Charlotte as applicable (hereinafter referred to as "Company").

WITNESSETH:

WHEREAS, the City operates the Charlotte/Douglas International Airport in Charlotte, North Carolina and is empowered to establish rules and fees for the operation and use of the Airport; and

WHEREAS, the Company desires to provide taxicab service from designated pick up locations as the Airport passenger terminal:

NOW THEREFORE, in consideration of the mutual covenants, agreements and obligations hereinafter set forth, it is agreed as follows:

1. FACILITIES AND OPERATIONS. The City hereby authorizes the Company to operate the number of taxicabs designated in Paragraph 3 below for passenger pick up service from designated Airport locations, each such taxicab being referred to herein as an "Airport Taxicab", subject to the terms, conditions and other provisions of this Agreement and such ordinance, rules, regulations and directives as may, from time to time, be established by the City's City Council or the Aviation Director (hereinafter referred to as "Director"). The City shall provide the Company the right to sue certain areas at the Airport as may be designated from time to time pursuant to the above-referenced rules, regulations and directives.

2. TERM OF AGREEMENT. The term of this Agreement shall be for one (1) year, effective _____ through _____.

3. ISSUANCE OF AIRPORT TAXICAB PERMITS. The City agrees to issue to the Company sixteen (16) annual Airport Taxicab Permits. If the City determines that a temporary situation requires more than the number of taxicabs operating under annual Taxicab Permits, additional Temporary Taxicab Permits may be issued for a specified period of time to the Company.

On Exhibit A, attached hereto and incorporated by reference, the Company has designated by vehicle registration number, license plate and Company taxicab number the specified taxicabs to be operated under this Agreement. The Aviation Director or his designee will review the information submitted, inspect the designated taxicabs and certify those taxicabs acceptable to the City by issuing an Airport Taxicab Permit for each vehicle in the form of a decal to be attached to each vehicle and displayed pursuant to the Rules and Regulations of the Aviation Director.

Whenever an Airport Taxicab is to be out of service more than 24 hours due to vehicle maintenance, or repair, the Company shall submit to the Aviation Director, or his designee, a written request for a substitute Permit, designating the substitute vehicle by license plate and Company taxicab number, and specifying the period of time that the regular Airport Taxicab will be out of service. The Aviation Director, or his acceptance by issuing a Substitute Airport Taxicab Permit. Substitute Permits shall be issued at no additional charge to the Company. Company agrees to surrender the Substitute Permit whenever the annual Airport Taxicab is returned to regular service.

To determine a taxicab's initial and continued compliance with Airport regulations, Airport Taxicabs shall be inspected following the execution of this Agreement and every six (6) months thereafter at a place and time designated by the Aviation Director. Inspection shall include, but not be limited to, a determination that the brakes, steering, lights, horn, heater and air conditioning are in proper operating condition, that the exterior of the vehicle is free of dents which are unsightly or create safety hazards, that the upholstery and floor mats on the interior of the vehicle are not torn, unduly soiled or worn, and that the vehicle contains properly operating seat belts. The City assumes no responsibility for assuring the property mechanical condition of the vehicle as a result of its inspection system.

4. FEES TO THE CITY. The Company agrees to pay One Thousand Two Hundred Fifty Dollors ($1,250.00) per year for each annual Taxicab Permit, for a total of _____ _____($ _____), which is payable in equal quarterly installments, beginning January 1st of each year. Fees for the annual Taxicab Permits will not be prorated for portions of the year for which it is issued.

The Company agrees to pay in advance to the City, One Dollar ($1.00) per day for each Temporary Taxicab Permit issued by the Aviation Director if such permit is accepted by the Company.

5. MAINTENANCE AND CLEANING OF EQUIPMENT. Airport Taxicabs will be maintained as required by applicable ordinances of the City of Charlotte, and Rules and Regulations of the Airport. The Aviation Director reserves the right to require that any vehicle with deficiencies be removed from service under this Agreement until properly repaired.

6. INDEMNIFICATION. The Company agrees to indemnify and hold harmless the City, the Airport, and the Aviation Director from any and all liability, claims, and demands, including but not limited to costs, expenses, and attorneys' fees, arising out of the Company's operation of taxicabs at the Charlotte/Douglas International Airport.

7. INSURANCE REQUIREMENT. The Company shall provide evidence of automobile liability insurance for the amounts and coverages stipulated in applicable ordinances of the City of Charlotte for taxicabs. A copy of the certificates of insurance for the automobile liability insurance shall be files with the Aviation Director or his designee. The City shall be notified a minimum of thirty (30) days prior to cancellation or modification of coverage by the insurer.

8. SIGNS. No signs, posters or advertising devices may be erected by the Company on Airport premises.

9. RULES AND REGULATIONS. The Company agrees to observe and obey any and all rules and regulations adopted by the Aviation Director from time to time and to comply with all applicable laws of the federal, state, and local government. The Company will ensure that its drivers likewise comply with all such laws, rules and regulations, as well as with traffic control procedures and instructions of Airport personnel.

10. NOTIFICATION. Whenever required by the terms of this Agreement, notice shall be in writing and shall be sent by certified mail, postage prepaid. The address of the City shall be:

Aviation Director
Charlotte/Douglas International Airport
P.O. Box 19066
Charlotte, North Carolina 28219

If intended for the Company, the address used shall be:

11. STANDARDS OF OPERATION. The standards of service afforded the public shall be of the highest quality. At all times the general public shall be given the highest consideration and the Company will not unreasonably withhold service from any person seeking transportation by taxicab. The Company shall be responsible for proper personal conduct of all drivers operating taxicabs pursuant to this Agreement and all drivers shall conform to reasonable standards of appearance and decorum as may be established by the Aviation Director. Company further agrees to remove from Airport service any driver whose conduct the Aviation Director deems to be detrimental to the best interest of the Airport.

12. ENFORCEMENT. The Aviation Director, or his designated representative, is responsible for the enforcement of Airport rules and regulations as may be adopted from time to time. Company is responsible for the actions, commissions or omissions, of its drivers, employees, and agents.

13. TERMINATION. The City has the right to terminate this Agreement in its entirety immediately upon the happening of any of the following events:

a. The occurrence of any act which operates to deprive the Company of the rights, powers, licenses, permits and authorizations necessary for the proper and lawful conduct and operation of the services authorized herein.

b. The filing by or against the Company of any petition in bankruptcy.

c. The making by the Company of an assignment for the benefit of creditors.

d. The abandonment or discontinuance of the operations and services by the Company.

e. The non-payment of fees due to the City and such non-payment continuing for a period of ten (10) days from the date written notice has been given to the Company by the City through its Aviation Director.

f. The failure by the Company to perform, keep and observe any other of the terms, covenants and conditions in this Agreement, excepting those specifically listed in this section above, required on the part of the Company to be performed, kept or observed, after the expiration of five (5) days from the date written notice has been given to the Company to correct such default or breach.

The City's right to terminate this Agreement as herein set forth is in addition to, and not in exhaustion of, such other rights that the City has or causes of action that may accrue to the City because of the Company's failure to fulfill, perform or observe the term and conditions of this Agreement and the exercise of or pursuit by the City of any of the rights or causes or action accruing hereunder shall not be in exhaustion of such other rights or causes of action that the City might otherwise have.

14. NON-DISCRIMINATION. Company agrees to comply with the policy of the City that all persons, regardless of race, color, religion, national origin, sex, age or handicap be afforded equal opportunity for employment for services offered under this Agreement.

IN WITNESS WHEREOF, the parties have caused this Agreement to be executed this _____ day of _____, 19 __.

CITY OF CHARLOTTE

BY _____
Aviation Director

Attested To:

_____
City Clerk

COMPANY

_____

BY _____

Title _____

ATTESTED TO:

_____

1C

ATTACHMENT III

TAXICAB RULES AND REGULATIONS

Charlotte/Douglas International Airport

Introduction

Taxicabs operating from Charlotte/Douglas International Airport are an integral part of the ground transportation system. It is essential to establish rules and regulations to provide safe, clean and convenient service to the traveling public.

The City of Charlotte has adopted a permit system for taxicabs operating at Charlotte/Douglas International Airport. The Aviation Director will be responsible for the enforcement of the following rules and regulations for taxicabs operating at Charlotte/Douglas International Airport, including standards for inspection of equipment and taxicab drivers.

Operating Procedures

1. Taxicabs bringing passengers to the Airport will drop off passengers on the upper level roadway.
2. Permitted taxicabs entering the Airport for pick-up will enter the taxicab holding area and report personally for the purpose of sequencing. No driver shall be allowed to check in another driver.
3. The Holding Area parking will be divided such that each company will have eight(8) designated spaces for their company vehicles. No taxicabs shall be allowed to park in spaces intended for another company. If all designated company spaces are full, no other taxicab from that company will be allowed to enter the hold area. As taxicabs are dispatched they should contact their dispatcher to notify of vacant space.

4. Taxicabs will be dispatched on a first in, first out basis. Taxicabs will wait in the holding area until dispatched to the designated point on the lower level roadway.

5. The short trip policy allowing a second out is hereby canceled. A minimum fee of $5.00 will be established.

6. Counter to counter package shipment, delivery or pickup, by taxicabs will us the parking deck and pay on a per trip basis.

Permits

1. The Aviation Director is authorized to enter into operating agreements, issue permits and collect appropriate fees, from taxicabs companies licensed to do business in Charlotte. Permits shall be offered to participating taxicab companies in equal numbers. Temporary permits, when issued, shall be offered in equal numbers to participating taxicab companies.

2. The Aviation Director shall establish the number of permitted taxicabs required to provide proper service to the public. When temporary circumstances are anticipated, the Aviation Director may authorize additional taxicabs for a period of time adequate to meet the increased demand.

3. The Taxi Inspector shall inspect all taxicabs prior to being permitted at a place and time designated by the Aviation Director and quarterly thereafter until removed from permitted service.

4. Taxicabs shall be inspected for proper mechanical condition to include but not limited to brakes, steering horn, exhaust, lights, wipers, air condition and heater.

5. Taxicabs must be painted in accordance with company color scheme and

shall have the company name and fares properly displayed on the vehicles exterior as required by the City of Charlotte.

6. Exterior of vehicles shall be in good condition, free of dents, broken glass or lens covers and metal protrusions which create a safety hazard.
7. Interior of vehicles shall be in good condition, free of rips or tears in upholstery and contain a meter as required by the City of Charlotte.
8. Vehicles trunk shall contain only necessary items such as jack and spare tire. Trunk interior shall be clean and lined to protect passenger's luggage.
9. Airport taxicab Permit Decals shall be placed on passenger side of front windshield and shall not be transferred or fixed to any other vehicle.

Enforcement

1. The basis for enforcement shall be applicable portions of the Code of Ordinance of the City of Charlotte, the Taxicab Operating Agreement and the Rules and Regulations of the Aviation Director as may be amended from time to time.
2. There shall be a graduated suspension policy as follows: first offense, vehicle and/or driver suspended for two days; second offense, vehicle and/or driver suspended for one week, third offense, vehicle and/or driver suspended permanently.
3. The Aviation Director or designee shall be responsible for the enforcement of the Taxicab Operating Agreement and all applicable local ordinance, rules and regulations pertaining to taxicabs operating at the Airport.
4. The Aviation Director or designee shall have the authority to inspect taxicabs and remove from immediate service any taxicab or driver

determined to be unsatisfactory.

5. The Aviation Director or designee may require the taxicab company to remove a driver from Airport service for a specified period of time or permanently when the driver's conduct is considered detrimental to the best interest of the Airport or the traveling public.

6. The Aviation Director or designee may, for cause, suspend or revoke an Airport permit from a company. When permits are revoked, the permit may be offered to other participating companies on an equitable basis.

7. The Aviation Director may, for cause, terminate a taxicab company's operating agreement.

Taxi Dispatcher/Starter

1. The Taxi Dispatcher/Starter shall determine passenger destination and summons taxicab.

2. The Taxi Dispatcher/Starter shall not receive tips from passengers or taxicab drivers. Tips are strictly prohibited.

3. The Taxi Dispatcher/Starter shall inspect each taxicab before dispatching to ensure conformity with Airport regulations.

4. The Taxi Dispatcher/Starter shall enforce all Airport rules and regulations and ordinance of the City of Charlotte as they pertain to the taxicab operation.

5. The Taxi Dispatcher/Starter shall direct the driver to leave the Airport if taxicab or driver is unsatisfactory.

6. The Taxi Dispatcher/Starter shall report violations to the Aviation Director or designee.

7. No driver shall harass or threaten the Taxi Dispatcher/Starter nor intentionally obstruct the Dispatcher/Starter in the performance of their

duties.

Drivers

1. All drivers must have current Airport taxicab permit which will be prominently displaced in the taxicab in a manner which is clearly visible to the passenger.
2. All drivers must display pictured ID and provide easily accessible compliment/complaint card for passenger usage.
3. Drivers shall at all times be clean and neat in appearance and shall not engage in disorderly conduct. Disorderly conduct is defined as intentionally causing a public disturbance by fighting or other violent conduct or conduct creating an imminent threat of fighting or other violence.
4. Drivers shall be required to wear acceptable company uniform while on duty at the Airport. Uniforms are to consist of a solid light colored shirt with collar, button down front, with sleeves and front pokcet; dark colored slacks with front zipper and side pockets; shoes and socks for men. Women's uniforms should consist of light color blouse with collar and sleeves; dark shirt or slacks; shoes.
5. Drivers shall comply with the directives of the Taxi Dispatcher/Starter designeee.
6. Drivers shall not refuse fare(s) (except as authorized by Section 22-20 Code of Ordinance City of Charlotte).
7. Drivers shall only collect applicable fees and tips.

   Overcharging is prohibited.
8. Drivers shall insure that taxicab is clean inside and out. Taxicabs are subject to inspection by Taxi Dispatcher/Starter and may be removed

if unsatisfactory.

9. No driver shall engage in gambling while on Airport property. Gambling is defined as playing or betting at any game of chance at which money, property, or other things of value is bet. No card playing allowed in the Airport taxicab holding area.

10. Drivers will be required to complete an approved local orientation course such as the CHAPS program.

11. No maintenance work on the vehicles is to be performed while in the holding area.

12. No driver shall possess any narcotics or alcoholic beverages while on Airport property. Alcoholic beverage means any beverage containing at least one-half of one percent (0.5%) alcohol by volume, including malt beverages, unfortified wine, fortified wine, spiritous liquors, and mixed beverages.

13. Driver shall assist passengers by placing luggage or packages in or out of the taxicab when requested without charge and shall assist passengers in and our of the taxicab when requested.

14. Upon request, drivers shall provide passengers with receipt showing the amount of the fare paid, the driver's name, taxicab number and taxicab company name.

15. While on duty, driver shall wear as authorized identification badge displayed on the upper left side of outermost garment.

16. No driver shall "jump ahead" of any other driver in the hold area.

17. No driver shall parking nor allow visitors to park a vehicle other than a taxicab in the holding area at any time.

18. Any driver who drives out of the holding area after checking in with the Dispatcher/Starter shall not be permitted to return to their original

position in the schedule that indicates which driver is next in line for a passenger.

19. All drivers will comply with all other provisions of the City Code and the Operating Agreements.

CITY OF CHARLOTTE
DEPARTMENT OF TRANSPORTATION

Policy on Neighborhood Multi-Way Stops

General

Current accepted standards for multi-way stops are contained in the Federal Manual on Uniform Traffic Control Devices (MUTCD). The North Carolina Department of Transportation (NCDOT) and state municipalities are required by N.C.G.S. 20-169 to install "all traffic signs, signals, markings, islands and all other traffic control devices erected on streets and highways of the State Highway System within the corporate limits of municipalities in substantial conformance with the Manual on Uniform Traffic Control Devices ..." Likewise the Charlotte City Code Section 14-57(c) states that "all traffic-control devices shall conform to the manual and specifications approved by the state board of transportation or resolution acepted by city council."

Current Standards

In the absence of a policy acepted by Council, the standards, or warrants, provided in the MUTCD are the standards for installation of multi-way stops. The warrants contained in the MUTCD are:

1. Where traffic signals are warranted and urgently needed, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the signal installation.

2. An accident problem, as indicated by five or more reported accidents of a type susceptible to correction by a multi-way stop installation in a 12-month period. Such accidents include right- and left-turn collisions as well as right-angle collisions.

3. Minimum traffic volumes:

   a. The total vehicular volume entering the intersection from all approaches must average at least 500 vehicles per hour for any 8 hours of an average day, and,

   b. The combined vehicular and pedestrian volume from the minor street or highway must average at least 200 units per hour for the same 8 hours, with an average delay to minor street vehicular traffic of at least 30 seconds per vehicle during the maximum hour, but,

   c. When the 85-percentile approach speed of the major street traffic exceeds 40 miles per hour, the minimum vehicular volume warrant is 70 percent of the above requirements.

- Outside of these standards, the Director of Transportation has the authority to install any needed traffic control based on engineering judgment to meet safety needs.

Neighborhood Multi-Way Stop Policy

The warrants contained within the MUTCD are primarily oriented toward thoroughfares and other heavily travelled streets. The lessened need for maintaining traffic flow within neighborhoods and the generally slower vehicle speeds indicate that less stringent standards would be acceptable. Accordingly, multi-way stops may be installed on neighborhood streets based on the following criteria.

1. None of the streets at intersection may be a thoroughfare, as defined by the Charlotte-Mecklenburg Thoroughfare Plan.

2. The intersection must have at least four approaches (i.e. cannot be a T-intersection).

3. The intersection must have balanced traffic. Balanced traffic is defined as no approach will have less than 60% of the daily traffic volume of the approach with the greatest daily volume.

- The intersection must meet at least one of the warrants below.

  a. The intersection must have had at least three accidents which might have been correctable by multi-way stop control, within the previous year, or five accidents within the previous two years, or,

  b. The intersection must have an average of 360 vehicles per hour entering the intersection for any 8 hours during a 24-hour period. If this warrant is met, prior to installation, a petition signed by 75% of the residents of households within three blocks or a distance not to exceed 1800 feet on the approach streets must be submitted and validated.

Rationale for Neighborhood Standards

The criteria selected for the neighborhood multi-way stop policy are based on the following considerations:

1. Thoroughfare intersections, even though they may be within neighborhood areas, should not be considered for multi-way stops due to the impact on maintenance of traffic flow.

2. T-intersections should not be subject to the policy due to the difficulty normally in trying to site stop vehicles at the top of the T. Also, getting motorists to stop on the stem of the T is usually not a problem.

3. If traffic volumes at an intersection are very unbalanced, reasonable compliance with the STOP signs may be unrealistic. If motorists do not comply with the STOP signs, an unsafe intersection may be created out of one that was previously safe.

   In 1987 Charlotte had 23,000 accidents and insurance losses over 2000 million. Accidents are [illegible] most intersections. Therefore [illegible]

random occurrence Three accidents in a year, or five over two years, might indicate a trend of a safety problem which might be significant on quiet neighborhood streets. This level would not, however, be significant on thoroughfare streets.

A standard of 360 vehicles per hour would result in a minimum of six vehicles approaching the intersection per minute. This is one vehicle every ten seconds. Since the intersection can process a vehicle in less than five seconds, at less volume, the motorists on the one approach is not likely to see vehicles on the cross-street approaches. Lack of any expectation of seeing other vehicles might lead to safety problems.

Installation Standards

As part of the installation of a multi-way stop, the following elements are to be included

1. STOP signs (R1-1) of 30" size are to be installed on each approach in accordance with standard STOP sign installation.

2. ALL-WAY signs (R1-3) are to be installed beneath each of the STOP signs.

3. STOP AHEAD advance warning signs (W3-1a) are to be installed approximately 150 feet in advance of the STOP on the new STOP approaches Local conditions may indicate need to vary this distance.

4. Stop bars 24" in width are to be installed on each approach.

5. Double yellow centerlines 150 feet in length from the stop bars are to be installed on each approach.

6. NO PARKING ANY TIME signing is to be installed for the length of the area where the double yellow centerline is located.

7. If non-compliance with the STOPs is anticipated, suitable remedies are:

   a. For the first month after installation, a STOP sign can be placed in a barrel to be located on the centerline behind the stop bar, for the approaches that were not stop streets prior to the multi-way stop installation.

   b. STOP signs may be placed "back-to-back" on opposite sides of the intersection from the approaches that were not previously STOP controlled.

   c. A flashing signal may be used

   d. [illegible] the accident warrant was met back-to-back STOP signs are recommended

9. When non-observance of the STOPs is anticipated, or observed after installation, a flashing signal may be required.

This policy is effective upon adoption by City Council

R. W. Dressley, Jr., Director
Charlotte Department of Transportation

Date of adoption by City Council _____

SPEED CONTROL IN RESIDENTIAL NEIGHBORHOODS:

WHAT WORKS AND WHAT DOESN'T

A Special Report

by

The Planning Division

Department of Transportation

City of Charlotte

January 04, 1989

SPEED CONTROL IN RESIDENTIAL NEIGHBORHOODS:

WHAT WORKS AND WHAT DOESN'T

There are two basic steps that are most effective in keeping speeding traffic out of residential neighborhoods. First, there should be an adequate thoroughfare network. Since the primary function of thoroughfares is to move traffic, that is where high volumes and moderate speeds (as opposed to freeway speeds, which are highest) rightfully belong. The primary function of most residential streets is to provide access to homes. Therefore, the second step in preserving the integrity of neighborhood streets is to design each neighborhood street network so that cut-through traffic cannot be accommodated.

While these two steps appear rather simple and straightforward, executing these steps often is far easier said than done. Many residential areas were built before modern subdivision practices came into use. In the past, for example, grid-like street networks were used virtually everywhere they were feasible. While a grid system tends to balance volumes among all streets, it can also make it difficult to protect areas where through traffic is undesirable. Many neighborhoods, built piecemeal, are so massive that what is thought to be cut-through traffic actually originates or terminates somewhere within the same residential area.

Although preventive measures described in the first paragraph are most effective, economical, and acceptable, protection of residential areas from heavy traffic and excessive speeds often must be achieved (or attempted) by artificial, retrofitted measures. These measures include the following:

- Stop signs
- Warning signs (e.g., "CHILDREN AT PLAY")
- Police enforcement
- Centerlines, edge lines, marked crosswalks
- Speed limit signs
- Speed bumps, speed humps
- On-street parking
- One-way operations
- Rumble strips
- Special devices (e.g., flashing signs)
- Improved traffic signal timing
- Block [illegible] priorities

- Street narrowing, necked intersections
- Neighborhood traffic management plans
- Turn restrictions
- Traffic circles
- Street closings
- Cul-de-sacs
- Channelization, islands (medians), diverters
- "Neckerfs"

There may be a few other measures but these are the ones most requested, considered, and/or implemented. You can find proponents for each of the measures listed above; however, those generally recognized by traffic engineers as being ineffective include stop signs that are not warranted, warning signs such as "SLOW, CHILDREN AT PLAY," police enforcement, pavement markings, speed limit signs.

Some of the other measures may be somewhat effective but present other problems. Traffic bumps are almost universally rejected as unsafe for use on public streets because they are effective only at extremely low speeds (5-10 mph) and pose a real hazard to faster vehicles as well as to emergency vehicles, bicyclists and pedestrians; they are not uncommon on private streets and parking lots. Traffic humps are being cautiously tried in a few places. Generally the experience has been that the humps do not have the safety problems of bumps but often merely relocate the speeding problem to another, nearby street. There are other concerns about humps, including: they are expensive, especially if they would have to be installed wherever residents requested them; emergency response times could be increased; and maintenance, service, and transit vehicles might be slowed so that schedules would be affected. Many professionals still have concerns regarding liability of speed humps. If used, strict guidelines for their applications must be adopted. Except in a few isolated cases, other measures could achieve (or exceed) the effect of humps and be more desirable as a permanent treatment.

Restoring on-street parking may be effective by causing motorists to divert to other routes; however, on-street parking may result in more pedestrian accidents especially involving children darting out between parked cars. One-way operations are feasible only where parallel or loop streets are involved. They increase travel time, distance, and fuel consumption and may increase vehicle volumes. They can cause pedestrian problems during initial implementation periods. They may also affect routing for maintenance, service, transit, and emergency vehicles. Transit riders would have to walk farther at one end of their trip. Rumble strips are usually avoided for residential use because of the noise they produce. They also may attract certain drivers who enjoy the effect, particularly at night.

Special devices such as signs that flash "YOU ARE SPEEDING" or similar messages may experience a novelty effect when first installed or where unfamiliar motorists are a significant component of the traffic. Generally such signs are ignored after the novelty wears off and they, too, may attract "joy riders" who deliberately speed to actuate the device.

By improving traffic signal timing at intersections on thoroughfares, traffic is more inclined to stay on thoroughfares than to cut through residential areas. Improvements that add turning lanes at major intersections that would otherwise be congested also help keep traffic from diverting off of the thoroughfare system. On the other hand, signal installations where a residential street intersects with a thoroughfare may encourage traffic to cut through a neighborhood if the network of streets within the neighborhood also makes cut-through routes attractive.

Truck restrictions are a special application appropriate only where trucks regularly travel through a residential area and where alternative routes on thoroughfares are available. To be effective, such restrictions must be enforced.

In some cases, there are wide streets that attract through traffic or encourage higher speeds even though they were not intended to (or, perhaps, are no longer intended to). Streets can be narrowed by reclaiming pavement for planting strips or sidewalks. This measure should be considered cautiously, however, because it is expensive and may not be effective unless other measures are implemented at the same time. When short blocks are involved, the narrowing may be done only near intersections. This technique is called by various nicknames, including "nubs," "chokers," and "neckdowns." This method permits the extra pavement still to be used for parking or bus stops and yet takes away the vista of a broad boulevard from motorists at the intersection(s) where they would be most likely to enter the street. Adequate corner radii and curb-to-curb width still would be provided to handle two-way traffic (unless the street is to operate in a one-way model). In some cases, the pavement may be narrowed only on one side near the corner to prevent traffic from entering the street, but still allow traffic to exit the street. Such narrowings shorten pedestrian crossings, which is a safety benefit.

The remaining measures can be effective when used as part of a comprehensive neighborhood traffic management plan. The least expensive measure--in terms of direct cost of implementation--is turn restrictions. Such restrictions typically prohibit the movement that would occur most often during peak hours--for example, "NO LEFT TURN, 7:00 A.M. TO 9:00 A.M., MONDAY THRU FRIDAY." In somes cases the prohibition is for 24 hours a day. The advantages of such restrictions include the following:

- No construction costs;
- Street still available for use at all times;
- Least negative impact on residents within the area.

The disadvantages are the obvious:

- Area residents inconvenienced by restrictions as well as cut-through motorists;

- Long-term effectiveness may depend on enforcement.

Traffic circles have been used in a few jurisdictions to control speed and reduce accidents and traffic volumes. Seattle appears to have the most widespread and effective program using traffic circles. They are not recommended for intersections experiencing high volumes of left-turn movements. Seattle's experience overall has been favorable but most circles there are installed as part of neighborhood traffic management plans involving other types of [illegible]. Montgomery County, Maryland is experimenting with mini traffic circles similar to Seattle's but, so far, has not had much success in getting residents to accept them as permanent installations.

Street closings, cul-de-sacs and channelization treatments are used most often to restore the integrity of neighborhood streets. Of course these are the most extreme measures available and are controversial. However, the Supreme Court has upheld similar measures that strive to protect neighborhoods. The Court found--in a case concerning an Arlington County, Virginia residential permit parking ordinance--that

> a community may...decide that restrictions on the flow of outside traffic into---residential areas would enhance the quality of life, thereby reducing noise, traffic hazards, and litter. By definition, discrimination against nonresidents would inhere in such restriction.... The Constitution does not outlaw these social and environmental objectives, nor does it presume distinctions between residents and nonresidents of local neighborhoods to be invidious.... [County Board of Arlington County, Virginia v. Rudolph A. Richards et al., October 11, 1977]

A "woonerf" is a Dutch word for a "residential precinct." Woonerven were developed in the '60's and '70's and have been successfully applied primarily in The Netherlands and Germany. Basically, the technique is implemented in a high-density type of environment (e.g., "brownstone" or "row-house" areas) where yards and off-street parking spaces are limited if they exist at all. Streets in a woonerf area provide no routes for through traffic; pavement textures, parking spaces, planters, and other street furniture are used to break up the continuity of a street. Pedestrians have equal right-of-way with vehicles. Because vehicles must travel so slowly to traverse such streets, a woonerf is rarely more than two or three blocks long and one-way operation is not desirable. There have been a few attempts at creating woonerf areas in the United States but no notable successes to report. They are more likely to be promoted for high-density neighborhoods in areas that have aggressive pedestrian safety programs, such as in Boulder, Colorado.

It is worth noting again that [illegible] measures can be avoided if the [illegible] [illegible]

ideally should not have single-family frontage if possible. And more effort should be made to install sidewalks when subdivisions are built, at least on the collector streets. They should be mandatory on all thoroughfares, of course.

The measures selected for implementation under a neighborhood traffic management plan will be controversial no matter how successful they are or are not. Non-residents will complain that all streets are for all people, their taxes paid for the street, etc. Not only is this not always true, it is moot because, as stated above, the Supreme Court has already supported the concept of protecting neighborhood streets.

However, there are steps that can be taken to diminish some of the opposition that such protection measures usually engender. First and foremost is for the traffic engineers and residents of an area to work together to develop a plan. Compromises will need to be made by both sides. For example, there is some evidence that certain actions produce no <u>real</u> results (i.e., no reduction in 85th percentile speed) but residents <u>perceive</u> an improvement. As long as such devices do no harm and are not overly expensive to install and maintain, engineers most likely can accept such placebo" countermeasures. On the other hand, citizens have to be prepared to accept the fact that police cannot be on the scene permanently to catch every violator. Frequently speeders who are ticketed in residential areas are residents of the same area.

For more detailed information about this topic, a reading list is attached (Appendix A). These materials are available in the Planning Division of the Department of Transportation. We especially recommend the first item on the list--not because we endorse necessarily the recommendations of the report but because the article fairly describes the issues involved in terms a lay person can easily understand. A copy of this article is attached (Appendix B).

APPENDIX A

SPEED CONTROL IN RESIDENTIAL NEIGHBORHOODS: A READING LIST

Meier, Diane, "The Policy Adopted in Arlington County, Virginia, for Solving Real and Perceived Speeding Problems on Residential Streets," 1985 ITE Compendium of Technical Papers, pp. 97-101.

"Neighborhood Traffic Controls," Information Bulletin by Public Technology, Inc., for Transportation Task Force, Urban Consortium for Technology Initiatives; Revised Edition, January 1980.

Smith, Daniel T. Jr., Donald Appleyard et al., State of the Art: Residential Traffic Management, FHWA Report No. FHWA/RD-80/92, Federal Highway Administration, December 1980.

Smith, Daniel T. Jr., and Donald Appleyard, Improving the Residential Street Environment - Final Report, FHWA Report No. FHWA/RD-81/031, Federal Highway Administration, May 1981.

"Road Bumps--Appropriate for use on Public Streets?" by ITE Technical Council Committee 5B-15, ITE Journal, November 1986, pp. 18-21.

Clement J.P., "Speed Humps and the Thousand Oaks Experience," ITE Journal, January 1983, pp. 35-39.

Stephens, Burton W., "Road Humps for the Control of Vehicular Speeds and Traffic Flow," Public Roads, December 1986, pp. 82-90.

Wiersig, Douglas, and John W. Van Winkle, "Neighborhood Traffic Management in the Dallas/Fort Worth Area," 1985 ITE Compendium, pp. 82-86.

Frangos, George E., "Howard County's Speed Control in Residential Areas Utilizing Psycho-Perceptive Traffic Controls," 1985 ITE Compendium, pp. 87-92.

Jepsen, Steven R., "The American Woonerf, Boulder's Experience," 1985 ITE Compendium, pp. 102-107.

Kanely, Brian D. and Bruce E. Ferris, "Traffic Diverters for Residential Traffic Control - The Gainesville Experience," 1985 ITE Compendium, pp. 72-76.

Clark, Jeffrey E., "High Speeds and Volumes on Residential Streets: An Analysis of Physical Street Characteristics as Causes in Sacramento, California," 1985 ITE Compendium, pp. 93-96.

von Borstel, Edwin W., "Traffic Circles: Seattle's Experience," 1985 ITE Compendium, pp. 71-81.

Dare, James W. and Noel F. Schoneman, "Seattle's Neighborhood Traffic Control Program," ITE Journal, February 1982, pp. 22-25.

Kupferberg-Ben David, Naomi and Ronald G. Rice, "The Effect of Road Design and Traffic Control Factors in Child Pedestrian Safety," 1988 ITE Compendium, pp. 55-59.

Nitzel, John J., Frederick G. Schattner, and John P. Mick, Jr., "Residental Traffic Control Policies and Measures," 1988 ITE Compendium, pp. 217-223.

Arlington, Roger W., "Practical Applications of Traffic Engineering Principles," 1988 ITE Compendium, pp. 90-91.

Welke, Ronald C. and Sarah R. Navid, "Residential Traffic Control Initiatives," 1988 ITE Compendium, pp. 92-95.

McGarry, Robert S., "Pilot Speed Enforcement Program," Memorandum from Director, Department of Transportation, Montgomery County, Maryland, to Chief of Police, August 19, 1988 (with attachments).

APPENDIX 3

THE POLICY ADOPTED IN ARLINGTON COUNTY, VIRGINIA, FOR SOLVING REAL AND PERCEIVED SPEEDING PROBLEMS ON RESIDENTIAL STREETS

Diane Weier

What is excessive speeding on a residential street? What traffic control devices are effective in solving speeding problems? What should be done when citizens perceive speeding on a street that does not really have a speeding problem? The lack of commonly-accepted standards to address these questions is the cause of the battles between citizens and transportation engineers.

Citizens who perceive excessive speeding on their street become angry when their requests for solutions are resisted by the engineers. If the engineers say that the accident data does not indicate a problem, the citizens ask in outrage whether someone has to be killed before the engineers will act. The citizens often demand a four-way stop, or perhaps a series of stop signs, as an inexpensive, "easy" solution. The engineers respond that the purpose of stop signs is to assign right of way, not to control speed, and that the warrents are not met in this particular location. The debate often becomes explosive and has to be resolved by the elected officials. Politicians tend to respond to their constituents' emotional appeals for solutions to speeding problems by installing the stop signs requested despite the advice of their engineers. Each new "political" stop sign makes the next request for an unwarranted stop sign harder to resist. The political stop signs are generally disregarded, and therefore, they can actually decrease safety on the street.

I was caught in the middle of these battles when I was the planner responsible for coordinating the Neighborhood Conservation Program in Arlington Country, Virginia. For the past 20 years, Arlington citizens have developed their own plans for conserving their neighborhoods. The plans include recommendations for the neighborhoods' land use, zoning, parks, community facilities and street system. After the County Board approves a conservation plan, the neighborhood is eligible for funds to implement the capital improvements recommended in their plan.

I worked as the liaison between the citizens who develop the plans, and the County staff who review the plans. My objective was to negotiate compromises between the citizens and the staff before the public hearings. This was to spare the County Board from the unpleasant task of choosing between the staff and the citizens in a public meeting, especially now that those meetings are broadcast on cable television. I found that the hardest type of issue to resolve in advance of the public hearing was a speeding issue because citizens tend to be so emotional on the subject.

My experience was that the leading citizen activists on a speeding issue were usually parents of young children. Some of these activists admitted to me that they had purchased their homes before they had children, and they became concerned about traffic on the street only after their children were born. These parents are emotional about speeding because they fear that their children will be killed by running into the street in front of a car. One obvious solution would be to move to a street that doesn't scare them, such as a cul-de-sac. When moving is not an option for these worried parents, they are relentless in their pursuit of solutions that they think will protect their children.

I became convinced that the only way to counter the emotional nature of the speeding issue would be to establish standards that were accepted by all parties: citizens, engineers, planners and elected officials. The standards would ensure that decisonmaking would be rational rather than emotional. The question was how to develop standards that would be acceptable to all parties. I knew the engineers would accept standards that were reasonable, especially if the standards banned the use of stop signs for speed control. The problem was convincing the engineers that it would be possible to develop standards in a process involving citizens. And I knew that the standard-setting process would have to include citizens in order to gain citizen support. It was clear that the engineers would not open this Pandora's box unless directed to do a study of the issue by the County Board.

An opportunity to initiate this study occurred during the battle over a request [illegible] to control speeding [illegible] on village neighborhood [illegible]

Urban and Environmental Planner,
[illegible] Corporation, Washington, D.C.

of four-way stops were recommended in 1983 by the civic association to control speeding perceived by residents on Key Boulevard. The County engineers were frustrated by this recommendation because a traffic management plan for Lyon Village had been successfully implemented in 1980 and had significantly reduced the problem of traffic shortcutting through the neighborhood.

Key Boulevard, a 36-foot, 12-block collector street, was a popular alternative route for drivers who wanted to avoid the congestion of the two parallel arterials. The residents of side streets connecting Key Boulevard to the arterials were as anxious as the residents of Key Boulevard to reduce the shortcutting. After a period of years of battles between the citizens and the engineers, a comprehensive traffic management plan was approved by the County [illegible] restrictions, traffic diverters, [illegible], and one four-way stop were installed [illegible] neighborhood. The four-way stop on Key Boulevard had been opposed by the engineers, but not strenuously, because the intersection just barely missed meeting the warrants.

"Nubs" are devices used in Arlington to extend the curb at intersections in a nub-like shape up to the edge of the parking lane. Nubs are considered by Arlington's engineers and citizens to have three beneficial effects: improving pedestrian safety by reducing the width of pavement to be crossed and improving the view of oncoming traffic, protecting parked cars by defining the parking lane, and, reducing the speed of vehicles by reducing the street's capacity. The nubs reduce capacity by eliminating the parking lane as an additional lane at intersections for vehicles turning right or going around vehicles stopped for a left turn.

A series of nubs were installed along Key Boulevard. The nubs and other devices reduced traffic volumes on Key Boulevard from approximately 4,000 to 2,000 vehicles per day. The residents of Lyon Village, the engineers, and the elected officials were all very pleased with the success of the traffic management plan. No wonder the engineers were so discouraged when a group of newcomers to Lyon Village decided a few years later that Key Boulevard needed a series of four-way stops to control excessive speeding!

The engineers argued that there was no speeding problem on Key Boulevard. They pointed out that with the speed limit at 25 mph, the average speed on Key Boulevard was 25.[illegible] and the 85th percentile speed [illegible]. The engineers [illegible] that the warrants of speeding stop signs that do not meet the warrants.

In the face of [illegible]

urged that if stops signs were not considered feasible by the County Board, then the engineers should be directed to study alternatives, including speed humps. Speed humps, as distinguished from speed bumps, were familiar to many Arlington residents because of the Washington, D.C. demonstration speed humps project on 46th Street. This speed hump "compromise" was so unreasonable that the County Board felt completely comfortable ignoring it. To ease the citizen's pain from this rejection, the Board ordered additional police enforcement on Key Boulevard. And, in addition, the Board directed the County staff to prepare a report on the speeding issue in general. The Board specified that the Neighborhood Conservation Advisory Committee (NCAC) should participate in the study on the speeding issue.

NCAC is the council of citizen representatives from the 23 neighborhoods that participate in the Neighborhood Conservation Program. Five NCAC members, including the Lyon Village representative, volunteered to participate in the study. The study group included the Public Works Department Director, B.S. Bulme, and the Public Works Traffic Engineering Division Chief, William Scruggs. Two traffic engineers, Joe Burke and John Allen, also participated in the study group. In addition, there were two police officers participating. I was selected to write the report to the County Board partially because no one else had the time, and partially because both the citizens and the engineers trusted me. The engineers trusted me because I had worked in the Public Works Department for three years. The citizens had learned to trust me (despite my past association with engineers) in the year I had been working as the staff liaison to NCAC.

Mr. Bulme decided that the study process would start with a series of seminars to educate the NCAC members on some basic traffic engineering principles. The seminars were skillfully orchestrated by Mr. Scruggs. This education effort was a very important factor in the success of the study. Excerpts of traffic engineering text books and studies were distributed to the citizens and explained at these seminars.

From the seminars, I had a sense of what was required in a policy to satisfy the citizens, the engineers, the planners and the elected officials. The policy I developed was approved by the study group. The citizen members of the study group presented the policy to the Transportation Commission, the Civic Federation, the Planning Commission, and the County Board. The support of the citizens of the study group was definitely a factor in the favorable response to the policy from the community. But [illegible] the fact that the policy [illegible] for [illegible]

speeding, moderate speeding and no speeding problem. The definition uses the 85th percentile as a standard for the evaluation of radar data to determine the level of speeding. If the 85th percentile is more than 10 miles above the speed limit, there is an excessive speeding problem. If the 85th percentile is between 5 and 10 miles above the speed limit, there is a moderate speeding problem. If the 85th percentile is at the speed limit, there is no speeding problem.

The list of alternative speed control devices allowed in Arlington is another feature of the policy, in addition to the definition of speeding. As shown in the table below, the first category of traffic control devices are not effective at controlling speed but are allowed because of their potential placebo effect on streets where there is no speeding problem. Should these signs will be installed on any block where requested by citizens, because they satisfy many citizens' concerns, especially when accompanied by police enforcement. Pavement markings are included in Category 1 because they are so frequently requested by citizens who want to control what they perceive as speeding. There are criteria for pavement markings that are entirely unrelated to speed, as shown in the table below. Even if studies show that the speed limit signs and pavement markings do not reduce speeding, people will often perceive an improvement, especially where the speeding problem was not really a problem. This placebo approach is only appropriate as long as the traffic control device serving as the placebo is not being misused. For this reason, Category 1 does not include stop signs.

Category 2 consists of the following traffic control devices which are effective at controlling speed on streets with moderate or excessive speeding problems: special roadway condition signs; school zone signs; "you are speeding" flashing signs; one way streets; turn prohibitions; cul-de-sacs; diagonal diverters; semidiverters; nubs; and traffic circles. While many of these traffic controls are not specifically designed for speed control, they may reduce speeding by reducing traffic volumes. Cul-de-sacs, diagonal diverters and semi-diverters may be installed on any street which is designated as "local" on the Master Thoroughfare Plan, unless an excessive diversion of neighborhood traffic would occur as a result. Criteria for the other traffic controls are described in the table.

The process for determining which of the traffic control devices is appropriate [illegible] neighborhood city civic organization [illegible] a neighborhood requests a solution to a speeding problem, the traffic engineering [illegible] examines speeding ticket records [illegible]

data will be available for the first time in the police computer on a street-by-street basis, so that the data can be used for planning purposes. If there is no speeding ticket data for a street, then the street is likely to have a low priority for a speed study. Citizens and the traffic engineers may request at any time that the police radar unit go out to check the street.

The speed study determines the 85th percentile speed which defines the level of the street's speeding problem. If the street has no speeding problem, the neighborhood and/or individual citizens may request police radar enforcement where they choose, and/or request speed limit signs or pavement markings. If a moderate or excessive speeding problem is identified, the neighborhood has to decide whether police enforcement or traffic control devices are the best solution. For a moderate speeding problem, the police enforcement would be periodic with radar units sent out to the street once a month without a specific request for it. For an excessive speeding problem, the police enforcement would be more intensive with the radar unit sent out to the street once a week.

The neighborhood which decides to do a traffic management plan must decide whether to do its own planning or to have the County assist in the planning. If the neighborhood develops its own plan, the policy provides the County staff the opportunity to review the plan and comment on it. When a neighborhood persists in a plan which staff considers inappropriate, staff will advise the County Board of the problems with the plan during the approval phase of the process. If the neighborhood has staff do the planning, the neighborhood selects the plan that they prefer from the alternatives developed by staff and submits it for approval by the County Board.

Traffic management plans for streets with excessive speeding may resort to experimental speed control devices in Category 3 if none of the devices in Category 2 are feasible, and if intensive police enforcement has not solved the problem. Speed humps (as distinguished from speed bumps) are the last resort of the experimental devices and can only be used if traffic circles and woonerf* are not feasible.

The fourth category of devices [illegible] environmental strategy, is based on the concept that street trees may reduce speeding [illegible]

* woonerf is a Dutch word to describe the concept started in Holland of converting residential streets into places where self-enforcing design features such as humps, special paving and signs [illegible]

by reducing the apparent width of streets, especially where drivers perceive the streets as wide due to the effect of wide building setbacks. The environmental strategy is included in the policy for streets where neither the experimental nor the nonexperimental devices are feasible on a street that does have a speeding problem. Of course, even if the street trees fail to reduce speeding, they do have an aesthetic benefit.

The fifth category is the traffic control devices which are not effective or appropriate for installation in Arlington as speed control devices, including the following: perpendicular pavement marking in advance of intersections; "slow" signs and "children playing" signs; stop signs and [illegible] streets.

The new police's potential impact on Arlington's streets is evident in the results of 13 speed studies undertaken over the past year because of citizen complaints about speeding. Only 2 of the 13 speed studies showed excessive speeding, and so these 2 streets would be eligible for the experimental traffic control devices (Category 3) if none of the nonexperimental devices (Category 2) devices are feasible. Seven of the 13 streets have a moderate speeding problem and would be eligible for the nonexperimental devices. Four of the 13 streets have no speeding problem and are only eligible for speed limit signs and possibly for pavement markings (Category 1). Police enforcement can be applied to any of the streets as an alternative to engineering solutions.

STANDARDS FOR THE USE OF DEVICES TO CONTROL SPEEDING

1. Traffic control devices not effective at controlling speed but appropriate for streets where citizens perceive speeding and radar data doesn't confirm perceptions.

a. Speed Limit Signs
Install on any street when requested.

b. Centerlines
Install on streets with 2,500 vehicles and/or streets with potential hazards such as sharp curves.

c. Parking Edge Lines
Install on collector streets or arterials with parked car [illegible] problem.

d. [illegible]
[illegible] speed [illegible], [illegible] signalized [illegible] intersections, [illegible] [illegible] [illegible] [illegible]

2. Traffic control devices effective at controlling speed on streets with moderate or excessive speeding problems.

a. Special Roadway Condition Signs
Install for following conditions: a sharp road curve; a hill with a sight distance problem so that the driver can't see very far over the crest of the hill, and; a narrow street where there is only one lane open.

b. School Zone Signs
Install on streets adjacent to schools.

c. "You are Speeding" Flashing Signs
Install only where there is a sharp curve with an accident problem.

d. One Way Streets
May reduce speeding if used to create street discontinuities. Strong neighborhood support required.

e. Turn Prohibitions
May reduce speeding by reducing traffic volumes. Strong neighborhood support required.

f. Cul-de-Sac
Install on streets designated "local" on the Master Thoroughfare Plan unless an excessive disruption of neighborhood traffic would result. Strong neighborhood support required.

g. Diagonal Diverter
Install on streets designated "local" on the Master Thoroughfare Plan unless an excessive disruption of neighborhood traffic would result. Strong neighborhood support required.

h. Semidiverters
Install on streets designated "local" on the Master Thoroughfare Plan unless an excessive disruption of neighborhood traffic would result. Strong neighborhood support required.

i. Islands
Install where street is wide enough for one or more parking lanes and where sufficient right-of-way exists to provide an appropriate turning radius.

j. Traffic Circles
[illegible]

3. Experimental speed control devices appropriate only for streets with excessive speeding.

a. Traffic Circles in intersections which are not excessively wide and which have a high volume of left turns.

Install on streets designated "local" on the Master Thoroughfare Plan if intensive Police enforcement has not solved the problem and if no nonexperimental physical device is feasible. Strong neighborhood support required.

b. Moment

Install on streets designated "local" on the Master Thoroughfare Plan if intensive Police enforcement has not solved the problem and if no nonexperimental physical device is feasible. Strong neighborhood support required.

c. Speed Humps
(as distinguished from speed bumps)

Install on streets designated "local" on the Master Thoroughfare Plan as a last resort if intensive Police enforcement has not solved the problem and if no nonexperimental or experimental physical device is feasible. Strong neighborhood support required.

4. Environmental Strategy Street Trees May reduce excessive or moderate speeding by reducing the apparent width of streets, especially where drivers seem to perceive the street as wide due to the effect of wide building setbacks.

Plant according to County regulations to insure that hardy species are planted in locations where they will not pose problems with public utilities or traffic sight distance.

5. Traffic Control Devices <u>not</u> effective in controlling speed and/or <u>not</u> appropriate for installation in Arlington as speed control devices.

a. Pavement Marking: Perpendicular Striping in Advance of Intersections.

Effective in rural area where due to high speed, drivers may not notice a stop-sign, but not appropriate for non-rural areas.

b. "Slow" signs and "Children Playing" signs

Not recognized as a standard in the <u>Manual of Uniform Traffic Control Devices</u> and not effective.

c. Stop Signs

<u>Manual on Uniform Traffic Control Devices</u> states that stop signs should [illegible]

of respect for them which increases violations, and thereby increases potential for accidents.

d. Rumble Strips

Not appropriate because of the noise which they create and the doubt as to their effectiveness.

* * * * * * * *

The new policy satisfies the needs of the citizens, the traffic engineers, and the County Board. For the citizens, the policy provides a definition of speeding which allows them access to the data and the criteria so they do not feel that they are at the mercy of the experts' judgement. Also, the policy provides the citizens with a broad range of alternative speed control devices, including the experimental devices which were previously not allowed in Arlington.

For the traffic engineers, the policy's definition of speeding means that they won't have to refight the battle of what constitutes a real speeding problem with every new group of citizens and every new County Board. The traffic engineers are not worried that the experimental devices will be used improperly because there are standards controlling their use. And they are relieved that stop signs have been outlawed as a speed control device.

The County Board is pleased with the policy because it provides something for everyone and because the policy will minimize the potential for those emotional battles between citizens and traffic engineers. And as the planner who was caught in the middle of those battles, I believe the policy will provide a framework for rational planning to protect neighborhoods from real speeding problems.

26

TRANSPORTATION COMMITTEE
January 26, 1989
Executive Summary

The City Council Transportation Committee met at 3:00 p.m. in the Conference Center of the Charlotte-Mecklenburg Government Center on Thursday, January 26, 1989, with Chairman Richard Vinroot presiding. Vice-chairman Velva Woollen and committee members Stan Campbell and Roy Matthews were in attendance. Committee member Cyndee Patterson was absent. Council member Dan Clodfelter was also in attendance.

Staff members in attendance were Bob Pressley, Randy Jones and Scott Putnam-Department of Transportation; Tom Finnie and Darlene Shrum-City Manager's Office. News media representatives present were Foon Rhee, Charlotte Observer, and Laurie Arrington, Channel 36.

Neighborhood association representatives were present.

Neighborhood Speed Control Report

Discussion: Report was provided to the committee for information.

Action Taken: The committee requested that the report be provided to all Council members along with information on national experience in neighborhood speed control and Charlotte's measures to date.

Policy on Multi-Way Stop Signs

Discussion: The committee asked why Council must approve a set of warrants for multi-way stop sign installations. Explanation was provided that when installing traffic control devices, CDOT is legally required by City Code and State law to conform to the National Manual of Uniform Traffic Control Devices (MUTCD) or specifications approved by NCDOT. City Code also permits CDOT to install traffic control devices by resolution adopted by Council. If Council believes the MUTCD standards are too restrictive for neighborhood streets, then they must adopt less stringent standards.

Because accidents are likely to occur at random whether or not there are multi-way stops, CDOT is looking at only those accidents which suggest a pattern and are also likely to be reduced by a multi-way stop.

There was discussion of the impact area and at what distance from the multi-way stop intersection should households be able to vote. 75% approval of households in the study area might prove to be too

restrictive and possibly prevent many installations from being implemented. CDOT indicated that they will continue to exercise professional judgement on installations that relate to safety.

Action Taken: The committee approved a motion to adopt the policy. Decision was made to limit petition area to three blocks (not to exceed 1800') on each approach to intersection.

Neighborhood Through Traffic Study

Discussion: The primary change in policy is to standardize the procedure, which was developed over a number of years, as well as to formalize the decision-making part of the process.

Concern was expressed that CDOT would only receive requests from recognized neighborhood groups, which would be unfair to those neighborhoods that do not have formal organization. CDOT explained that they will continue to receive individual requests through the normal process, and that often the process requiring a concensus tends to create neighborhood groups.

The neighborhood leaders present expressed concern that the requirement of a petition with signatures of 75% of the households is difficult to achieve and will keep many remedies from being implemented. Explanation was offered that in order for remedies to be implemented, it is important to reach a consensus and be consistent from neighborhood to neighborhood.

Action Taken: Motion was approved to adopt the policy as is, provided that (1) a step 9 be added to evaluate implemented remedies, recommend changes, and then re-evaluate; (2) that CDOT staff may still, in their judgement, implement remedies that relate to safety even if approval of 75% of the households cannot be achieved, and (3) that the Council review the policy in two years.

Meeting adjourned at 4:35 p.m.

CHARLOTTE TROLLEY

Charlotte Trolley, Inc. was formed to explore the use of the existing Norfolk Southern rail corridor running north-south through the central business district of Charlotte, North Carolina for a vintage trolley line. The initial goal was to place an operational trolley on line with predetermined stops and route limit for the purposes of serving as a transportation and tourist attraction linking areas north and south of the central business district. The trolley line operated by Charlotte Trolley, Inc. or an approved agency will put the trolley in place after a feasibility study has been complete and the funding is available to convert the existing rail line for trolley usage.

Charlotte Trolley believes the Charlotte Trolley system is a viable transportation alternate in uptown Charlotte with the following benefits.

1. It would serve as a connecting link between major activity centers along the proposed route.

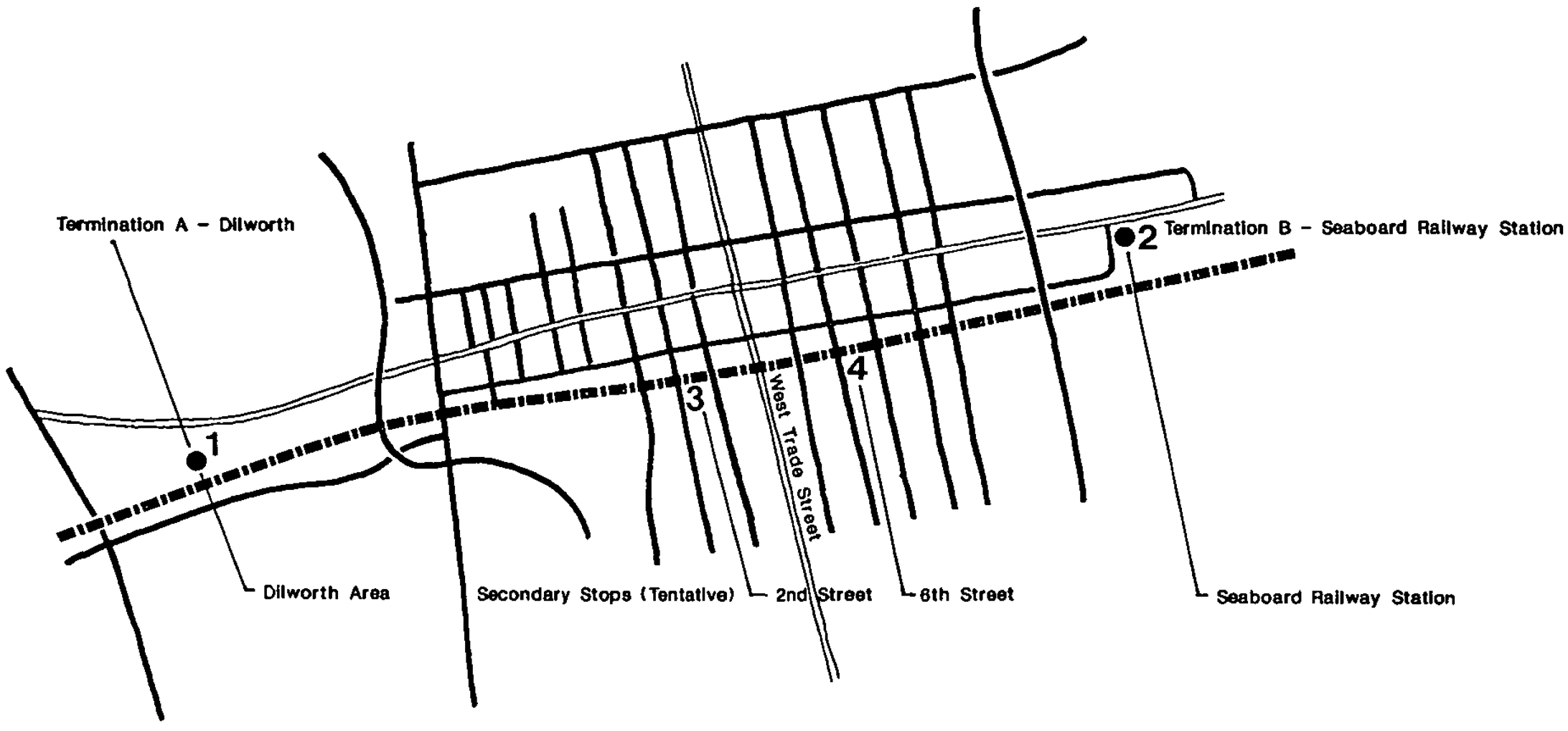
2. It would be a unique tourist attraction linking retail centers uptown to the Dilworth community as well as the Seaboard Railroad Station (a historic landmark, and termination of the initial route).

3. It would help to create an aesthetically pleasing corridor for the Trolley riders and reactivate the existing unused rail line.

4. The current uptown parking situation could be potentially eased if the Trolley were to connect commuter parking lots on the north and south end of Charlotte allowing the Trolley to be used as a shuttle system for uptown workers.

5. The Trolley would serve as a catalyst for positive development along the route within the central city.

6. The Trolley offers a unique opportunity to preserve an important part of Charlotte's heritage by adding a humanizing element to uptown Charlotte.



Initial Trolley Route/Proposed Stops

Appendix II

NAME	CHAIRMAN	MEETING DAY & TIME	LOCATION
PARADE PERMIT COMMITTEE Staff: Carletta Jackson DOT· 336-7085	Scott Putnam Dept. of Transportation Engineering Service Section 336-7085	1st Thursday (quarterly) 10:00 a. m.	Dept. of Transportation Conference Room

5 Recommended by City Council
for approval by the County
13 Appointed by County Commission

WASTE MANAGEMENT ADVISORY COMMITTEE

(18 Members)

Membership - The City Council is to recommend five (5) members for approval by the County Commission. Represented are to be the following groups: (1) Medical-Scientific; (2) Legal; (3) Planning Organization; (4) Chamber of Commerce; (5) Charlotte Clean City Committee. Terms are for three years and appointees must be residents of Mecklenburg County.

Responsibilities - Evaluate all decisions to construct additional waste-to-energy facilities in the future and consult and advise the City and County governing bodies on the merits and cost efficiencies of such decisions prior to the time they are made.

MEMBER & QUALIFICATION	DIST.	BUSINESS/PROFESSION	ORIGINAL APPTMT.	RE-APPTMT.	TERM	EXPIRATION
City						
(Medical-Scientific)						
(Legal)						
(Planning Organization)						
(Chamber of Commerce)						
(Clean City Committee)						
County						
Jacqueline Clark	B/F	Engineer	11/16/87			9/30/89
Walter Dillard	B/M	Senior Examiner	11/16/87			9/30/89
William Jones	W/M	Asst.VP Govt/Indus Affairs	9/21/87			9/30/90
Linda Kissinger (MH/Matthews/P'ville)	W/F	Env. Engineer	11/16/87			9/30/89
Michael Lascara (Duke Power Co.)	W/M	Env. Engineer	10/17/88			9/30/91
William Lynch, Jr.	W/M	Env. Engineer	10/17/88			9/30/91
Mary McDaniel	W/F	Dir. Waste Exchange	8/13/84			9/30/89
David Martin (Financial/Accounting) (Htsville/Davidsn/Cornel.)	W/M	Asst. Prof. Economics	12/15/86			9/30/91
Bea Quirk (Civic/Community Org.)	W/F	Free Lance Writer	10/17/88			9/30/91
Michael Smith (Env Prot. Commission)	W/M	Env. Affairs Dir.	6/15/87			9/30/89
Charles Willis (Engineering - Technical)	W/M	Consult Engineer	11/16/87			9/30/91
Ann Yochem (Academic)	W/F	Biology Prof	11/16/87			9/30/91
Conrad Pracht (Sierra Club)	W/M	Consultant	4/15/85			9/30/90

City of Charlotte
Application for Appointment

Applications should be typed or printed in black ink

Committee, Commission, Board or Authority: Solid Waste Advisory Board

Name Timothy M. Mann **Sex/Race** Male/White **District No.** 6

Home Address 3824 Rhodes Avenue **Phone No.** 552-7626

Business Address 1001 W.T. Harris Blvd., Dept. 19K **Phone No.** 595-8452

Education Master of Science in Chemical Engineering
Georgia Institute of Technology

Present Employer IBM

Job Title Environmental Engineer **Duties** Hazardous Waste Disposal, Air Emissions, Wastewater, Groundwater monitoring

Business & Civic Experience 6 years with IBM as Chemical/Environmental Engineer in Charlotte and Endicott,NY; working on chemical containment project,hazardous waste recovery and recycling, waste minimization projects. Member of Southeast Waste Exchange Advisory Board.

Interests/Skills/Areas of Expertise Interested in waste minimization and recycling and solid waste incineration. Familiar with most EPA regulations concerning landfills, air emissions, groundwater monitoring, etc.

Comments

I understand that this application will be maintained in the active file for a period of one year only

1/13/89 — Timothy M. Mann

Date — Signature of Applicant

The Mayor and City Council appreciate the interest of citizens in serving on City committees Applications should be sent to

Office of the City Clerk
600 East Trade Street
Charlotte, North Carolina 28202

A personal contact with the Mayor's Office or a City Councilmember is recommended

ty Clerk
983

City of Charlotte
Application for Appointment

Applications should be typed or printed in black ink

Committee, Commission, Board or Authority: Solid Waste Management

Name Gregory L. Simmons **Sex/Race** M/W **District No.** 6

Home Address 8037 Wellston Drive, 28210 **Phone No.** 552-6725

Business Address PO Box 35430, 28235 **Phone No.** 332-2647

Education BS Metallurgical Engineering, University of Alabama, 1971
Various industry conferences and seminars on foundry related issues and environmental affairs.

Present Employer Charlotte Pipe & Foundry

Job Title Metallurgical Engineer **Duties** Foundry related manufacturing improvement, wastewater treatment, air quality control, solid waste disposal

Business & Civic Experience Metallurgy, Productivity improvement, Air Quality Control, Solid Waste Disposal, Wastewater treatment

Interests/Skills/Areas of Expertise Environmental Affairs, Productivity improvements, computer programming

Comments

Understand that this application will be maintained in the active file for a period of one year only

1/17/89 G L Simmons
Date Signature of Applicant

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600 East Trade Street
Charlotte, North Carolina 28202

Personal contact with the Mayor s Office or a City Councilmember is recommended

City Clerk
3/83

Dec.8, 1988

To: Pat Sharkey, City Clerk

From: Ann Williams, Pres. Hezekiah Alexander Auxiliary

Linda Ray, Pres. Alexander Homesite Docents

Re: Hezekiah Alexander Homesite and History Museum Board of Trustees.

The boards of the Hezekiah Alexander Auxiliary, and the Alexander Homesite Docents met and decided to place the following names in nomination to serve on the Board of Trustees to be formed to manage the homesite.

Anne Trotter (Mrs. William H)
6801 Folger Drive -- auxiliary member
Mary Lynn Bugge (Mrs. David W.)
665 Belmorrow Drive -- docent
Ann Williams (Mrs. James H.)
1601 Wendover Road -- member of both

Ann Williams, President
Auxiliary of the Hezekiah Alexander
Homesite and History Museum, Inc.

Linda Ray, President
Alexander Homesite Docents

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Auxiliary

City of Charlotte
Application for Appointment

No. 0492

Applications should be typed or printed in black ink

Committee, Commission, Board or Authority: Hezekiah Alexander Board

Name Phyllis "Ann" Trotter **Sex/Race** F/W **District No.** 7

Home Address 6801 Folger Drive **Phone No.** 366-2783

Business Address 1221 E. Morehead St. **Phone No.** 333-8804

Education BFA Degree

Present Employer William Trotter Company

Job Title Director of Advertising & Art **Duties** Designing & writing weekly display ads - brochures & displays. Selecting decor for houses not pre-sold. Directing design & furnishing of model homes.

Business & Civic Experience Artist Illustrator for US Army 30 yrs at present job / Recording Sec. Hezekiah Alexander Aux - 2 yrs; - Membership 2 years chairman / Meck. Chap. DAR - Indian Chairman / Torrence Store Board Member

Interests/Skills/Areas of Expertise history & art - layout & design of printed matter - copy writing - design of displays - interior design

Comments The Hezekiah Alexander House & Museum is Charlotte's most important historical site & should be utilized fully for the good of the entire community.

I understand that this application will be maintained in the active file for a period of one year only

1/2/88 Phyllis "Ann" Trotter

Date Signature of Applicant

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City Clerk's Office
Charlotte-Mecklenburg Goverment Center (CMGC)
600 East Fourth Street
Charlotte, NC 28202-2857

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City Clerk
1988

Member Alexander Homesite Board

0493

City of Charlotte
Application for Appointment

No. _____

Applications should be typed or printed in black ink

Committee, Commission, Board or Authority: Hezekiah Alexander Homesite and History Museum Board of Trustee.

Name Mary Lynn B Bugge **Sex/Race** F/W **District No.** 2

Home Address 665 Belmorrow Drive **Phone No.** 393-0553

Business Address _____ **Phone No.** _____

Education Assoc. degree Merchandising, Fashion Institute of Tech. N.Y., N.Y. additional courses Hunter College, N.Y.; Capital University, Columbus, Ohio; Lowell Inst. of Tech. Lowell, Ma.

Present Employer Homemaker and community volunteer

PRIOR

Job Title 2/87 -6/87 H. Alexander Homesite & History Museum, **Duties** temporary, part time coordinated major event, scheduled tours, publicity

1967 -69 Liberty Mutual Insrance Co., Cincinnati, Ohio - Licensed Insurance Agent & customer service

1962- 67 Mercantile Stores Inc., NY, NY - Buyer

Business & Civic Experience Since moving to Charlotte in 1980:

Alexander Homesite Docents since 1980 - past Treasurer, Vice President, President, current Parliamentarian. Chaired public events and various committees

Member North West District Study Committee under the Planning Commission

PTA - past Treasurer Paw Creek Elementry, past President Coulwood Middle, current chair West Mecklenburg High beautification committee.

Church Religious Education Committee chair

Coulwood Community Council - Past treasurer, membership, newsletter and July 4th event chair

Interests/Skills/Areas of Expertise History, education, Charlotte community esp. the west side

Broad knowledge of public events, tours and volunteers at the homesite. Planning and coordinating public events, scheduling tours and volunteers.

Comments H. Alexander Homesite and History Museum has provided excellent service to and educational opportunities for the public since 1976, I want to see this continued and enhanced; a publically accountable board, professional staff and contributions from ALL support groups will enable this goal to be met.

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Jan 2, 1989 — Mary Lynn B Bugge

Date — Signature of Applicant

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1988

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Docent/Auxiliary

City of Charlotte
Application for Appointment

No. 0431

Applications should be typed or printed in black ink

Committee, Commission, Board or Authority: Hezekiah Alexander Homesite - Board of Trustees

Name Ann Williams **Sex/Race** F/W **District No.** 5

Home Address 1601 Wendover Rd., Charlotte, N C 28211 **Phone No.** 365-2402

Business Address NA **Phone No.**

Education BAE University of Florida (major: English; minor: math)

Present Employer NA

Job Title **Duties**

Business & Civic Experience Member Hezekiah Alexander Aux. since 1978; Rec. Sec. 1981-82 Pres. 1988-89. Member Alexander Homesite Docents since 1979; Treas. 1982-84, V.P. 1987-88 I have spent approx 20-25 hours per month at the homesite or working on homesite projects since 1978. I am familiar with programs, exhibits, special events, and daily operations.

Interests/Skills/Areas of Expertise Textiles and costumes. I developed the homesite textile program and train docents in its interpretation. I have researched 18th century textiles and costumes, and designed the costume worn by the docents. I have had a good working relationship with all homesite staff.

Comments Member Char. Handweavers Guild; pres. twice. Chaired many committees. Experienc in organizing exhibits and writting grants. Member Visual Arts Coalition 1980-83

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Dec. 21, 1988 Ann Williams

Date Signature of Applicant

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Charlotte, NC 28202-2857

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City Clerk
1988

AT LARGE (at her request)

No. 0507

City of Charlotte
Application for Appointment

Applications should be typed or printed in black ink

Committee, Commission, Board or Authority: Board of the Hezekiah Alexander Homesite

Name MARY BOYER **Sex/Race** F W **District No.** 6

Home Address 3818 Champaign St, Charlotte, N.C. 28210 **Phone No.** 552-1389

Business Address _____ **Phone No.** _____

Education Queens College, B.S. in Education

Present Employer _____

Job Title _____ **Duties** _____

Business & Civic Experience Latta Place, Inc. Honorary Member Board of Directors, Docent, Latta Research; Hugh Torance House + Store, Board of Directors; Mecklenburg Historical Assoc., Board of Directors; Mecklenburg Declaration of Ind. Chapter DAR, Historian; Charlotte-Mecklenburg Historic Properties Commission; Hezekiah Alexander Foundation, Auxiliary, Docent; Teacher

Interests/Skills/Areas of Expertise Documentary research of early Charlotte-Mecklenburg records: deeds, wills, estate records to aid in restoration of historic homes + families records HAVE done extensive Research on the Alexanders, 18th century occupations, census, tax records, furnishings, Alexander's neighbors, crops, etc. Draw plats from deeds; Photography

Comments I was a special assignment RESEArcher for N.C. Dept. of Archives + History for the National Register of Historic Places Program. I am a descendant of Hez. + WANT this project to succeed!

I understand that this application will be maintained in the active file for a period of one year only

January 3, 1989 — Mary M Boyer (Mrs. Miles J.)

Date — Signature of Applicant

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City Clerk
1988

AT LARGE

No. 513

City of Charlotte
Application for Appointment

Applications should be typed or printed in black ink

Committee, Commission, Board or Authority: HEZEKIAH ALEXANDER

Name PATSY B. KINSEY **Sex/Race** F/W **District No.** 6

Home Address 2205 SELWYN AVE **Phone No.** 376-5367

Business Address — **Phone No.** —

Education CPCC, UNC-G, CENTRAL HIGH SCHOOL, CHARLOTTE

Present Employer HOMEMAKER

Job Title **Duties**

Business & Civic Experience CHAR-MECK HISTORIC PROP COMM; HISTORIC DISTRICT COMM, PRES MECK HISTORICAL ASSOC, BOARD, HARRIS BRANCH YMCA; BOARD, CHARLOTTE SYMPHONY ORCH

Interests/Skills/Areas of Expertise HISTORY, ARTS - PARTICULARLY MUSIC, GOVERNMENT

Comments I have some knowledge of the project and a keen interest in seeing the existing problem solved to the benefit of all citizens of the community

I understand that this application will be maintained in the active file for a period of one year only

1-6-88 Patsy B. Kinsey

Date Signature of Applicant

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Charlotte-Mecklenburg Goverment Center (CMGC)
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Charlotte, NC 28202-2857

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1988

1 Appointed by Mayor
3 Appointed by City Council
3 Appointed by City Manager

PARADE PERMIT COMMITTEE

(7 Members)

Membership - One from each of the Police, Operations, and Transportation Departments; remainder from the community. Chairman and Vice-Chairman are designated by the City Manager. Terms are for three years, with no member serving more than two consecutive terms.

Responsibilities - Approval of applications submitted for parade permits. Members review all applications to ensure the safety of participants, other pedestrians, and vehicular traffic, and the safe movement of emergency vehicles in the area during the time of a parade.

MEMBER	DIST.	BUSINESS/ PROFESSION	ORIGINAL APPTMT.	RE-APPTMT.	TERM	EXPIRATION
(C)Tom Baldwin B/M	4	Branch Mgr./FUNB	2/27/84	2/09/87	3 yrs.	3/01/90
(C)Ann F. Maxwell W/F	6		5/13/85	2/10/86	3 yrs.	3/01/89
(C)Sara Schreibman W/F	7	Central Char. Assoc.	2/10/86		3 yrs.	3/01/89
(M)J. Charles Jones B/M			10/01/87		3 yrs.	3/01/90
Pressley Beaver W/M		Operations Dept. Rep.	4/ /85		Unexp.	3/01/86
Ellison Laney B/M		Asst. Chief/Police Dept.	8/ /86	12/17/86	3 yrs.	3/01/90
*Scott Putnam W/M		Transp. Dept. Rep.	12/ /88		Unexp.	3/01/91

Revised 12/28/88

*Chairman

No. 0489

City of Charlotte
Application for Appointment

Applications should be typed or printed in black ink

Committee, Commission, Board or Authority: Parade Permit Committee

Name Laura Greyer Wright **Sex/Race** W/F **District No.**

Home Address 1301 Beechdale Drive, Charlotte, NC 28212 **Phone No.** 568-0787

Business Address 129 West Trade Street, 28202 **Phone No.** 378-1337

Education BA Communications/UNC-Greensboro, NC

Present Employer Charlotte Chamber of Commerce

Job Title Special Events Coordinator, Central Charlotte Assoc **Duties** Coordinates an annual program of events and interfaces with other eventholders utilizing Uptown as a staging area for events. Assists in the Mall Use Application process for public/private spaces Uptown.

Business & Civic Experience Auction Chairperson, WTVI-1984-present. Red Cross Blood Drive Building Chairperson for First Union, 1984-6. Free Spirits of Spirit Square Newsletter Editor Chairperson, 1984. Freelance writer Multiple Schlerosis Newsletter, 1984.

Community Pride Campaign Kickoff, 1987 volunteer chairperson.

Interests/Skills/Areas of Expertise Planning/implementing special events. Understand traffic hazards/concerns when routing parades/runs/events. I am very familiar with the parade permit process and have worked with the Uptown street closings for the annual events that close or block portions of the street for two and ½ years. Good knowledge of Charlotte city streets, public parks, and other community facilities. Am familiar with the parade permits that have come to this committee for approvalfrom 1986-1988.

Comments

I worked with Sara Schreibman for 2½ years while she served on this committee. I understand th functions of this committee and feel it is one I can serve well based on my experience. It is one of the only committees I feel fully qualified for and would like this opportunity to serve my city in this capac

I understand that this application will be maintained in the active file for a period of one year only

12/14/88 Laura Greyer Wright

Date Signature of Applicant

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1988

JAN 3 1989

No. 0525

City of Charlotte
Application for Appointment

Applications should be typed or printed in black ink

Committee, Commission, Board or Authority: PARADE PERMIT COMMITTEE

Name Jacqueline J. Lucki **Sex/Race** F/W **District No.**

Home Address 7806 Surreywood Place, Charlotte 28226 **Phone No.**

Business Address P O Box 32785, Charlotte 28232 **Phone No.** 378-1336

Education B S Longwood College (1975)

Present Employer Charlotte Chamber of Commerce

Job Title V P Central Charlotte Association **Duties** Promote and market Uptown Charlotte

Business & Civic Experience Strong retail background in promotions and management Special Events Director - Ivey's Carolinas, Store Manager - Montaldo's, South Park Mall fashion productions, Executive Director - ArtFest of Matthews, Fashion Group of Charlotte, Matthews Woman's Club.

Interests/Skills/Areas of Expertise My position as head of CCA requires that I take a leadership role in the Uptown community. Any event that occurs in Uptown will interface with CCA As a result, I am heavily involved in coordinating all activities which take place in Uptown. Most of the parade requests that are submitted will be (page?)

Comments Because so much of what goes on in Uptown interfaces with CCA and since most of the parades are held Uptown, it is very important that CCA have input into the organization of these functions.

I understand that this application will be maintained in the active file for a period of one year only

Feb. 2, 1989 — Jacqueline J. Lucki

Date — Signature of Applicant

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Charlotte-Mecklenburg Goverment Center (CMGC)
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Charlotte, NC 28202-2857

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FEB 6 1989
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City Clerk
1988

ATTACHMENT NO. 2

Mandatory Referral Report No. 88-37

Charlotte-Mecklenburg Planning Commission

Sale of City Property

December 1988

Project Proposal and Location

This project consist of the sale of .9587 acres of a parcel located on the south side of Auten Road.

Project Justification

The property contains one single family home. The occupants had planned to move and therefore sold their property to the City for a new reservoir to be constructed. The City has used the back portion of the lot for the reservoir now under construction. Due to a change in plans, the elderly occupants have requested to buy back their home and the front section of the property which is not being used by the City.

Project Impact

No impact expected.

Relationship to Other Public and Private Projects

The original land purchase was to obtain the back portion of the property, beyond the Duke Power right-of-way, to expand the City's water facility

Since Auten Road is a minor thoroughfare, the City should retain right-of-way, which is 35 feet from the center line of the roadway.

Project Cost

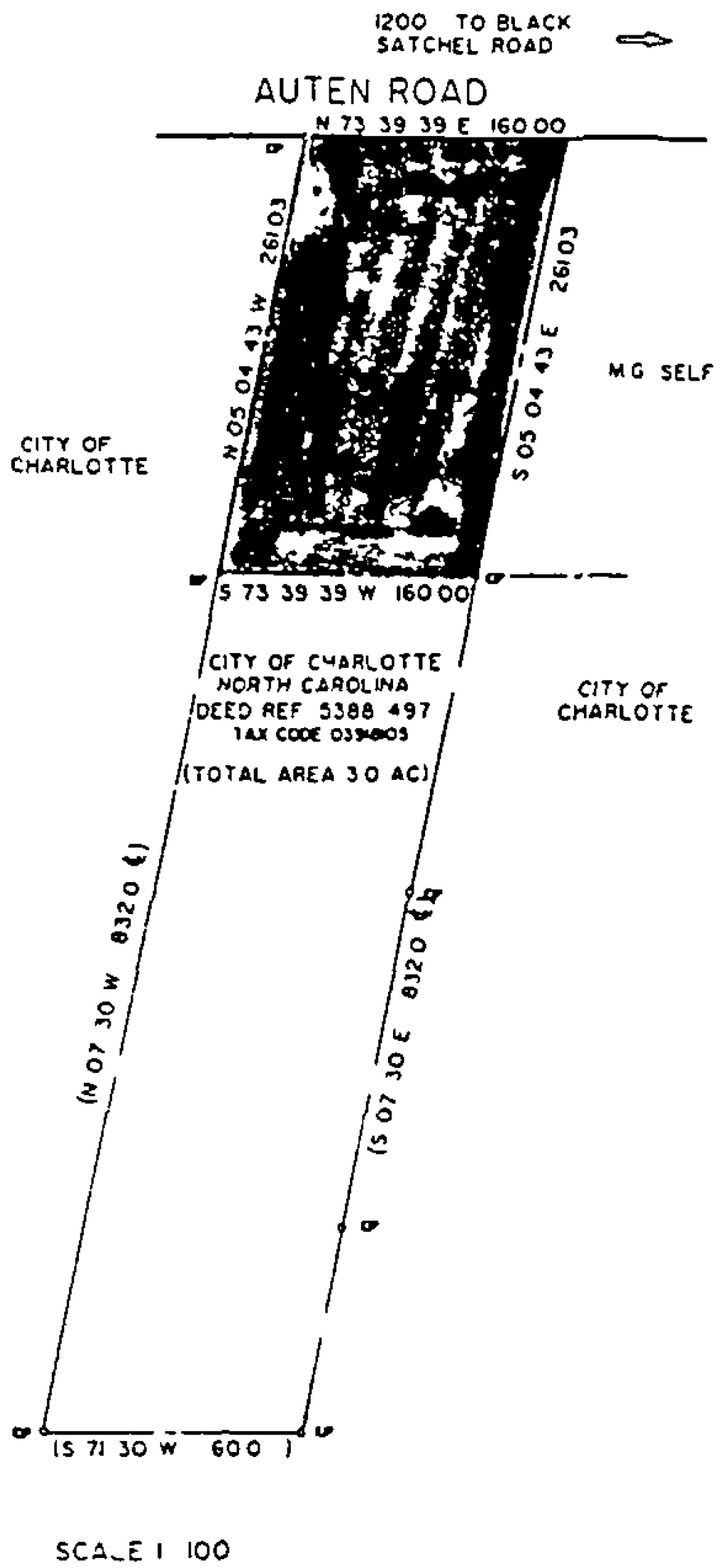
The total cost of the project is $1050.00, $150.00 for advertising, $300.00 for an appraisal, $300 in legal fees, and $300 for real estate costs.

Staff Recommendation

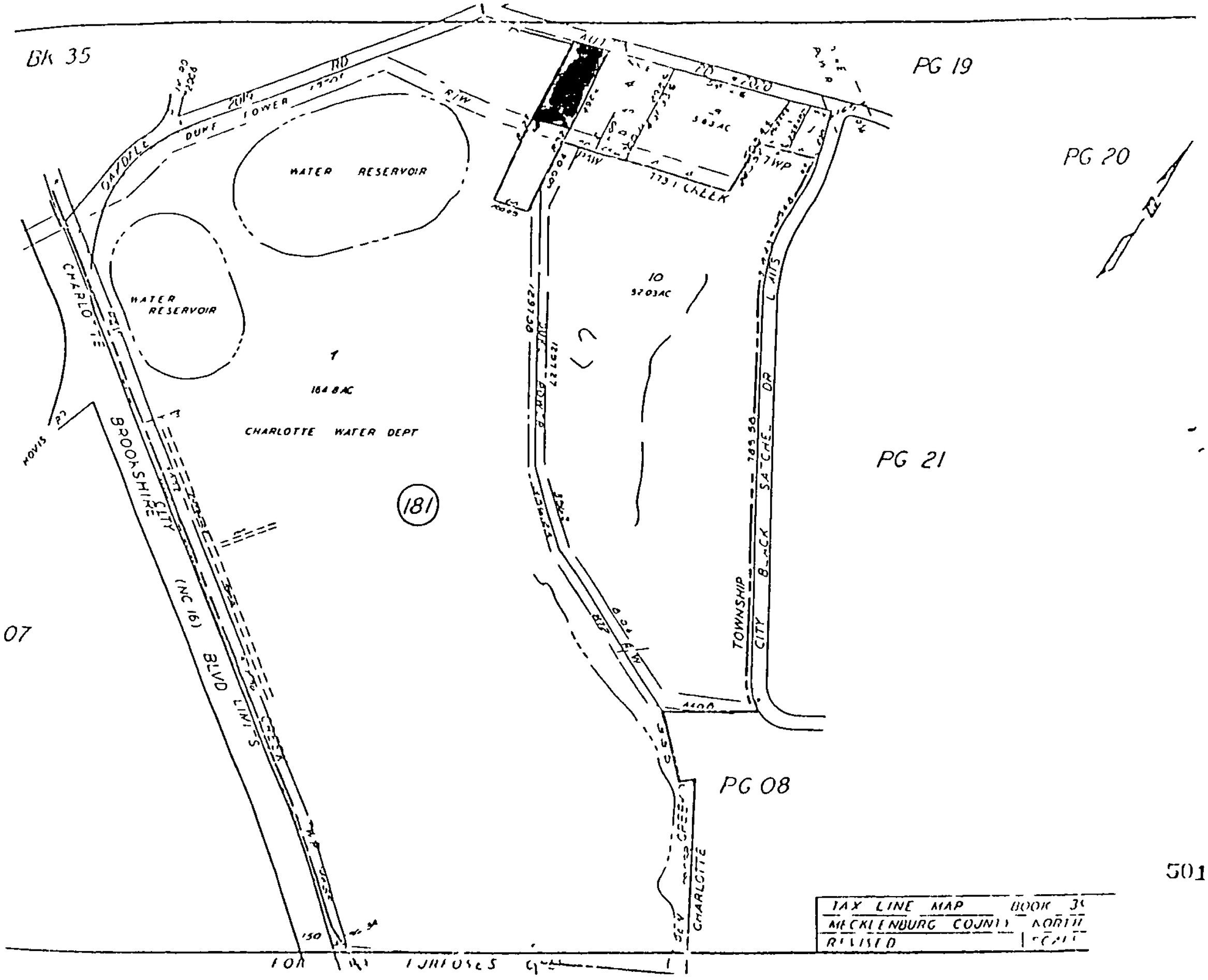
Approval.

Planning Committee

Approved staff recommendation.



NOTE Bearings And Distances Shown In Parenthesis Were Taken From Deeds


BK 35
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WATER RESERVOIR
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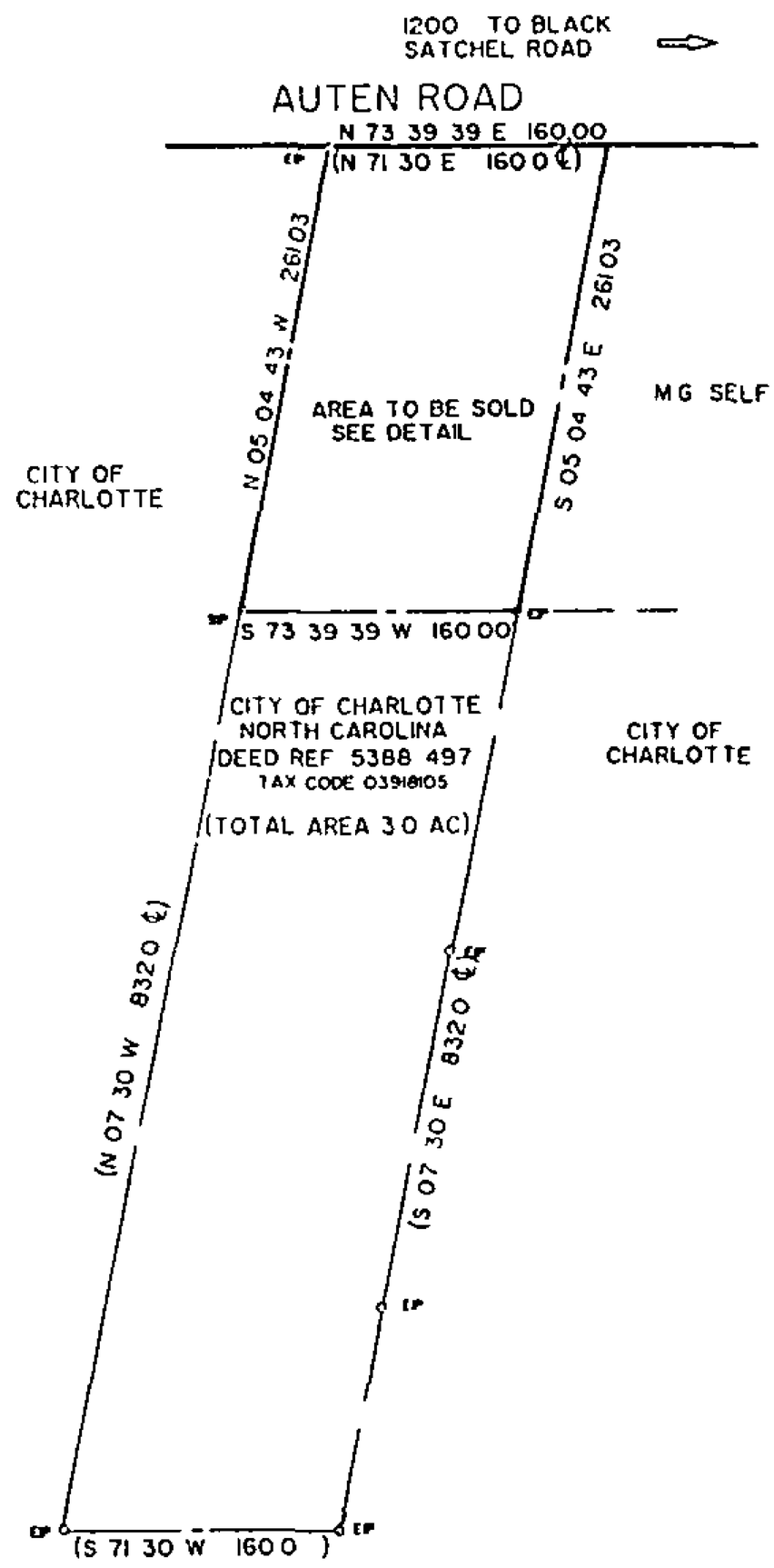
32.03AC
5.63AC
181
BROOKSHIRE BLVD
(NC 16)
CITY LIMITS
TOWNSHIP
CITY
SA-CHE-
DR
BLACK
CHARLOTTE
CREEK
TAX LINE MAP
BOOK 35
MECKLENBURG COUNTY
NORTH
REVISED
FOR TAX PURPOSES ONLY

501

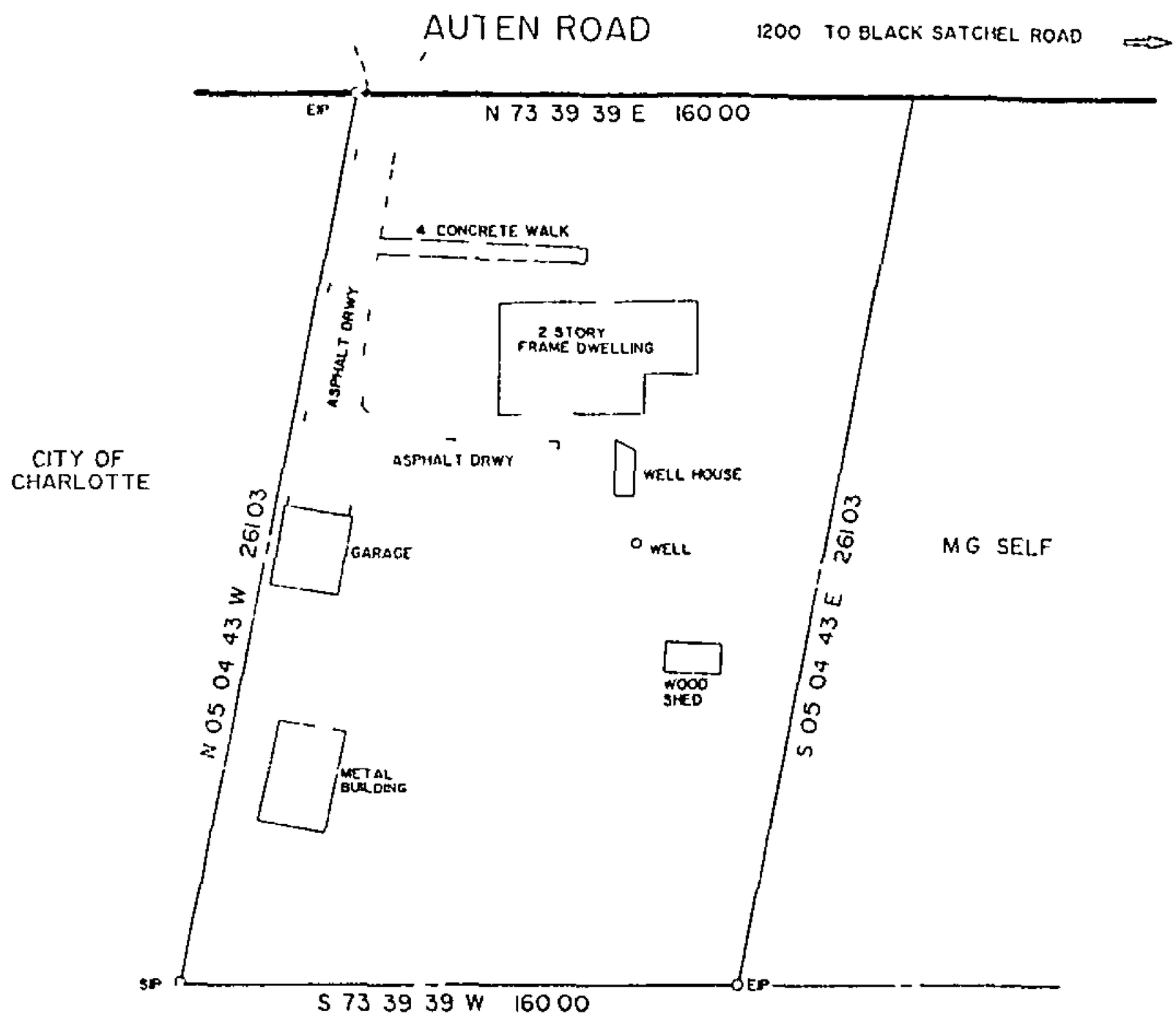


SCALE 1 100

NOTE Bearings And Distances Shown In Parenthesis Were Taken From Deeds

NOTE Property corners shown circled were located by actual survey Bearings are based on Magnetic North

K+E ALBANENE © 6498 DUNCAN PARNELL INC



TOTAL AREA TO BE SOLD - 40 960 80 SQ FT
0 940 ACRE

CITY OF CHARLOTTE

SCALE 1 40

I, William R. Coleman, certify that this map was drawn under my supervision from an actual field survey made by the Charlotte Mecklenburg Utility Department

William R. Coleman

N.C. Registered Surveyor L-1436

PROPERTY FOR NEW RESERVOIR AT FRANKLIN PLANT		
PROPERTY OF CITY OF CHARLOTTE NORTH CAROLINA	SCALE AS SHOWN	DRAWN BY K A HARRELL / REVISED
FORMALLY PROPERTY OF L D McCALL & Wife MOZELLA DEES DEED REF. 958 193	SURVEYED BY L.M. KIDWELL & S W MOSER	
DATE	APPROVED BY	DRAW NO NUMBER 1 OF 1

MADE IN U.S.A.

FY90-FY91
SCHEDULE OF BUDGET HEARINGS

DATE	DAY	TOPIC
May 1, 1989	Monday	Presentation of Operating and Capital Budgets
May 3, 1989	Wednesday	Operating Budget
May 9, 1989	Tuesday	Operating Budget
May 10, 1989	Wednesday	Operating Budget
May 22, 1989	Monday	Public Hearing - (Regular Council Meeting)
May 23, 1989	Tuesday	Capital Budget
May 24, 1989	Wednesday	Capital Budget
May 25, 1989	Thursday	Capital Budget (Optional)
June 13, 1989	Tuesday	Final Decisions - Operating and CIP
June 14, 1989	Wednesday	Final Decisions - Optional
June 26, 1989	Monday	Final Adoption

NOTE: All workshop meetings are scheduled from 5:00 to 9:00 p.m. in the Conference Center of the CMGC.