AGENDA

Meeting Type:	B
Date.	08-27-1990
SUBJECT	

City of Charlotte, City Clerk's Office

CHARLOTTE

Council Agenda

August 27, 1990

FILE COPY

CHARLOTTE

Meetings in August '90

THE WEEK OF AUGUST 1 - AUGUST 4

1	Wednesday, 7 00 p m	**PLANNING COMMISSION/PUBLIC HEARING** - East Mecklenburg High School, 6800 Monroe Rd
2	Thursday, 6 00 p m	**HOUSING AUTHORITY/Architectural Selection Committee/Addison** - 1301 South Blvd
	Thursday, 7 00 p m	**CHARLOTTE TREE ADVISORY COMMISSION** - CMGC, Room 270

THE WEEK OF AUGUST 5 - AUGUST 11

6	Monday, 5·15 p m	**CITY COUNCIL WORKSHOP** - CMGC, Room 267
7	Tuesday, 2 00 p m	**CIVIL SERVICE BOARD REVIEW COMMITTEE** - CMGC, 15th Floor Conference Room
	Tuesday, 6·00 p m	**HOUSING AUTHORITY/Architectural Selection Committee/Seneca Woods** - 1301 South Blvd
8	Wednesday, 8 00 a m	**CLEAN CITY COMMITTEE** - CMGC, Room 270
	Wednesday, 4 00 p m	**HISTORIC DISTRICT COMMISSION** - CMGC, 8th Floor Conference Room
	Wednesday, 4 30 p m	**CITIZENS CABLE OVERSIGHT COMMITTEE** - CMGC, Room 119
	Wednesday, 7 00 p m	**PLANNING COMMISSION/PUBLIC HEARING** - North Mecklenburg High School, 11201 Old Statesville Rd
9	Thursday, 8 30 a m	**CIVIL SERVICE BOARD** - CMGC, 7th Floor Conference Room
	Thursday, 9 30 a m	**CIVIL SERVICE HEARING** - CMGC, Room 118
	Thursday, 5 30 p m	**ADVISORY COMMITTEE ON CMUD POLICIES** - CMUD, 5100 Brookshire Blvd
	Thursday, 6 00 p m	**HOUSING AUTHORITY/Architectural Selection Committee/Addison** - 1301 South Blvd
11	Saturday, 8 00 a m	**HOUSING AUTHORITY/Architectural Selection Committee/Seneca Woods** - 1301 South Blvd

THE WEEK OF AUGUST 12 - AUGUST 18

13	Monday, 5·00 p m	**COUNCIL/MANAGER DINNER** - CMGC, Meeting Chamber Conference Room
	Monday, 6 00 p m	**CITY COUNCIL PUBLIC HEARING/East District Plan** - CMGC, Meeting Chamber
	Monday, 7 30 p m	**HISTORIC LANDMARKS COMMISSION** - 1221 South Caldwell Street
14	Tuesday, 8 00 a m	**AIRPORT ADVISORY COMMITTEE** - Charlotte/Douglas International Airport, Conference Room A
	Tuesday, 6 00 p m	**CHARLOTTE ADVISORY PARKS COMMITTEE** - CMGC, Room 267
15	Wednesday, 7 00 p m	**PLANNING COMMISSION/PUBLIC HEARING** _ Friendship Missionary Baptist Church, Enrichment Center, 3239 Beatties Ford Road
16	Thursday, 9 00 a m	**CIVIL SERVICE HEARING** - CMGC, Room 118
	Thursday, 5 00 p m	**CHARLOTTE-MECKLENBURG ART COMMISSION/Executive Committee** - CMGC, 8th Floor Conference Room
	Thursday, 7 00 p m	**CHARLOTTE TREE ADVISORY COMMISSION** - CMGC, Room 270

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Public Service And Information Department

600 East Fourth Street

Charlotte NC 28202 2861

704/336-2395

THE WEEK OF AUGUST 19 - AUGUST 25

21	Tuesday, 12 Noon	**CITY COUNCIL/COUNTY COMMISSION/SCHOOL BOARD LUNCHEON** - CMGC, Room 267
	Tuesday, 2 00 p m	**HOUSING AUTHORITY** - Hall House, 426 North Tryon Street
22	Wednesday, 7 45 a m	**PRIVATE INDUSTRY COUNCIL** - CMGC, Room 267
	Wednesday, 4 00 p m	**CITY COUNCIL/COUNTY COMMISSION/PLANNING COMMITTEE WORKSHOP** - CMGC, Room 267
	Wednesday, 7 00 p m	**SPECIAL TRANSPORTATION ADVISORY COMMITTEE** - Marion Diehl Center, 2219 Tyvola Road

THE WEEK OF AUGUST 26 - AUGUST 31

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
28	Tuesday, 2·00 p m	**CITY ZONING BOARD OF ADJUSTMENT** - 700 North Tryon Street, Hal Marshall Building, Building Standards Training Room
29	Wednesday, 10 30 a m	**AUDITORIUM-COLISEUM-CONVENTION CENTER AUTHORITY** - Charlotte Convention Center, 101 South College Street, VIP-B Room
	Wednesday, 6 30 p m	**YOUTH INVOLVEMENT COUNCIL** - CMGC, Room 118
30	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, 8th Floor Conference Room

NOTE. These organizations will <u>not</u> meet in August

Community Facilities Committee
Housing Appeals Board

August 27, 1990 City Council Agenda
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CHARLOTTE

Mayor Sue Myrick *Mayor Pro Tem Cyndee Patterson*

Stanley M Campbell *Hoyle H Martin*
Daniel G Clodfelter *Roy Matthews*
Ann Hammond *Ella Butler Scarborough*
Pat McCrory *Richard Vinroot*
Tom Mangum *Lynn M Wheeler*

Council Agenda

Monday, August 27, 1990

12:00 noon	-	Optional briefing on Northwest District Plan
12:30 PM	-	Council-Manager luncheon . Annexation Presentation
2:00 PM	-	Citizens hearing
2:30 PM	-	Council meeting

ITEM NO.

1. Invocation by Rev. Casey Kimbrouth of Mt. Carmel Baptist Church.

2. Consider approval of minutes of June 11 Regular Meeting, June 18 Zoning Meeting, June 19 Joint Meeting, June 25 Regular Meeting, June 27 Joint Workshop, July 9 Workshop, July 11 Waste Treatment, July 12 Northwest District Plan, July 16 Zoning, July 23 Regular Meeting, July 24 Joint City/County/School Board, July 25 Zoning Ordinance, July 31 Special NFL Meeting, August 6 Workshop and August 13 East District Plan.

PUBLIC HEARINGS

3. A. Conduct a public hearing to abandon a portion of Springbrook Road and Scholtz Road.

B. Recommend adoption of a resolution to close a portion of Springbrook Road and Scholtz Road.

Petitioner: 77 Investors II

Right-of-Way to be Abandoned: A portion of Springbrook Road and a portion of Scholtz Road.

Location: Springbrook Road (between 300 block of Roundtree Road and Southern Railroad right-of-way), and Scholtz Road (between Springbrook Road and Southern Railroad right-of-way).

Reason: To incorporate right-of-way into adjoining industrial property thereby providing desired industrial property development.

Clearances: Private utility companies - no objection. No neighborhood association within this area. City departments - review has identified no reason that this closing would:

1. Be contrary to the public interest; or
2. Deprive any individual owning property in the vicinity of Springbrook Road and Scholtz Road of reasonable ingress and egress to his property as outlined by NCGS 160A-299.

A map is attached.

Attachment No. 1

4. A. Conduct a public hearing concerning the November 6, 1990 bond referendum.

B. Recommend adoption of an order authorizing $24,285,000 water bonds.

C. Recommend adoption of an order authorizing $112,510,000 sanitary sewer bonds.

D. Recommend adoption of a resolution calling for the bond referendum.

Bond Referendum: On June 25, 1990, Council authorized actions necessary to conduct a bond referendum on November 6, 1990. On July 23, 1990, Council introduced the bond orders for water and sewer bonds and designated August 27, 1990 as the date for a public hearing on the referendum.

Clearances: Finance and Bond Counsel.

5. Conduct a public hearing to receive comments on the provision of a horse carriage service in the city, and refer to the Operations Committee.

Carriage Horse Service

During the past year, the City has been approached by two companies who wish to provide a carriage horse service in the City, particularly the uptown area. At the present time, there are no ordinance or statutes regulating this practice, such as time of day operation, restrictions of streets traveled, safety of carriages or wagons, or humane treatment of the animals. The only current requirement for a company wishing to provide this service is a business license.

Council requested staff to schedule a public hearing to receive citizen comments at the August 27 meeting. Council may wish to refer this issue to the Operations Committee for a recommendation.

POLICY

6. Consider alternative alignments for the Sardis Road/Weddington Road Connector and direct the City's representative to the Metropolitan Planning Organization (MPO) concerning alignment selection for addition to the Thoroughfare Plan.

Council Action

Council is requested to consider the various alignments for the Sardis Road/Weddington Road Connector and to provide direction for the City's representative to the MPO when a vote is taken on September 19 on adding this roadway to the Thoroughfare Plan. Addition of the roadway to the Thoroughfare Plan is necessary to protect the thoroughfare's right-of-way.

Description of the Connector Road

The Sardis Road/Weddington Road Connector:

- is a proposed major thoroughfare intended to provide another continuous radial route from uptown to southeast Mecklenburg County as well as Union County;
- will provide an additional arterial, increasing roadway capacity in this portion of the County; and
- would be constructed within a 100-foot right-of-way.

Most of the proposed thoroughfare is located within Matthews corporate limits. As shown by Attachment 1, the only segment within Charlotte or its sphere of influence is the portion from Weddington Road to the Matthews town limit (shown in red).

Chronology

A chronology of events related to this thoroughfare follows:

1985

County Engineering and the Town of Matthews discuss the need for a Sardis Road/Weddington Road Connector in conjunction with proposed subdivision development. Because roadway right-of-way dedication is tied to a multi-family rezoning request, Matthews does not request addition of the road to the Thoroughfare Plan.

Fall 1987

Sardis Road/Weddington Road Connector is recommended in the South Mecklenburg Interim District Plan. County Engineering begins an analysis of alternative alignments.

November 4, 1987

Public meeting to review alternative alignments developed by County Engineering is attended by approximately 300 citizens. At the meeting, Matthews Mayor Shawn Lemmond suggests a new connector, known as Alignment F, from NC 51 to South Trade Street.

July 20, 1988

The Technical Coordinating Committee (TCC) recommends Alternate E to the Metropolitan Planning Organization (MPO) for addition to the Thoroughfare Plan. The TCC is composed of staff members from the Charlotte Department of Transportation (CDOT), Charlotte-Mecklenburg Planning Commission (CMPC), City Engineering, County Engineering, and the N.C. Department of Transportation. The TCC recognizes Alignment F as a beneficial minor thoroughfare but does not believe that it meets the long-term transportation needs of the area because of Alignment F's failure to connect to Sardis Road.

The MPO considers the TCC's recommendation but adds Alignment F to the Thoroughfare Plan at Matthews' request. The MPO reserves the right to reconsider other alignments in the future as conditions warrant.

Spring 1990	CMPC staff develop new population and employment projections for this portion of the county, which are considerably higher than the estimates used in development of the 2005 Transportation Plan. CDOT staff resimulate projected travel in this corridor. New traffic projections show a need for a direct connection between Sardis and Weddington Roads plus the construction of Alignment F. County Engineering staff begin updating their 1987 alternatives analysis to determine the impacts of adding a Sardis Road/Weddington Road Connector to the Thoroughfare Plan.
June 27, 1990	The TCC again recommends Alternate E to the MPO for addition to the Thoroughfare Plan. The MPO considers the TCC's recommendation but defers action at Matthews' request. MPO members direct the Matthews delegate to return to the August 15 MPO meeting with a recommendation from the town on Alternates D, E, or G (the alignments which provide a direct connection between Sardis and Weddington Roads). A new alternate is introduced at the MPO meeting by Harry Grimmer, developer of the Sardis Mill subdivision. MPO members request the TCC to compare the impacts of Mr. Grimmer's alignment, named Alternate H, to Alternate E (the recommended alignment).
July 18, 1990	The TCC reviews the impacts of Alternate H, H' (a modification of the alignment suggested by Mr. Grimmer), and G' (a revision of an earlier alignment developed by County Engineering). The TCC continues to favor Alternate E, but would support Alternate H' if the reverse frontage resulting from this alignment is preferable to the affected residents.
August 15, 1990	The MPO postpones action on alignment selection as requested by Matthews. A public meeting is held to discuss the need and possible alignments for the Sardis Road/Weddington Road Connector. The meeting is attended by approximately 500 persons with 40 persons making public comments or asking questions.

The majority of attendees oppose all possible alternates feeling that Alignment F alone is sufficient to handle future traffic volumes. No comments were made concerning any preference for Alternate H'. There is considerable discussion on the connector's impacts on established neighborhoods and why planning for the thoroughfare had not occurred prior to development. County Engineering staff will prepare a summary of the comments made at the public meeting (including written comments that can be submitted until August 25) for review by MPO members.

Impacts

Attachment 2 lists the impacts of each alignment based on recent work by County Engineering.

Alternate E Recommended

The TCC, as well as CDOT and CMPC, recommend Alternate E because:

- It provides a major north-south radial in the corridor bounded by Monroe and Providence Roads. A new thoroughfare is needed in this corridor based on roadway spacing standards. This thoroughfare link clearly has regional significance.

- It is needed for future traffic capacity. Using the new population projections from CMPC (an increase from an estimated 9,000 residents in 1989 to a future population of 25,000 persons), CDOT projects volumes on Alternate E of 20,000 vehicles per day (a four-lane volume). If Alignment F only is constructed, future traffic volumes on this minor thoroughfare would be over 30,000 vehicles daily. This volume would require a six-lane roadway. Traffic bottlenecks would result at the two "T" intersections where Alignment F connects to NC 51 and South Trade Street. When both Alternates E and F are constructed, the volume on Alignment F decreases to 17,000 vehicles per day. Both roadways are needed to accommodate projected travel demand.

- Alternate E (which uses existing Courtney Lane) takes fewer homes (those residences in the right-of-way or houses having an affected setback) than alignments D and H.

H' has slightly lower residential impacts, resulting in TCC's possible acceptance of this alignment based on neighborhood opinion of reverse frontage. At this time the neighborhood residents have not expressed an opinion on H'.

As shown by Attachment 2, Alternate G' impacts the fewest homes. This alignment was not chosen by the TCC because 1) it requires severe topography changes (extensive grading), 2) crosses wetlands (negative impacts on greenways), and 3) crosses additional major tributaries (increasing the number of required culverts or bridges). Construction costs for Alternate G' would be higher than for alignments E or H'.

Attachment No. 2

7. Approval of the Northwest District Plan.

Northwest District Plan

Over the last two years, the Planning staff in cooperation with a study group comprised of northwestern neighborhood and business representatives, has worked to create the Northwest District Plan.

As part of the planning and approval process, the Planning Commission hosted three public hearings; one at the beginning of the planning process, and two late last year to allow the Planning Committee to hear the public's concerns before approving the plan. The Northwest District Plan was then approved by the Planning Committee on December 12, 1989.

The Northwest District Plan was approved by the County on July 24, 1990. The City Council deferred its decision to the August 27, 1990 meeting.

A copy of the plan is attached.

Clearances

Planning Committee; Mecklenburg County Commission.

Attachment No. 3

8. Consider options for administering the Charlotte Tree Ordinance.

Tree Ordinance

The Charlotte Tree Ordinance, with amendments effective July 1, 1988, includes tree planting and preservation requirements in conjunction with private land development. The ordinance specifies that trees be planted along all street frontage and the interior of the site, and the preservation of certain trees in setback areas. These portions of the ordinance are administered by the Engineering Department in conjunction with the approval of building permits.

Backlog

Three staff members were approved to administer the ordinance in 1988. Beginning in 1989, a substantial backlog of plan reviews accumulated, significantly affecting the department's ability to process building permits properly. This indicated that the original assignment of three staff positions was inadequate and the department requested an analysis of staff requirements for this work by the newly formed Internal Consulting Division. Internal Consulting's report is in the Council library.

The Engineering Department is hiring temporary staff to eliminate the existing backlog and assist with current activities.

Options

Internal Consulting's analysis substantiated the need for additional personnel to enforce the current ordinance. Options for Council consideration are:

Option 1 - Amend Tree Ordinance - no new positions.

Begin a process to revise the Tree Ordinance to reduce the requirements such that enforcement would require only the three existing positions. This would likely be a lengthy process, as much time was invested by the Tree Advisory Commission and other groups to develop the current ordinance.

Option 2 - Partial Enforcement - No change to the ordinance or number of positions.

Administering the current ordinance with the existing staff would require partial or selective enforcement. That is, some of the standards would

not be enforced and/or approximately half of development sites would be under voluntary compliance. This would be very difficult in day to day administration due to the inequity of treating applicants differently.

Option 3 - Active Enforcement - Add three staff positions.

Enforce the current ordinance. This requires the addition of three positions, which would allow staff to do the following:

1. Dedicate additional plan review and inspection time; shift additional administrative duties to clerical support.

2. Utilize existing construction inspectors to monitor construction and tree preservation efforts and relay important site information to the Tree Ordinance staff. Problems identified by the construction inspectors would be investigated and resolved by the Tree Ordinance staff.

3. Designate the City Arborist and Parks and Recreation Department as the lead agency in staff support of the Tree Advisory Commission and City Arbor Day celebration. The City Arborist and Tree Advisory Commission would address broad tree related issues for the City. The Engineering Department would work with the Tree Advisory Commission on matters related primarily to tree planting and preservation requirements for new development.

4. Begin educational programs and publish guidelines specifically addressing Ordinance requirements to educate at the group level.

This option requires a minimum of three additional positions for a total of six. The cost of three additional positions is $93,943 for FY 91.

Option 4 - Tree Commission Recommendation - Add five staff positions.

The Tree Advisory Commission recommends a higher level of reinspection than provided in Option 3. The Tree Ordinance provides that any trees planted to satisfy the Ordinance must be replaced by the property owner if they die. Reinspection of sites allows the staff to identify dead trees and work with the property owner to have them replaced. Option 3 allows for reinspection of a 10% sample of sites that are one, two, and five years old. The Tree Advisory Commission recommends a higher level as outlined below:

a. 100% of sites one year old. This provides the opportunity to identify dead trees within the one-year warranty typically provided by nurseries and landscape contractors.

b. 50% of sites two years old. The majority of trees that are not going to survive will be dead within two years.

c. 10% of sites five years old. Existing trees that are damaged during construction are likely to reveal the damage within five years.

This higher level of service recommended by the Tree Advisory Commission requires two additional positions over the level identified in Option 3 for a total of eight. The cost of five additional positions is $156,573 for the remainder of FY 91.

Funding

Total costs for three additional positions (Option #3) or five additional positions (Option #4) for the remainder of FY91 would be $93,943 and $156,573, respectively. However, administration of the Tree Ordinance is subject to the User Fee Policy which recovers 80 percent of the cost. The current fee is $145. There are two options presented for funding of any changes in the staffing level:

a. Increase the user fee effective January 1, 1991 to recover 80 percent of the cost; appropriate $43,840 for Option 3 or $73,067 for Option 4 from the General Fund balance for the remaining cost.

b. Increase the user fee effective July 1, 1991 along with all other annual adjustments to user fees; appropriate $93,943 for Option 3 or $156,573 for Option 4 from the General Fund balance for the remainder of this fiscal year.

The user fees would increase to $313 and $415 for Options 3 and 4, respectively. Fees for this service are among those being challenged by a lawsuit filed by the Home Builders Association to prevent the City from recovering any costs in this way.

A chart summarizing the options is attached.

Clearances Engineering and Budget and Evaluation.

Attachment No. 4

9. Recommend approval of the Art Commission's recommendation of artist J. Paul Sires and his concept of four carved and engraved granite seating arrangements for the Reedy Creek Park public art project at a cost of $22,000.

Reedy Creek Park

Reedy Creek Park is a 699 acre park. The first phase included picnic facilities, athletic fields, three lakes, nature trails and a maintenance facility. The recommended artwork is for the second phase which included construction of an environmental center.

Council Action

The Art Commission formed the Reedy Creek Park Nature Center ad hoc art advisory committee in January 1990 to select an artist and art concept for the park. Council approval is necessary in order for the Art Commission to contract with Mr. Sires on behalf of the City of Charlotte.

Art Proposal

About the artwork:

- consists of four sculptured seating arrangements located along the main entrance to the nature center;
- sculptures will be made of several types of granite;

. sculptures will be to view, and will serve as resting areas to explore and for small children to climb up on.

A description is attached along with the project budget. A representative of the Art Commission will be at the Council meeting with a model of the project.

Funding: Reedy Creek Park Capital Account.

Clearances: Art Commission, Reedy Creek Park Nature Center ad hoc art advisory committee, and Parks Advisory Committee.

Attachment No. 5

10. Recommend adoption of a resolution to amend the Mecklenburg County Solid Waste Management Plan.

Solid Waste Plan: On June 11, 1984, the City of Charlotte and Mecklenburg County entered into a Solid Waste Disposal Facilities interlocal agreement whereby the City collects solid waste, and the County disposes of it. A Solid Waste Management Plan was developed to address Mecklenburg County's needs through 2006. Council adopted the plan on November 23, 1987.

Plan Revisions: On August 12, 1989, the General Assembly ratified Senate Bill 111, An Act To Improve the Management of Solid Waste, effective October 1, 1989. It directly impacts the scope of Mecklenburg County's Solid Waste Management Plan.

To ensure compliance with the new State regulations and to be responsive to operational conditions and changes, Mecklenburg County has proposed some revisions to the Solid Waste Management Plan. The proposed revisions update the plan, are in compliance with Senate Bill 111, and allow Mecklenburg County greater flexibility in technology and management of the waste stream.

The proposed revisions are attached.

Clearances

Solid Waste Management Advisory Board, Solid Waste Services Department, City Attorney. The revisions will be adopted by the Mecklenburg County Commissioners after they have been adopted by all of the affected municipalities.

Attachment No. 6

11. Recommend approval of a memorandum of understanding among the City of Charlotte, Charlotte-Mecklenburg Housing Partnership, Charlotte-Mecklenburg Schools, Mecklenburg County and United Way of Central Carolinas, Inc. which identifies commitments for the delivery of services and programs regarding the self-sufficiency model for Fairmarket Place.

Council Action

On July 23, former Council member Velva Woollen spoke with Council about the self-suffiency model that had been developed for Fairmarket Place. This action is to formally approve the memorandum of understanding and the City's commitment to work with other agencies in promoting self-sufficiency for residents of Fairmarket Place.

The Agreement

The agreement outlines the commitments of the various agencies and identifies the commitments Council has made to construction of housing through the Innovative Housing Fund and the Housing Partnership, as well as continuing participation by the Community Development, Neighborhood Centers, and Employment and Training Departments. A copy of the memorandum of understanding is attached.

The Model

The model, a copy of which is attached, recommends an approach for children and families selected to live in subsidized housing communities to receive the health, education, social and municipal services that they need. It outlines the commitment each entity has made to help involved residents help themselves in reaching solutions to their problems and in establishing goals to move themselves toward independence and self-sufficiency.

The Project

Fairmarket Place will be the pilot project to test the proposed model. It will be a 60 unit subdivision located at Central Avenue and Milton Road, built by John Crosland. Residents will be chosen from the Housing Authority's master list

for subsidized housing. The pilot project is aimed at promoting movement of families from assisted housing to privately owned housing.

Funding — The City's annual commitment of $4.5 million in Innovative Housing Funds is supplemented by the commitment to provide support services through the City's existing programs such as basic job skill training, transportation, child care, money management and family counselling.

Attachment No. 7

12. The following items are recommended to be discussed at the Council workshop on Tuesday, September 4, 5:00 p.m.

Continuation of Council retreat planning
- Issue definition process for crime/drugs.
- Issue definition process for matching public resources with increasing public service demands.

BUSINESS

13. Recommend approval of a contract with the YMCA for provision of after school care/recreation services in the Pine Valley Community for a total of $48,443.

Pine Valley History — In December 1988, a resident of the Pine Valley community contacted City Council expressing a need for an after school care and recreation program for children living in Pine Valley. This program would complement a tutorial program operated by the Literacy League and the summer day camp program operated by the City's Parks and Recreation Department.

- The City entered into a contract with the Harris YMCA to conduct a four month pilot program in the community which combined the use of existing Housing Authority facilities on Longleaf Drive and the Harris YMCA facility on Quail Hollow Road for the provision of recreation experiences.

- The pilot was deemed acceptable and the contract with the Harris YMCA was renewed for FY90.

- The Harris YMCA achieved FY90 program objectives and a new contract is recommended for approval.

- Council received a copy of the FY90 contract evaluation with the August 17, 1990 Council/Manager memorandum.

YMCA Contract

Under the basic contract, the YMCA will operate an after school recreation program beginning September 4, 1990 and ending June 14, 1991, Monday through Friday, from 3:00 p.m. to 5:00 p.m. Both on-site and off-site recreation experiences will be provided for 25 to 30 participants per day who live in the Pine Valley community. The cost of the basic contract is $48,443.

In addition to the basic contract, the YMCA requested provision of funds for security while the program is in operation, at an additional cost of $9,375, making the total request $57,818.

Recommendation

Staff recommends continuation of the current contract without the provision of security services. It has been our experience that crime exists in other areas of the City at rates similar to Pine Valley. We operate recreation programs in those areas with City staff and without the provision of additional security.

The Harris YMCA is willing to continue the contract without the security provision.

Contract Monitoring

The Parks and Recreation Department will continue to be responsible for monitoring contract performance throughout the year to ensure that it meets City standards. Budget and Evaluation will continue to be responsible for collecting information at the end of the contract year upon which to base recommendations for future contracts.

Funding

Funds are available in the Parks and Recreation Department operating budget.

Clearances

Budget and Evaluation, Parks and Recreation.

14. Consider City participation and options in the repair of Village Lake Dam, Linda Lake Dam, and Four Mile Creek Road Dam.

Safety of Dams

In March, 1988, the Engineering Department was notified that four dams in the City which have a public street on their crest did not meet Dam Safety Act requirements - Moores Lake, Village Lake, Linda Lake, and Williams Lake.

Risk Assessment

The City immediately (1) assessed the immediate threat to public safety, and (2) the City's liability for the dams.

Safety - An engineering consultant found the probability of immediate failure to be low since street pavement on the dam crest would prevent rapid erosion. However the condition of the dams would continue to deteriorate.

Liability - The City Attorney determined that the City controls the street right of way across each dam but does not own any of the property. Since the Dam Safety Act holds the owner(s) of a dam solely responsible for its condition, the City is not legally responsible for repair of the dams. Since there was no immediate threat, it was deemed inappropriate to spend further City funds without Council direction.

Raintree

Also in 1988, the State notified the Raintree Homeowner's Association that four dams in Raintree did not meet standards. The Homeowner's Association engaged an engineering firm to evaluate the dams and a contractor to make the necessary improvements. Only one of the four Raintree dams has a City maintained street on the crest (Four Mile Creek Road).

Status of Dams

The current status of each dam case is as follows:

Linda Lake and Village Lake -

- In January, 1989, representatives of two citizen groups made up of residents around each lake addressed City Council and requested City assistance.

- On February 13, 1989, Council agreed to pay one-half the cost ($5,000) of the Engineering studies necessary to determine the extent and costs of needed repairs for each dam.

- The citizen groups put their share of the engineering costs in escrow prior to the studies being undertaken.

- The studies are now complete and have been approved by the State.

Moores Lake -

- The majority owner of the dam and lake bed has negotiated with the State to permanently drain the lake.

- Elimination of the lake requires the City to install a culvert in order to maintain the street. Preliminary estimate for the culvert is from $110,000 to $150,000.

- The property owner, the State and the City Attorney's Office are currently negotiating the details of a consent order which outlines the terms for draining the lake and installing a street culvert.

Williams Lake -

- The citizen's group was unable to raise the funds necessary for their share of the engineering study.

- The State is preparing to drain Williams Lake.

- The City will be responsible for installing a culvert in order to maintain the street. Preliminary estimate for the culvert is from $120,000 to $160,000.

Four Mile Creek Road -

- Construction of the required improvements has been completed.

- Representatives of the Raintree Homeowners Association contacted the Engineering Department early this year concerning City reimbursement of a portion of the costs and were advised that City Council had approved City participation only in cases where the dam is crossed by a City maintained street. They were also advised that any City funding

for Raintree would be considered by Council at the same time funding for Linda Lake and Village Lake was considered.

Benefits of Repairing Dams

The benefits of repairing these dams and saving the lakes are: (1) existing City streets are maintained; (2) the lakes detain runoff during storms; (3) aesthetic benefit to the surrounding neighborhoods.

The State advises that there are approximately 20 additional high hazard dams in Charlotte with City maintained streets on the crest. Ongoing inspections are likely to identify deficiencies with additional dams; however, the extent of that need is not known at this time.

Repair Costs

The cost to repair/improve each dam is shown below. Also shown is the cost the City would incur to install a culvert should the dam not be repaired.

	Dam Improvements	Culvert
Linda Lake	$160,000	$125,000
Village Lake	$ 38,000	$ 48,000
Four Mile Creek	$ 35,524	$ 60,000

These culvert prices do not include the cost of easements necessary for their construction. The property owners would be asked to donate the easements for the dam repairs or culvert construction.

Options

Two options are offered for City participation in the repair of the Linda Lake, Village Lake, and Four Mile Creek dams. If Council chooses to participate in repair of the dams, option A is recommended.

A. Pay all costs up to the cost of a culvert beneath the street. If the lake were drained, the City would bear the cost of a culvert in order to maintain the public street.

	City	Property Owner	Total
Linda Lake	$125,000	$ 35,000	$160,000
Village Lake	$ 38,000	0	$ 38,000
Four Mile Creek	$ 35,524	0	$ 35,524

B. Pay costs equal to installing a culvert plus 80% of the additional costs associated with repairing the dam. The 80% participation is consistent with the level of assistance for high priority drainage problems on private property through the Storm Drainage Repair Policy.

	City	Property Owner	Total
Linda Lake	$153,000	$ 7,000	$160,000
Village Lake	$ 38,000	0	$ 38,000
Four Mile Creek	$ 35,524	0	$ 35,524

Funding — If City participation is approved, it is recommended the City's costs be funded through the Capital Street Drainage Improvement Account. The citizens' share may be handled as a special assessment if desired. The involved property owners would petition City Council to make the improvements, pay a share of the cost, and assess the remaining costs in accordance with the petition. Special assessments may be paid in one lump sum or ten annual installments with eight percent interest on the unpaid balance.

Clearances — Engineering, Budget & Evaluation and Legal.

15. Actions relating to the Convention Center land purchase.

Information on this item will be sent to Council in the August 24, 1990 Council-Manager memorandum.

16. Recommend approval of the final two provisions of the lease between the City of Charlotte and Richardson Sports Limited Partnership, (RS) with regard to payment for traffic control and the provision of certain parking by the City for events at the Stadium.

NFL Lease — At the August 6 workshop, the City Council approved all of the provisions of a proposed lease between the City and RS except for two provisions relating to the payment for traffic control and the provision of certain parking spaces by the City.

15

(1)Consideration of extension of purchase contracts with Young Ford, Young Ford Realty, and Mast Properties for the proposed Convention Center and to make appropriate amendments to the purchase contracts.(2)Recommend approval of purchase contract with Norfolk/Southern Railway for land for the proposed Convention Center project.(3)Recommend adoption of an ordinance for appropriating funds for extension of the contracts in #1 and earnest money for the contracts in #2 above.(4)Advance funds from the General Debt Sinking Fund to cover cost set forth in #3 above.(5)Authorize City Manager to execute an agreement with D.H. Griffin Wrecking Company for the removal of asbestos and demolition of the Trade Mart building once the City acquires title to the property for ~~approximately $1.0 million~~. $1,953,875.00.

City Manager's Office

A[illegible]

Aug [illegible], 1990

[illegible]

[illegible]

BR Hunt

Background

The proposed new Convention Center is now under design. At the August 6 workshop Council authorized a financing strategy, and design and construction manager contract. However, our financing strategy does not allow for funding for the scheduled closings for the Young Ford and Trade Mart properties by the required September 1, 1990 deadline. The owners of the Young Ford and Trade Mart properties have obligated the sale of their land to the City without major expenditures for the last year and one half. They are now requesting that the City provide money to "carry" their land until final closings occur. The "terms of the carry" are based upon a floating monthly prime rate which could exceed $200,000 each month for both parcels.

If the City does not elect to extend the purchase contracts, the property owners have the ability to renegotiate the ultimate purchase price rather than be obligated to sell their property at the currently negotiated prices.

In conjunction with the Young Ford and Trade Mart negotiations, we have negotiated an agreement with Norfolk/Southern railroad to sell us their property located on the proposed Convention Center site. They have also agreed to convey to us their railroad right-of-way as well as a

significant air rights encroachment agreement which extends over Second Street. The total purchase price for the railroad property is approximately $6.8 million.

Explanation of Request

If Council chooses to extend the contracts on the Young Ford and Trade Mart properties, an appropriation ordinance of $1,250,000 will be required to carry the property through December 1990. If the financing is not finalized, we anticipate an additional appropriation to continue to carry the property until financing is finalized. The cost for executing the agreement with the railroad is $10,000 with the final closing being conditioned upon acquiring ultimate financing between now and July 1991.

$1,953,875.00

Mast Properties and D.H. Griffin Wrecking Company had previously entered into an asbestos removal and demolition contract for $1.9 million. That contract expires on October 15, 1990. However, D.H. Griffin has agreed to enter into a similar contract with the City for this work with an expiration date of July 31, 1991 for ~~$1.9 million~~ with adjustments in the price for any increases in State permit and asbestos ~~landfill~~ disposal fees that became effective during this time period. The contractor would not be given notice to proceed until the City acquired title to the property.

Source of Funding

Funds will be advanced from the General Debt Sinking Fund and will be repaid from the proceeds of the Convention Center financing.

Clearances

The purchase contracts have been reviewed and approved by Engineering, Finance, and the City Attorney.

Traffic Control Payments

Traffic control payments - the City Council deferred taking any action and directed the further negotiation of this issue. We have negotiated a lease provision that would require RS to be entirely responsible for the cost of traffic control personnel other than any necessary City administrative personnel for all events at the stadium except public events. (Public events are defined as events at the stadium sponsored in whole or in part by the City of Charlotte or Mecklenburg County.) The City will retain the responsibility for coordinating and supervising the implementation of the traffic control plan.

Parking

Parking issue - it was agreed that language would be put in the lease to indicate that the parties would address how parking spaces would be provided in a separate lease agreement. We propose to include a provision in the lease that simply provides that the construction, maintenance and operation of any parking facilities shall be in accordance with the terms of a parking lease yet to be negotiated.

Clearances

City Manager's Office, City Attorney's Office.

17. Recommend approval of a contract with Mecklenburg County for the Citizen's Criminal Justice Commission and confirm the Mayor's appointment to the Commission.

Citizens Criminal Justice Commission

In the FY91 operating budget, City Council approved $49,000 for the operating expenses of the Citizen's Criminal Justice Commission. The charge of the Commission was approved by the County Commission on August 20, 1990 in a revised resolution. In the resolution, the Commission's objectives are:

To provide overall coordination to law enforcement and crime prevention efforts in Mecklenburg County;

To improve an efficient, cost effective and timely criminal justice system in Mecklenburg County; and

To effect the reduction of crime in Mecklenburg County on a permanent basis.

Appointments to the Commission have been made and they are:

Member	Appointed By
Sis Kaplan	Carry-over from previous Commission
David Burkhalter	Carry-over from previous Commission
Kenneth R. Harris	Mayor Sue Myrick
Clifford Jones	Jim Richardson
Tom Dooley	Carla DuPuy
Jack Tate	Ex-Officio Member

Council Action

The City Council is being asked to:

1. Approve a contract with Mecklenburg County contributing $49,000 to the Commission's operating budget; and

2. Confirm the Mayor's appointment to the Citizen's Criminal Justice Commission.

Funding

General Fund Operating Non-Departmental.

18. Recommend approval of amendments to two loan agreements with Neighborhood Housing Services of Charlotte, Inc. for extension of time.

NHS Loans

On July 25, 1989, Council approved two loan agreements with Neighborhood Housing Services, Inc. (NHS) for certain housing activities in the Wilmore neighborhood.

Extensions Requested

$234,000 Loan

The first loan agreement of $234,000 that expired June 30, 1990 required the NHS to meet the following objectives:

1. Provide 14 rehabilitation loans to Wilmore neighborhood residents.

2. Provide downpayment assistance to four qualified tenants who desire to become homeowners in the Wilmore area.

3. Acquire and rehabilitate one residential structure in the Wilmore area to be sold to a qualified applicant.

4. Repay the full amount of $234,000 to the City of Charlotte at a rate of $12,000 per year beginning August 1, 1990 and each first day of August thereafter.

5. Raise, through its own fund raising efforts, a minimum of $125,000 for operating costs during the contract period.

The NHS did not meet objectives 1 and 2 above, as explained in the attached program evaluation. The remaining objectives were met or exceeded for an achievement rate of 60%. NHS is requesting an extension until October 31, 1990; the additional time will allow the NHS to meet all of its objectives under this agreement.

$181,600 Loan

The second loan agreement of $181,600 requires the NHS to provide for the construction of four in-fill housing units in the Wilmore neighborhood. This loan agreement stated that the housing units would be constructed by August 1, 1990. NHS requested this loan agreement be extended in order to begin construction of the four in-fill housing units within 120 days of the execution of the amended loan agreement, and construction will be completed within eight months for an expiration date of August 27, 1991. Due to construction complications with the original developer, the NHS Board of Directors decided to reopen the bid process in order to secure another developer. NHS feels construction can begin within 120 days and be completed within 12 months. Further explanation is also provided in the attached program evaluation.

NHS History: Since 1986, City Council has approved $820,817 to Neighborhood Housing Services of Charlotte, Inc. which includes $415,660 for these two loan agreements. The funds were used to provide housing rehabilitation loans, downpayment assistance, exterior painting and beautification projects in the Wilmore neighborhood.

Funding: Innovative Housing funds.

Clearances: Community Development Department.

Attachment No. 8

19. Recommend the purchase of 33 acres of industrial land for $1,650,000.00 to be used as the satellite maintenance facility for the east side of Charlotte subject to mandatory referral approval.

Maintenance Yards - $350,000 Annual Savings	The City currently operates two primary maintenance yards: Sweden Road (located off South Boulevard) and Central Yard (located near the Central Business District). A Street Maintenance Division study concluded that approximately $350,000.00 in annual savings could be realized by operating from an east side yard. These savings would be derived from reduced driving times to work sites and savings in gasoline and vehicle maintenance. Funds are available in the FY 91 Capital Improvement Program.
Location of 33 Acres	The property is a part of an industrial park known as General Commerce Center. It has been subdivided into several one to five acre tracts. The City would purchase ten of the tracts in order to assemble the needed 33 acres. The property is bordered to the north by the Norfolk Southern Railroad, to the east by Orr Road which also has other industrial properties, to the west by vacant I-1 land and to the south is the remainder of the industrial complex which borders a neighborhood park and a residential neighborhood. A map is attached.
Zoning	The developer has been working with the Planning Commission to rezone a portion of the industrial complex from I-1 to I-2 CD. Buffer areas are proposed along the residential neighborhood to screen the new development from the neighboring residences. The proposed I-2 CD property would also have a required buffer of some 25' to 30' along the perimeter to the property. As part of the rezoning process, Planning staff has notified seven community associations and the adjacent property owners of the request.
Cost Per Acre	The Commerce Center already contains infrastructure for immediate development, including paved roads, water, sewer, underground electrical and storm drainage system, all of which will defray substantial development costs. The list price for the lots average $60,000.00 per acre.

Should the City elect to purchase this land, our cost will be $50,000.00 per acre. The City's independent appraisal confirms a cost savings to the City of $5,000.00 per acre for a total of $165,000.00.

Offer to Purchase — The property is zoned I-1. The offer to purchase is contingent upon the following:

- Zoning change to I-2 CD
- Satisfactory results of environmental testing
- Approval of Mandatory Referral
- Modifications made to the restrictive covenants which will exclude the City from review of the City's design by the Commerce Center's Architectural Control Committee.

Funding — Maintenance Yard Facilities Capital Account.

Clearances — Charlotte Department of Transportation, Legal, Solid Waste Services, Budget and Evaluation and Planning staff support the proposed location. Mandatory Referral is in progress and the purchase of the property is subject to obtaining this approval.

Attachment No. 9

20. Recommend termination of lease dated June 11, 1984 between City and Saber Aviation, Inc. and payment to NCNB National Bank lien holder, of amortized reimbursement due upon termination of said lease.

Hangar — This action is necessary for the City to take possession of an important hangar building at the Airport which is presently unusable for any Airport purpose due to the bankruptcy of Saber Aviation.

Lease History — On June 11, 1984 the City leased 1.53 acres of land to Saber Aviation, Inc. Under the terms of this 20-year lease, Saber constructed at its expense facilities for cargo, aircraft maintenance, storage and corporate offices. The lease permits the City to terminate the lease, upon the payment of the unamortized portion of Saber's construction costs. NCNB has loaned money to Saber, secured by the leasehold, and Saber is now in Chapter 11 bankruptcy. The Airport would like to gain control of this important facility,

make improvement thereto and lease the facility to another operator. NCNB is prepared to exercise its rights under the deed of trust and sell the leasehold estate to the City. The bankruptcy trustee has agreed and the bankruptcy court has entered an order authorizing termination of the lease. NCNB has secured an appraisal of the leasehold estate which placed its value at $256,000.00 as of October 31, 1989.

Council Action: Council is requested to approve the termination of the leasehold estate effective June 25, 1990 and to pay to NCNB $184,841.96. This amount represents the payment required to be made under the lease in the event of its termination, less the lease payments due to the City.

Funding: Airport Operating Budget.

Clearances: NCNB, the bankruptcy trustee, the Aviation Director and the City's attorney concur in this request.

21. Recommend termination of Airport motel lease and authorize payment of just compensation for lessee's leasehold interest of $265,000.00.

Airport Motel Lease

History of Airport Motel Lease

- In 1957 the City entered into a lease that expires in 1998 for the construction and operation of a motel adjacent to the old Airport terminal.
- In 1982 the passenger terminal was relocated to its present location and the old terminal was converted to the cargo area.
- The Airport Motel has continued to operate even though it is not well located from an Airport perspective.
- Since the Airport Motel site is strategically located beside a runway, the Airport has a need, which it perceives will be critical prior to 1998, to develop this property as part of its Air Cargo Development Plan.

Repairs Needed

The issue surfaces at this time because the Airport Motel needs substantial repair and maintenance. Lessee has requested that the City purchase its leasehold interest.

Appraisal

An appraisal values the lessee's interest at $265,000.00. This amount is acceptable to both the Aviation Department and the lessee. Funds are available and conversion of the use of the site is both economically and operationally desirable to the City.

The Problem

The problem arises because the City agreed in the 1957 lease not to permit any other property at the Airport to be used for "hotel, motel or rooming purposes" unless the City has first given the owner of the Airport Motel an opportunity to provide whatever additional hotel, motel or rooming units are thought to be needed at this site. There is no provision in the Airport Motel lease that anticipated the possibility that the passenger terminal would be relocated to the other side of the Airport. The lessee contends that it has the right to build and operate a hotel at the site of the new terminal if the City decides that one should be located there prior to termination of the lease in 1998.

Even though there have been numerous discussions/negotiations between the City and the motel owner in the last 10-12 years, an agreement has never resulted because the motel owner perceives the right to construct and operate a hotel at the new terminal to be valuable and the City has been unwilling to acknowledge that the owner has such a right under the provisions of the Airport Motel lease.

Laventhal and Horvath conducted a study in 1985 and concluded that the development of a 250-room, nationally affiliated hotel is feasible. However, additional studies would need to be done to determine economic feasibility in today's market.

Council Action: Council is requested to authorize a lease termination agreement that terminates the Airport Motel lease on August 31, 1990, except for the provision that lessee contends gives it rights at the new terminal and it would be preserved without prejudice to existing rights and arguments of both the City and the lessee regarding the meaning and enforceability of the language. The lessee would be paid the appraised value of its leasehold interest, $265,000.00.

Funding: Airport Air Cargo Development Capital Account.

Clearances: Aviation Director, Finance Director, and City Attorney.

22. Recommend approval of a contract with Executive Transportation Service, Inc., for operating demand responsive services for the transportation-disadvantaged on nights, weekends, and holidays.

Recommended Contract: The proposed two year contract is to provide transportation service for the transportation-disadvantaged on nights, weekends and holidays. The Proposal Review Committee, composed of representatives of the Transportation, Budget and Evaluation, and Purchasing departments, recommends a new contract be awarded to Executive Transportation Service, Inc., at a cost of $21.99 per client per trip (not to exceed an annual cost of $325,000) during the first year and a price of $24.18 per client per trip (not to exceed an annual cost of $360,000) during the second year.

Background on the Special Transportation Service (STS) and the RFP process is attached.

Executive Transportation Service is recommended because:

1) The company has performed satisfactorily over the past seven months in which it has operated night, weekend, and holiday service for STS. STS experienced minor problems with Executive Transportation in the area of contract administration. The new contract includes penalties to improve the company's administrative performance.

2) Executive Transportation has entered into a partnership with Pony Express Transportation Systems (P.E.T.S.) of Harvey, Illinois to increase their expertise in disabled transportation. P.E.T.S. has operated elderly/handicapped services for over 14 years. They will provide high-quality vehicles and training/operations experience to Executive Transportation under the new contract.

3) Executive Transportation offered a competitive price proposal which is lower than the cost for which STS could operate the service during these low-demand periods. The company's price proposal was slightly higher than the low bidder, Family Transportation ($21.00 and $23.00 per client per trip, respectively, for the two-year period). Family Transportation's capability of performing the service could not be substantiated by the committee on the basis of the firm's one-page response to the RFP.

4) Executive Transportation is certified with the City as a disadvantaged business enterprise (DBE).

The City Manager concurs in the Proposal Review Committee's selection. Council is requested to authorize the City Manager's execution of a two-year contract with Executive Transportation.

Funding — Special Transportation Service Division Operating Budget.

Clearances — Transportation, Budget and Evaluation, and Purchasing departments. The Special Transportation Advisory Committee (STAC) has been advised of the solicitation process and contractor selection. STAC concurs in the award to Executive Transportation.

Attachment No. 10

23. Recommend award of exclusive transit advertising concession to TDI, Inc.

Bus Advertising

The City has had an agreement with TDI, Inc. for exclusive interior and exterior advertising privilege on Charlotte Transit vehicles for five years. This advertising concession generates revenue based upon 50 percent of the gross receipts, with a minimum annual guarantee of $750.00 per peak hour bus.

Three Year Contract Recommended

The current agreement will expire on August 31. Requests for proposals were sent to nine agencies across the country. Two responses were received. A selection committee from Purchasing, Budget, CTS and CDOT reviewed the proposals.

The TDI proposal will pay the City 55 percent of the gross receipts, and guarantees $1,020.00 per peak hour bus per year. Over the three-year agreement period, the minimum will amount to $400,860.00.

Carolina Posters offered 52 percent, a guarantee of $765.00 per bus, and an additional $20,000.00 a year in billboards. This would amount to a miminum of $360,645.00 over the three-year agreement.

The committee recommends that Council grant these privileges to TDI for three years, with a renewal clause for two more years.

Clearances

Budget and Evaluation, Purchasing and CDOT.

24. Recommend adoption of a resolution providing for the issuance sale of $81,210,000 in General Obligation bonds on September 11, 1990.

General Obligation Bonds

Through the City's normal bond sales and capital expenditure planning cycle, bond sales are scheduled based on cash flow needs. This process has provided the basis for an upcoming General Obligation bond sale.

It is anticipated that current market and economic conditions will result in favorable debt cost to the City. However, the City's Finance Department will continue to closely monitor market and economic conditions and as the sale date approaches, if market conditions have changed to the extent that they may produce unfavorable debt cost to the City, either the size of the sale will be reduced or the sale will be postponed until a more favorable market occurs.

General Obligation bonds totaling $81,210,000 are planned for sale on September 11, 1990. An attachment details the various authorizations and related projects.

Resolution Adoption of the resolution accomplishes the following:

City Council authorization for issuance (sale) of bonds; stating amount, date and purpose of issue.

Fixing the form and manner of execution of the bonds.

Ratification of actions taken by the Local Government Commission.

Approval of the Official Statement relating to such bonds.

Clearances Finance and Bond Counsel.

Attachment No. 11

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The City Attorney advises that agenda items no. 25 through 43 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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PERSONNEL

25. A. Recommend adoption of a resolution amending the Deferred Compensation Plan to adopt the International City Management Association Retirement Corporation (ICMA-RC) Plan Document.

Deferred Compensation Plan — The City provides a deferred compensation plan for employees under Section 457 of Internal Revenue Code. The City has its own plan document which was approved by the Internal Revenue Service in 1985. This document sets forth the provisions which govern the City's deferred compensation plan. It is recommended that the City adopt the International City Management Association Retirement Corporation prototype plan document to replace the City's plan document. This recommendation is being made in order to avoid the cost and time involved in amending the plan when changes are made in Section 457 of the Internal Revenue Code.

Clearances — Personnel Department.

B. Recommend adoption of a resolution amending the Personnel Rules and Regulations to suspend the leave cash-in policy under the City's Deferred Compensation Plan.

Deferred Compensation — Under the City's deferred compensation plan, a benefit is provided which allows employees the option to cash in accrued vacation and sick leave as deferred compensation at retirement or three years prior to the calendar year in which retirement is anticipated.

IRS — The City recently learned of a revenue ruling which is currently being circulated within the Internal Revenue Service (IRS) specifically addressing the issue of deferring accrued vacation and sick leave. The tentative conclusion of this revenue ruling states that amounts accrued by employees under bonafide vacation leave, sick leave and similar plans cannot be used to fund a contribution to a 457 deferred compensation plan.

Suspend Cash-In Policy	A local tax attorney and the City Attorney's Office recommend the City take a conservative approach with the current status of the law and suspend the leave cash-in policy pending a final IRS ruling. They feel the City would be jeopardizing the entire deferred compensation plan for the benefit of a small number of individuals if the leave cash-in policy is continued. The Personnel Department concurs with this recommendation.
Council Action	It is recommended that City Council approve adoption of a resolution suspending the leave cash-in policy under the deferred compensation plan with the understanding that the policy will automatically be reinstated if a favorable ruling is issued at a later date.
Clearances	Personnel Department, City Attorney.

BUDGET ORDINANCE

26. A. Recommend adoption of budget ordinance to provide a supplemental appropriation of $75,000 for water main extension along West John Street, South Trade Street and Weddington Road in Matthews.

Water Main Project	The following bid section recommends a low bid award of $669,505.00 by B.R.S., Inc. for construction of 16-inch water main along West John Street, South Trade Street and Weddington Road in Matthews.
Budget Ordinance	Total project cost to include engineering services and construction is estimated to be approximately $704,000. These figures represent a budget shortage of approximately $75,000.
Funding	Transfer of capital funds from a previously completed project.

B. Recommend adoption of budget ordinance of $558,000 for the construction of Colony Road Extension - Phase I.

Colony Road Project

The November, 1987 bond referendum included $3,207,000 for Colony Road Extension - Phase I. This project provides for the extension of and improvements to Colony Road from south of Fairview Road to Carmel Road, and for improvements to Carmel Road at Sharon View Road. The following bid section recommends award of a $1,564,682.51 construction contract to Dickerson Carolina.

$558,000 Needed

The FY91 CIP appropriated $3,207,000 for the design, right-of-way acquisition, and construction of Colony Road Extension - Phase I based on the following estimates:

Design	$ 207,000
Right-of-Way Acquisition	$1,400,000
Construction	$1,600,000

However, because of additional costs, the anticipated final cost of the project has been revised to $3,765,000. The reasons are:

A. Design-related costs were higher than originally estimated, ($300,234 versus $207,000), due to the need for additional engineering work and meetings with property owners to address questions raised during the public involvement and right-of-way acquisition phases, design costs for retaining wall to eliminate the need to acquire one residence, unexpected additional survey and utility location work and staff costs to administer the consultant contract.

B. An additional $128,450 is needed for anticipated settlements on a number of right-of-way condemnations. Forty percent of the acquisitions for this project resulted in condemnations. This is a high percentage of condemnations and it results in greater costs to the City.

C. An additional $336,316 is needed for higher than estimated construction related expenses. The original budget estimates did not include contracting for construction inspection and administrative services. However, due to the Engineering Department's extensive construction workload, it was necessary to award a construction administration contract for $249,634. The remainder of the $336,316 needed will cover departmental costs related to the construction phase, as well as $50,000 for a future landscaping contract.

Funds Private Sector Leveraging Program.

Clearances Engineering and the Budget and Evaluation Departments.

BID LIST

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

A. 2 - 28 (Adult) Passenger Buses D.O.T.
Recommendation: By the Purchasing Director and the Transportation Director that the only bid received, Thomas Built Buses, High Point, N. C., in the amount of $105,200.00, be accepted for award of contract.

Project Description: These buses will be used by Special Transportation Services for the transportation of City employees and citizens involved in City sponsored programs. The vehicles scheduled to be replaced are 1973 models and maintenance costs will continue to be high.

Source of Funding: General Capital Equipment Fund - (CDOT - Specialized Transportation).

B. 20 - Mobile Data Terminals — Police Dept.

Recommendation: By the Purchasing Director and the Police Chief that 20 - Mobile Data Terminals be purchased from the present City Contract #79-172 with Motorola C & E, Inc., Charlotte, N. C., at $3,998.00 each, for a total of $79,960.00. Contract #79-172 was awarded to Motorola C & E, Inc. by City Council on December 11, 1989.

Project Description: These data terminals which are installed in police vehicles are needed due to an increase in the number of cars in the police fleet.

Source of Funding: 12 - Capital Equipment Fund - (Police Department), 8 - General Fund - (Police Department).

C. Vitrified Clay Pipe — Utility Dept.

Recommendation: By the Purchasing Director and Utility Director that the low bid, Pump & Lighting Company, Charlotte, N. C., in the amount of $64,636.25, be accepted for award of contract on a unit price basis.

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

Source of Funding: Water and Sewer Fund - (Wastewater Collection - Maintenance and Construction Materials and Supplies).

D. 209 Sets - Self Contained Breathing Apparatus — Fire Dept.

Recommendation: By the Purchasing Director and the Fire Chief that 209 sets of self contained breathing apparatus and related equipment be purchased from the present City Contract #80-111 with Interspiro, USA, Inc., Branford, Ct., in the amount of $483,549.78. Contract #80-111 was awarded to Interspiro, USA, Inc. by City Council on February 12, 1990.

Project Description: This self contained breathing apparatus is the respiratory protection equipment used by firefighters in the performance of their jobs. This purchase will continue the program begun in February, 1990, to effect a complete turnover of the Fire Department's existing breathing apparatus which is in poor condition and technologically obsolete.

Source of Funding: General Fund - (Fire Department).

E. Water Distribution Project 16-Inch Water Main Along McKee Road - From Tilley Morris Road To Weddington Road — Charlotte-Mecklenburg Utility Department

Recommendation: Director, Charlotte-Mecklenburg Utility Department recommends that the low bid by Jimmy R. Lynch & Sons of Pilot Mountain, North Carolina in the amount of $321,047.35 be accepted for award of contract on a unit price basis.

Project Description: Construction of this project would extend water service along McKee Road from Tilley Morris Road to Weddington Road.

Source of Funding: Water and Sewer Capital Improvement Fund - (Water Main Along Weddington and McKee Roads).

F. Water Distribution Project 16-Inch Water Main Along West John Street, South Trade Street and Weddington Road In Matthews — Charlotte-Mecklenburg Utility Department

Recommendation: Director, Charlotte-Mecklenburg Utility Department recommends that the low bid by B.R.S., Incorporated of Richfield, North Carolina in the amount of $669,505.56 be accepted for award of contract on a unit price basis.

Project Description: Construction of this project would extend water service along West John Street, South Trade Street and Weddington Road in Matthews.

Source of Funding: Water and Sewer Capital Improvement Fund - (Water Main Along Monroe Road and Weddington Road). Pending approval of budget ordinance.

G. Sidewalk Construction — Engineering

Recommendation: By the City Engineer that the low bid of $171,378.38, as submitted by Ferebee Corporation, be accepted for award on a unit price basis.

Project Description: The work under this contract consists of furnishing all materials necessary to construct sidewalks at the following locations: Colony Road from Roxborough Road to Runnymede Lane; Reece Road from Park Road to Arbor Lane; Country Club Drive from Matheson Avenue to Shamrock Gardens Elementary School; Nations Ford Road from Short Hills Drive at Dinaden Drive.

Source of Funding: General Capital Improvement Fund - (Sidewalk Program - 1987 Street Bonds).

H. Colony Road Extension, Phase I — Engineering

Recommendation: By the City Engineer that the low bid of $1,502,312.51, plus Alternates #1 and #3, as submitted by Dickerson Carolina, be accepted for award on a unit price basis.

Project Description: This project provides for extension of and improvements to Colony Road from south of Fairview Road to Carmel Road. This project also provides for improvements to Carmel Road and Sharon View Road.

Source of Funding: General Capital Improvement Fund - (Colony Road Extension - Phase I - 1988 Street Bonds).

I. Mallard Creek Wastewater Treatment Phase I Improvements — Charlotte-Mecklenburg Utility Department

Recommendation: Director, Charlotte-Mecklenburg Utility Department recommends that the low bid by Christopher Construction Company of Columbus, Ohio, in the amount of $4,403,000.00 be accepted for award of contract on a lump sum basis.

Project Description: This contract is for the construction of additions and/or modifications to the Mallard Creek Wastewater Treatment Plant to increase the capacity from 3.0 to 6.0 million gallons per day. The work includes all site work, excavation, dewatering, yard piping, electrical and other work.

Source of Funding: Water and Sewer Capital Improvement Fund - (Mallard Creek Wastewater Treatment Plant Addition).

J. Mint Museum of Art Slate Roof Recovery — Mint Museum

Recommendation: By the General Services Director that the project be awarded to Able Roofing Company of Charlotte, the low bidder, in the amount of $123,795.00.

Project Description: The existing roof is 55 years old and in poor condition. The average life expectancy for this type of system is from 30 to 50 years.

Source of Funding: General Capital Improvement Fund (Building Maintenance - Pay-As-You-Go Tax Levy).

CONTRACT

28. Recommend approval of a claims administration contract with Gay and Taylor, Inc. for the period of July 1, 1990 to June 30, 1991.

Claims: For a number of years the City has contracted with a third party administrator (TPA) to process workers' compensation, automobile liability and general liability claims. Earlier this year, Council approved a six month contract with the present TPA, Gay and Taylor, Inc. The initial contract was limited to six months with the intent of binding the proposed 12 month contract to run concurrent with the fiscal year.

Funding: Division of Insurance and Risk Management Operating Budget.

Clearances: Finance Department.

FOURTH WARD AGREEMENTS

29. Recommend: (A) Approval of agreements with Duke Power for underground wiring and street lights on Graham Street from Seventh Street to Tenth Street at a cost of $360,010.33; (B) Approval of an agreement with Friends of Fourth Ward for half the cost of the street lights, $38,511.75; (total cost to the City is $321,498.58); and (C) Adoption of a budget ordinance appropriating $38,511.75 from The Friends of Fourth Ward.

Fourth Ward Plan: The Fourth Ward Redevelopment Plan was amended by City Council in November, 1985. A major emphasis of the amendment was the need for brick sidewalks, decorative street lights, and underground wiring on Graham Street through the historic district. The Friends of Fourth Ward agreed to pay half the cost for pedestrian street lights on Graham Street as part of the plan. City Council approved funding for the improvements on Graham Street in the FY87 CIP. To keep the project within budget, the limits of improvements are from Seventh Street to Tenth Street. Improvements from Fifth Street to Seventh Street will be by private sector as redevelopment occurs.

Council Action: Council is asked to approve agreements for the underground wiring and street lighting. A separate contract for brick sidewalks and landscaping will be forthcoming to Council in approximately six months.

The cost breakdown is as follows:

Duke Power underground wiring	$257,898.00
Duke Power street lighting, secondary wiring and traffic mast arms	102,112.33
	$360,010.33

Funding: Fourth Ward - West of Graham Capital Account and Friends of Fourth Ward Contribution.

Clearances: Engineering Department, Community Development Department has reviewed this request.

CONTRACT AMENDMENT

30. Recommend approval of Amendment No. 1 to the City-County contract for utility extension into County Community Development target sectors.

Original Contract: Extension contract with Mecklenburg County for construction of water/sewer lines.

Location: Community Development target areas of Crestdale, Rockwell Park, Hemphill Heights, Hampton Park, ABC Avenue, Old Plank Road and Moore's Chapel.

Approved: February 22, 1988.

Amendment No. 1: To include additional water/sewer mains in the Hampton Park community.

Previous Council Action: The City has a contract with W. K. Dickson Company to perform engineering and construction inspection services for water and sewer mains in the previously listed target areas. On June 25, 1990, Council amended that contract at the request of the County to add the Hampton Park area.

Funding: Provided by Mecklenburg County.

Clearances: Utility Department.

CHANGE ORDER

31. Recommend approval of Change Order No. 1 for $52,422.84 to the contract with Howard Management Group of Greensboro, North Carolina for construction of an extension of the 54-inch water main.

Contract: Extension of 54 inch water main, contracts F and G
Purpose: Provide additional water service to southeast Charlotte by extending the 54-inch feeder main from Vanizer Street to Franklin Treatment Plant on Highway 16.
Contractor: Howard Management Group of Greensboro
Date of Award: May 22, 1989
Contract Amount: $4,798,000.00
Change Order: $52,442.84

Change Order: During the construction phase of Contract G, several items of the project were changed:

- A service station was built at the corner of Brookshire Boulevard (Highway 16) and Lawton Road since award of this contract. The contractor incurred additional expenses of $32,745.10 and delay of work due to this unexpected conflict.

- Extra work was required in the grouting of couplings under the railroad crossings for a sum of $1,952.50.

- Extra work $19,245.24 was required at Hoskins Road.

- HMG has offered a lump sum credit of $1,500 in lieu of furnishing the resident engineer's office for this contract.

Funding: Transmission Main - Franklin Plant to 54-inch Water Main Capital Account.

Clearances: Utility Director.

ACCEPT GRANT/BUDGET ORDINANCE

32. Recommend adoption of a resolution accepting Federal Aviation Administration grant of $3,148,009.00 and adoption of an ordinance appropriating these grant monies to provide reimbursement for avigation easements acquired as a part of noise litigation settlements.

FAA Grant — The grant of $3,148,009.00 will provide the Federal share of project costs for the acquisition of avigation easements acquired during 1984 and 1985 in connection with settlement of certain pending Airport noise suits associated with the opening of the 10,000 ft. runway in 1979. This Federal grant reimburses the City for 75% of the total acquisition cost of $4,197,345.00. The City's share of the projects costs, $1,049,336.00, was included in the 1985 Airport Revenue Bond package and will be debt serviced through Airport fees and charges.

Ordinance — The ordinance appropriates Federal funds of $3,148,009.00. Council has previously appropriated 1985 Airport Revenue Bonds to cover the City's share of project costs.

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

FUNDING TRANSFERS

33. Recommend adoption of a budget ordinance revising funding sources on various Utility Department Capital Improvement Projects.

IRS Regulations — A revision of funding sources is required in an effort to meet Internal Revenue Services regulations concerning bond funds that are not expended within three years. The Utility Department needs to transfer bond funds from projects that have been temporarily delayed to projects that are more on schedule in order to avoid IRS penalties.

These revised appropriations represent no net change in funding amounts, but simply a revision of funding sources.

Council Action This action will authorize the Finance Director or his designee to make the following changes in appropriations.

1. Transfer of $1,363,455.11 in 1986 Sewer Bonds from Walker Branch Outfall Capital Account to Back Creek Outfall Capital Account ($800,000) and Stony Creek Outfall Capital Account ($563,455.11).

2. Transfer $800,000 from Back Creek Capital Account to Walker Branch Capital Account.

3. Transfer $563,455.11 from Stony Creek Capital Account to Walker Branch Capital Account.

Clearances Utility Department.

HOUSING CODE ENFORCEMENT

34. Funds for the following actions are available and liens will be placed against the properties for the costs incurred. Detailed information is attached.

A. Recommend adoption of an ordinance authorizing the use of In Rem Remedy to demolish and remove the dwelling located at 724-26 Herrin Avenue (4 units) (North Charlotte).

B. Recommend adoption of an ordinance authorizing the use of In Rem Remedy to demolish and remove the dwelling located at 1021 N. Harrill Street, #1 & #2 (Belmont).

C. Recommend adoption of an ordinance authorizing the use of In Rem Remedy to demolish and remove the dwelling located at 814 E. 17th Street, Apts. A & B (Belmont).

D. Recommend adoption of an ordinance authorizing the use of In Rem Remedy to demolish and remove the dwelling located at 1101 E. 35th Street, Apts. A, B, C and D (North Charlotte).

E. Recommend adoption of an ordinance authorizing the use of In Rem Remedy to demolish and remove the dwelling located at 1227 N. Allen Street (Belmont).

F. Recommend adoption of an ordinance authorizing the use of In Rem Remedy to demolish and remove the dwelling located at 3607 Cheshire Road (Mallard Creek).

G. Recommend adoption of an ordinance authorizing the use of In Rem Remedy to demolish and remove the dwelling located at 817 E. 17th Street (Belmont).

H. Recommend adoption of an ordinance authorizing the use of In Rem Remedy to demolish and remove the dwelling located at 1245-47 Pegram Street (Belmont).

Attachment No. 12

MUNICIPAL RECORDS

35. Recommend adoption of a resolution amending the Municipal Records and Disposition Schedule.

Council Action: This action, requested by the Police Department, amends the Council-adopted Municipal Records and Disposition Schedule to be consistent with the North Carolina Sheriffs' Schedule regarding the destruction of criminal history or closed case records, and as recommended by the Division of Archives and History, Department of Cultural Resources.

The present schedule permits the destruction of felony records after 20 years; this will be revised to 10 years. The present schedule permits the destruction of misdemeanor, investigation, noncriminal, missing persons, etc. after five years; this will be changed to two years.

Clearance: Police Department, City Attorney, City Clerk.

STORM DRAINAGE ASSESSMENTS

36. A. Recommend adoption of the assessment roll for the storm drainage repairs made at 4811 Gaynor Road.

Location of Drainage Problem: 4811 Gaynor Road.

Ranking: High Priority.

Improvements to be Made: Regraded existing channel, repaired existing headwall and replaced approximately 110 feet of damaged 30-inch reinforced concrete pipe with new pipe of same size and type.

Total Cost of Repairs: $28,017.83 (original estimate $33,000.00)

Involved Property Owner(s) Cost: One-fifth of the private property cost, less $50 study fee ($5,553.57).

City's Cost: City pays four-fifths of the private property cost ($22,414.26).

Hearing Requirements: No public hearing was required since the involved property owner signed the petition.

Funding: Storm Drainage Repair Account.

B. Recommend adoption of the assessment roll for the storm drainage repairs made at 3910 and 3918 Dunwoody Drive.

Location of Drainage Problem: 3910 and 3918 Dunwoody Drive.

Ranking: Moderate Priority

Improvements Made: Construction of a pipe collar to repair a separation that occurs at the junction of a 42-inch reinforced concrete pipe and a 42-inch corrugated metal pipe.

Total Cost of Repairs: $3,995.52. (original estimate $5,200.00)

Involved Property Owner(s) Cost: One-half of the private property cost, less $50 study fee ($1,997.76).

City's Cost: City pays the remaining cost of improvements on private property ($1,997.76).

Hearing Requirements: No public hearing was required since the involved property owners signed the petition.

Funding: Storm Drainage Repair Account.

C. Recommend adoption of the assessment roll for the storm drainage repairs made at 2026 Emerywood Drive.

Location of Drainage Problem: 2026 Emerywood Drive.

Ranking: Moderate Priority.

Improvements Made: Construction of a pipe collar to repair a separated joint in an existing 15-inch reinforced concrete pipe.

Total Cost of Repairs: $5,490.60 (petition estimate $2,700)

Involved Property Owner(s) Cost: According to the program's policy, if the final cost is greater than the estimate, the assessment will be one half the estimated cost, less $50 study fee ($1,300).

City's Cost: City pays the remaining cost of improvements on private property ($4,140.60).

Hearing Requirements: No public hearing was required since all involved property owners signed the petition.

Funding: Storm Drainage Repair Account.

SPEED LIMITS

37. A. Recommend adoption of an ordinance amending City Code Section 14-131(c) to change the speed limit on one Charlotte street.

Independence Boulevard is a thoroughfare street, with a recommended speed limit of 45 mph, in accordance with the Council Thoroughfare Speed Limit Policy. The section of Independence Boulevard between Waterman Avenue and Fugate Avenue is currently 35 mph, based on a substandard design of roadway. The State, however, has just completed its construction on this section of road, so the standard 45 mph limit would be appropriate.

Independence Boulevard between Waterman Avenue and Fugate Avenue

B. Recommend adoption of ordinance to lower the speed limit on two neighborhood streets from 35 miles per hour to 30 miles per hour.

The two streets in the Raintree neighborhood are winding streets, and based on the engineering evaluation, appropriate for a 30 miles per hour speed limit. The streets are:

Four Mile Creek Road
Raintree Lane

The neighborhood has been notified of the pending change.

C. Recommend adoption of ordinance to lower the speed limit on eight neighborhood streets from 35 miles per hour to 25 miles per hour.

In accordance with Council's approved policy, eight streets in six neighborhoods have had petitions validated and are determined by engineering study to be appropriate for a 25 miles per hour speed limit. The streets are:

Bradenton Drive (Quail Hollow Estates)
Christenbury Road (Hunter Acres)
Dunlavin Way
Foxmoor Drive (Carmel Valley)
Goodwin Avenue (Commonwealth)
Rollins Avenue (Commonwealth)
Wandering Way Drive (Woodbridge)
Waterford Road (Carmel Valley)

SET PUBLIC HEARINGS

38. A. Recommend adoption of a resolution of intent to abandon a portion of James Avenue and set a public hearing for September 24, 1990.

B. Recommend adoption of a resolution of intent to abandon a portion of an alleyway off West Fifteenth Street and set a public hearing for September 24, 1990.

C. Recommend adoption of a resolution of intent to abandon a portion of an alleyway off East Sixteenth Street between Seigle Avenue and North McDowell Street and set a public hearing for September 24, 1990.

D. Recommend adoption of a resolution of intent to hold a public hearing on September 24, 1990 to make storm drainage improvements as outlined by Petition I of the Plaza-Shamrock Neighborhood Stormwater Repair Project.

E. Recommend adoption of a resolution of intent to hold a public hearing on September 24, 1990 to make storm drainage improvements as outlined by Petition II of the Plaza-Shamrock Neighborhood Stormwater Repair Project.

F. Recommend adoption of resolution setting a joint public hearing for September 17, 1990, at 6:00 p.m. in the Meeting Chamber, 600 East Fourth Street, by the City Council and the Charlotte-Mecklenburg Historic Landmarks Commission concerning the designation of the Gateway and Century Buildings and the land associated therewith as historic landmark.

G. Recommend adoption of resolution setting a joint public hearing for September 17, 1990, at 6:00 p.m. in the Meeting Chamber, 600 East Fourth Street, by the City Council and the Charlotte-Mecklenburg Historic Landmarks Commission concerning the designation of the McNinch House and the land associated therewith as historic landmark.

H. Recommend adoption of four resolutions stating the intent to annex property owned by the City and setting public hearings on the annexations on September 10, 1990.

Continuing the policy of annexing adjacent City owned property, staff initiated a survey of all City-owned property not located within the Charlotte corporate limits. The survey identified the following four areas as containing tracts of City-owned land: Dixie Road, West Boulevard, Paul Brown Boulevard/Byrum Drive and Nannie Price/Warren Roads. All the areas are contiguous to the City's corporate limits.

I. Recommend adoption of a resolution providing for public hearings to be held on September 26, 1990 at 6:00 p.m. and on October 11, 1990 at 6:00 p.m. on the new, comprehensive, proposed Zoning Ordinance for the City of Charlotte and Mecklenburg County.

This will establish public hearing dates on the proposed Charlotte and Mecklenburg County Zoning Ordinances. The public hearings will be held jointly by the Charlotte City Council, the Mecklenburg County Board of Commissioners, and the Charlotte-Mecklenburg Planning Commission in the Charlotte-Mecklenburg Government Center meeting chamber.

SPECIAL OFFICER PERMIT

39. Application for Special Officer Permit

A. Recommend approval of application for special fofficer permit to Bobby Gene Allman for use on the premises of Charlotte/Douglas International Airport.

B. Recommend approval of application for special officer permits to Roger Carlton LaShombe and Annetta Kay Roark for use on the premises of the Parks and Recreation Department.

ANNUAL ORDER OF COLLECTION OF TAXES

40. Recommend adoption of an order of collection empowering the Office of the Tax Supervisor to collect the City's ad valorem taxes.

John C. Petoskey, City-Councy Tax Administrator recommends, upon the advice of the City-County Tax Attorney, that the City Council adopt and that the Mayor sign an annual order of collection of taxes. This action has been taken in previous years.

TAX REFUND

41. Recommend the adoption of a resolution authorizing the refund of certain taxes in the total amount of $29,127.23 which were assessed through clerical error or illegal levy against 66 tax accounts.

CONDEMNATION RESOLUTION AMENDMENT

42. Recommend adoption of a resolution adopted by City Council on April 23, 1990, authorizing condemnation proceedings for the acquisition of certain real property located at 7124 Idlewild Road.

Original Resolution: On April 23, 1990, City Council adopted a resolution authorizing condemnation proceedings for the acquisition of real property located at 7124 Idlewild Road. This acquisition is needed for the Idlewild Road Widening - Phase II project.

Correction The legal description in the original resolution contained "607 square feet for temporary construction easement." This was an error and the wording should be "809 square feet for temporary construction easement." No additional funds required for this correction.

Clearances Engineering and Legal Departments.

PROPERTY TRANSACTIONS

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

1. Project: Idlewild Road Widening - Phase II
   Owner(s): Piedmont Natural Gas Company, Inc.
   Property Address: Idlewild Road
   Property to be acquired: see comments below
   Improvements: n/a
   Price: $97,301.00
   Remarks: Piedmont Natural Gas has a 12" gas main which is in conflict with the construction of the new bridge on Idlewild between Lynfield and Idlebrook Drive. The gas main is located in PNG right-of-way and PNG will relocate the main to a new utility easement granted by the City for a cost of $97,301. Relocation will be complete prior to the construction of the bridge.

2. Project: Park Road/Johnston Road Widening-Phase II, Segment I
   Owner(s): Quail Hollow No. 4 Homeowners Association, Inc.
   Property Address: Park Road/Sharon Road/Gleneagles Road
   Property to be acquired: n/a
   Improvements: irrigation system, split rail fence, willow oak trees
   Price: $60,443.00
   Remarks: Above captioned purchase price is based on written bids for replacing those items listed under improvements that will be removed or damaged during construction of this project.

3. Project: Idlewild Road Widening - Phase II
   Owner(s): Carl G. Ballard and wife, Dorothy A. Ballard
   Property Address: 8111 Idlewild Road
   Property to be acquired: 10,738 sq. ft. (0.246 ac.) plus temporary construction easement
   Improvements: large shade trees, concrete drive, plus screening from parcel #1

Price: $15,000.00
Remarks: Property is zoned R-9 and used as residential.

4. Project: Park Road/Johnston Road Widening-Phase II, Segment I
Owner(s): Brooks P. Baker and wife, Judith S. Baker
Property Address: 8309 Merrimack Court
Property to be acquired: 2,875 sq. ft. (0.0660 ac.), plus temporary construction easement 4,089 sq. ft.
Improvements: landscaping, sidewalk, split rail fence, shade trees, irrigation system and berm
Price: $15,750.00
Remarks: Zoned R15, used as single family residential.

5. Project: F.A.R. Part 150 Airport Noise Compatibility Program - Residential Purchase
Owner(s): John W. Watts and Julia B. Watts, husband and wife
Property Address: 2207 Boyer Street
Property to be acquired: .780 ac. (33,105 sq. ft.)
Improvements: 3 bedrooms, 1073 sq. ft. ranch home.
Price: $53,500.00
Remarks: Property purchased under Federal Guidelines 49 CFR Part 24 of the Uniform Acquisition & Relocation Act 1970. Owners eligible for relocation benefits. Acquisition eligible for Federal Aviation Administration reimbursement.

6. Project: Airport Master Plan Land Acquisition - Wallace Neel Road - Residential Purchase
Owner(s): Beuna S. Simpson
Property Address: 3817 Wallace Neel Road, Charlotte, NC
Property to be acquired: .401 ac. (17,500 sq. ft.)
Improvements: 3 bedrooms, 1100 sq. ft. ranch home
Price: $52,800.00
Remarks: Property purchased under Federal Guidelines 49 CFR Part 24 of the Uniform Acquisition & Relocation Act 1970. Owners eligible for relocation benefits. Acquisition eligible for Federal Aviation Administration reimbursement.

7. Project: Airport Master Plan Land Acquisition-
Wallace Neel Road - Residential Purchase
Owner(s): James D. & Thelma B. Williamson, husband and wife
Property Address: 7610 Wallace Neel Road, Charlotte, NC
Property to be acquired: .495 ac. (21,562 sq. ft.)
Improvements: 3 bedrooms, 1460 sq. ft. ranch home.
Price: $61,000.00
Remarks: Property purchased under Federal Guidelines 49 CFR Part 24 of the Uniform Acquisition & Relocation Act 1970. Owners eligible for relocation benefits. Acquisition eligible for Federal Aviation Administration reimbursement.

8. Project: Airport Master Plan Land Acquisition - Wallace Neel Road - Residential Purchase
Owner(s): Clarence W. & Zelma H. Hucks, husband & wife
Property Address: 7618 Wallace Neel Road, Charlotte, NC
Property to be acquired: .460 ac. (20,037 sq. ft.)
Improvements: 3 bedrooms, 1290 sq. ft. ranch home
Price: $54,200.00
Remarks: Property purchased under Federal Guidelines 49 CFR Part 24 of the Uniform Acquisition & Relocation Act 1970. Owners eligible for relocation benefits. Acquisition eligible for Federal Aviation Administration reimbursement.

9. Project: Airport Master Plan Acquisition - Wallace Neel Road - Residential Purchase
Owner(s): Francis S. Roland, widow
Property Address: 3809 Wallace Neel Road, Charlotte, NC
Improvements: 3 bedrooms, 1400 sq.ft. ranch home
Property to be acquired: .451 ac. (19,645 sq. ft.)
Price: $51,000.00
Remarks: Property purchased under Federal Guidelines 49 CFR Part 24 of the Uniform Acquisition & Relocation Act 1970. Owners eligible for relocation benefits. Acquisition eligible for Federal Aviation Administration reimbursement.

CONDEMNATIONS

1. Project: Shamrock Drive Widening
   Owner(s): Joseph Adu and wife, Vasty A. Newton, and any other parties of interest
   Property address: 1431 Eastway Drive
   Property to be condemned: 681 sq. ft. (0.0156 ac.) fee simple, 32 sq. ft. (0.0007 ac.) permanent utility easement, 982 sq. ft. (0.0225 ac.) temporary construction easement.
   Improvements: concrete parking area, sign & parking area lights, 3 trees
   Price: $11,900.00
   Reason for condemnation: Owner will not accept City's offer-wants double appraisal amount.

2. Project: Shamrock Drive Widening
   Owner(s): Robert C. Spivey, Jr. and any other parties of interest
   Property address: 1500 Shamrock Drive
   Property to be condemned: 121 sq. ft. (0.0028 ac.) fee 1,643 sq. ft. (0.0377 ac.) construction easement.
   Improvements: sign post, block wall, shrubs, paved parking, 3 phone booths
   Price: $9,125.00
   Reason for condemnation: Convenience store with gas pumps. Owner's attorney states will settle after construction is complete-not enough money.

3. Project: Transit Radius Improvement - The Plaza at 36th Street
   Owner(s): Mary K. Dalton, and any other parties of interest
   Property address: 3301 The Plaza
   Property to be condemned: 259 sq. ft. (0.006 ac.) in fee simple; 746 sq. ft. (0.017 ac.) construction easement.
   Improvements: none
   Price: $3,400.00
   Reason for condemnation: Zoned B1, used as fast food restaurant. Council approved an option on this property September 23, 1988. However, for over a year the closing attorney was unsuccessful in obtaining a release from HTL Enterprises, the tenant at that time, to secure clear title.

4. Project: Idlewild Road Widening - Phase II
   Owner(s): N. C. Playcare, Inc., or its successor by merger and any other parties of interest
   Property address: 6535 Idlewild Road
   Property to be condemned: 48 square feet (0.001 ac.) of right-of-way, 322 sq. ft. (0.007 ac.) of permanent utility easement and 2,455± sq. ft. (0.056 ac.) of temporary construction easement.
   Improvements: shrubs and landscaping
   Price: $2,500.00
   Reason for condemnation: Owners have refused to accept City's offer or sign any agreement after numerous attempts. Agreements have been sent 4 times with follow up telephone calls. Condemnation is recommended so that project will not be delayed. Property is zoned R-9MF and used as child day care center.

5. Project: Shamrock Drive Widening
   Owner(s): United Dominion Realty Trust, Inc., and any other parties of interest
   Property address: 3235 Shamrock Drive
   Property to be condemned: 7,898 sq. ft. (0.1813 ac.) fee simple, 70 sq. ft. (0.0016 ac.) utility easement, 19,213 sq. ft. (0.4411 ac.) construction easement.
   Improvements: trees, shrubs, fence & flag poles
   Price: $21,850.00
   Reason for condemnation: Storm drainage design on property is unacceptable to the owners. Review by City staff verifies storm drainage system must be constructed as planned.

State law requires that the following information be reflected in Council's minutes; no formal action is required.

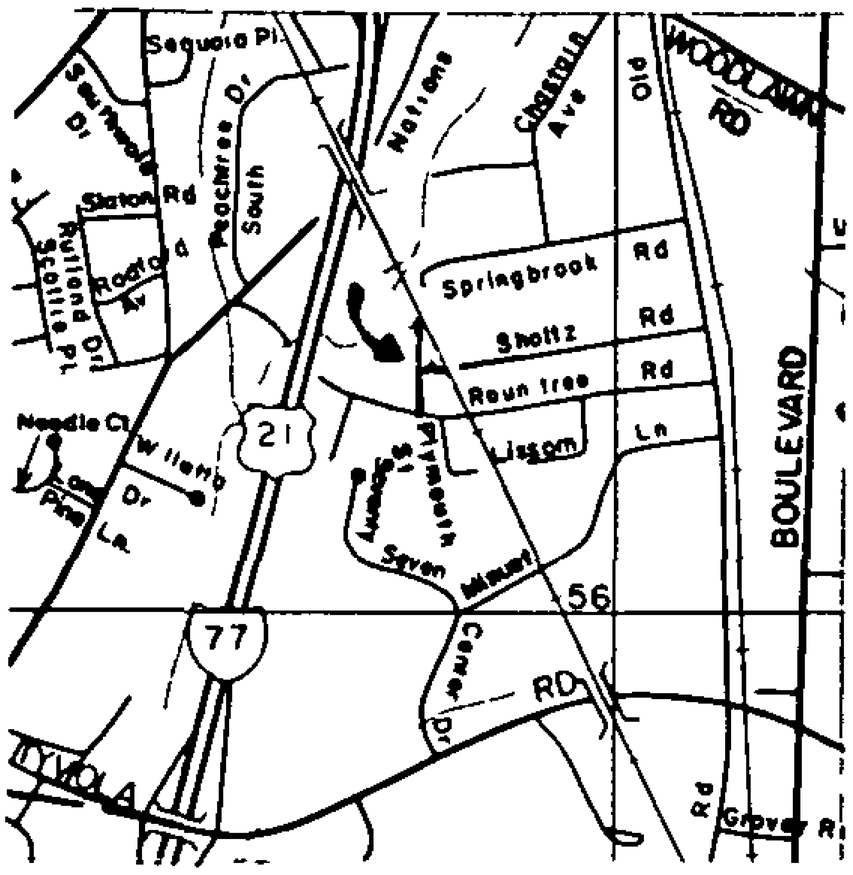
The City Manager has exercised his authority to transfer up to 10% of a department's budget or position allocation, as explained in the Council/Manager memo of July 18, 1990, to balance final FY90, year-end expenditures.

Transfer From:

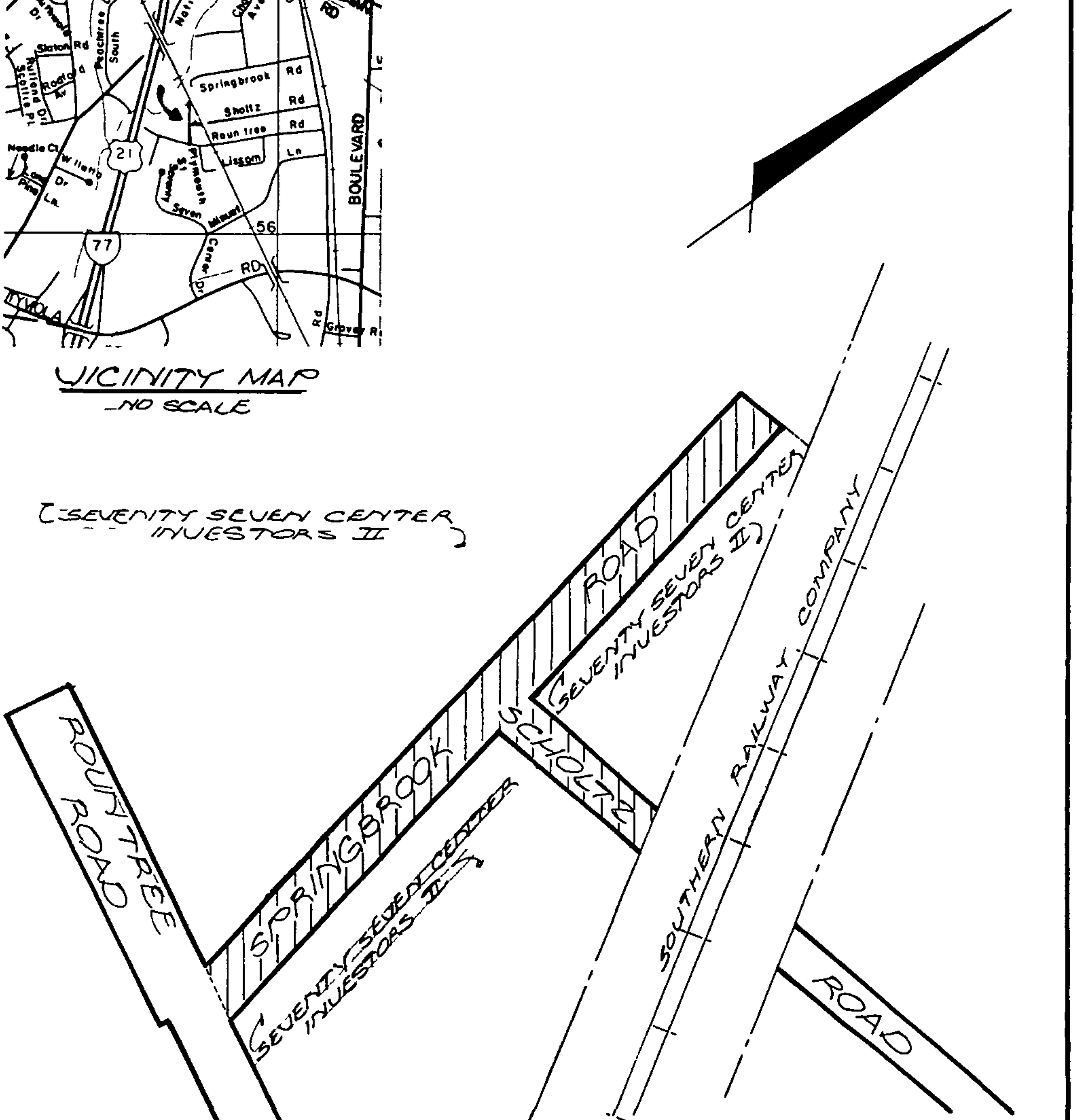
Position/Dollars	Department	Account
$47,000	Police	401.00
5,000	Budget and Evaluation	230.00

Transfer To:

Position/Dollars	Department	Account
$30,000	Purchasing	503.00
6,000	City Clerk	504.00
10,000	City Manager	102.00
6,000	Central Services	505.00



VICINITY MAP
NO SCALE



CHARLOTTE
ENGINEERING DEPARTMENT

REVISIONS	ABANDON A PORTION OF	JOB NO.
		FILE NO
DRAWN BY CCE	SPRINGBROOK ROAD SCHOLTZ ROAD	SHEET 1
CHECKED BY SBC		OF 1
C.T. ENGINEER	DATE 7/17/90 SCALE NONE	

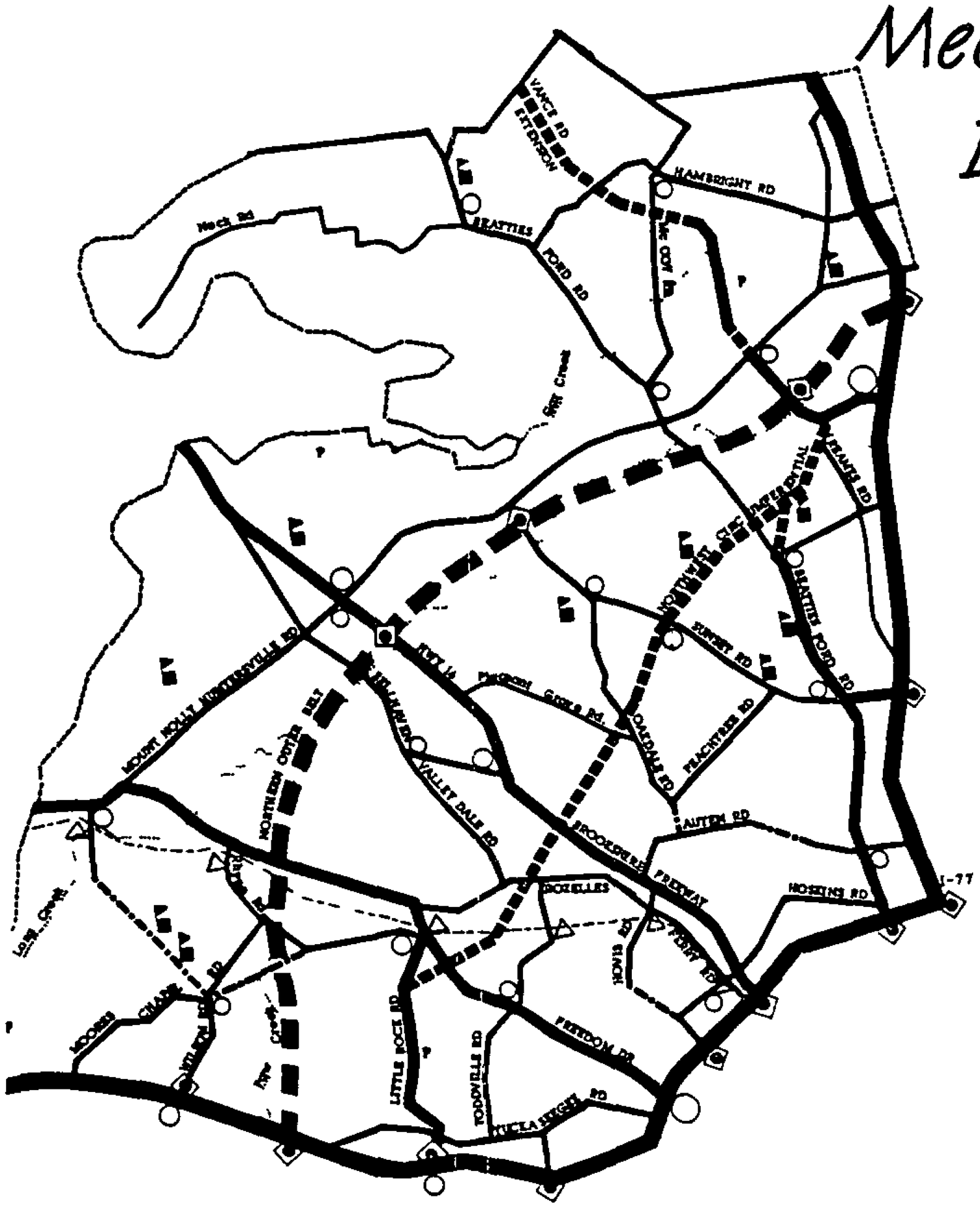
Sardis Road - Weddington Road Connector Impacts (as of 7/20/90)

Alternate	Color	Residences in R/W	Residences w/ setbacks affected	Residences within 200' of R/W	Needed Culverts or bridges	Length (miles)
D	Yellow Green Orange Blue	20	9	61	7	2.50
E	Yellow Blue	10	10	82	4	2.51
G'	Yellow Pink Blue	9	4	68	7	2.47
H	Yellow Blue Purple	15	10	93	5	2.59
H'	Yellow Blue Purple Magenta	8	10	65	5	2.52

Note: "Residences" include those for which building permits have been issued even though the structure is not completed.

DISTRICT PLANS

Northwest Mecklenburg District Plan



APPROVED BY CHARLOTTE-MECKLENBURG PLANNING COMMISSION

DECEMBER 12, 1989

PREFACE

The Northwest District Plan is a companion document to District Plans: General Policies and Recommendations. It applies the general policies more specifically to the Northwest District. For more detailed information on district planning and direction on various community-wide issues such as road improvements, package treatment plants, or streetscape design, refer to the general policy guide.

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ACKNOWLEDGEMENT

The Planning Commission staff acknowledges the valuable contributions made by the Northwest Study Group members. Their ideas, opinions, and desire for a quality community have been a vital component of this plan.

Mary Lynn Bugge
Ron Harrington
R.B. McClure, Sr.
Frank Pharr
Sam Smith
Elloree Erwin
Richard Lancaster
Mary McDaniel
Yates Reep
James Yancey
Jerri Hagler
Calvin McCall
Christine Parks
Marvin Smith
Rev. Stanley Crawford

INTRODUCTION

The Northwest District is located west of I-77, north of I-85, and east of the Catawba River. Its northern boundary basically follows the northern Long Creek Township line. These district plan boundaries differ slightly from those delineated in the 2005 Plan which divided the Long Creek community into two districts. The Northwest District Plan shifts the boundaries north encompassing all of the Long Creek community.

The Northwest District is probably the most diverse of the seven Mecklenburg County districts. It was settled very early, and its rural, agricultural history is still strongly evident in the district's northern end.

Changes have occurred closer to the central city. Two nearly parallel rail lines were constructed around the turn of the century in the district, and industrial development followed. Several mills, no longer in operation, were major employers. Neighborhoods were built around these employment concentrations, Thomasboro-Hoskins being the largest. The advent of the street car trolley and its extension into the northwest was also a catalyst for growth.

In the 1960's, I-85, the county's first interstate was constructed. The northwest was affected by being physically separated from the central city. Several neighborhoods were fragmented by the highway.

The industrial image of the district coupled with the I-85 construction and the lack of water and sewer services have impeded the suburban residential growth experienced in other districts of the county. Several attractive suburban neighborhoods were established in the late 1960's and early 1970's, but growth in general has been slow.

Recognizing the need to redistribute projected growth to all areas of the county, the 2005 Generalized Land Plan recommends that the Northwest District be targeted for new growth. Locations for new employment and residential concentrations are included in the plan. Capital improvements such as extension of sewer and water services are also recommended as incentives for growth.

In the last five years interest in the district has increased. Some of the interest can be attributed to redirection of growth strategies, but other factors are influencing the changing perceptions as well. Reasonable land costs, a fairly uncongested road system, proximity to Mt. Island Lake, the rural character, and the general appeal of the land itself are factors. The northwest has been discovered and changes are on the horizon.

This district plan provides direction needed to manage the growing interest in the district. It also addresses problems and opportunities associated with declining areas closer into the central city.

EXISTING DEVELOPMENT PATTERN: A GENERALIZED OVERVIEW

The land use pattern in the northwest is varied. A list of the land uses in the district compared to overall county land uses is presented on the following table.

Table 1.

	Northwest District	Mecklenburg County
open land	47.26%	49.69%
residential	34.54	34.95
manufacturing	2.32	1.34
*TCU	3.57	2.28
wholesale trade	0.65	1.16
retail trade	0.65	1.16
office (private sector)	0.27	0.77
services	0.94	0.92
institutional	6.45	7.79

* transportation, communications, utilities

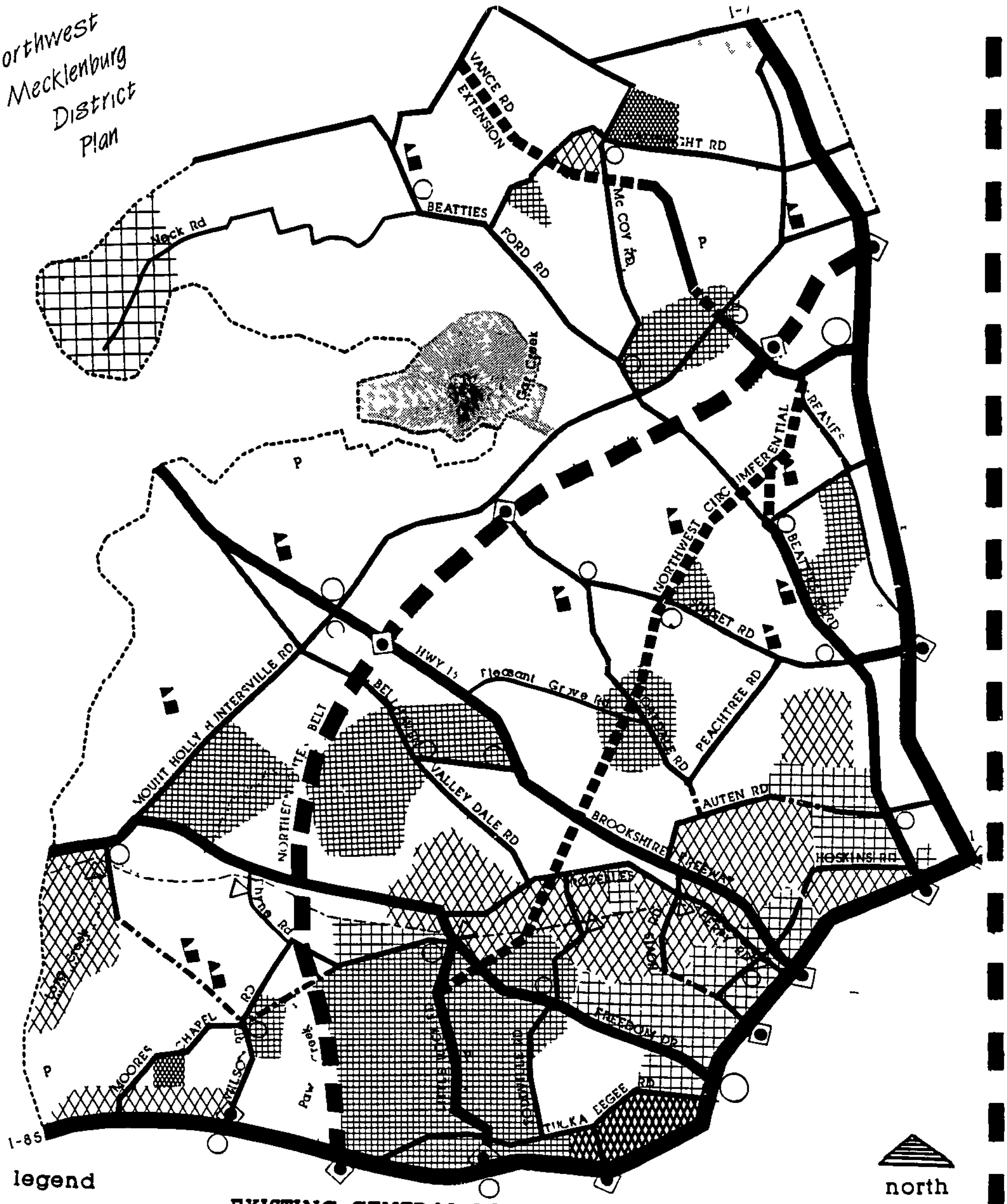
The following are brief descriptions of the developed and developing areas of the district. The map on page 4 depicts the existing development pattern.

Developed Areas

A variety of residential areas comprise the developed portion of the northwest community. Older neighborhoods built in the 1930's and 40's are located near the southern boundary of the district and around old mill sites. Thomasboro/Hoskins, located east and west of N.C. 16, and the ABC neighborhood along Beatties Ford Road are examples from this era. Typically houses are relatively small and are built on small lots. Thomasboro/Hoskins, the largest community of its type in the district, has unfortunately undergone some detrimental land use changes caused by inappropriate zoning and neglect through the years. (In 1988, special project plans were approved for Thomasboro/Hoskins and the ABC neighborhood. A more thorough description of these areas and specific recommendations for improving them are included in the adopted plans.)

Newer, more suburban neighborhoods have been established in the interior of the district. Coulwood and Northwood Estates broke ground in the early 1960's. Forest Pawtuckett, Bahama Park and Hyde Park developed shortly thereafter, as did the Wildwood Greens mobile home subdivision. None of these developed adjacent to the older areas described above. Further phases of many of these newer developments are continuing today. Predominantly single-family in character, these newer neighborhoods are somewhat separated from the old urban core and the industrial section of the district and are well maintained, attractive, and stable.

Northwest Mecklenburg District Plan



Further out into the district several new subdivisions have also been approved. Residential growth has not necessarily followed an orderly progression in which development incrementally moves further and further out from the central city. Instead, it has "leap frogged" over large tracts of vacant land. In some cases, large but isolated subdivisions have been created in totally rural areas. Some of these have been built out, but several are still vacant or have only marginally developed.

Long Creek, a rural community in which homes are scattered on large tracts of land, was one of the original settlements in Mecklenburg County. Several historic structures remain, and much of the land has been retained through the years by generations of the original families. A strong "sense of community" exists here.

Existing nonresidential uses in the northwest are principally in the older areas closer to I-85. Industrial uses, many attracted by the rail lines, are concentrated generally west of Stewart Creek bounded by Auten Road to the north and extending west toward Freedom Drive. A more narrow corridor of industrial uses extends along Mt. Holly Road and the railroad tracks. A large petroleum storage area, locally know as "Tank Town", is within this corridor. In many instances the industries are located immediately adjacent to residential areas, thus inappropriate land use relationships have resulted.

Very few office buildings exist in the northwest. Where they do, they generally consist of low rise buildings or houses converted into offices. Commercial/retail businesses are scattered throughout the developed areas with no significant concentration. Several neighborhood shopping centers have been built, but residents must generally travel outside the district for more than convenience goods.

Developing Areas

A large portion of the Northwest District is open land. As evidenced by recent subdivision approvals, however, the amount of open land is beginning to diminish. Several single family neighborhoods are developing off Mt. Holly-Huntersville Road, and interest in residential development or redevelopment along the lake front is surfacing.

Significant rezonings have been approved for mixed use developments surrounding the Mt. Holly-Huntersville Highway 16 intersection, and in the Reames Road/I-77 area. The 2005 Plan recommends that major centers develop at both locations. When built out, these centers will provide new employment opportunities, thus becoming catalysts for residential growth. Multi-family housing is a component of these plans.

An important consideration affecting the potential development of areas north of Mt. Holly-Huntersville Road is watershed protection. During the course of the Northwest District Plan process, the quality of the water in Mountain Island Lake was brought forth as an issue. The intake for the county's drinking water is located in the lake. Interim measures have been adopted to deal with development within the

watershed until a complete analysis of the situation is made. This topic will be discussed later in this district plan.

PROSPECTS FOR GROWTH

Population projections prepared during the early stages of the 2005 Plan process indicated that the Northwest District was, in fact, losing population. In 1985, the number of people residing in the area was 34,615, less than in 1980. By 2005, if the trend continued, the figures revealed there would be a loss of approximately 450 people. The number of households and jobs would increase only slightly during this time.

Contrary to projections, a turn-around has been experienced in recent years. Based upon the 2005 Plan redirection of growth policies, the projected population of the area is anticipated to climb to 44,000 by 2005. The projections for households and employment growth are shown on Table 2.

Table 2. Projected Growth for Northwest District*

Population		Households		Employment	
1985	2005	1985	2005	1985	2005
34,615	44,000	13,079	19,000	24,989	42,000

In general growth is keeping pace with the 2005 projections. It is expected to accelerate when the infrastructure funded and under design is in place.

*The population projections are based upon the 2005 Plan boundaries.

ISSUES FOR PLANNING

Overall planning issues were identified in the general policy document. The Northwest District Plan has attempted to identify the present and most likely future issues specifically affecting the district. Addressing the priority issues establishes a framework for action. The most pressing issues are:

- The perceived negative image relating to the older, declining areas of the district
- Incompatibility between nonresidential and residential areas
- The need to conserve and enhance existing, stable neighborhoods
- The need for retail, service, and employment options for an expanding population
- The need to provide affordable housing balanced with the need for high quality housing
- The impact of the airport, particularly on existing schools
- The protection of the county's water supply at Mt. Island Lake
- The desire to grow but to retain the rural and historic character of the area
- The need for community facilities such as schools and parks
- Increased use of package wastewater treatment plants

VISION AND GOALS FOR THE FUTURE

The 2005 Plan supports a vision of the Northwest District as a fully developed, balanced community at some point in the next century. The broad vision and goals of the 2005 Plan have been refined as part of the district planning process. The basic goals guiding the Northwest District Plan are:

- To preserve, protect, and enhance the character of existing neighborhoods
- To revitalize declining areas of the district that are feasible to save
- To establish a balanced land use pattern that allows for a variety of quality commercial, employment, residential, and open space uses while retaining some of the rural character of the area
- To restrict new heavy industrial development to the infilling of existing industrial areas and to minimize impacts of industries on adjacent residential areas

- To encourage a wide range of housing opportunities with an emphasis upon quality of development

- To provide an efficient and acceptable level of public services and facilities to attract and accommodate development, while mitigating the negative impacts of infrastructure construction

- To foster a livable and attractive quality community having a distinct identity

The District Plan General Policies identifies objectives, policies, and strategies for dealing with many community-wide goals. Specific planning for the Northwest District is included in the following sections of this plan:

- Future Land Use
- Infrastructure
- Livability

PREVIOUSLY ADOPTED PLANS

In the past, several area plans have been adopted for portions of the Northwest District. These adopted plans were reviewed as part of this district planning process and assessed as follows:

- Westside Special Project Plan (1984)

The Westside Special Project Plan addressed over 25% of Mecklenburg County and was necessarily very generalized. Within the Northwest District, the plan included the area west of Beatties Ford Road and south of Mountain Island Lake. Its primary purpose was to identify issues and needs for further study. Its land use recommendations were very general. This special project plan was a forerunner of the district plan. Issues identified in it have been addressed in this district plan.

- ABC Special Project Plan (1987)

The ABC Special Project Plan stresses conservation and increased vitality of the neighborhood just north of I-85 and east of Beatties Ford Road. The plan emphasizes redevelopment and incentives for new development. Its recommendations are incorporated in this district plan without changes.

- Thomasboro-Hoskins Special Project Plan (1988)

The Thomasboro-Hoskins Special Project Plan is another plan aimed at conserving and revitalizing a potentially distressed neighborhood. It includes recommended corrective rezonings. While revitalization programs are detailed, no specific target areas are identified. The plan's recommendations are incorporated into this district plan. No changes are proposed; however, areas that should be targeted for reinvestment are identified in the district plan.

LAND USE PATTERN

The District Plan General Policies provides the background and framework for developing a future land use pattern for the Northwest District. Specific recommendations for three general land use categories - commercial, employment, and residential - are included in this Northwest District Plan. Although a land use category, parks and open space are discussed in the livability section of this plan. The following summarizes the recommendations shown on the Proposed Land Use Map:

MIXED USE AND COMMERCIAL CENTERS

Four types of mixed use and commercial centers are planned throughout the Northwest District. A description of each center type is included in the General Policies document. Existing and proposed centers in the northwest are described below.

Regional Mixed Use Centers (2,000,000 sq. ft. retail/office)

While no regional centers currently exist in the northwest, one is planned and approved for the I-77/Reames Road interchange. The approved center will contain over 1 million square feet of retail and 4,000,000 sq. ft. of business/office park uses. Because of the large market area served by a regional center and the number of existing commercial centers serving the northwest but located in adjacent districts, no additional regional centers are proposed. The market will likely not be strong enough to support another center of this magnitude.

Community Mixed Use Centers (1,000,000 sq. ft. retail/office)

No community mixed use centers exist in the Northwest District. With an increasing population, the need for additional commercial opportunities will surface in the near future. One community mixed use center is recommended at the following location:

- Mt. Holly-Huntersville Road and relocated N.C. 16.

  In early 1989 two rezoning petitions were approved at this location. A mix of office, retail, and multi-family housing was approved in one petition on the north side of Mt. Holly-Huntersville Road, and a shopping center and multi-family housing were approved for the southwest corner of the intersection. Additional retail and office development at this location is recommended for future development.

Neighborhood Mixed Use Centers (250,000 sq. ft. retail/office)

Several neighborhood centers are proposed for the district. None presently exists. One such center has been approved for development, however, at the intersection of Belhaven Boulevard and N.C. 16.

Recommended locations for new centers are:

- In the vicinity of Mt. Holly Road/Mt. Holly-Huntersville Road/Belmeade Road
- Freedom Drive at Little Rock Road
- In the vicinity of Oakdale Road/Sunset Road/northwest circumferential

Neighborhood Convenience Centers (50,000 sq. ft. retail)

Several neighborhood convenience centers exist in the northwest at the following locations:

- Little Rock Road at Tuckaseegee Road
- Beatties Ford Road at Sunset Road
- Belhaven Boulevard at McClure Circle
- Little Rock Road at Freedom Drive
- Beatties Ford Road in the Long Creek commercial area

Locations of future centers to be located on one corner of an intersection are recommended as follows:

- In the vicinity of Moores Chapel Road/Sam Wilson Road/outer belt interchange
- Mt. Holly-Huntersville Road at N.C. 16 (in addition to the community mixed use center at this intersection)
- Sunset Road at Oakdale Road
- Beatties Ford Road in the ABC neighborhood
- Beatties Ford Road at Lakeview Road
- Beatties Ford Road at Neck Road
- Hambright Road at McCoy Road
- Hoskins Road in the Thomasboro-Hoskins neighborhood
- Moores Chapel Road at Kendall Drive

EMPLOYMENT GROWTH AND OPPORTUNITIES

The District Plan General Policies emphasizes the importance of establishing a healthy economic base and providing a variety of employment opportunities within each district. The Northwest District,

has a substantial amount of industrially zoned and developed land. To achieve a more balanced mix of employment uses in the future, new employment opportunities differing from the more heavy manufacturing type businesses in the older industrial parks should be encouraged.

The focus of the Northwest Plan is infilling within established industrial areas and creating new employment concentrations in the outlying portions of the district. The existing employment concentrations are described below, and recommendations for the future are included as well.

- A chemical manufacturing plant is in operation on Mt. Holly Road along the east bank of the Catawba River. With good truck and rail access this is an appropriate area for such manufacturing; expansion into the already industrially-zoned land east to Belmeade Road should be permitted. As the west side of Belmeade Road is developed, buffers and screening should be used to soften the industrial edge.

- "Tank Town", the petroleum storage and distribution concentration along Mt. Holly Road near Freedom Drive, is anticipated to remain in operation for the foreseeable future. If additional capacity is needed it should locate near the existing concentration, on currently zoned and vacant I-2 land, thereby minimizing conflicts with adjacent uses and optimizing emergency response operations. Any road widenings in this area should be designed to include landscaping along the street edge.

- The industrial district paralleling Mt. Holly Road and extending east to Stewart Creek is predominantly stable and has a reasonably good appearance. The area is generally not suitable for expansion because of nearby residential uses.

  Some vacant sites remain to allow for expansion within the existing industrial concentration. In those cases where facilities have closed and conversion is appropriate, the conversion should be compatible with adjacent uses. "Appropriate" means that an old mill facility surrounded by similar uses and having rail access should remain an industrial use, while such a facility on the perimeter of the industrial area with nearby residential uses would be better suited to convert to a transitional, or more compatible use such as office or multi-family residential.

- The I-85 corridor currently contains a mix of residential and nonresidential uses. No further rezonings of residential properties to nonresidential are proposed. Otherwise, the corridor will become a high intensity "tunnel" which is not the image desired. Well-designed residential developments will support a more balanced image.

- The Sunset Road/I-77 interchange has a mix of general business uses and the North Park business park. No expansion of the business park is proposed since the logical expansion area would

bring it in contact with existing low density residential areas. In fact, Reames Road may be severed just north of the industrial site occupied by Stanley Tools to eliminate truck traffic through the residential areas to the north. Traffic conditions should be monitored and those affected by such a closing should be consulted prior to a decision on closing the road.

- The Huntersville Business Park has recently developed in the northern portion of the district. This is an attractive park representing the quality envisioned for other office/business parks proposed for the northwest. The park is proposed for expansion, having additional access from Hambright Road.

Two new employment concentrations were generally identified for the Northwest District in the 2005 Plan. These concentrations are proposed in that plan to be integrated within development enterprise areas (DEA's). As described in the general policy document, a DEA is a planning tool for redirecting growth to areas of the county where the market has not traditionally been strong.

The location and description of these two future employment concentrations follows:

- A light industrial/office/business park mix is envisioned west of I-77 in the Reames Road vicinity. Good access to I-77, the proposed outer belt, and the proposed northwest circumferential make the Reames Road/I-77 area an attractive location.

  In 1987, a rezoning petition was approved for a regional shopping center and up to 4,000,000 square feet of business park uses at this location. Because of the magnitude of the development approved, no additional rezonings for employment uses are recommended. A number of employment opportunities are proposed on the east side of I-77 in the Northeast District.

- The second new employment concentration is proposed in the vicinity of Mt. Holly-Huntersville Road and Highway 16. This concentration should occur at a lesser scale than the employment area at Reames Road and I-77. A light industrial, business, or office park development is proposed as part of a mixed use center in this area.

  As with the other employment nodes, rezonings have also been approved recently for the Mt. Holly-Huntersville/Highway 16 DEA. In conjunction with a mixed use development plan, a 57-acre light industrial/business park was approved on the northeast quadrant of the intersection. Additional employment development is recommended for the area.

RESIDENTIAL FUTURE

Background information on residential development was provided in District Plan General Policies, as were county-wide residential objectives. This section focuses specifically on the residential

future in the Northwest District. The residential future proposed for the district is summarized as follows:

- VERY LOW DENSITY AREAS

  While the county overall is becoming more urban, conditions exist in the Northwest District that make a less dense development pattern more appropriate in certain locations.

  The sensitive nature of portions of the Mountain Island Lake watershed has prompted support of a policy of restricting not only nonresidential development, but the densities of residential development as well. While the issue is still under study, this district plan supports such restrictions. The areas identified as potentially affecting the Charlotte-Mecklenburg Utility Department water supply are subject to change but are shown on the Proposed Land Use Map. Areas designated for very low density should be zoned accordingly, except that existing smaller lots should be reviewed on a case-by-case basis. Rezonings to lower densities may result in nonconforming lots being created or those lots being exempted from the very low density zoning district.

  In addition to sensitive watershed areas other areas in the northwest are recommended for lower densities. These areas around the Mountain Island Lake shoreline have less potential impact on the water supply, but are still within the watershed. The areas also have poor highway access and contain significant historic resources. Many of these areas will also be difficult and/or expensive to publicly sewer. The combination of the above conditions is the basis for maintaining lower densities of not more than 1 dwelling unit per acre du./ac. in certain areas including the Neck Road area and a corridor 300 feet wide on each side of Beatties Ford Road south to Mt. Holly-Huntersville Road.

- LOW DENSITY AREAS

  A maximum of 4 dwelling units per acre (du/ac.) is the base density for proposed single family residential development in the remainder of the developing portions of the district. Much of the area designated for this density includes subdivisions already being developed.

  As described in the District Plan General Policies, densities less than 4 du./ac. are not precluded with this base density; in fact, based upon market demand, less dense development may dominate. Higher densities may also be appropriate in some locations. Establishing a base density of up to 4 du./ac. simply provides the opportunity for a variety of lot sizes. Neighborhoods that should be protected from zoning intensification are delineated on the Proposed Land Use Map.

- MEDIUM DENSITY AREAS

  Medium density areas have a density of from 4 to 6 du/ac. The only such designations on the Proposed Land Use Map are existing developments of that density. Since there are very few locations with existing zoning that would allow development at these densities, a rezoning, with due consideration of the review criteria contained in the general policy document, would be necessary for development to proceed. Infill of existing developments will be of compatible density.

- HIGH DENSITY SINGLE FAMILY AND MULTI-FAMILY AREAS

  The proposed land use map depicts some multi-family locations where land is already developed or appropriately zoned for multi-family. Other future sites are proposed, but are merely representative of sites. Additional sites will be appropriate in accordance with the locational and design criteria included in District Plan General Policies. In general, multi-family housing should be dispersed throughout the district at desirable locations. Multi-family housing is especially desirable along potential mass transit corridors and near major mixed use and employment centers.

General locations meeting the above referenced locational criteria will not have an unlimited capacity for higher density residential development. An upper limit of development will have to be determined on a case-by-case basis.

DEVELOPMENT OF INTERCHANGES AREAS

It is important to focus upon the character of development around the interchanges of the interstates and of the proposed outerbelt. How these interchange areas function and look can have significant impact on the land use development surrounding them. In many instances, the interchange is a gateway or an identifiable entrance to a certain part of the community. It can be an image maker, positive or negative. Because of the value of the highly accessible and visible land at the interchanges, pressure will be great to develop the land for nonresidential uses. In some locations nonresidential development may be appropriate; in others, it may not. In general, uses more intense than single family residential uses are desirable at interchanges because of the traffic control benefits.

It is important to note that the alignment of the proposed outerbelt north of I-85 has not been determined. An environmental impact study (EIS) is underway reviewing several optional alignments. A decision is not expected until at least the winter of 1990. Consequently, it is difficult to plan specifically for the land uses around the outerbelt interchanges. This district plan will be updated to include the outerbelt interchange land uses north of I-85 when the actual alignment is selected. No rezonings to higher densities or intensity than indicated on the proposed land use map should be approved until those alignments have been accepted.

The proposed land uses in all the other interchange areas are described below:

- I-77/Reames Road: The I-77/Reames Road interchange is at the heart of the employment based DEA proposed in the area on both sides of I-77. A regional shopping mall and two large business parks have already been approved at this interchange. To capitalize on the high visibility and access at this interstate location, a large corporate office complex, hotel/meeting center, and/or high density residential should also develop at one or more of the quadrants of the interchange.

- I-77/Sunset Road: The east side of the I-77/Sunset Road interchange is almost built out with highway businesses and a shopping center. A business park and highway oriented commercial uses are located on the west side of the interchange. These uses are expected to remain. No additional nonresidential uses are recommended south of the interchange because of the established residential edge. High density residential is appropriate for vacant land just south of the interchange so long as adequate buffers adjacent to single-family homes are provided.

- I-77/I-85: Because of the design of the interchange of the two interstates, no access from the interstates to the land around the interchange exists. However, a high quality business, office, or light industrial park is proposed at the northeast quadrant of the interchange as proposed in the Northeast District Plan. Residential uses are proposed for the northwest quadrant. The ABC Special Project Plan includes specific proposals in this quadrant.

- I-77/Mt. Holly-Huntersville: An interchange at I-77 and Mt. Holly-Huntersville Road has been discussed. However, until an outer belt alignment has been chosen, this new interchange is highly speculative. Likewise, land use recommendations in this area will depend on the alignment and any interchange subsequently chosen. If the northern alignment is chosen, perhaps a better interchange location to service the business park would be on the outerbelt. This should be researched after the alignment decision is made.

- I-85/Beatties Ford Road: The existing interchange at I-85/Beatties Ford Road is primarily a highway service interchange developed with gas stations, fast food restaurants and motels. Such uses are recommended to remain.

- I-85/Brookshire Freeway: Existing uses at the I-85/Brookshire Freeway interchange are also primarily highway service oriented and are expected to continue.

- I-85/Glenwood Drive: The I-85/Glenwood Drive interchange acts as a connector to a frontage road. One motel and one gas station provide a minimal highway service function. The remainder of the interchange is residential and recommended to remain so.

Multi-family residential would be an appropriate redevelopment use on property adjoining the commercial sites at the interchange.

- I-85/Freedom Drive: Providing access to the large retail concentration on the south side of I-85, the I-85/Freedom Drive interchange has some highway service businesses. No expansion of these nonresidential uses is recommended.

- I-85/Billy Graham Parkway: The I-85/Billy Graham Parkway interchange is a relatively intensely developed interchange for highway service businesses. Some vacant but commercially zoned land remains, but further expansion of nonresidential uses through rezonings is not appropriate.

- I-85/Little Rock Road: The I-85/Little Rock Road interchange is moderately developed for highway services. Build-out of parcels currently vacant but zoned for commercial or other nonresidential uses is appropriate, but additional nonresidential zoning is not warranted.

AIRPORT IMPACT AREAS

Along I-85 northeast of the airport, along Toddville Road, and from I-85 at Tuckaseegee Road up to Sam Wilson Road at Moores Chapel Road are general areas currently affected by airport noise. Because much larger areas are impacted in the Southwest District, and because airport noise/land use policies need to be consistent between districts, the noise impacts will be addressed in the Southwest District Plan.

IMPLEMENTATION TOOLS FOR THE LAND USE PLAN

Consistent application and support of the policies of this plan by elected officials and Planning Commission will be the most significant means of ensuring that the desired land use pattern will evolve. Although some deviations may be necessary over time, they should be kept to a minimum. Changes in one area may necessitate changes elsewhere, thus affecting the overall land use scheme. Other tools that will help implement the plan are:

- DEVELOPMENT ENTERPRISE AREAS (DEA'S)

  Previously discussed in the general policy plan and earlier in this district plan, DEA's have been recommended at two locations in the northwest. One is in the vicinity of Reames Road and I-77, and the other is around the intersection of Mt. Holly-Huntersville and Highway 16. By designating these as DEA's, special design attention and public commitment of resources can result.

One of the tasks of the district plans is to identify boundaries of the DEA's. The boundaries are indicated on the Proposed Land Use Map.

- Recommended Rezonings

The Northwest District Plan divides recommended rezonings into two groups. The first group includes those rezonings needed to correct currently improper zoning designations. Most of the rezonings are for multi-family districts which have been built with single-family residences. The second group consists of those rezonings necessary to implement the land use recommendations of this plan. The Planning Commission will initiate proposed rezonings. Maps showing the proposed rezonings are contained in Appendix 1.

Corrective rezonings recommended are:

1) From R-6MF and R-9MF to R-6: those areas along Trinity Road where single-family housing has been built

2) From I-2 to R-MH: the existing mobile home park on N.C. 16 just south of Belhaven Boulevard

3) From R-9MF to R-15: those properties on Leolillie Lane and Pleasant Grove Road which have developed with single-family homes

4) From R-6MF to R-6: the undeveloped properties in the Paw Creek, Eleanor Park, and Westwood Subdivisions which are within single-family areas. (Those fronting on Moores Chapel Road are not included)

5) The corrective rezonings described in the ABC and Thomasboro/ Hoskins Special Project Plans

6) From R-9MF to R-15: the single-family residential area west of Toddville Road and south of Old Mount Holly Road

7) From B-2 to R-12: the single-family residences on the west side of Valleydale Road south of Goodman Road

8) From R-12MF to R-12: the single-family area on the west side of Sam Wilson Road between Performance Road and Margo Drive

9) From R-9MF to R-9: the residential area east of Toddville Road and south of Old Mount Holly Road except for a multi-family site at the corner of Old Mount Holy and Toddville Road

10) From R-6MF to R-6: Todd Park

11) From R-9MF to R-12: appropriate portions of the Long Creek subdivision

12) *From R-6MF to R-12MF: Those sites along Moores Chapel Road east* of Walden Road to Old Mt. Holly Road

The recommended rezonings resulting from the land use policies of this plan consist of the following:

13) RU, RR, and R-15 to R-1*: the area west of Beatties Ford Road from the northern district boundary south to that area affected by the water supply watershed protection program

14) From RU and R-15 to R-1*: a strip of land 300' wide bordering both sides of Beatties Ford Road from the northern boundary of the district to Mt. Holly-Huntersville Road, excluding land in other zoning classifications

15) From I-1 to R-6: the area immediately west of Todd Park which is not developed

16) From I-2 to I-1: an area south and west of Todd Park

17) From I-1 to R-9: the three properties south of Macon Street on the east side of Toddville Road plus the southern portion of another lot on the south side of Macon Street

18) From R-15MF to R-1*: a site near the Midas Springs bottled water plant on Beatties Ford Road

19) R-U to Residential: all locations not previously described. R-U zoning is in the rural areas of the district. It allows certain rural, nonresidential uses which will not be compatible with the urbanizing county. Therefore, the land should be rezoned to a single family classification.

In addition to the preceding rezonings, a special project plan for the corridor along Mt. Holly/Rozelles Ferry Road (identified on the Proposed Land Use Map) should be undertaken to determine the most suitable zoning for that area. There are presently numerous zoning and land use conflicts which need to be resolved.

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* The R-1 is not an existing zoning district but is in the proposed draft Zoning Ordinance. If the proposed ordinance is not adopted an equivalent (1 d.u.a.) district should be added to the current ordinance.

INFRASTRUCTURE

Moderate sustainable growth is healthy for the community, particularly if it results in a balanced development pattern. But when growth occurs and public services and facilities can not adequately accommodate it, the positive aspects of that growth will diminish. Providing the necessary public infrastructure is a crucial goal for the district plans. Coupling the great expense of providing these services with the reality of limited resources, the community is faced with a difficult challenge.

District Plan General Policies identifies strategies for dealing with roads and water and sewer service on a community-wide basis. Specific recommendations for the Northwest District are included in this district plan.

The recommendations are based upon a built-out land development scenario. The estimated costs are based upon 1988 dollars and will obviously increase over time. It should also be noted that the costs are very approximate. Without actual designs, more accurate figures can not be projected.

TRANSPORTATION PLANNING

Road Improvements

Interstates I-85 and I-77 border the district, thus providing good regional and county-wide access. N.C. 27, N.C. 49, N.C. 16, Beatties Ford Road and Mt. Holly-Huntersville Road are the major interior roads. Most of the roads in the northwest are built to rural standards, meaning they are narrow, winding and only two lanes.

Increased traffic volumes in the northwest will not only result from new development within the district's borders, but also from Gaston and Lincoln Counties. With the completion of improvements to N.C. 16 and the N.C. 16/I-85 interchange, access from the north side of Mountain Island Lake will be greatly improved. Coupled with the rapidly rising cost of housing in Mecklenburg County, commuting from outside the county is expected to increase.

Projects which have either been funded or are actually under construction in the northwest are:

- widening of N.C. 16, including a new bridge over Mt. Island Lake
- widening of I-85 west to the County line
- widening of Beatties Ford Road north to Capps Hill Mine Road

Future projects needed but not funded have been identified in the recently adopted Thoroughfare Plan for Mecklenburg County. The plan, endorsed by the Charlotte Department of Transportation and County

Engineering, categorizes roads into minor and major thoroughfares and freeway/ expressways. Based upon future growth needs, the plan is a component of a larger 2005 Transportation Plan scheduled for adoption in 1989. Establishing priorities for constructing the projects will be an additional component of the 2005 Transportation Plan.

Table 3 lists the current and proposed roadway projects for the district, the type of improvements required, estimated mileage, and an estimated priority level (priority being a timetable for need). The "private" percentage of a roadway denotes an estimated percentage of the project presently bordering undeveloped areas which might be constructed in the future as a result of developer contributions. Once the private percentage is built, the priority assigned to the public portion may fluctuate to allow for an earlier completion of the total project.

Outer Belt

The final alignment of the outerbelt north of I-85 has not been selected. An environmental impact study is underway to analyze alternative routes for the road. Three routes are being studied. One of the alignments, the southern, was shown on the original thoroughfare plan. The 2005 Generalized Land Plan recommended that the road shift north, crossing Mt. Holly-Huntersville Road. Shifting the outer belt north would allow greater access through north Mecklenburg, thus broadening the service area of the road. However, a shift north may conflict with the water supply watershed protection program for Mountain Island Lake. The final alignment will not be determined until at least the fall of 1989. When the decision is made, the right-of-way can officially be protected from development. Frontage or service roads adjacent to the outer belt are not recommended.

Mass Transit

Much of the Northwest District is currently unserviced by any form of mass transportation. Several local bus routes extend a short distance beyond I-85 but no express service is available. Light Rail Transit (LRT) is not yet an option for Charlotte, but potential routes should be protected and planned for over the next 20 years.

- Bus Service

  As stated above, the Northwest District is largely unserviced by buses. The only areas currently serviced are those older existing residential areas near I-85 and along Beatties Ford Road. Some industrial areas along Hoskins Road and Hovis Road have access to bus service as well.

  Three new bus routes are being studied for the northwest. The first, and most likely to realize service, is the Pawtuckett Express. This route would service the Pawtuckett area and portions of Moores Chapel Road and Little Rock Road.

A second express route is under study for the Coulwood area. This area currently does not meet the criteria for transit service. However, with continued growth, service should be available within the next several years.

The Oakdale area also does not meet the criteria for transit service. However, if Oakdale continues to grow, an extension of either Route 7 (Beatties Ford Road) or Route 1 (Mount Holly Road) should be pursued to service the area.

- Light Rail Transit

Light Rail Transit (LRT) is currently being studied as a possible future transit service in Charlotte-Mecklenburg. The City will most likely not meet Federal standards for funding an LRT system in the next 20 years. However, those rail lines identified as candidates for service should be protected and higher density development planned around them to support LRT service in the future.

One rail line has been proposed as a candidate for light rail service in the Northwest District as part of the transit corridor study prepared by Charlotte Department of Transportation. This line is one of two rail lines paralleling Rozelles Ferry and Mount Holly Roads. The land use along this rail line is largely industrial. Further out along the line are several large tracts of land which may be developed as higher density residential; this would help support a light rail service.

Transit stops or station locations were not included in the preliminary rail corridor study. Generally, stops should occur at one mile increments with stations at further distances apart. Although specific sites are not recommended for stations in the district plan, general vicinities where stations are logical are identified. In the northwest, the general locations recommended are:

- Hoskins Road
- Hovis Road
- Toddville Road
- Freedom Drive
- Rhyne Road
- Belmeade Drive

A spur system to the Mt. Island DEA is also recommended, leaving the main line near the Todd Park subdivision with stops at Belhaven Boulevard and Pleasant Grove Road. Additional study is needed to determine the densities and intensities needed to support a light rail system.

Truck Traffic

One concern of residents in the district is heavy truck traffic. Tractor-trailers commonly travel roads other than on designated truck routes. The Charlotte Department of Transportation is currently reviewing truck routes and associated policies to determine ways to improve the truck traffic situation.

One specific location where truck traffic could become an increasing problem is on Melynda Lane. Currently, the only access to the industrial area along the Seaboard Coastline Railroad is on Melynda Lane. This plan proposes that the Grove Street right-of-way be extended to Toddville Road and that Melynda Lane be severed north of Grove Street. This would remove the industrial traffic from a residential neighborhood.

ROADWAY	IMPROVEMENT	PRIVATE/ PUBLIC	MILES	ROAD CLASSIFICATION	TIMEFRAME	COST($)
I-85 (TO GASTON COUNTY)	WIDENING TO 8 LANES	0/100	17.0 (US 29 CONNECTOR TO CATAWBA RIVER)	FREEWAY/EXPRESSWAY	0-5	55,500,000
BROOKSHIRE BLVD (I-85 TO HOSKINS RD)	WIDENING TO 6 LANES	0/100	.4	MAJOR	6-10	2,000,000
*FREEDOM DRIVE (I-85 TO MT HOLLY ROAD)	WIDENING TO 4 LANES	0/100	3.0	MAJOR	0-5	30,500,000
BEATTIES FORD ROAD	WIDENING TO 4 LANES	0/100	1.1	MAJOR	0-5	9,400,000 in bonds approved 11/3/87
*(I-85 TO CAPPS HILL MINE)		5/95	1.2	MAJOR	6-10	10,000,000
(CAPPS HILL MINE TO SUNSET)		5/95	1.5	MAJOR	11-20	15,000,000
(SUNSET TO NW CIRCUMFERENTIAL)						
NC 16 RELOCATION (TO COUNTY LINE)	NEW 4 LANE	0/100	1.5 (Vicinity of Catawba River Bridge Crossing)	MAJOR	0-5	4,470,000
MT HOLLY-HUNTERSVILLE ROAD (REAMES RD TO MT. HOLLY RD)	WIDENING AND EXTENSION	5/95	9 1	MINOR	11-20	80,000,000
SAM WILSON RD/MT HOLLY-HUNTERSVILLE RD CONNECTOR	NEW 2 LANE	10/90	2 6	MINOR	11-20	15,000,000
NORTHWEST CIRCUMFERENTIAL	NEW 4 LANE	20/80	8.1 (Preferred Alignment)	MAJOR	11-20	75,000,000
SUNSET ROAD (I-77 TO BEATTIES FORD)	WIDEN TO 4 LANES	30/70	.5	MAJOR	6-10	3,000,000
LITTLE ROCK ROAD						
(I-85 TO TUCKASEEGEE RD)	WIDEN TO 4 LANES	10/90	5	MAJOR	0-5	3,000,000
(TUCKASEEGEE TO FREEDOM)	WIDEN TO 4 LANES	0/100	2.2	MAJOR	6-10	13,600,000
VANCE RD EXTENSION	NEW 4 LANES	10/90	7.8	MINOR	11-20	32,000,000

TABLE 3

ROADWAY	IMPROVEMENT	PRIVATE/ PUBLIC	MILES	ROAD CLASSIFICATION	TIMEFRAME	COST($)
TUCKASEEGEE RD (MULBERRY CHURCH TO TODDVILLE)	WIDEN TO 4 LANES	0/100	.5	MINOR	11-20	5,000,000
HOVIS ROAD (ROZELLES FERRY TO BROOKSHIRE BLVD)	WIDEN TO 4 LANES	0/100	.2	MINOR	6-10	2,000,000
HOSKINS ROAD (ROZELLES FERRY RD TO BROOKSHIRE BLVD)	WIDEN TO 4 LANES	0/100	.16	MINOR	6-10	3,000,000
OUTER BELT	NEW 4 LANES	0/100	9	FREEWAY-EXPRESSWAY	11-20?	165,000,000
AUTEN ROAD (CHESAPEAKE TO GRIERS GROVE)	EXTENSION WITH 2 LANES	100/0 10/90	.9	MINOR	11-20	7,000,000
REAMES ROAD	NEW BRIDGE OVER LONG CREEK	0/100	0	___	FY 93-94	168,000
BIRCHWOOD DRIVE	NEW BRIDGE OVER GUM BRANCH CR.	0/100	0	___	FY 89-90	400,000
NC 27	NEW BRIDGE OVER CATAWBA	0/100	0	MAJOR	FY 93-95	3,089,000

* NOTE. The cost estimates are very rough and are based on a cost per mile for each type of roadway improvement.

WATER AND SEWER SERVICES

Public Projects Planned

Water and sewer services are essential elements of land development. In response to the redirection of growth policy established in the 2005 Plan and also because of the pressures of development, a bond referendum allocating funds for numerous water and sewer projects and totalling 57 million dollars was approved in 1987 and 1988. Coupling the bond money with general revenue sources, the Charlotte-Mecklenburg Utility Department (CMUD) will be constructing several important water and sewer projects in the northwest. These projects are in addition to those made necessary by annexations to the City of Charlotte.

One of the most important sewer projects in the Northwest District scheduled in the near future is the extension of the Long Creek sewer outfall. This extension will create development opportunities from Oakdale Road to N.C. 115, including the I-77/Reames Road DEA.

Other sewer projects to be completed arise from the requirement to sewer annexed areas within two years of annexation. By providing those sewers, many additional areas will be serviced.

One problem faced in the northwest is that many small areas drain directly into Mountain Island Lake or the Catawba River. Development within those areas will require either septic tanks, package treatment plants, or pump stations. All of these alternatives have disadvantages and any decision must be carefully weighed. CMUD has a consultant studying the issue and the consultant's report will assist in finding solutions for this area.

Several water projects are scheduled for the near future, the largest extending along Mt. Holly-Huntersville Road from Mt. Holly Road to Alexandriana Road. This extension will complete a large loop in the system and make water much more available in the district.

Table 4 identifies sewer projects planned for the district and Table 5 lists water projects. Both time frames and costs are rough estimates.

Related to the provision of water, an interim watershed protection program has been adopted for the Mt. Island Lake, the primary source of drinking water for the Charlotte-Mecklenburg system. The land use implications of this program are addressed in the Residential Land Uses Environmental Quality sections of this district plan.

TABLE 4

PROPOSED SEWER PROJECTS

CMUD PRIORITY	PROJECT	TIME FRAME (YRS)	EST. COST($)
7	projects resulting from annexations	0-3	
8	McDowell Creek WWTP expansion (6mgd)	0-5	6.6 mil
9	Long Creek outfall (Phase V); Oakdale Road (McIntyre Branch) to N.C. 115	0-5	2.9 mil
29	Dixon Branch Outfall	0-5	840,000
36	Long Creek Parallel Outfall	6-10	5.3 mil
39	McDowell Creek WWTP exp. (9mgd)	6-10	6 mil
40	Long Creek/Paw Creek lift sta imp. (extra pumps)	6-10	100,000
43	Gar Creek outfall and lift sta.	6-10	3.2 mil
	Long Creek/Paw Creek WWTP		

TABLE 5

PROPOSED WATER TRANSMISSION LINES

CMUD PRIORITY	PROJECT	TIME FRAME (YRS)	EST. COST($)
30	16" main along Mt. Holly/Huntersville to U.S. 21 (Phase I); Beatties Ford to Alexandriana	0-5	865,000
36	16" main along new N.C. 16 to Mt. Holly-Huntersville	0-5	1.37 mil
40	16" main along McCoy Road and Beatties from Mt. Holly/Huntersville to Gilead	0-5	1.5 mil
42	main along Mt. Holly/Huntersville Road; N.C. 16 to North Woods	0-5	556,000
51	main along Mt. Holly/Huntersville to U.S. 21 (Phase II); Alexandriana to U.S. 21	0-5	1.12 mil
53	16" main along Mt. Holly-Hunterville and Belmeade Road from to Moores Chapel Road	0-5	1.22 mil
54	main along Mt. Holly/Huntersville; N.C. 16 to Beatties Ford Road	0-5	1.8 mil
55	main along Sam Wilson/Moores Chapel; Forest Drive to Belmeade	0-5	758,000
62	16" main along Oakdale Road from Leolillie Lane to Mt. Holly-Huntersville	6-10	972,000
63	main along Beatties Ford (Phase II); McCoy Road to N.C. 73	6-10	4.0 mil
75	expand treatment plan to 120 mgd	6-10	25.0 mil

LIVABILITY

The majority of the policies and development criteria ensuring a livable community in the northwest are included in District Plan General Policies. Further discussion of some of the livability elements related specifically to the Northwest District are as follows:

PARKS AND OPEN SPACE

To have a balanced land use pattern in the northwest, a network of public open spaces must be distributed throughout the district. Park assets currently in the district are:

- Latta Plantation Park - A nature preserve, Latta Plantation Park consists of 763 acres. A large shoreline on Mt. Island Lake borders the park. A visitors' center raptor exhibit, historic plantation house and equestrian trails are popular attractions. The majority of the park, however remains undeveloped.

- Neck Road Waterfowl Refuge - This 1,000 acre site is leased from Crescent Land and Timber Company for a nominal fee. It is an open space, natural area, and waterfowl refuge restricted to the viewing of waterfowl, deer, and other wildlife in an undisturbed environment. The lease can be terminated upon short notice at any time Crescent Land and Timber desires.

- Hornets Nest Park - Hornets Nest Park, a district park, is located on Beatties Ford Road near Lakeview Road. It has a variety of active recreation opportunities.

- Neighborhood Parks - Five neighborhood parks exist in the following neighborhoods:
  - Paw Creek
  - Firestone
  - Tuckaseegee Road area
  - Hoskins
  - Coulwood (currently this is categorized as a district park, but essentially it functions as a neighborhood park).

A Parks Master Plan for the entire county is scheduled for adoption in 1989. The Park Master Plan includes planning for five basic types of parks. These include:

- Nature Preserves
- Community Parks
- District Parks
- Neighborhood Parks
- Specialty facilities such a golf courses and water access points.

Recommendations for additional park development in the northwest as proposed in the Parks Master Plan are listed below. The priorities shown are overall for the county. Those without priorities are not

within the top 20 project ranks. Each priority ranking may contain more than one project.

Nature Preserves

- Expand Latta Plantation Park (priority #7).
- Acquire and develop the Mt. Island Waterfowl Refuge.

- Community Parks

- Acquire Catawba River Community Park site. (priority #5).
- Acquire a Long Creek Community Park site. (priority #20).
- Develop the Catawba River Community Park.
- Develop the Long Creek Community Park.

- District Parks

  - Expand Hornets Nest Park. (priority #13).
  - Acquire a district park near Little Rock Road. (priority #13).
  - Acquire a district park at CMUD's Mt. Island Lake water intake. (priority #19).
  - Develop an expansion of Hornets Nest Park (priority #19).
  - Develop the district park near Little Rock Road (priority #20).
  - Develop the Mt. Island Lake water intake park.

- Neighborhood Parks

  - The need for and location of neighborhood parks will be determined through
    a) the area planning process.
    b) action by the City and County Parks and Recreation Departments.
    c) demand by the neighborhood.

    In the Northwest District we should acquire/develop the following:
    - expansion of Paw Creek School park.
    - a park between Wilson Jr. High and Tuckaseegee Elementary schools.
    - expansion of Firestone park.

- Golf Courses

  - Acquire a golf course for public use. Oakhills and Pawtuckett golf courses are candidates for purchase in this district (priority #12).

For many of the proposed acquisitions, no specific sites are proposed. There must be flexibility to deal with sites for sale at the time land becomes available.

Greenways

The Greenway Master Plan, as described in the general policy document, was adopted by the County in 1980. An update is scheduled in 1990. Purchase or acquisition of land through the development process has taken place for some of the greenways identified in the plan.

The greenways in the northwest included in the original master plan are:

- Gar Creek - north to Kerns Road.
- Long Creek - Gum Branch to I-77.
- McIntyre Creek just above Hornets Nest Park.
- Gum Branch - Long Creek to Valleydale Road.
- Paw Creek - generally above Little Rock Road.

The following drainageways are recommended to be added to the system. Others may be added during the master plan update.

- McIntyre Branch from Long Creek to Hornets Nest Park.
- Paw Creek downstream to Pawtuckett Golf Course.

SCHOOLS

Planning in advance for schools is important, particularly for an area targeted for a redirection of growth. Appropriate land for schools will become increasingly harder to find, and the cost of land will climb in the future. The Charlotte-Mecklenburg Board of Education is currently developing a county-wide master plan for schools. It will project need at least through the year 2005.

Presently, 6 elementary, 2 middle schools, and 1 high school exist in the northwest. Preliminarily, the Board's planners foresee the construction of 55 new elementary classrooms in the Northwest by 1995. These classrooms will be at existing schools. No additions to other schools are planned during that time frame. This is partly due to a statewide demographic trend of a decreasing number of high school age students over that time period. These projections will be periodically reviewed since the redirection of growth to this area may alter current trends.

Over the long run the school planners estimate the Northwest District will need nine additional elementary schools, four additional junior highs and two new high schools. General locations are shown on the proposed land use map for the district.

The relocation of some schools due to airport noise is an issue which will require further study. Should such a relocation occur, it could possibly be the catalyst for an "educational park" of several schools in one location. The N.C. 16/Mt. Holly-Huntersville Road DEA would be one logical site for schools.

The mistakes of the past should not be repeated with new schools. Negative noise impacts and hazardous sites should be avoided. Environmentally sensitive locations such as water supply watersheds are also not appropriate.

STREETSCAPES

Nothing effects the image of an area more than the appearance of its roadside areas. Locations which act as "gateways" are especially able to establish an image for an area. Railroad corridors should also be included as image makers. Unfortunately, because of the careless development pattern that has evolved in the older areas of the northwest, negative streetscape and gateway images prevail. Considerable opportunities exist, however, for creating more positive, appealing streetscapes. Where development is well established in the older areas of the district, the task of improving corridors will not be easy, however, it should be vehemently pursued to strengthen neighborhoods and the general economic stability of the retail and employment uses along the corridors.

In the developing areas where no definite land use pattern has been established, the task will be much easier. Unfortunately, the window of opportunity for actively pursuing policies and standards that will result in attractive corridors is narrowing. Ten years from now may be too late.

The general strategy of the Northwest District Plan is to focus on the key gateway corridors in the developed areas and to define across-the-board policies for streetscape design along major and minor thoroughfares in the newly developing areas of the district, placing special emphasis on the major gateways. The general policy document identifies policies and implementation tools for streetscape improvements.

Corridors recommended for face-lifts in the older sections of the northwest are:

- Beatties Ford Road, a major radial highway and gateway to/from Charlotte/Northern Mecklenburg County; from Lakeview Road to I-85.

- N.C. 16, the largest arterial entering Central Charlotte from the district.

Other streets are obviously in need of change as well; however, narrowing the public agenda for streetscape projects will help the community focus its limited resources where the greatest impact can be made.

In the newly developing areas of the district where new roads will be built and existing ones widened, provisions for streetscape amenities should be a matter of course as development takes place along major and

minor thoroughfares. The streets that should have the leading priorities for capital expenditure for streetscape improvements are:

- Northwest Circumferential: Little Rock Road will be widened to form the southern end of the northwest circumferential, offering an opportunity for an attractive streetscape over the entire length of the circumferential, especially south of Tuckaseegee Road.

- Freedom Drive: Freedom Drive is another major radial arterial leading into the city. It will be widened in the relatively short term, offering another opportunity to create a pleasing streetscape.

- New Beatties Ford Road (Vance Road Extension) above Lakeview Drive: The long range realignment of Beatties Ford Road offers another opportunity to retain a pleasing streetscape with safe traffic flow.

Roads that should retain somewhat of a rural character include:

- Beatties Ford Road above Lakeview Road: This existing road will be left as a two-lane rural section and part of the historical route in the northwest. The rural character should be retained.

- Mt. Holly-Huntersville Road: Another rural road, Mt. Holly-Huntersville Road, will eventually be widened to four lanes. The widening should retain the rural character of the streetscape as much as possible. This could also include a lower speed for a more meandering type of alignment rather than a straightened high speed arterial.

ENVIRONMENTAL QUALITY

As the county becomes more and more urban, environmental quality is harder to maintain. Congested streets create air pollution, urban runoff pollutes the water, and hazardous materials become more of a threat. More noise is generated and vegetation is replaced by buildings and asphalt.

This district plan can assist in a comprehensive approach to mitigating environmental problems. An efficient land development pattern reduces traffic congestion, reduces noise impacts and reduces public expenditures, freeing additional funds for those improvements that increase livability. The provision of adequate parks and open space enhances the environmental quality of developing areas.

District Plan General Policies proposes a public policy that development not outpace the infrastructure necessary to support it. The County has also adopted interim measures to restrict development densities in the Mountain Island Lake watershed to protect the lake as a drinking water source. These measures not only protect the water

supply, they also protect the lake as a recreational and scenic resource.

The Northwest District Plan supports establishing permanent, effective measures for watershed management. A study is underway for determining the best means of protecting the Mountain Island Lake Watershed. Some of the alternatives being considered in the study are:

- To protect the water quality of Mt. Island Lake through restrictions on land use and development density in its watershed.

- To protect surface and ground water supplies through devices such as stream buffering requirements and strict compliance with ground absorption wastewater treatment system regulations.

- To consider advanced treatment capability at the McDowell Creek wastewater treatment plant.

- To preclude package treatment plants (including domestic) in the Mountain Island Lake watershed.

HISTORIC RESOURCES

The northwest is probably the richest district in the county in terms of historic resources. It is important to hold on to certain remnants of the past that future generations can appreciate. Several historic properties or structures have been identified in the northwest through a recent historic properties inventory for the county.

Sites which have already been designated as historical properties are:

Hopewell Presbyterian Church and Cemetery	Beatties Ford Road
Latta Place	Sample Road
Richard A. Rozelle House	N.C. 16 near Mt. Island Lake
St. Marks Episcopal Church	Mt. Holly-Huntersville Road
Holly Bend	Neck Road
Oak Lawn	McCoy Road
Rural Hill	Neck Road
R.M. Sample House	Mt. Holly-Huntersville Road

The number and quality of sites in the Northwest District and the Lemley Community to the north have resulted in a proposal for a historic tour route through part of the northwest. Envisioned is a route leaving I-77 at Gilead Road, turning onto Bud Henderson and then to Beatties Ford Road. Side trips on Neck Road and Sample Road would be included. The route would return to I-77 at Sunset Road. This plan contains elements which support this route with streetscape treatments, appropriate densities, and the encouragement of complementary architectural styles in new development along the route. Retaining a portion of Beatties Ford as a two-lane rural road also supports this concept.

The Historic Properties Commission is also pursuing preservation of historic sites by intensively developing a portion of a site and using the profits from that to purchase the entire site and preserve the historic resources of the undeveloped portion. Rezonings and innovative development needed to accomplish this objective should be supported.

The preservation of individual historic sites/properties should be aggressively sought in the development approval process. Private strategies similar to those employed with the Cedarfield Plantation development should be pursued, although purchase and sensitive development by a public or nonprofit organization is more likely to preserve open space in conjunction with historic structures. As recommended in the general policy plan, an historic preservation plan should be completed for the county which identifies priorities, tools for preservation, and funding mechanisms.

NEIGHBORHOOD CONSERVATION/REINVESTMENT AREAS

The City of Charlotte has adopted the policy that the most practical way to provide affordable housing is to conserve the existing housing stock. Housing rehabilitation is a major element of neighborhood conservation. When homes are maintained, their values stay high; they are less likely to be bought and converted to a more intense land use. A public investment in infrastructure is another element in conserving neighborhoods. Street, sidewalk, drainage and streetlight improvements are among the features that can aid in making neighborhoods more viable.

The Thomasboro-Hoskins and ABC Special Project Plans identified specific areas within the plans' boundaries for housing and neighborhood improvements. Two additional areas within the city limits should also be targeted for housing improvements and new housing opportunities such as those provided by the Habitat for Humanity program. The areas are:

- Nance Road
- Portions of Paw Creek Subdivision north of Moores Chapel Road

After review and study, the County Community Development Division has identified the following target areas in the northwest for conservation/reinvestment.

- Moores Chapel Road area: Public water and sewer have been extended to this area and housing conditions are generally good. No further action should be needed for some time.

- Neck Road at Johnson-Davis Road: Housing rehabilitation is needed here. Otherwise, the condition of this area could adversely affect new development. The provision of public water to this area should await normal development. Since the area is

recommended for a density of only 1 unit per acre, sewer may never be constructed.

- Old Plank Road area: (Includes Caldwell Williams Road): Public water and sewer services have been extended to most of this area. Some housing rehabilitation is needed.

CONCLUSION

The Northwest District has many opportunities and challenges ahead of it. This plan provides a realistic vision and direction for future development. It focuses first on establishing a balanced urban growth pattern. Opportunities for quality employment concentrations, commercial development, and a variety of housing options have been identified in the plan. The northwest will have attractive parks and greenways woven into the landscape as well.

Second, the district plan also provides a program for public infrastructure improvements to support the future land development pattern. it will be essential to secure funding or in some instances land through the development process or the capital improvements process. Without a strong commitment to phasing development to coincide with the necessary infrastructure, the Northwest District will likely suffer from the same symptoms of unplanned growth as has South Mecklenburg. With much of the northwest yet to be developed, the opportunity to provide a functional network of services is at hand.

Finally, in terms of creating a livable community that has a distinct identity, the plan outlines several specific strategies. The emphasis is on designing attractive streetscapes along thoroughfares and preserving historic resources which are plentiful in the northwest. Also, the environmental quality of Mountain Island Lake is focused upon, as is retaining the rural character is some parts of the district.

A study to analyze Mountain Island Lake watershed protection is underway. The land use recommendations currently in this plan should be considered tentative, awaiting the result of the study.

In conclusion, the Northwest District will be very different in the perhaps not too distant future. The changes can and will be positive if the commitment to quality is made. It will be important for the residents and property owners in the district to stay involved with the community and support the plan's policies as decisions are made in the future.

The major action steps that should be pursued as a follow up to this plan are listed below. These are in addition to those actions recommended on a community-wide basis in the general policies document.

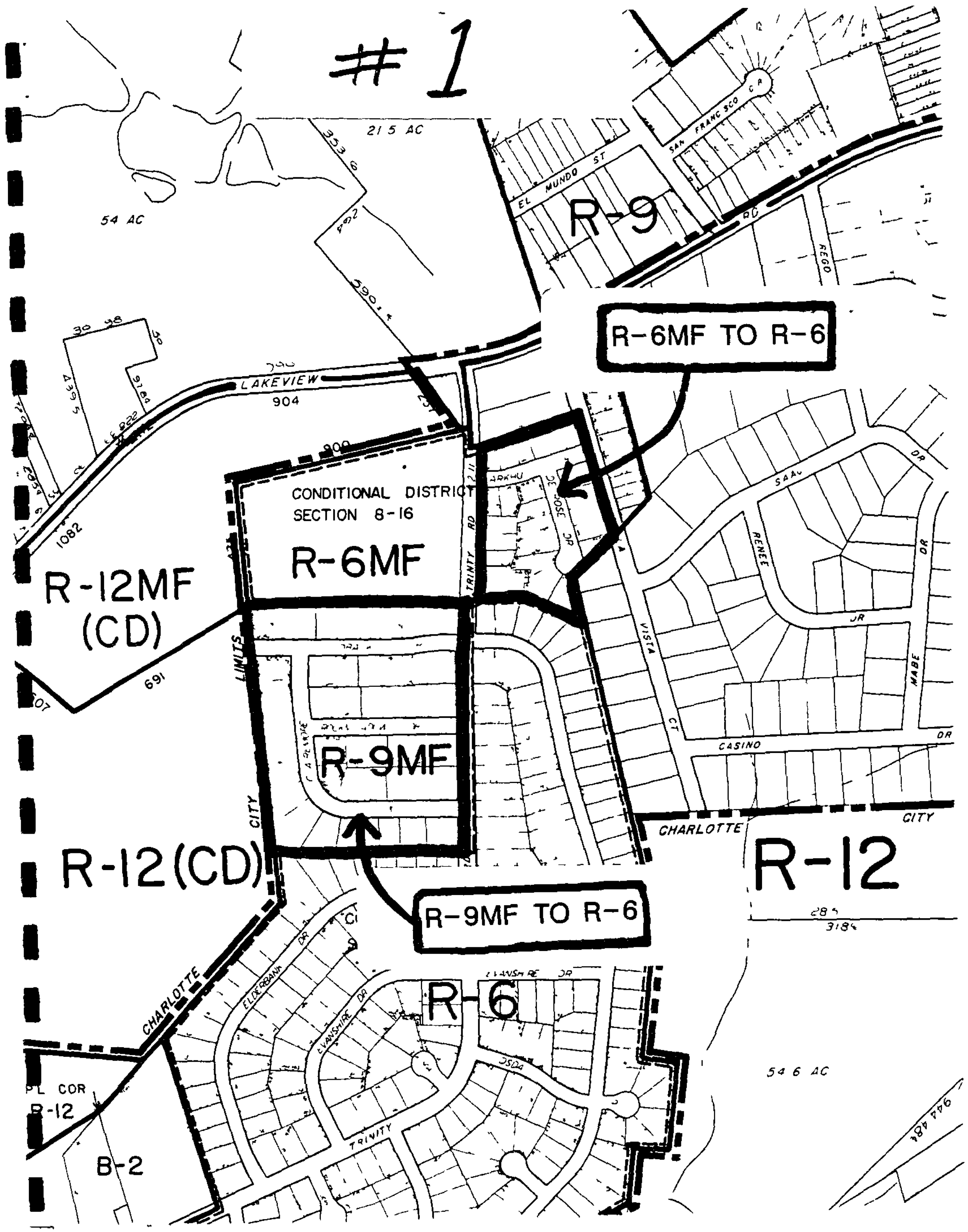
- Undertake recommended rezonings.
- Complete a Special Project Plan for the Mt. Holly Road corridor.
- Review proposed capital improvements for consistency with the district plan and other plans.
- Prepare streetscape plans for N.C. 16 and Beatties Ford Road.

- Include streetscape improvements with plans for improved or new roads.
- Complete analysis of watershed protection for Mt. Island Lake.
- Review future proposed rezonings for consistency with this plan.
- Consistently apply land use policies of plan.

Appendex 1

PROPOSED REZONINGS
NORTHWEST DISTRICT PLAN

● numbers relate to list in
Northwest District Plan document
(large scale rezonings are not included)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R-9MF TO R-6
R-12
R-6
B-2
LAKEVIEW
904
900
TRINITY RD
CITY LIMITS
CHARLOTTE
VISTA CT
CASINO DR
RENEE DR
MABE DR
EL MUNDO ST
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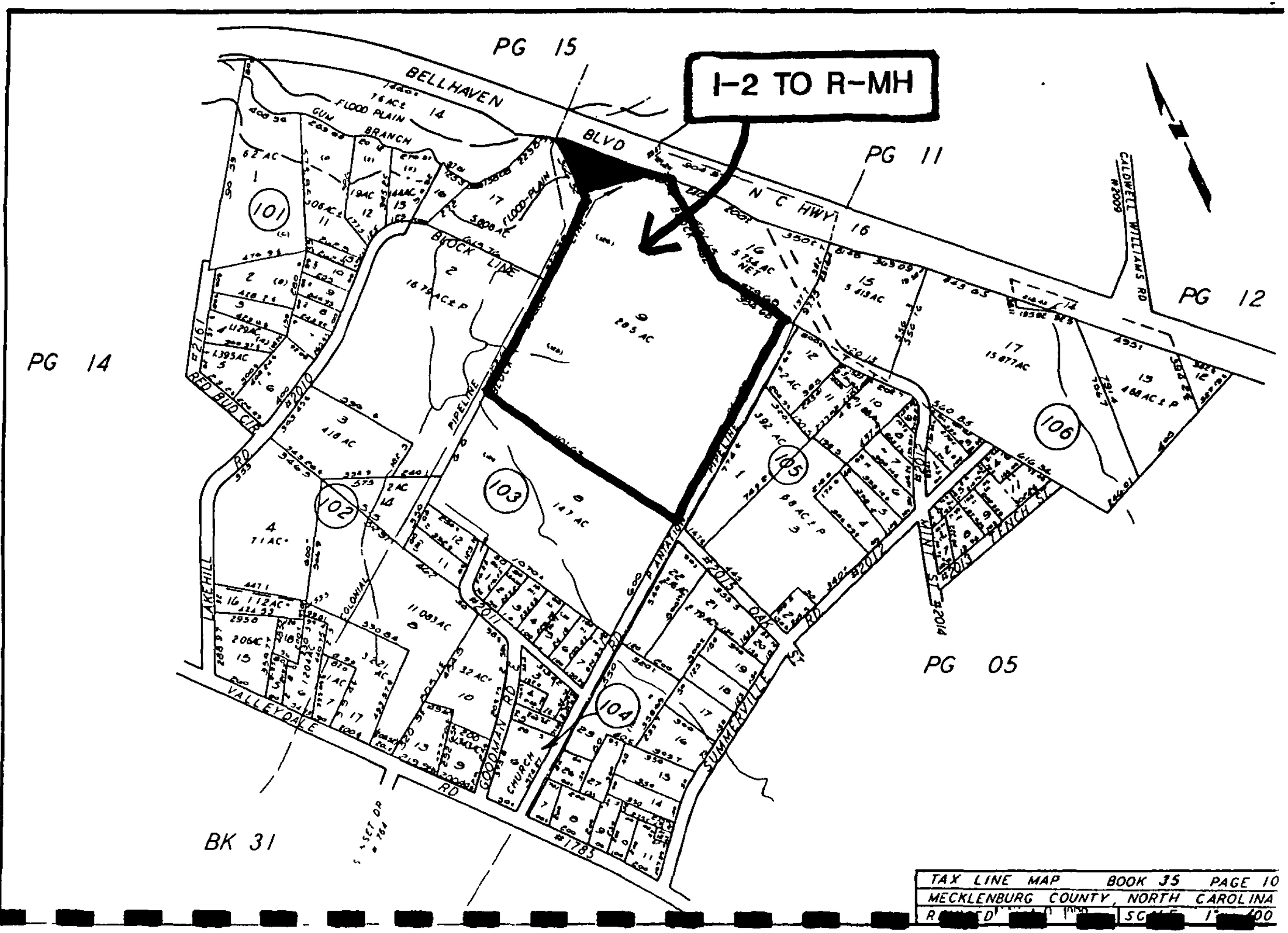
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FLOOD PLAIN
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BLOCK LINE
PIPELINE
RED BUD CIR
LAKEHILL RD
COLONIAL
VALLEYDALE RD
GOODMAN RD
CHURCH
SUMMERVILLE
OAK RD
ANDAYLOR
CALDWELL WILLIAMS RD
TENCH ST
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#3

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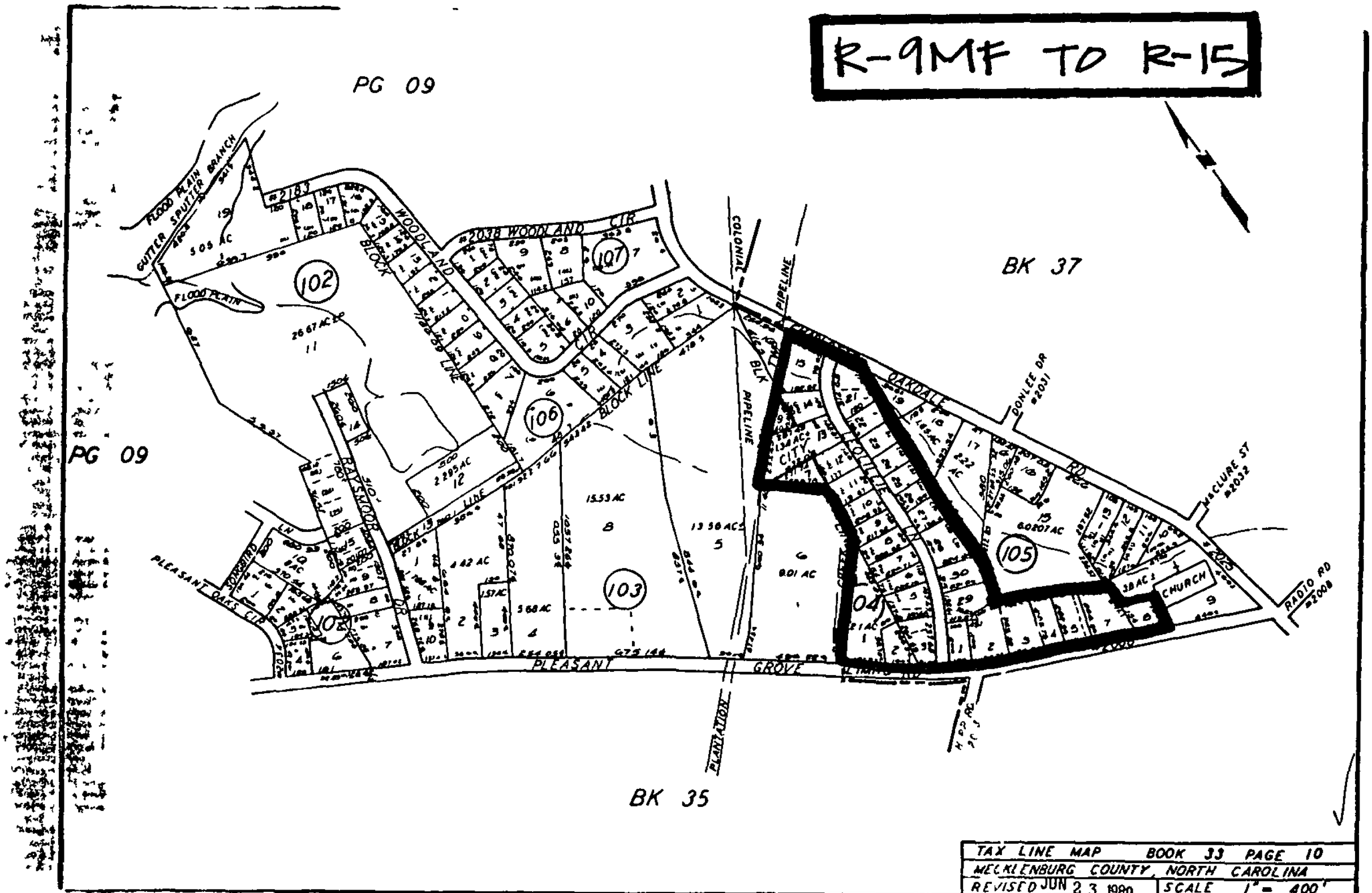

TAX LINE MAP BOOK 33 PAGE 10	
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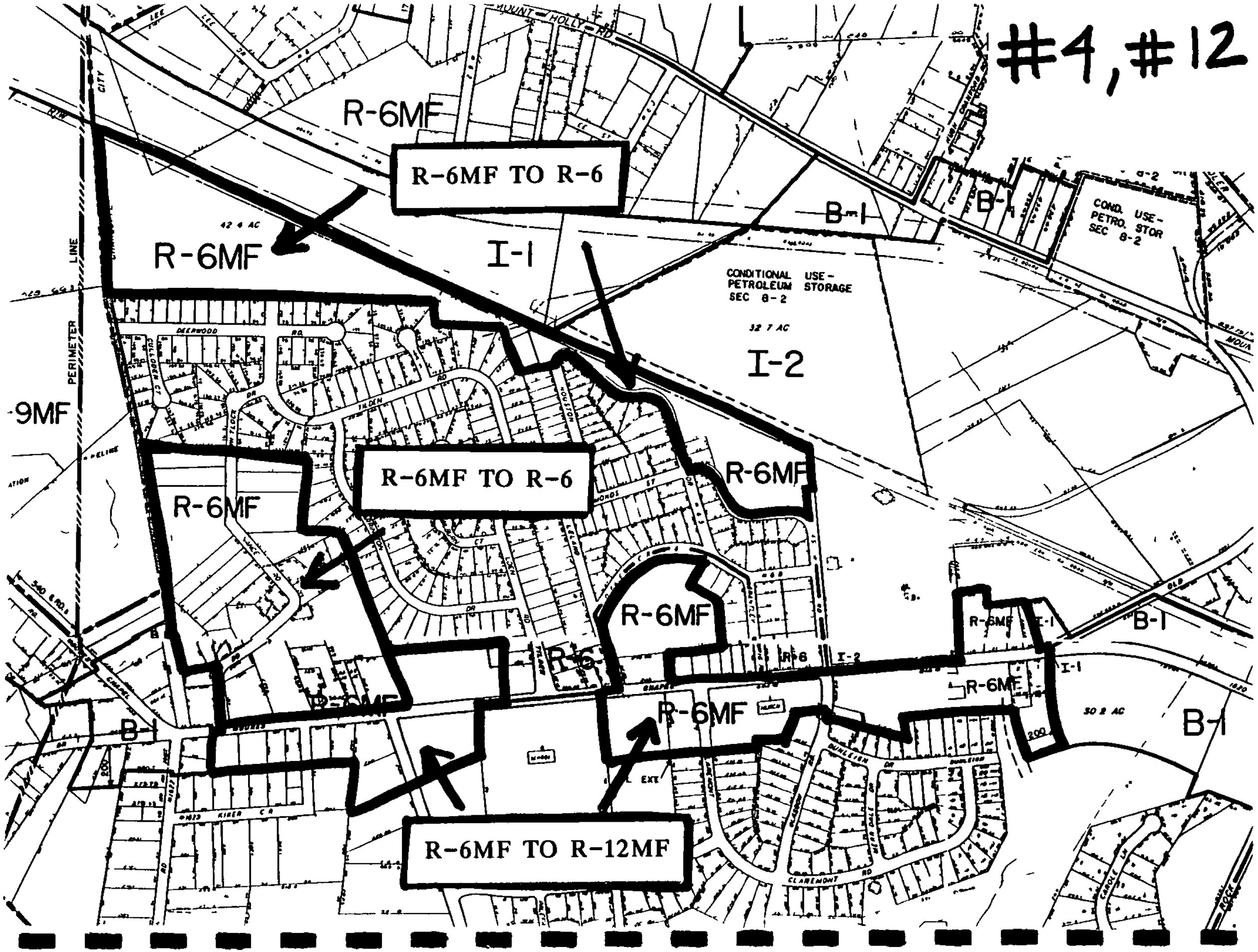
REVISED JUN 23 1980	SCALE 1" = 400'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CONDITIONAL USE - PETROLEUM STORAGE SEC 8-2
COND. USE - PETRO. STOR SEC 8-2
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32.7 AC
30.2 AC
MOUNT HOLLY RD
DEERWOOD RD
CULLOWEE CT
TILDEN RD
HOUSTON
LEE
CITY
PERIMETER LINE
CHAPEL
CLAREMONT RD
DUNLEIGH DR
CAROLE LN
ROCK
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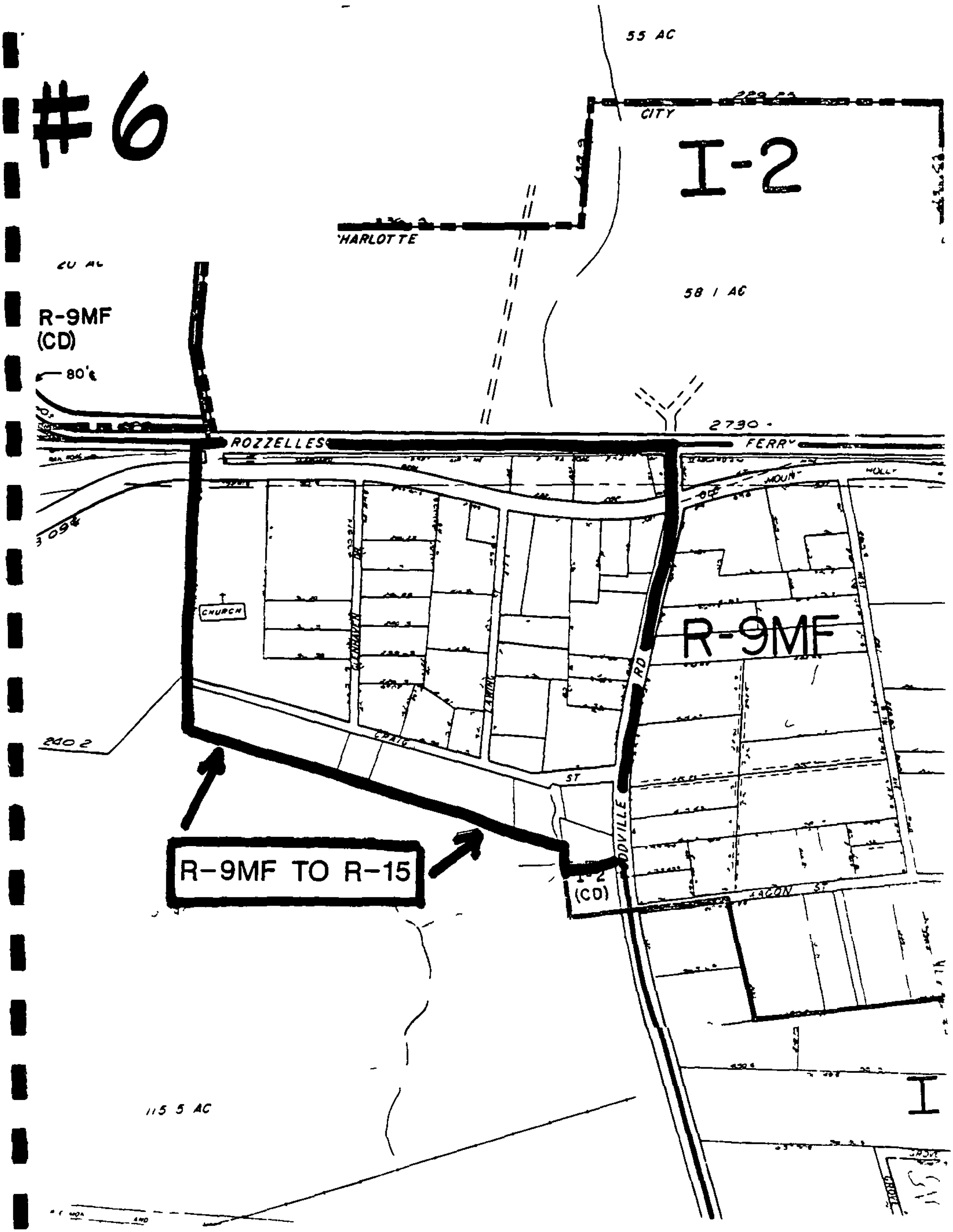
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I-2
HARLOTTE
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(CD)
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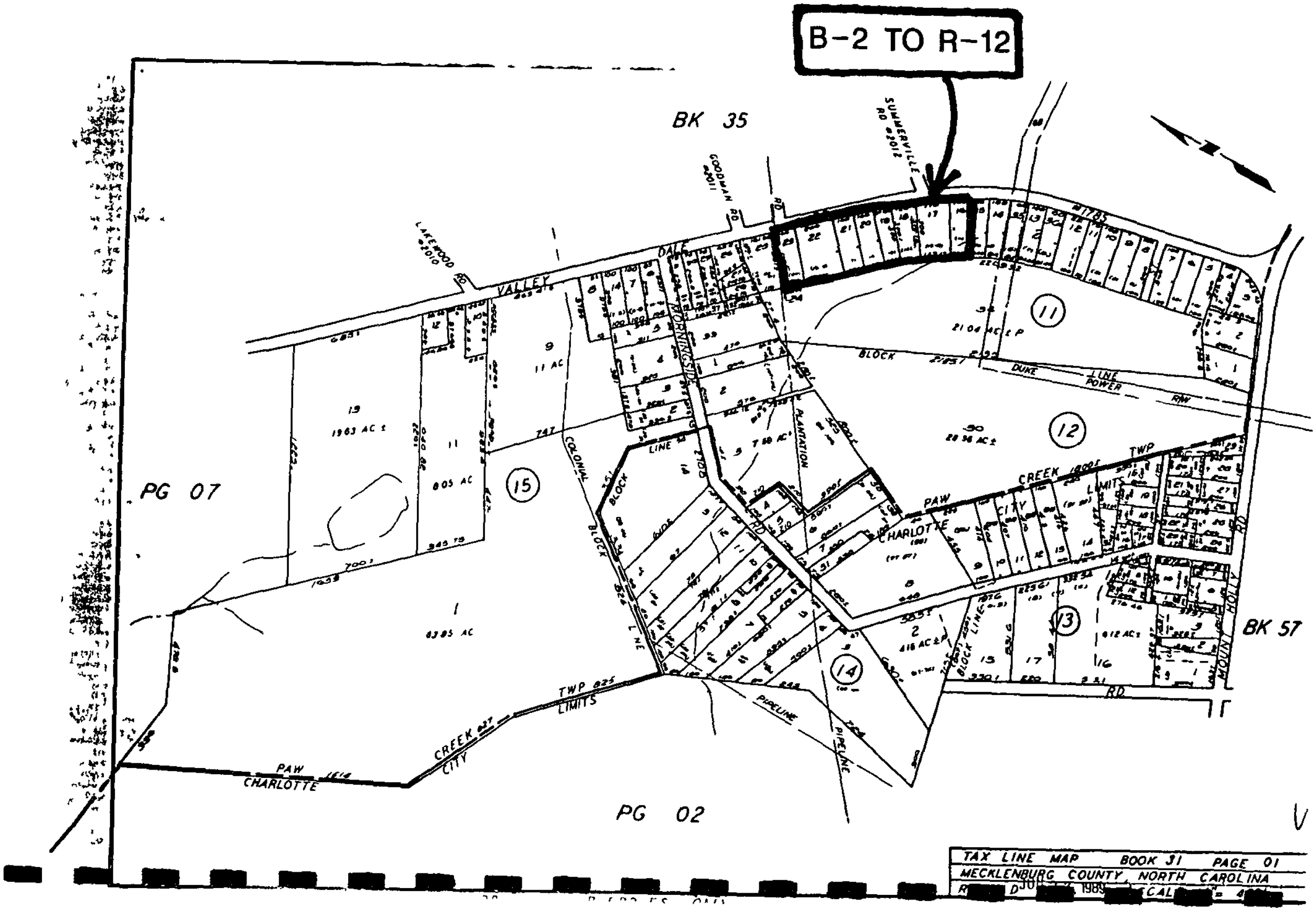
#7



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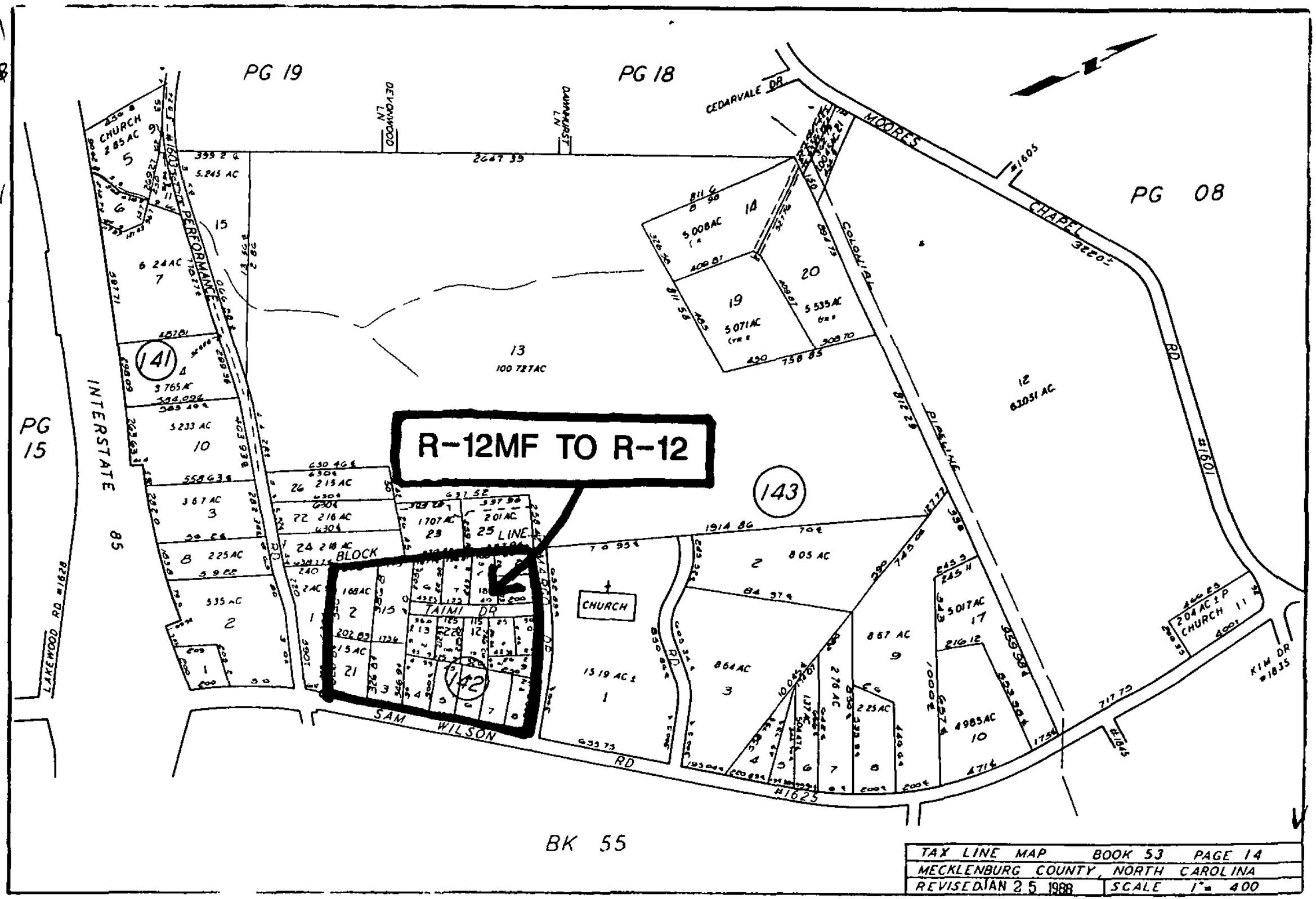

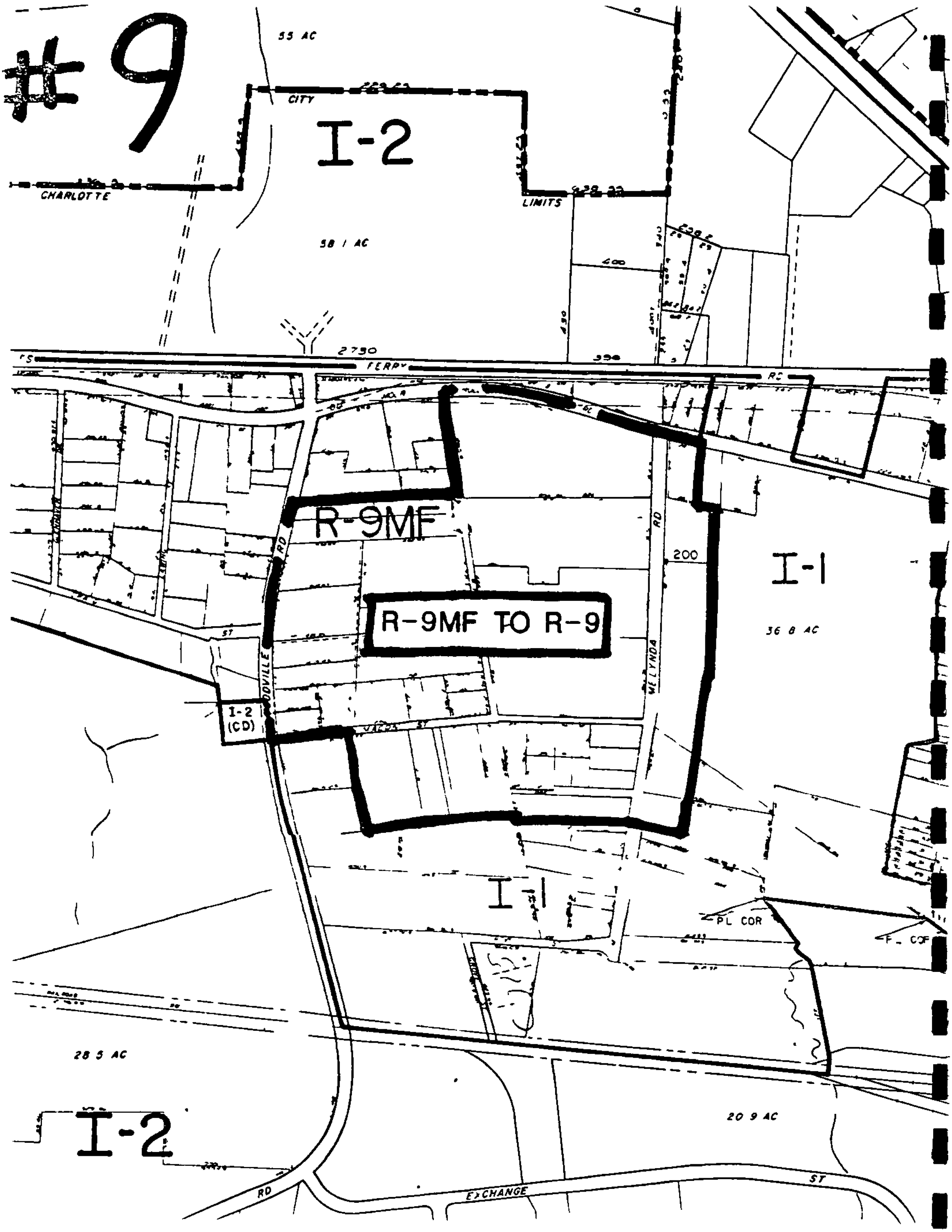
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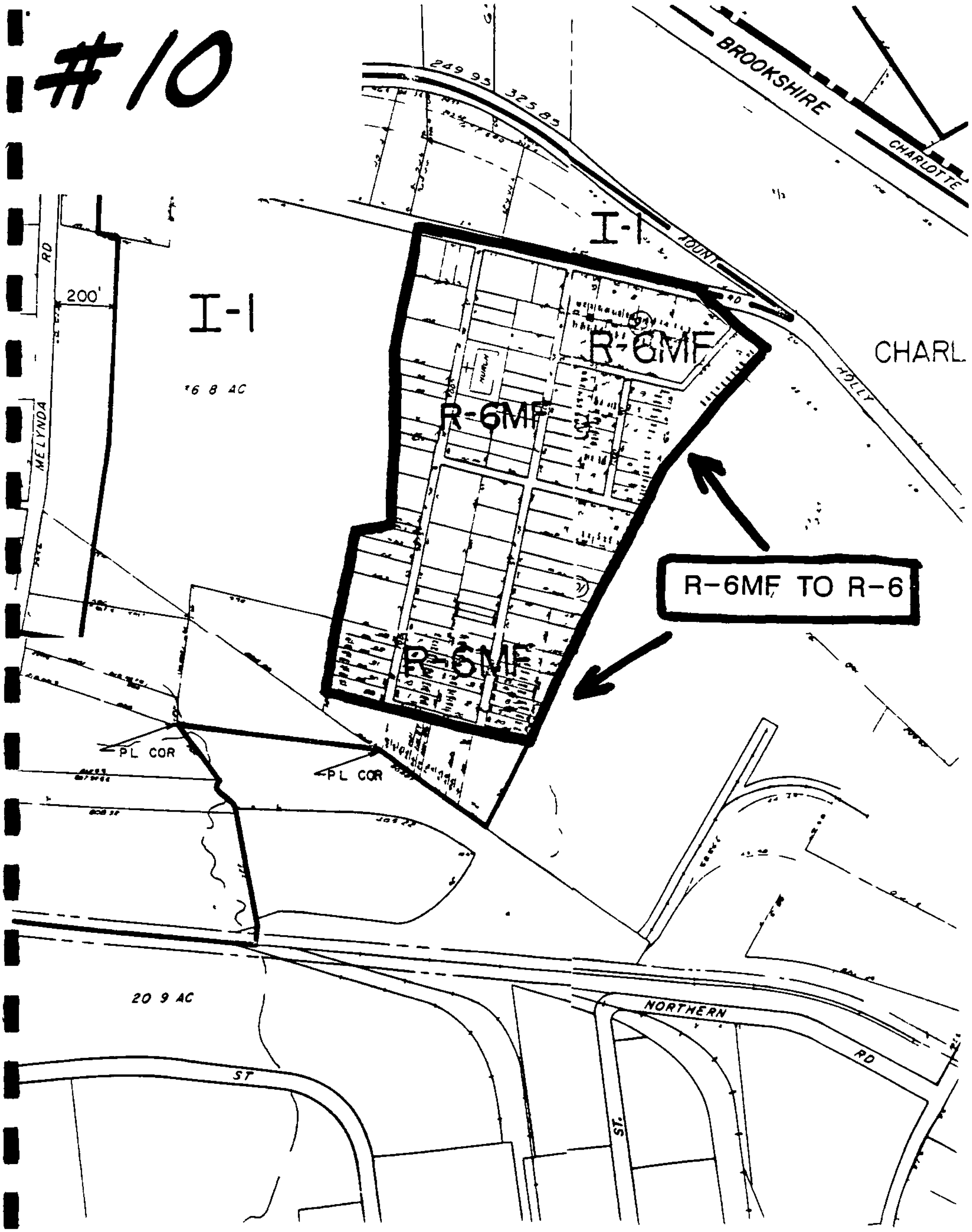
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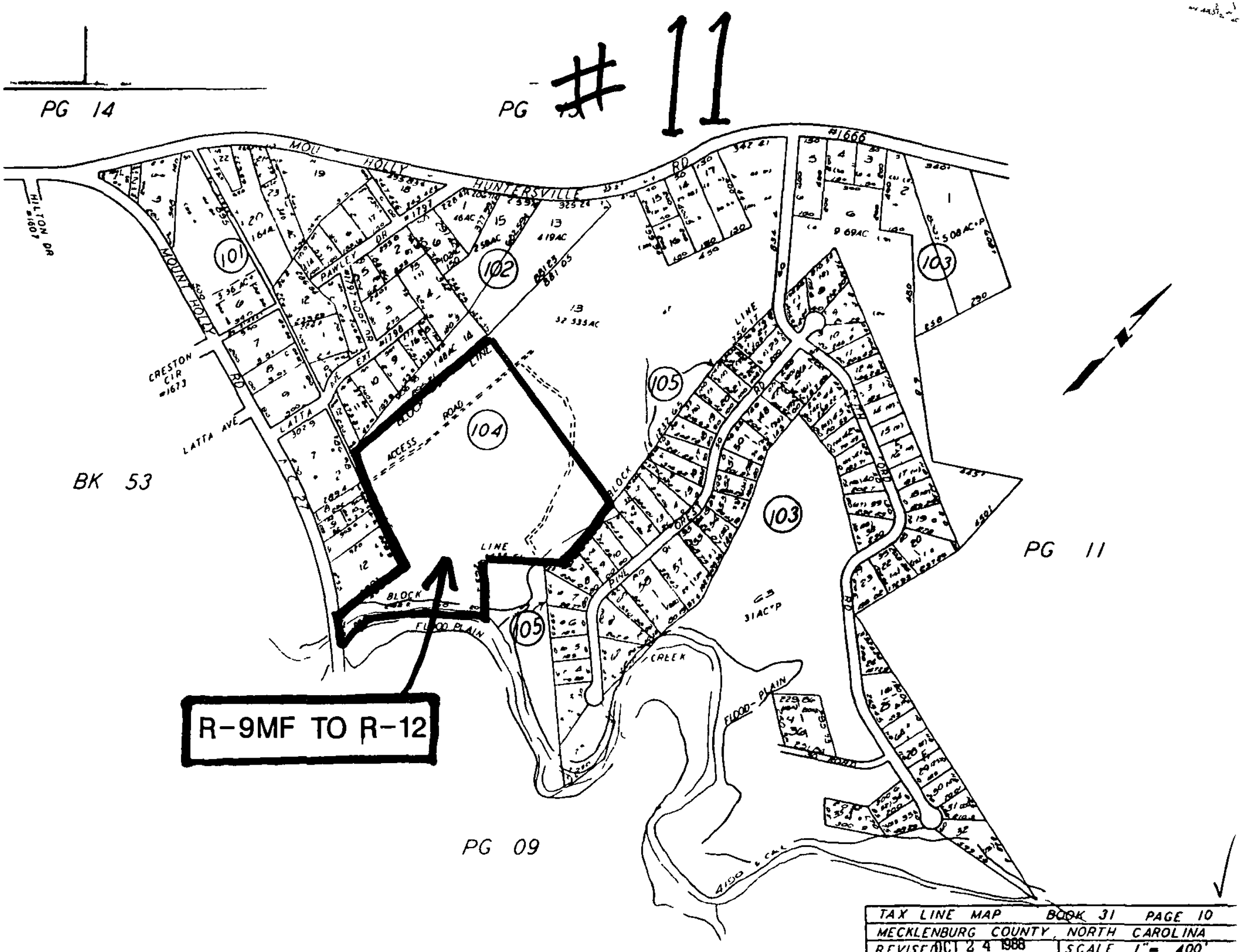
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LATTA AVE
LATTA RD
PAWLEY DR
#1797
#1798
EXT
ACCESS ROAD
BLOCK LINE
FLOOD PLAIN
CREEK
PINE
101
102
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R-9MF TO R-12
TAX LINE MAP BOOK 31 PAGE 10
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REVISED OCT 24 1988
SCALE 1" = 400'

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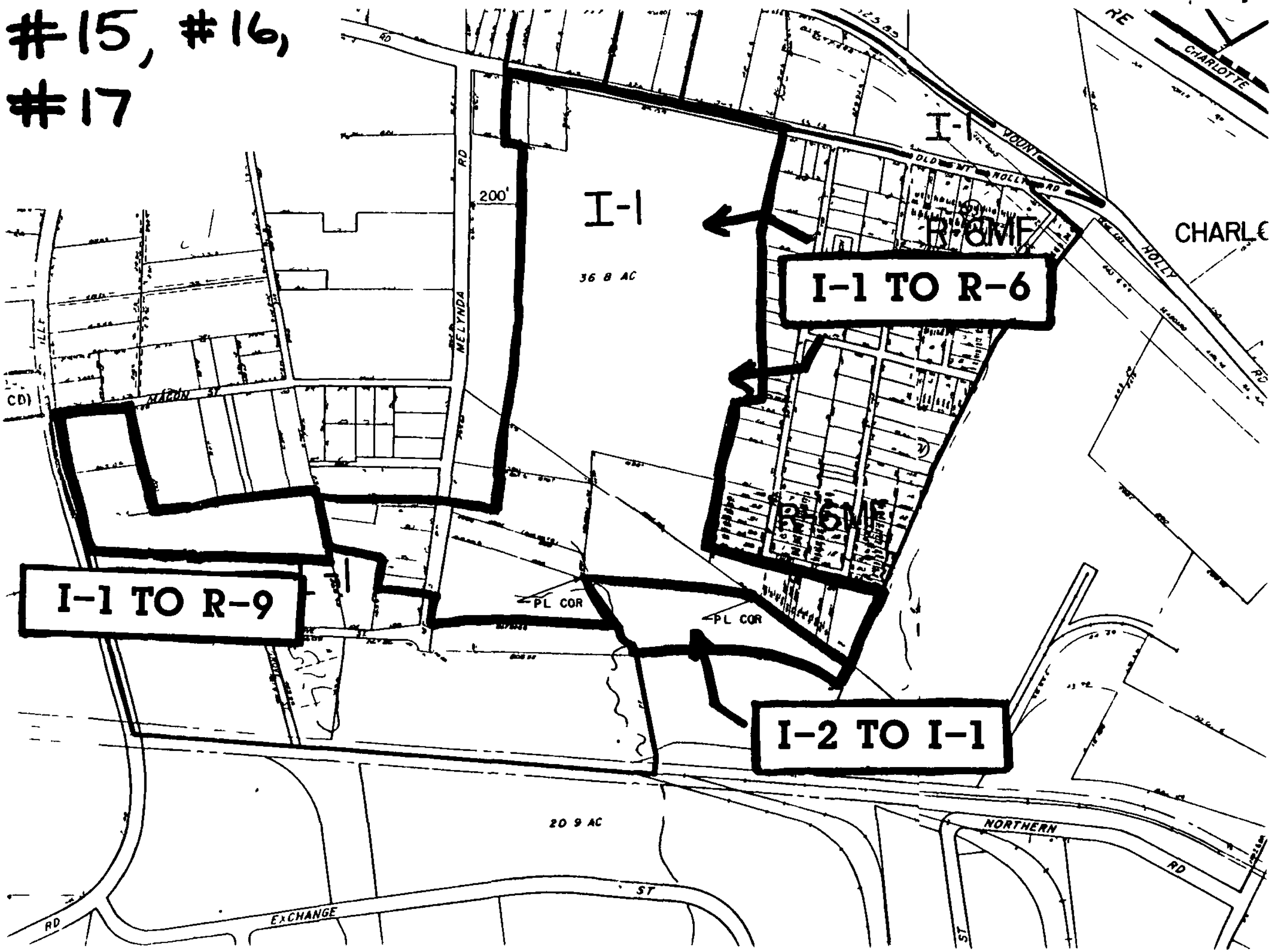
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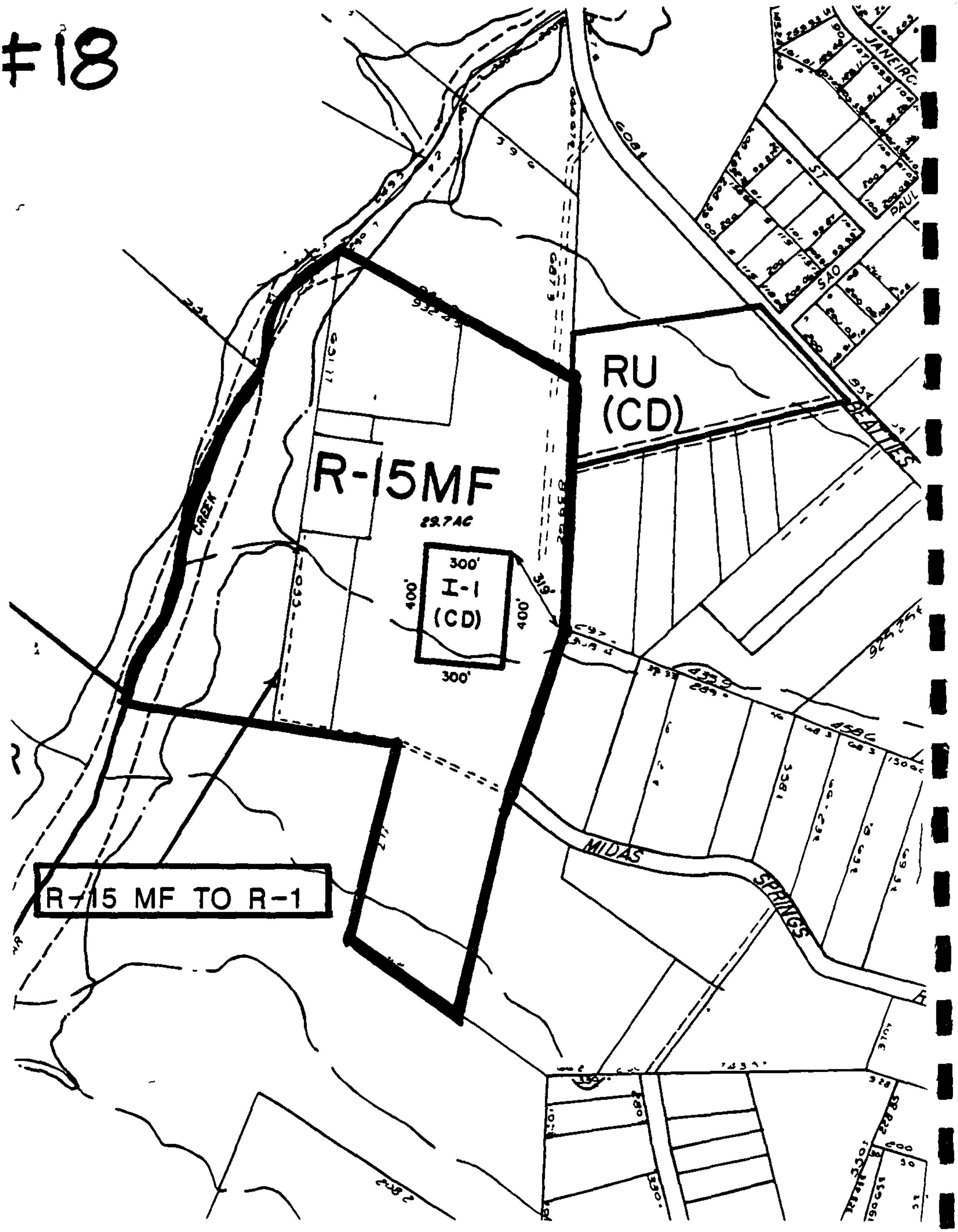
HOLLY RD
CHARLOTTE
NORTHERN RD
EXCHANGE ST
RD
ST

#18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SPRINGS
R-15 MF TO R-1

TREE ORDINANCE ALTERNATIVES

BACKGROUND

In November 1987 the Tree Ordinance was amended to enhance tree planting and preservation, three positions were also added to enforce the ordinance in the building permit process In 1989 a substantial backlog of tree plan reviews accumulated delaying the processing of building permits The current program cost is approximately $125,258, with 80% of costs supported by user fees of $145 per plan review

ALTERNATIVE SERVICE LEVELS	Additional Positions	Additional Annual Costs
1 Amend Tree Ordinance This alternative would limit inspection and reduce plan review Process to amend ordinance is lengthy and controversial	0	0
2 Partial Enforcement Involves limiting the number of site inspections and reducing plan review time Construction Inspectors would be responsible for site inspection Day-to-day selective enforcement presents administrative difficulties	0	0
3 Active Enforcement Based on current workload and procedures, add three positions If the number of building permit applications decrease in the future, however, fewer staff will be needed This would increase costs, allow proactive educational efforts, enforce all ordinance provisions and allow for timely processing of building permits	3	$125,258
4 Tree Commission Recommendation Coinsides with active enforcement, but with an enhanced level of inspection after a certificate of occupancy is issued Increases costs of enforcement	5	$208,763

USER FEE REVENUES	Tree Ordinance User Fee	Funding Option A (amend fee 1-1-91) General Fund Subsidy	Funding Option B (amend fee 7-1-91) General Fund Subsidy
1 Amend Tree Ordinance	$145	0	0
2 Partial Enforcement	$145	0	0
3 Active Enforcement	$313	$43,840	$93,943
4 Tree Commission Recommendation	$415	$73,067	$156,573

Reedy Creek Park Proposal

J. Paul Sires

Narrative Description

The project proposal consists of four interactive sculptural areas located along the main entrance to the nature center. These works should be located between the parking lot for the center, the walkway path, and the outside entrance to the nature center.

The sculptures will be made of several types of granite. Each sculptural area will consist of a composition reflective of the natural environment and elements of nature The works will reflect the beauty of the natural granite as well as man's manipulation of the stone in the use of both carved and polished areas. (This interaction of artist and stone is a direct reflection of the interaction of our society and our environment.) The interactive quality of the works are to provide encouragement for pedestrians to sit and enjoy the park as well as explore the message of the works of art on a more intimate fashion. The sculptures are not only to be viewed but will be resting areas to explore and for small children to climb up on. Each sculptural area will provide approximately 12 square feet of seating area

I have picked granite as my medium for a number of reasons. The natural beauty of the material made granite the most appropriate material for a nature center and park, it is a natural material and can be used in its natural state. It fits conceptually and visually into the parks landscape. The weight, density and longevity make it impossible to vandalize, permanent and maintenance free.

The works are designed to function and serve the purpose of the park, to enjoy and interact with nature while developing a love and understanding of our environment.

"I went to the woods because I wished to live deliberately, to front only the essential facts of life and see if I could not learn what it had to teach,'.....Henry David Thoreau

Project Budget

ART WORK	
Materials Granite, carving and sandblasting, stainless steel transportation, equipment rental.	$9,000.00
Labor	$8,000.00
Installation Equipment, bobcat rental, concrete mixer rental.	$2,000.00
Labor	$3,000.00
Total cost of project	$22,000.00

Mecklenburg County
Solid Waste Management Plan

Proposed 1990 Revisions

RESOLUTION APPROVING AMENDMENTS TO THE MECKLENBURG COUNTY SOLID WASTE MANAGEMENT PLAN

WHEREAS, the City entered into that certain Solid Waste Management Plan Interlocal Agreement with Mecklenburg County in which Agreement the City approved the Mecklenburg County Solid Waste Management Plan dated September 1988, (the "Plan"); and

WHEREAS, Mecklenburg County, upon advice of its Waste Management Advisory Board, has requested that the City approve certain changes to the Plan, which changes are reflected on the attached document entitled "Mecklenburg County Solid Waste Management Plan Proposed 1990 Revisions.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Charlotte that the City does hereby approve the changes to the Mecklenburg County Solid Waste Management Plan as outlined in the attached document entitled "Mecklenburg County Solid Waste Plan Proposed 1990 Revisions".

This resolution shall become effective immediately upon its adoption.

THIS the _____ day of _____, 1990.

APPROVED AS TO FORM:

Assistant City Attorney

Read, approved and adopted by the City Council of the City of Charlotte, North Carolina, in regular session convened on the _____ day of _____, 198__, the reference having been made in Minute Book _____ and recorded in full in Resolution Book _____, page(s) _____.

Pat Sharkey
City Clerk

MECKLENBURG COUNTY

SOLID WASTE MANAGEMENT PLAN
****

1989 Update and 1990 Plan Revision
(Edited 8/15/89)

Present Language - Page 4

* Recycle 15% of the County's solid waste by 1994 and 30% by 2006.

* Convert 40% of the waste into energy for sale to businesses and institutions.

* Reduce the amount of solid waste going to landfills from 99% of the total to 30%.

Proposed Language

* Recycle 25% of the County's solid waste by 1993 as mandated by North Carolina legislation, and 30% by 2006.

* Convert 40% of the waste utilizing resource recovery technologies by 2006.

* Reduce the amount of solid waste disposed in landfills from 99% of the total to 30% by 2006.

MECKLENBURG COUNTY

SOLID WASTE MANAGEMENT PLAN
****
(Edited 8/15/89)

1989 Update and 1990 Plan Revision

Present Language - Page 5

Although landfills are currently the least expensive option, siting them is becoming increasingly difficult. The Mecklenburg County Zoning Ordinance requires that a special use permit be obtained prior to the siting of a landfill. Following the issuance of a County special use permit the landfill must also be permitted by the State Department of Human Resources before operations may begin.

Proposed Language

Permitting regulations from the State Department of Human Resources will require that future landfills be lined and have leachate collection facilities; however, the siting of such future landfills will continue to be politically difficult.

MECKLENBURG COUNTY

SOLID WASTE MANAGEMENT PLAN
****
(Edited 8/15/89)

1989 Update and 1990 Plan Revision

Present Language - Page 7

Current recycling operations include:

1. Two staffed and six unstaffed drop-off recycling centers.

3. Pilot Curbside Collection Program for glass, aluminum, PET and newspapers. At present 9100 households are serviced throughout Charlotte, Davidson, Cornelius, and Huntersville.

4. Disposal Site Salvaging. When weather permits a cardboard recovery program operates at the active area of the landfill.

Proposed Language

Current recycling operations include:

1. Staffed and unstaffed drop-off recycling centers within the County.

3. Curbside Collection Program for glass, aluminum, PET and newspapers. Households are serviced throughout Charlotte, Davidson, Cornelius, and Huntersville.

4. Disposal Site Salvaging. Cardboard recovery program operates at the landfill.

MECKLENBURG COUNTY

SOLID WASTE MANAGEMENT PLAN
****
(Edited 8/15/89)

1989 Update and 1990 Plan Revision

Present Language - Page 10 - 11

County has established a solid waste management goal of reducing the waste stream by 40% through the use of resource recovery facilities.

Proposed Language

County has established a solid waste management goal of reducing the waste stream by 40% through the use of resource recovery facilities. This portion of the Mecklenburg County Integrated Waste Management System continues to stress that recycling comes first and then the removal of valuable metals, plastics, wood waste and glass complements resource recovery projects.

A cogeneration facility, completed in June 1989, was constructed on County property adjacent to the University of North Carolina at Charlotte. The steam produced is sold to the University while electricity generated is sold to Duke Power. This resource recovery facility represents 10% of the total solid waste stream.

MEMORANDUM OF UNDERSTANDING
AMONG AND BETWEEN

CITY OF CHARLOTTE
CHARLOTTE-MECKLENBURG HOUSING PARTNERSHIP
CHARLOTTE-MECKLENBURG SCHOOLS
MECKLENBURG COUNTY
UNITED WAY OF CENTRAL CAROLINAS, INC

REGARDING SELF-SUFFICIENCY MODEL FOR
FAIRMARKET PLACE

I Purpose

This Memorandum of Understanding is established to convey the commitment of the above parties to work together to support an orderly and effective implementation of the Self-Sufficiency Model at Fairmarket Place, to the end that residents will be provided with suitable, affordable housing and linked, when necessary to comprehensive community services with the long term goal of self-sufficiency

II Background

In 1987, Charlotte City Council approved a Housing Policy Plan which outlined the city's goals and commitment of resources towards its mission of "reducing the number of households living in substandard, over-crowded, or unaffordable housing conditions " Among those recommendations approved was the recommendation (III,3) to coordinate employment and social services targeted to persons receiving City subsidized housing with a long-term goal of promoting self-sufficiency

Recognizing that the City has made significant progress toward providing affordable housing, but, as yet, has not addressed the coordination of services for families living in subsidized housing, a Committee, representative of the aforementioned entities, met and identified

The significant health, social, infrastructure, and economic problems facing these families
Services that families need
Available services and gaps in services
Barriers to receiving services both within the families and the agencies providing service

Information derived from the work of the Committee led to development of the Self-Sufficiency Model For Fairmarket Place

III Intent

It is the intent of the undersigned that our respective agencies need to and will work together to deliver necessary programs and services more effectively and comprehensively to the residents of Fairmarket Place, the pilot project and to

other communities where replication has been deemed desireable It is our further intent that to the extent possible, our respective agencies will share information and expertise, will engage in joint planning to improve our service delivery systems, and will remove or modify administrative barriers to effective coordination

IV <u>Agreement</u>

A The City of Charlotte agrees to provide below market rate financing for housing (through Charlotte-Mecklenburg Housing Partnership arrangements) and will cooperate in the effort with the Partnership to coordinate services, such as, basic job skill training transportation, child care, money management and family counseling targeted to persons receiving City subsidized housing with the long-term goal of self-sufficiency

B. Charlotte-Mecklenburg Housing Partnership will serve as the conduit to develop and coordinate individual and neighborhood opportunities for economic self-sufficiency in conjunction with Housing The Partnership will also hire, supervise, and evaluate the Family Services Coordinator

C Charlotte-Mecklenburg Schools' psychologists, teachers, social workers and counselors will provide important information to the Family Services Coordinator and case managers from other agencies and obtain information that is important in designing appropriate school-based programs. Current school system data collection and needs identification efforts will be linked with information collected by other agencies

D Mecklenburg County and the Charlotte-Mecklenburg Housing Partnership will fund the Family Services Coordinator position The County, through the Department of Social Services, will centralize case management services for project families who are active participants in the JOBS Program. Social Services staff will work cooperatively with other providers to assure provision of services needed by families to succeed in achieving their goals

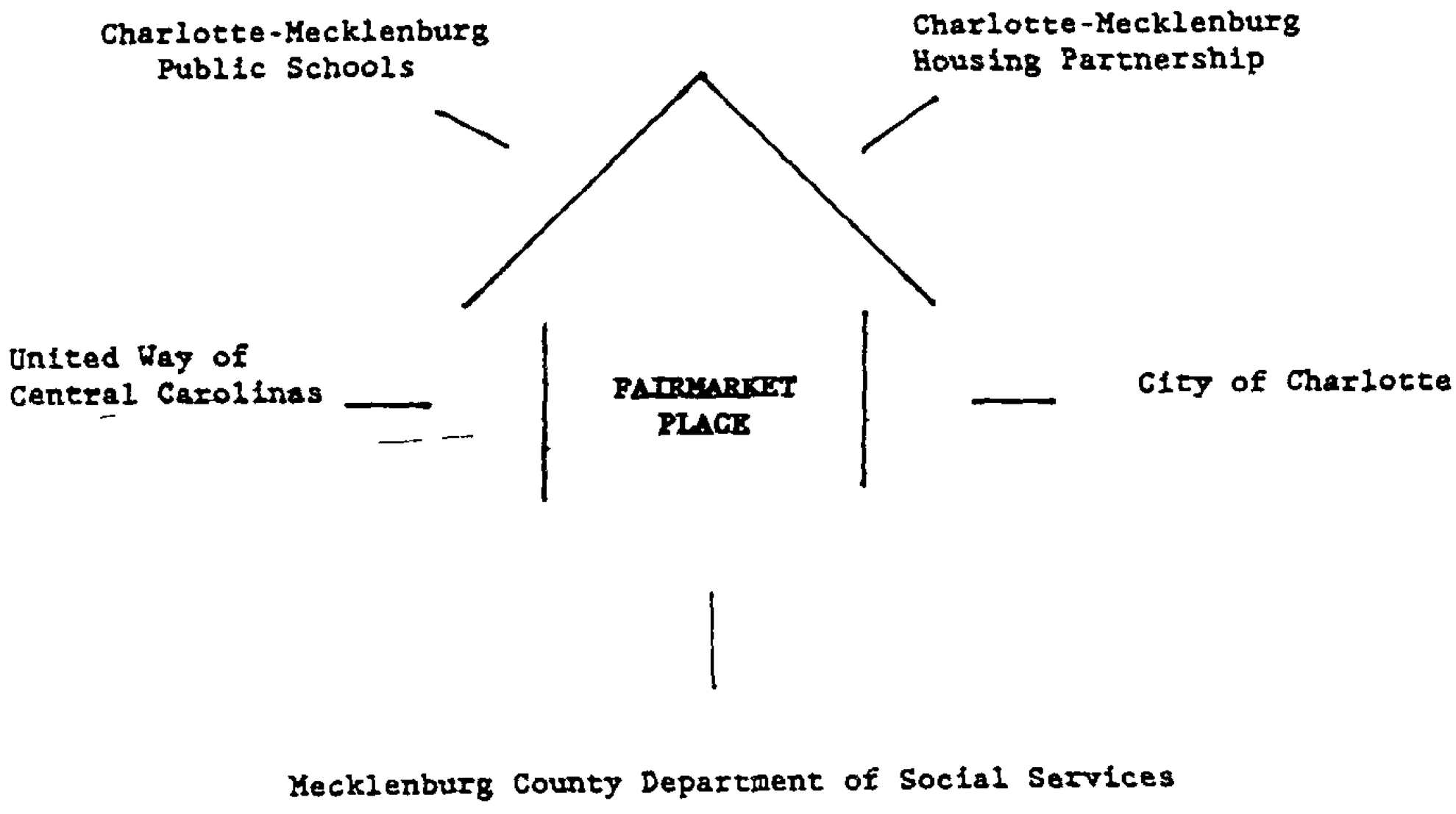
E United Way of Central Carolinas, Inc. agrees to facilitate in obtaining cooperation of health and human service agencies in coordinating wrap-around services It will provide access to volunteer recruitment through its Volunteer Center and will provide information about location and availability of health, human and social services through its First Call For Help It will also provide recruitment, training and matching of mentors

Signatures of Agreement

O Wendell White, Manager City of Charlotte	Date	Sue Myrick, Mayor City of Charlotte	Date
Peter D Relic, Superintendent Charlotte-Mecklenburg Schools	Date	George Battle, Jr Board of Education	Date
Gerald G Fox, Manager Mecklenburg County	Date	Carla Dupuy, Chairman County Commissioners	Date
Donald C Sanders, President United Way of Central Carolinas, Inc	Date	Douglas W Booth, Chairman United Way of Central Carolinas, Inc	Date
Patricia G Garrett, President Charlotte-Mecklenburg Housing Partnership	Date	John Boatwright, Chairman Charlotte-Mecklenburg Housing Partnership	Date

7/13/90

SELF-SUFFICIENCY MODEL
FOR
FAIRMARKET PLACE



Goal: To provide Fairmarket Place residents with suitable, affordable housing and linkage to comprehensive community services with the long term goal of self-sufficiency

SELF-SUFFICIENCY MODEL
FOR
FAIRMARKET PLACE

Introduction

"High rates of violent juvenile crime, school failure, and adolescent childbearing add up to an enormous public burden, as well as widespread private pain Our common stake in preventing these damaging outcomes is immense We all pay to support the unproductive and incarcerate the violent We are all economically weakened by lost productivity We all live with fear of crime in our homes and on the streets We are all diminished when large numbers of parents are incapable of nurturing their dependent young, and when pervasive alienation erodes the national sense of community" writes Lisbeth B Schorr in her book Within Our Reach.

Much is being written today about prevention and intervention. Focus is being placed on "at-risk" youth and "at-risk" families Most people agree that the family is central and that basic to the well-being of a family is a suitable home, free from the anxieties and dangers of unsafe and unhealthy conditions Without suitable, affordable housing, attempts at self-support and independence are severely hampered

In 1987, Charlotte City Council approved a Housing Policy Plan which outlined the city's goals and commitment of resources towards its mission of "reducing the number of households living in substandard, over-crowded, or unaffordable housing conditions." Among recommendations approved in 1989 was the recommendation (III,3) to coordinate employment and social services targeted to persons receiving City subsidized housing with a long-term goal of promoting self-sufficiency (Self-sufficiency means not only the ability to meet minimal material needs, but also the ability to accept responsibility for the support and stability of the family unit.)

Recognizing that the city has been making significant progress toward providing affordable housing, but, as yet, has not addressed the coordination of services for families living in subsidized housing, Velva Woollen, former City Council member and Charlotte-Mecklenburg Housing Partnership Board member, convened a meeting of all critical institutions that should be involved. The Committee, comprised of Chuck Dulaney, Planning Specialist, Planning & Research, Charlotte-Mecklenburg Schools, Andrea Sturm, Supervisor, Housing Referral Section, City of Charlotte, Thelma Reynolds, Assistant Director, Neighborhood Centers, City of Charlotte, Gus Psomadakis, Employment Training Director, City of Charlotte, Merlene Wall, Director of Mecklenburg County Department of Social Services, Warren Nance, Director of First Call For Help, United Way of Central Carolinas, and Vivian Hamilton, Vice-President, Community Resources, United Way of Central Carolinas, has met regularly since April 1990 to address the issue of bringing needed services to those residents living in subsidized housing communities

The Committee

- Identified the significant health, social, infrastructure, and economic problems facing these families
- Identified services that families need
- Identified available services and gaps in services
- Identified barriers to receiving services both within the families and the agencies providing services

Information derived from the Committee's work led to development of the proposed model.

The model recommends that the children and families selected to live in subsidized housing communities receive the health, educational, social and municipal services that they need in order to compete in the world we live in today. It outlines the commitment that each entity has made to help involved residents help themselves in devising solutions to their problems and establish goals to move themselves toward independence and self-sufficiency.

Fairmarket Place will be the pilot project to test the proposed model Fairmarket Place will be a 60 unit subdivision located at Central Avenue and Milton Road, built by John Crosland. It will contain 30 2-bedroom units and 30 3-bedroom units Residents selected to live there will be chosen from the Charlotte Housing Authority's master list for subsidized housing This pilot project is aimed at promoting movement of families from assisted housing to privately owned housing. The idea is to build community-wide support systems so that the demonstration project can be replicated in other subsidized housing communities or targeted neighborhoods.

Profile of Residents:

Each family will be one in transition - moving from some level of dependency on the human service system to self-sufficiency.
Each household will range from two to six individuals
Each family must have no more than 40% of the median family income (Family of four, maximum income will be approximately $15,000)
Each family must be able to afford the rent which is a non-adjustable rent

- Two bedroom unit - $200 per month plus utilities
- Three bedroom unit - $230 per month plus utilities

Selection Process

There will be a comprehensive screening process which will include.

- Personal interviews with the family
- Home visits
- Assessment of family's strengths
  - education
  - job history (steady employment)
  - financial stability (good credit history)
  - coping skills
  - interpersonal relationships
  - assessment of job readiness

Identified barriers will be addressed in the service contract which will be developed with every family

Conditions of Residency

All adult members, 18 years and older, will be required to sign an agreement to participate in the on-going counseling in areas such as education, training, money management, personal relationships, parenting and/or other mutually agreed upon areas of need with the ultimate goal of self-sufficiency for the family

Renewal of the lease will be dependent upon family's progress towards completion of the service plan

Implementation

The project will be directed by a qualified Family Services Coordinator who will be a full-time employee of the Charlotte-Mecklenburg Housing Partnership It is recommended that the Family Services Coordinator be an experienced and skilled individual who has earned a Masters Degree in Social Work and has had experience in the Human Services System.

The Family Services Coordinator will be located on site and serve the Fairmarket Place Community exclusively The Family Services Coordinator will screen applicants, determine if other agencies are involved, develop strategies in cooperation with existing case managers, determine need for a mentor relationship, match mentors and track individuals' progress. (It is extremely important that the Family Services Coordinator not be confused with the Resident Property Manager who is being providad by Crosland.)

Case managers will meet regularly with the Family Services Coordinator to discuss progress of each family from their particular involvement Tracking of each resident will begin from move-in day Follow-up will continue for three years following declaration of independence

Adult mentors will be selected to help provide positive one-to-one relationships which may be needed to provide a connection to the entire community, offer guidance and reinforcement, create a positive vision of the future, and offer guidance, understanding and love.

While there are no hard and fast time frames, it is anticipated, based on other transitional housing programs, that self-sufficiency may be obtained in five to seven years

The success of Fairmarket Place is dependent upon linkage and interagency cooperation which has developed throughout the years in our community. It will focus on new collaborative relationships among existing service providers as well as paving the way for the full involvement of persons from the entire community in the widest possible range of volunteer roles.

Commitment of Service Providers

City

The City's commitment of $4 5 million in innovative housing funds, for the development of subsidized housing, is supplemented by the commitment for support services through the education, training and employment, and coordination of delivery of human services needed by residents to become self-sufficient Examples of service include basic job skill training, transportation, child care, money management and family counseling.

County

Mecklenburg County and the Charlotte-Mecklenburg Housing Partnership will fund the Family Services Coordinator position The County, through the Department of Social Services, will centralize case management services for project families who are active participants in the JOBS Program. County staff will work cooperatively with other providers to assure provision of services needed by families to succeed in achieving their goals

Charlotte-Mecklenburg Schools

Success for children in school is heavily influenced by the type of support and guidance children receive in their homes. The school system welcomes opportunities to link school-based efforts with housing-based efforts The schools' "case managers" (psychologists, teachers, social workers, and counselors) will provide important information to the Family Service Coordinator and case managers from other agencies and obtain information that is important in designing appropriate school-based programs. Current school system data collection and needs identification efforts will be linked with information collected by other agencies.

United Way of Central Carolinas, Inc.

The Fairmarket Place Project provides another opportunity for United Way to fulfill its mission, "to increase the organized capacity of people to care for one another."

United Way will facilitate in obtaining cooperation of health and human service agencies in coordinating wrap-around services

United Way will provide access to volunteer recruitment through its Volunteer Center.

United Way will provide information about location and availability of health, human and social services through its First Call For Help program

United Way will provide recruitment, training, and matching of mentors who will be recruited from all segments of the community.

Conclusion

This model will provide the mechanism to link the efforts that are already in place by the City, the County, the schools, the United Way, human service resources and job training programs throughout the community in order to help fulfill the overall goal of helping residents move toward independence and self-sufficiency. The key will be a coordination of efforts by the Family Services Coordinator, case managers, and adult mentors, all tracking the residents through an on-going preventive process.

7/13/90

Services Required	Services Available	Gaps	Role of Mentor
1. Health issues			
A. Family planning	Health Dept. Planned Parenthood		Role models in responsible sexuality choices
B. Pre-natal	Health Dept. C. W. Williams Carolina Medical Center		
C. Birth - 5 years	Well-baby clinics Screen-O-Rama Immunization clinics Headstart	Method for helping parents understand what services are available and where they are	Help parent understand importance of health care check-ups for children, help explain services available,, perhaps provide transportation to services
D. Child with developmental problems	Charlotte Speech & Hearing	Follow-up on child referred to CHD	Hand-hold with parent as needed
	Child Development Center (CHD)	Few agencies that needs after 5:00 p.m.	Interface with employer
E. General health maintenance	Clinics-Carolina Medical Center	Lack of affordable care for non-medicaid eligible persons with no ability to purchase insurance on the open market	
	C. W. Williams Family Practice Center		
F. Communicable diseases	Clinics listed above Health Department		
G. STD	Clinics listed above Health Department		

H.	Chronic Disease education	Clinics, Health Dept. Community Health, Cancer Society, Heart Association, etc.	
I.	Chronic Disease control	Clinics, Health Dept. Community Health	
J.	Prescription/ medication assistance	Clinics for eligible Community Health DSS-GA	No on-going assistance for people not eligible for clinics
K.	Substance abuse Outpatient treatment	Randolph Clinic Open House	Services based on income
	Inpatient treatment	Amethyst Rebound, Salvation Army Black Mountain	O.K. if have insurance, but female addict without the ability to pay is extremely limited
	On-going support	AA, Al-Anon, Al-Ateen Randolph Clinic, Open House, Hope Haven, Amethyst, NA	
	Prevention Education	Charlotte Council, Drug Ed Center, Bethlehem Center	
	Detoxification	7th Street Center, Amethyst	
L.	Sexuality Education	YW scattered site programs Planned Parenthood (teen, parent panels) Teens in Touch Carolinas Medical Center (Healthy teens program) Health Department (Project HOPE) Drug Ed Center (I'm Special, Ombudsman)	*Develop model at Crosland

2. Social functioning/ adjustment

A. Counseling, individual, family parent, child, etc.	United Family Services, Catholic Social Services, Family		
B. Support/peer support	Womanreach; Support Works		Mentor-especially successful peers-could be very significant. Potential - develop a support/motivation group at complex.
C. Consumer Education	Charlotte Area Fund, Family Housing Services, Extension Home Economists		Mentors, especially successful peers, could be very useful role models.
D. Budget management	Consumer Credit Counseling Charlotte Area Fund, Family Housing Services		
E. Contractual Life Planning	Neighborhood Center, CD Case Ad, Complex Case Manager		Mentors could help monitor encourage and facilitate movement through plan
F. Parenting skills	Youth services Family Support Center Florence Crittenton Parent stress line		Home visits, help with problem assessment, attend education classes with parent
G. Child care	Open Door School	No family based social work in Dept. of Social Services (Trying to get 4 social workers to be more family focused) *Hope Project - Maternal and Health Grant	

Child care continued	Child Care Resources	Non-traditional education and health programs	Develop and present non-traditional parenting education and health programs
		More money to help	
		More child care slots	
		Improved earnings for child care providers so they can become independent	
		* Link seniors from neighboring senior project to provide day care	
		* Identify REACH participants to go to CPCC for training to provide child care	
H. In Home Day Care		* Provide non-traditional day care in one building at Crosland	
		* Self-sufficient operation by residents-for residents	
I. Role Models	Big Brothers/Big Sisters		Use project self-sufficiency gradutes as mentors/role models
J. Enrichment	Gethsemene	Develop satellite	Teach mentors the concept to develop here
	Boys Clubs (Milton Road)		

	Library Christ The King Bethlehem Center	Children begin to surpass parents educationally	Mentor could help here
	Youth services (start with 7 year olds)		
	Scouting	Not marketed to this population	Provide linkage to services
	4-H (9 yrs. +) YA (Johnson Branch) Central Salvation Army Boys Club Christ the King (Model) Bethlehem (Model) County Youth Services (Parent-Child) Relationships	Lack of transportation to activities	Locate appropriate transportation or help provide transportation
		Staffing needs to become of one mind. Resident managers need to change thinking about being more than collection agent	Mentor providing behavior modification to residents re: utilization of utilities, care of property, etc.
3. Education			
A. Public School System Elementary School	Lebanon Road Elementary Lebanon Road Elementary *After School	Homework/tutorial help	
		Parental involvement/ access	
	Devonshire After School Enrichment Program	Funding for after school child care programs	

Jr. High School	Cochran Jr. High Cities-In-Schools Program Project LIFT (summer)	Homework/tutorial help	
High School	Garinger High	Homework/tutorial help Counseling support	
	Operation PASS Vocational Training	Role models	
B. High School Completion GED	CPCC		
C. Adult Basic Education	CPCC		
D. Literacy Education	CPCC, Charlotte Area Literacy League		Mentors could be trained as tutors to work on site
E. Higher Education	CPCC, JCSU, UNCC, Queens, Davidson		
F. Informal Education	Opportunities and resources vary according to subject/ interest.		
4. Cultural/Recreational Activities			
A. Cultural Opportunities	Science Museums, Mint Museum, Children's Theater, Spirit Square, Symphony, Opera, etc.		Mentors may help introduce elements of the arts which are new

B. Recreational opportunities	YMCA, YWCA, City Parks: Recreation, County Parks: Recreation		
		No community centers	Ask schools to use buildings during summer months Playgrounds at Crosland community Check into park and recreation services Mentor can find services or help start services

5. Basic material needs

A. Food stamps	DSS
B. WIC	Health Department
C. Emergency Food	Loaves & Fishes through appropriate referral, Crisis Salvation Army
D. Food Buyers Club	Charlotte Area Fund
E. Clothing	Crisis, Goodwill, Salvation Army, PTA Thrift Store
D. Furniture/Appliances	Crisis (FAM) through appropriate referral; Goodwill, Salvation Army
E. Fuel assistance	Crisis, Youth Council (L.I.E.A.P.) Salvation Army

F. Transportation		
1. Employment	Charlotte Transit	Could be a problem depending on house/ location
2. Human Service/	Certification through NCD; DSS	
3. Medical appointment		Red Cross; DSS
6. Financial Assistance		
A. AFDC	DSS	
B. Child Support	Child Support Enforcement	
C. SSI/SSDI	Social Security Adm.	
D. Unemployment	Employment Security Comm.	
E. Emergency	Crisis; DSS-DA; Goodfellows, Salvation Army; Charlotte Area Fund , Catholic Social Services , Good Friends	
7. Employment/Job Training		
A. Through High School Supplements to schools		No vocational training in the high schools

		Money is going to prepare young people for college - not employment Medical insurance for minimum wage employees	
B. Job Training 14 - 21	Program with the school system. Transitional program from Gr. 12 to first job GED - high school completion ABC - Adult Basic Education	Tracking only goes on 13 weeks after they go into job Lack of Day Care and transportation are problems Need to target resources to people in residential transition Track the cost of care for a family in housing.	Mentor could continue tracking beyond the 13 weeks
C. Job Training/ Employment Assistance	REACH Urban League Employment Security Commission WOW St. Francis Goodwill CPCC-Human Resources Dev. Charlotte Area Fund Employment: Training Dept. City of Charlotte Woman's Commission Job Bank	. No money available to assist person to get training specifically related to person's skills and interest . diminished education	loans at city banks

Busing to Carowinds in summer
City & DSS work well together
CPCC main training vendor

- Child Care is the big problem. Most of the jobs are off bus lines
- transportation is a major problem. Jobs are not located where the people live.

7/13/90

COMMUNITY DEVELOPMENT DEPARTMENT
PROGRAM EVALUATION REPORT

NAME OF PROGRAM: **Wilmore Neighborhood Housing Services**

PERIOD COVERED: **July 1, 1989 - June 30, 1990**

DATE PREPARED: August 2, 1990

CONTRACTOR: **Neighborhood Housing Services of Charlotte, Inc.**

I. SUMMARY

1. Revitalization contracts with the City have totaled $820,817, plus a $35,000 planning contract.

   The first contract was a $35,000 planning contract, which, was approved by Council on February 11, 1985. In that contract, the City made a commitment to provide up to $100,000 per year for three years pending evidence of a need in the Wilmore area. A detailed survey of that neighborhood's housing stock confirmed the need for a revitalization program.

   Subsequent contracts are summarized as follows:

January 28, 1986 - January 27, 1987	$100,000
(transferred from Plaza-Midwood NHS)	$105,157
January 28, 1987 - June 30, 1987	$ 50,000
July 1, 1987 - June 30, 1988	$100,000
July 1, 1988 - December 31, 1988	$ 50,000

   Contracts covered by this evaluation:

July 1, 1989 - June 30, 1990 (Performance Contract)	$234,000
July 1, 1989 - June 30, 1990 (Infill Housing Contract)	$181,000

   The funds transferred from the Plaza-Midwood NHS project were for the acquisition and rehabilitation of a residential 4-plex structure.

2. During the 12 months covered by this evaluation, the contractor has spent **$153,263** of the Performance Contract and **$25,000** from the Infill Housing Contract for start-up costs.

3. During the 12-month period covered by this evaluation, the Contractor reported the following progress:

   - 2 units acquired, rehabilitated and sold,
   - 3 units acquired, rehabilitated and loans are in process;
   - 4 units acquired and rehabilitation is in process;
   - 1 unit acquired and rehabilitation has not begun;
   - 1 downpayment assistance loan completed;
   - 4 downpayment assistance loans are pending conventional approval,
   - 3 units rehabilitated for owner occupants with technical assistance provided by Wilmore NHS.

For additional information, see Table 1 for a breakdown of production by address.

II. COMBINED ACHIEVEMENT AND PERFORMANCE OBJECTIVES

A. PERFORMANCE CONTRACT

1. PROVIDE FOURTEEN (14) REHABILITATION LOANS TO WILMORE NEIGHBORHOOD RESIDENTS. AT A MINIMUM, THE REHABILITATION OF EACH PROPERTY WILL CORRECT ALL CITY OF CHARLOTTE HOUSING CODE VIOLATIONS.

   The contractor has acquired nine (9) properties for rehabilitation and has rehabilitated or begun rehabilitation on the nine properties. (See Table 1). A total of three (3) rehabilitation loans to owner occupants were reported during this contract period, meeting 21% of this objective.

2. PROVIDE DOWNPAYMENT ASSISTANCE AT A MINIMUM FOR FOUR (4) PROSPECTIVE HOMEOWNERS WHO ARE LOW TO MODERATE INCOME RESIDENTS OF THE WILMORE NEIGHBORHOOD OR WHO ARE ON THE MASTER LIST MAINTAINED BY THE HOUSING AUTHORITY OF THE CITY OF CHARLOTTE.

   One downpayment assistance loan has been completed. Approval is pending on four conventional loans, for which downpayment assistance will be needed. This objective will be met early in the extension period.

3. ACQUIRE AND REHABILITATE ONE (1) RESIDENTIAL STRUCTURE TO BE SOLD TO A LOW AND MODERATE INCOME RESIDENT OF THE WILMORE NEIGHBORHOOD OR TO A PERSON WHO IS ON THE MASTER LIST MAINTAINED BY THE HOUSING AUTHORITY OF THE CITY OF CHARLOTTE.

   Nine (9) structures were acquired by Wilmore NHS during this contract period, achieving 200% of this objective. Of the nine structures acquired, two have been rehabilitated and sold. Rehabilitation of the remaining units is in progress, as shown in Table 1.

4. REPAY THE FULL AMOUNT OF TWO HUNDRED THIRTY-FOUR THOUSAND DOLLARS ($234,000) TO THE CITY OF CHARLOTTE AT A RATE OF TWELVE THOUSAND DOLLARS ($12,000) PER YEAR BEGINNING AUGUST 1, 1990 AND EACH FIRST DAY OF AUGUST THEREAFTER.

   The contractor delivered a check to the City of Charlotte on July 2, 1990 in the amount of $12,000. Thus, this objective was achieved.

5. RAISE, THROUGH ITS OWN FUND RAISING EFFORTS, A MINIMUM OF ONE HUNDRED TWENTY-FIVE THOUSAND DOLLARS ($125,000) FOR OPERATING COSTS DURING THE CONTRACT PERIOD.

   During the contract period, the Contractor raised $131,000, or 105% of the objective.

B. INFILL HOUSING CONTRACT

1. DEVELOP TWO (2) SINGLE-FAMILY RESIDENTIAL UNITS AND ONE (1) TWO-FAMILY UNIT AS SPECIFIED IN EXHIBIT A ENTITLED "INFILL HOUSING PROPOSAL".

2. MARKET AND QUALIFY PERSONS THAT ARE ON THE CHARLOTTE HOUSING AUTHORITY'S "MASTER WAITING LIST" AND WHO HAVE AN ANNUAL INCOME OF SIXTY PERCENT OR LESS OF THE MEDIAN INCOME FOR CHARLOTTE, NORTH CAROLINA.

3. OBTAIN ALL NECESSARY PERMITS AND BEGIN CONSTRUCTION OF ALL FOUR (4) UNITS WITHIN NINETY (90) DAYS AFTER THIS AGREEMENT HAS BEEN FULLY EXECUTED BY ALL PARTIES.

   The three (3) above objectives were not met. The Infill Housing Project has been strategically planned in terms of staff responsibilities for the

building of four single-family structures. In a cooperative effort between NHS, the Charlotte-Mecklenburg Housing Partnership and John Crosland Company, it was agreed that the four houses would be under construction by April 1, 1990.

This project has run into delays. The original concept was to have the Crosland Company build the four infill houses in Wilmore simultaneously with the fifteen houses being constructed in the Greenville community in conjunction with the Charlotte-Mecklenburg Housing Partnership.

However, environmental concerns regarding some of the land in Greenville led to extensive soil sampling before appropriate clearances were granted. This process created approximately a six-month delay in starting construction. Because of this delay, the NHS Board believes the four Wilmore units will be constructed more quickly by another developer.

Therefore, the NHS Board of Directors will reopen negotiations with one of the bidders who previously met the requirements for construction. It is the plan to build the four units within the next twelve months. NHS has requested an extension to allow them time to build the four houses under this alternative strategy.

OTHER ACCOMPLISHMENTS

- NHS and Myers Park United Methodist Church have agreed on a rehabilitation project that is a vacant, blighted structure in Wilmore. Volunteers will perform all rehabilitation except that required by licensed, professional trades.

- The NHS program was successful in obtaining a $50,000 grant from the Neighborhood Reinvestment Corporation for a Homeownership Promotion Program.

- NHS of Charlotte was successful in being the first not-for-profit housing organization to directly obtain a $200,000 line of credit from a major financial institution (NCNB).

- Wachovia Bank & Trust Company selected Wilmore as one of two pilot neighborhoods in Charlotte, for their Neighborhood Revitalization Program, where they will provide 97% financing for qualified

first time home buyers.

TABLE 1

WILMORE NEIGHBORHOOD HOUSING SERVICES PROGRAM
TOTAL EXPENDITURES AND PRODUCTION
PERFORMANCE CONTRACT
July 1, 1989 - June 30, 1990

ADDRESS	CD REIMBURSEMENT	NO OF STRUCTURES
Acquired, Rehabilitated, Resold		
1718 Dunkirk Drive	15,759	1
1940 Wilmore Drive	9,917	1
Sub Total	25,676	2
Acquired and Rehabilitated		
1539 Merriman Avenue	17,208	1
1605 Wilmore Drive	24,068	1
1908 Wood Dale Terrace	8,128	1
Sub Total	49,404	3
Acquired and Rehabilitation in Progress		
1745 Dunkirk Drive	275	1
1749 Dunkirk Drive	0	1
1954 Woodcrest Avenue	0	1
301 West Kingston Avenue (Acquired prior to July 1, 1989)	33,668	1
Sub Total	33,943	4
Acquired, Rehabilitation Not Begun		
1601 Merriman Avenue (Acquired prior to July 1, 1989)	0	1
1615 Southwood Avenue	0	1
Sub Total	0	2
Rehabilitation Loans to Wilmore Owner Occupants		
230 W. Park Avenue	24,800	1
1021 Spruce Street	1,940	1
1542 Wilmore Drive	17,500	1
Sub Total	44,240	3
Down Payment Assistance Loan		
1940 Wilmore Drive	0	1
Sub Total	0	1
Down Payment Assistance Loans in Process Pending Conventional Approval		
1718 Dunkirk Drive	0	1
1546 Wilmore Drive	0	1
1549 Wilmore Drive	0	1

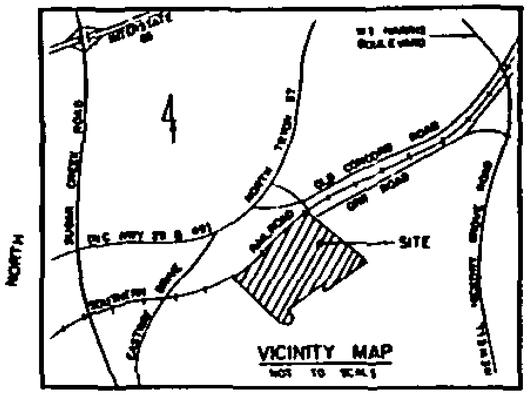
TABLE 1 (continued)

ADDRESS	CD REIMBURSEMENT	NO OR STRUCTURES
1605 Wilmore Drive	0	1
Sub Total	0	14
Grand Total	$153,263	19
In Fill Housing Contract		
Start Up Cost	25,000	N/A
Total Performance and In Fill Housing Contracts	$178,263	

GENERAL COMMERCE CENTER

Charlotte, North Carolina

(aerial photo on reverse side)



OLD CONCORD ROAD

200 SOUTHERN RAILROAD RIGHT OF WAY

ORR ROAD

ORR INDUSTRIAL COURT

GENERAL COMMERCE DRIVE (60' ROW)

GENERAL INDUSTRIAL ROAD (60' ROW)

INDUSTRIAL CENTER CIRCLE (60' ROW)

DOUBLE REIN ROAD

OLD COACH ROAD

PENNWOOD LANE

CROCKETWOOD LANE

SITE SUMMARY

72.45 Total Acres*
I-1, Light Industrial Zoning
Underground Utilities
Rail Service Available
Protective Covenants

Collett & Associates

Commercial Real Estate

320 South Tryon St • Suite 202 • Charlotte, North Carolina 28202 • Phone (704) 376-6523

All information furnished regarding this property was obtained from sources deemed reliable but no warranty or representation is made of the accuracy thereof and the properties are subject to prior sale or lease or withdrawal

EXHIBIT "A"
Offer to Purchase and Contract
City of Charlotte - Buyer, GCC PARTNERS - Seller

Special Transportation Service

The Charlotte Department of Transportation's (CDOT) Special Transportation Service (STS) division provides demand-responsive service to the City's transportation-disadvantaged (persons who have a physical or emotional condition which prevents use of Charlotte Transit) in accordance with federal legislation. This special service must be comparable to Charlotte Transit service as shown below:

Restrictions or priorities based on trip purpose are prohibited.

Service is provided during the same hours and days as Charlotte Transit service.

Service must be available throughout the same service area as Charlotte Transit.

Fares must be comparable to fares charged to a Charlotte Transit passengers.

Service shall be provided within a established period *(generally 24 hours) of the time of the request.*

In November 1988, the City contracted with Greater Charlotte Transportation Company (Yellow Cab) to operate the transportation-disadvantaged service on nights, weekends, and holidays rather than use STS drivers and vehicles. This change resulted because Yellow Cab could provide the service at a lower cost during these reduced-demand periods. The contract with Yellow Cab ended after a year when the company notified the City that it did not wish to extend the service agreement.

Since December 1989, the City has contracted with Executive Transportation Service, Inc., for transportation-disadvantaged service on nights, weekends, and holidays. Council awarded a six-month contract to the firm on November 20, 1989. This contract was extended in June 1990 for three months in order to solicit proposals for two-year operation of this service.

A Request for Proposals (RFP) was mailed on June 20 to 20 companies. The RFP was advertised locally in the Charlotte Observer and nationally in Passenger Transport. Two additional companies requested a copy of the RFP after seeing the national advertisement.

Proposals from three companies were received on July 19: Executive Transportation Service, Inc.; Yellow Cab Company of Charlotte, Inc., and Family Transportation.

PROPOSED 9/11/90 G.O. BOND SALE

PROJECT NAME	AMOUNT
TSM Intersection	
Westinghouse Blvd Ext	
Idlewild Rd. Widening	
Sidewalk Construction	
Rama Rd. Widening	
Westinghouse Blvd Ext.	
Monroe Rd. Widening	
Beatties Ford Rd Widening	
Sardis Rd. Widening	
Hebron St. Ext-Phase II	
Colony Rd Ext	
St Hiway-Newell Hick Grove	
State Rd Planning	
Buss Corridor Revital	
Total 1987 Street Bonds	$14,300,000
York Rd Landfill Park	
Park Land Acquisition	
Reedy Creek Park	
Total 1987 Park & Rec Bonds	2,100,000
Special Storm Drainage	
Total 1988 Storm Drainage Bonds	1,450,000
State Rd Participation	
Shamrock Dr. Widening	
Westinghouse Blvd. Ext	
Independence Blvd. H.O.V	
Park Rd/Johnson Rd Widening	
Colony Rd Ext.	
Carmel Rd Widening	
Total 1988 Street Bonds	8,200,000
Discovery Place - Phase II	
Total 1988 Cultural Facilities Bonds	2,200,000

PROPOSED 9/11/90 G.O. BOND SALE
(continued)

PROJECT NAME	AMOUNT
Performing Arts Center	
Total 1987 Cultural Facilities Bonds	$15,000,000
Statesville Rd. Park New Park Development	
Total 1988 Park & Rec Bonds	500,000
Trans Main-Frank Plt to Mn. Water Main-US 29 Water Main-W T. Harris Blvd. Water Main-Sardis Rd/Phase II Water Main Along NC 49 North Water Main Prosperity Ch. Rd II Mallard Creek Church Rd Cheshire & Brown Road Brown Road Water	
Total 1987 Water Bonds	2,600,000
Idlewild-Margaret Wallace Water Franklin Water Trt Plt. 60 In Raw Water Line Water Main 115 & Gillead Rd Water Main - W.T. Harris Blvd. Land Acq/Pump Sta, Future Tp Storage Tank-NC 51-Sardis Rd Water Main along Ildewild Rd. Booster Pump Sta at Idlewild	
Total 1988 Water Bonds	5,550,000
Mallard Creek to Eastfield Rd East Mallard Creek to Eastfield Rd West Back Creek Forcemain and Outfall	
Total 1987 Sewer Bonds	4,000,000

PROPOSED 9/11/90 G.O. BOND SALE
(continued)

PROJECT NAME	AMOUNT
Irwin Creek Waste Wtr Trt. Plt	
Sugar Creek Waste Wtr Trt Plt.	
Back Crk Lift Sta & Force Main	
McAlpine Crk WW Trt Plt Filter	
McAlpine Crk WW Trt Plt Compost	
Total 1988 Sewer Bonds	10,050,000
TSM Intersection Improvements	
Total 1990 (Two-thirds) St Improvement Bonds	3,785,000
Maintenance Yard Facilities	
Government Plaza Cosntruction	
Small Engine Shop Expansion	
Total 1990 (Two-thirds) Public Bldg. Bonds	4,225,000
Improvement to Existing Parks	
Freedom Park Construction	
Total 1990 (Two-thirds) Parks & Recreation Facilities Bonds	3,000,000
Annexation Fire Sations	
Fire Appartus Maintenance Shop	
Renovation of Fire Stations	
Police And Fire Training Academy-Fire Pits	
Total 1990 (Two-thirds) Fire Fighting Facility Bonds	4,250,000
TOTAL PROJECTS	81,210,000

HOUSING CODE ENFORCEMENT

A. Recommend adoption of an ordinance authorizing the use of In Rem Remedy to demolish and remove the dwelling located at 724-26 Herrin Avenue (4 units) (North Charlotte).

PROPERTY ADDRESS: 724-26 Herrin Avenue; Census Tract #14; Council District #1; Neighborhood: North Charlotte.

Date of Inspection: 4/18/90
Reason for Inspection: Public Agency Referral
Owner(s) Notified of Hearing: 4/23/90 (Mail Returned Unclaimed)

Title search ordered and received in June, 1990. The title search revealed parties of interest to the property. The Complaint & Notice and Findings of Fact & Order were advertised in the Mecklenburg Times.

Owner(s) Notified of Hearing: 7/13/90
Hearing Held: 7/23/90
Owner(s) Ordered to Demolish Dwelling by: 8/13/90

Estimated Value of Dwelling: $10,990
Estimated Repair (which is more than 65% of Estimated Value): $8,150

The repairs include: major structural repairs and additions; electrical and plumbing repairs. Three units of the dwelling are unoccupied with one unit being occupied. The person has been placed on the relocation workload and will be relocated prior to demolition of the structure.

The owner was notified of a Civil Penalty on August 20, 1990. The total penalty as of August 27, 1990 amounts to $230. The owner has also been notified of this August 27, 1990 Council action.

B. Recommend adoption of an ordinance authorizing the use of In Rem Remedy to demolish and remove the dwelling located at 1021 N. Harrill Street, #1 & #2 (Belmont).

PROPERTY ADDRESS: 1021 N. Harrill Street, #1 & #2; Census Tract #8; Council District #1; Neighborhood: Belmont

Date of Inspection: 3/1/90
Reason for Inspection: Concentrated Code Enforcement (Field Observation)
Owner(s) Notified of Hearing: 3/7/90
Hearing Held: 4/2/90
Owner(s) Ordered to Demolish Dwelling by: 6/2/90

Title search ordered and received in June, 1990. The title search revealed parties in interest to the property.

Parties of Interest Notified of Hearing: 6/26/90
Hearing Held: 7/19/90
Estimated Value of Dwelling: $10,400
Estimated Repair (which is more than 65% of Estimated Value): $13,239

The repairs include: major structural, mechanical, electrical and plumbing repairs. The dwelling is unoccupied.

The owner was notified of a Civil Penalty on June 26, 1990. The total penalty as of August 27, 1990 amounts to $1,260. The owner has also been notified of this August 27, 1990 Council action.

C. Recommend adoption of an ordinance authorizing the use of In Rem Remedy to demolish and remove the dwelling located at 814 E. 17th Street, Apts. A & B (Belmont).

PROPERTY ADDRESS: 814 E. 17th Street, Apts. A & B; Census Tract #8; Council District #1; Neighborhood: Belmont

Date of Inspection: 7/20/89
Reason for Inspection: Public Agency Referral

A title search was ordered and received in July, 1989. The title search revealed parties of interest to this property. The Complaint & Notice of Hearing and Finding of Fact & Order were advertised in the Mecklenburg Times.

This property was in foreclosure and In Rem action was delayed at the request of the owner's attorney. There was no resolution of the foreclosure, therefore Community Development proceeded with the code enforcement. The owner's attorney was notified of this action.

On January 22, 1990, Council approved an ordinance to repair this duplex. Since then, both units have been heavily vandalized requiring demolition of the units.

Owner(s) Notified of Hearing: 4/20/90
Hearing Held: 5/2/90
Owner(s) Ordered to Demolish Dwelling by: 6/8/90
Estimated Value of Dwelling: $7,540
Estimated Repair (which is more than 65% of Estimated Value): $7,395

The repairs include: major structural, mechanical, electrical and plumbing repairs. The dwelling is unoccupied.

The owner was notified of a Civil Penalty on November 10, 1989. The total penalty as of August 27, 1990 amounts to $3,060. The owner has also been notified of this August 27, 1990 Council action.

D. Recommend adoption of an ordinance authorizing the use of In Rem Remedy to demolish and remove the dwelling located at 1101 E. 35th Street, Apts. A, B, C and D (North Charlotte).

PROPERTY ADDRESS: 1101 E. 35th Street, Apts. A, B, C and D; Census Tract #14; Council District #1; Neighborhood: North Charlotte

Date of Inspection: 8/2/89
Reason for Inspection: Fire
Owner(s) Notified of Hearing: 8/3/89
Hearing Held: 8/14/89
Owner(s) Ordered to Repair Dwelling by: 10/14/89
Extensions Granted to Owner(s) To Make Repairs by: 1/13/90

Property was sold in May, 1990. A title search was ordered and received in June, 1990. The title search revealed parties of interest to the property. A Complaint & Notice was advertised in the Mecklenburg Times for parties of interest.

New Owner(s) Notified of Hearing: 6/4/90
Hearing Held: 6/12/90
New Owner(s) Ordered to Demolish Dwelling by: 7/12/90

Parties of Interest Notified of Hearing: 7/13/90
Hearing Held: 7/23/90
Estimated Value of Dwelling: $25,830
Estimated Repair (which is more than 65% of Estimated Value): $20,200

The repairs include: major structural, mechanical, electrical and plumbing repairs. The dwelling is unoccupied.

The owner was notified of a Civil Penalty on July 25, 1990. The total penalty as of August 27, 1990 amounts to $540. The owner has also been notified of this August 27, 1990 Council action.

E. Recommend adoption of an ordinance authorizing the use of In Rem Remedy to demolish and remove the dwelling located at 1227 N. Allen Street (Belmont).

PROPERTY ADDRESS: 1227 N. Allen Street; Census Tract #8; Council District #1; Neighborhood: Belmont

Date of Inspection: 12/5/88
Reason for Inspection: Concentrated Code Enforcement (Field Observation)
Owner(s) Notified of Hearing: 12/14/88 (Mail Returned Unclaimed)

The original inspector of this case was assigned to a new area and this case was not followed up on.

A title search was ordered and received in December, 1989. The title search revealed parties of interest to the property.

Date of New Inspection: 1/24/90
Owner(s) Notified of Hearing: 1/29/90 (Mail Returned Unclaimed)

The Complaint & Notice of Hearing and Findings of Fact & Order were advertised in the Mecklenburg Times.

Owner(s) Notified of Hearing: 3/2/90
Hearing Held: 3/12/90
Owner(s) Ordered to Repair Dwelling by: 4/21/90

It was discovered that an error was made in the estimated repair costs. Since the repair costs were higher an Order to Demolish was advertised in the Mecklenburg Times.

Owner(s) Ordered to Demolish Dwelling by: 8/13/90
Estimated Value of Dwelling: $9,990
Estimated Repair (which is more than 65% of Estimated Value): $6,720

The repairs include: major structural, mechanical and plumbing repairs. The dwelling is unoccupied.

Since it has been learned that the owner is deceased, the Civil Penalty against this property will be voided.

F. Recommend adoption of an ordinance authorizing the use of In Rem Remedy to demolish and remove the dwelling located at 3607 Cheshire Road (Mallard Creek).

PROPERTY ADDRESS: 3607 Cheshire Road; Census Tract #55; Council District #1; Neighborhood: Mallard Creek

Date of Inspection: 11/14/89
Reason for Inspection: Public Agency Referral (Community Improvement)
Owner(s) Notified of Hearing: 11/20/89 (Mail Returned Unclaimed)

A title search was ordered and received in March, 1990. The title search revealed no parties of interest to the property. The Complaint & Notice of Hearing and Findings of Fact & Order were advertised in the Mecklenburg Times.

Owner(s) Notified of Hearing: 4/6/90
Hearing Held: 4/23/90
Owner(s) Ordered to Demolish Dwelling by: 6/1/90
Estimated Value of Dwelling: $360
Estimated Repair (which is more than 65% of Estimated Value): $10,710

The repairs include: major electrical, mechanical and plumbing repairs. The dwelling is unoccupied.

The whereabouts of the owner of this property is unknown; therefore, a notice of Civil Penalty was not sent.

G. Recommend adoption of an ordinance authorizing the use of In Rem Remedy to demolish and remove the dwelling located at 817 E. 17th Street (Belmont).

PROPERTY ADDRESS: 817 E. 17th Street; Census Tract #8; Council District #1; Neighborhood: Belmont.

Date of Inspection: 9/6/88
Reason for Inspection: Concentrated Code Enforcement (Field Observation)
Owner(s) Notified of Hearing: 10/14/88
Hearing Held: 10/31/88
Owner(s) Ordered to Repair Dwelling By: 12/4/88

This case was not followed up on by the inspector when he was assigned to a new area.

A title search was ordered and received in August, 1989. The title search revealed parties of interest. The Complaint & Notice of Hearing and Findings of Fact & Order were advertised in the Mecklenburg Times.

Date of New Inspection: 1/17/90
Hearing Held: 2/26/90
Owner(s) Ordered to Demolish Dwelling by: 6/1/90
Estimated Value of Dwelling: $6,960
Estimated Repair (which is more than 65% of Estimated Value): $6,060

The repairs include: major electrical, mechanical and plumbing repairs and minor structural repairs. The dwelling is unoccupied.

The owner was notified of a Civil Penalty on December 12, 1988. The total penalty as of August 27, 1990 amounts to $6,390.00. The owner has also been notified of this August 27, 1990 Council action.

H. Recommend adoption of an ordinance authorizing the use of In Rem Remedy to demolish and remove the dwelling located at 1245-47 Pegram Street (Belmont).

PROPERTY ADDRESS: 1245-47 Pegram Street; Census Tract #8; Council District #1; Neighborhood: Belmont

Date of Inspection: 3/17/89
Reason for Inspection: Concentrated Code Enforcement (Field Observation)
Owner(s) Notified of Hearing: 3/27/89
Hearing Held: 4/10/89
Owner(s) Ordered to Demolish Dwelling by: 7/20/89

This case was not followed up on by the inspector. The dwelling was destroyed by fire in March, 1990 and the property was sold in April, 1990.

A title search was ordered and received in July, 1990. The title search revealed parties of interest to the property. The Complaint & Notice of Hearing and Findings of Fact & Order were advertised in the Mecklenburg Times.

Owner(s) Notified of Hearing: 7/13/90
Hearing Held: 7/23/90
Owner(s) Ordered to Demolish Dwelling by: 8/13/90
Estimated Value of Dwelling: $10,520
Estimated Repair (which is more than 65% of Estimated Value): $50,000

The repairs include: Total reconstruction of the entire dwelling. The dwelling is unoccupied.

The owner was notified of a Civil Penalty on August 14, 1990. The total penalty as of August 27, 1990 amounts to $230.00. The owner has also been notified of this August 27, 1990 Council action.

Linda Lake Dam

PRESENTATION TO CITY COUNCIL
CONCERNING LINDA LAKE DAM

AUGUST 27, 1990

BY ROBERT J. MUNDT

REPRESENTING:

LINDA LAKE FRIENDS, INC.

CITY COUNCIL PRESENTATION ON LINDA LAKE DAM

Linda Lake Friends, Inc.
6613 Williams Road, Charlotte 28215
Tel: 568-5431

August 27, 1990

Mayor Myrick, Members of the Council, and City Manager White:

Thank you for giving us the opportunity to present our concerns for your consideration this afternoon. I am Robert Mundt of 7416 Shady Lane. I am standing in for the president of Linda Lake Friends, Helene Hilger, whose work schedule prevents her from being here this afternoon.

I represent a group of citizens brought together by our desire to preserve Linda Lake, one of several community lakes that define the character of our neighborhood of Grove Park. A number of our neighbors are here with us today; they, and others who could not be here (over 150), have signed petitions in our support that we wish to present at this time. In the folder of information that we have prepared for each of you, you will find a copy of the first page of this petition (page 3).

As you can see on the map in the folder (p.4), Grove Park is bounded by Harris Boulevard, Linda Lake Drive, Robinson Church Road, and the Ravenwood development. In the detailed map (page 5) you can see Linda Lake, with a surface area of over four acres. Linda Lake Dam serves as a city roadway, carrying 1000 cars per day, and carries city water and sewer lines, as well as Piedmont Natural Gas and (overhead) Duke Power lines. It provides flood and erosion control for a drainage area of two hundred acres in northeast Charlotte. Finally, in addition to its contribution to the beauty of our neighborhood, Linda Lake is a wildlife habitat and a recreation site.

On February 16, 1988, the Mooresville Regional Office of the North Carolina Department of Natural Resources and Community Development classified Linda Lake Dam as "high hazard" because of downstream development. The new designation requires that certain improvements be made to upgrade it to a high-hazard dam. In January of 1989, you authorized the City Manager to enter into an agreement with Linda Lake Friends to hire an engineering firm to complete a study of the dam that would specify the cost of either repairing it or draining the lake.

Based on the study done by William G. Daniel and Associates, the City engineering staff estimates the cost of repairing Linda Lake Dam at $160,000, compared to a cost of $125,000 to breach the dam and install a culvert. There is thus an estimated difference in total cost of breaching or repairing of $35,000.

In the cases of the other two dams you are considering, it is estimated to be less expensive to repair than to breach. Thus under either option presented by staff in those cases, the City would incur the total cost. It is ironic to us that only in the case of Linda Lake would homeowners bear part of the cost under these options, because we are neither a for-profit corporate owner nor a large homeowners' association. Rather, Linda Lake Friends consists of only the ten households adjacent to the Lake. Four of these "households" are single women, and, while we do not claim poverty, our means are limited. Because of its wide public access along Linda Lake Drive, Linda Lake is a valuable amenity for hundreds of neighbors, as our petition demonstrates; but the responsibility for saving it has fallen on our little group.

We of Linda Lake Friends have already put forth substantial sums of money to acquire the lake and dam, to pay the back taxes on them, and to pay for half the aforementioned engineering study. We have put in many hours of our own labor in meeting state inspectors' requirements that the lake level be lowered. The first estimate early this summer was that our share of repairing the dam would be $20,000. We had adjusted to thinking in those terms, but now find that our cost under Option A would be almost twice that amount. It is by no means likely that all our members will feel able to accept this substantial additional cost. Therefore, in order to make it possible for us to contribute within our means to saving this lake, I hope you will find it possible to vote for Option "B."

Thank you.

WE, THE UNDERSIGNED, PETITION THE CITY COUNCIL TO FINANCE THE REPAIR OF LINDA LAKE DAM IN ORDER TO SAVE THE LAKE FOR THE BENEFIT OF THE COMMUNITY AND THE WILDLIFE.

NAME	ADDRESS	PHONE NO.
Helene Hilger	6613 Williams Rd	568-5431
Ted Wilhite	6612 Williams Road	568 6079
Howard Dynes	7501 Shady Ln	563-1160
Raymond Zieverink	6616 Williams Rd	535-6696
Art Sanskey	6634 Williams Rd	536-0066
Pat Wiebelhaus	6624 Williams Rd	568-4496
Brian Wiebelhaus	6624 Williams Rd	568-4496
Virginia Stewart	6604 Williams Rd	537-3585
Jamie Stewart	6600 Williams Rd	563-7694
Karen Pearce	6605 Williams Rd	535-3686
Robert Pearce	6605 Williams Rd.	535-3686
Betty Page	6518 Williams Rd	536 3420
Jeff Haines	6513 Williams Rd.	568-6425
Mr. ~~Mrs~~ Ray Reichert	6614 Williams Rd	537 3987
Suzanne Holshouse	6508 Williams Rd	537 5271
Jeff Holshouse	6508 Williams Rd	537 5271
Robert L Hullman	6425 Williams Rd	537-4355
Marcus M Maye	6313 Williams Rd	563-7320
Jan Hemphill	6334 Williams Rd.	568-6047
Gary Chappell	6226 Williams Rd	568 4383
Bryce E. Cole	4715 Northaven Dr	596-3268
Robin Chappell	6226 Williams Rd	568-4383
Betty Kennedy	6231 Williams Rd	536-3905
Diana Davis Alisca	6237 Williams Rd	536-0691
Robert B Walker	3101 Tiverton Pl	535-8227
Mary Beth Walker	3101 Tiverton Pl	535-8227
Arlene Cox	6613 Williams Rd	568 5431

1 BARRYMORE DR
2 ST ANNE PL
3 PRINCE CHARLES DR
4 HORIZON CIR
5 ABERDUN CT
6 BANFSHIRE RD
7 SPEYSIDE CT
1 BRUNNING GLEN CT
2 ALBANEA CT
Linda Lake
Eastwood Golf Course
Plaza Road Park
Evergreen Cemetery
Shelfield Park
Methodist Home Park
HEZEKIAH ALEXANDER HOMESTE
GARINGER HIGH SCHOOL
ROCKY RIVER ROAD WEST
OLD CONCORD ROAD
N TRYON ST
W T HARRIS BLVD
GRIER ROAD
PLAZA ROAD EXTENSION
THE PLAZA
NEWELL HICKORY GROVE ROAD
HICKORY GROVE ROAD
MILTON ROAD
SHAMROCK DRIVE
EASTWAY DRIVE
SHARON AMITY ROAD
CENTRAL AV
ROBINSON CH
CHURCH