AGENDA

Meeting Type:	B
Date:	10/11/1999

City of Charlotte, City Clerk's Office

CHARLOTTE

Mayor Patrick McCrory *Mayor Pro Tem Lynn Wheeler*

Rod Autrey
Charles Baker
Patrick D Cannon
David Erdman
Malachi Greene
Mike Jackson
Nasif Rashad Majeed
Don Reid
Tim Sellers
Sara Spencer

Council Agenda

CITY COUNCIL MEETING
Monday, October 11, 1999

5:00 p.m. **Conference Center**

Dinner Briefing
(See Table of Contents)

7:00 p.m. **Meeting Chamber**

- **Invocation**
- **Pledge of Allegiance**
- **Awards and Recognitions**
- **Formal Business Meeting**

1999 Council Retreat Priorities

Top Priorities for 1999

Transportation Plan

Policing Evaluation and Direction

State Roads Action: Increased Funding

Transit Plan and 1/2¢ Sales Tax: Implementation

West Side Strategic Plan Implementation

High Priorities for 1999

Corridor Plan

Planning for the City: The Economic Development and the Center City Plan

Court System: Expansion

Business Retention Strategy and Action Plan

Community Strategic Plan for Housing

Neighborhood/Business Revitalization Strategy

Eastside Strategic Plan

CITY COUNCIL AGENDA

Monday, October 11, 1999

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5:00 P.M. DINNER BRIEFING
CONFERENCE CENTER

1. Vintage Trolley Project Update

Staff: Jim Schumacher

Time: 10 minutes

Attachment 1

2. South Quadrant Garbage Contract

Staff: Wayman Pearson

Time: 15 minutes

- ARE IN VIOLATION OF CONTRACT
- WHAT ARE WE DOING TO REMEDY?

Attachment 2

3. Airport Rental Car Concessions and Off-Airport Rental Car Fees

Staff: Jerry Orr

Time: 15 minutes

Attachment 3

4. Proposed Revisions to Floodway Regulations

Staff: Stephen Sands

Time: 15 minutes

Attachment 4

5. Committee Reports by Exception

Economic Development and Planning - New Arena Process
City Within A City - Cars for Work Program

7:00 P.M. AWARDS AND RECOGNITIONS
MEETING CHAMBER

CONSENT

6. **Consent agenda items 23 through 39 may be considered in one motion except those items removed by a Councilmember. Items are removed by notifying the City Clerk before the meeting.**

Staff Resource: Julie Burch

PUBLIC HEARING

7. Public Hearing To Close A Portion of Columbine Circle

Action: **A. Continue a public hearing to abandon a portion of Columbine Circle until November 8, 1999.**

Staff Resource: Scott Putnam

Policy: To abandon right-of-way that is no longer needed for public use

Explanation:

- North Carolina General Statute 160A-299 outlines the procedures for permanently closing streets and alleys The Charlotte Department of Transportation has received a petition to abandon public right-of-way and is requesting this Council Action in accordance with the statute

- Staff continues to work with an affected property owner in the area Staff recommends that the public hearing be opened and continued on the November 8, 1999 Council Agenda

Out/date continue to 11/8 mon.

Petitioner:
Dr Donald G Joyce

Right-of-way to be abandoned:
A portion of Columbine Circle

Location:
From the intersection of Columbine Circle and Clematis Drive approximately 250 feet to its terminus

Reason:
To incorporate the right-of-way into adjacent property owned by Dr Donald G Joyce

Notification:
In accordance with City Policy the Charlotte Department of Transportation (CDOT) has sent abandonment petitions to adjoining property owners, neighborhood associations, private utility companies and City departments for review

CDOT

Adjoining property owners - No objection
Neighborhood Associations - No objection

- Carmel Park Neighborhood Association
- Foxcroft Homeowners Association

Private utility Companies - No objection

Review by City departments has identified no apparent reason this closing would

1 Be contrary to the public interest, or
2 Deprive any individual(s) owning property in the vicinity reasonable ingress/egress to his property as outlined in the statutes

Attachment 5
Map

8. Public Hearing on Issuance of Airport Revenue Bonds

Action:

A. Hold a public hearing regarding the proposed issuance of Airport Revenue Bonds and the nature and location of the Project;

B. Approve a resolution authorizing the issuance under the Provisions of the State and Local Government Revenue Bond Act, as amended, of Airport Revenue Bonds in three series (The "1999 Bonds") not to exceed $113,000,000; and

Res. #3 BK35 p. 767-802

C. Approve a resolution authorizing the issuance under the Provisions of the State and Local Government Revenue Bond Act, as amended, of Airport Revenue Bonds (The "1999D Bonds") not to exceed $87,000,000.

Res #4 BK 35 p. 803-857

Close Pub Hrg and app B+C resos.

Staff Resource: Jerry Orr and Richard Martin

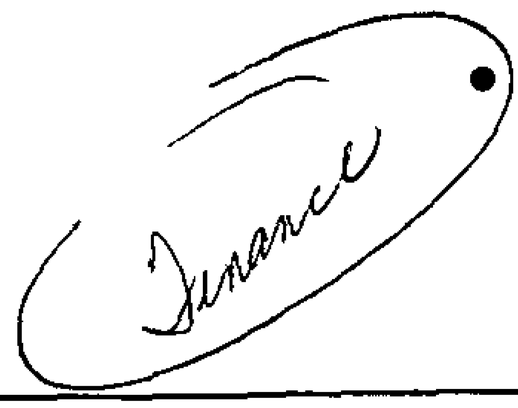
Focus Area: Economic Development

Explanation:

- All debt service related to these bonds is paid by Airport revenues
- On August 23, 1999, City Council approved, the issuance of up to $200,000,000 of revenue bonds and authorized the appropriate officers to develop the financing documents to be approved by City Council

- Adoption of the resolutions approves the following
  - The Series Resolutions
  - The Bond Purchase Contracts
  - The Remarketing and Interest Service Agreement related to the 1999D bonds
  - The Preliminary Official Statements
- Adoption of the resolutions also authorizes designated officers to execute the documents necessary to issue the revenue bonds
- The projects include the following

Acquisition of 1,400 acres of land approved by Council on April 28, 1997 in the 1997 Master Plan $20,000,000 will be long-term bonds and $60,000,000 will be short-term The short-term bonds will be repaid from proceeds of future FAA grants	$80,000,000
Construction of a US Airways Club, additional terminal concession space, the Part 150 Program, and reimbursement for previously completed projects	$30,000,000
Construction of a three-gate expansion to A-Concourse, a seven-gate expansion of D-Concourse (including two new international gates), expansion of the international arrivals area and construction of a new E-Concourse to include 21 commuter gates	$65,000,000



The difference of $25,000,000 between the resolutions and the total for the listed projects is necessary for reserves, and issuance expenses and provides some pricing flexibility

- Federal tax laws require approval of the bonds after a public hearing Notice of the public hearing was published in the Charlotte Observer on September 23, 1999

Funding: All debt service payments will be funded by Airport revenues

9. Public Hearing for Voluntary Annexation of Landcraft Properties, Inc. Property

Action:

A. Hold a public hearing for the voluntary annexation of the Landcraft Properties, Inc. property; and

B. Consider adoption of an ordinance with an effective date of October 25, 1999 to extend the corporate limits to include this property.

Ord. # 5
#1368-X
BK49
p. 633-636

Staff Resource: Dick Black

Policy: City Annexation Policy and State Annexation Statutes

Explanation:

- Landcraft Properties is the owner of the Glenhaven subdivision Glenhaven is a 68 283 acre subdivision located on Old Plank Road, just north of Brookshire Boulevard A preliminary subdivision plan with 270 lots has been submitted to the Planning Commission and is presently under review

- There are three reasons for the Landcraft Properties, Inc request

  - The front portion of the subdivision (6 98 acres) along Plank Road is already within the Charlotte corporate limits

  - Smaller street width requirements in the City

  - The City's policy for accepting subdivision streets for public maintenance

Planning Comm

- The smaller street width of 26 feet (City) vs 28 feet (County) reduces the amount of impervious area in the subdivision streets This allows the developer to increase the impervious area per lot in the watershed protection area (i e larger house, wider driveway, etc)

- The City accepts subdivision streets for public maintenance once they are constructed to City standards The state will only accept streets in unincorporated areas after they are built to state standards and the subdivision contains a certain number of occupied houses along the street

- No additional personnel or equipment will be required for this annexation

- The City Clerk has certified the petition as to its sufficiency, and a resolution was adopted by Council establishing October 11, 1999 as the date for the public hearing The notice has been published in the Charlotte Observer The 60-day notice requirement has been given to the six Mecklenburg Towns

Attachment 6
Map

POLICY

10. City Manager's Report

11. Revisions to Floodway Regulations

Action **Adopt recommended revisions to the Floodway Regulations which:**

A. Increase interim flood protection by 5.7 feet;

B. Revise the definition of substantial damage; and

C. Reduce the amount of floodplain filling from 50 percent to 25 percent.

Action is with adopted, I do our proposed regulations with respect to approval of Council in one week. Have staff address issue before limiting the reducing and limiting the filling that can be done in the interim in accordance with the regulations that would be in the 1 foot policy now.

Staff Resource: Stephen Sands

Explanation A:

- An interim flood policy is recommended to increase the elevation requirements for new construction along all FEMA regulated streams until revised flood maps are adopted next year The increase is 5 7 feet above existing elevation requirements based on the results of two watershed studies The interim policy would allow a property owner to prepare an engineering study specific to their property in order to be granted an exception to the 5 7 feet increase

Citizen Input:

- The Storm Water Advisory Committee (SWAC) held a public hearing August 5, 1999, to hear comments on the interim flood policy After the hearing, SWAC voted unanimously to recommend approval of the interim flood policy by the City Council and the Mecklenburg County Board of Commissioners (BOCC) The Real Estate and Building Industry Coalition (REBIC) also endorsed the interim policy Some citizens have expressed concern that this policy will place a hardship on individual property owners, requiring them to prepare a flood elevation study for their property if they want to seek an exception The BOCC approved the interim policy on September 8, 1999

Explanation B:

- Recommend revision of the definition of

Eng

City of Charlotte
Public Hearing
October 11, 1999

Proposed Floodplain Regulation Revisions

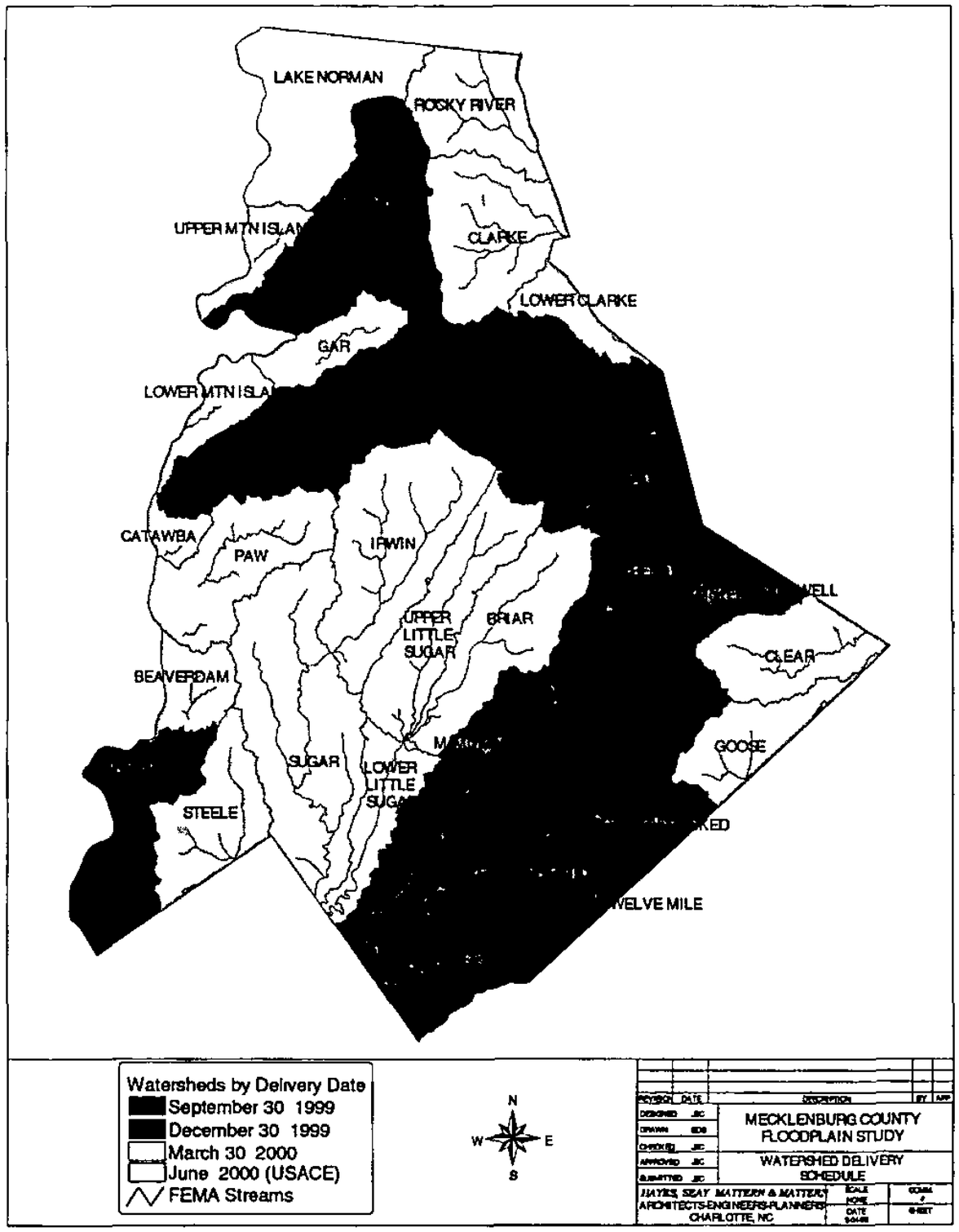
Charlotte-Mecklenburg
STORM WATER
Services

Three Proposed Floodplain Regulation Revisions

A **Interim Flood Regulations Policy**

B **Floodplain Fringe Filling**

C **Substantial Damage Clause**



- All watershed studies being updated by Summer, 2000
- Mallard Creek watershed presented to City Council in January, 1999
- Current proposed regulation revisions based on two watershed results, Mallard and McAlpine.

Interim Policy

- **Prevents The Construction of Homes Within Predicted Flooding Area Until Studies Are Complete**
- **Requires Elevation of Structures 5.7 Feet Above Existing Floodplain Elevations**
- **Provides Method For Private Engineers to Perform Independent Study**

Interim Policy

- **Results Reviewed By Third Party Review Engineering Firm**
- **SWAC Unanimously Supported During Public Hearing on August 5, 1999**
- **Supported By Development Industry Including REBIC**

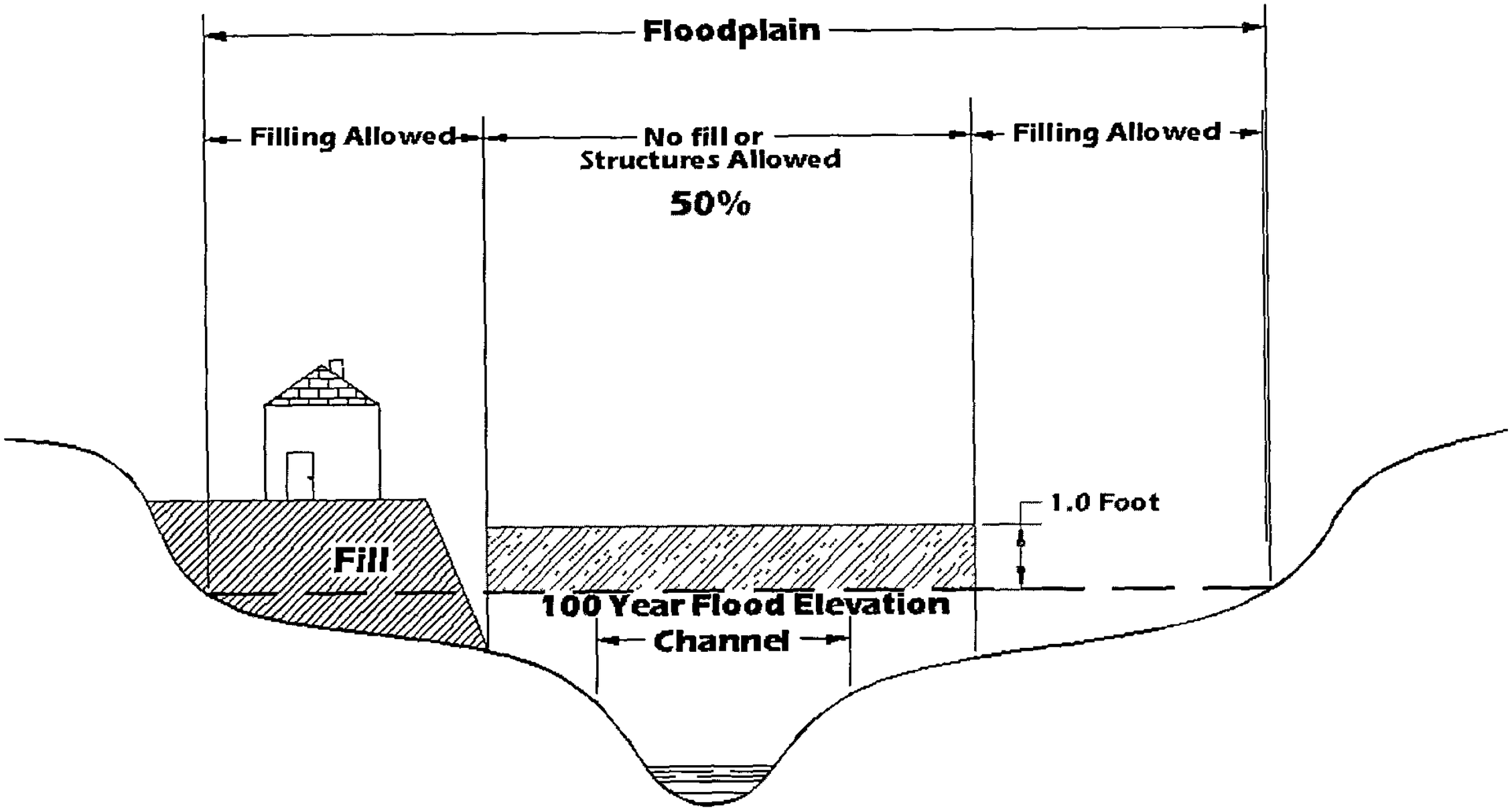
Floodplain Fringe Filling

- **Staff Investigated The Effect Of Floodplain Fringe Filling On Downstream Flooding Elevations Using The Mallard Creek Watershed Results**
- **The Loss Of Floodplain Storage Due To Filling Resulted In Increased Downstream Flooding**
- **Floodplain Filling Also Impacts Wildlife Habitat, Water Quality, And Recreational Benefits Of Streams**

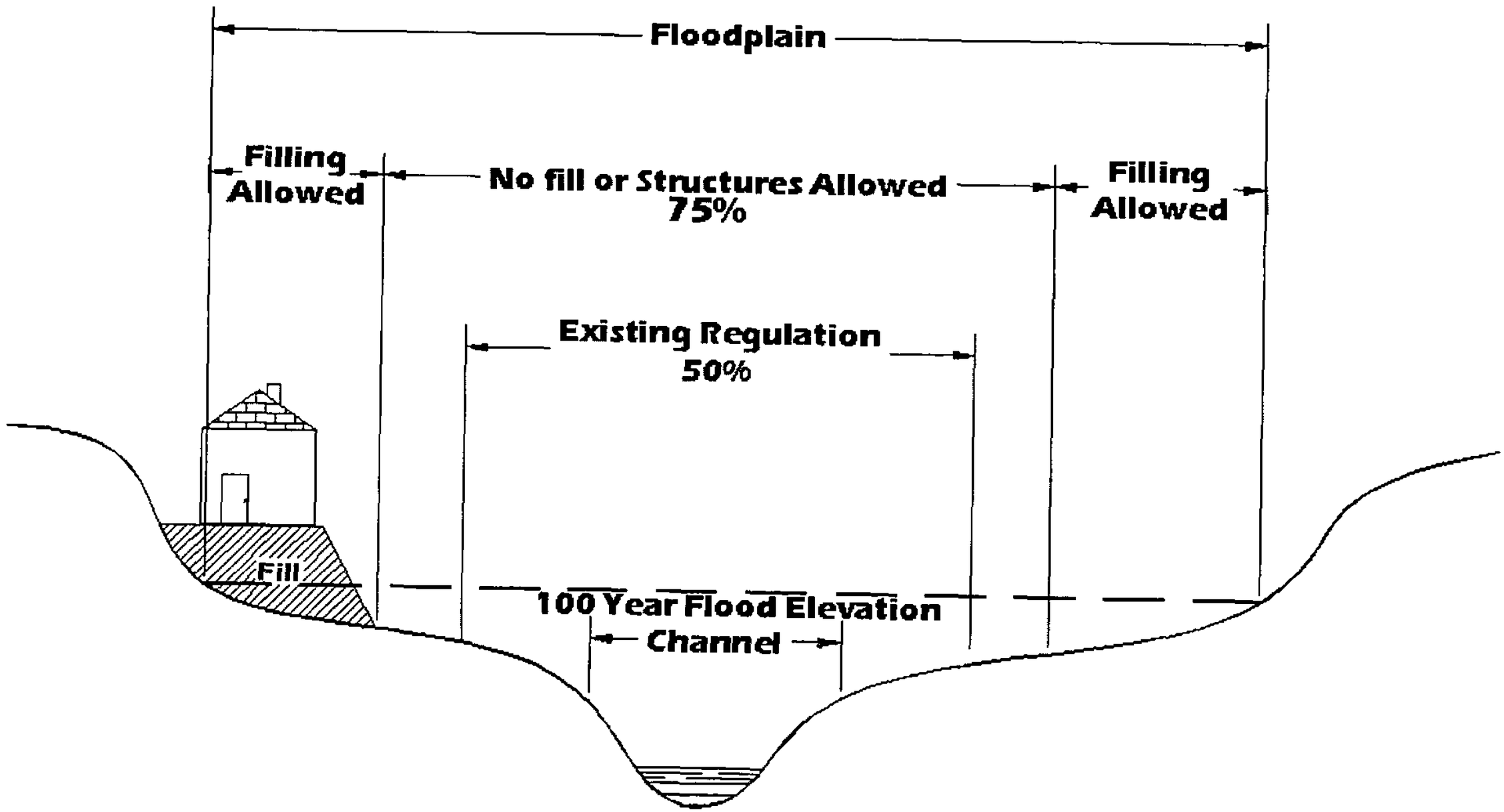
Floodplain Fringe Filling

- **Current Regulations Allow Fill That Increases Flooding Depths by 1.0 foot (50% Reserved For Flow)**
- **SWAC and Staff Considered No Fill, 0.1 Foot Flooding Depth Increase, 0.5 Foot Flooding Depth Increase, and 1.0 Foot Flooding Depth.**
- **Staff Recommends 0.1 Foot Flooding Depth Increase (75% Reserved For Flow)**
- **SWAC Recommends 0.5 Foot Flooding Depth increase (65% Reserved For Flow)**
- **Balance Developed Property Rights Versus Undeveloped Property Rights**

Existing Regulations



Staff Recommendations



0.1 Foot Encroachment
0.5 Foot Encroachment
Future 100-year Boundary

N
W E
S

200 0 200 400 Feet

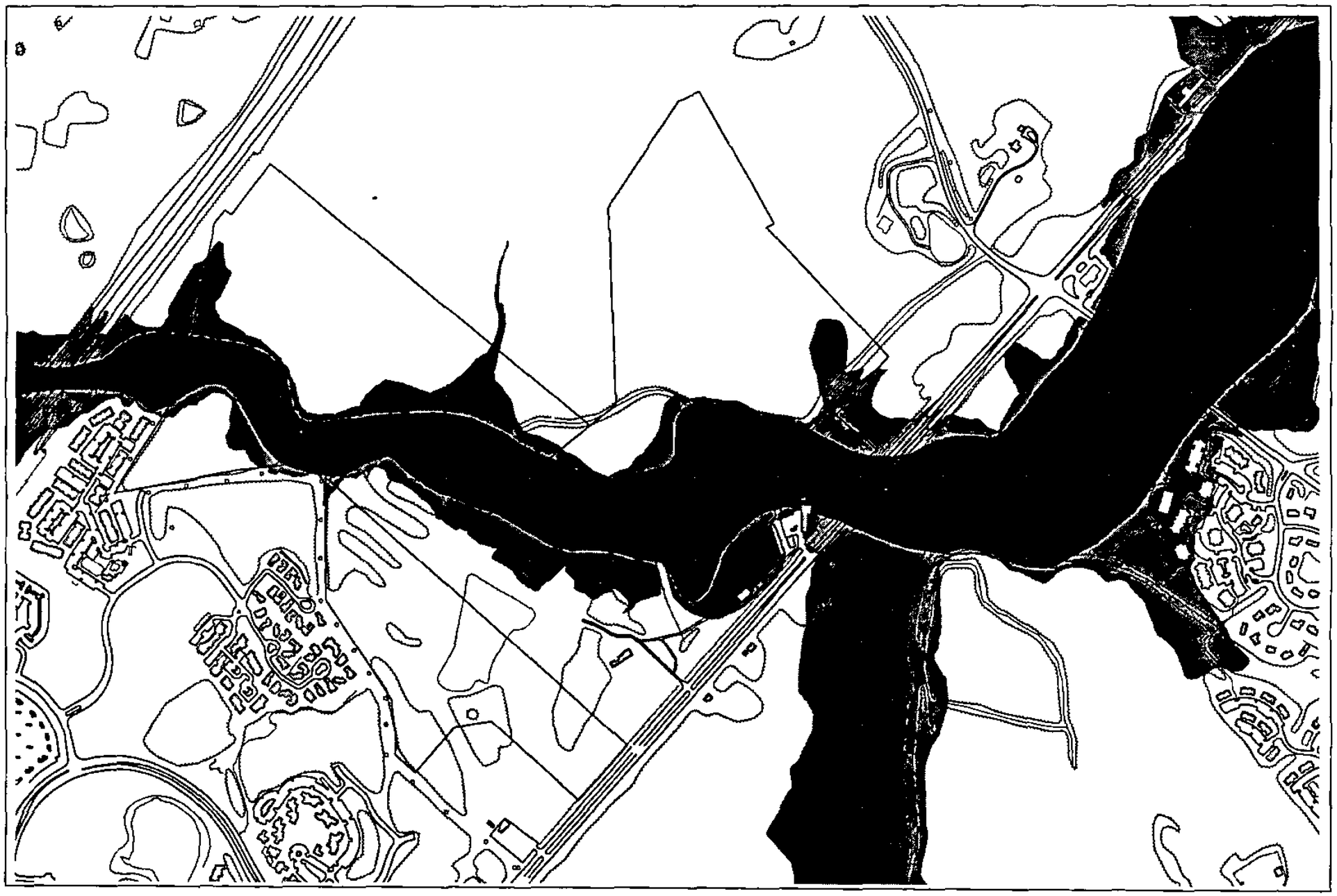
Mark	DATE	DESCRIPTION	BY	APP

DESIGNED RWP
DRAWN RAF
CHECKED RWP
APPROVED JBC
SUBMITTED JBC

MALLARD CREEK

PREPARED BY HSMM INC

SCALE 1 200'
DATE 9-21-99
COMM NO.
SHEET



0.1 Foot Encroachment
0.5 Foot Encroachment
Future 100-year Boundary

N
W E
S

200 0 200 400 Feet

Vision	DATE	DESCRIPTION	BY	APP

DESIGNED RWP	MALLARD CREEK
DRAWN RAF	
CHECKED RWP	
APPROVED JBC	
SUBMITTED JBC	

PREPARED BY HSMM INC.	SCALE 1 = 200'	COMM NO
	DATE 9-21-99	SHEET

100 YEAR FLOODPLAIN

- TOTAL AREA = 1.5 SQUARE MILES
- AVG. WIDTH = 611 FEET
- AVG. 3 FOOT INCREASE OVER CURRENT MAPS

0.1 FOOT FLOODWAY

- TOTAL AREA = 0.74 SQUARE MILES
- AVG. WIDTH = 415 FEET
- NEGLIGIBLE INCREASE
- 75% FOR FLOODWATER
- 25% FOR POTENTIAL DEVELOPMENT

0.5 FOOT FLOODWAY

- TOTAL AREA = 0.58 SQUARE MILES
- AVG. WIDTH = 320 FEET
- AVG. INCREASE OF 4-5 INCHES
- 65% FOR FLOODWATER
- 35% FOR POTENTIAL DEVELOPMENT

Substantial damage

Existing Policy

- **Substantial Damage Is Defined As One Flood Event Damage Over 50% Structure Value**
- **Further Improvements To The Structure - Owner Is Required to Elevate Structure With Own Funds**

Substantial damage

Proposed Policy

- **Substantial Damage Is Defined As Two Flood Events Within Ten-year Period Over 25% Value Each**
- **Can Result In $15,000 NFIP Payment For Owner To Floodproof Or Elevate Structure**

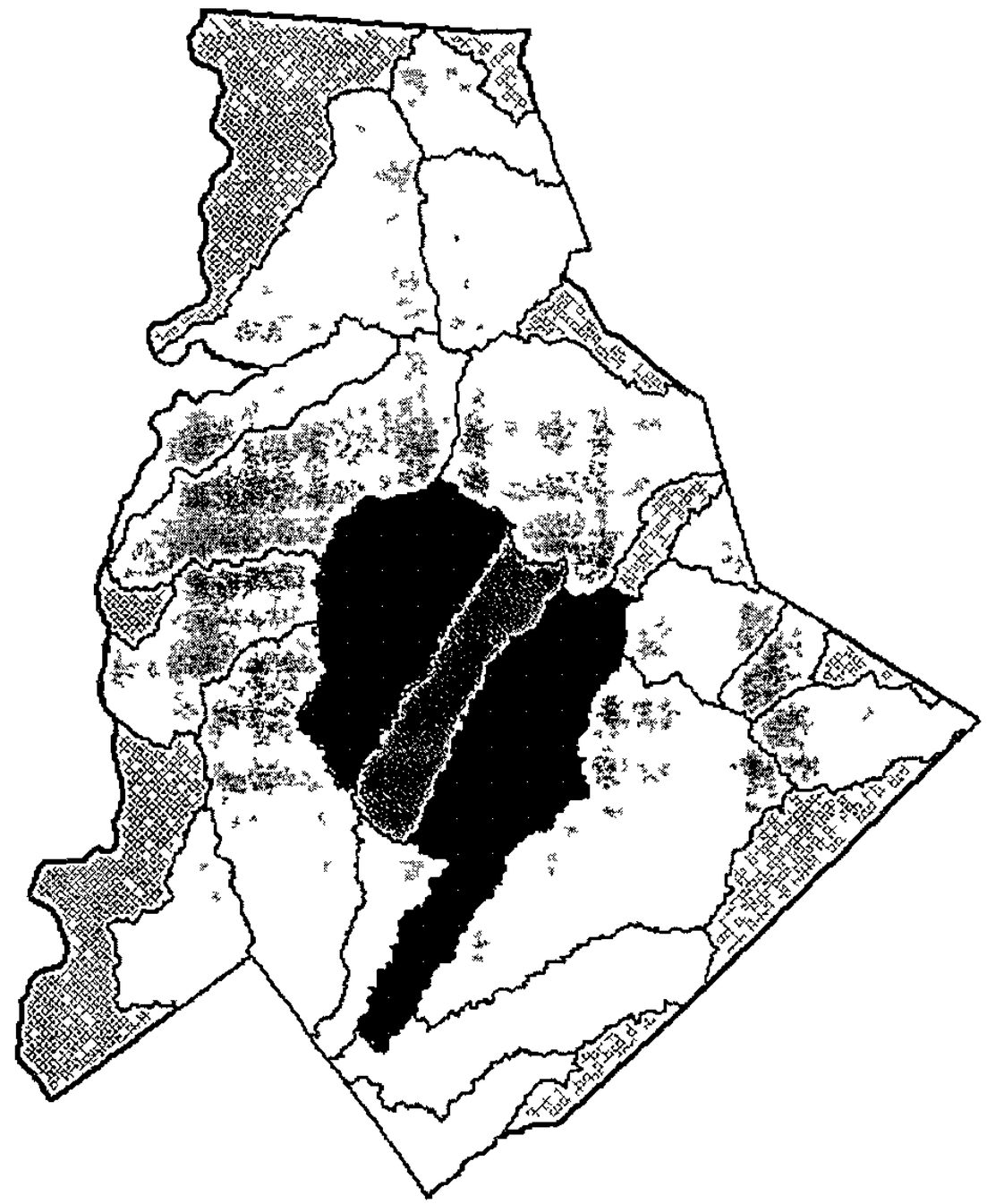
Flood Hazard Mitigation Program:

- Prevent or reduce loss of life and damage caused by floods
- Preserve the natural and beneficial functions of floodplains

VI. Flood Hazard Mitigation Plans

Study Watersheds

- Upper Little Sugar
- Briar
- Irwin
- McMullen

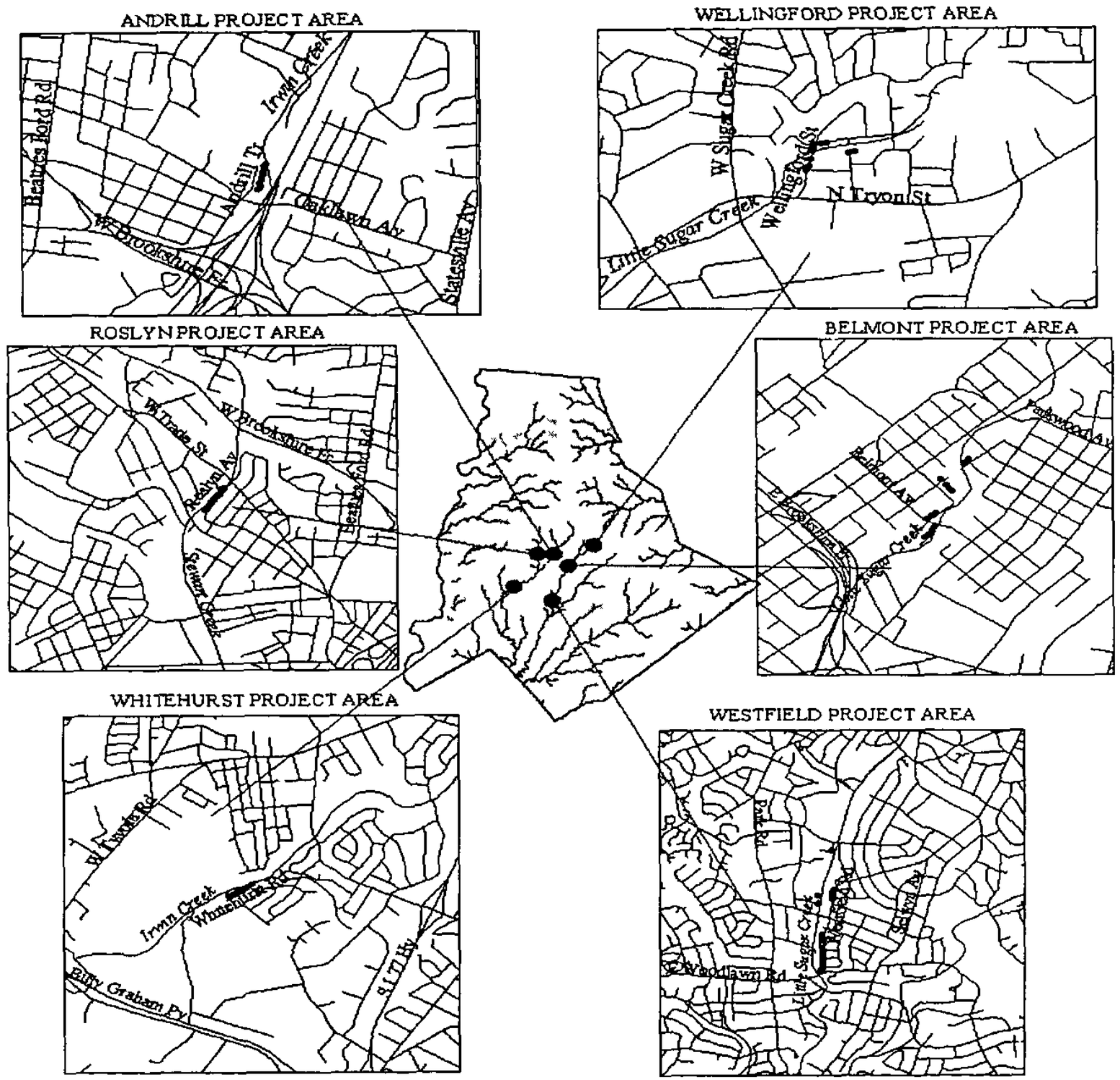


Mitigation Plans

- **$10.8 Million Investment - $8.8 Million From Federal Grant**
- **Includes Construction of Levees, Culvert and Channel Improvements, House Floodproofing, House Elevation, and House Demolition**
- **Targeted Six Areas in Charlotte**

Mecklenburg County Acquistion Project Areas

Mitigation Plans



Future City Council Actions

- **Consider Adoption of Proposed Revisions On October 11, 1999**

"substantial damage" to allow more homes and buildings to qualify as damaged structures and therefore be eligible for Federal funding assistance for floodproofing

Citizen Input:

- Staff, SWAC, and citizens concur with this amendment

Explanation C:

- Recommend revision of the delineation of "floodway" to allow more area for the free flow of water by limiting the amount of fill that can be placed in the floodplain Current regulations allow approximately 50 percent of the floodplain to be filled, which corresponds to a 1 0 foot increase in flood depths The staff recommends allowing approximately 25 percent of the floodplain to be filled – a 0 1 foot increase in flood depths

Citizen Input:

- SWAC held a public hearing August 5 to hear comments on the change in fill regulation With a five to four vote, SWAC recommended revisions to the regulations to allow 35 percent of the floodplain to be filled – a 0 5 foot increase in flood depths The majority of comments from the citizens during public hearings requested that a "no-fill" policy be considered The BOCC approved the staff recommended 25 percent policy September 22, 1999

Attachment 7
Draft Interim Flood Policy
Public Hearing comments for proposed amendments to Floodway Regulations

12. Intersection Improvement Project at Providence Road/Queens Road

Action:

A. Approve Transportation Committee recommendation to explore an intersection improvement project at Providence Road/Queens Road;

B. Authorize the City Manager to approve up to $150,000 in consultant services contracts; and

C. Adopt a budget ordinance for $150,000.

Committee Chair: Sara Spencer

Staff Resource: Bill Finger

Focus Area: Transportation

Explanation:

- In March 1999 Council asked the Transportation Committee to review the Providence Road/Queens Road intersection because of congestion
- On September 13 the Transportation Committee voted 4-0 to recommend exploring an intersection improvement project
- Staff proposes hiring a team of urban design and transportation consultants to work with area neighborhoods in developing an urban-friendly concept plan which accommodates pedestrians, bicycles, and vehicles
- Scope of work would include
  - Surveying/mapping
  - Concept development
  - Costs, benefits, and impact analyses
  - Public involvement (will seek public input through a series of public meetings and working with neighborhood organizations)
- Estimated cost will not exceed $150,000
- Upon approval, Engineering and Property Management will begin a consultant selection process and negotiate a contract to be signed by the City Manager in February 2000 (See attached Tentative Project Schedule for Selection Process)

Autrey/Wheeler Don't approve this and hold some neighborhood meetings to see if there is a need for any further study.

Dulat Jackson/Reed to approve the item for the study.

YES Reid + Jackson - FAILED

SO ITEM DENIED BUT STAFF TO HOLD SOME NEIGHBORHOOD MEETINGS.

CDOT

PROCESS FOR PUTTING 179 ON SAFETY

CNCIP

- Staff will periodically update the Transportation Committee during the study and share project recommendations with Council so Council can decide if the project should be added to a future CIP (the study will take 6-12 months)

- This location ranks in the top 10 on the High Congestion Location list and number 179 of 225 on the High Accident list

- A 1987 study of the intersection led to a planned project to add a second through lane for outbound Providence Road and the short right-turn-only lane for inbound Providence (See background information attached)

- At the conclusion of the 1987 study, City Council took action to cease further work on the project because of the

  - impact on the Townhouse Restaurant and other businesses in the area, especially loss of parking
  - concerns about encouraging more traffic to use Queens Road and Selwyn Avenue
  - well-organized opposition by area neighborhoods
  - residents' perception that this intersection represents the "center" of one of Charlotte's oldest neighborhoods
  - land use concerns such as walkability of the intersection

- The 1987 study results will be the basis for further work although the specific configuration may change

Committee Discussion: The Committee discussed

- past considerations for improving the intersection
- air quality (negligible improvements for County overall with one intersection project only)
- effects on nearby properties (depending on the extent of improvements)
- neighborhood/urban issues
- criteria for ranking in the top 10 High Congestion Locations

Community Input: We have notified the following area neighborhoods associations

- Eastover Residents Association
- Myers Park Homeowners Association
- Crescent Heights Association
- Cherry Community Organization
- Elizabeth Community Association

Funding: Pay As You Go Fund Balance

Attachment 8
Background Information
Tentative Project Schedule for Selection Process
Transportation Committee Minutes
Minutes from March 1, 1999 Council Workshop & Citizens' Forum

13. Airport Rental Car Concessions and Off-Airport Rental Car Fees

Action:

A. Approve Restructuring Government Committee recommendation to approve bidding for nine Airport Rental Car Concessions by providing two additional in-terminal counter spaces and two additional lease tracts for return facilities; and

B. Approve Restructuring Government Committee recommendation to modify the City Manager's recommendation to increase off-airport rental car fees to 8% by maintaining these fees at 6%.

ORIG Red Partially app A+B & STAFF WILL BRING ISSUE OF CONDEMNATION BACK TO A COUNCIL COMMITTEE.

Subst Jackson/Reid app A+B but not condemn airport parking land to date

Subst VOTE - YES Erdman, Reid, Majed, Jackson. FAILED

Committee Chair: Charlie Baker

Staff Resource: Jerry Orr

Focus Area: Restructuring Government

Explanation:

- The Airport generated $72 million dollars last year in rental car business for 10 companies Eight of these companies (Alamo, Avis, Budget, Dollar, Hertz, National, Payless and Triangle) have concession agreements with the Airport and pay 10% of their gross revenues in concession fees Two off-airport companies (Thrifty and Enterprise) serve their customers through shuttle vans that are

regulated through the Airport's Ground Transportation Ordinance and they pay 6% of their gross revenues from Airport generated business

- This action will define the local climate for this highly competitive business for the next five years and is necessary to define the parameters of the bid process for prospective bidders

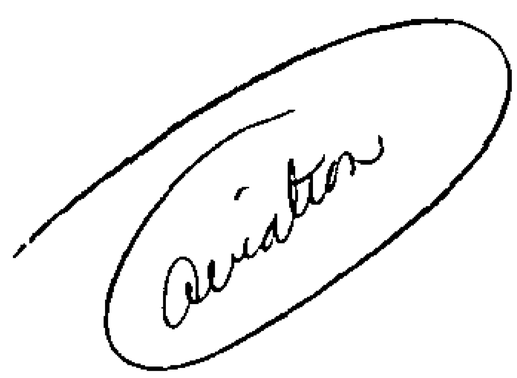
Committee Discussion:

- On September 23, 1999 the Restructuring Government Committee heard a presentation by the Airport on the Rental Car Concessions The Committee voted 2-1 to modify staff's recommendation Don Reid and Mike Jackson voted for the modification, while Charlie Baker supported staff's recommendation Malachi Greene and Sara Spencer were not in attendance The two actions requested are

- The Committee supports staff's recommendation to proceed with rebidding the concessions by providing two additional in-terminal concessions The bid process will
  - Allow all rental car companies presently serving the airport to become on-airport concessionaires (both Thrifty and Enterprise have indicated a strong desire to become on-airport concessionaires)
  - Provide equity for all competitors
  - Will guarantee airport revenues from rental car business for the next five years

- The Committee modified the staff's recommendation to increase off-Airport rental car fees to 8% Councilmember Jackson felt the disparity of exposure between on-Airport and off-Airport operators justified maintaining the off-Airport fee at 6%, while on-Airport operators pay 10%

- If staff's recommendation to increase the off-Airport fees to 8% is approved, the rate increase would
  - Not be implemented until the award of new, on-Airport concession contracts and, therefore, not affect Thrifty and Enterprise if they choose to bid



- Be consistent with airport industry practices Out of 144 airports surveyed, 126 (86%) charge off-airport rental car companies more than 6% of gross revenues, with 97 (67%) charging 8% or more The survey indicates that the industry standard is 8% (see attachment)

- The Committee also heard from Mr John Hurlahe, who owns Thrifty Car Rental and Airport Parking, on the Airport's plans to acquire his property which is related to the above only because it involves Thrifty Both 1987 and 1997 Airport Master Plans approved by Council include acquisition of Mr Hurlahe's property as part of the terminal area development (See attached letter to CEO of Thrifty on this subject) The Committee took no action since the acquisition process is still underway and will be considered by Council at a later date

Background

- On February 22, 1993 Council adopted an ordinance to regulate commercial ground transportation services at the Airport At that time it was recommended that off-airport rental car companies be charged 8% Council approved a phase-in of 5% of gross the first year and 6% the second year

- On April 12, 1993 Council awarded five year concession agreements to seven companies (Alamo, Avis, Budget, Dollar, Hertz, National, and Triangle) based on a competitive bid process

- On April 13, 1998 the Airport made a presentation to City Council at their dinner meeting and proposed to extend the contract of the DBE operator (Payless), rebid seven in-terminal spaces, and impose an 8% fee on off-Airport operators Council discussions suggested the Airport should investigate the opportunity to add 2 additional in-terminal spaces

- On April 27, 1998 Council approved the contract extension for the DBE Operator, extended the seven in-terminal rental car concessions and eliminated their minimum annual guarantee, and deferred to Restructuring Government Committee for study to determine if additional rental spaces could be added in the terminal

Attachment 9

14. New Arena Process

Action:

Wheeler/Cannon to defer this item & go back to committee because committee did not discuss money item.

A. Approve the recommendation of Economic Development and Planning Committee for a process to develop an agreement with the Charlotte Hornets for a New Uptown Arena;

B. Authorize the City Manager to enter into contracts not to exceed $250,000 implementing this process; and

C. Adopt a budget ordinance appropriating supplemental funds to support this authorization.

Committee Chair: Lynn Wheeler

Staff Resource: Curt Walton

Focus Area: Economic Development

Policy: April 1998 Agreement between the City, Coliseum Authority and the Hornets requires the approval of a development and financing model by December 2000

Explanation:

- The Economic Development and Planning Committee discussed this issue at their last three meetings At their September 24th meeting, the Committee voted 3-0 (Wheeler, Baker and Sellers) for the following process, which is Option III on the attached chart

Budget

- The process entails
  - Beginning initial discussions immediately with the Charlotte Hornets to develop key points in an agreement
  - Beginning public education on the New Arena Committee Report
  - Beginning the planning of a legislative strategy immediately State funding and any needed enabling legislation would be requested in the 2000 short session
  - Council's consideration of a Memorandum of Understanding (MOU) between June and August 2000
  - Holding possible referendum in November 2000
- This process meets the Amending Agreement time line and works with the Hornets' schedule for putting in place their new ownership

Committee Discussion:

- The Committee discussed the four options outlined in the attachment They rejected Options I and II for not moving quickly enough They incorporated the key feature of Option IV, a proposal from the Hornets, into the Initial Discussion phase of the recommended process by directing staff to elicit from the Charlotte Hornets their key points for inclusion in the MOU
- The Committee discussion focused on the need to maintain momentum on this issue They were also focused on getting this issue resolved as quickly as possible
- The Committee understands that state funding during the Short Session (2000) may not be available, but that funding prior to 2004, the targeted date for the arena completion, should remain a goal While this may mean a portion of the funding strategy may be unknown during Council's deliberations, the Committee members decided beginning now outweighed this disadvantage

Funding:

- The Committee did not discuss funding for the process Staff did not have a cost estimate at that time

- Subsequent information indicates the cost to be up to $250,000 to develop a Memorandum of Understanding This amount includes costs for public information, consulting fees, appraisals, and legal and architectural/engineering fees

- The balance in the Uptown Arena account established in 1997 is $89,030 Council is requested to appropriate the difference of $160,970 from the Pay-As-You-Go Capital Fund fund balance to bring the total balance to $~~150,000~~ 356,000

Attachment 10
New Arena Process Options (Chart and Text)
Minutes from September 24th Economic Development and Planning Committee meeting

15. Old Convention Center Proposal Requirements

Action: **Approve proposal requirements for developers submitting proposals for the redevelopment of the Old Convention Center**

Staff Resource: Tom Flynn and Kent Winslow

Focus Area: Economic Development

Policy: Wheeler/Carter opp

- Maximize the City's return from its current asset portfolio by pursuing alternative ownership/management strategies, which meet the City's public policy objectives
- Coordinate with and participate in the development of the Center City 2010 Development Plan

Explanation: Subst. Erdman/Lautry of opp without statement of "NO overhead walkways". SUBST VOTE - No - Carter, Wheeler, Spencer PASSED

On September 13, City Council decided to proceed on a dual track process for selling the Old Convention Center

- Begin marketing the site with minimum business agreement requirements to see what the market would put on this site
- Have an advisory committee study the site and make a recommendation to City Council

NEW CONTRACT WITH PERCIVAL

Mgr's Office (Flynn)

- The following business agreement requirements are intended to encourage a short period of time from contact date to closing, to ensure the proposed development is built, and to ensure that the development enhances Uptown Charlotte

Business Agreement Requirements

- Commitment to pay 5% of purchase price as earnest money, non-refundable after due diligence period expires
- Commitment to 90 days due diligence period
- Commitment to close 30 days after due diligence period ends
- Commitment to purchase the property pursuant to the following conditions and restrictions City Buy Back provision (to encourage the developer to develop the property) and City Right of First Refusal provision (to discourage the developer from reselling the property for a higher price rather than develop it as proposed)
- Commitment to a development schedule and deadlines

Design Requirements

- Conformance to UMUD Regulations for new buildings regarding blank walls, retail, street trees, design review, etc even if the developer rehabilitates the existing structure
- Conformance with Rail Corridor and Trolley Concept Plan, including providing all retaining walls and fill necessary to connect the proposed development to the transit corridor and allow for a future transit stop
- No overhead walkway connections (the existing overstreet walkway is torn down) to encourage pedestrian activity in Uptown (Draft recommendation of the Uptown 2010 Plan)
- Pedestrian connection through the project from College Street to the track level and the Transportation Center level (Draft recommendation of the Uptown 2010 Transportation Plan to improve connectivity of the rail corridor to the business core)
- Pedestrian level lighting on all four sides of the building to improve pedestrian safety and encourage pedestrian activity

- Tryon Street Mall paver system installed along College, Trade and Fourth Streets, or approved equal on the Rail Corridor

Developer Requirements

- Experience in developing similar size and type developments as proposed
- Experience in arranging debt and equity financing of the size and type proposed

Process

- Upon approval, staff will begin marketing the site Staff will review any proposal received to determine if it meets the Business Agreement, Design and Developer requirements The proposal will then be sent to the Advisory Committee for their review and recommendation The proposal will then be presented to City Council for consideration

- This process is driven by the market Since time is often a key factor in the market, staff will begin reviewing proposals as they are received When a proposal reaches Council, Council has the discretion to delay considering it for a period of time to see if other proposals are submitted

Attachment 11
Membership and Charge of the Advisory Committee

16. Cars for Work Program

Action:	**Approve the City Within A City Committee recommendation to donate surplus cars to Crisis Assistance Ministry (CAM) and Goodwill Industries of the Southern Piedmont (Goodwill) for participants in the Cars for Work Program.**
Committee Chair:	Rod Autrey
Staff Resource:	Guerdon Stuckey
Focus Area:	City Within A City

Policy: The program supports our CWAC goals of focusing resources that enable low-income families to improve their quality of life

Explanation:

- The Cars for Work program is a collaboration between CAM and Goodwill The program began over a year ago to provide transportation for low-income families for whom transportation is a significant barrier to employment

- City donated cars will be earmarked to low–income individuals participating in the Charlotte Housing Authority's Self-Sufficiency Program, Welfare-to-Work or the Charlotte Works' Program CAM will provide the City annual reports showing a relationship between program participants and initiatives that are linked to Council policy

- CAM serves as the lead agency and provides administration, staff supervision and fiscal responsibility for the program Goodwill provides office space, storage for the cars, marketing and program evaluation

- The City would provide an estimated 20 surplus cars annually to the program The typical car for this program would be approximately 5-10 years old with about 70,000-150,000 miles The cars are valued between $2,000 and $5,000 Vans, trucks, and police cars are not included in this program

- The City would not be liable to Goodwill or the eventual recipient for any aspect of the donated vehicles

Funding: The project is managed through a $25,000 grant from the Foundations for the Carolinas and a $25,000 grant from United Way

Committee Discussion:

- On September 15, 1999, the City Within A City Committee unanimously recommended approval of donating vehicles to the Cars for Work Program Councilmembers Rod Autrey, Tim Sellers and Sara Spencer voted in the affirmative Councilmembers Patrick Cannon and Mike Jackson were absent

- The Committee discussion focussed on the issue that recipients of the vehicles must be linked to initiatives that reflect Council policy The Committee wanted to be certain that there was a clear linkage to Neighborhood Development programs that show the relationship to CWAC residents and other Council priorities

- The staff has agreed to develop a Memorandum of Understanding with Crisis Assistance Ministry that reflects the Committee's intent to link donations to Council policy

Attachment 12
Program Description
Success Story

BUSINESS

17. 2000 Presidential Debate

Action: **Consider a $25,000 commitment in the FY2001 budget for the 2000 Presidential debates.**

Staff Resource: Curt Walton

Explanation:

- The Commission on Presidential Debates is considering Charlotte as a site for a Presidential debate in the fall of 2000
- The Charlotte Chamber of Commerce has requested the City consider an FY2001 commitment of $25,000 toward a goal of $750,000
- Since the debate is not until next fiscal year and the Chamber would not request the City contribution until next summer, no funds need to be appropriated at this time
- The Chamber is seeking a commitment from Council to put the $25,000 into next year's budget

Attachment 13
Letter from Chamber

Budget

18. 1999 and 2000 NCAA Men's College Cup

Action: **Consider a request from the Charlotte Sports Commission for cash contributions of $50,000 in FY2000 and FY2001 for the NCAA Men's College Cup (Soccer Final Four)**

Staff Resource: Curt Walton

Explanation:

- At the September 27, 1999 public hearing , Jeff Beaver from the Charlotte Sports Commission and Judy Rose from UNCC requested a cash contribution from the City of $50,000 in this fiscal year and a commitment of $50,000 in the next fiscal year Council asked that this request be placed on the October 11, 1999 agenda
- The contributions are part of $300,000 each year to support the NCAA Men's College Cup which will be played at Ericsson Stadium in December of 1999 and 2000
- A cash contribution rather than in-kind contributions is requested to underwrite the cost of the stadium
- The event holders estimate an economic impact of $6 million for the City

whether pretty app. but receive nothing in return.
NO - Erdman.

Background:

- The City has never made a direct cash payment to an event of this type before
- The City budgeted $75,000 each for the Men's and Women's Basketball Final Four events in recent years, but the funds were used to underwrite the cost of City services (police, transportation, etc) and for landscaping at major intersections near the Coliseum
- The City budgeted $15,000 in 1996 in-kind services to support Olympic Trial Events
- There are a number of sporting events at Ericsson Stadium, including football games involving state-supported universities, that have not requested City support in the past

budget

Funding: Funding would come from the FY2000 and FY2001 Council Contingency account, which have balances of $100,000 in each year

Attachment 14
Letter of Request
1999/2000 Schedule of Events
Background Material

19. Procurement Card Program

Action:

A. **Approve a contract with First Union National Bank for a Procurement Card Pilot Program;**

B. **Authorize the program extension City-wide for three years upon successful completion of the Pilot Program; and**

C. **Authorize adjustments in the Program spending limits as approved by the City Manager or her designee.**

Aut for the app A, B, & C
Susan

Staff Resource: Susan Johnson

Explanation:

- Procurement cards are designed for routine or recurring purchases and are utilized by authorized personnel only A procurement card is a more simplified and efficient way to make small-dollar purchases and operates much like a check card It is a concept that is widely used in the private sector and is now being used in the public sector The advantages of procurement cards include
  - City-wide summary billing from the card provider
  - automated tracking of purchases, and
  - the potential elimination of petty cash funds

- Organizations using procurement cards have experienced greater productivity in the workforce, reduced costs and streamlining of their purchasing processes

BSS

- To conduct City business, City employees currently make small-dollar purchases in several different ways

  Purchase Orders: Authorized employees generate purchase orders based on an approved request for an item, then forward the order to the vendor When the vendor receives the purchase order, the item is either delivered to the City or picked up by a City employee After receipt of the item by the Key Business, the City's Accounts Payable Division pays the vendor based on the information on the purchase order

  Direct Pay: An employee identifies a need for an item and, after approval by an authorized employee, orders the goods directly from the vendor without a purchase order When the City receives the item, the City's Accounts Payable Division pays for the item based on the invoice the Key Business Unit receives

  Petty Cash or Employee Reimbursement: City employees may obtain petty cash from the City and purchase an item directly from a vendor The amount of petty cash varies by Key Business, but is typically $50 - $100 City employees may also purchase an item with their personal funds and be reimbursed by the City with an appropriate receipt and approval

- The City evaluated the procurement card services provided by Bank of America, Wachovia, and First Union National banks These financial institutions issue the cards and provide the software to record and process payments from and to the vendor After comparing their services in the system requirements and maintenance, systems costs, contract terms, and rebate programs, First Union was determined to offer the best program for the City's use Bank of America was eliminated from consideration because their automated program was still under development

- The City would like to implement a pilot program immediately upon approval of this concept to determine the impact of utilizing procurement cards on the efficiency and effectiveness of processing small dollar purchases The success of this program, scheduled to last a minimum of six months, will be determined by the reduction in time and cost associated with small-dollar purchases, the opportunity to establish better internal controls and improved payment processes A recent study of counties across the nation revealed that procurement cards reduced their total transaction costs by 40% to 60%

- The City expects to see a reduction of between 15% to 25% in transaction costs with the pilot program In order to continue and extend the program to the rest of the City, staff suggests realization of a minimum transaction cost reduction of 15% for small-dollar purchases in the pilot program

- First Union National Bank will assist all vendors, including MWBD vendors, who are not Procurement Card capable, in getting registered with VISA in order to be eligible to participate in the Program

Funding:

- The Procurement Card Program is at no cost to the City A single consolidated billing statement will be received from First Union National Bank The City will use this statement to fund the Procurement Card account and authorize First Union to debit this account on a predetermined basis Charges for purchases made by each Key Business Unit will be encumbered against the respective KBU budget This method of payment will eliminate the receipt and payment of multiple vendor invoices

- The maximum amount First Union is required to approve for purchases is $250,000 for any one time purchase during the operation of the Pilot Program Staff is requesting authorization for the City Manager or her designee to adjust the spending limit to parallel the program growth

Attachment 15
Initial Selection of a Procurement Card Program Provider

20. Charlotte Center City Partners (CCCP) Board Appointments

Action:

A. Reappoint existing CCCP Board members; and

B. Appoint three new CCCP Board members

Staff Resource: Curt Walton

Policy: Municipal Services District Act of 1937, North Carolina General Statutes, Article 23, Chapter 160A

Explanation:

- CCCP By-laws require Council reappointment of existing Board members annually Members to be reappointed are:

Malcolm Everett, Chair	Jim Palermo
Martin Cramton, Jr	Rick Priory
Ed Crutchfield	Billie Ray
Jeff Davis	Peter Ridder
Harvey Gantt	Cynthia Schaal
Parks Helms	Cullie Tarleton
Daniel Levine	Allen Tate
Hugh McColl	Lynn Wheeler

- Article II, Section 5 of the CCCP Bylaws provides that any vacancy occurring on the Board of Directors shall be filled by City Council with a person or persons nominated by the Board of Directors The following individuals, and the membership classification they represent, have been nominated by the CCCP Board

  McKay Belk – Class B, Chamber of Commerce
  Will Spence – Class C, At-Large
  Michael Marsicano – Class C, At-Large

- City Council must either appoint these nominees or request additional nominees from CCCP

Attachment 16
Resume for each of the three nominees

Budget

21. Nominations to Boards and Commissions

Action: **Vote on blue paper ballots and give to City Clerk at dinner.**

A. **AIRPORT ADVISORY COMMITTEE**
Two, one year terms as recommended by the Carolinas Partnership beginning November 1999 James Carpenter and Manning Kimbel are eligible and would like to be reappointed

Attachment 17

B. **BUSINESS ADVISORY COMMITTEE**
Two appointments beginning immediately to fill unexpired terms One will end April 2000 and then serve the next full, three year term This will be a recommendation by the Charlotte Chamber to replace Alan Burnett, who has missed three CONSECUTIVE meetings The other will be recommended by the Manufacturers Council to replace Richard Tucker, who has resigned This term will begin immediately and end April 2002

NO PERMANENT TUND YET

TIM CHAPPELL

Attachment 18

C. **COMMUNITY HOUSING DEVELOPMENT CORPORATION**
One citizen knowledgeable in real estate law to fill a three year position beginning January 2000 James Dillon is eligible, but does not wish to be reappointed

Attachment 19

D. **HOUSING APPEALS BOARD**
One position beginning January 2000 to serve three years Charlie Dean is eligible, but does not wish to be reappointed AT LARGE

Attachment 20

E. **HOUSING AUTHORITY**

One, three year appointment beginning December 1999 Richard Van Dyke is eligible and would like to be considered for reappointment

One appointment beginning immediately to fill an unexpired term ending December 2001 Thomas Bumgardner has missed three consecutive meetings

Attachment 21

F. **MINORITY/WOMEN'S BUSINESS DEVELOPMENT**

One appointment in the open category beginning immediately and ending August 2000 Troy Watson has resigned

Attachment 22

G. **PRIVATIZATION/COMPETITION COMMITTEE**

One position beginning immediately to fill an unexpired term ending March 2001 Guy Forcucci has missed three consecutive meetings

Attachment 23

H. **SISTER CITIES COMMITTEE**

Two appointments beginning immediately, ending April 2000, then serving the next full two year term to replace Timothy Crawford and Robert Fudge, who have both resigned

Attachment 24

I. **TREE ADVISORY COMMISSION**

Three appointments for three years beginning December 1999 Thomas Lannin is eligible and would like to be reappointed, Peter Franz does not wish to be reappointed, and Carrie Winter is not eligible for reappointment

Attachment 25

22. Appointments to Boards and Commissions

CITIZENS TRANSIT ADVISORY GROUP

One citizen to serve a one year term beginning immediately Neither candidate received six votes on September 27, 1999

1 Peter Ackling, nominated by Councilmembers Cannon & Wheeler

2 Janice Anderson, nominated by Councilmember Erdman

Attachment 26

CONSENT

Introduction to CONSENT

The consent portion of the agenda is divided into two sections: Consent I and Consent II.

<u>Consent I</u> consists of routine items that have been approved in the budget, are low bid, and have met MWBD criteria.

<u>Consent II</u> consists of routine items that have also been approved in the budget, but may require additional explanation.

<u>Minority and Women Business Development Program (MWBD) Abbreviations:</u>
BBE - African American
ABE - Asian American
NBE - Native American
HBE - Hispanic
WBE - Non-Minority Women

<u>Contractors and Consultants</u>
All contractors and consultants selections follow the Council approved process unless explained otherwise.

27 - NEW FIGURES - read new figures
#35 - EXCUSE ERDMAN - wheeler/Sellers - excuse Erdman - unan.
23C REID
37 - REID
Cannon/wheeler - app #35 - unan
wheeler/Sellers approve - unan

CONSENT

23. Various Bids

A. Wilkinson Boulevard/Boyer Street Improvements

E&PM

Recommendation: The City Engineer recommends the low bid of $858,063 07 by Blythe Development Co of Charlotte, North Carolina This is a minor roadway improvement project designed to improve traffic movement along Wilkinson Boulevard, primarily between the uptown district and the airport

MWBD Status:	Amount	% of Project	Project Goals
BBE	$60,000	7%	7%
WBE	$52,870	6%	6%

B. Independence Boulevard at Sardis Road North/Wendover Road at Beal Street Minor Intersection Improvements

E&PM

Recommendation: The City Engineer recommends the low bid of $261,759 05 by Sealand Contractors of Charlotte, North Carolina This project will construct minor intersection improvements consisting of concrete curb and gutter, sidewalk, wheelchair ramps, drives, and asphalt paving to provide turning lanes at the two locations These improvements were identified under the Minor Roadway Improvements Program to address safety issues

MWBD Status:	Amount	% of Project	Project Goals
BBE	$10,170	4%	4%
WBE	$3,650	1%	4%

MWBD Compliance: Yes Sealand Contractors met the good-faith efforts

C. Vintage Charlotte Trolley/Stonewall Street Bridge Foundation

E&PM

wheelchair ramps
app
No. Paid

Recommendation: The City Engineer recommends the low bid of $241,692 by Crowder Construction Company, Inc of Charlotte, North Carolina This project will construct two bridge foundations and piers inside the Convention Center to accommodate the new bridge across Stonewall Street This is the first phase of the Vintage Trolley project that will ultimately include tracks, electrical lines, a new bridge, and modifications to the Convention Center

MWBD Status:	Amount	% of Project	Project Goals
WBE	$2,420	1%	1%

D. Water and Sewer Main Construction - FY 00 Contract #11 - Street Main Extensions

CMU

Recommendation: The Charlotte-Mecklenburg Utility Director recommends the low bid of $810,585 20 by McDaniel Construction Contractors, Inc of Bostic, North Carolina This project provide for new sanitary sewer lines, manholes and related devices such as erosion control devices

MWBD Status:	Amount	% of Project	Project Goals
BBE	$0	0%	5%
WBE	$810,585 20	100%	6%

E. **Airport Terminal Maintenance Facility**

AVIATION

Recommendation: The Aviation Director recommends the low bid of $229,000 by American Eastern Builders, Inc This construction contract will upfit space in the basement of the terminal to house the janitorial operation The space they currently use on the ticketing level will be available for additional airline space to support the new gates being added on Concourse D

MWBD Status:	Amount	% of Project	Project Goals
BBE	$11,818	5 1%	
WBE	$56,934	24 9%	
DBE Total	$68,752	30 0%	5%

24. Approve Resolution Of Intent To Abandon Street And Set Public Hearing - A portion of East Ninth Street

Res #1
BK 35
P 765

Action:

A. Adopt the Resolution of Intent to abandon a portion of East Ninth Street; and

B. Set a Public Hearing for November 22, 1999.

Attachment 27
Map

CDOT

25. Approve Resolution Of Intent To Abandon Street And Set Public Hearing - A Portion Of Christenbury Road Extension

Res #2
BK 35
P 766

Action:

A. Adopt the Resolution of Intent to abandon a portion of Christenbury Road Extension; and

B. Set a Public Hearing for November 22, 1999.

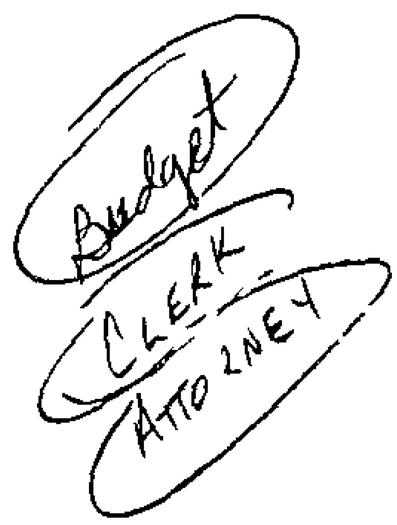
Attachment 28
Map
Background Information

CDOT

26. Set Dates and Times for the 1999 Performance Evaluations for the City Manager, City Attorney and City Clerk

Action: Set dates and times for closed sessions for the purpose of conducting the 1999 performance evaluations of the City Manager, the City Attorney and the City Clerk.

City Attorney	November 8, 1999	3:30pm
City Clerk	November 15, 1999	3:30pm
City Manager	November 22, 1999	3:00pm



CITY OF CHARLOTTE
OFFICE OF THE CITY ATTORNEY

Memorandum

TO Mayor and City Council

FROM Robert E Hagemann, REH Assistant City Attorney – 336-2651

DATE October 8, 1999

RE Agenda Item 27

Item 27, "Sexually Oriented Business Licensing Fees," on your October 11 agenda indicates that "[t]he proposed fees have been set in accordance with the Council's regulatory user fee 80% cost recovery policy " This sentence incorrectly states the Council's cost recovery policy which actually calls for a 60% cost recovery

Applying the correct percentage, the proposed fee schedule for Sexually Oriented Businesses should be

Application Fee/Renewal Fee - $250
Annual License Fee - $325
Change of Information Fee - $80
Operator Background Check - $15/operator

By copy of this memo, I am asking the City Clerk to pull this item from the Consent Agenda vote on Monday so that the fees can be considered for approval at the revised amounts

cc Pam Syfert
Curt Walton
Brenda Freeze

CONSENT II

27. Sexually Oriented Business Licensing Fees

Action: **Approve the following regulatory fee schedule for Sexually Oriented Businesses:**

Application Fee/Renewal Fee - ~~$325~~ 250
Annual License Fee - ~~$425~~ 325
Change of Information Fee - ~~$100~~ 80
Operator Background Check - $15/operator

8/23/99

Explanation:

- The Sexually Oriented Businesses (SOB) Ordinance adopted by Council on August 20, 1999, provides that the City Manager shall set application and inspection fees in accordance with City Code Section 2-4 That Section requires the Manager to notify the Mayor and City Council of any new fee at least 30 days prior to the effective date of the fee

- Since the projected costs of administering the ordinance have only recently been identified, and since SOB license applications may be submitted as soon as October 15 (*i e* the effective date of the Ordinance), Council is being asked to approve the proposed fee schedule so that it will be effective by October 15 The proposed fees have been set in accordance with the Council's regulatory user fee 60% ~~80%~~ cost recovery policy

- These fees will be updated annually during the budget process

attorney

Attachment 29

28. Relocation of Airport Employee Parking Lot

Action:

A. Adopt a budget ordinance to appropriate $2,030,000 to fund expenses associated with the relocation of Airport employee parking lot; and

B. Award a contract to the low bidder, APAC-Carolina, in the amount of $1,845,478.23 for the relocation of employee parking lot.

Ord #1
#1364-X
BK49
P 629

Explanation:

- This contract will construct a new remote 2,500 space employee parking lot to replace the two existing lots The planned expansion of the 'D' concourse (international and commuter flights) requires this relocation

- The Budget Ordinance will advance funds from the Airport's discretionary fund balance to be repaid from the proceeds of the 1999 General Airport Revenue Bonds to fund the construction contract, engineering, and testing services

- The Airport Advisory Committee recommends this action

MWBD: Non-minority women participation is 16 78%

Funding: The Airport will fund this project from the discretionary fund balance to be repaid from the proceeds of the 1999 General Airport Revenue Bonds Issue The bond debt service will be repaid through parking fees charged to each employee

Aviation

29. Expansion of Airport Ramp D

Ord # 2 #1365-X BK49 p 630

Action:

A. Adopt a budget ordinance to appropriate $2,310,000 to fund the expenses associated with expansion of Ramp D; and

B. Award a contract to Rea Construction Company in the amount of $2,099,638 for Ramp D expansion.

Explanation:

- The planned expansion of Concourse D (international and commuter flights) will require an expansion of the aircraft parking ramp This contract will provide the first phase of this expansion A future expansion will occur after relocation of an employee parking lot

- Rea Construction Company is the low bidder The additional funds (10% of construction) in the budget ordinance will fund engineering and testing fees

Aviation

- The Budget Ordinance appropriates money from the Airport Discretionary Fund Balance to be repaid from the Bonds (25%) and a future FAA grant (75%) The debt service of the Bonds will be paid through rates and charges paid by the airlines using the additional gates created

Community Input: The Airport Advisory Committee recommends this action

Funding: The Airport will fund this project from the discretionary fund balance to be repaid from the proceeds of the 1999 General Aviation Revenue Bond Issue and future Federal Aviation Administration (FAA) grants Debt service on the bonds will be repaid by concourse rental and landing fees

30. Personnel Contract for Airport Janitorial Services

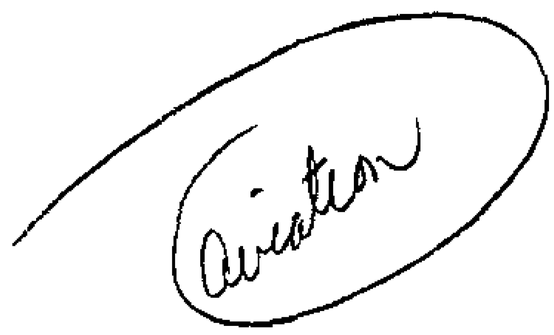
Action: **Award a service contract on a unit-cost basis for a three-year period to the only responsive proposer, OneSource Facility Services, Inc.**

Explanation:

- The Airport has been contracting for janitorial personnel services since 1990 The incumbent provider, OneSource Facility Services, Inc (formerly International Service System, Inc) has had this contract since 1997 The janitorial staff is comprised of 65 contracted workers and 4 janitorial supervisors (permanent Airport employees) This contract provides those 65 workers

- The bid unit cost for the base markup rate is 37 4% of direct wages The Airport sets the base pay rate

- Requests for Proposals (RFP's) were advertised on September 2 to provide janitorial employees at the airport The deadline for proposals was September 21 Two companies submitted proposals- OneSource Facility Services, Inc (formerly ISS) and A & A Cleaning Services, Inc The RFP asked for a bid markup rate and another bid markup rate that included deductions for failure to provide specified numbers of workers A & A Cleaning Services, Inc did not respond to this part of the RFP and is therefore nonresponsive



- OneSource Facility Services, Inc is the only responsive proposer, and its proposed contract markup is one percent higher than the previous contract OneSource Facility Services, Inc has been a satisfactory service provider There are two, one-year extensions available at the City's sole discretion for the same unit prices

Funding: Aviation Operating Budget

31. Budget Ordinance for FAA Grant Amendment

Ord #3
#1366-X
Bk 49
p. 31

Action: **Adopt a budget ordinance to appropriate funds received from a Federal Aviation Administration (FAA) grant amendment for AIP 29 in the amount of $41,857.**

Explanation:

- On August 13, 1997, Council accepted a FAA Grant for Airfield construction in the amount of $3,353,000
- During the construction the Airport incurred additional FAA-eligible costs of $41,857 This budget ordinance will reimburse the City for funds spent on construction

Background: Under the Federal legislation for the Airport Improvement Program, the FAA guarantees up to a 15% overrun for projects receiving federal funds from the Airport Improvement Program (AIP)

Community Input: The Airport Advisory Committee recommends this action

Austin

32. Water and Sewer Street Mains - Professional Services Contract

Action: **Approve a contract with Hazen and Sawyer to provide survey, drafting, and design services for the Street Main Extension Program. The contract has a not to exceed amount of $400,000.**

Explanation: This contract will allow Hazen and Sawyer to perform survey, drafting, and design for various water and sewer projects Projects assigned may be water/sewer street main extensions, water/sewer rehabilitation or replacement, health hazards, and associated specification preparation The contract will include

- Approximately 161,000 linear feet of street main water and sewer projects
- Approximately 2,500 linear feet of low pressure sewer mains
- Approximately 18,800 linear feet of water main rehabilitation

Funding: CMUD Water and Sewer Capital Investment Plan

33. Contract for Furniture/Furnishings

Action: **Approve a one-year unit price contract with renewal options for two (2) additional twelve (12) month periods with Miller Office Equipment Company Services, Inc. for modular and loose furniture for the new Charlotte Mecklenburg Utilities Water Distribution Operations Center. The total estimated one-time expenditure is $141,000.**

Explanation:

- To procure competitive prices for modular and loose furnishings, on July 30, 1999 a Request for Bid was sent to fifteen firms for price quotes Seven vendors participated in the pre-bid conference with one responsive bid being offered for consideration

BSS

- Funding for the contract is included in the Water Capital Investment Plan While it is appropriated for only FY2000, future expenditures will be subject to City Council appropriations based upon identified needs as presented in the annual budget process

MWBD: Miller Business is a certified WBE with the City of Charlotte 100% ($141,000) of this contract will be performed by Miller

Funding: Water Capital Investment Plan

34. United States Geological Survey – City of Charlotte Cooperative Program

Action: **Approve the FY2000 cooperative program agreement with the United States Geological Survey (USGS) for storm water resources activities in the amount of $213,570.**

Explanation:

- The FY2000 cooperative program agreement with the USGS includes
  - Continued maintenance and operation of rainfall and streamflow gauging sites,
  - Real-time hydrologic data collection,
  - Prediction of peak flows and storm hydrographs for ungauged streams
- The total cost of the service is $401,570 The City's share is $213,750 The USGS will pay $187,820

Funding: Storm Water Services Operating Budget

35. Charlotte-Mecklenburg Government Center Restaurant Lease

Action: **Authorize the City Manager to execute a five-year restaurant lease with a two-year renewal option between the City of Charlotte and Showmars for a monthly flat rate of $3,000 the first year and 3.5% increases each year thereafter.**

Explanation:

- Last March, by mutual agreement with Carl Anderson, President of I D S (d/b/a/ Municipal Grille in the Government Center), Council approved a request to end the restaurant contract Since that time, staff has been seeking a new restaurant operator

- On June 14, 1999, Request for Qualifications for a new restaurant operator was advertised and sent to persons in the restaurant industry who submitted in the last process and to others who had expressed interest

- A Restaurant Committee composed of ten City and County staff members and advisors from the private sector reviewed the six proposals submitted The Committee inspected each of the operators' restaurants The selection process narrowed the choice to two very capable operators, Southern Grille and Showmars Showmars was selected based upon pricing, menu selection, customer service, and management

- The monthly rate structure is the same as it was with the previous operator It is based on historic and projected gross monthly revenues and meets or exceeds, on average, rates charged for similar food services uptown However, many office buildings in the uptown area view restaurant operations as a service to the tenants In those cases, restaurant operators do not pay a rent

- Showmars anticipates opening in January 2000

Eng/R.E

36. Fire Station 35 Land Acquisition

Action: **Approve the purchase of 4.094 acres at 9832 Harrisburg Road in the amount of $102,350 for a proposed fire station to serve the Harrisburg, Robinson Church, and Camp Stewart Road area.**

Explanation:

- In anticipation of future annexation in the Harrisburg Road, Robinson Church Road, and Camp Stewart Road area, the Fire Department has identified this site as an ideal location for a future fire station
- The City has an Option to Purchase, which expires December 18, 1999 The cost of the land acquisition is $102,350 which has been confirmed by an independent certified appraisal
- This section of Harrisburg Road is included in the 2001 Rocky River Road/Albemarle Road Annexation Study Area (Area 5) approved by City Council September 13, 1999 Areas that qualify for annexation will be identified and presented for approval September 13, 2000
- The actual date of construction will depend on when the area grows enough to qualify for annexation
- Utilities are available to the site through Carolina Water Service, Inc of North Carolina
- The vacant parcel is zoned R-3 residential
- A Phase I Environmental Assessment indicates there are no environmental concerns at the subject site and that the soil is suitable for a fire station

Community Input:

- Approximately 40 property owners and the Turtle Rock Association, Cambridge Commons Association Management Group, Bradfield Farms Homeowners Association, and Charlotte East Community Partners were notified by letter July 22, 1999 of the City's interest in purchasing this site for a future fire station There has been no negative response from citizens in the area.

- On September 21, 1999 the Planning Commission voted unanimously to approve the mandatory referral to support the purchase of the land

Funding: Annexation Fire Station Capital Account

Attachment 30
Area Tax Map

37. Bus Services for North Mecklenburg Towns Contract

Action:

A. Authorize the Director of Transportation to execute a three-year contract with Carolina Transportation Management, Inc. for up to $852,080 for operation of bus services for North Mecklenburg towns; and

B. Adopt a budget ordinance totaling $164,490 to fund the contract for the first year.

Ord #4
#1367-X
Bk 49
p. 632

Policy: Five-Year Transportation Plan

Explanation:

Wheeler | Carter
app. unan.

- This contract provides bus services for two North Mecklenburg towns, Cornelius and Huntersville The Huntersville/Cornelius shuttle will connect neighborhoods in north Charlotte to employers located at the I-77 interchanges in north Mecklenburg The Huntersville Town shuttle will serve to connect residential areas and senior facilities to retail centers, schools, parks and employment opportunities in town It also will connect commuters to the north Mecklenburg express bus that travels to Charlotte

- The Federal Transit Administration (FTA) awarded Charlotte a Job Access Grant to cover 50 percent of the estimated net first year operating cost for an all-day Huntersville/Cornelius shuttle to Charlotte North Carolina Department of Transportation has agreed to provide a 25 percent share of the operating cost

CDOT

- The Metropolitan Transit Commission (MTC) endorsed implementation of the Huntersville Town (local service) shuttle service serving Huntersville The MTC budget provides funding for implementation of transit services for the towns in FY2000

  Total expenses during the first year of route operation will be financed as follows

Fare Revenue	$69,990
Job Access Grant	63,000
NCDOT	31,500
Metropolitan Transit Com	113,670
TOTAL	**$278,160**

  MTC FY2000 budget includes funds for the local share of the first year operating costs

- A Proposal Selection Committee evaluated proposals received from four operators, and selected Carolina Transportation Management to operate the routes The committee included representatives of the City of Charlotte Procurement Services Division and Transportation Key Business, and the towns of Cornelius and Huntersville

- The Committee used the following criteria in proposal evaluation for the North Mecklenburg Town services

  - experience with similar services
  - proposed personnel abilities/experience
  - annual cost
  - experience record and references
  - safety record/training programs
  - proposal quality and completeness

  The highest rated proposer was the second lowest bidder The low cost bidder was $50,000/year less than the recommended provider

  Attached is a comparison of the 4 proposals using each of the above criteria

- The agreement permits Charlotte to change routes and schedules to meet customer demands The City also may terminate the agreement at any time by providing 30 days written notice to Carolina Transportation Management

- Route information

  Shuttle Service between Charlotte to Huntersville/ Cornelius -
  1 Bus
  6 30 am to 12 40 am, Monday - Sunday
  Fare $1 40, one-way
  Projected Ridership 119 riders daily (42,364 riders annually)

  Huntersville Shuttle Service -
  1 Bus
  6 20 am to 6 20 pm, Monday - Friday
  Fare $ 50, one-way
  Projected Ridership 60 riders daily (21,360 riders annually)

Funding: The budget ordinance appropriates the estimated passenger revenue of $69,990 and grant revenues of $94,500 for a total of $164,490 The remaining $113,670 was included in the FY2000 MTC budget

Background:

- Staff from CDOT, Charlotte Transit, Cornelius and Huntersville designed the routes

- A separate study to be conducted during 2000 (Five-year Plan for County-wide Service Expansion) will better define goals, appropriate fares and other performance criteria Services/fares can be altered at that time to reflect the outcome of that study

Attachment 31
Proposal Comparison for Bus Services for North Mecklenburg Towns

38. Property Transactions

Action: **Approve the following property acquisitions (A-D).**

For property transactions A-B, the purchase price was determined by an independent appraiser and was reviewed by a second appraiser Each appraisal takes into consideration the specific quality and quantity of the land The tax value is determined on a more generic basis and will be higher or lower for land/house with certain attributes Property I acquired for Federal Guidelines 49 CFR Part 24 of the Uniform Acquisition and Relocation Act of 1970 Acquisition cost are eligible for Federal Aviation Administration reimbursement

A. **Project**: Master Plan Land Acquisition
Owner(s): Louis Aldrich
Property Address: 9231 Garrison Road
Property to be acquired: 2 915 acres
Improvements: House
Purchase Price: $107,000
Zoned: I1
Use: single family residence
Tax Value: $113,120
Tax Code: 141-121-31

Question

B. **Project**: Master Plan Land Acquisition
Owner(s): Charles W and Helen B Motes
Property Address: 8531 Trexler Avenue
Property to be acquired: 460 acres
Improvements: House
Purchase Price: $70,000
Zoned: RMH
Use: single family residence
Tax Value: $53,300
Tax Code: 113-107-01 and 113-107-02

Question

C. **Project** Temporary Construction Easement/Option, 120" Raw Water Main Catawba Station to Franklin Treatment Plant, Parcel #41
Owner(s) The Mulvaney Group, LTD
Property Address 1101 Hipp Road
Property to be Acquired 93,472 sq ft (2 15 ac) temporary construction easement
Improvements Large trees

Purchase Price $39,425
Remarks A temporary construction easement is needed for construction of the 120" raw water main A certified, independent appraiser established the acquisition price
Zoned R-4
Use Single Family Dwelling
Total Parcel Tax Value: $764,690
Tax Code: 035-191-01

Eng/R E

D. **Project:** Land Acquisition, Beatties Ford/Sunset Road Intersection Improvements, Parcel # 8&9
Owner(s) Pan American Life Insurance Company
Property Address 4005 Sunset Road
Property to be Acquired: 64,947 96 sq ft (1 491 ac) permanent easement and 33,149 16 sq ft (0 761 ac) temporary construction easement
Improvements Signs
Purchase Price $173,880
Remarks The areas are needed for construction of intersection improvements at Beatties Ford/Sunset Road A certified, independent appraiser established the acquisition price
Zoned BICD
Use Shopping Center
Total Parcel Tax Value $1,974,320
Tax Code 037-112-03

Eng/R E

39. Minutes

Action: **Approve the titles, motions and votes reflected in the Clerk's record as the minutes of:**

September 7, 1999 Council Workshop and Citizens' Forum
September 13, 1999 Business Meeting
September 23, 1999 Zoning Meeting