AGENDA

Meeting Type:	B
Date:	12/09/1991
SUBJECT	

City of Charlotte, City Clerk's Office

MAYOR'S SCHEDULE
December 9, 1991

6:30 p.m. CITIZENS' HEARING

1. Proclamation to Marshall Hester, Executive Director of the Shrine Bowl "Shrine Bowl Saturday".

2. Proclamation to Mike Daisley for the 200th anniversary of Bill of Rights.

3. Recognize Jack Callaghan, Easter Seal Society Board Member, to present Award of Merit for Community Leadership from the North Carolina Easter Seal Society to Richard Daniel, Chairman of the Charlotte-Mecklenburg Advocacy Council for People with Disabilities.

NOTE: Since Mr. Callaghan is in a wheelchair, please secure the proper equipment for the public address system.

4. Robert V. Baker, 128 South Tryon Street - 342-5254 - Zoning Variance.
JAMES W. COGDELL, 3535 RANDOLPH RD., 364-8711
OVER

7. Warren Drye, 15000 Shopton Road West - 588-1351 Police Consolidation.

8. Alan Manton, 6107 South Boulevard - 553-1824 - Road Project for Archdale, South Boulevard and Old Pineville Road.

9. John Jennings, 2812 Beatties Ford Road - 393-8823 - Median Blocking Business.

10. Mrs. ~~McCory~~ McCoy - 393-2847 - Median Blocking Business.

11. Luke Largess, 700 East Stonewall Street - 375-8461 - Request delay in demolition of property at 1929 Woodcrest.
(OVER)

7:00 p.m. - CITY COUNCIL MEETING

1. Invocation by the Reverend Timothy Croft of Myers Park Presbyterian Church.

2. Item No. 2 - Public Hearing was not advertised properly. City Attorney advises that this item should be pulled.

3. The following requests to speak to agenda items have been received:

(a) Agenda Item No. 4 - Noise Ordinance
1. Mark Whittington, 2333 Newberry Road - 597-2234
~~3. DAVID MARCUS, 6131 FOLGER DR., 366-9135~~
~~2. DICK THIGPEN, JR., 2318 FOREST DR., 342-5235~~
DECIDED NOT TO SPEAK

7A NC Carolina Railroad

6:30

#4 GLORIA FENNING- ZONING VARIANCE

#~~10~~ 12 SEN. JIM RICHARDSON, BEATTIES FORD RD.
BEATTIES FORD RD. MEDIAN

#~~11~~ 13 ADELAIDE MULLIS, KANNAPOLIS, NC
SUBJECT- 1928 WOODCREST - HOUSING CODE ENFORCEMENT.

REMARKS BY E. STEPHEN STROUD, PRESIDENT
THE NORTH CAROLINA RAILROAD COMPANY

Presented to the Charlotte City Council in session Monday, December 9, 1991

Mr. Mayor. Mr. Manager. Distinguished Members of the Charlotte City Council...

Let me thank you for providing this opportunity to appear before you tonight. As President of the North Carolina Railroad Company, it is indeed an honor to speak to the leadership of one of the South's premiere cities - a city which rightly deserves its designation as "the hub of the Carolinas."

Please allow me just a few minutes to tell you about a dream...perhaps a vision... no, better yet, a commitment. A commitment involving trains... a commitment which will benefit the people of Charlotte for the remainder of this decade, into the 21st century, and beyond.

If you've travelled abroad - particularly in Europe or Japan - you may already be familiar with the concept. It was described just a week ago today in an article which appeared in THE CHARLOTTE OBSERVER.

In that article, syndicated columnist Neal Peirce wrote about

Europe's new Intercity Express trains. He suggested that most Americans would be shocked by this system. Let me quote.

"Speeds range up to 160 miles an hour - on utterly smooth roadbeds. Roomy mauve adjustable lounge chairs come equipped with audio and video consoles. Computers in each car provide hotel and connecting train information. Private conference rooms, faxes, phones are all available."

Do you get the picture? We're not thinking about those screeching and jostling, clickety-clack old trains. We're talking about safe, modern, high-speed passenger carriages - whispering across America's landscape - quickly bringing business people, tourists, and families to many destinations. Choice destinations in the hearts of vibrant, alive cities.

Cities like Charlotte.

We're discussing modern people-movers - trains which glide into the basements or over the roofs of office buildings, shopping plazas, or hotels - delivering workers and shoppers and people like you and me. It will all be done quietly, efficiently, and safely - safe for both the passengers and the environment.

Truly, this is not a dream. This is a commitment. Already the transportation revolution is evident in Tokyo and Osaka. You can see it in Berlin, Stuttgart, Paris, and Lyon. You'll even find it today in Montreal, Washington, DC, and just down the road from here - a place they call Atlanta. Believe me. It's coming to Charlotte, too.

You ask about intercity travel. Yes, it is a reality. This very day, more people travelled between New York City and Washington, D.C. on trains than on all the airlines combined. Each successive year in the Northeast corridor, the number of train passengers grows. And the trend is spreading south. In the not-too-distant-future, as the entire eastern seaboard merges into a mosaic of interconnected cities; a clean, efficient, high-speed passenger rail system will become our nation's critical link.

Quite naturally, those stops along America's passenger rail system are destined to be the "hubs" of the future.

Right now, Federal and State officials agree - Charlotte will likely emerge as the hub of the Carolinas' passenger rail network. Each year, millions of passengers will travel to Charlotte - many of them will stay in your hotels, visit your restaurants, buy your products, and attend events at your

Convention Center.

Surprised? Well, let me assure you, other cities will try to become the hub. They will fight you for the distinction and compete with you for the business. But you, Charlotte, you already have one distinct advantage - a vital rail link which runs through your city. The same rail line which you have been told must be disrupted if you are to have a Convention Center.

Ladies and gentlemen, there's been a great deal of confusion lately about light rail versus heavy rail, commuter rail versus passenger rail, et cetera, et cetera , et cetera. Many experts, myself included, are puzzled by some of the terms we hear. Certainly, I am not surprised to find that most public officials and even some city staff members are puzzled, too.

Let me just say this. The roadbed you currently have in downtown Charlotte, with very little modification, will meet the standards for the coming passenger rail network. On the other hand, the changes which have been proposed in this roadbed as a part of the Convention Center project will not meet these standards. In short, to proceed with the current plan for this project will be a costly mistake.

Now, I keep hearing some big numbers being tossed about. Somebody said it might cost five million dollars to change the Convention Center. Let's just assume they're correct. Isn't it better to spend it now, rather than go ahead and build a $168 million dollar structure right in the path of Charlotte's future? Here's what it all boils down to. When millions of passengers are moving along the eastern seaboard on sleek, luxurious high-speed trains, will Charlotte be just a speck on the distant horizon? Like Laramie and Dry Gulch and the other Old West towns which missed the train in America's first rail revolution, will "the hub of the Carolinas" become another place that..."you just can't get there from here?"

Let me propose an idea. A year ago, the Mayor, on behalf of the City of Charlotte, affirmed a commitment to preserving the integrity of this cross-town rail corridor. Today, I'd ask that you reaffirm this portion, requiring that the construction of the new Convention Center must not damage this vital transportation link. With such a mandate in hand, we, The North Carolina Railroad Company, will gladly help your staff and engineers assure that a low cost, workable solution can be found.

Let me make another offer, too. We'd like to come back and sit down with you again. When you have the time, we want to share

with you more details about the exciting developments on the horizon for the American rail revolution.

Above all else, we don't want to be caught asleep at the switch. We don't want to see Charlotte miss the train. In every way possible, we want to make certain Charlotte remains...

..."the hub of the Carolinas."

Thank you.

Citizens Hearing
Speaker #7

November 15, 1991

MECKLENBURG COUNTY POLICE/CHARLOTTE CITY POLICE

MERGER STUDY

By

Warren O. Drye
Steele Creek Citizen
15,000 Shopton Road West
Charlotte, N.C. 28278-7600

MUCH TALK OF THE POSSIBILITY OF MERGING THE MECKLENBURG COUNTY POLICE WITH THE CHARLOTTE CITY POLICE HAS TRANSPIRED THROUGH THE YEARS. THE RECENT DISCUSSIONS APPEAR TO BE THE MOST PROBABLE.

TWO OFFICIAL STUDIES HAVE BEEN DONE IN THE PAST, ONE IN 1949 BY THE INSTITUTE OF GOVERNMENT AND ONE IN 1970 BY UNCC. A BLUE RIBBON COMMITTEE COMMISSION ALSO DID A STUDY 2½ YEARS AGO AND THE VOTE WAS 18-1 AGAINST CONSOLIDATION.

MANY OF THE REASONS TO CONSOLIDATE FROM THE 1949 AND 1970 OFFICIAL STUDIES APPEAR TO BE RELEVANT TODAY AS WELL AS MANY OF THE REASONS NOT TO. THIS CURRENT STUDY PRODUCED MUCH MORE INFORMATION TO CONSIDER THAN WAS EXPECTED.

THE CITY COUNCIL AND A MAJORITY OF COUNTY COMMISSIONERS APPEAR TO HAVE REACHED AN AGREEMENT TO PURSUE THIS POSSIBILITY. MANY PRIVATE CITIZENS HAVE EXPRESSED THIS DESIRE, ALL WITH THE POTENTIAL BELIEF THAT COMBINING THE TWO LAW ENFORCEMENT BODIES WOULD SAVE MONEY AND BE MORE EFFICIENT. THE MOST POPULAR BELIEF IS THAT THE CITIZENS INSIDE THE CITY LIMITS ARE PAYING MORE THAN THEIR FAIR SHARE OF TAXES TO SUPPORT THE MECKLENBURG COUNTY POLICE, WITHOUT RECEIVING A PROPORTIONATE SHARE OF THE SERVICES.

I TOO, WAS A CITIZEN SUPPORTIVE OF THIS THEORY AND WROTE A LETTER TO THE OBSERVER FORUM TO THIS EFFECT, BUT IT WAS NOT SELECTED FOR PUBLISHING. THE FIRST PAGE OF THAT LETTER IS ATTACHED TO THIS REPORT FOR DOCUMENTATION. MY INITIAL THOUGHTS FOR THIS CONSOLIDATION WAS STRICTLY SURFACE INFORMATION. IN ALL FAIRNESS TO THE ISSUE, I DECIDED TO DO A STUDY ON MY TIME AND AT MY EXPENSE TO EVALUATE IT.

INITIALLY, EACH COUNTY COMMISSIONER AND EVERY CITY COUNCIL MEMBER WAS CONTACTED BY TELEPHONE TO DISCUSS IT AND ALL OF YOU UNANIMOUSLY APPROVED OF A CITIZEN MAKING THIS EFFORT.

THE RESULTS ARE THE FOLLOWING:

SINCE MECKLENBURG COUNTY IS ONE OF ONLY TWO COUNTIES OUT OF 100 IN N.C. TO HAVE A COUNTY POLICE DEPARTMENT, THE REASON FOR EVEN HAVING THE MECKLENBURG COUNTY POLICE WERE CONSIDERED. NO DOCUMENTATION FOR THE ALLEGED REASON WAS AVAILABLE, BUT FROM ALL NON ELECTED AND VALID SOURCES CONTACTED, THE ALLEGED STORY SEEMS LIKELY.

TWO VIABLE CANDIDATES WERE RUNNING FOR SHERIFF OF MECKLENBURG COUNTY AND THEY AGREED, IF ONE DECLINED, THE OTHER WOULD LOBBY THE STATE LEGISLATURE TO CHARTER A MECKLENBURG COUNTY POLICE DEPARTMENT AND THE DECLINING CANDIDATE WOULD BE APPOINTED THE FIRST COUNTY POLICE CHIEF. THIS TOOK PLACE IN 1925 UNDER CHARTER #612. VERY FEW OF OUR ELECTED OFFICIALS KNEW MUCH ABOUT THIS AND NONE KNEW THE COMPLETE HISTORY.

FUNDING:

THE FUNDING FOR THE COUNTY POLICE DEPARTMENT IS INCLUDED IN THE GENERAL BUDGET AND PRIOR TO 1947 THE AD VALOREM TAX RATE, BY STATUTE, WAS LIMITED TO A TOTAL OF $.15 PER $100.00 OF PROPERTY VALUATION. IN 1947 THE COUNTY COMMISSIONERS LEVIED A SPECIAL TAX RATE OF 7.57 CENTS PER $100.00 VALUATION AND IN 1948 A SPECIAL TAX RATE OF 5.78 CENTS, TO SUPPORT THE COUNTY POLICE. IN 1949 THE SUPREME COURT HELD THAT SPECIAL TAX RATE, AUTHORIZED BY LOCAL ACT, COULD NOT BE LEGALLY LEVIED AND THAT ONLY AD VALOREM TAXES CAN BE SPENT FOR LAW ENFORCEMENT AS CITED IN LITIGATION OF SOUTHERN RAILWAY VERSUS MECKLENBURG COUNTY IN 1949, OTHERWISE, NON-PROPERTY TAX SOURCES MUST BE OBTAINED.

BEFORE THE SUPREME COURT DECISION, THE COUNTY COMMISSIONERS HAD ALREADY SHIFTED THE MAJOR BASIS OF SUPPORT TO THE ABC FUND PROFITS. DURING THIS STUDY, THE DIRECTOR OF THE ABC BOARD STATES, THE 1990 PROFITS WERE $4,000,000.00 AND 47½% WENT TO THE CITY OF CHARLOTTE, 47½% WENT TO THE COUNTY AND 5% TO THE PUBLIC LIBRARY. NO ONE IN THE TAX DEPARTMENT COUND TELL ME HOW MUCH OF THE 47½% WENT TO THE COUNTY POLICE.

THE LATEST GENERAL STATUTES OF N.C. LIMITS THE AD VALOREM TAX RATE TO $1.50 PER $100.00 IN VALUATION (quite a difference from 1949). ACCORDING TO THE FINANCE DIRECTOR, 3.5 CENTS PER $100.00 VALUATION IS ALLOCATED TO SUPPORT THE MECKLENBURG COUNTY POLICE. THE COUNTY POLICE DEPARTMENT HAS A 1991-1992 TOTAL BUDGET OF $12,000,000.00.

THE TAX ADMINISTRATOR'S OFFICE FURNISHED THE FOLLOWING FIGURES:

THE TOTAL 1991 REAL ESTATE APPRAISAL FOR MECKLENBURG COUNTY IS $36,900,000,000.00 INCLUDING EXEMPT PROPERTIES. THE SUBTRACTION OF EXEMPT PROPERTIES OF $4,268,000,000.00 LEAVES A TAX BASE OF $33,199,000,000.00 WITH A 3.5 CENTS ALLOCATION, THIS EQUATES TO A TAX REVENUE TO SUPPORT THE COUNTY POLICE, OF $11,619,650.00

AUTOMOBILES REPRESENT A LARGE PART OF LAW ENFORCEMENT. IN SEPTEMBER, 1991, THE TAX DEPARTMENT HAD A PERSONAL AUTOMOBILE TAX BASE VALUE OF $4,836,743,000.00, PLUS BUSINESSES SUCH AS DUKE POWER COMPANY, SOUTHERN BELL, AT&T, PIEDMONT NATURAL GAS COMPANY, AND OTHER BUSINESS CARS, TOTALING 2000 OR MORE, (dollar value of these vehicles were unknown at the time of study), PLUS AN ADDITIONAL 60,000 AUTOMOBILES NOT LISTED BECAUSE PEOPLE MOVE AND ARE DELINQUENT IN LISTING, WHICH TAKES FROM SEPTEMBER TO DECEMBER TO LOCATE. SOME OF THESE VEHICLES WILL BE OLD, SOME NEW, BUT A CONSERVATIVE AVERAGE OF $3,000.00 EACH X 60,000 WOULD PRODUCE A TAX BASE OF AN ADDITIONAL $1.8 MILLION OR $63,000.00 @ 3.5 CENTS. THE KNOWN SEPTEMBER BILLING AND EXPECTED REVENUE FOR COUNTY PERSONAL AUTOS WAS $112,448,085.31 WITH A 3.5 CENT ALLOCATION, THIS IS A MINIMUM OF AN ADDITIONAL $393,568.00.

CITY FIGURES HAVE BEEN OMITTED FROM THIS REPORT BUT ARE AVAILABLE UPON REQUEST.

A FEDERAL GRANT OF $320,000.00 FOR 1991 HAS BEEN APPROPRIATED, PLUS COURT AWARDED CONFISCATIONS AND OTHER ASSET SEIZURES OF $353,000.00 AND $14,800.00 IN FEES AND CHARGES. TRAFFIC FINES, VIOLATIONS AND STATE FUNDING ARE ALSO NOT INCLUDED. COMBINED, THE FIGURES REPRESENT MORE THAN $12,000,000.00 AND THE FUNDING OF THE MECKLENBURG COUNTY POLICE DEPARTMENT APPEARS TO BE MORE THAN SUFFICIENT.

SHARED SERVICES AND BENEFITS:

IN THE PREVIOUS OFFICIAL STUDIES, IT WAS ESTIMATED THAT 76.7% OF THE DISTRIBUTION AND CONCENTRATION OF WEALTH WAS INSIDE THE CITY LIMITS WHILE 23.3% WAS OUTSIDE THE CITY. 82.3% OF ALL CRIMES OCCURRED WITHIN THE CITY LIMITS AND 17.7% OUTSIDE. THIS IS ALL RELATIVE TO THE THEORY THAT MOST CRIME OCCURS WHERE THE HEAVIEST POPULATION DENSITY IS. STATISTICS STILL INDICATE THIS IS TRUE! PREVIOUSLY, IF MORE PROPERTY WERE BEING PROTECTED, THEN IT IS RELEVANT THAT A CLOSE RELATIONSHIP BETWEEN CONCENTRATION OF WEALTH AND PROPORTION OF TOTAL TAX COST SHOULD BE BORNE BY THE PROPERTY OWNERS WHOSE PROPERTY IS RECEIVING THE MOST POLICE PROTECTION.

DURING THE 1949 AND 1970 STUDY, THE AREA OUTSIDE THE CITY LIMITS WAS PRIMARILY RURAL AND UNDEVELOPED. SINCE THAT TIME, THE INCREASED POPULATION AND EXPLOSIVE GROWTH OF THE ENTIRE COUNTY HAS ERODED THE PREVIOUS VALUATION FIGURES, BUT NOT THE CRIME RATE FIGURES.

THE 1991 RE-VALUATION HAD AN AVERAGE INCREASE INSIDE THE CITY LIMITS OF LESS THAN 35% WHILE THE INCREASE IN THE COUNTY WAS AS MUCH AS 600% IN SOME CASES AND AVERAGED BETWEEN 200 AND 400%. (My own property increased 126% and this will translate into my own tax increase, of $64.00 for County Police protection for 1991 @ of 3.5 cents per $100.00).

THE OVERALL TAX BASE INCREASE FOR THE COUNTY DIRECTLY RELATED TO THE MUCH HIGHER RE-VALUATION OF OPEN LAND, COUPLED WITH SOME OF THE EXCLUSIVE DEVELOPMENT AND HIGH DOLLAR HOME BUILDING, WOULD INDICATE THAT THE COUNTY RESIDENT HAS AN" ADJUSTED RATE PROVISION" THAT WILL AUTOMATICALLY EQUALIZE THE PROPORTIONATE RESPONSIBILITY. THIS IS DEMONSTRATED BY THE STATUTORY 80% COVERAGE, "ADJUSTED RATE PROVISION" IN THE INSURANCE INDUSTRY, WHICH AUTOMATICALLY PRODUCES WINDFALL PREMIUM INCREASES EACH TIME REVALUATION OF PROPERTY OCCURS. IF REVALUATION TAKES PLACE ON AN ANNUAL BASIS, AS IS BEING CONSIDERED, THIS WINDFALL WILL BECOME EVEN MORE LUCRATIVE TO THE RESPECTIVE COFFERS OF INSURANCE AND TAXES.

CITY POLICE, BY CHARTER, CAN GO ONE MILE BEYOND THE CITY LIMITS. WHILE COUNTY POLICE ARE EMPOWERED TO OPERATE ANYWHERE IN THE COUNTY, AS ARE ABC OFFICERS. IN 1990, 3,967 UNSOLICITED CALLS WERE ANSWERED BY THE COUNTY POLICE INSIDE THE CITY LIMITS. 352 WERE SUBSTANCE RELATED (68 DWI, 21 D&D AND 263 CONTROLLED SUBSTANCE). THE ACCURACY OF THESE REPORTS ARE REQUIRED BY GENERAL STATUTE. THESE CALLS WOULD BE LARGELY INCREASED IF SOLICITED.

THE D.A.R.E. PROGRAM BEING OFFERED IN OUR CITY AND COUNTY SCHOOLS, ARE CONDUCTED BY THE CITY POLICE INSIDE THE CITY LIMITS AND THE COUNTY POLICE OUTSIDE THE ANNEXED AREA. ACCORDING TO THE "ALCOHOL AND DRUG DEFENSE" DEPARTMENT AND THE TRANSPORTATION DEPARTMENT OF THE MECKLENBURG SCHOOL SYSTEM, BUSING OF CHILDREN FROM INSIDE THE CITY LIMITS TO SCHOOLS OUTSIDE THE CITY AND VICE/VERSA OCCURS ON A REGULAR BASIS. THE D.A.R.E. SERVICE PROGRAM IN THE SCHOOL SYSTEM APPEARS TO BE A TRADE OFF OF BENEFITS OFFERED TO ALL CITIZENS OF MECKLENBURG COUNTY. SUBSTANCE ABUSE AMONG SCHOOL CHILDREN AND THE HARM THAT IS A RESULT OF IT, APPEARS TO BE A SITUATION THAT AFFECTS US ALL. IT HAS NO BOUNDRIES, INSIDE OR OUTSIDE THE CITY LIMITS!

THE COUNTY POLICE HAVE A SPECIAL SERVICES UNIT CONSISTING OF ELEVEN OFFICERS THAT DIVIDE THEIR SERVICES BETWEEN LAKE WYLIE, LAKE NORMAN AND MOUNTAIN ISLAND. THEIR DUTIES CONSIST OF LAW ENFORCEMENT BY BOAT ON THE WATER AND BACK UP OF THE PARKS AND RECREATION OFFICERS ON PARK LAND AND SURROUNDING LAND. THROUGH THE MONTH OF SEPTEMBER, 1991, ON LAKE WYLIE AND LAKE NORMAN COMBINED, 2078 CALLS FOR SERVICE WERE ANSWERED, 1,117 BOATS WERE INSPECTED, 99 BOATS WERE ASSISTED OR TOWED, 149 CITATIONS WERE ISSUED, 203 BOATERS WARNED, 38 NAVIGATIONAL HAZARDS REMOVED, 10 BOAT/SAFETY CRIME PREVENTION PROGRAMS PERFORMED, 22,662 SHORELINE MILES OF WATER AND 7,164 SHORELINE MILES OF LAND WERE PATROLLED, 2 ARRESTS WERE MADE AND 1 DROWNING INVESTIGATION.

IN THE AUGUST REPORT TO THE LAKE WYLIE MARINE COMMISSIONERS, THERE WAS AN INCIDENT OF SPOTTING AND FOLLOWING A SUSPICIOUS LOOKING BOAT WHICH RESULTED IN THE ARREST AND RECOVERY OF $78,000.00 WORTH OF STOLEN GOODS, INCLUDING A BOAT THAT BELONGED TO A CITY RESIDENT WHO LIVED ON MONROE ROAD.

THE DIFFERENTIAL OF CITY RESIDENTS COMPARED TO COUNTY RESIDENTS WHO USE THESE LAKES FOR BOATING, FISHING AND OTHER RECREATIONAL USE, WOULD BE IMPOSSIBLE TO PLACE A NUMBER ON! AS A LAKE WYLIE MARINE COMMISSIONER AND AS AN ARDENT FISHERMAN, I AM ON LAKE WYLIE BEFORE DAWN AND AFTER DUSK MANY TIMES DURING THE YEAR. THE VACANT HOUSES AND CABINS, THE PARKED AND COVERED BOATS THAT APPEAR TO COME ALIVE ON THE WEEK-ENDS, APPEAR TO BE IN EXCESS OF 70% OF WHAT I THERE. THE CONSTANT TRAILERING OF BOATS BY MY HOME ON THE WAY TO COPPER HEAD LANDING NEVER CEASES! THE CITY TAX PAYER APPEARS TO BE GETTING SERVICES THAT ARE MORE THAN DIRECTIONALLY PROPORTIONANT TO THE VALUE OF PROPERTY. THE PERPETUAL PROTECTION OF THESE PROPERTIES, THAT ARE PRIMARILY OWNED BY RESIDENTS OF THE CITY OF CHARLOTTE, IS GREATLY EVIDENCED BY THESE FACTORS. THIS SPECIAL SERVICE UNIT OF THE MECKLENBURG COUNTY POLICE IS CLEARLY INDICATIVE OF AN EXCLUSIVE BENEFIT TO MECKLENBURG COUNTY AS A WHOLE.

THE MECKLENBURG COUNTY PARK RANGERS ARE TRAINED AT THE SAME POLICE ACADEMY AS OUR OTHER LAW ENFORCEMENT OFFICERS AND ARE EQUALLY QUALIFIED TO PERFORM THESE SERVICES IN THE PARKS. HOWEVER, THEY HAVE NO AUTHORITY ON THE WATER OFF SHORE AND ARE LIMITED TO THE PERIMETERS OF THE PARK LAND. THEIR PRIMARY EDUCATION ALSO LIES IN OTHER AREAS AND SERVE US EXTREMELY WELL IN THESE CATEGORIES. THE N.C. WILDLIFE OFFICERS FIT THE SAME CLASSIFICATION AND ARE ALSO VERY LIMITED IN NUMBERS AND CANNOT BE ASSIGNED TO THESE AREAS EXCEPT ON A PERIODIC BASIS. THE PRESENCE OF THE COUNTY POLICE ON THE LAKES OF MECKLENBURG COUNTY APPEAR TO BE PERFORMING A VITAL SERVICE TO THE CITY AND COUNTY TAXPAYER AT LARGE. THE PRESENT CITY POLICE CHIEF STATED THAT HE WAS UNFAMILIAR WITH THE SERVICES OFFERED ON THE LAKES AND STATED HE WOULD HAVE TO EVALUATE IT BEFORE COMMITTING TO THIS TYPE OF SERVICE, IF THE CITY AND COUNTY POLICE ARE MERGED.

STOLEN PROPERTY FROM INSIDE THE CITY (especially automobiles) ARE MOST OFTEN RECOVERED IN THE COUNTY!

UPON CHECKING WITH A BURGLAR ALARM COMPANY THAT OFFERS CENTRAL MONITORING AND LAW ENFORCEMENT NOTIFICATION, THERE IS A MAJOR PROBLEM WITH THE CITY POLICE THAT CANNOT FIND THE LOCATION, AS OPPOSED TO LITTLE DIFFICULTY WITH THE COUNTY POLICE.

PSYCHOLOGICAL FACTOR OF MERGING:

FIFTY YEARS AGO, VERY FEW PEOPLE PAID MUCH ATTENTION TO THE EMOTIONAL VALUES ATTACHED TO ISSUES. NOT BECAUSE EMOTIONAL APPLICATION DID NOT EXIST, BUT BECAUSE THEY WERE NOT OFTEN CONSIDERED. IN TODAY'S WORLD, IT IS A DIFFERENT MATTER! WHAT WOULD BE THE EFFECT OF DESIGNATING A PARTICULAR DAY FOR ALL COUNTY POLICE OFFICERS TO CHANGE INTO BLUE UNIFORMS AND START DRIVING BLUE AND WHITE AUTOMOBILES OR VICE/VERSA WITH THE CITY POLICE? A SIMILAR SITUATION IN MONTREAL, CANADA AND OTHER CITIES IN THE U.S. HAVE PRODUCED VERY NEGATIVE RESULTS.

THE GROUP RELINQUISHING THEIR ESTABLISHMENT, FEELS AS IF THEY ARE OF LESS IMPORTANCE AND HAVE DIFFICULTY ADJUSTING, NOT TO MENTION PROBLEMS THAT MIGHT OCCUR AS A RESULT OF IT. THE MOST LOGICAL SETTLEMENT TO BALANCE THE EQUALITY WOULD BE TO SCRAP BOTH SYSTEMS AND ADOPT COLORS, UNIFORMS, AUTOMOBILES, ETC. WITH A COMPLETE NEW VISION IN MIND. THE COST WOULD BE PROHIBITIVE!!

THE ONLY OTHER ALTERNATIVE WOULD BE TO OPERATE THE COUNTY POLICE AS A SPECIAL UNIT BUT THIS ALSO PROVED TO HAVE A PSYCHOLOGICAL IMPACT IN CITIES WHERE IT WAS TRIED. THEY FELT THEY WERE OF LESSER VALUE AS LAW ENFORCEMENT OFFICERS.

FOR OTHER CONSIDERATION, SEE EXCERPT APPENDIXES 1,2,3 & 4 FROM ICMA STUDY IN THE 90'S. FULL CASE STUDY AVAILABLE UPON REQUEST.

OTHER MONETARY VALUES TO CONSIDER:

MOST LIKELY, THE SAME NUMBER OF OFFICERS AND STAFF WOULD BE REQUIRED WITH THE EXCEPTION OF TWO CHIEFS. ANY MONEY SAVED BY DELETING ONE POSITION WOULD MORE THAN LIKELY BE ADDED TO THE SINGLE CHIEF'S REMUNERATION BECAUSE OF THE INCREASED RESPONSIBILITIES.

A CENTRAL AND SINGLE LAW ENFORCEMENT CENTER WOULD MOST LIKELY BE EASIER TO CONTROL SINCE THERE WOULD BE NO BOUNDRIES TO CONSIDER. DIRECTING THE OPERATION AND EFFICIENCY OF SINGLE RECORD KEEPING MIGHT ALSO BE ENHANCED. IT WOULD ALSO ELIMINATE THE SUDDEN NECESSITY OF ADDITIONAL EMPLOYMENT THROUGH ANNEXATION AND OVER EMPLOYMENT OF EXISTING EMPLOYEES THROUGH THE LOSS OF ANNEXED AREAS.

A CENTRAL AND SINGLE AGENCY MOST PROBABLY COULD NOT SERVE AN AREA AS LARGE AS MECKLENBURG COUNTY WITHOUT PRECINCTS AND THE LAND, ADDITIONAL BUILDINGS AND FACILITIES WOULD BE A CONSIDERABLE ADDITIONAL EXPENSE.

THE COMBINING OF THE TWO MAINTENANCE GARAGES COULD POSSIBLY BE A SAVINGS BUT ONLY IF EITHER ONE OR BOTH FACILITIES ARE NOT OPERATING AT FULL CAPACITY. IF EITHER PHYSICAL LOCATION IS NOT LARGE ENOUGH, THEN NEW FACILITIES WOULD HAVE TO BE PURCHASED AND OR BUILT. A VERY EXPENSIVE ALTERNATIVE!

CONSTITUTIONAL AND LEGAL ASPECTS:

N.C. IS THE MOST POWERFUL LEGISLATIVE BODY IN THE FREE WORLD! IT IS A STATE OF STATUTES AND EACH OF IT'S 100 COUNTIES ARE IN ESSENCE, SUBSIDIARIES OF THE STATE. THE INITIAL STATUTES, CONSTITUTION AND CHARTER, IMPLY THAT COUNTY CONTROL IS THE PREDOMINANT FACTOR IN ANY SUCH CONSIDERATION. 98 OTHER COUNTIES BY STATUTE AND CHARTERS, UTILIZE A SINGLE LAW ENFORCEMENT BODY WITHIN THE CITY LIMITS AND A SHERIFF'S DEPARTMENT FOR THE UNINCORPORATED AREA. IF THE CITY AND COUNTY POLICE DEPARTMENTS ARE MERGED, WHAT CONSTITUTIONAL AND CHARTER ROLE WILL THE SHERIFF'S DEPARTMENT PLAY? LEGISLATIVE ACTION CHANGED MECKLENBURG COUNTIES SITUATION IN 1925 AND WOULD MOST LIKELY ACCOMODATE THE WISHES OF THE MAJORITY OF THE COMBINED LOCAL AND ELECTED OFFICIALS. THIS STATUTORY CONCERN WOULD ALSO BE A FACTOR IN THE FUTURE CONSIDERATION OF POLITICAL CONSOLIDATION OF CITY AND COUNTY GOVERNMENTS!!

IN SUMMARY:

VIOLATIONS OF THE LAW ARE A THREAT TO THE WHOLE COUNTY! NOT JUST A PART OF IT!!

IF MECKLENBURG COUNTY AND THE CITY OF CHARLOTTE WERE JUST NOW BEING CHARTERED, IT WOULD UNQUESTIONABLY BE THE THING TO DO TO ESTABLISH A SINGLE LAW ENFORCEMENT BODY FOR THE INCORPORATED AREA, WITH A SHERIFF DEPARTMENT FOR THE UNINCORPORATED, BUT IT IS NOT JUST NOW HAPPENING AND THE ONLY THING TO CONSIDER, IS SHOULD IT BE MERGED, OR SHOULD IT BE LEFT ALONE?

THE MAJOR ISSUES TO ADDRESS ARE:

1. WOULD IT IMPROVE LOCAL LAW ENFORCEMENT?
2. WOULD IT SAVE MONEY?
3. HOW WOULD IT BEST SERVE THE CITIZENS OF MECKLENBURG COUNTY?
4. WILL IT EVENTUALLY TAKE CARE OF ITSELF?

AFTER MY INITIAL EFFORT TO ENCOURAGE A MERGER AND AFTER RESEARCHING THE FACTS , I HAVE COMPLETELY REVERSED MY OPINION. THIS BY NO MEANS AFFECTS MY PRESENT BELIEF THAT THE CONSOLIDATION OF THE CITY AND COUNTY GOVERNMENTS MIGHT BE THE THING TO DO!

IN MY OPINION, CONSOLIDATION OF THE CITY AND COUNTY POLICE DEPARTMENTS:

1. WOULD NOT ENHANCE THE PRESENT LAW ENFORCEMENT AND MOST PROBABLY PROVE LESS EFFICIENT OVERALL!
2. IT IS OBVIOUS IT WOULD NOT SAVE MONEY AND WILL, AS PREDICTED, COST CONSIDERABLY MORE, WHICH WE CANNOT AND SHOULD NOT CONSIDER AT THIS TIME.
3. THE CITIZENS OF MECKLENBURG COUNTY, BOTH INSIDE AND OUTSIDE THE CITY LIMITS, APPEAR TO BE GETTING THE BEST OF TWO WORLDS, WITH THE EXCEPTION OF NEEDED IMPROVEMENTS OF LAW ENFORCEMENT, BY THE ABILITY TO PERFORM THE NECESSARY DUTIES, UNINCUMBERED BY STATE AND FEDERAL MANDATES.
4. IT WILL EVENTUALLY TAKE CARE OF ITSELF WITH THE GRADUAL ANNEXATION OF MECKLENBURG COUNTY AND EXPANSION OF THE FIVE SURROUNDING TOWNSHIPS. WHENEVER THIS OCCURS, IF THE TOWNSHIPS WANT A COUNTY POLICE FOR A BACKUP, THESE TOWNSHIPS CAN ADDRESS THE NEED.

SIMPLY STATED, "LET A SLEEPING DOG LIE", AND APPLY THE LAW OF INERTIA, "THAT WHICH IS IN MOTION, REMAINS IN MOTION".

WARREN O. DRYE (RET.)

15000 SHOPTON ROAD WEST
CHARLOTTE, NC 28278-7600
(704) 588-1251

August 8, 1991

Mr. Lou Powell
Editor Observer Forum
The Charlotte Observer
Box 32188
Charlotte, N.C. 28232

Re: Consolidation

Dear Mr. Powell:

Ninety eight of one hundred counties in N.C. have a single law enforcement body with a sheriff's department for enforcement outside the city limits. Our elected officials say it will not work in Mecklenburg County!

I attended the combined meeting between City Council and the County Commissioners on Tuesday, July 30th as a concerned citizen. I observed what appeared to be a turf battle or power struggle with diminishing hope that it would ever be resolved until elected officials with a different mind set are in office.

With due respect for the concerns of the various surrounding townships with reference to county police backup, what will be the argument when the entire unincorporated area of Mecklenburg County is eventually annexed into the city? Will we maintain a County Police department just to accomodate these townships?

Most certainly there will be changes in personnel if the City and County Police are consolidated. I am familiar with what happens in mergers! Four years ago I was caught up in the second largest one ever to take place up until that time and retired at age 57.

With all due respect to the City and County managers, they should not have been appointed to develop a plan for consolidation. First, it puts them on the spot and secondly, it is like putting two foxes to guard the hen house. A staff member that has exceptional organizational skills, regardless of their present position, should have received this assignment and let them pick a few assistants. Several come to mind!

Police Agency Consolidation: Lessons from a Case Study

Stephen D. Mastrofski

In the decade following the publication of *The Challenge of Crime in a Free Society* in 1967,[1] police agency consolidation was an important item on the agenda of police reform in America. A number of highly visible blue-ribbon commissions called for consolidating small police agencies, reasoning that consolidation would foster interdepartmental coordination and prevent wasteful duplication of services while increasing both the quantity and the professional quality of service.[2] But by 1980 a scholar who had carefully traced the history of the consolidation movement declared the movement a failure, a victim of the enduring appeal of the "American tradition of localism in the delivery of police service."[3]

Even if agency consolidation is no longer a major focus of police reform efforts at the national level, it remains an issue for many communities. A nationwide survey of 2,089 cities and counties of all sizes found that 203 interjurisdictional transfers of public safety or correctional services had occurred between 1976 and 1983.[4] In the area of police and fire communications alone, 2.5 percent of the responding jurisdictions reported intergovernmental transfers of responsibility for service. In addition, in 1983, 49.7 percent of the responding jurisdictions reported entering into intergovernmental service contracts for public safety and correctional services. Of course, these figures do not include jurisdictions that had considered some form of police consolidation but decided against it.

Local advocates of consolidation frequently equate growth in agency size with improvements in performance. They express frustration at the failure of their communities to appreciate the benefits of service from a larger police organization. Local opponents of consolidation claim that consolidating police services detracts from the special identity of each community and deprives its residents of

state agency provides investigative and other specialist services. Sometimes several metropolitan departments contribute personnel and equipment to form specialist squads for major crimes or narcotics. Increasingly, auxiliary services such as communications, detention, evidence analysis, and training are functionally consolidated. A large police agency may provide one or more of these services, sometimes on a contract basis; or a separate organizational entity may be created, such as a regional lab, training facility, or countywide emergency communications center.

Research on consolidation

Research evidence on the consequences of police agency consolidation is neither strong nor unequivocal. Where consolidation has occurred, researchers have been unable to attribute any changes in agency performance to consolidation rather than to other influences. Studies have suggested that consolidation does not often result in economies of scale.[6] Evaluations of consolidation by contract show mixed results: some indicate greater efficiency,[7] while others indicate higher unit costs and no improvement in service quality.[8]

Some researchers have attempted to learn about the effects of consolidation by comparing departments of differing size at the same point in time. The results of these studies have generally been more favorable for small departments than for larger ones. In small departments, wasteful duplication of service is rare and interdepartmental coordination is the norm, suggesting that fragmenting service delivery among many smaller departments in a metropolitan area is not inherently inefficient.[9] Indeed, such fragmented arrangements seem to offer the greatest potential for enhancing agency productivity in terms of the number of cars on the street and clearances by arrest per officer.[10]

A number of detailed studies of small and large departments suggest that when neighborhoods are matched for socioeconomic and demographic features, smaller agencies tend to produce higher levels of satisfaction among their residents than do larger agencies.[11] This pattern is far from uniform, however, and sometimes medium-sized departments (51 to 160 sworn) outperform the smallest and largest agencies in terms of the public's evaluation of their personal experiences and of the department in general. These studies have been criticized on a variety of methodological grounds—for example, the method of selecting departments and neighborhoods for comparison and the emphasis on citizens' subjective assessments as performance criteria.[12] Using different measures and different designs, critics have found only weak relationships between the size of police agencies and quality of performance. One study, based on neither citizen evaluations nor agency performance records, found that size of department was unrelated to many as-

task force devoted a great deal of time to the proposals and worked together with an obvious commitment to producing the best possible administratively feasible proposals. Although some intergovernmental tension existed between the borough and the townships, the ongoing COG cooperative arrangement for the joint provision of other services shows that this tension can be overcome. Furthermore, no active coalition has arisen in any jurisdiction to oppose the *principle* of police agency consolidation. In fact, elected officials remain interested in pursuing this option.

Why then has there been no change? Many proponents of consolidation argue that the failure to consolidate is usually due to the inability of local politicians to resolve differences and give up control over one of the largest components of local government. According to this view, increased efficiency and professionalism are sacrificed to petty politics. This argument may apply marginally to the Centre Region, but for the most part, the communities of the Centre Region practice rational policy making.

Let us begin the analysis by making some assumptions to frame the decision-making process in this case. The first assumption is that the primary obligation of the elected officials of the municipalities is to best represent the interests of their constituents. Although compromise is a political necessity, officials cannot be expected to embrace changes that will work counter to the interests of their communities. The second assumption is that all decisionmakers had similar concerns about police service delivery (e.g., quality, quantity, cost, local control); this was revealed during their open discussions; however, it cannot be assumed that these concerns were weighted the same from one jurisdiction to the next. Third, it is reasonable to assume that the Centre Region decisionmakers operated with the same information about the content and consequences of the proposals, because police chiefs and managers from all municipalities were heavily involved in the task force, and the detailed study report was delivered to all elected officials, the press, and relevant appointed officials. Given these assumptions, it is possible to analyze the relative merits of the options and to see that none of the alternatives was preferable to enough of the jurisdictions to make a compromise possible.

The concerns of Centre Region decisionmakers can be divided into four categories: quality of service, quantity of service, cost, and local political control. In the following discussion, these criteria are used to compare existing arrangements with four of the most seriously considered consolidation options: (1) state police service to College and Harris townships, (2) consolidation of the Patton and Ferguson departments, (3) consolidation of police services to Patton, Ferguson, Harris, and College townships, and (4) consolidation of the police services of all townships and the borough into one

ity—on the board, which would enable the townships to outvote the borough but only with a unanimous vote.

Ironically, with the important exception of the budget, the elected officials of these municipalities did not exert much direct influence at the time of this case over police policy and operations, matters left mostly to appointed administrators. To the extent that the principal policy-making function of these officials vis-à-vis the police is to determine the cost and overall level of service their communities receive, another option is to create a single consolidated police force that provides service at the same unit cost to each municipality on a separate contract basis. The department would be overseen by a board of elected officials representing each jurisdiction, each having the same number of votes but having the discretion to decide annually the level of service it wished to purchase.[16] Its principal drawback is the need for stability or for only small annual changes in overall service levels contracted by participating municipalities.

Compromise might also be possible if a persuasive case could be made for the long-term benefits of consolidation. Some proponents of total municipal consolidation have argued that consolidated service delivery provides a more attractive environment for economic development in the region. They reason, further, that a consolidated regional government would exercise greater clout in state politics and therefore encourage policies more favorable to the region. Others have suggested that it would be in the borough's interest to make short-term compromises attractive to the townships in order to obtain the long-term benefit of influencing regional policies—particularly because townships are likely to be the areas of greatest regional economic and demographic growth for several decades. The difficulties with the long-term, big-picture perspective are that (1) the hypothetical benefits are far from certain, and (2) local decisionmakers—like those at the state and national levels—tend to be most influenced by the short-term implications of policy choices.

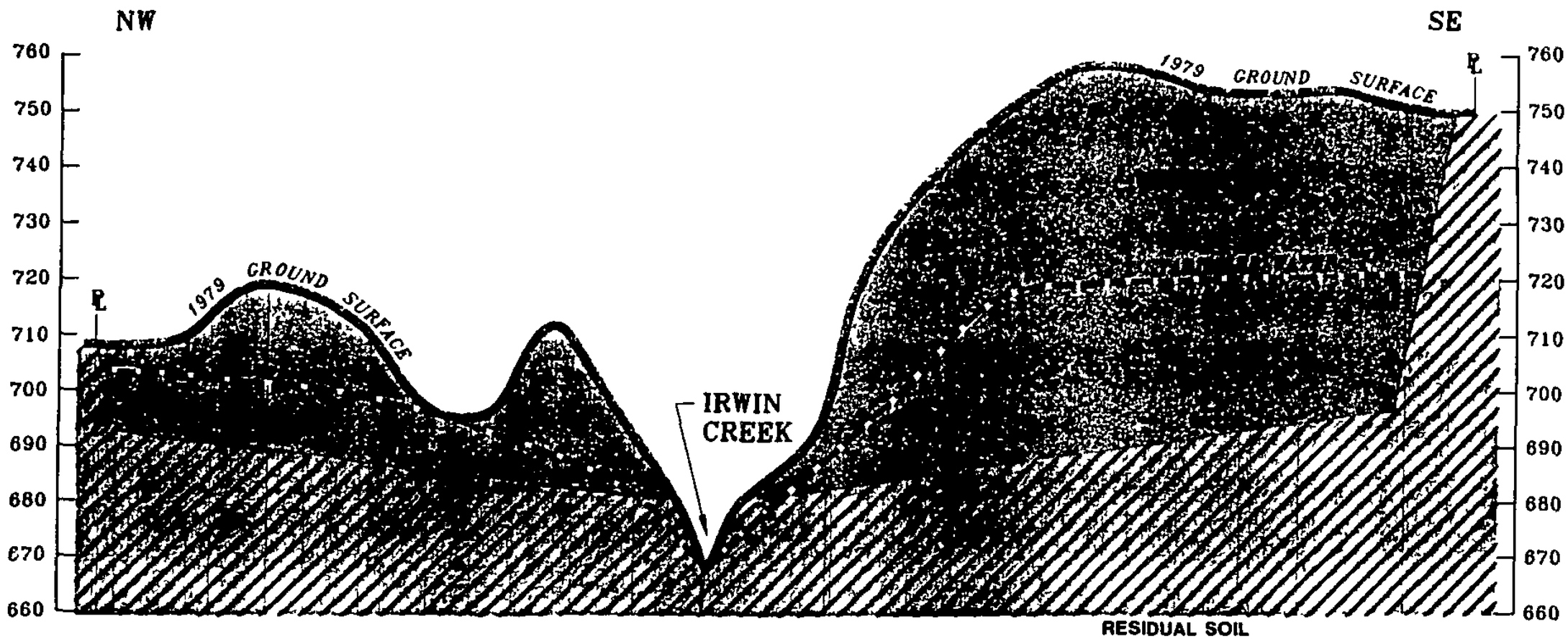
Conclusion

The body of research on police consolidation suggests that local policymakers would be unwise to assume a *prima facie* case either in favor of or opposed to consolidation. The Centre Region's experience with the consolidation issue suggests that it is possible to gather evidence on the likely impact of a variety of structural arrangements for police service delivery and to make rational choices about them. Although the Centre Region had many characteristics that seemed to make it an attractive candidate for consolidation, a careful analysis of the evidence indicates that each alternative to exist-

PURPOSE: Give City Council a Status Update Concerning Statesville Road Landfill.

OBJECTIVE:

- Review Status Update Information
- City Manager Will Return In January With a Recommendation



INTERPRETIVE PROFILE

STATESVILLE ROAD LANDFILL

0 20

VERTICAL SCALE
1 INCH = 20 FEET

0 200

HORIZONTAL SCALE
1 INCH = 200 FEET

INTERPRETIVE PROFILE
STATESVILLE ROAD LANDFILL
CHARLOTTE, NORTH CAROLINA
FIGURE 7

LAW ENVIRONMENTAL'S RECOMMENDATIONS

1. Fence The Site	$150,000 - $200,000
2. Clean-Up Surface Debris	$900,000 (Leased) $300,000 (Other)
3. Characterize The Landfill	$200,000 - $300,000

OPTIONS AND CONSIDERATIONS

DO NOW (Months):

- Triggers Regulatory Involvement Sooner and Agency Will Determine Course of Project Activities

- Spend Money Now

+ Stronger Negotiating Position

+ Decrease Liability

+ Project Pro-Active Image

OPTIONS AND CONSIDERATIONS

DO LATER (Years):

- Stringent Enforcement (Timetables) of Regulations

- Weaker Negotiating Position

- Continue and Increase Liability

+ Spend Money Later

CHARLOTTE

Meetings in December '91

THE WEEK OF DECEMBER 2 - 6

2, Monday

2 00 p m — SPECIAL USE PERMIT HEARING - CMGC, 8th Floor Conference Room

7 00 p m — OATH OF OFFICE CEREMONIES FOR MAYOR AND CITY COUNCIL - Spirit Square Center for the Arts, 345 North College Street, NCNB Performance Place (Televised Live on Cable Channel 32)

3, Tuesday

3·00 p m — PLANNING COMMISSION/Planning Committee - CMGC, 8th Floor Conference Room

4, Wednesday

12 00 Noon — BLUE RIBBON CONSOLIDATION COMMITTEE - CMGC, Rooms 270-271

4 30 p m — CITIZENS CABLE OVERSIGHT COMMITTEE - CMGC, 7th Floor Conference Room

5, Thursday

5 00 p m — CHARLOTTE-MECKLENBURG ART COMMISSION - CMGC, 8th Floor Conference Room

6, Friday

7 30 a m — PLANNING COMMISSION/Planning Liaison Committee - CMGC, 8th Floor Conference Room

THE WEEK OF DECEMBER 9 - 13

9, Monday

5 00 p m — CHARLOTTE-MECKLENBURG ART COMMISSION/University City Public Library Ad Hoc Committee - CMGC, 8th Floor Conference Room

5·00 p m — COUNCIL/MANAGER DINNER - CMGC, Conference Center

6·30 p m — CITIZENS HEARING - CMGC, Meeting Chamber (Televised Live on Cable Channel 32)

7·00 p m — CITY COUNCIL MEETING - CMGC, Meeting Chamber (Televised Live on Cable Channel 32)

7 00 p.m — HISTORIC LANDMARKS COMMISSION - Commission Office, 1225 S Caldwell Street

10, Tuesday

8 00 a.m — AIRPORT ADVISORY COMMITTEE - Charlotte/Douglas International Airport, Main Terminal, Conference Room A

11 00 a m — CLEAN CITY COMMITTEE/Business Beautification Awards Subcommittee - CMGC, Room 270

12·00 Noon — DIVISION OF INSURANCE & RISK MANAGEMENT/Executive Board - CMGC, 10th Floor Conference Room

3·00 p m — HOUSING APPEALS BOARD - CMGC, 5th Floor Conference Room

4:00 p m — PLANNING COMMISSION/Planning Committee - CMGC, 8th Floor Conference Room

4 00 p.m — CHAMBER OF COMMERCE/ELECTED OFFICIALS QUARTERLY MEETING - Law Engineering, 4333 Wilmont Road

11, Wednesday

7.30 a m — PRIVATE INDUSTRY COUNCIL - CMGC, Conference Center

8 00 a m. — CLEAN CITY COMMITTEE - CMGC, Room 270

8 30 a m — CIVIL SERVICE BOARD - CMGC, 7th Floor Conference Room

9·00 a m — CIVIL SERVICE BOARD/Hearing - CMGC, Room 118

4 00 p.m — HISTORIC DISTRICT COMMISSION - CMGC, 8th Floor Conference Room

6 00 p m. — YOUTH INVOLVEMENT COUNCIL - CMGC, Room 271

(CONTINUED ON BACK)

Public Service And Information Department

600 East Fourth Street

Charlotte NC 28202 2861

704/336-2395

THE WEEK OF DECEMBER 9 - 13 (continued)

12, Thursday

4:00 p m CHARLOTTE-MECKLENBURG ART COMMISSION/Executive Committee - CMGC, 8th Floor Conference Room

5:00 p m CHARLOTTE-MECKLENBURG ART COMMISSION - CMGC, 8th Floor Conference Room

THE WEEK OF DECEMBER 16 - 20

16, Monday

9 00 a m AUDITORIUM-COLISEUM-CONVENTION CENTER AUTHORITY - Convention Center, VIP-B Room

17, Tuesday

2:00 p m HOUSING AUTHORITY - Edwin Towers, 201 W 10th Street

2 00 p m CMUD ADVISORY COMMITTEE - Utility Department, 5100 Brookshire Blvd

3 30 p m PLANNING COMMISSION/Executive Committee - CMGC, 8th Floor Conference Room

4:00 p m PLANNING COMMISSION/Planning Committee - CMGC, 8th Floor Conference Room

4:30 p m COMMUNITY RELATIONS COMMITTEE - CMGC, Conference Center

5:00 p m COUNCIL/MANAGER DINNER - CMGC, Meeting Chamber Conference Room

6 00 p m CITY COUNCIL MEETING/Zoning Hearings - CMGC, Meeting Chamber

18, Wednesday

6:00 p m YOUTH INVOLVEMENT COUNCIL - CMGC, Room 271

19, Thursday,

8:30 a m CIVIL SERVICE BOARD/Hearing - CMGC, Meeting Chamber Conference Room

2 00 p m. ADVISORY ENERGY COMMISSION - Hal Marshall Center, 700 N Tryon Street

4:30 p m PLANNING COMMISSION/Zoning Committee - CMGC, 8th Floor Conference Room

THE WEEK OF DECEMBER 23 - 27

24, Tuesday

ALL CITY OFFICES CLOSED FOR THE CHRISTMAS HOLIDAYS.

25, Wednesday

ALL CITY OFFICES CLOSED FOR THE CHRISTMAS HOLIDAYS.

DECEMBER 30 - 31

30, Monday

8 30 a m CIVIL SERVICE BOARD/Hearing - CMGC, Meeting Chamber Conference Room

These organizations will NOT meet in December

Charlotte Advisory Parks Committee
Charlotte Transit Advisory Committee
Charlotte Tree Advisory Committee
Firemen's Retirement Board
Parade Permit Committee
Storm Water Task Force
Zoning Board of Adjustment

Monday, December 9, 1991 City Council Agenda
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CHARLOTTE

Mayor Richard Vinroot	Mayor Pro Tem Ann Hammond
Stan Campbell	Hoyle H Martin
Daniel G Clodfelter	Cyndee Patterson
Patrick McCrory	Don D Reid
Nasif Rashad Majeed	Ella Butler Scarborough
Thomas A Mangum	Lynn M Wheeler

Council Agenda

Monday, December 9, 1991

5:00 p.m. - Council-Manager dinner
- Statesville Road Landfill
- Discussion of Council member Martin's Proposal

6:30 p.m. - Citizens Hearing
7:00 p.m. - Council Meeting

ITEM NO.

1. Invocation by Rev. Timothy Croft of Myers Park Presbyterian Church.

PUBLIC HEARING

2. A. Conduct a public hearing on an ordinance that would effect required changes to the City's Housing Code.

B. Recommend adoption of an ordinance to amend the Charlotte Housing Code.

Mandatory Code Amendments: Since the City's housing code was enacted, the enabling legislation has been amended to add to the provisions that must be included in local housing codes. The new mandatory provisions, which have not yet been incorporated into our housing code, are summarized in the attachment.

Clearances: City Attorney's Office; Community Development Department.

Staff Resource: Del Borgsdorf

Attachment No. 1

Attorney

NOTE - Item #2
This was NOT
Advertised Correctly
Henry Advises That
This Should be Pulled

ML

VOTE ON CONSENT ITEMS

3. Agenda items 8 through 22 may be considered in one motion except for those items removed from the consent agenda as a result of a Council member making such a request of the City Clerk prior to the meeting.

Staff Resource: Pam Syfert

POLICY

Ord #4 3273 B 40 P 343

4. Recommend adoption of an ordinance to amend City Code Chapter 15, Article III entitled "Noise" as recommended by the Planning and Public Works Committee.

Noise Complaints — In recent months, Council and the Police Department have received a growing number of complaints regarding noise. The City Manager's Office, the Police Department's Noise Control Specialist, and the Police Attorney reviewed the existing noise ordinance and recommended changes that would address the concerns expressed by citizens. The changes were discussed and approved by Council's Planning and Public Works Committee on October 24, 1991.

Recommended Changes — The following changes to the noise ordinance are recommended:

- The L10 level (an average of decibel readings over a 10-20 minute period) will be eliminated and replaced by a provision under which one decibel reading exceeding the allowed decibel level constitutes probable cause for an ordinance violation. This change will require a six month trial period.

- Reduce the allowable decibel levels to 55 dbA (A-weighted decibels) for daytime hours and 50 dbA for nighttime hours. These changes would apply to all locations except places of public entertainment with a seating capacity of one thousand or more persons where the allowed decibel level would remain 65 dbA. These changes will also require a six month trial period.

- Change the hours designated as nighttime hours from the current 11:00 p.m. to 7:00 a.m. to 9:00 p.m. to 7:00 a.m. This change will require a six month trial period.

- Change all references to the City Clerk's office in the noise ordinance to Noise Control Specialist to reflect the manner in which the ordinance is enforced.

- Add a provision to the ordinance enabling police to issue citations for noise violations on city tickets. The penalty for a noise violation would be $100.

- Add a provision to Section 15-68, "Sounds Impacting Residential Life", allowing a police officer or the Noise Control Specialist to issue a city ticket to any company allowing a front end loader used for refuse collection to be operated between the hours of 9:00 p.m. and 7:00 a.m. The penalty for such a violation would be $200.

- Add an addendum to the existing ordinance to read "any mechanical noise which registers more than 60 dba at the nearest complainant's property line will be probable cause for a violation." This clause will have a six month trial period.

All of the proposed changes should enable the Police Department to provide more effective noise control enforcement.

Clearances: City Manager's Office, City Attorney, Police Department.

Staff Resource: Pam Syfert

Attachment No. 2

Res #12 Book 28 p-41P

5. Recommend adoption of a resolution in support of regional organization of cities and make appointments to committee.

Morgan/Campbell approve & name Lynn Wheeler as representative Unan

Mgr

Regionalism Over the past 1 1/2 years, the Mayor and City Council have met with surrounding communities in order to develop rapport and common understanding of major issues confronting our region. This regional effort has been in support of the Council's regionalism objective and has culminated in a meeting between the six 20-mile ring cities and Charlotte.

During the meetings, it was agreed:

- that the number one priority as an organization should be to lobby the North Carolina legislature in order to protect local resources that are currently in the State's budget process;
- that the organization could be expanded and the charge could be altered in the future to accommodate anything that we all view as an important regional priority; and
- that resolutions be submitted to our respective Councils which authorize the Mayor, a Council member and the City Manager to serve on a planning committee which will formalize guidelines for our organization.

Council Action Council is requested to adopt the attached resolution and authorize the Mayor, a Council member and the City Manager to serve on this initial committee.

Staff Resource: Boyd Cauble

Attachment No. 3

6. The following items are proposed for discussion at the January 6, 1992 Council workshop:

Hammond/Morgan approve + add Bus Fare for Seniors Unan

Mgr

- Transit funding
- Executive session on Airport lawsuit

7A. NC RAILROAD Move forward with demo of bridge Mangum/Wheeler unan.

BUSINESS

BOARDS AND COMMISSIONS

7. B ~~A~~. APPOINTMENTS

The City Council may want to go into executive session for the purpose of casting ballots. The City Clerk will announce the results of the balloting.

1. Housing Authority - On October 28, 1991, City Council appointed Velva Woollen to the Housing Authority with the stipulation that she resign from the Housing Partnership. Ms. Woollen does not want to do this because she feels that the two work hand-in-hand. Terms are for three years. Other nominations were as follows:

   (a) Rodney Harm, Sr., nominated by Councilmember McCrory
   (b) Dean Noble, nominated by Councilmember Vinroot
   * (c) Frank Martin, nominated by Councilmember Vinroot (Mr. Martin is also on the Housing Partnership.)

Attachment No. 4

C ~~B~~. ANNOUNCEMENTS

In its meeting on Monday, January 13, 1992, City Council will make nominations to fill vacancies on the following committees:

1. Boxing Commission - One appointment for an unexpired term to fill Mr. Pete Scarborough's position, which will expire July 31, 1994. The former chairman, Mr. Al Mandell, is serving in an interim capacity since both of the other members are new. Regular terms are for three years.

2. Certified Development Corporation - One appointment for an unexpired term ending April 30, 1994, as Warren H. Linde, Jr. has resigned. This position should be in the BUSINESS ORGANIZATION category. Regular terms are for three years.

Brenda, * 12/9/91 9:50AM
Brenda called, Mayor Miguela appointed Frank Martin to the Housing Authority on her last day of office, 12/2/91
Vinroot is aware of this appointment

BW

3. Citizen's Advisory Committee-Convention & Visitors' Bureau- Eight appointments beginning March 26, 1992. Cyrus M. Johnson, Jr., Tracy R. Morris, Eugene M. Davant, and Loretta F. Snyder are eligible for reappointment. Joan Maultsby, Jan Beck, Catherine Thompson, and Fran Juneau are not eligible. Terms are for two years.

4. Citizen's Oversight Committee for Cable TV - Four positions beginning March 31, 1992. John Jennings and Lloyd Scher are eligible for reappointment, and Walter Kreiling and Earl Beam are not eligible. Terms are for two years.

5. Fireman's Relief Board of Trustees - One appointment beginning January 18, 1992, with Robert W. Cuff eligible for reappointment. Terms are for two years.

6. Parade Permit Committee - Two positions beginning March 1, 1992. Ann Maxwell and Sara Schreibman are not eligible for reappointment. Terms are for three years.

7. Planning Commission - One appointment for an unexpired term ending June 30, 1992. Nasif Majeed has been elected to City Council. Regular terms are for three years.

8. Transit Advisory Committee - One appointment beginning January 31, 1992. Theresa Dennis would have been eligible for reappointment, but has resigned. This appointment would be for a Local Service Passenger. Terms are for three years.

9. Zoning Board of Adjustment - One appointment beginning January 30, 1992. Ed McMahan is eligible for reappointment. Terms are for three years.

Res. #1 Book 28 p-397

CONSENT

BUDGET ORDINANCE

8. Recommend adoption of a resolution amending the FY92-96 Capital Improvement Program, adoption of a budget ordinance for $350,000 and approval to proceed with an emergency filter renovation project at Vest Water Treatment Plant.

#3270-X Ord. #1 B-40 p.33 (CMUD)

Scarborough/Wheeler approve Rest of Consent Unan.

Repairs Needed During a recent inspection at Vest Water Treatment Plant, Charlotte-Mecklenburg Utility Department (CMUD) engineers determined that considerable repairs were needed on three filter units.

- The deterioration has reached the point that potential structural failure could happen at any time.
- Since the demand for water is lower during winter months, down time with the units will not be as critical.
- CMUD staff is requesting approval to proceed with the plans and specifications with public bids to be received for construction in January 1992.

Cost The total project cost to include engineering services, construction and contingency is estimated to be $350,000.

Funding: The budget ordinance transfers $350,000 from two recently completed water projects (Highway 29 to Mallard Creek Church Road and Providence Rd.) to the Vest Plant Capital Account.

Ord # 2 #3217 B 40 p-340

LEASE AMENDMENT/BUDGET ORDINANCE

9. Recommend adoption of an ordinance appropriating Airport funds for $650,000 and approval of an amendment to the lease agreement with Dobbs International Services, Inc. to provide expansion of in-flight catering kitchen facilities at the Airport.

Aviation

Lease Amendment The lease agreement with Dobbs International Services, Inc. will provide for additional in-flight catering kitchen facilities at the airport. The following are important provisions of this lease amendment:

GRANT AMENDMENT

B-28-89 P. 3 Resol #7 CDOT

10. Recommend adoption of a resolution authorizing the amendment of FY 1989 transit assistance grants from the Urban Mass Transportation Administration and the North Carolina Department of Transportation to include design and engineering for expansion of the Charlotte Transit System (CTS) parking lot.

Grants

The City annually receives grants from the Urban Mass Transportation Administration (UMTA) and the North Carolina Department of Transportation (NCDOT) for capital and operating assistance. In April 1989, UMTA approved our FY 89 application, NC-90-X088, for a total capital project cost of $2,050,000, for the purchase of ten buses, benches, shelters, service vehicles, etc.

Parking Lot Expansion

The Transit Maintenance and Operations Center at 910 North Davidson Street needs additional surface parking for buses and cars. This secondary development was included in the Environmental Impact Statement for this location when originally planned.

- The preliminary design and engineering will cost approximately $26,000 and will be done by the Engineering Department.
- Ninety percent of this cost can be recovered from the Urban Mass Transportation Administration and the North Carolina Department of Transportation if the City authorizes amending the existing grant to include this project.
- Funds remaining in this grant are unobligated balances from a number of completed purchases. No approved grant project will be affected.
- When the design is complete, funding for the construction of the parking lot will be included in a subsequent grant application.

Funding:

The cost of the design project is expected to be $26,000. The Urban Mass Transportation Administration will cover 80%, the North Carolina Department of Transportation 10%. The City's share of this project will be $2600. Funds are already in place, and no additional funding is required.

1. The City agrees to finance and construct the proposed catering kitchen expansion in accordance with plans and specifications approved by Dobbs.

2. Dobbs agrees to lease the completed facilities for the remaining term at an annual additional rental of approximately $100,000. Dobbs will pay rent sufficient to amortize all construction and owner's costs during the remaining lease term.

In the following Bid section, Council is requested to award contracts to the low bidders for construction of these additional facilities.

Dobbs Lease Information

August 31, 1965 - City leased 1.7 acres of Airport property to Dobbs to construct and operate an in-flight catering kitchen at the Airport.

November 14, 1983 - Council approved a new 24-year lease agreement which provided for the City to assume ownership of the building and to finance and construct a 14,400 foot expansion to meet future needs.

December 8, 1986 - Council approved financing and construction of a another 24,000 square foot expansion to the in-flight catering facility.

Dobbs is requesting that its current facility be expanded again to relieve storage problems and to provide additional administrative and employee support facilities. Total project costs are estimated to be $650,000.

Funding: The budget ordinance appropriates $650,000 from the Airport Fund Balance to the project. These funds will be reimbursed through additional rental payments from Dobbs.

Clearances: The Finance Director joins the Aviation Director and Airport Advisory Committee in making this recommendation.

Clearances: Charlotte Department of Transportation; City Attorney.

BID LIST

11. 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. Water Distribution Project
1991 Annexation Area 1
Prosperity Church Road/
Browne Road

Charlotte-Mecklenburg
Utility Department

Recommendation: Director, Charlotte-Mecklenburg Utility Department recommends that the low bid by RDR, Incorporated of Stanfield, North Carolina in the amount of $323,586.38 be accepted for award of contract on a unit price basis.

Project Description: Construction of this project would extend water service to the Prosperity Church Road/Browne Road area and would fulfill the City's legal annexation requirements for extension of the water to this area.

Estimated Cost:	$436,647.00	
Low Bid:	323,586.38	
Difference:	$113,060.62	(26%)

Source of Funding: Water/Sewer Capital Improvement Fund - Water Main along Prosperity Church Road/Browne Road.

Purchasing
Reed/Martin
Urban

B. Water Distribution Project
24-Inch Water Main Along
Idlewild Road, Margaret Wallace
Road and Lebanon Road

Charlotte-Mecklenburg
Utility Department

Recommendation: Director, Charlotte-Mecklenburg Utility Department recommends that the low bid by R. H. Price, Incorporated of Charlotte, North Carolina in the amount of $796,448.53 be accepted for award of contract on a unit price basis.

Project Description: After completion of the five million gallon per day booster pumping station near Independence Boulevard and completion of the 30-inch water main along Idlewild Road, this project will provide an adequate water supply to the Wilgrove water tank site.

Reed/Martin
Urban

Estimated Cost:	$1,013,665.29	
Low Bid:	796,448.53	
Difference:	$ 217,216.76	(21%)

Source of Funding: Water/Sewer Capital Improvement Fund - Water Main Along Idlewild and Margaret Wallace Roads.

C. Sanitary Sewer Construction 21-Inch Outfall Along Caldwell Creek Tributary To U.S. 21 North — Charlotte-Mecklenburg Utility Department

Reed/Martin unan.

Recommendation: Director, Charlotte-Mecklenburg Utility Department recommends that the low bid by Sanders Brothers, Incorporated of Charlotte, North Carolina in the amount of $197,637.30 be accepted for award of contract on a unit price basis.

Project Description: Construction of this project will serve the Northcross development located at U.S. Highway 21 and Sam Furr Road.

Estimated Cost:	$314,812.05	
Low Bid:	197,637.30	
Difference:	$117,174.75	(37%)

Source of Funding: Water/Sewer Construction Fund - Huntslands Limited Partnership.

D. Section I - Police Pursuit Tires — Equip. Ser.

Patterson/Desmond unan.

Recommendation: By Acting Purchasing Director that the low bid Parrish & Leonard Tire Co., Charlotte, N. C. in the amount of $139,232.00 be accepted for award of contract.

Project Description: To establish an annual contract for police pursuit tires for the City Police Department.

Source of Funding: General Fund (Equipment Services Inventory Purchases).

E. Independence Park Storm Drainage Improvements — Engineering

Recommendation: By the City Engineer based on the recommendation of the consultant William G. Daniel & Associates, that the low bid of 205,352.34 , as submitted by Ferebee Corporation, be accepted for award on a unit price basis.

Project Description: The existing drainage system for Independence Park (located between Memorial Stadium and Hawthorne Lane) is old and inadequate. The park is situated in a low-lying area and experiences frequent flooding and erosion during periods of rain. Replacement of the drainage system is necessary to alleviate flooding, prevent soil erosion, and provide for more extended park usage.

Estimated Cost:	$330,000.00	
Low Bid:	205,352.34	
Difference:	$124,647.66	(38%)

Source of Funding: General Capital Improvement Fund (Improvements to Existing Parks - Parks Two-Thirds Bonds).

Reid / Martin unan.

F. Modifications USAir Stock Distribution Center — Aviation

Recommendation: The Aviation Director recommends that the apparent low bid for Mechanical Construction submitted by Espique Design and Construction Co. be rejected because Espique did not hold the required State Contracting license at the time of bid, and that the ~~Multi-Prime~~ contract be awarded to SOUTHEASTERN MECHANICAL PLUMBING IN THE AMOUNT OF $111,788.00

General:	Jenison Associates	$ 98,555.00
Mechanical:	Southeastern Plumbing	111,788.00
Electrical:	Watson Electric	107,997.00

Morgan / Reid approve all but Mechanical - unan

Defer Mechanical to 12/17/91 Martin / Scarborough 9-1 (Campbell No)

Bid Summary:
Single Prime

Moretti Construction	$ 331,500.00
Frank H. Conner	333,743.00
Sanders Brothers	347,930.00
Inside Moves	381,053.77
T. P. Smith	475,000.00

Multi Prime

General

Jenison Associates	$ 98,555.00
Frank H. Conner, Co.	99,347.00
Moretti Construction	103,678.00
Inside Moves	122,639.16

Mechanical

Espique Design & Construction Co.	$ 92,888.50
Southeastern Plumbing	111,788.00
Southern Comfort	116,900.00
Mechanical Contractors Inc.	116,950.00
Alpha Mechanical	129,734.00
Sanders Brothers	131,490.00

Electrical

Watson Electric	$ 107,997.00
IND-COM Electric Co.	142,204.00
Driggers Electric & Control	156,486.00

The total of Multi-Prime contracts, $318,340.00, is lower than the Single-Prime bids submitted; therefore, multiple contracts are recommended.

Project Description: USAir requested that the Stock Distribution Building be modified to provide air conditioning and emergency power for the computerized stock retrieval system. This project will be funded by Special Facility Airport Revenue Bonds backed by USAir.

Source of Funding: Airport Capital Improvement Program (U.S. Air Maintenance Facility - Airport Revenue Bonds).

G. Dobbs International In-Flight Catering Expansion — Aviation Dept.

Recommendation: The Aviation Director recommends that the Multi-Prime contracts be awarded to:

General:	Moretti Construction	$345,527.00
Mechanical:	Mechanical Contractors	63,900.00
Electrical:	Watson Electric	67,502.00
Plumbing:	Alpha Mechanical	65,369.00

Bid Summary:

Single Prime

T. P. Smith	$547,000.00
Moretti Construction	550,816.00
R & G Construction	629,690.55

Multi Prime

General

Moretti Construction	$345,527.00
Donald C. Neal	388,320.00
Frank H. Conner Company	413,720.00
Sorenson Gross	428,800.00
Aviation Constructors	678,947.00

Mechanical

Mechanical Contractors Inc.	63,900.00
Alpha Mechanical	68,545.00
Atlantic Mechanical Inc.	105,500.00

Electrical

Watson Electric	$ 67,502.00
IND-COM Electric Co.	69,677.00
Driggers Electric & Control	87,443.00
John Bisanar	176,834.00

Plumbing

Heyworth Plumbing	$ 63,700.00*
Alpha Mechanical	65,369.00
Atlantic Mechanical	77,000.00

* The low bid on the plumbing contract was non-responsive to the DBE requirements of the project. The total of Multi-Prime contracts, $542,298.00, is lower than the Single Prime bids submitted; therefore, multiple contracts are recommended.

Project Description: This contract provides all equipment, labor and materials associated with Dobbs International Service Center addition.

See previous agenda item regarding approval of amendment to lease agreement with Dobbs International to provide expansion of facilities.

Source of Funding: Airport Capital Improvement Program (In-Flight Catering Expansion - Airport Revenue Bonds and Operating Fund Balance).

LAND SALES AGREEMENT AMENDMENT

B 28 P-101 Res #3

12. Recommend adoption of a resolution extending the expiration date of the land sales agreement between the City and the Third Ward Neighborhood Development Association from December 31, 1991 to December 31, 1993.

Martin/Wheeler Unan.

Third Ward

On August 24, 1981 City Council approved the sale of approximately 15.312 acres of vacant land for $.66 per square foot to the Third Ward Neighborhood Association, a joint venture comprised of The Committee to Restore and Preserve Third Ward and NCNB Community Development Corporation.

- The Phase I transfer, consisting of 3.589 acres of land, occurred shortly after the contract was approved.
- The balance of the property, Phase II, consisting of 11.723 acres, was to be transferred to the Association in a series of closings to be held prior to June 30, 1983.
- Since 1983, Council has approved several resolutions extending the time period for completion of the Phase II land sales. The latest extension expires December 31, 1991.

To date, the 3.589 acres in Phase I and 8.971 acres of land in Phase II have been transferred to the Third Ward Neighborhood Development Association, for a total of 12.560 acres. The balance of 2.752 acres represents the remaining land in Phase II to be transferred.

Two-Year Extension: The slow development of the area has stalled the purchase and redevelopment of this land. Therefore, an additional two-year extension of time is needed to allow the Third Ward Neighborhood Development Association to purchase the remaining land.

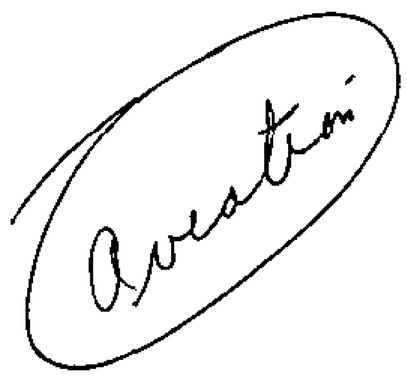
Clearances: Community Development Department.

CONTRACT

13. Recommend award of contract for $73,000 for architectural services for Terminal Road air cargo facility to Gunn-Hardaway Architects.

Air Cargo

7/27/87 - Council approved the Airport Master Plan Update recommending cargo development along Terminal Road and the extension of Runway 36R.



9/24/90 - City accepted FAA funds to construct a new air cargo ramp.

3/91 to Present - Lease discussions with Burlington Air Express, Airborne Express and other prospective tenants regarding cargo facilities.

8/14/91 - Request for Proposals advertised and sent to 28 architectural firms

8/30/91 - Proposals received from 19 architectural firms to develop and design two air cargo terminals

9/30/91 - A selection committee with representatives from Budget, Engineering and Aviation Departments reviewed qualifications of the 19 firms. Four firms were selected for oral interviews. (Overcash-Demmitt Architects, Gunn-Hardaway Architects, P.A., Eubanks Associates Architects, Hayes, Seay, Mattern & Mattern, Inc.)

- Gunn-Hardaway Architects is recommended based on their demonstrated interest in the project and relative experience with cargo warehouse structures.

Fees

The following is a breakdown of the fees negotiated for this contract.

1)	Lump Sum Fee	$68,500
2)	Reimbursable Expenses	4,500
	Total	$73,000

Initially, Gunn-Hardaway Architects submitted a lump sum fee of $72,500 which is 5.7% of the estimated construction costs of $1,280,000. After several negotiations, the lump sum fee of $68,500 was agreed upon, which is 5.4% of the estimated construction costs.

Funding: Funding is available in the Air Cargo Development Capital Project. The City received a FAA grant for the project on September 24, 1990 and the facility will be leased to an air cargo carrier.

Clearances: The Airport Advisory Committee concurs in this recommendation.

AGREEMENT AMENDMENT

14. Recommend approval of Amendment No. 3 to the agreement with HDR Engineering, Inc. of North Carolina for professional engineering services related to the Charlotte-Mecklenburg Utility Department (CMUD) Wastewater Treatment Plant expansions in an amount not to exceed $2,620,000.

Martin/Patterson
Susan.

CMUD

Treatment Plants

As part of the Capital Improvement Program to expand and upgrade three major wastewater treatment plants, City Council approved an agreement with HDR Engineering Inc. of North Carolina on January 14, 1991 for professional engineering services.

- The need for this project is based on projected levels of wastewater that will need to be treated by 1999. In order to meet the projected levels of wastewater treatment and comply with State regulations, expansion of the treatment plants is recommended.

- The original agreement with HDR provided three phases of services. Phase I was for facility planning, permitting and pre-design. Phase II is for design and the preparation of construction documents. Phase III will be for certain construction services.

- Phase I has been completed for the three wastewater treatment plants: Irwin Creek, McAlpine Creek and Sugar Creek.

- Phase II services will be addressed by Amendment No. 3 for all of the McAlpine Creek Plant and for designated portions of the Irwin Creek and Sugar Creek Plants. Another engineer has been selected to address portions of the Irwin Creek and Sugar Creek Plants to complete the projects.

- The cost for the Phase II activity will be a not-to-exceed amount of $2,620,000. This will increase the agreement total to a not-to-exceed amount of $3,896,451.

Funding: Funding is available in the Sugar Creek, Irwin Creek and McAlpine Creek Wastewater Treatment Plant Capital accounts.

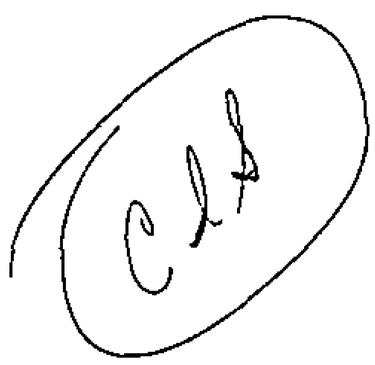
Clearances: The Utility Director recommends approval.

LEASE

15. Recommend approval of an agreement for the City of Charlotte to lease Metro Mobil Cellular Telephone Service of Charlotte, Inc. radio tower accommodations and a designated parcel of land for the placement of communications equipment facilities.

Radio Tower: The City owns a radio tower site and property located at 5731 Closeburn Road which is currently being utilized for the 800 megahertz trunking radio system.

- Metro Mobil approached the City about leasing space on this tower and property to accommodate antennas for their cellular telephone service and a communications equipment building.



- The Communications & Information Systems Department (CIS) Radio Division reviewed Metro Mobil's request and determined that there is sufficient tower and property space available to accommodate this request and the leasing of these facilities would not interfere in the current utilization or future needs of the City at this site.

- CIS has additionally determined that the leasing of such space at this and other radio tower sites is a viable source of additional revenues which can help offset the cost of the initial installation and future operation of the radio system.

Lease Agreement

The CIS Department negotiated a tower leasing agreement with Metro Mobil which provides for the following key provisions:

- Six tower space accommodations for antenna attachment (example picture attached);

- Lease of a sixty foot by forty foot (60' x 40') plot of land at the base of the tower for the placement of a twelve foot by thirty-five foot (12' x 35') communications equipment building (example picture attached);

- Lease rate of $1,200.00 per month during base term (which is comparable to current market-place rates for such accommodations) with provisions tied to the Consumer Price Index for determining monthly rental during renewal periods;

- Five year base term with three options to renew for five years each;

- Specific terms relating to ingress-eggress access to the site;

- Specific terms relating to conditions for utilization of the site.

Funding:

Metro Mobil Cellular Telephone Service of Charlotte, Inc.

Clearances: Document was prepared by the CIS Department and reviewed by City Attorney's Office, Real Estate Division of Engineering Department, Parks and Recreation Department, Division of Insurance and Risk Management of Finance Department and Charlotte-Mecklenburg Utility Department.

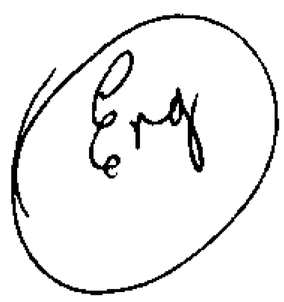
Attachment No. 5

FLOOD INSURANCE

16. Recommend approval of the "Repetitive Loss Plan" in accordance with the National Flood Insurance Program Community Rating System.

Flood Insurance

Charlotte participates in the National Flood Insurance Program Community Rating System in order to lower flood insurance premiums, increase public safety, and avoid the economic disruption resulting from flood damages.



- The National Flood Insurance Program provides subsidized flood insurance for property owners in communities that have a Floodway Regulation Program.

- The Community Rating System is an incentive program which reduces local flood insurance premiums in communities with activities that reduce flood losses and support the sale of flood insurance.

- There are over 900 properties in Charlotte with flood insurance, which represent $73,560,300 in insured value and annual premiums of $259,382 (as of August 31, 1991).

- Flood insurance premiums in Charlotte were reduced five percent effective October 1, 1991 as a result of participation in the Community Rating System.

- Charlotte has 20 repetitive loss properties (where two or more flooding claims of at least $1,000 have been paid since 1978) which requires the development of a Repetitive Loss Plan.

- To continue participation in the Community Rating System, City Council must approve a "Repetitive Loss Plan" and submit related information to the Federal Emergency Management Agency by December 15, 1991.

Council Action: It is recommended City Council approve the attached "Repetitive Loss Plan" as required to continue participation in the Community Rating System. Implementation of the plan will be by the Mecklenburg County Engineering Department through their administration of local Floodplain Regulations.

Funding: There is no cost related to this action.

Attachment No. 6

HOUSING CODE

Res #4 B-28 P-403 CD

17. A. Recommend adoption of a resolution granting B & K Enterprises a seven-month extension of time to complete the repairs to the dwelling at 1704 Pegram Street (Belmont).

This extension is requested because it exceeds the Community Development Director's authority. Detailed information is attached.

Clearances: Community Development Department.

Attachment No. 7

Ord. #3 #3272-N B-49 P.341 CD

B. Recommend adoption of an ordinance authorizing the use of In Rem Remedy to demolish and remove the dwelling located at 1916 Oaklawn Avenue (McCrorey Heights).

Detailed information is attached.

Funding: Funds are available and a lien will be placed against the property for cost incurred.

Clearances: Community Development Department.

Attachment No. 7

UTILITY AGREEMENT

Res #5 B-28 P 405

18. Recommend approval of an agreement and adoption of a resolution authorizing a utility agreement between the City of Charlotte and the North Carolina Department of Transportation (NCDOT) for replacement of Bridge 101 over CSX Railroad and approaches on North Graham Street (US 29).

CDOT

Agreement The replacement of Bridge 101 on Graham Street just north of Brookshire Freeway requires the adjustment and relocation of certain Charlotte-Mecklenburg Utility Department (CMUD) water and sewer lines. A utility agreement between the City and NCDOT is required before utility work can proceed.

- The agreement provides for the NCDOT's contractor to perform water and sewer line adjustments and relocation work.
- The City of Charlotte is responsible for reimbursing the NCDOT for costs associated with adjustment/relocation of CMUD water/sewer lines within State controlled rights-of-way.

Funding: The total estimated cost to the City is $58,440 which is budgeted in the Relocation of Water and Sewer Lines for Street Improvements Capital Account.

Clearances: The agreements have been reviewed by the Engineering Department, CDOT, and CMUD. The agreements and resolutions have also been approved as to form by the City Attorney's office.

TAX REFUND

Res #6 B-28 P-406

19. Recommend adoption of a resolution authorizing the refund of certain taxes assessed through clerical error or illegal levy in the amount of $7,867.44.

Jerome

Martin/Patterson approve unan

CD

SET PUBLIC HEARING

20. Recommend setting a public hearing date of January 13, 1991 at 7:00 p.m. to consider the sale of City-owned land in the Greenville Redevelopment Area, known as Site 1 (Tax Parcel 078-454-06), at the appraised value of $59,300 to the Jehovah's Witnesses Church for the construction of a church facility.

PROPERTY TRANSACTIONS

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

Real Estate

Reid/Hammond app A+B unan

A. Project: Sardis Road Widening, Parcel No. 62
Owner(s): Emil F. Kratt & wf., Mary N. Kratt
Property Address: 7001 Sardis Road, Charlotte, NC 28226
Property to be acquired: 23,481 sq.ft. (0.539 ac.) plus 5,533 sq.ft. (0.127 ac.) of Temporary Construction Easement
Improvements: Fence, trees, shrubs, light & post
Price: $55,000.00
Remarks: The area being acquired includes 6,538 sq.f.t (0.150 ac.) of the property owner's remaining interest to existing road right of way.

Zoned: R-12 Use: Single-Family-Residential

Owens

B. Project: F.A.R. Part 150 Land Acquisition Program - Residential Purchase
Owner(s): Robert L. Gossett & wife, Eleanor
Property Address: 7616 Whippoorwill Drive Charlotte, N.C. 28217
Property to be acquired: .1.086 acres
Improvements: 3 bedrooms, 2 bath, ranch
Price: $80,000.00
Remarks: Residential property acquired under Federal Guidelines 49 CFR Part 24 of the Uniform Acquisition & Relocation Act 1970. Owners eligible for relocation benefits. Acquisition and relocation costs eligible for Federal Aviation Administration reimbursement.

CONDEMNATIONS

Res #7
B-28
P 408

C. Project: '91 Annexation - Old Concord Road/I-85, Parcel No. 4
Owner(s): William Barnett, Brevard Barnett and any other parties of interest
Property address: 8415 US Highway #29 North
Property to be condemned: 20,740.75 sq.ft. (0.476 ac.)
Improvements: None
Price: $1.00
Reason for condemnation:

Real Estate

Total Parcel Area:	=	1,219,680.0 ± sq.ft. (28 ac.)
Permanent Sanitary Sewer 15' Area:	=	12,444.45 ± sq.ft. (.29 ac.)
Temp. Const. Easement:	=	8,296.3 ± sq.ft. (.19 ac.)
Residual Area:	=	1,198,939.3 ± sq.ft. (27.52 ac.)

Developer who holds option on property is not in position to offer alternative alignment in time to avoid delaying construction deadlines for annexation areas.

Zoned: I-1 Use: Residential

Res #8
B-28
P. 410

D. Project: '91 Annexation - Old Concord Road/I-85, Parcel No. 5
Owner(s): William Means Stewart, Jr. and any other parties of interest
Property address: 7809 US Highway #29
Property to be condemned: 31,602.7 sq.ft. (0.725 ac.)
Improvements: None
Price: $1.00
Reason for condemnation:

Real Estate

Total Parcel Area:	=	1,228,827.6 ± sq.ft. (28.21 ac.)
Perm. Sanitary Sewer 15' Area:	=	17,263.2 ± sq.ft. (.40 ac.)
Temp. Const. Easement:	=	14,339.5 ± sq.ft. (.33 ac.)
Residual Area:	=	1,212,564.4 ± sq.ft. (27.81 ac.)

Developer who holds option on property is not in position to offer alternate alignment in time to avoid delaying construction deadlines for annexation areas.

Zoned: I-1 Use: Residential

Re #9
B-28
P-412
Real Estate

E. Project: '91 Annexation - Old Concord Road/I-85, Parcel No. 6
Owner(s): John W. Killian, Sara K. Killian and any other parties of interest
Property address: 8133 US Highway #29
Property to be condemned: 10,293.25 sq.ft. (0.236 ac.)
Improvements: None
Price: $3,550.00
Reason for condemnation:

Total Parcel Area:	=	361,548 ± sq.ft. (8.3 ac.)
Permanent Sanitary Sewer 15' Area:	=	6,175.95 sq.ft. (.14 ac.)
Temp. Const. Easement:	=	4,117.3 sq. ft. (.09 ac.)
Residual Area:	=	351,254.75 ± sq.ft. (8.063 ac.)

Owner wants proposed line moved closer to the creek or to the other side of the creek. Relocating line to the other side of the creek is prohibitive due to steep terrain. Realignments closer to the creek (which did not violate the required distances for sewer lines near creek) were rejected by the owner.

Zoned: I-1 Use: Vacant

Hammond/Clodfelter
Reconsider F & H
mon.
Hammond/Clodfelter
Defer to 12/17 & come
back with options
mon.
Real Estate
Held for
12/17

F. Project: '91 Annexation - Plott Road, Parcel No. 13
Owner(s): The Mathisen Company and any other parties of interest
Property address: 7901 Plott Road
Property to be condemned: 5,268.25 sq.ft. (0.121 ac.)
Improvements: None
Price: $1,700.00
Reason for condemnation:

Total Parcel Area:	=	87,120 sq.ft. (2 ac.)
Permanent Sanitary Sewer 15' Area:	=	3,160.95 sq.ft. (.07 ac.)
Temp. Const. Easement:	=	2,107.3 sq.ft. (.05 ac.)
Residual Area:	=	83,959.05 sq.ft. (1.93 ac.)

Owner refuses to settle this parcel until we reach a settlement on property owned in '91 Annexation - Old Concord Road/I-85.

Zoned: R-15 Use: Vacant

Res #10
B 38
P 414

G. Project: '91 Annexation - Old Concord Road/I-85, Parcel No. 21
Owner(s): John E. Kirk, Edith B. Kirk and any other parties of interest
Property address: W. T. Harris Boulevard
Property to be condemned: 49,823.5 sq.ft. (1.14 ac.)
Improvements: None
Price: $5,000.00
Reason for condemnation:

Real Estate

Total Parcel Area:	=	1,543,766.4 sq.ft.(35.44 ac.)
Permanent Sanitary Sewer 15' Area:	=	29,894.1 sq.ft. (.69 ac.)
Temp. Const. Easement:	=	19,929.4 sq.ft. (.46 ac.)
Residual Area:	=	1,513,872.3 sq.ft. (34.75 ac.)

Our proposed line will lie in a low lying area next to the existing creek. Our appraiser has found that the routing of the line would impact the land the least. The owner wants the proposed line routed on the other side of the creek. However, the topography in this area is too steep for our line.

Zoned: R-9 MF CD Use: Vacant

H. Project: '91 Annexation - Old Concord Road/I-85, Parcel No. 24
Owner(s): The Mathisen Company and any other parties of interest
Property address: Jeffery Bryan Drive
Property to be condemned: 17,863 sq.ft. (0.41 ac.)
Improvements: None
Price: $1,800.00
Reason for condemnation:

Real Estate
Held for 12/17

Total Parcel Area:	=	629,006.4 sq.ft. (14.44 ac.)
Permanent Sanitary Sewer 15' Area:	=	10,717.8 sq.ft. (.25 ac.)
Temp. Const. Easement:	=	7,145.2 sq.ft. (.16 ac.)
Residual Area:	=	618,288.6 sq.ft. (14.19 ac.)

Affected area is undeveloped but the developer has submitted a subdivision plan. Owner wants total compensation of $8,325 based on a percentage of the value of each individual proposed lot. Our proposed line parallels an existing storm drainage easement which follows the owners rear property line. Our appraiser determined that our proposed line did not diminish the value of the lots.

Zoned: R-12 CD Use: Vacant

Campbell/Scarborough Pulled for negotiation. Fed Exhibit

I. Project: '91 Annexation - Margaret Wallace/Independence Boulevard, Parcel No. 26
Owner(s): Ruth S. Lucas and any other parties of interest
Property address: 14.89 Acres off Margaret Wallace Road
Property to be condemned: 21,745.5 sq.ft. (0.499 ac.)
Improvements: None
Price: $2,000.00
Reason for condemnation:

Total Parcel Area:	=	648,608.4 sq.ft. (14.89 ac.)
Permanent Sanitary Sewer 15' Area:	=	13,047.3 sq.ft. (0.30 ac.)
Temp. Const. Easement:	=	8,698.2 sq.ft. (0.20 ac.)
Residual Area:	=	635,561.1 sq.ft. (14.6 ac.)

Owner alleges proposed sewer line is not needed as it is currently designed because she nor her family have development plans for the land.

Zoned: R-9 Use: Residential

Res #11 B 28 P. 414

Pull J Clodfelter/Hammond Tenan

Fed Exhibit

J. Project: Paw Creek Parallel Outfall, Parcel No. 5
Owner(s): Jerry J. Hunter and any other parties of interest
Property address: 26.55 AC Huntlynn Road
Property to be condemned: 15,031.72 sq.ft. (0.345 ac.) Temporary Construction Easement plus 4,500 sq.ft. (0.103 ac.)
Improvements: Trees - Wooded area
Price: $3,500.00
Reason for condemnation: Property owner feels City's offer is too low - made counter offer in the amount of $9,500.00.

Zoned: RMH Use: Mobile Home Park

SET EXECUTIVE SESSION

22. Recommend adoption of a motion pursuant to North Carolina General Statutes GS 143-318.11(a)(8) to conduct an executive session with the City Manager on Monday, January 27, 1992 at 3:00 p.m. to discuss the City Council's expectations for the City Manager.

Reid/Hammond Hold in Public Session
Subst Clodfelter/Martin Merge with Council Retreat
Unan.
MG

Evaluation

On September 11, the City Council and the City Manager had a conversation concerning the Manager's goals and achievements. During this meeting, the City Council decided to alter the Manager's evaluation schedule. The Council decided to hold an executive session with the Manager at the beginning of each calendar year to discuss the Council's expectations of the Manager for that year. The formal evaluation of the Manager and pay adjustments would be done at an executive session in June or July.

This action sets an executive session at which Council and the Manager will discuss the Council's expectations for the Manager for calendar year 1992.

Pulled

11A, 11B, 11C, 11D, 11E, 11F,
12
14
20
21A, 21B, 21I, 21J, 21F, 21H
22

Housing Code Amendments

1. (Section 1 of the Ordinance) A requirement that whenever the enforcement official orders that a dwelling be vacated and closed or removed and demolished, the official must give notice to an organization that restores dwellings for affordable housing and that has filed a written request for such notice. The City cannot remove or demolish the dwelling until 40 days have elapsed after the mailing of the notice, in order to afford the notified organizations the opportunity to negotiate with the owner to make repairs, lease, or purchase the dwelling.

2. (Section 2 of the Ordinance) Authority for the code enforcement official to initiate a summary ejectment action against a tenant who fails to comply with an order to vacate a dwelling, but only after City Council has adopted an in-rem ordinance directing the enforcement official to vacate and close the dwelling.

3. (Section 3 of the Ordinance) A requirement, upon the in-rem demolition of a dwelling or other structure, that the enforcement official sell the materials of the structure, and any personal property or fixtures found in or attached to the structure, and credit the cost of the proceeds of sale against the demolition cost. If the sale produces an amount in excess of the demolition cost, the surplus must be deposited with the Clerk of Court for distribution.

4. (Sections 4 and 5 of the Ordinance) Authority for the City to bring about the repair or demolition of dwellings that have been vacated and closed pursuant to housing code enforcement. If an owner, in response to an order to repair or vacate and close the dwelling, in fact vacates and closes the dwelling and leaves it in that state for one year or longer, and if City Council then finds that the owner has abandoned the intent to repair the dwelling to render it fit for human habitation and that continuation of the dwelling in its then state would be inimical to the health, safety, morals, and welfare of the City and would render unavailable property and a dwelling which might otherwise have been made available to ease the persistent shortage of decent and affordable housing in the state, then Council may enact an ordinance requiring that the owner either repair or demolish the dwelling, if the cost of repair does not exceed 50% of the dwelling's value, or that the owner demolish the dwelling if the cost to repair exceeds 50% of value. If the owner fails to comply with such an ordinance, the enforcement official is authorized to carry out Council's directive.

RESULTS OF COUNCIL COMMITTEE

ON NOISE

OCTOBER 24, 1991

Please find following a listing of proposed changes to our present Noise Ordinance which was discussed and agreed upon on 24 October 1991 by the Council Committee on Noise. These proposed changes will be presented to the full City Council on 25 November 1991.

In attendance at the Council Committee were:

Councilmember Dan Clodfelter
Councilmember Tom Mangum
Councilmember Roy Matthews
Councilmember Pat McCrory
Councilmember Lynn Wheeler
Deputy City Manager Pam Syfert
Assistant City Manager Don Steger
Police Attorney Richard Hattendorf
Special Services Captain D. R. Harkey
Noise Control Specialist James Londeree

PROPOSED CHANGES

A. Drop L10 Level

In dropping the L10 level as described in Section 15-67 Noise Measurement, we will enable the Police Department to respond much more quickly and effectively when enforcing the decibel limits set forth in our Noise Ordinance. Instead of a series of readings, only one reading which exceeds the stated decibel limit will constitute probable cause of a violation of our Noise Ordinance. Dropping the L10 will also enable our Noise Control Specialist to train our first line supervisors on the basics of sound and use of a decibel meter. If the Noise Control Specialist is unable to respond to a particular problem enforcement will still be available. This change would require a six month trial period.

B. Reduce Decibel Levels to:

55 dbA Daytime
50 dbA Nighttime

These levels will relate directly to Section 15-69, Amplified Sound, with the exception of 15-69(3) places of public

entertainment. Reducing the decibel levels to 55 dbA and 50 dbA will increase our enforcement drastically. Several municipalities were questioned concerning their various decibel levels and 55 dbA daytime and 50 dbA nighttime are very comparable to most other municipalities.

In conjunction with the changing of the daytime, nighttime decibel levels Section 15-69(3) deals with places of public entertainment. The decibel level here should remain at 65 dbA, but the initial wording should be changed to read, "As to places of public entertainment having a seating capacity of one thousand or more persons" with the key word being seating. This would eliminate any loopholes that may occur from interpretation of the ordinance. The decibel changes would require a six month trial period.

C. Changing Daytime; Nighttime Hours

Our present ordinance defines daytime as 7:00 a.m. to 11:00 p.m. and nighttime as 11:00 p.m. - 7:00 a.m. The proposed changes would call for daytime as 7 a.m. to 9 p.m. and nighttime as 9 p.m. to 7 a.m. The hours between 9:00 p.m. and 11:00 p.m. have proven to be very sensitive. Many people are in bed before 11:00 p.m. so peace and quiet should be expected. This change of hours will also require a trial period of six months.

D. Change City Clerk to Noise Control Specialist

This is a simple mechanics change. The administration and control of the Noise Control Program has been administered from the Noise Control Office for some time.

E. Enforcement of Noise Ordinance

This is basically a procedures change in the enforcement of the Noise Ordinance. The Police Department would like to issue citations for noise violations on City tickets (much like parking tickets). The penalty for a noise violation would be $100.00. This would take the majority of noise problems out of our district courts and shift them into the City network. A City ticket could be issued by a police officer, or Noise Control officer. We do not want to eliminate the possibility of an arrest being

This copy made at the expense of the Police Department

made, as some situations warrant this action, but we feel that a civil penalty collected by our City Attorney's Office may prove to be much more effective. We presently have an appeals process in place that could deal with those persons who feel they have been issued a ticket in error or unjustifiable.

F. Dumpster Trucks

One present ordinance states that front-end loaders used for refuse collection cannot operate between the hours of 9:00 p.m. and 7:00 a.m. We would propose that should a police officer or Noise Control officer detect a violation of Section 15-68, Sounds Impacting Residential Life, a $200.00 civil penalty will be issued on a City ticket to the company which has allowed the vehicle in question to be operated in violation of the ordinance. This will certainly deter any early morning dumpster noise.

G. Mechanical Noise

This change will be an addendum to our present ordinance which will state that:

"Any mechanical noise which registers more than 60 dbA at the nearest complainant's property line will be probable cause for a violation."

This clause will also have a six month trial periods.

This copy made at the expense of the State Police Department

RESOLUTION
TO SUPPORT THE DEVELOPMENT OF A REGIONAL ORGANIZATION OF CITIES

WHEREAS, the representatives (Mayors, City/Town Managers, and Council members) from the region have been engaged in discussions since February 1991 about issues that are of common concern to the cities and towns within the region, and recognize the need for cooperation in order to ensure the health and economic vitality of both the individual localities and the region; and

WHEREAS, the representatives from the cities and towns in the region have recognized and concurred over the course of these discussions that a method to better communicate local government needs to our legislators through the development of a legislative coalition should be explored; and

WHEREAS, the representatives have agreed that an Organization of Cities should be created as a vehicle for jointly addressing additional needs of cities and towns in the region.

NOW, THEREFORE, the Municipal Corporation of the City of Charlotte does hereby resolve to participate in the Regional Organization of Cities and appoints the Mayor, a Council member and the City/Town Manager to serve on a planning committee, which has the task of outlining the structure and guidelines for such an organization.

This resolution was passed on _____ and signed by the _____.

The representatives to the Regional Organization of Cities planning committee are:

_____
Mayor

_____
Council Member

_____
City/Town Manager

This _____ day of _____, 1991.

O

2 Appointed by Mayor
5 Appointed by City Council

HOUSING AUTHORITY

(7 Members)

Membership - Appointed for three-year terms (changed by General Assembly from five to three-year terms effective July 3, 1990, Senate Bill 1346).

Responsibilities - To build, maintain, and operate safe and sanitary low-rental housing for persons of low income.

MEMBER	DIST.	ORIGINAL APPTMT.	RE-APPTMT.	TERM	EXPIRATION
(M)Otis A. Crowder		01/16/90		5 yrs.	12/17/94
*(C)W. Donald Carroll W/M	1	01/25/82	12/08/86	5 yrs.	12/17/91
(C)Fay Jones B/F	4	10/28/91		3 yrs.	12/17/94
Must be Housing Resident					
(C)Catherine (Kitty) Huffman W/F	6	01/10/83	12/07/87	5 yrs.	12/17/92
(C)Rickey V. Hall B/M	3	11/20/89	09/24/90	3 yrs.	12/17/93
(C)Phillip M. Davis B/M	4	01/26/87	09/26/91	3 yrs.	12/17/94
(M)Carole Hoefener W/F	2			3 yrs.	12/17/93

*Chairman

Revised 11/01/91

APPLICATION FOR BOARDS, COMMISSIONS AND COMMITTEES
CHARLOTTE CITY COUNCIL

FOR OFFICE USE ONLY

Appointed to

Date

Please complete each section

FULL NAME RODNEY RODNEY HARRY HARM (please print or type) Mr. ___ Mrs. ___ Ms. X Miss ___

HOME ADDRESS 51 BRITTANY COURT, CHARLOTTE, N.C. ZIP 28270

BUSINESS ADDRESS 51 BRITTANY COURT, CHARLOTTE ZIP 28270

HOME PHONE (704) 364-0101 BUSINESS PHONE (704) 364-0101

SPOUSE'S NAME VIRGINIA SPOUSE'S EMPLOYER ___

SPOUSE'S TITLE ___

PLEASE INDICATE: Voting Precinct # #068 District # #6 Date of Birth 4/9/26

MALE ___ X BLACK ___ BOARDS/COMMISSIONS/COMMITTEES I AM MOST INTERESTED IN:

FEMALE ___ WHITE X THE ~~HOUSING AUTHORITY~~

SINGLE ___ INDIAN ___

MARRIED X HISPANIC ___

OTHER ___

EDUCATION (including degrees completed) VALLEY FORGE M.A. and JUNIOR COLLEGE (grad)
PHILADELPHIA TEXTILE INST. BSc

Masters Grad. Work: UNLV and THE ALBERT EINSTEIN COLL. OF MEDICINE,
UNC_CH-INSTITUTE OF GOVERNMENT, Municipal Admin.

CURRENT EMPLOYER TRI-STATE ASSOCIATES SINCE RETIREMENT AS City Training Manager:

TITLE SENIOR ASSOCIATE YEARS IN CURRENT POSITION 4/30/91

DUTIES Present: All phases of a management consulting organization

OTHER EMPLOYMENT HISTORY TRAINING DIRECTOR, CITY OF CHARLOTTE (16 years)
BURLINGTON INDUSTRIES, AREA TRAINING DIRECTOR (43 plants) (15 years)

U.S.M.C. COMBAT INTELLIGENCE

(over)

INTERESTS/SKILLS/AREAS OF EXPERTISE Management/Supervisory, and Technical Skills Training.

CURRENT PROFESSIONAL ORGANIZATIONS, CIVIC, RELIGIOUS AND POLITICAL ACTIVITIES

AMERICAN SOCIETY FOR TRAINING & DEVELOPMENT

INTERNATIONAL PERSONNEL MANAGERS ASSOCIATION

MUNICIPAL TRAINERS CONSORTIUM

PAST PROFESSIONAL ORGANIZATIONS, CIVIC, RELIGIOUS AND POLITICAL ACTIVITIES

Past Pres. Va/NC Chapter ASTD Fndg. Pres. Piedmont Chap., ASTD

Presentor at Regional and NATIONAL ASTD Conferences.

Presenter at American Water Works Association& American Public Works Assoc.

COMMENTS: and numerous others.....covering such subjects as Stress, Ethics, Public Relations, Organizational Development, Management Systems for Non-Profit Corporations, etc.

AFFIRMATION OF ELIGIBILITY:

To your knowledge, has any formal charge of professional misconduct, criminal misdemeanor or felony ever been filed against you in any jurisdiction?

Yes_____ No__X X__ If Yes, please attach explanation.

Is there any possible conflict of interest or other matter that would create problems or prevent you from fairly and impartially discharging your duties as an appointee of the City Council?

Yes_____ No_____X_ If yes, please attach explanation of the nature of the conflict.

I certify that the facts contained in this application are true and correct to the best of my knowledge. I authorize investigation of all statements contained herein and the references listed above to give you any and all information concerning my qualifications and any pertinent information they may have, personal or otherwise, and release all parties from all liability for any damages that may result from furnishing the same to you.

This form will be retained on file for one year and must be updated after that; otherwise, it will be removed from the active file

A personal contact with a City Councilmember is recommended.

RETURN COMPLETED FORM TO:

Office of the City Clerk
600 East Fourth Street
Charlotte, NC 28202-2857

Signature: [signature]

Date: 10/1/91

PLEASE DO NOT SUBMIT RESUMES

OCT 1 1991

OFFICE OF CITY CLERK

City Clerk
1989

APPLICATION FOR BOARDS, COMMISSIONS AND COMMITTEES
CHARLOTTE CITY COUNCIL

FOR OFFICE USE ONLY

Appointed to

Date

Please complete each section

FULL NAME J. Franklin Martin (please print or type) Mr ✓ Mrs. ____ Ms. ____ Miss ____

HOME ADDRESS 301 Hempstead Place ZIP 28207

BUSINESS ADDRESS 2305 Randolph Road ZIP 28207

HOME PHONE (704) 375-3799 BUSINESS PHONE (704) 332-9340

SPOUSE'S NAME Frances SPOUSE'S EMPLOYER N/A

SPOUSE'S TITLE

PLEASE INDICATE: Voting Precinct # 1 District # 6 Date of Birth Nov 14, 1944

MALE ✓ BLACK ____ BOARDS/COMMISSIONS/COMMITTEES I AM MOST INTERESTED IN:

FEMALE ____ WHITE ✓ Charlotte Housing Authority

SINGLE ____ INDIAN ____

MARRIED ____ HISPANIC ____

OTHER ____

EDUCATION (including degrees completed) UNC-CH, B.A.; Harvard University, Masters in Business Administration

CURRENT EMPLOYER LandCraft Properties, Inc.

TITLE President YEARS IN CURRENT POSITION 5

DUTIES Chief executive officer

OTHER EMPLOYMENT HISTORY President, Martin Development Group
Exec. V.P., Venture Management Inc.

(over)

INTERESTS/SKILLS/AREAS OF EXPERTISE Real estate development

CURRENT PROFESSIONAL ORGANIZATIONS, CIVIC, RELIGIOUS AND POLITICAL ACTIVITIES

Board member, Charlotte-Mecklenburg Housing Partnership

Board member, Charlotte Genesis, Inc.

PAST PROFESSIONAL ORGANIZATIONS, CIVIC, RELIGIOUS AND POLITICAL ACTIVITIES

President, Home Builders Association of Charlotte

COMMENTS.

AFFIRMATION OF ELIGIBILITY:

To your knowledge, has any formal charge of professional misconduct, criminal misdemeanor or felony ever been filed against you in any jurisdiction?

Yes_____ No ✓ If Yes, please attach explanation.

Is there any possible conflict of interest or other matter that would create problems or prevent you from fairly and impartially discharging your duties as an appointee of the City Council?

Yes_____ No ✓ If yes, please attach explanation of the nature of the conflict.

I certify that the facts contained in this application are true and correct to the best of my knowledge. I authorize investigation of all statements contained herein and the references listed above to give you any and all information concerning my qualifications and any pertinent information they may have, personal or otherwise, and release all parties from all liability for any damages that may result from furnishing the same to you.

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RETURN COMPLETED FORM TO:

Office of the City Clerk
600 East Fourth Street
Charlotte, NC 28202-2857

Signature: J. Franklin Martin

Date: Oct 3, 1991

PLEASE DO NOT SUBMIT RESUMES

OCT 3 1991

OFFICE OF THE CITY CLERK

APPLICATION FOR BOARDS, COMMISSIONS AND COMMITTEES
CHARLOTTE CITY COUNCIL

FOR OFFICE USE ONLY
Appointed to
Date

Please complete each section.

FULL NAME VELVA W WOOLLEN (please print or type) Mr ____ Mrs ✓ Ms. ____ Miss ____

HOME ADDRESS 1318 Queen Road West ZIP 28207

BUSINESS ADDRESS ____ ZIP ____

HOME PHONE (704) 377-2358 BUSINESS PHONE ( ) ____

SPOUSE'S NAME THOMAS H Woollen SPOUSE'S EMPLOYER CONSOLIDATED CONSULTA.

SPOUSE'S TITLE PRESIDENT

PLEASE INDICATE: Voting Precinct # 8 District # 6 Date of Birth 1-26-39

MALE ____ BLACK ____ BOARDS/COMMISSIONS/COMMITTEES I AM MOST INTERESTED IN:

FEMALE ✓ WHITE ✓ Serve presently on: Charlotte/Mecklenburg

SINGLE ____ INDIAN ____ Housing Partnership

MARRIED ✓ HISPANIC ____

OTHER ____

EDUCATION (including degrees completed) SALEM COLLEGE 57-59
DUKE UNIVERSITY 59-60 BS MEDICAL TECHNOLOGY

CURRENT EMPLOYER WOOLLEN-DWYER PAINTED FINISHES / HAYDEN HOUSE INTER

TITLE OWNER YEARS IN CURRENT POSITION 12

DUTIES ____

OTHER EMPLOYMENT HISTORY Exec. Director, NATIONAL Kidney Foundation, Medical Technologist

(over)

INTERESTS/SKILLS/AREAS OF EXPERTISE

CURRENT PROFESSIONAL ORGANIZATIONS, CIVIC, RELIGIOUS AND POLITICAL ACTIVITIES

Board of Directors, Charlotte-Mecklenburg Housing Partnership; Board of Trustees, NC Blumenthal Performing Arts Center; Board of Trustees Salem College; Elder, Covenant Presbyterian Church; NC Job Trng Coordinating Council

PAST PROFESSIONAL ORGANIZATIONS, CIVIC, RELIGIOUS AND POLITICAL ACTIVITIES

Member, Charlotte City Council; President, Spirit Square; President, Discovery Place; President, Charlotte Jr. League; Board of Directors, Arts & Science Council

COMMENTS:

AFFIRMATION OF ELIGIBILITY:

To your knowledge, has any formal charge of professional misconduct, criminal misdemeanor or felony ever been filed against you in any jurisdiction?

Yes_____ No ✓ If Yes, please attach explanation.

Is there any possible conflict of interest or other matter that would create problems or prevent you from fairly and impartially discharging your duties as an appointee of the City Council?

Yes_____ No ✓ If yes, please attach explanation of the nature of the conflict.

I certify that the facts contained in this application are true and correct to the best of my knowledge. I authorize investigation of all statements contained herein and the references listed above to give you any and all information concerning my qualifications and any pertinent information they may have, personal or otherwise, and release all parties from all liability for any damages that may result from furnishing the same to you.

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A personal contact with a City Councilmember is recommended.

RETURN COMPLETED FORM TO:

Office of the City Clerk
600 East Fourth Street
Charlotte, NC 28202-2857

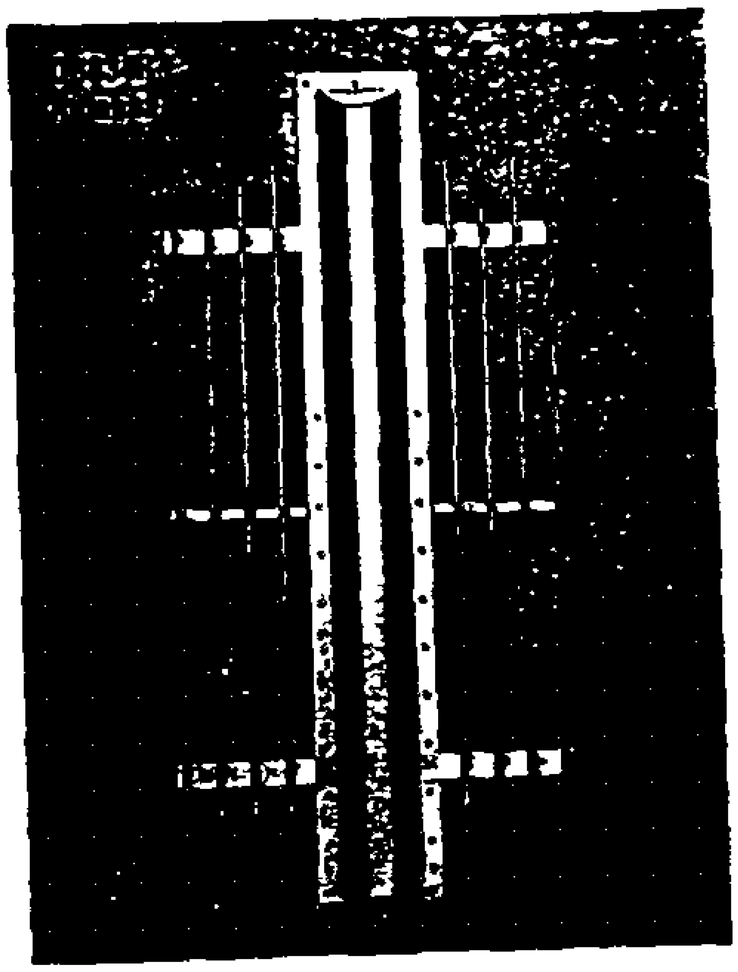
Signature: Velora N. Roseller

Date:

PLEASE DO NOT SUBMIT RESUMES

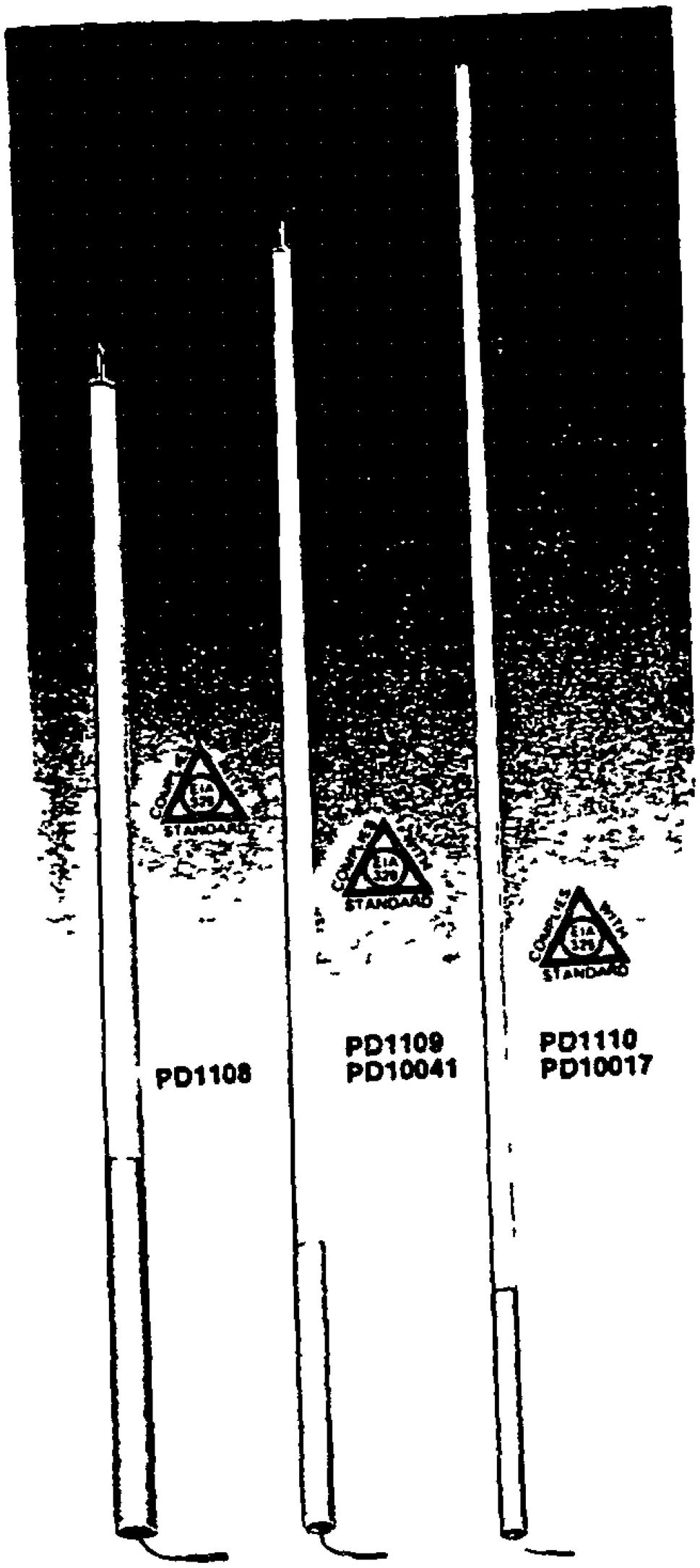
ATTACHMENT 2

EXAMPLE OF TOWER ANTENNA



105° DIRECTIONAL ANTENNA

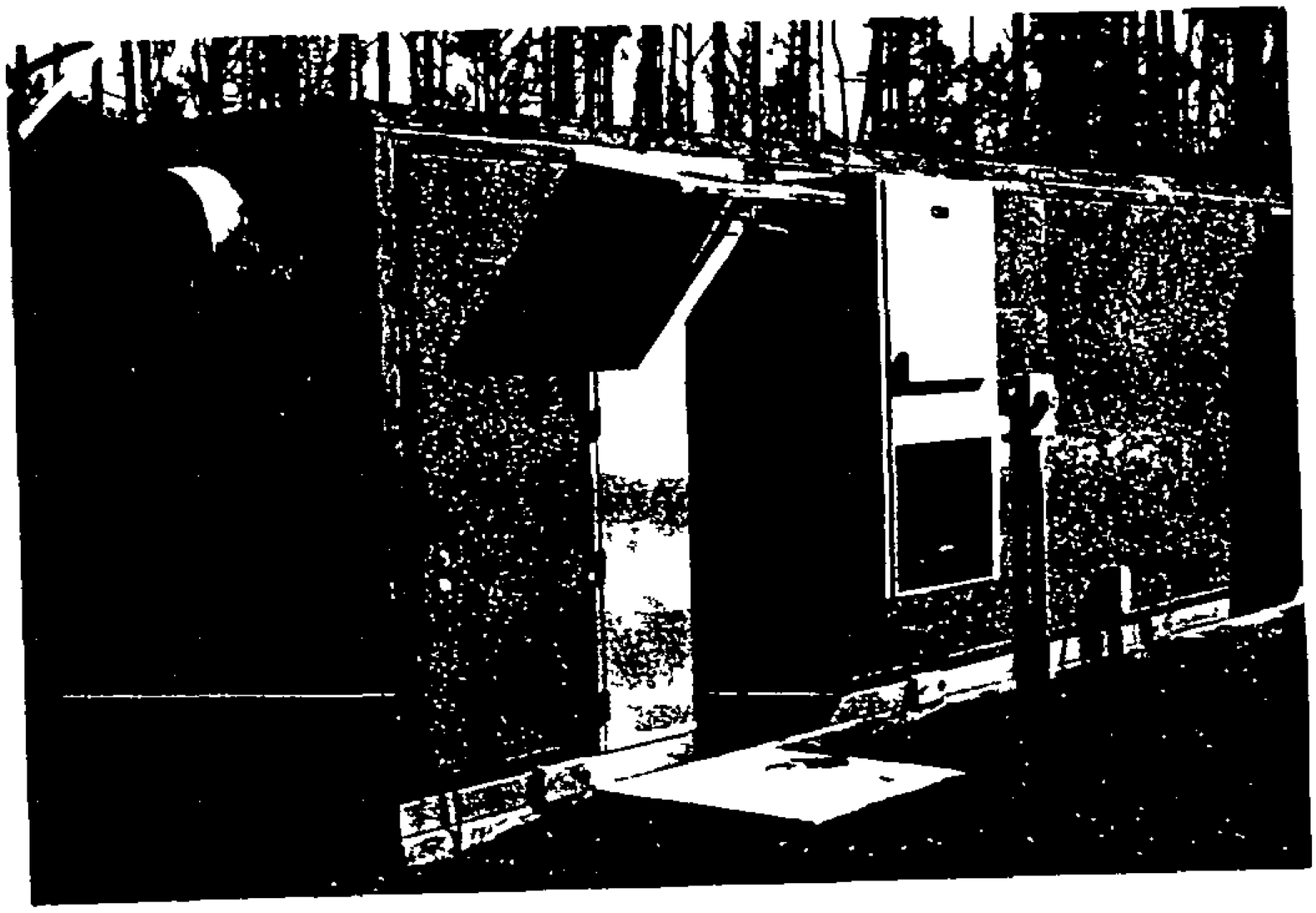
800 MHz Cellular Adjustable Beamtilt

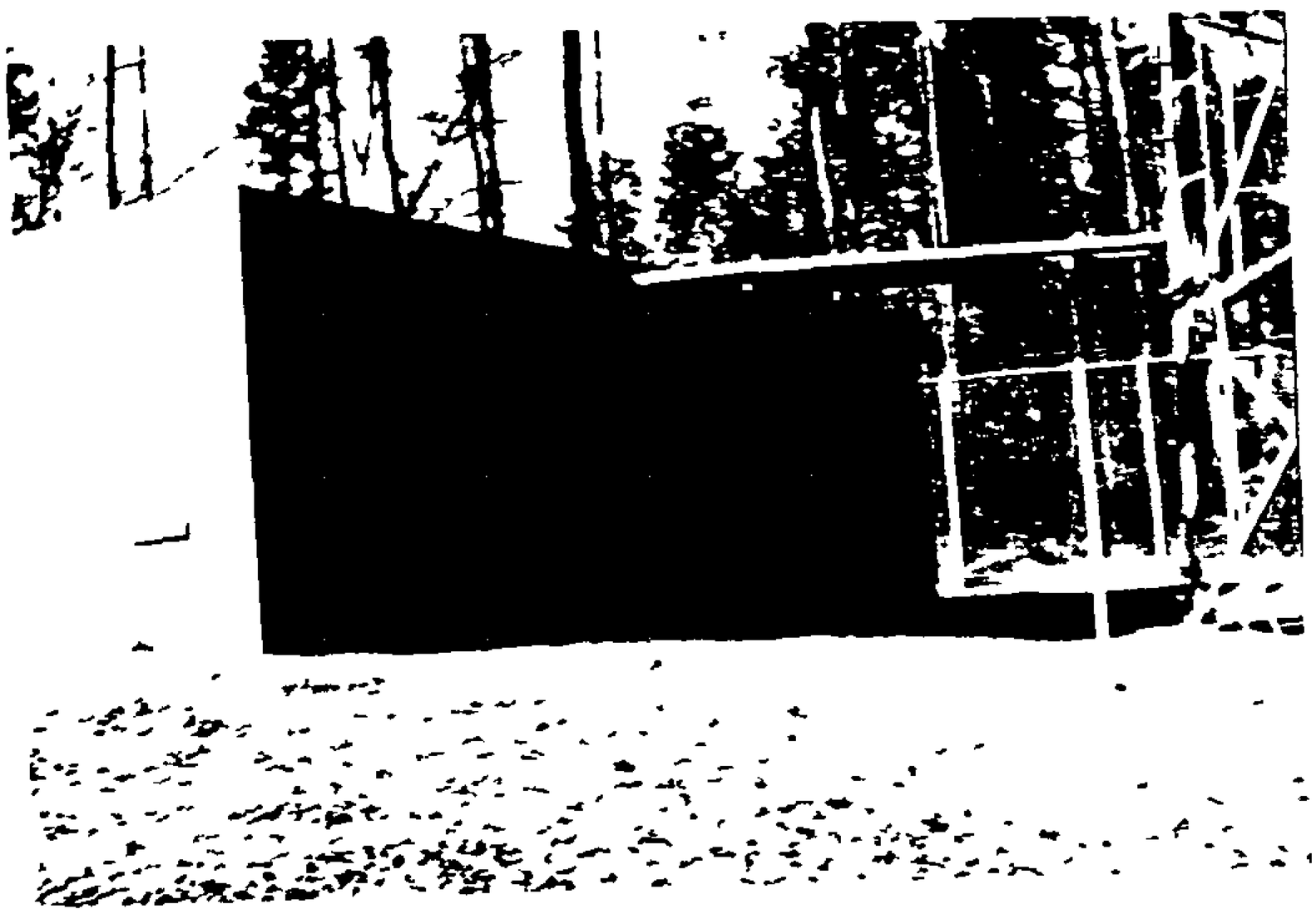


Omnidirectional Broadband Collinear Antennas

ATTACHMENT 3

EXAMPLE OF EQUIPMENT BUILDING





National Flood Insurance Program

City of Charlotte
REPETITIVE LOSS PLAN

BACKGROUND

The City of Charlotte participates in the National Flood Insurance Program Community Rating System in order to lower flood insurance premiums, increase public safety, and avoid economic disruption resulting from flood damages. The purpose of a Repetitive Loss Plan is to identify properties that have experienced repeated flood damages, and proactively seek to eliminate or minimize further loss.

PLAN DESCRIPTION

The owners of repetitive loss properties will be contacted with information on the extent of flood hazard, methods for floodproofing, and techniques for mitigating flood damages.

SCHEDULE OF ACTIVITIES

Feb 1992 Develop an outreach project which provides property owners information and technical assistance regarding flood damage.

Mar 1992 Mail information to property owners.

Nov 1992 Evaluate and revise Repetitive Loss Plan

Dec 1992 Submit revised Plan to FEMA

Approved by Charlotte City Council _____

HOUSING CODE

A. Recommend adoption of a resolution granting B & K Enterprises a seven-month extension of time to complete the repairs to the dwelling at 1704 Pegram Street (Belmont).

PROPERTY ADDRESS: 1704 Pegram Street; Census Tract #8; Council District #1; Neighborhood: Belmont

OWNER(S): B & K Enterprises

BACKGROUND:

Date of Inspection: 9/19/90
Reason for Inspection: Field Observation (Concentrated Code Enforcement)
Owner(s) Notified of Hearing: 9/21/90
Hearing Held: 10/17/90

A title search was ordered and received in September 1990. The title search revealed a party in interest to the property.

Owner(s) Ordered to Demolish Dwelling by: 11/17/90 (mail returned)

A Findings of Fact and Order was advertised in the Mecklenburg Times and the owner was ordered to demolish the dwelling by February 4, 1991.

Owner Requested Permission to Repair the Dwelling: 2/5/91
Supplemental Order Issued to Repair the Dwelling by: 5/5/91

Minor repairs were made by the owner prior to May 5, 1991; however, all the repairs were not completed by May 5, 1991. A civil penalty notice was sent to the owner on May 14, 1991.

Mr. Brian Carr of B & K Enterprises has requested an extension of time in order to complete the repairs to 1704 Pegram Street. Mr. Carr is requesting this extension because of the need to correct a storm drain problem at the property. Stormwater runoff has severely damaged the foundation of the dwelling. The City Engineering Department has advised that their plans call for storm drain pipe replacement in this block to begin in May of 1992. Once completed, this will allow the owner to correct the foundation problems at 1704 Pegram Street.

The Director of the Community Development Department is authorized under Section 11-28 (3) of the Housing Code to grant up to a six-month extension to an absentee owner to correct the Housing Code violations. Therefore, the owner is being given a retroactive extension from May 5, 1991 to November 5, 1991 because the owner was unable to complete the repairs due to drainage problems which was beyond his control.

With the tax value of the dwelling being $6,870, the land value being $5,150 and the estimated cost to repair the property being $16,610, the total cost would be approximately $29,000. Therefore, saving this house would less expensive than providing replacement housing. In accordance with Council's philosophy to preserve housing that can be saved for less than $50,000, it is requested that the owner, B & K Enterprises, be granted a seven-month extension of time to make the repairs to 1704 Pegram Street. The extension would be from November 5, 1991 to June 5, 1992. During this seven-month extension the owner is to proceed with the other repairs that can be made to the property.

The dwelling is unoccupied. The repairs of the dwelling include: Major structural and mechanical repairs and minor electrical and plumbing repairs.

The approval of this action will negate any accumulation of civil penalty.

Clearances: Community Development Department.

B. Recommend adoption of an ordinance authorizing the use of In Rem Remedy to demolish and remove the dwelling located at 1916 Oaklawn Avenue (McCrorey Heights).

PROPERTY ADDRESS: 1916 Oaklawn Avenue; Census Tract #48; Council District #2; Neighborhood: McCrorey Heights

OWNER(S): Thelma V. Patterson Fetterson

BACKGROUND:

Date of Inspection: 11/27/90
Reason for Inspection: Field Observation (Concentrated Code Enforcement)

Owner(s) Notified of Hearing: 12/4/90
Hearing Held: 12/26/90
Owner(s) Ordered to Demolish Dwelling by: 3/26/91
Extension Granted to Demolish Dwelling by: 10/25/91 (tenant relocated)

A title search was ordered and received in November 1991. The title search revealed there were no parties in interest to the property.

Feasibility to Save or Demolish Structure

Because of City Council's concern regarding the number of structures being demolished through the in rem remedy process that could possibly be saved and used in the City's housing program, Community Development staff developed an acquisition/disposition program to be used as part of the code enforcement program, which has been authorized by City Council.

When an owner does not comply with the code enforcement order and thus disinvests himself of the property, Community Development staff determines if it is feasible to pursue In Rem action or to pursue acquisition of the property. A feasibility study of the house is conducted to determine if it is cost effective to rehabilitate the house. If the cost is feasible, Community Development staff then determines if the house can be used in the City's housing program. If the cost to acquire and rehabilitate the proeprty is not feasible, Community Development staff recommends approval of an In Rem action to City Council.

In the case of 1916 Oaklawn Avenue, a feasibility study was conducted and it revealed that approximately $41,200 would be needed to rehabilitate the structure. Since there was no identified use within the neighborhood-based organization or the City of Charlotte and the cost to acquire and rehabilitate the property is $59,870, it is the professional opinion of staff that an equivalent house can be replaced at a comparable cost for a longer economic life cycle of the house. Therefore, it is recommended that the structure be demolished.

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

Assessed Tax Value of Dwelling: $14,570
Estimated Repair (which is more than 65% of value): $41,200

The owner has also been notified of a Civil Penalty on November 18, 1991. The total penalty as of December 9, 1991 amounts to $540. The owner has also been notified of this December 9, 1991 Council Action.

Dec 9, 1991 Council Meeting -

Mayor ✓
Campbell ✓
Clodfelter ✓
Hammond ✓
McCrary
Majeed ✓
Marquem ✓
Martin ✓
Patterson ✓
Reid ✓
Scarborough ✓
Wheeler ✓

6:30 p.m.

Vinroot
Mike Daisley
Vinroot
Jack Callaghan
Richard Daniel
Robert V. Bakes
James W. Cogdell
Clodfelter
Vinroot
Warren Drye
Martin

Drye
Martin
Drye
Alan Manton
Vinroot
White - Yes
Vinroot
John Jennings
Orgire McCoy
Sen. Jim Richardson
Vinroot
Martin
Richardson
Vinroot
* Luke Largess - McLaughlin House
Vinroot
Scarborough / Patterson - allow them to repair.
Patterson
Mangum / Martin - go on with demo
Mafeed
Hammond
Largess
Hammond
Largess
Hammond

Largess
Scarborough
Martin

Largess to move on with in resn
VOTE Subst. yes- Mangum, Hammond, Wheeler & Martin
No- Scarborough, Patterson, Clodfelter, Reid, Majeed

Scarborough/Patterson give 90 days
NO- WHEELER, MARTIN, MANGUM, HAMMOND,
YES- SCARBOROUGH, CAMPBELL, CLODFELTER, PATTERSON, REID, MAJEED
March 1ST.

Adelaide Mullis

7:30 p.m.

Dec 9 1991 Council Briefing / JIM SMITH
NEIL GILBERT

Mayor ✓
Campbell
Clodfelter ✓
Hammond ✓
McCrary
Majeed ✓
Marzum ✓
Martin ✓
Patterson ✓
Reid ✓
Scarborough ✓
Wheeler ✓

5:15 p.m.

White - ① City + County - Law Enforcement land + Police Consolidation
② Statesville Rd. Landfill

Martin - Support family volunteers for families of children with behavioral problems.

Vinroot
Wheeler
Martin

STATESVILLE RD. LANDFILL

Neil Gilbert
Jim Smith } Law Environmental

Hammond
White
Steger - Statesville Rd. Landfill
Closed prior to Federal + State regulations were instituted (early 1980's)
City Mgr. will come back to Council in January with recommendations
Jim Smith - Law Eng.
Patterson arrived 5:30
Use began in 1943
1 - FENCE SITE - Estimated $150,000 - 200,000
2 - Clean up Surface Debris
$900,000 (LEASED)
$300,000 (OTHER)
3 - Characterize Landfill
$200,000 - $300,000
Patterson
Smith
Reid - When will regulatory bodies get involved?
Smith - Not a high priority now

Reid
Smith
Reid
Smith
Majeed
Hammond -
Steger (Leave order in August)
Hammond
Martin - Do
Steger
Martin
Smith
Martin
Scarborough
Steger
Scarborough
Steger
Vinroot
Smith
Patterson
Reid - Wants out end + high end
Smith - Worst case scenario -
$2 MIL TO A NUMBER OUT OF REASON
Reid

Smith
Vinroot
Seifert — P. 27 ITEM J
Hammond
Underhill
Vinroot
Clodfelter arrived 6:05 p.m.
Vinroot
Hammond
Vinroot - Committee Assignments
Martin
Vinroot
Reid
Martin
Vinroot
Martin
Scarborough.
Vinroot -
Campbell came in 6:10
Scarborough
Vinroot
Mazeel -
Vinroot - Try Bifurcation

Morten: Median blocking traffic on Beatties Ford.
Seifert
Patterson: Housing Authority.
Vanroot
Reid
Pattersan

Meeting adjourned at 6:20

7:30

Sin Croft - Invocation

#2
Patterson / Scarborough - Move to
1/13 AND Readvertise

White
#3 Vinroot - Consent - Freeze read out pulled
Scar / Wheeler Approve rest - items under.

#11A Reid
White
Reid
White
Reid
Martin
White
Martin
Patterson
Clodfelter Reid / Martin Approve
Syfert 11A, B, C, E
Martin #11D
Mangum
Syfert

Patterson / Hammond approve - Unan.

#11F
Majeed
White
Mangum
Syfert
Underhill
Majeed
Underhill
Mangum / Reid - approve unan all but mechanical
Martin / Scarborough - Defer Mechanical til next Tues. 12/17
Majeed

VOTE - CAMPBELL NO 9-1
White
Majeed - MWBE CLARIFICATION

#12 Martin
Syfert
Martin
Syfert
Martin / Wheeler - App. - Unan;

#14 Martin
Majeed - M/WBE
Martin / Patterson - Unan.

Godfeller (#15)
Virginia Woollard

#20 Martin
Syfert
Martin
Borgsdorf
Martin
Borgsdorf
Martin / Patterson - App - Inman

#21 A + B
Reid wants appraised value
Patterson
Reid
Underhill
Reid
Underhill
Reid
Underhill
Syfert
Patterson
Reid
Syfert
Patterson

Underhill
Reid
Syfert
Reid
Underhill
Reid
Syfert
Patterson
Underhill
Reid
Underhill
Reid
Underhill
Vinroot
Underhill
Vinroot
Reid / Hammond - Teran - App A & B

#21 I - Campbell
Campbell / Scarbough Pulled
VOTE - Teran,

#21 J -
Syfert
Cloodfelter / Hammond - Pull - Teran.

#22 -
Reid
Reid / Hammond Hold in a public session

Martin
Clodfelter
Majeed
Clodfelter
Majeed
Mangum
Patterson
Martin
Hammond
Clodfelter
~~Clod~~ Vinroot

Subst. Clodfelter / Martin merge - Unan
with Council Retreat

#21 J -
Vinroot
Syfert
Un
Martin / Wheeler Approve - Unan.

21 F + H

The Mathison Co.

Vinroot

N. A. Mathison

Hammond / Clodfelter - Unan.

Hammond / Clodfelter Defer to 12/17 for

White Come back with options -

Hammond

Syfert

Vinroot

White

VOTE - Unan.

#4

Clodfelter / Wheeler - Approve

Mark Whittington

Vinroot

Clodfelter

Vinroot

Whittington

Underhill

Vinroot

Wheeler

Underhill

Vinroot

Majeed
Clodfelter
Reid
Whittington
Reid
Vinroot
VOTE - Approve - Unan.

#5
Mangum/Campbell - App + name
Wheeler as Council
Representative - Unan.

#6
Hammond/Mangum
Martin
Mangum Add bus fare for minors
Workshop Agenda - Unan.

#7A - North Carolina Railroad
Jon Cummings
Vinroot
Steven Stroud, NC RAILROAD Co.
Grant Godwin

Winrod
White
Bob Pressley 1961
Margum
Pressley
Patterson
Pressley.
Patterson
Pressley.
Patterson
Martin
Pressley
Martin
Pressley
Martin
Pressley
Majeed
Pressley
Majeed
Pressley
Majeed
Pressley
Hammond

Pressley	
Hammond	
Pressley	
Hammond	
Pressley	
Hammond	
Pressley	
Patterson	
Pressley	
Scarborough	
Vinroot	
White	
Scott Ferebee	A 19 min to redesign
Vinroot	
Ferebee	
Billy Crockett	
Vinroot	
Ferebee	
Vinroot	
Ferebee	
Clodfelter	
Patterson	
Ferebee	
Patterson	
Pressley	

Vinroot
Ferebee
White
Vinroot
White
Steve Stroud
Grant Godwin
Martin
Stroud
Martin
Stroud
Martin
Stroud
Martin
Stroud
Martin
Pressley
Stroud
Clodfelter
Stroud
Clodfelter
Stroud
Mangum
Mangum / Wheeler
Hammond

Pressley
Hammond
Reid
Stroud - NC RR since 4/90
Vinroot
White
Stroud
White
Reid
Stroud
Al Bell
Reid
Bell
Stroud
Vinroot
Patterson
Underhill
Patterson
Campbell
Pressley
Patterson
Pressley
Patterson
Pressley
Godwin

Scarborough
Stroud
Scarborough
~~[illegible]~~ Stroud
Mangum
Martin
White
Wheeler
Stroud
Wheeler
Stroud
Vinroot
Wheeler
Ferebee
Wheeler
Stroud
Vinroot
White
Vinroot
Clodfelter
Reid
Martin
Mangum
VOTE - Unan.

NO FURTHER WORD FROM 10/60

#7B

Patterson / Scarborough - Put Velva on

Clodfelter

Vinroot

Mangum / Dean Noble

Vinroot

Scarborough

Vinroot

Reid

Patterson

Majeed

Vinroot

Campbell

Clodfelter

Vinroot

Scarborough

1ST. VOTE - VELVA - 5 Campbell, Hammond, Patterson, Wheeler, Majeed

Noble - SCARBOROUGH, MARTIN, CLODFELTER, MANGUM

HARM - REID

2ND VOTE - WOOLLEN - MAJEED, WHEELER, HAMMOND, PATTERSON, CAMPBELL, VINROOT

NOBLE - SCARBOROUGH, REID, MARTIN, CLODFELTER, MANGUM

Scarborough / Mangum - Unan.

ADJOURN - 10:15 p.m.