AGENDA

Meeting Type:	B
Date:	03/22/99

City of Charlotte, City Clerk's Office

CHARLOTTE

Mayor Patrick McCrory *Mayor Pro Tem Lynn Wheeler*

Rod Autrey
Charles Baker
Patrick Cannon
Malachi Greene
Mike Jackson
Nasif Rashad Majeed
Don Reid
Al Rousso
Tim Sellers
Sara Spencer

Council Agenda

OFFICE COPY

CITY COUNCIL MEETING
Monday, March 22, 1999

5:00 p.m.

Conference Center
Dinner Briefing
(See Table of Contents)

6:30 p.m.

Meeting Chamber
- **Invocation**
- **Pledge of Allegiance**
- **Citizens Forum**

7:00 p.m.

- **Awards and Recognitions**
- **Formal Business Meeting**

1999 Council Retreat Priorities

High Priorities for 1999

Transportation Plan

Policing Evaluation and Direction

State Roads Action: Increased Funding

Transit Plan and 1/2¢ Sales Tax: Implementation

West Side Strategic Plan Implementation

Top Priorities for 1999

Corridor Plan

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

Court System: Expansion

Business Retention Strategy and Action Plan

Community Strategic Plan for Housing

Neighborhood/Business Revitalization Strategy

Eastside Strategic Plan

CITY COUNCIL AGENDA

Monday, March 22, 1999

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5:00 P.M. DINNER BRIEFING
CONFERENCE CENTER

1. East Mecklenburg Water Pressure Update

Staff: Doug Bean

Time: 20 minutes

Attachment 1

2. Convention Center Hotel and Parking Deck

Resources: Jeff Sachs - Strategic Advisory Group
Glen Hardymon - Kennedy, Covington, Lobdell, and Hickman
Roger Zampell - Portman Holdings

Time: 30 minutes

Attachment 2

3. Independence Busway Demonstration Project

Resources: Jim Humphrey - CDOT
John Bonsall - McCormick Rankin, Int.

Time: 40 minutes

Attachment 3

6:30 P.M. CITIZENS FORUM

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

CONSENT

4. **Consent agenda items 11 through 35 may be considered in one motion except those items removed by a Councilmember. Items are removed by notifying the City Clerk before the meeting.**

Staff Resource: Julie Burch

PUBLIC HEARING

5. **Public Hearing To Close Two Alleyways Bounded By Lasalle, Cummings, Augusta, And Custer Streets**

Action:

A. Conduct a public hearing to abandon two alleyways bounded by Lasalle, Cummings, Augusta, and Custer Streets; and

B. Adopt the Resolution to Close.

Staff Resource: Scott Putnam

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

Explanation:

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

- The City Council approved rezoning of the property within the area bounded by Lasalle, Cummings, Augusta, and Custer Streets, from R-12 MF to R-22 MF (CD) on January 20, 1998 (rezoning petition 97-106) for the development of housing for the fixed income elderly. The Council also approved a loan for $911,386 as part of overall construction costs of $4 million for the project in April 1998. Lincoln Heights, LLC is a limited liability company comprised of NW Corridor CDC, Volunteers of America, and Scott A. Redinger.

Petitioner:
Lincoln Heights, LLC, Isaac Heard, Jr.

Right-Of-Way to be abandoned:
Two alleyways bounded by Lasalle, Cummings, Augusta, and Custer Streets

Location:

Alleyway 1	from Custer Street to Augusta Street, approximately 360 feet
Alleyway 2	from Lasalle Street to Cummings Avenue approximately 400 feet

Reason:
To incorporate the right-of-way into adjacent property owned by Lincoln Heights, LLC to construct a new 60 unit, two story facility for the fixed income elderly

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

Adjoining property owners - No objection
Neighborhood Associations- No objection
- Westside Coalition
- Dalebrooke Neighborhood Association
- Biddleville Heights
- Orvis Street Community Organization
- Lincoln Heights Action Committee

Private Utility Companies - No objection

Review by City Departments has identified no apparent reason this closing would:

1. Be contrary to the public interest; or

2. Deprive any individual(s) owning property in the vicinity reasonable ingress/egress to his property as outlined in statues.

Attachment 4
Map

6. Public Hearing To Close A Portion of Linwood Road

Action:

A. Conduct a public hearing to abandon a portion of Linwood Road; and

B. Adopt the Resolution to Close.

Staff Resource: Scott Putnam

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

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

Petitioners:
Paul B. and Angela Renee Taylor
Charles D. Pruitt
Porter M. Pruitt

Right-Of-Way to be abandoned:
A portion of Linwood Road

Location:
From Harris Road northeastwardly approximately 250 feet to its end

Reason:
To incorporate the right-of-way into adjacent property owned by the petitioners for driveways

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

Adjoining property owners - No objection

Neighborhood Associations - No objection
- Sedgewood Circle/Meadowbrook
Private Utility Companies - No objection

Review by City Departments has identified no apparent reason this closing would:

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

Attachment 5
Map

7. Public Hearing for Special Assessment to Install Curb and Gutter in the Williamsburg Neighborhood

Action:

A. Hold a public hearing on the preliminary resolution for a special assessment to install curb and gutter in the Williamsburg Neighborhood; and

B. Adopt the preliminary assessment resolution and direct that curb and gutter improvements be installed according to the citizen petition.

Staff Resource: Jeb Blackwell

Policy: Storm Water Services Pipe and Channel Policy:

- Repair existing open channels with channel improvements unless engineering reasons require installation of pipe or pipe is less expensive
- Property owners can receive an upgrade to City planned drainage improvements if they pay for the cost of the upgrade

Explanation:

- City Council adopted a preliminary assessment resolution on February 22, 1999 setting the date for the public hearing. Notices of this hearing were mailed on March 10, 1999 to all affected property owners.

- A petition containing signatures representing 75 percent of all affected properties was received by Engineering & Property Management on November 30, 1998. The petition requests Council to set a special assessment to be levied on all properties in the Williamsburg Neighborhood fronted by roadway lacking curb and gutter.

- This special assessment is not to exceed $853,000 distributed over 182 properties and represents the estimated cost to upgrade the City project to a curb and gutter system. For each property, individual assessment amounts are calculated on a combined basis of frontage footage and lot size.

- After the public hearing, Council has three options related to the assessment resolution:

  1. Vote to approve the petitioners' request by adoption of the assessment resolution which sets the terms for the assessment and orders the construction of curb and gutter improvements concurrent with an ongoing storm water project in the neighborhood

  2. Vote to reject the petitioners' request

  3. Adopt a new preliminary assessment resolution with revised terms and set a new date for a public hearing

- If the assessment resolution is adopted, Engineering & Property Management will design and bid the project with the curb and gutter improvements included. Once construction is completed and final costs determined (approximately two to three years), Council will be asked to approve the Assessment Rolls. The process also includes another public hearing. The special assessments would go into effect at that time, constituting a lien on each affected property until full payment is made.

Background:

- Storm Water Services has completed planning of drainage improvements in the Williamsburg neighborhood. The existing system consists mainly of roadside ditches and driveway culverts, which are undersized, flood frequently, and are poorly drained. Proposed improvements by Engineering & Property Management's Storm Water Division include work on the ditches and pipes to prevent road flooding and meet design criteria, but do not include installation of curb and gutter.

- Neighborhood leaders asked about the possibility of upgrading the project to include curb and gutter. NCGS 160A-216 *et seq*. authorizes cities to make special assessments for such purposes.

- At the request of neighborhood leaders, Engineering & Property Management completed a cost estimate to upgrade the Storm Water project to include curb and gutter. Assessment amounts were developed based upon this estimate and terms of the petition were developed by the petition leaders in consultation with City Engineering and the City Attorney's Office.

Attachments 6
Final Assessment Resolution

POLICY

8. City Manager's Report

BUSINESS

1999 Council Retreat Priority -
Transit Plan and 1/2¢ Sales Tax: Implementation

9. Independence Busway Demonstration Project

Action: **Choose an option for the Independence Busway Demonstration Project:**

A. **Implement the demonstration project and incorporate it into the NCDOT project**

B. **Approve an expanded demonstration project that addresses issues raised during the citizen involvement process**

C. **Stop work on the demonstration project, instruct NCDOT to proceed with their project, and request that the Metropolitan Transit Commission (MTC) place a high priority on continued rapid transit planning of the entire Independence corridor**

Staff Recommendation: Staff recommends Option C. This allows for the comprehensive planning of the entire Independence corridor, allows sufficient time to develop a rapid transit project that meets community goals, and permits the NCDOT to proceed on schedule with the next phase of the Independence Freeway project.

Staff Resource: Jim Humphrey

Focus Area: Transportation

Policy: Transit Plan Implementation is one of Council's High Priorities for 1999. Corridor Planning, Neighborhood/Business Revitalization and Eastside Strategic Plan are among their top priorities.

Background:

- A Busway Demonstration Project was originally proposed in the Five Year Transportation Plan to demonstrate Busway technology -- how buses could operate in an exclusive right of way with stations much like a light rail system operates. The emphasis was low cost since a long-range rapid transit and land use plan had not been developed, and a funding source for such a plan was not in place.

- The Independence Corridor was selected due to the prospect of implementing a relatively low cost demonstration project ($15 million shared 50-50 by the City and State). This would be accomplished by retrofitting the HOV lane constructed between I-277 and Eastway Drive and revising plans for the HOV lane and implementing the Busway Demonstration Project between Eastway Drive and Albemarle Road as part of the next phase of the State's Independence Boulevard Project.

- Council awarded a contract to Ralph Whitehead and Associates in September 1998 to look at alternatives for the Busway Demonstration Project and facilitate public involvement. The purpose of the work effort was to identify the range of alternatives possible, examine the implications and recommend a concept for design/implementation. Factors to consider included improvements to neighborhoods, land use, ridership and the State's schedule for constructing the next phase of the Independence Freeway/Expressway.

- During the public involvement process and staff/consultant analysis, it was determined that alternatives to better address neighborhood impacts, redevelopment of key parcels and/or tracts, and enhance station/busway image should be examined.

- As a result, several more elaborate and expensive concepts were developed (alternatives B1 and B2 of attachment).

- In November 1998, voters approved a tax to fund a long range transit plan for Charlotte-Mecklenburg. The tax will begin April 1999.

Explanation:

<u>Option A</u>

Implement the demonstration project and incorporate it into the NCDOT project.

- Option A (see attachment) results in a median busway between Old Independence and Albemarle Road.

- Station locations would be at The Plaza, Morningside, Independence Arena, Eastway Dr and Woodland.

- The NCDOT would be asked to acquire additional right-of-way in the areas of the Eastway Drive and Woodland stations. The NCDOT and Federal Highway Administration have told us previously that this additional right-of-way acquisition would not delay the start of the NCDOT's project.

- The estimated cost of $20.5 million is consistent with the original demonstration project.

- This concept does not address community goals and expectations for land use and transit.

- MTC input would be needed if transit tax funds are used for construction.

<u>Option B</u>

Approve an expanded demonstration project that addresses issues raised during the citizen involvement process.

- The consultant analysis and public involvement process led to the development of a range of concepts for providing bus rapid transit in the corridor (see attachment).

Alternative B1: Eastway to Albemarle

- The busway would leave the median and run parallel to the southside of Independence Boulevard to better serve the Coliseum and Amity Garden Shopping Centers redevelopment potential. The busway would reenter the median before Pierson. Independence would be shifted to the north eliminating several businesses and creating a buffer between the roadway and the neighborhoods. Stations would be built at Eastway and Woodland.

- This alternative was in response to consultant and neighborhood concerns about the long term viability of the businesses in this area.

- Taking the busway out of the median and shifting Independence to the north provides the following benefits:

  1. Provides a better station environment at the Woodland station

  2. Creates a larger redevelopment site on the south side of Independence

  3. Removes driveways by building a frontage road to access property on the south side of Independence

  4. Creates a green space buffer between Independence and the Eastway Park and Sheffield neighborhoods

  5. Limits cut through traffic in the Eastway Park and Sheffield neighborhoods by closing intersecting streets

- This option would require a new Environmental Impact Statement for the State's project thereby delaying that project by 18 months.

- The cost estimate for the Eastway to Albemarle segment is $31.9 million.

- MTC input would be needed if transit tax funds are used for construction.

- MUMPO approval would be required if the City pursued matching state funding or if there is any delay to the Independence project.

Alternative B2: Old Independence to Briar Creek

- The busway would run along the northside of Independence from Old Independence to Briar Creek, then would enter the median lane via a flyover bridge.

- This alternate came in response to concerns about enhancing passenger access and waiting environment at the stations.

- Stations originally were located at St. Julien and Hanover Place. Through the citizen involvement process, stations were shifted to Pecan and Morningside.

- Running the busway on the north side of Independence provides these benefits:

  1. Provisions for bus access is provided at Morningside allowing for greater flexibility in operating the busway

  2. Locating the busway on one side of the road creates stations with a more pleasant waiting environment

  3. Increases redevelopment potential of the Plaza-Central business area

  4. Eliminates one of two overhead pedestrian walkways by using the existing connection provided by Pecan Avenue

  5. Minimal effect on the existing berms between Pecan and Morningside

- This option does not delay the NCDOT project.

- The cost estimate for the Old Independence to Briar Creek segment is $21.0 million.

- MTC input would be needed to use transit tax funds for construction and MUMPO approval would be needed to use any matching state funding.

- **NOTE:** Only one option was identified between Briar Creek and Eastway, a median busway with an estimated cost of $2.6 million. That includes one station at Independence Arena.

Option C

Stop work on the demonstration project, instruct NCDOT to proceed with their project and request that the Metropolitan Transit Commission (MTC) place a high priority on continued rapid transit planning of the entire Independence corridor.

- Input from the consultants, citizens and business owners/managers indicates that the project as originally conceived to demonstrate a busway does not address land use and neighborhood impacts. With the passage of the transit tax, citizen expectations for the implementation of a rapid transit system are high. Based on public comment, staff does not believe that the demonstration project will meet these expectations.
- Community expectations and policy questions regarding how this segment fits into a corridor rapid transit system can more appropriately be addressed as part of planning for the entire transit corridor to Matthews. Work already performed and citizen comments can be incorporated into that work.

- Not delaying the NCDOT project is a high priority. Delay would cause current year appropriations for the Independence project ($17.5 million) to be reallocated Statewide based upon the equity formula.

- The effect of choosing Option C is that the state would proceed with the Independence project on schedule including a reversible HOV lane. Whether the lane should be used as an HOV lane when opened in 2005 can be addressed in further corridor planning.

OPTIONS

Project Implications	A median busway	B expanded busway	C corridor plan
Demonstrate busway technology	limited	yes	yes
Revitalize corridor	no	yes	yes
Meet neighborhood goals	no	yes	yes
Stimulate economic redevelopment	no	yes	yes
Cost	$20.5M	$30 - 56M	unknown
Relate to rapid transit corridor planning	no	no	yes
Delay state project	no	maybe	no

* Option A and B require MTC input if proceeds from transit tax are utilized.

Attachment 7
Options considered and implications

1999 Council Retreat Priority -
West Side Strategic Plan Implementation

10. Application for $1,250,000 Economic Development Initiative Grant for Wilkinson Boulevard

Action: **Approve the City's submission of an application for the approved $1,250,000 Economic Development Initiative Grant for Wilkinson Boulevard.**

Staff Resource: Stanley Watkins

Focus Area: Economic Development

Policy: City Council's Economic Development and City Within A City Focus Area encourages the revitalization of distressed business districts through the attraction of new business and the creation of jobs for low to moderate-income persons.

Explanation:

- In 1998, Congress approved a $1,250,000 Economic Development Initiative (EDI) Grant for the Wilkinson Boulevard corridor.
- On January 25, 1999, the City received notice of the application process to receive these funds.
- The City must submit an application to receive the approved EDI grant by March 25, 1999.
- The Charlotte Mecklenburg Development Corporation (CMDC) has been commissioned to identify economic development opportunities along Wilkinson Boulevard, specifically construction of an industrial business park.
- The City will serve as the grantee and fiscal agent. CMDC will function as the subgrantee and will begin implementation of their proposed workplan.
- The City will enter into a contract with CMDC that will require CMDC to spend this money on land acquisition and infrastructure improvements for the business park. This money will not be spend on CMDC salaries or overhead. The contract will be on a future Council agenda for approval.
- At the March 1 Workshop, Council was briefed on this initiative.

Introduction to CONSENT

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

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

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

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

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

CONSENT

11. Various Bids

A. Mint Museum of Art HVAC Replacement — Engineering and Property Management

Recommendation: The City Engineer recommends the low bid of $132,410.72 by Stover Mechanical of Greenville, S.C. This project involves the replacement of an existing air cooled chiller at the Mint Museum of Art. Due to climate conditions required for artworks, the existing chiller runs year round and is beyond its performance life expectancy. An HVAC consultant recommends replacement.

MWBD Compliance: Yes. Stover Mechanical met the MWBD program good faith effort requirements.

B. Mower Tractors — **Engineering and Property Management**

Recommendation: The City Engineer recommends the low unit price bids of $51,535 and $55,235 by Charlotte Tractor Company, Charlotte, N.C. These two tractors will be used for landscape maintenance on the I-277 and I-77 Uptown Loop.

MWBD Compliance: Yes. There are no known MWBD manufacturers for this type equipment.

C. Resurfacing Contract 1999-A — **Engineering and Property Management**

Recommendation: The City Engineer recommends the low bid of $4,969,488.25 by Rea Construction, Inc. of Charlotte, N.C. This project is part of an ongoing program to mill and resurface city streets. This contract will resurface approximately 138 miles of streets and construct 2,730 square yards of handicapped ramps.

MWBD Status:	Amount	% of Project	Project Goals
BBE	$254,100	5%	5%
WBE	$383,710	8%	5%

MWBD Compliance: Yes.

D. CMGC Cooling Tower Replacement — **Engineering and Property Management**

Recommendation: The City Engineer recommends the low bid of $138,877 by P. C. Godfrey, Inc. of Charlotte, N.C. This project involves the replacement of an existing 900 ton cooling tower on the roof of the CMGC. A cooling systems consultant recommends the tower replacement.

MWBD Status:	Amount	% of Project	Project Goals
BBE	$ 0	0%	5%
WBE	$ 0	0%	2%

MWBD Compliance: Yes. P.C. Godfrey met the good faith efforts.

E. **Water and Sewer Main Construction - FY99 Contract N - Street Main Extensions** **CMU**

Recommendation: The Charlotte-Mecklenburg Utility Director recommends the low bid of $797,458.36 by Castor Plumbing Company, Inc. of Cornelius, N.C.

MWBD Status:	Amount	% of Project	Project Goals
BBE	$0	0%	2%
WBE	$27,951	3%	3%

MWBD Compliance: Yes. Castor Plumbing Company has met the WBE goal.

F. **Water and Sewer Main Construction - FY99 Contract 0 - Street Main Extensions** **CMU**

Recommendation: The Charlotte-Mecklenburg Utility Director recommends the low bid of $793,052.80 by Utilityworks, Inc. of Stanfield, N.C.

MWBD Status:	Amount	% of Project	Project Goals
BBE	$0	0%	2%
WBE	$24,000	3%	3%

MWBD Compliance: Yes. Utilityworks has met the WBE goal.

12. Approve Resolution Of Intent To Abandon Street And Set Public Hearing - A Portion of Reed Boulevard

Action:

A. Adopt the Resolution Of Intent to abandon a portion of Reed Boulevard; and

B. Set a public hearing for April 26, 1999.

Attachment 8
Map

13. Approve Resolution Of Intent To Abandon Street And Set Public Hearing - A Portion of Yonkers Street

Action:

A. Adopt the Resolution Of Intent to abandon a portion of Yonkers Street; and

B. Set a public hearing for April 26, 1999.

Attachment 9
Map

14. In Rem Remedy

For In Rem Remedy #A - #K, the public purpose and policy is outlined here.

Public Purpose:

- Eliminate a blighting influence in a City Within a City neighborhood.
- Reduce the proportion of substandard housing from 2.3% to 1% in 1997. (One of the goals of City Within a City is to continue housing preservation efforts.)
- Increase tax value of property by making land available for potential infill housing development.

Policy:

- City Within a City
- Community Safety Plan

The In Rem Remedy items were initiated from 3 categories:

1. Public Safety - from Police and/or Fire Dept.
2. Complaint - from petition by citizens, from tenant or from a public agency
3. Field Observation - from concentrated code enforcement program

The In Rem Remedy items are listed below by category identifying the street address and neighborhood.

Public Safety

A. 209 S. Summit Avenue (Wesley Heights)
B. 510-12 W. Worthington Avenue (Wilmore)
C. 5516 Enslow Place (Trinity Park)
D. 2537 Rozzelles Ferry Road (Smallwood) - Commercial
E. 220 State Street (Seversville)
F. 2107 Roslyn Avenue (University Park)
G. 7201 Hillbourn Drive (Idlewild Farms)

Complaint

H. 3528 Nevin Road (Derita)
I. 1008 E. 17th Street (Belmont)

Field Observation

J. 5820 Greene Street (Rockwell-Hemphill Heights)
K. 4320 Hovis Road, #1 and #2 (Thomasboro/Hoskins)

Public Safety

A. 209 S. Summit Avenue

Action: Adopt an ordinance authorizing the use of In Rem Remedy to demolish and remove the dwelling at 209 S. Summit Avenue (Wesley Heights) located in the City Within a City boundaries.

Attachment 10

B. 510-512 W. Worthington Avenue

Action: Adopt an ordinance authorizing the use of In Rem Remedy to demolish and remove the dwelling at 510-12 W. Worthington Avenue (Wilmore) located in the City Within a City boundaries.

Attachment 11

C. 5516 Enslow Place

Action: Adopt an ordinance authorizing the use of In Rem Remedy to demolish and remove the dwelling at 5516 Enslow Place (Trinity Park) located outside the City Within a City boundaries.

Attachment 12

D. 2537 Rozzelles Ferry Road (Commercial)

Action: Adopt an ordinance authorizing the use of In Rem Remedy to demolish and remove the commercial structure at 2537 Rozzelles Ferry Road (Smallwood) located in the City Within a City boundaries.

Attachment 13

E. 220 State Street

Action: **Adopt an ordinance authorizing the use of In Rem Remedy to demolish and remove the dwelling at 220 State Street (Seversville) located in the City Within a City boundaries.**

Attachment 14

F. 2107 Roslyn Avenue

Action: **Adopt an ordinance authorizing the use of In Rem Remedy to demolish and remove the dwelling at 2107 Roslyn Avenue (University Park) located in the City Within a City boundaries.**

Attachment 15

G. 7201 Hillbourn Drive

Action: **Adopt an ordinance authorizing the use of In Rem Remedy to repair the dwelling at 7201 Hillbourn Drive (Idlewild Farms) located outside the City Within a City boundaries.**

Attachment 16

Complaint

H. 3528 Nevin Road

Action: **Adopt an ordinance authorizing the use of In Rem Remedy to demolish and remove the dwelling at 3528 Nevin Road (Derita) located in the City Within a City boundaries.**

Attachment 17

I. 1008 E. 17th Street

Action: Adopt an ordinance authorizing the use of In Rem Remedy to demolish and remove the dwelling at 1008 E. 17th Street (Belmont) located in the City Within a City boundaries.

Attachment 18

Field Observation

J. 5820 Greene Street

Action: Adopt an ordinance authorizing the use of In Rem Remedy to demolish and remove the dwelling at 5820 Greene Street (Rockwell-Hemphill Heights) located in the City Within a City boundaries.

Attachment 19

K. 4320 Hovis Road, (#1 and #2)

Action: Adopt an ordinance authorizing the use of In Rem Remedy to demolish and remove the dwelling at 4320 Hovis Road (#1 and #2) (Wilmore) located in the City Within a City boundaries.

Attachment 20

CONSENT II

15. Assets Forfeiture Appropriation

Action: **Approve a budget ordinance appropriating $406,120 in assets forfeiture funds for laptop computer training and telephone systems for police facilities.**

Explanation:

- The Police Department recommends appropriating funds from its assets forfeiture account.
- $172,700 will cover the cost of the next three phases of the laptop computer training for all police officers. Officers are receiving the training in phases as new portions of the department's information system become operational. All officers have already been through the first two phases of this training. There are three additional phases of laptop training that are tentatively scheduled; funds for those phases will be appropriated at a later date.
- $233,420 will cover the cost of new telephone systems for eight of the patrol district offices, Animal Control and the Northwest Neighborhood Service Center. Among the features of these phone systems will be individual phone numbers and voice mail boxes for employees, making it much easier for citizens to contact employees in these police facilities. The new phone system is one of the customer service improvements planned for the Animal Control Bureau.

16. Interlocal Agreement with Mecklenburg County for Sharing of Arrest Data

Action: **Approve an Interlocal Agreement with Mecklenburg County to share the development costs for an interface of arrest data.**

Explanation:

- The Police Department and Mecklenburg County plan to develop a real-time interface (or sharing) of arrest data between the Police Department's KBCOPS information and reporting management system.

- The interface will allow officers to use their laptop computers to enter and transmit information on arrests so that the paperwork process can be streamlined once the officer arrives at the Intake Center.

- The Interlocal Agreement outlines the scope of responsibilities and the financial commitment for each governmental entity in the development of the arrest interface. Mecklenburg County will provide a Project Manager to manage the creation, system testing, and implementation of the County's portion of the interface. The Police Department will provide a User Liaison who will coordinate the department's participation in the project.

- The City and County will share the costs of the project in proportion to the benefits they will derive from the project. The City will provide $65,000 upon successful implementation of the interface. The City share will be provided from the Police Department's technology budget.

- Mecklenburg County Court Services will provide $89,000 and the County's Information Services and Technology Department will provide $12,500 for documentation and training costs. Mecklenburg County will be responsible for system maintenance.

Funding: Police Department Technology Budget

17. Service Contract for Police Laptop Computers

Action: **Authorize the City Manager to negotiate a contract renewal for $154,917 with General Electric Capital Information Technology Solutions (GECITS) to provide repair service and support for the Police Department's laptop computers.**

Explanation:

- The Police Department is implementing a mobile data communications system that includes laptop computers for all officers to use in communicating with dispatchers, completing reports, and accessing information databases. The nature of police work requires that some level of repair service and support for the computers be locally available 24 hours per day.

- Digital Equipment Corporation (DEC) has been selected as the vendor for the laptop computers purchased by the Police Department under the North Carolina State Contract. Digital Equipment Corporation has stated that it provides sole repair and support functions for its laptop computers but cannot provide a local service and support facility to meet the service needs of the Police Department.

- Digital Equipment has an established partnership with GECITS and has trained its employees to perform warranty and non-warranty repairs of its laptop computers at the Police Department. GECITS currently performs this work under a contract approved by the City Council on June 23, 1997. Their performance has met or exceeded all existing contractual obligations.

- This action authorizes the City Manager to re-negotiate the existing service contract for up to three, consecutive one-year terms.

- The contract price is a fixed amount, payable monthly for the 1999 contract term of 13 months. This price is consistent with the contract rate for the term of 1998. Future renewals could increase or decrease the price of the contract.

Funding: Police Department Operating Budget

18. Utility Agreement - Widening of North Tryon Street (US 29) from Blockbuster Boulevard to the Cabarrus County Line

Action: **Adopt a resolution authorizing the Transportation Key Business Executive to execute a Utility Agreement with the North Carolina Department of Transportation (NCDOT) relating to the widening of North Tryon Street (US 29) from Blockbuster Boulevard to the Cabarrus County line.**

Explanation:

- NCDOT has a project to widen north Tryon Street (US 29) to a six lane road that will be compatible with a reversible lane system. The reversible lane system should assist traffic flow during Charlotte Motor Speedway events. The contract is scheduled to be let in May 1999 and the project will take 2-3 years to complete.

- The Municipal Agreement provides for the NCDOT contractor to perform water and sewer line adjustment and relocation work for the project with costs reimbursed by the City.

- The estimated cost to the City is $487,675.

- The format and cost sharing philosophy is consistent with past Municipal Agreements.

Funding: Water and Sewer Capital Investment Plan

19. Traffic Calming Road Humps

Action: **Award traffic calming road humps contract to Carolina Asphalt of Charlotte, N.C. for $242,190.**

Explanation:

- City Council approved funding Traffic Calming Road Humps in the FY98-99 CIP budget to address cut-through traffic and speeding. In June 1997 CDOT test results showed a reduction of speeds by three to ten m.p.h.

- This contract will construct 100 plain road humps and 29 decorative road humps on 51 streets identified on the attached list.

- All road hump locations are requested by neighborhoods and are supported by a 75% neighborhood petition of residents on the affected streets.

- City funding of road humps will not exceed the $225,000 limit per year set by City Council in October 1997. The remainder of the contract will be funded by neighborhoods for the decorative option or to pay for additional road humps beyond the number recommended by CDOT.

Background:

- In October 1997 City Council approved use of speed humps on City streets. To date 171 speed humps have been installed in conjunction with the Neighborhood Traffic Program.

Summary of Bids:

Carolina Asphalt	**$242,190.00**
Crowder Construction	$264,862.00
Blythe Brothers Asphalt	$414,466.00

Insufficient bids received 3/4/99; re-advertised; re-bid 3/11/99.

Funding: Neighborhood Traffic Pilot Capital Account

Attachment 21
Streets to Receive Road Humps in 1999

20. Choyce Avenue Neighborhood Improvements, Change Order #1

Action: **Approve change order #1 to the contract with United Construction Company of Charlotte, N.C. for $229,268.**

Explanation:

- Council awarded the original contract for $1,423,548.36 to United Construction June 22, 1998. With the added change order, the new contract total will be $1,652,816.36.

- The additional work includes:
  1. Additional borrow material (soil) for construction of curb and gutter and sidewalk;
  2. Additional drainage structures and pipe due to unexpected conflicts with existing utilities; and
  3. Construction of additional curb and gutter.

- Prices for this change order were taken from existing unit prices and negotiated prices for new items. Prices are appropriate for the work being performed.

MWBD: 100% ABE

Funding: Neighborhood Improvement Capital Investment Plan

21. Enfield Drive/Windsor Park Storm Drainage Project, Planning Phase

Action: **Approve agreement for $248,101 with USInfrastructure, Inc. (USI) of Charlotte, N.C. for engineering services for the planning phase of Enfield Drive/Windsor Park Storm Drainage Project.**

Explanation:

- The Enfield/Windsor Storm Drainage Project is a high priority capital project. The project will eliminate house and street flooding and stabilize channel erosion in the included open channel sections.

- This contract is for field surveying and planning services. The contract also includes the design of drainage improvements for a 2,700 foot channel length (Edsel Place Channel). The contract may be amended in the future to provide for additional design and construction administration services.

- The cost of these services is comparable to the cost of similar work for other storm water drainage projects.

MWBD: 42.8 % ABE

Funding: Storm Water Capital Investment Plan

22. CMGC Restaurant Agreement

Action: **Allow the present restaurant operator, Innovative Dining Services (I.D.S), to terminate the Food Service Facility Agreement without cause.**

Explanation:

- Staff and Carl Anderson, president of I.D.S. (d/b/a Municipal Grille in the Government Center), mutually agree to terminate the restaurant agreement.

- Upon approval of this, staff will immediately begin the search process for a new restaurant operator. Meanwhile, I.D.S. agrees to continue the restaurant operation until a replacement is determined.

- I.D.S. began November 1998. The operator has not been able to meet goals for quality service, varied menu, affordable prices and a reasonable profit; therefore, he prefers to pursue other ventures.

23. City Code Recodification Budget Ordinance

Action:

A. Authorize the City Attorney to issue a Request for Proposal (RFP) for recodification services to assist City staff in a total review of the Charlotte City Code; and

B. Approve a budget ordinance transferring $80,000 from Council Contingency to fund this project.

Explanation:

- The City Code was last recodified in 1985. However, that was a limited review focused more on reformatting and republishing the printed code than on the substance of the provisions.

- The focus of this proposed recodification would be to determine whether City Code provisions comply with federal and state law, match current practice, and represent best business practices. Outdated provisions will be revised or omitted, and unnecessary regulations will be suggested for repeal. The goal of the project will be to propose corrections and improvements, and allow staff and Council to review both substance and procedure of current regulations.

- The consulting services include publishing and legal expertise.

- The City Attorney proposes to use an ad hoc committee to review each chapter of the City Code. The committee for each chapter would be composed of a member of the professional staff of the recodifier, the assistant city attorney responsible for the subject matter of the chapter, a representative from the City Clerk's Office, a representative from the City Manager's Office, and appropriate staff members from the department responsible for the functions authorized or regulated by the Code chapter.

- Each ad hoc committee would review the chapter and propose revisions or deletions as appropriate and would seek participation and input from stakeholders as appropriate. Each revised chapter would be reviewed with a Council committee. The compilation of all revised chapters will be submitted for Council approval within 24 months of the beginning of the project.

- This project will not include a substantive review of the zoning ordinance or subdivision regulations. These provisions underwent major study and revision from 1986 to 1991, culminating in adoption of the current zoning ordinance on September 23, 1991.

- The contract for this project is expected to be under $100,000, and will be awarded by staff. Council approval is requested for the project because of the policy implications of a recodification.

Funding: The Council contingency balance will be $385,395 after this action.

24. Removal, Hauling, and Disposal of Residuals - Professional Services Contract - Amendment #2

Action: **Approve Amendment #2 to the professional services contract for $186,248.85 with Trimax Environmental Services (USA) for the removal, hauling, and disposal of residuals from the Sugar Creek Wastewater Treatment Plant lagoon.**

Explanation:

- The original quantity of material removed from Sugar Creek Plant was estimated when the lagoon was full of sludge and water and the precise quantity could not be measurably established. The quantity of material to be removed in the lagoon at the Sugar Creek WWTP was underestimated. This amendment will provide for cleaning, hauling and disposal of the remaining materials in the Sugar Creek WWTP lagoon.

- This work must be completed prior to construction of the flow equalization basin which is in design and is scheduled to bid soon after the cleaning is complete.

- With this amendment, the Trimax contract will increase from $2,130,470.94 to $2,316,719.79.

Background:

- The contract with Trimax Environmental Services (USA) to clean, haul and dispose of the material from three lagoons at Irwin Creek, Sugar Creek and McAlpine Creek Wastewater Treatment Plants was approved by City Council on May 26, 1998 in the amount of $1,575,727.88.

- Amendment #1 provided for cleaning, hauling and disposal of excess material in the Irwin Creek WWTP lagoon and was approved by City Council on February 8, 1999 in the amount of $554,753.06.

Funding: Sewer Capital Investment Plan

25. Sanitary Sewer Rehabilitation - Professional Services Contract

Action: **Approve a contract with Frazier Engineering, P.A. to provide planning, design and construction management services for Sanitary Sewer Rehabilitation. The contract is for a not to exceed amount of $650,000.**

Explanation:

- This contract will allow Frazier Engineering, P.A. to perform sanitary sewer rehabilitation services which will:

  - provide warranty inspection services, including television inspection for Phase II Rehabilitation Project, consisting of 82,000 feet of pipe and 400 manholes. Phase II Rehabilitation will include the Sharon Amity, Cotswold, Randolph Road, Providence-Independence Road, and other associated areas

- develop two annual sewer rehabilitation contracts, including bidding and award phases and construction administration with inspection

- provide design and construction management services for the rehabilitation of approximately 50,000 feet in the Upper Little Sugar Creek Basin. The Upper Little Sugar Creek rehabilitation was recommended in the 1995 Sanitary Sewer Master Plan

- provide evaluation, design and construction management services for the rehabilitation of approximately 100 manholes along Briar Creek Outfall

- provide miscellaneous rehabilitation engineering and construction management services over the life of the contract for services that are currently undefined

Funding: Sewer Capital Investment Plan

26. 1999 Annexation Water and Sanitary Sewer - Budget Ordinance and Professional Services Contract

Action:

A. Approve a budget ordinance transferring project savings of $550,000 from Closed Bond Funds; and

B. Approve a contract with J. N. Pease Associates for $670,000 to provide planning, design and construction management services for the 1999 Annexation water and sewer and associated street main extensions.

Explanation:

- The budget ordinance will transfer unexpended funds from Closed Bond Funds to supplement funding for design of water and sewer mains in the 1999 annexation areas.

- The North Carolina Annexation Statute requires that water and sewer service be completed within two years following the effective date of annexation. City Council has adopted a resolution of intent to annex four new areas, effective June 30, 1999.

- This contract will allow J. N. Pease Associates to perform planning, surveying, design and construction management services for water and sanitary sewer construction in the 1999 Annexation areas.

Funding: Water and Sewer Capital Investment Plan

27. Hangar Road Relocation

Action:

A. Approve a $1,106,946 budget ordinance to assist with the Hangar Road relocation project; and

B. Award a construction contract in the amount of $860,446 to Dirtworks, Inc. of Charlotte for the relocation of Hangar Road.

Explanation:

- This project will accommodate the expansion of the US Airways Crew Training Facility by relocating Hangar Road and the associated utilities. The training facility is being increased by 80,000 square feet, adding five simulators and will employ 187 additional people for a total payroll of $19 million.

- The Airport Advisory Committee recommends this agreement.

Summary of Bids:

Dirtworks, Inc.	$860,446.00
Crowder Construction	$932,900.50
Scurry Construction	$942,006.05
Blythe Development	$981,983.40
Blythe Construction	$994,279.48
Sealand Construction	$1,005,918
Farebee Corporation	$1,080,590.21
Thomas Construction	$1,097,897.05
United Construction	$1,106,085.00
Propst Construction	$1,331,537.50
7 Star Construction	$1,372,995.00
Jones Grading	$1,424,585.50

MWBD Status:

	Amount	% of Project	Project Goals
MBE	$24,664.50	2.8%	
WBE	$10,672.40	1.2%	
Total	$35,336.90	4.1%	15%

Funding: Aviation Excluded Funds

28. Airport Land Acquisition Funding

Action: **Adopt an ordinance appropriating $15,500,000 to provide interim funding for the Airport's Master Plan Land Acquisition Program.**

Explanation:

- When Council approved the Airport Master Plan update on April 28, 1997, the Airport estimated that the Federal Aviation Administration would complete the Environmental Impact Statement for the 3rd Parallel Runway and issue a Record of Decision by April 1998. Immediately after issuance of the Record of Decision, the Airport anticipated issuing General Airport Revenue Bonds, with approval of the airlines, to begin acquisition of the land. The FAA's schedule for issuance of the Record of Decision has now slipped to July 1999.

- On July 28, 1997, City Council appropriated $4,500,000 of Airport funds to pre-fund acquisition of the remaining portions of parcels being acquired by the North Carolina Department of Transportation for I-485 to ease the burden of acquisition on homeowners (i.e. not having to deal with two different entities in order to sell their property). That money has been spent, and there are numerous homeowners who have anticipated being relocated by now, who are anxious to sell and move.

- Once the Record of Decision is issued by the FAA, the Airport will move forward with the request to the airlines for approval to issue General Airport Revenue Bonds to provide permanent funding for the Master Plan Land Acquisition Program.

- In the interim, to keep the Acquisition Program moving forward, the Airport needs to appropriate $15,500,000 from the Aviation Discretionary Fund. These monies will be repaid from the proceeds of the General Airport Revenue Bonds when they are sold.

Funding: Aviation Fund Balance

29. FAA Grant Acceptance, Budget Ordinance and Construction Contract for East Airfield Electrical Facility

Action:

A. Adopt a resolution accepting Federal Aviation Administration (FAA) Grant AIP 34 in the amount of $962,831 for construction of the east airfield electrical facility; and

B. Adopt a $1,138,775 budget ordinance to appropriate the FAA funds and $175,944 of Airport funds for construction of this facility; and

C. **Award a construction contract totaling $908,000 to the low bidder, T.P. Smith Construction corporation of Forest City, N.C.**

Background:

- Each year the FAA provides entitlement funds to the Airport based on passenger boardings. In addition to the entitlement funds, the FAA provides funding at the Secretary of Transportation's discretion to high priority Airport projects on a national basis. The FAA has offered a grant in the amount of $962,831 in discretionary funds for construction of an east airfield electrical facility.

- In February 1997, Council appropriated $145,000 in Airport funds to fund the necessary engineering costs. This budget ordinance appropriates an additional $175,944 from the airport unappropriated balance of the discretionary funds. These funds will be replaced by the proceeds of a future bond issue, the debt service of which will be paid by the airlines through landing fees.

- Construction of the east airfield lighting facility is a high-priority Airport improvement project. This project will provide additional capacity to provide expansions and improvements to the airfield lighting systems.

Bid Summary:

T.P. Smith Construction Company	$ 908,000
Edison Foard	919,000
Hepler Building Company	1,022,000
Stredvey Construction Company	1,045,700

MWBD Status:

	Amount	% of Project	Project Goals
WBE	$519,027	57%	
MBE	$ 7,800	1%	
Total	$526,827	58%	15%

30. FAA Grant Budget Ordinance

Action: **Approve a $25,988 Budget Ordinance appropriating the proceeds of Federal Aviation Administration (FAA) AIP-27 grant amendment for Airport Master Plan Land Acquisition.**

Explanation:

- On June 26, 1996, City Council accepted a FAA grant in the amount of $5,570,198 for Airport land acquisition approved under the 1987 Airport Master Plan. The FAA has amended the grant to provide an additional $25,988 in federal funds.

- This budget ordinance appropriates the additional federal funds to the project.

31. Taxiway "G" NCDOT Grant Acceptance and Budget Ordinance

Action:

A. **Adopt a resolution accepting a North Carolina Department of Transportation (NCDOT) Grant in the amount of $400,000; and**

B. **Adopt a $400,000 Budget Ordinance to appropriate the NCDOT grant to Taxiway 'G' project.**

Explanation:

- The NCDOT has offered a grant in the amount of $400,000 to fund the construction of the Taxiway "G" project, which represents the airport's maximum allocation under the NCDOT's FY99 Transportation Improvement Program.

- On May 26, 1998 Council approved a $2,997,055 construction project for Taxiway "G" and accepted a FAA grant.

- The Airport Advisory Committee recommends the approval of this grant acceptance and budget ordinance.

32. Airport Shuttle Service

Action: **Approve a three-year contract with two, one-year extensions with Carolina Transportation to provide shuttle service from the airport to major hotels and motels.**

Explanation:

- In 1993, upon the adoption of the City's ground transportation ordinance, the airport contracted with a concessionaire to provide shuttle service from the airport to various hotels.

- Carolina Transportation currently provides this service from the airport with 9 vans and 6 executive cars. Their service has been satisfactory but their contract expires July 1, 1999.

- A request for proposals was advertised and five transportation companies picked up proposals. However, Carolina Transportation, the current provider, was the only company to submit a final proposal.

- A selection committee comprised of representatives from the Hospitality Tourism Alliance, Airport Advisory Committee and airport staff reviewed the proposal.

- The airport will have a revenue sharing agreement with Carolina Transportation that is estimated to generate approximately $20,000 annually for the airport.

- The operator's annual estimated revenue is $200,000.

33. Sale of City Property - 2328 Danforth Lane

Action: **Approve the sale of City owned property located at 2328 Danforth Lane.**

Explanation:

- The sale of City owned property is subject to compliance with the provisions of the North Carolina Statutes.

- The offer to purchase by Sharon Taylor is for $60,741 with the Airport paying for a realty fee of 3%.

- The offer was advertised for 10 days in accordance with North Carolina General Statute 160A-269 for upset bid. No other offers were received for the current offer. The tax code is 061-121-12.

- The upset bid history is as follows:

  - 2/8/99 - Offer of $56,000 by Sharon Taylor, including $1,000 for appliances and 3% realty fee

  - 2/23/99 - Offer of $58,000 by Deloris Allison, including $1,000 down payment and 3% realty fee

Background:

- In accordance with the Part 150 Plan, the Airport acquired 33 homes in the Wandawood community, near Harding High School, because they were located in the highest noise zones. Noise levels have subsequently decreased to a level where noise insulation is an acceptable remedy under the Part 150 Plan (less than 75DNL).

- The Airport provided noise insulation to 2328 Danforth Lane and listed the property in the Multiple Listing Service for sale to the public February 1999.

34. Property Transactions

Action: **Approve the following property acquisitions (A-E) and adopt the condemnation resolutions (F-L).**

Acquisitions:

A. **Project:** Hoskins Road Widening, Parcel #5

Owner(s): Nga H. Truong

Property Address: 4130 Rozzelles Ferry Road

Property to be Acquired: 6,156 sq.ft. (0.1413 ac.) plus 15,590 sq.ft. (0.358 ac.) of temporary construction easement

Improvements: Building

Purchase Price: $300,000

Remarks: The area is needed for Hoskins Road Widening. This acquisition includes a building known as the World Market Supermarket. Purchase price was established by two independent, certified appraisers.

Zoned: B-1

Use: Grocery Store and Fish Market

Total Parcel Tax Value: $107,160

Tax Code: 039-016-03

B. **Project**: Proposed 96-inch Raw Waterline, Parcel #18,19,20 & 21

Owner(s): Robert E. McRorie & Deborah McRorie, William D. McRorie, Jr., Alice M. Pressgrove & Fletcher Pressgrove, Becky Jean McRorie

Property Address: 9800 McRorie Road

Property to be Acquired: 118,223 sq.ft. (2.7 ac.) of temporary construction easement.

Improvements: None

Purchase Price: $12,000

Remarks: The temporary construction easement is needed for raw waterline project for Catawba Station. The acquisition price is based on current values from appraisals made in the area.

Zoned: R-3

Use: Single Family dwelling on one parcel, and vacant on three other parcels

Total Parcel Tax Value: $438,420

Tax Code: 033-041-03, 033-041-26, 033-041-28, 033-041-27

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

C. **Project:** Master Plan Land Acquisition
Owner(s): Patsy Presnell
Property Address: 8300 Hillcrest Drive
Property to be acquired: .544 acres
Improvements: ranch
Purchase Price: $44,000
Zoned: RMH
Use: House
Tax Value: $30,620
Tax Code: 113-101-07

D. **Project:** Master Plan Land Acquisition
Owner(s): Sybil Smith Faulkner Estate
Property Address: 5819 Wilkinson Blvd.
Property to be acquired: .207 acres
Improvements: ranch
Purchase Price: $65,000
Zoned: I2 **Use:** House
Tax Value: $66,100
Tax Code: 115-161-04

E. **Project:** FAR Part 150 Land Acquisition
Owner(s): Joseph Henry Sadler, ET-AL
Property Address: S I-85 HY
Property to be acquired: 10.679 acres
Improvements: vacant land
Purchase Price: $85,000
Zoned: R3 **Use:** Vacant
Tax Value: $2,440 (Defer $79,730 Market $82,170)
Tax Code: 055-362-29

Condemnations:

F. **Project**: Wingate Redevelopment (Park Acquisition), Parcel #55A
Owner(s): Royal Cayco Investments Ltd. and any other parties of interest
Property Address: 2721 Mayfair Avenue
Property to be Acquired: 17,990 sq.ft. (.413 ac.)
Improvements: Vacant
Purchase Price: $9,500
Remarks: The area is needed to complete the Wingate neighborhood improvements. City staff has been unable to reach an agreement after numerous attempts. The compensation amount is based on an independent, certified appraisal.
Zoned: R-8
Use: Garden Apartment
Total Parcel Tax Value: $5,400
Tax Code: 115-015-13

G. **Project**: Wingate Redevelopment (Park Acquisition), Parcel #49A
Owner(s): Maryhene M. Eudy & Gina E. Carey and any other parties of interest
Property Address: Dodge Avenue
Property to be Acquired: 8,581.32 sq.ft. (.197 ac.)
Improvements: None
Purchase Price: $5,500

Remarks: The area is needed to complete the Wingate neighborhood improvements. City staff has yet to reach an agreement with the property owners after numerous contacts and negotiations. Compensation is based on an independent, certified appraisal.

Zoned: R-22MF

Use: Garden Apartments

Total Parcel Tax Value: $2,100

Tax Code: 115-015-04

H. **Project**: Beatties Ford 4-Lane Widening, Parcel #18

Owner(s): Clay Hartford and any other parties of interest

Property Address: 1223 Beatties Ford Road

Property to be Acquired: 615 sq.ft. (0.014 ac.)

Improvements: Hedge and Crepe Myrtle

Purchase Price: $1,750

Remarks: The area is needed for road widening. The City has yet to reach an agreement with the property owners after numerous meetings. Compensation amount was established by an independent, certified appraisal.

Zoned: 02

Use: Residential

Total Parcel Tax Value: $41,100

Tax Code: 069-063-24

I. **Project**: Beatties Ford 4-Lane Widening ATP1, Parcel #20

Owner(s): Phoenix Construction Company, Inc. & any other parties of interest

Property Address: 1307 Beatties Ford Road

Property to be Acquired: 2,269 sq.ft. (0.052 ac.)

Improvements: None

Purchase Price: $2,400

Remarks: The area is needed for a street widening project. The City has yet to reach an agreement with the property owners after numerous meetings. Compensation amount was established by an independent, certified appraisal.

Zoned: 02

Use: Residential

Total Parcel Tax Value: $43,910

Tax Code: 069-061-26

J. **Project**: Matthews Sewer Trunks-Phase 2, Trunk 6, Parcel #12

Owner(s): Carolina Water Service, Inc. of North Carolina & all other parties of interest

Property Address: 3025 Windsor Chase Drive

Property to be Acquired: Permanent 2,447 sq.ft. (.057 ac.)

Improvements: Trees

Purchase Price: $400

Remarks: The sanitary sewer and temporary construction easement is needed to complete this project. Compensation is based on an independent appraisal. Staff has yet to reach an agreement with property owner after numerous contacts.

Zoned: R-9

Use: Single Family Residential

Total Parcel Tax Value: $21,600

Tax Code: 193-461-22

K. **Project**: Sanitary Sewer Caldwell Creek Middle Tributary, Parcel #1

Owner(s): Oakhurst Partners LLC & any other parties of interest

Property Address: Oakhurst Subdivision

Property to be Acquired: 44,158 sq.ft. (1.014 ac.)

Improvements: Large Oak & Poplar Trees

Purchase Price: $2,100

Remarks: A permanent and temporary easement is needed for this sewer line. City staff has yet to reach an agreement with property owners after numerous contacts. The purchase price is based upon an independent, certified appraisal.

Zoned: R-2

Use: Single Family Residential; some multi-family

Total Parcel Tax Value: $219,200

Tax Code: 005-032-03, 005-092-13A&B & 005-091-04A&B

L. **Project**: Matthews Sewer Trunks, Phase 2, Trunk 4, Kimway Drive South, Parcel #73

Owner(s): Charles R. Hamilton & wf., Deborah R. Hamilton

Property Address: 2411 Kimway Drive

Property to be Acquired: 5,141.85 sq.ft.(.118 ac.)

Improvements: Trees, Fence, Corner of Deck

Purchase Price: $3,100

Remarks: The areas are needed for the construction of a sanitary sewer line to Kimway Drive. Staff has yet to reach an agreement with property owners after numerous contacts and negotiations. Compensation is based on an independent, certified appraisal.

Zoned: R-12

Use: Single Family Residential

Total Parcel Tax Value: $118,340

Tax Code: 215-201-07

35. Minutes

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

- **February 8, 1999 Business Meeting**
- **February 10, 1999 Budget Workshop**
- **February 15, 1999 Zoning Meeting**
- **February 16, 1999 Joint City County/School Board Meeting**
- **February 12, 1999 Business Meeting**
- **March 1, 1999 Council Work**