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Mayor Pro Tem Patrick De'Angelo Cannon

Patrick Mumford
Sara S. Spencer
John Tabor
Lynn Wheeler
Joe White

CITY COUNCIL MEETING

Monday, April 14, 2003

5:00 p.m.

Conference Center

**Dinner Briefing
(See Table of Contents)**

7:00 p.m.

Meeting Chamber

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

Policy (cont.)

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5:00 P.M. DINNER BRIEFING CONFERENCE CENTER

1. **New Arena: Design Update, Small Business Plan, and Financing**

Resources: Jim Schumacher, Engineering and Property Management
Greg Gaskins, Finance

Time: 45 minutes

Synopsis of Presentation:

- A. **Design update** – The Ellerbe Becket architectural team will present an update of the on-going design process, including:
- Evolution of the exterior design
 - Entry plaza and sidewalks
 - Integration with the light rail corridor
 - Truck and staging area/driveway
 - Floorplans and seating bowl
- B. **Construction Small Business Opportunity Program (SBO)**– The Construction Manager team will present their SBO Program, involving:
- Outreach/certification of small business enterprises (SBE)
 - Methodology for assessing the local capacity of small business firms
 - Methodology for establishing the project SBE goal
 - Comparisons to other similar projects
 - Upcoming bidding/subcontracting opportunities
- C. **Financing** – The Finance Director will review the highlights of the arena financing plan and describe two resolutions and public hearings that begin the process.
- On November 11, 2002 the City Council approved an arena financing model and established and appropriated the \$265 million to the Sports and Entertainment Capital Projects Fund. The following resolutions are part of the process to provide funding for that appropriation.
 - The first resolution authorizes staff to negotiate an installment payment contract for up to \$200 million to fund land purchases and construction. In addition, the resolution authorizes refinancing approximately \$9 million of the 1993 Law Enforcement Center installment payment contract. The 1993 financing structure will be used for the refinancing and the new installment payment contract.

- The second resolution authorizes staff to negotiate an installment payment contract to secure a \$16.8 million financing on behalf of the Coliseum Authority. Staff recommends the City enter into a private placement installment payment contract with Bank of America, N.A. and Wachovia Bank, N.A. This financing also supports a portion of the acquisition, construction, renovation, equipping and furnishing of an arena and related improvements to be located in the City.
- A public hearing is required for each resolution.

Future Action:

On April 14, 2003 City Council will consider adopting two resolutions and calling for two public hearings to begin the Arena financing process.

2. U.S. Department of Energy's Clean Cities Memorandum of Understanding

Council Representative for Centralina Council of Governments: Joe White

Resources: Jason Wager, Centralina Council of Governments
Dr. Robert Kosak, York Technical College

Time: 20 Minutes

Synopsis of Presentation:

Clean Cities is a locally based, non-binding voluntary program established by the Department of Energy. The Clean Cities Program seeks to promote, accelerate and expand the use of alternative fuels in the transportation sector and to develop the necessary infrastructure for the operation of alternative fuel vehicles (AFVs). The Program's intended results are to improve air quality and reduce the nation's dependence on petroleum.

The Program currently involves about 82 communities and metropolitan areas throughout the United States. Clean Cities members include businesses, industries, local governments and public services with vehicle fleets.

The Centralina Council of Governments and the North Carolina Energy Office, provide staff assistance to the nine-county Centralina Fuels Coalition. The Coalition's core planning group is working to recruit stakeholders and to develop a plan to obtain designation status for the Centralina region.

Official designation in the Clean Cities Program by the Department of Energy will give the Centralina region access to State Energy Program Special Project dollars. For 2003, \$10 million in funding was available to the 80 designated coalitions.

After all MOUs are signed by the stakeholders, the Coalition will submit the Centralina region's plan to the Department of Energy for approval.

Future Action:

On the April 14th Business Meeting agenda, Council will consider the Memorandum of Understanding with the Department of Energy (DOE) Clean Cities Program.

Attachment 1

Clean Cities Fuel Coalition Information Sheet
List of Stakeholders and Interested Parties
Matrix of Alternative Fuels
Memorandum of Understanding
Program Plan

3. Utility Line Relocation Study Outline

Resources: Kent Main, Planning
Sam Barber, Engineering and Property Management

Time: 15 minutes

Synopsis of Presentation:

An interdepartmental City staff team has prepared an outline for a Utility Line Relocation Study, as requested by Council at the January 27 dinner briefing. The impetus for such a study was prompted by the Planning Commission's earlier interest in burying above-ground utility lines for aesthetic and economic development reasons as well as by the severity of the December 2002 ice storm.

The study, if funded, would explore options addressing economic development, aesthetics, safety, reliability and storm mitigation. It would include options involving placement of utility lines underground as well as improved overhead positioning. The study would augment an effort now underway by the State Utility Commission, which focuses on the feasibility of more widespread conversion to underground lines. It would also build upon a survey by the Odum Institute of the University of North Carolina at Chapel Hill on the impacts of the December 2002 storm.

Consultant assistance would be required for economic impacts, as well as for technical and cost analysis. In addition, staff resources in several

Key Businesses would be required. It is estimated that the study as outlined would cost \$ 150,000 and would take approximately one year to complete. The Planning Commission concurs with the study plan.

There is no City funding currently available to conduct a study of utility line relocation.

Future Action:

Proceeding with the utility relocation study is contingent upon the availability of funding. Council may wish to consider funding the study as part of the budget process, in the context of other priorities.

4. SafeLight Contract

Resource: Doreen Szymanski, Transportation

Time: 15 minutes

Synopsis of Presentation:

City Council approved the red light photo enforcement program in January 1998. Since that time, the City has realized significant safety improvements at locations with monitoring.

Since the current contract expires in May, CDOT released a Request for Proposal on February 4, 2003. After a review of six proposals, the selection committee is recommending Peek Traffic Systems as the program service provider. The current provider is ACS State and Local Solutions.

While much of the proposed service is similar to current practices, proposed changes include:

- 1) Digital camera monitoring (instead of film) and radar vehicle detection
- 2) Percentage of Citation Contractor Compensation (instead of fixed fee)
- 3) One facility to house *SafeLight* and On-Street Parking operations, reducing City and contractor personnel, and providing one-stop shopping for our customers.

Future Action: Council will be asked to approve Contract at the April 28, 2003 business Meeting

Attachment 2

Detailed *SafeLight* Program Report

5. Committee Reports by Exception

Economic Development and Planning: Dixie Berryhill Strategic Plan
and Transit Station Area Joint Policy Guidelines

Transportation: State Full Funding Grant Agreement;
South Corridor Final Design, Engineering and Construction
Management Services Agreement

Restructuring Government: Boards and Commissions Policy

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

CONSENT

- 6. Consent agenda items 20 through 37 may be considered in one motion except those items removed by a Councilmember. Items are removed by notifying the City Clerk before the meeting.**

PUBLIC HEARING

7. Draft Belmont Area Revitalization Plan



Action: Receive citizen comments on the draft *Belmont Area Revitalization Plan*.

Committee Chair: Pat Mumford

Staff Resource: Debra Campbell, Planning Commission

Explanation:

The draft *Belmont Area Revitalization Plan* was developed in response to City Council's 2001-2002 priority for this area. The Plan's boundaries are defined as Catawba Way to the north, Central Avenue/Independence/I-277 to the south, Davidson Street to the west and The Plaza/Thomas Avenue to the east. The boundaries encompass the entire Belmont neighborhood and portions of the Optimist Park, Villa Heights, Plaza-Midwood, Piedmont Courts and Elizabeth neighborhoods.

The Belmont Plan is based on the premise that the neighborhood's single-family character should be preserved and that current residents should have increased opportunities for homeownership and business development, while also welcoming new investment in the community. The Plan also seeks to provide a sensible, long-range land use plan that would include infill residential, retail, and mixed-use development.

The Planning Commission utilized a consultant team of planners and urban designers, Commission staff, other City and County staff, and community stakeholders to develop the Plan. A market study was included in the planning process to provide information on demographics and housing and retail demand in the area.

The Plan is divided into two volumes: *Volume I* identifies key projects recommended to revitalize the Belmont area and *Volume II* proposes specific actions to carry out the Plan. The Plan addresses the following issue areas:

- Land Use, Zoning and Urban Design
- Economic Development
- Housing
- Public Improvements

The Revitalization Plan identifies 16 housing and economic development projects and 12 public improvement projects. Key recommendations included in the Plan are:

- Reuse of the Hawthorne Mill site for retail, residential and office
- Redevelopment of Piedmont Courts as a mixed income community
- The construction of 150 new infill homes on vacant lots and the rehabilitation of more than 350 existing housing units
- Improvements to the Central Yard site include upgrading the appearance of the yards and relocating three operations currently located at the site. (Funding for this project was approved as part of the FY03 capital investment plan and the project is to be completed by FY08.)
- Development of three neighborhood retail nodes in the area
- Public improvements to open space, streetscapes, and transportation infrastructure

Committee Discussion:

The Planning Committee received public comment on the plan on March 18, 2003. Citizen comments included:

- Opposition to the proposed rezoning from R-8 to R-5 along Pecan Avenue in the Plaza Midwood neighborhood (This rezoning is not recommended in the Belmont Plan but is part of a third party rezoning initiated by Plaza Midwood residents.)
- Concern about the proposed new street extensions and connections
- Concern over the amount of multi-family housing proposed in the area
- Concern about the emphasis on homeownership in the plan and how existing residents – tenants and homeowners – will be protected from displacement
- Desire for existing convenience store owners to be included in proposed economic development projects. Concern about displacement of existing convenience stores
- Opposition to downzoning B-1 properties (mostly convenience stores) in the neighborhood to residential

On April 7, 2003 the Planning Committee voted unanimously (5-0) to approve the Belmont Area Revitalization Plan.

Council's CWAC Committee received a presentation on the Plan at the November 21, 2002 meeting as part of their deliberations on the location of the Central Yards Facility and the City's participation in the federal Hope VI grant application process for Piedmont Courts. The CWAC Committee is scheduled to continue their discussion and develop a recommendation on the plan at their April 17, 2003 meeting.

Community Input:

The Plan has received a significant amount of public input. In preparation of the Plan, staff and the consultant team:

- Conducted over 20 individual interviews with key community stakeholders
- Held five stakeholder meetings
- Held six community workshops

Notices of this public meeting were mailed to property owners in the study area, the stakeholder group and those who have attended past community meetings on the Plan. Notices were also provided to community leaders to distribute to multi-family housing tenants in the area.

Key issues identified during the planning process include:

- Image of the area as high crime
- Need to upgrade housing
- Need to help existing residents and not displace them
- Provision of social services for substance abusers
- Need to provide more active recreational play areas
- Need to develop community center in the neighborhood
- Removal of median along Parkwood
- Create jobs and economic opportunities for existing residents
- Proliferation of convenience stores
- Lack of retail stores that offer quality goods and services

Attachment 3

Draft *Belmont Area Revitalization Plan Volumes I and II*

POLICY

8. City Manager's Report

Results of Communications Effectiveness Study (information report)

Staff Resource: Rick Davis, Corporate Communications

Attachment

Presentation slides

9. Dixie Berryhill Strategic Plan



Action: Approve the Economic Development and Planning Committee's recommendation to adopt the draft Dixie Berryhill Strategic Plan, Volume I-Concept Plan and receive as information Volume II-Implementation Plan.

Committee Chair: Lynn Wheeler

Staff Resource: Debra Campbell, Planning Commission

Explanation:

The draft Dixie Berryhill Strategic Plan was developed to implement a recommendation in the Westside Strategic Plan that a more detailed economic development, land use, and design plan be developed for the area west of the Charlotte-Douglas International Airport (between the Catawba River and I-485) to encourage "high quality mixed-use development" and support transit.

The goals guiding development of this land use and urban design plan are:

- To provide a Plan that promotes a mixture of compatible land uses at varying densities, that creates a highly livable, sustainable community, that is supportive of public transit, pedestrian oriented, and sensitive to the natural features of the land.
- To provide a land use pattern that is responsive to the opportunities generated by increased accessibility and visibility.

The Planning Commission utilized a consultant team of planners and urban designers, Commission staff, other City and County staff, and community stakeholders to develop an urban design and land use for the study area. The plan is built upon five distinct communities that each contain mixed land uses that transition from higher-intensity, employment-dominated uses on the eastern side of the study area closest to I-485 to lower-intensity, residential-dominated uses on the western side. The plan addresses the following:

- Land Use and Urban Design

- Transportation System
- Environmental
- Open Space and Recreation

Recommendations of the plan include:

- Higher intensity employment and mixed used development along the area's major transportation corridors: Wilkinson Boulevard, I-485, Sam Wilson Road, a portion of Old Dowd Road, and generally east of a proposed new north-south thoroughfare (relocated Wallace Neal Road)
- Lower intensity development along a network of interconnected secondary roads, generally west of the major transportation corridors and extending to the river
- Establishing multi-family/retail mixed use in certain areas as a buffer between employment uses and lower intensity residential areas
- Developing a 140-acre Gateway Park on the river south of Wilkinson Boulevard; redeveloping the existing 100-acre Berryhill Park site; a new 200-acre park south of Berryhill Elementary School; and a 150-acre park as part of a development at the southern end of the study area

Committee Discussion:

Staff provided an overview of the Plan for the Planning Committee on December 17, 2002. The Committee received public comment on the plan on January 21, 2003. Citizen comments included:

- Need for water and sewer to make property developable
- Watershed Overlay too restricted on development potential
- Preference for I-1 zoning to allow for immediate marketability
- Concern over timing and funding of the roadway connections
- Need for extraordinary measures to protect the area's fragile environment during road construction

On February 18, 2003 the Planning Committee voted 7-0 to approve the draft Plan with the following modifications:

- Recommend that the new north-south road (Wallace Neal relocation) be four lanes rather than two lanes
- Encourage the connection of the proposed parks with greenways and some type of trail system along the Catawba River
- Accelerate CMUD's services to the area
- Clarify the inclusion of residential use in the Employment Mixed Use land use category

Council's Economic Development and Planning Committee discussed the draft Plan at their February 19, March 19 and April 2 meetings. On April 2, 2003 the Committee received a request from staff to make a minor change to the proposed land use map to reflect a recently approved rezoning for an area located in Community C just east of Dixie River Road. Staff also presented a

draft schedule of roads, water and sewer construction in the area and information on aircraft noise, and oil and fuel spillage.

The Committee discussed the following:

- The City should play an active role in promoting development in the area and update Council periodically about development in the area
- Encouraged staff to consider building the proposed north/south road as a four lane facility to accommodate development now rather than coming in and disrupting the area later to widen it. (Staff responded that due to environmental issues related to run-off and sedimentation in nearby streams and creeks, the rural character of the area, and vast amount of vacant property, that a 3 lane facility would be more than adequate for the foreseeable future in this area; but that the road would be designed as a 4 lane facility.)
- Consider changing the name of the proposed toll road (road extends from Gaston County to West Boulevard) when it enters Mecklenburg County

Committee members present at the meeting were Lynn Wheeler, Malcolm Graham, Patrick Cannon and Nancy Carter. Council member Lochman was absent. Council member John Tabor also attended the meeting. The Committee voted 4 to 0 to recommend the Dixie Berryhill Plan be adopted by Council with the following changes:

- Change the proposed land use recommendation for the site in the southern portion of Community C from employment to residential (single family up to 5 dwelling units) to reflect an approved rezoning
- Incorporate proposed schedule for water, sewer and road construction into the plan

Community Input:

In preparation of the plan, staff and the consultant team conducted five stakeholder meetings, held 3 community workshops, and hosted a four-day community planning/design charrette to obtain maximum participation in the process as well as to modify plan recommendations based on public input. On March 24, 2003 Council received public comments on the draft plan. Major issues identified by speakers at the meeting were:

- the need to extend water and sewer services to the area
- acceleration of road construction in the area
- environmental impacts that may result during construction of the proposed north/south road

Notices of this public hearing have been mailed to property owners in the study area, as well as to the stakeholder group and to those who have attended past community meetings on the plan.

Attachment 4

Draft Dixie Berryhill Strategic Plan *Volumes I and II*
Proposed schedule of water, sewer and road construction
Summary of Comments from Council's March 24 Meeting

10. Transit Station Area Joint Development Policy Guidelines



Action: Approve the Economic Development and Planning Committee recommendation to adopt a resolution supporting the Transit Station Area Joint Development Policy Guidelines.

Committee Chair: Lynn Wheeler

Staff Resource: Timothy Gibbs, Charlotte Area Transit System (CATS)

Explanation:

On February 27, 2002, the Metropolitan Transit Commission (MTC) adopted a resolution in support of the Transit Station Area Joint Development Principles as attached. In adopting the Principles, the MTC urged other local governmental entities in Mecklenburg County (including the seven municipalities, the County Board of Commissioners and the School Board) to adopt the Principles and subsequently Policy Guidelines to use in their land use, infrastructure and facility planning efforts. Council adopted the Principles on March 25, 2002. The City of Charlotte will be the first entity to adopt the guidelines.

The Principles are a broad framework for implementing transit supportive development in transit station areas; the Policy Guidelines are tools that will be used to implement the Principles. The Principles are to be used by local governments to support certain types of development at transit stations to help achieve selected public policy objectives and priorities consistent with the Centers and Corridors land use vision and the 2025 Integrated Transit/Land Use Plan.

The Transit Station Area Joint Development Policy Guidelines provide more specific strategies that City staff has developed over the last year. Some of the key Policy Guidelines set forth include:

- 1) Locating parks, recreation centers, libraries, schools, colleges and universities, and medical facilities within station areas when feasible

- 2) Making public facilities a high priority particularly as part of a large multi- or mixed use development
- 3) Developing a comprehensive, consolidated capital improvement program that adequately addresses each station area's infrastructure needs
- 4) Exploring working with private utilities to install lines underground in station areas
- 5) Encouraging expansion of the Stormwater Economic Development Program to transit station areas; consider the allowance of cost sharing arrangements for water and sewer extensions and improvements that are needed by private developers in station areas
- 6) Working with NCDOT to develop compromises on State System streets regarding design issues such as cross-sections, median openings, etc.
- 7) Working with local banks to implement Location Efficient Mortgages for homebuyers near transit stops where appropriate
- 8) Utilizing Smart Growth funds to acquire and sell properties in station areas
- 9) Specifying a portion of funds from current programs for improvements exclusively in transit station areas
- 10) Analyzing retail and business service needs (including small business needs) and possibly integrating them in future developments.

The Policy Guidelines will have a critical impact on the implementation of the 2025 Transit/Land Use Plan.

Committee Discussion:

At the February 24, 2003 City Council Dinner Briefing, CATS staff described the Policy Guidelines that would implement the Transit Station Area Joint Development Principles. The item was subsequently referred to the Economic Development and Planning Committee on March 19, 2003. Council member Lochman suggested that the draft policies in many instances were actually guides and directives. He proposed that the appropriate name would be "Policy Guidelines." By a 4-0 vote (Cannon, Graham, Lochman, Wheeler approving; Carter was absent) the Committee recommends approval of the policy guidelines.

Community Input:

All affected City key business units and County departments, the Citizen's Transit Advisory Group, and members of the Chamber of Commerce's Land Use Committee, the Urban Land Institute's District Council, Park and Recreation Board, Library Board and Board of Education have reviewed the

Policy Guidelines and made suggestions that have been incorporated into the text.

Attachment 5

Resolution

Principles and Policy Guidelines

11. State Full Funding Grant Agreement



Action: A. Approve the Transportation Committee recommendation to approve an initial State Full Funding Grant Agreement with the North Carolina Department of Transportation for the South Corridor Light Rail Project providing for 25% funding for the Project, and

B. Authorize CATS Chief Executive Officer to negotiate and execute the initial State Full Funding Grant Agreement.

Committee Chair: Sara Spencer

Staff Resource: Ron Tober, Charlotte Area Transit System (CATS)

Explanation:

North Carolina law permits the North Carolina Department of Transportation (NCDOT) to enter into State Full Funding Grant Agreement (SFFGA) with local project sponsors for major transit investment projects being funded under the Federal "New Starts" program administered by the Federal Transit Administration (FTA). A SFFGA can cover up to one-half of the non-Federal share of the New Starts project. A SFFGA is subject to legislative appropriations and contains various terms and conditions of the grant modeled after those found in Federal Full Funding Grant Agreements (FFFGA). The establishment of an SFFGA is tied to the existence of Federal and local funding for a project.

Background:

On March 26, 2003, the Metropolitan Transit Commission (MTC) authorized CATS Chief Executive Officer:

1. To negotiate an initial State Full Funding Grant Agreement with the North Carolina Department of Transportation for the South Corridor Light Rail Project providing for 25% funding for the Project.
2. To present the Agreement to the Charlotte City Council for approval.

North Carolina SFFGA law is designed to demonstrate to the Federal Transit Administration (FTA) that local project sponsors have secured a commitment

to achieve non-Federal funding for a New Start project when combined with the local project sponsors commitment to provide its share of funding for the project. The North Carolina SFFGA legislation is unique in the United States.

A SFFGA for a New Start project is initially created when a project receives a Record of Decision from the FTA after the completion of Preliminary Engineering when a Final Environmental Impact Statement is issued. The Record of Decision establishes that the project meets the requirements of the National Environmental Policy Act (NEPA) and delineates the mitigation measures that will be undertaken by the project sponsor to address any environmental impact identified in the final impact statement.

The initial SFFGA is based on the project's cost estimate, revenue operation date and other information available at the conclusion of the Preliminary Engineering phase. A final SFFGA is established when the FFFGA is entered into by the project sponsor and reflects the cost estimate, etc., established by the Federal Full Funding Grant Agreement.

CATS expects to receive a Record of Decision from FTA for the South Corridor Light Rail Project in early May 2003. The North Carolina Board of Transportation is expected to approve an initial SFFGA for the South Corridor Light Rail Project at their first meeting following FTA issuance of a Record of Decision for the Project. ‘

Committee Discussion:

On March 24, 2003, the Transportation Committee received a presentation on the South Corridor Light Rail Project which included explanation on the SFFGA. The Committee was informed that CATS is seeking to enter into a State Full Funding Grant Agreement (SFFGA) for the South Corridor Light Rail Project. The SFFGA would fund 25% of the South Corridor project costs (\$92.8 million of the \$371.1 million current estimate). Receipt of the SFFGA provides an important demonstration to the Federal Government that the non-Federal portion of the project's costs are committed, thereby expediting receipt of the Federal Full Funding Grant Agreement.

The Transportation Committee (Sara Spencer-Chair, Joe White-Vice Chair, Nancy Carter, Malcolm Graham, John Tabor) unanimously recommended that City Council approve a State Full Funding Grant Agreement for the South Corridor Light Rail Project.

Attachment 6

Transportation Committee Meeting Summary for March 24, 2003
Resolution

12. South Corridor Final Design, Engineering, and Construction Management Services Agreement



Action: A. Approve the Transportation Committee recommendation to authorize the City Manager or designee to execute an agreement with Parsons Transportation Group to provide professional final design, engineering and construction management services for the South Corridor Light Rail Transit System for \$36,036,154, and

B. Authorize Phase I expenditure of \$23,000,000 and Phase II expenditure of \$13,036,154. This phasing coincides with the project development process.

Committee Chair: Sara Spencer

Staff Resource: Ron Tober, Charlotte Area Transit System (CATS)

Policy: The 2025 Corridor System Plan

Explanation:

On March 26, 2003, the Metropolitan Transit Commission (MTC) approved CATS moving the South Corridor Light Rail project into Final Design, engineering and construction management and authorized CATS Chief Executive Officer to submit the contracting action to the Charlotte City Council. The contractor/consultant will provide final architectural, design, engineering and construction management services for the construction of the light rail transit line from 7th Street to I-485.

Background:

On February 23, 2000, the MTC selected Light Rail as the Locally Preferred Alternative (LPA) for the South Corridor. Following this decision, CATS requested approval from the Federal Transit Administration (FTA) to enter the Environmental Impact Statement/Preliminary Engineering (EIS/PE) phase of the project. The request was approved by Federal Transit Administration (FTA) in September 2000.

On September 20, 2000, the MTC endorsed the selection of Parsons Transportation Group (PTG) as the prime contractor to complete the EIS/PE and the City Council awarded PTG a \$5.8 million contract on October 10, 2000. In February 2002, the MTC approved and the City Council awarded a \$7.8 million contract amendment to PTG for continuing preliminary engineering. PTG's work under this contract has been exceptional.

The draft EIS and 30% Design Plans for the South Corridor Light Rail Project (SCLRT) were completed in October 2002. The complete final environmental impact statement and a Record of Decision (ROD) is expected

in early May 2003. Following receipt of the ROD CATS will request approval from the FTA to enter Final Design. Once FTA grants this approval, CATS will issue a Notice to Proceed to Parsons Transportation Group for Final Design, engineering and construction management services.

The total costs for the multi-year design and construction management agreement are \$36,036,154. Design and engineering of the Light Rail System will occur in Phase I. Construction management oversight and associated engineering support services needed during construction, system implementation and vehicle development will occur in Phase II.

Summary of Proposals:

A competitive, qualifications-based procurement process was used in the selection of the South Corridor Final Design and Construction Management consultant. CATS issued a Request for Qualifications (RFQ) on December 13, 2002, which was advertised in *Passenger Transport, Charlotte Observer, and Dodge Reports*, on November 14, 2002 to provide final design, engineering and construction management services for the South Corridor Light Rail Transit System. A pre-proposal conference was held on January 9, 2003, to provide interested parties with information about the project. Three firms submitted Statements of Qualification (SOQ) for consideration. On January 27, 2003, proposals were received from three (3) design teams:

1. Parsons Transportation Group (Prime Consultant)
Subcontractors: Sasaki Associates/Post, Buckley, Schuh & Jernigan/Odell Associates/Neighboring Concepts/LTK Engineering Services/Kublins Transportation Group/Ralph Whitehead Associates
2. URS Corp (Prime Consultant)
Subcontractors: LS3P Associates, Ltd/El Taller Colaborativo/PGH Wong Engineering/Maynes Associates/Stewart Engineering/GNA Design Associates/McCraken & Lopez/ESP Associates/So Deep-USPC/S&ME/Corrpro
3. Perkins & Will (Prime Consultant)
Subcontractors: T.Y. International/Kublins Transportation/Padia Consulting, Inc./Cole Jones & Stone, King-Guinn Associates/Stewart Engineering, Inc.

Pursuant to federal, state, and local procurement regulations for the selection of Architectural, Engineering and Design services, a qualifications-only evaluation was conducted. A selection panel that included representatives from CATS, the Department of Transportation and Engineering & Property Management reviewed and scored the proposals against the following criteria:

- Firm/Team Capabilities
- Project Personnel
- Project Approach
- Schedule and Cost Control

As a result of this evaluation, the selection panel requested interviews/presentations from the URS and Parsons Transportation Group

teams. The two presented their approach and methodology for advancing the project to construction, and presented their proposed key project staff (i.e. Project, Deputy Project and Task Managers) for personal interviews with the selection panel.

The evaluation process was completed on March 4, 2003. The selection panel identified the PTG Team as the most qualified proposer.

DBE Goal:

Since the project involves federal funds, it is governed by CATS' disadvantaged Business Enterprise Program (DBE) This procurement had a DBE goal of 10% and attained an actual DBE participation level of 12.3%.

Committee Discussion:

On March 24, 2003, the Transportation Committee received a presentation on the South Corridor Light Rail Project. The committee was informed that CATS has gone through a procurement process and has selected the Parsons Transportation Group to provide professional Final Design, engineering and construction management services on the project.

The Transportation Committee (Sara Spencer, Joe White, Nancy Carter, Malcolm Graham, John Tabor) unanimously recommended that City Council approve a contracting action by CATS for Final Design, engineering, and construction management of the South Corridor Light Rail Project.

Funding:

CATS Rapid Transit Capital Investment Funds

Attachment 6

Transportation Committee Meeting Summary for March 24, 2003

13. Boards and Commissions Policies



Action: Approve Restructuring Government Committee's recommendations:

- A. Adopt a resolution amending the Boards and Commissions Resolution to change Council's attendance policy to 75% for the length of any member's term, in order to be eligible for reappointment, but the percentage of attendance will not fall below 55% in any given calendar year, and**
- B. Change the wording for the questions on the back of the Boards application form concerning professional misconduct and criminal misdemeanor or felony.**

Committee Chair: Joe White

Staff Resource: Brenda Freeze, City Clerk

Explanation:

On February 10, 2003, Council referred the attendance policy for Mayor and Council-appointed Boards and Commissions to the Restructuring Government Committee for review and recommendation. On November 25, 2002 Council referred three other matters related to Boards and Commissions to the Public Safety Committee. Since all of these matters pertain to the same general subject, the Restructuring Government Committee was asked to make recommendations on all of them.

Council's current attendance policy has 5 components:

- 75% of all regular and special meetings/assigned subcommittees for any member held during the immediately preceding calendar year
- No board member may miss 3 consecutive regular meetings of the body
- Any board member must attend at least 50% of any meeting in order to be counted present
- Any member appointed in the fourth calendar quarter is exempt from the attendance policy
- Elected officials serving on a board are exempt from the attendance policy when their elective duties conflict with the meetings

There are 397 people on Council's 38 Boards and Commissions. Recent history of citizens appointed by Council failing to meet the 75% attendance requirement is as follows:

1999	20
2000	13
2001	14
2002	21

The other issues referred to Committee were two portions of the wording on the back of the application for Council's Boards. Current wording is as follows:

- 1) Has any formal charge of professional misconduct, criminal misdemeanor or felony ever been filed against you in any jurisdiction?
- 2) 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?

Committee Discussion

On March 17, 2003, the Restructuring Government Committee voted 4-0 to recommend that Council's resolution governing the Boards and Commissions be amended. The amendment changes the attendance policy from 75% attendance per calendar year to 75% for the length of any member's term in order to be eligible for reappointment, but that the percentage of attendance will not fall below 55% in any given calendar year. There would be no warning letters in the future and the 75% would be retroactive to the

beginning of each current board member's existing term. All other portions of the attendance policy will remain the same. The point was made that 21 people missed the 75% attendance for 2002, and over 300 people met the attendance requirement for the same period.

The Committee also reviewed the wording on the back of the boards application concerning conflict of interest, professional misconduct, criminal misdemeanor or felony, and conflict of interest. The committee voted 4-0 to leave the wording as is for conflict of interest and make the following underlined changes:

- 1) Has a charge of professional misconduct ever been sustained against you in any jurisdiction?
- 2) Have you ever been convicted of a criminal misdemeanor or felony in any jurisdiction?

Council members present were Joe White, Malcolm Graham, Don Lochman, and Sara Spencer. Council member Cogdell was absent.

Attachment 7

Resolution

Attendance Policy History

Application

Restructuring Government Committee Meeting Summary

BUSINESS

14. Special Transportation Services Report

Action: Receive report on Special Transportation Service as requested by the Transportation Committee.

Committee Chair: Sara Spencer, Transportation Committee

Staff Resource: Keith Parker, Charlotte Area Transit System
Pete Wallace, Charlotte Area Transit System

Explanation:

Special Transportation Service (STS), a division of CATS, provides transportation for Americans with Disabilities Act (ADA) certified customers. STS operations serve the same operating area as regular fixed-route bus services. STS is limited to clients who are unable to utilize regular fixed-route bus service due to a disability.

On March 24, 2003, staff provided the Transportation Committee with an overview of STS services. The presentation included information about the

- history of paratransit in Charlotte
- requirements of the ADA
- current operations
- plans for expansion

The Transportation Committee requested that an abbreviated version of the presentation be provided to the full Council.

15. Regional Planning Alliance Membership Pact

Action: Recommend approval of Regional Planning Alliance Membership Pact.

Council Representative to Centralina Council of Governments: Joe White

Resources: Al Sharp, Executive Director of Centralina Council of Governments
Julie Burch, City Manager's Office
Martin Cramton, Planning

Explanation:

The Centralina Council of Governments, in cooperation with the Catawba Regional Council of Governments, is the convener of the new Regional

Planning Alliance. The Alliance would be a voluntary coalition of governmental, business and non-profit leaders organized to address the need for more coordinated, collaborative planning throughout the greater bi-state Charlotte region. The region would include Centralina's nine counties and the Catawba Region's four counties. Catawba and Cleveland counties are also invited.

The purpose of the Alliance would be to increase coordination of planning at the local and regional levels, develop and share better information on which to base local and regional planning and land use decisions and reduce duplication of efforts among the various regional players.

Al Sharp, Executive Director of Centralina COG, briefed the Mayor and City Council on the proposed Alliance on October 7, 2002.

As primary convener of the Alliance, the Centralina Board proposes that each local government in the region become founding members of the Alliance and adopt the Membership Pact. Supporting the Pact would indicate that the City agrees to:

- Identify representatives from the City's leadership to participate in Alliance meetings, projects and other activities
- Communicate to the City organization information about the Alliance
- Share information and other resources with the Alliance, including the City's plans, projects and activities that impact or relate to the Alliance's purposes and goals, or that may benefit from coordination with the Alliance
- Share information about statistical, mapping, or other data that the City collects or maintains that may impact or relate to the Alliance.

A specific work product to be developed from this effort will be a regional database of existing land use patterns, transportation resources and infrastructure.

City staff have reviewed the proposed Pact and recommend Council adoption. Better information sharing and the development of a regional database would contribute significantly towards achievement of Council's Smart Growth principles and to the Regional Action Items developed by the EPA Phase I Sustainability initiative. These action items, designed to ensure the long-term viability and economic competitiveness of Charlotte and the region, include: more uniform land use regulations:

- clean air and water
- acquisition and protection of greenways and open space
- road, transit, bicycle and pedestrian connectivity

To formally launch the Alliance, Centralina plans to hold a regional convocation in the fall of 2003. A formal work plan will be presented at that time.

The Centralina COG Board of Delegates unanimously approved joining the Alliance and adopted the Membership Pact on January 15, 2003. Other local governments that have adopted the Pact as of March 2003 include Badin, Huntersville, Locust, Morven, Rowan County, Stallings, Stanley, Statesville, Troutman, Weddington and Wingate. Cleveland County, Gastonia, Iredell County and Concord are scheduled to adopt the Pact over the next two weeks. Voices and Choices has also adopted the Pact. The RPA Pact is being considered by all the Centralina member jurisdictions during March and April.

Attachment 8

Proposed Regional Planning Alliance Pact

16. U.S. Department of Energy's Clean Cities Stakeholders Memorandum of Understanding (MOU)

Action: Approve the Memorandum of Understanding (MOU) with the Department of Energy (DOE) Clean Cities program which is to achieve the specific goals and objectives set forth in the Program Plan developed by the Centralina Clean Fuels Coalition's (CCFC) Core Planning Group.

Council's Centralina Council of Governments Representative: Joe White

Resources: Jason Wager, Centralina Council of Governments Staff
Julie Burch, City Manager's Office

Explanation:

Clean Cities is a locally based, non-binding voluntary program established by the Department of Energy. The Clean Cities Program seeks to promote, accelerate and expand the use of alternative fuels in the transportation sector and develop the necessary infrastructure for the operation of alternative fuel vehicles (AFVs). The Program's intended results are to improve air quality and reduce the nation's dependence on petroleum.

The three long-term goals of the national Clean Cities Program are:

- One million AFVs operating exclusively on alternative fuels by 2010
- One billion gasoline gallon equivalent per year used in AFV's by 2010
- 75% of Clean Cities Coalitions self-sustaining by 2005

The program currently involves 80 communities and metropolitan areas throughout the United States. Clean Cities members are primarily business, industries, local governments and public services with vehicle fleets.

The Centralina Council of Governments and the North Carolina Energy Office, provide staff assistance to the nine-county Centralina Clean Fuels Coalitions. The Coalition's core planning group is working to recruit stakeholders and develop a plan to obtain designation status for the region.

Official designation in the Clean Cities Program by the Department of Energy will give the Centralina region access to State Energy Program special project dollars. For 2003, \$10 million in funding was available to the 80 designated coalitions.

Some of the potential barriers that have been identified for the Centralina region include:

- Lack of fueling infrastructure for alternative fuels
- Availability of vehicles capable of using alternative fuels
- Economic Viability
- Lack of adequate project funding and incentives
- Lack of Public Education
- Available Technology
- Availability of Alternative fuels and alternative fuel suppliers

To overcome these barriers the Coalition has developed 5 goals and a series of objectives under each goal.

Goal 1: Increase Alternative Fuel Vehicles and Infrastructure

Goal 2: Communicate the Clean Cities Message to the Public

Goal 3: Promote incentives to Increase Alternative Fuel Use

Goal 4: Recruit New Stakeholders

Goal 5: Coalition Sustainability (Fundraising)

The Memorandum of Understanding will have no financial impact to the City. The costs of COG administering the program will be funded by a state energy grant. However, some City staff time will be necessary to implement the program goals and objectives. Most of the staff time will be spent in the City Equipment Management Division where staff will lead in developing an Alternative Fuel Action Plan for all affected key business units by December 2003. The benefits of being designated a clean city for Charlotte are the opportunity to compete as part of the Clean Cities Coalition for federal funds that support Alternative Fuel projects as well as continuing support for regional initiatives. After stakeholder support is formalized, the plan will be submitted to the Department of Energy for approval. This process typically takes two to four months.

Attachment 1

Clean Cities Fuel Coalition Information Sheet
 List of Stakeholders and Interested Parties
 Matrix of Alternative Fuels
 Memorandum of Understanding
 Program Plan

17. Arena Financing**Action: Approve resolutions authorizing:**

- A. Negotiating installment payment contracts for the new arena, and**
- B. Set public hearings on the installment payment contracts for April 28, 2003.**

Staff Resource: Greg Gaskins, Finance

Explanation:

On November 11, 2002 Council approved an arena financing model. In order to implement this plan it will be necessary to issue an installment payment contract for up to \$200 million to finance the acquisition of land and the construction of an arena and related improvements. In addition, it will also be necessary to issue an installment payment contract for \$16.8 million as a private placement to be repaid by the Coliseum Authority through revenues generated at the new arena. Because the Coliseum Authority does not have the statutory authority to borrow money, the financing model assumed that the City would borrow the money on the Authority's behalf and Authority would pay the City for the debt retirement.

The most efficient way for the City to achieve the collateral requirements of the financing is to use the financing structure already in place for the 1993 Law Enforcement Center (LEC) installment payment contract. By using this method the City will also achieve savings of approximately \$600,000, or 6.7% of refunded principal, through the issuance of an installment payment contract for up to \$10 million to refinance the 1993 LEC installment payment contract.

The primary criterion when refinancing debt is savings. The Local Government Commission policy is for net present value savings that will equal 3% of debt principal being refinanced. The proposed refinancing exceeds net present value savings of 6%.

\$200 million Financing

The financing model assumes that the debt to finance the new arena will be tax exempt. The revenue stream to pay debt service on this financing is insufficient if the financing is taxable. In order for the financing to be tax

exempt, the arena and the land upon which it sits cannot be pledged as collateral. The bond rating agencies have agreed to let the City pledge other assets as collateral to allow the financing to be tax exempt. In order to pledge these other assets, the City's bond counsel recommends a minimum of \$100,000 of improvements for each asset.

The other assets recommended to be used as collateral include old City Hall, Marshall Park, the old police and fire training academy, Fire Station #1, Fire Station #35, the Spratt Street maintenance facility and the Charlotte/Mecklenburg Utilities' administrative building.

The current plan is to issue approximately \$41 million of the \$200 million authorized capacity in May 2003. The balance will be issued in June 2004. A public hearing is required prior to the City entering into this installment payment contract. This action sets that public hearing for April 28, 2003.

\$16.8 Million Financing on Behalf of the Authority

To secure the \$16.8 million financing on behalf of the Coliseum Authority, staff recommends the City enter into a private placement installment payment contract with Bank of America, N.A. and Wachovia Bank, N.A.. This financing also supports financing for a portion of the acquisition, construction, renovation, equipping and furnishing of an arena and related improvements to be located in the City.

A public hearing is required prior to the City entering into this installment payment contract. This action also sets that public hearing for April 28, 2003.

Background:

On November 11, 2002 Council approved an arena financing model and established and appropriated the \$265 million to the Sports and Cultural Entertainment Capital Projects Fund. This resolution is part of the process to provide funding for that appropriation.

Funding:

Sports and Entertainment Capital Projects Fund
Municipal Debt Service Fund-Refinancing

Attachment 9

Resolutions

18. Nominations to Boards and Commissions

Action: Nominate citizens to serve as specified. Incumbents may be reappointed at this meeting.

A. AUDITORIUM-COLISEUM-CONVENTION CENTER AUTHORITY

One, three year appointment beginning May 2003. Charlene Price Patterson is eligible and would like to be reappointed.

Attachment 10

Applications

B. BUSINESS ADVISORY COMMITTEE

Two appointments beginning April 2003 to serve three years. Marvin Clifford and John Quinn are eligible to be reappointed. Mr. Clifford does not want to be reappointed. Mr. Quinn wants to be reappointed.

Three appointments beginning immediately which must be recommended by the Charlotte Chamber. Susan Twyman and Jackie Walton are eligible for reappointment. Ms. Twyman wants to be reappointed, but Ms. Walton does not. The Chamber recommends Sandie Ridings to replace Ms. Walton. Sheila Neisler missed three meetings in a row. The Chamber recommends Bill Clements as her replacement for a term ending April 2005.

Attachment 11

Applications

C. CERTIFIED DEVELOPMENT CORPORATION

Seven, three year appointments beginning May 2003.

Two will represent business organizations; Stephen Cox and Elizabeth Miller are eligible to be reappointed. Mr. Cox does not want to be reappointed. Ms. Miller wants to be reappointed to another term.

Three positions will represent community organizations. Tiara Able, Barbara Fuller and Derrick Knox are eligible and would like to be reappointed.

One will represent a private lending institution; Alfredo Marquetti is eligible and would like to be reappointed.

One will represent local government; Richard Bargoil is not eligible to be reappointed.

Attachment 12

Applications

D. CHARLOTTE-MECKLENBURG PUBLIC ACCESS CORPORATION

One appointment will represent the general public with service beginning immediately and ending July 2005; Sunita Kumar has resigned.

One appointment will represent the industry/non public access and the term will begin immediately and serve until June 2005. Cornelius Wright has resigned.

Attachment 13

Applications

E. CITIZENS REVIEW BOARD

Five appointments beginning August 2003 to serve three years. John Lambert, Carolyn Millen, and Ann Whitworth are all eligible and would like to continue serving on this committee; Linda Williams does not want to be reappointed. Suzanne Varner has resigned.

Attachment 14

Applications

F. CITIZENS TRANSIT ADVISORY GROUP

Two appointments beginning July 2003 and serving three years. Mark Cramer is not eligible for reappointment. Robert Ett is eligible and would like to be reappointed.

Attachment 15

Applications

G. CIVIL SERVICE BOARD

One vacancy exists for a regular term beginning May 2003 and serving for three years; James Samuel is eligible and would like to be reappointed. Another vacancy exists for an alternate position serving three years beginning May 2003. John Offerdahl is not eligible to be reappointed.

Attachment 16

Applications

H. CHARLOTTE-MECKLENBURG UTILITIES ADVISORY COMMITTEE

One appointment beginning July 2003 and serving three years to represent a small town. Matthew Settlemyer is eligible and wants to be reappointed.

One appointment beginning July 2003 and serving three years to represent the financial community. Mark Mire is not eligible to be reappointed.

Attachment 17

Applications

I. HISTORIC DISTRICT COMMISSION

One appointment beginning July 2004. James Dudley is eligible and would like to be reappointed.

One appointment representing a resident/owner in the Plaza Midwood Historic District to replace Terri Arrowood, who has resigned. Term will begin immediately and serve until June 2004.

Attachment 18

Applications

J. KEEP CHARLOTTE BEAUTIFUL COMMITTEE

Six positions beginning July 2003 to serve three year terms. Beth Ann Borchelt, Teddi Daniels, Stephen Earley, and Marjorie Greene are all eligible and would like to be reappointed; Robert Alston and Patrick McCarter do not wish to be reappointed.

One appointment beginning immediately and serving until July 2005 to replace Trip Haynes, who has resigned.

Attachment 19

Applications

K. NEIGHBORHOOD MATCHING GRANTS COMMITTEE

Two appointments in the open category to serve two years beginning April 2003. Karen Beach and Calvin Lewers are eligible but do not want to be reappointed.

Attachment 20

Applications

L. PAROLE ACCOUNTABILITY COMMITTEE

Two appointments beginning July 2004 and serving three years. Richard Staszak is eligible and would like to be reappointed. Marvin Burch does not want to be reappointed.

Attachment 21

Applications

M. PLANNING COMMISSION

One, three year appointment beginning July 2003. Mary Hopper is not eligible for reappointment.

Attachment 22

Applications

N. ZONING BOARD OF ADJUSTMENT

One appointment beginning immediately to replace Susan Vercauteren, who has resigned. Term will begin immediately and serve until January 2006.

Attachment 23

Applications

19. Appointments to Boards and Commissions

Action: Vote on blue ballots and give to City Clerk.

**A. CMS LONG RANGE SCHOOL FACILITIES MASTER PLAN
CITIZENS ADVISORY TASK FORCE**

One appointment beginning immediately and ending no later than August 31, 2003.

Maxine Eaves by Council member Cannon
Roberta Farman by Council member Carter
Mary Maxwell by Council member Mitchell
Kevin Utsey by Council member Tabor
Dorothy Waddy by Council member Cogdell
Todd Williams by Council member Mumford

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 comply with Small Business Opportunity good faith efforts.

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

The City's Small Business Opportunity Program's (SBO) purpose is to enhance competition and opportunity in City contracting with small businesses in the Charlotte metropolitan statistical area. Participation of small business enterprises (SBE) is noted where applicable. Contracts advertised as of March 1, 2003 comply with the provisions of the SBO program policy for SBE outreach and utilization.

Disadvantaged Business Enterprise (DBE) is a federal program primarily used for Aviation and Transit.

Contractors and Consultants

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

CONSENT I

20. Various Bids

A. West Boulevard Neighborhood Improvement Project E&PM

Recommendation:

The City Engineer recommends the low bid of \$856,309.39 by Sealand Contractors Inc., of Charlotte, North Carolina. This project is one of the neighborhoods identified for improvements under the 2000 Neighborhood Improvement Project bond referendum. It will address infrastructure needs by adding storm drainage pipe, water pipe and sewer pipe, sidewalk and minor street widening. The improvements are in the West Boulevard neighborhood on streets adjacent to West Boulevard between Remount Road and Clanton Road. The project is scheduled for completion in early December 2003.

B. Central Avenue Streetscape -Phase III**E&PM****Recommendation:**

The City Engineer recommends the low bid of \$1,705,316.60 by Ferebee Corporation of Charlotte, North Carolina. This project will provide for the widening sidewalks, planting strips, and pedestrian improvements along Central Avenue from Morningside Drive to Eastway Drive. Funding for this project was approved in the November 1999 Eastside/Westside Improvement Bonds. This project is a part of the Eastside Strategy Plan.

Attachment 24

Project Status

21. Refund of Property Taxes

Action: Adopt a resolution authorizing the refund of property taxes assessed through clerical or assessor error in the amount of \$183,668.38.

Attachment 25

Resolution

List of Refunds

CONSENT II

22. Restructuring Amendment and New Guaranty For Arena Contracts

Action: Authorize City Manager to execute:

A. First Amendment and Consent To Arena Agreement and

B. RLJ Basketball Holdings, LLC Guaranty Agreement.

Staff Resources: Mac McCarley, City Attorney's Office
Cindy White, City Attorney's Office

Explanation:

The purpose of the proposed amendment and new guaranty is to reflect a restructuring of the corporate entities that will own the new NBA team and operate the new arena. The existing arena contracts provide that RLJ Basketball, LLC (the "Team") will own the NBA team, and that its wholly owned subsidiary, RLJ Arena Operations, LLC (the "Operator") will operate the arena. The proposed new arrangement is for both the Team and the Operator to be owned by a new entity called RLJ Basketball Holdings, LLC ("Holdings"). Holdings will also own RLJ Sting, LLC, which owns the Charlotte Sting WNBA team.

The First Amendment and Consent To Arena Agreement adds Holdings as a party to the Arena Agreement, and makes changes necessary to reflect the new corporate structure (such as adding representations and warranties by Holdings and making appropriate revisions to the prohibitions on transfers in corporate ownership). In the proposed RLJ Basketball Holdings, LLC Guaranty Agreement, Holdings guaranties the obligations of the Team and the Operator under the Arena Agreement, the Arena Use and Operating Agreement and the other arena transaction documents. The proposed restructuring does not alter the key business terms previously approved by Council.

23. Transit Corridor Contract Amendment

Action: A. Approve an amendment to the existing contract with Parsons Brinckerhoff Quade & Douglas, Inc. to continue the program advisor services for the 2025 Corridor System Plan, and

B. Authorize the City Manager to execute a contract amendment with Parsons Brinckerhoff Quade & Douglas, Inc., for an amount not to exceed \$360,000.

Staff Resource: Ron Tober, Charlotte Area Transit System (CATS)

Policy:

The 2025 Corridor System Transit Land Use Plan, which calls for, the implementation of high capacity transit in five travel corridors.

Explanation:

Program Advisor Services are utilized to provide technical guidance and coordination on transit, land use, Federal regulations and other issues relative to advancing the corridor system plans. This service has been utilized since February 2000 primarily for the West, Southeast, North and Northeast Transit Corridors. The current program advisor contract will terminate on March 31, 2003 and CATS needs to continue to receive this type of assistance in order to expeditiously advance the 2025 Corridor System Plan through the Federal processes and into Preliminary Engineering.

Background:

On February 28, 2000, Council approved an agreement with Parsons Brinckerhoff Quade & Douglas, Inc. (PBQ&D) to conduct Program Advisor Services for the West, Southeast, North and Northeast Transit Corridors. The program advisor services establishes and monitors uniform assumptions and study methodologies in all the Transit Corridors that are in compliance with Federal regulations and New Starts program requirements. PBQ&D's work as program advisor has been exceptional to date.

PBQ&D will continue to provide technical guidance and coordination on transit technical issues, land issues, and other issues related to advancing the 2025 Corridor System Plan and its elements. The consultant will also advise CATS on proposed, or pending Federal Transit Administration (FTA) and National Environmental Policy Act (NEPA) regulations and assist CATS in negotiations with the FTA to advance the 2025 Corridor System plan forward into Preliminary Engineering.

PBQ&D has fulfilled this role since February 28, 2000. CATS recommends a contract amendment with PBQ&D for \$360,000 through March 31, 2004. Approval of this amendment will bring the total contract value to \$2,119,201.

Funding:

CATS' Rapid Transit Capital Investment Fund

24. Agreement for Paratransit Scheduling Software

Action: Authorize the City Manager or designee to execute an agreement with StrataGen Systems, Inc. to provide an automated Paratransit Trip Scheduling Software program for CATS' Special Transportation Service for an amount not to exceed \$315,460.

Staff Resource: Mike Haddad, Charlotte Area Transit System (CATS)

Policy:

The Metropolitan Transit Commission approved 2002 ADA Paratransit Improvement Plan provides direction for the continued development and expansion of complementary paratransit services required under the 1990 Americans with Disabilities Act.

Explanation:

CATS Capital Investment Plan includes the procurement of an automated paratransit trip scheduling software system for Special Transportation Service (STS). StrataGen Systems, Inc. will provide STS with the automated trip scheduling system for \$315,460 which includes installation, software, and training. The proposed software is designed to handle the demands of ADA paratransit operations.

The software proposed by StrataGen Systems, Inc. meets the requirements of the RFP. Some of the key features included are:

- Flexibility and scheduling of trips
- A state-of-the-art scheduling that allows for varying vehicle speeds during rush hour traffic
- Travel histories of each customer that are available when new reservations are being scheduled, thus reducing the transaction time with each customer over the telephone
- Interfaces with fixed route system to identify a ¾ mile ADA check on all requested rides
- Allows staff to present customers with various travel options at time of call

Summary of Proposals:

CATS issued a Request For Proposal (RFP) and advertised in the Charlotte Observer and Passenger Transport on October 09, 2002 to purchase an automated paratransit trip scheduling software.

On November 6, 2002 proposals were received from StrataGen Systems, Inc. and Trapeze Software Group, Inc. A technical evaluation committee comprised of STS, Technology, Operations, and Procurement and Contract Management Section staffs evaluated the proposals against the following criteria:

- Work Plan for providing, implementing and supporting the proposed system
- Capability for implementing and supporting the system in order to achieve the best possible results
- Experience and qualifications of the firms
- Cost
- References

Pursuant to the guidelines established by the Federal Transit Administration, competitive negotiations were conducted with StrataGen Systems, Inc. and Trapeze Software Group, Inc. After evaluating the final offers, the proposal submitted by StrataGen Systems, Inc. was determined to be the most responsive.

Background:

CATS provides ADA complementary paratransit service through STS. The door-to-door service is provided within the City of Charlotte, and the Towns of Matthews and Pineville. STS currently operates seven days a week and there are approximately 4,000 certified users of the services. STS is projecting 193,000 rides in FY2003, as compared to 83,318 rides in FY1993. STS is currently experiencing a 17.5 percent ridership growth during FY2003. STS has used the current scheduling system since 1993.

Funding:

Transit Capital Investment Plan

25. Appropriation of Performance Bond Revenue

Action: Adopt a budget ordinance totaling \$400,000 to appropriate performance bond revenue related to land development permitting.

Staff Resource: Jeb Blackwell, Engineering & Property Management

Explanation:

In order to expedite the land development permitting process, developers are allowed to guarantee the completion of required improvements by submitting a financial guarantee in one of three fashions:

- 1) submit a performance bond from a surety company;
- 2) submit a letter of credit from their bank; or
- 3) submit a cash bond to be deposited by the City and returned to them upon completion of the required improvements and receiving a final inspection.

If the developer defaults on his commitment to the improvements of subdivisions, sidewalks, trees, rights-of-way, and other special projects, the City will call the guarantee and assume responsibility for completing the improvements. This action appropriates the guarantee for use on an as needed basis, usually three or four per year. Currently there are three projects to be completed by the City. Each will be treated as an individual project. The requested appropriation should be sufficient to carry the program through June 30, 2006 depending on the number of defaults.

Attachment 26

Budget Ordinance

26. Capital Improvement Project-Surveying Services

Action: Approve the agreement for surveying services with The Survey Company, Inc. for \$150,000.

Staff Resource: David Snider, Engineering & Property Management

Explanation:

This agreement with The Survey Company, Inc. will provide surveying services for various capital improvement projects on an as-needed basis in order to expedite project startup and avoid delays.

Funding:

Various Capital Investment Projects

27. **FY01 Contract V-Water Main Rehabilitation-Change Order #1**

Action: Approve Change Order #1 for \$1,000,000 with Heitkamp, Incorporated for additional water main rehabilitation work in FY01 Contract V-Water Main Rehabilitation Contract.

Staff Resource: Doug Bean, Utilities

Explanation:

On May 29, 2001, Council approved a contract with Heitkamp, Incorporated in the amount of \$2,085,600.30. This contract provides for rehabilitation of water mains for system improvement and/or maintenance. The need is based on aging and corroded water mains resulting in red water complaints, frequent breaks, and reduced flow rates and pressure. Rehabilitating these pipes by cleaning and lining with a protective coating is a cost effective way to restore the pipes and protect against future corrosion with minimal disturbance to above ground features. The original contract included an option for renewal of the contract. This renewal for \$2,085,600.30 was approved by Council on July 22, 2002.

Change Order #1, totaling \$1,000,000, will provide funding to expand the scope of this contract by approximately 15,000 feet of water main rehabilitation work at the established unit prices. The additional work will take place in the Belmont and Third Ward areas of the City, where tuberculated water mains are the primary source of discolored water and deficient fire flows. Since Heitkamp has excelled in performing this specialty work, is on-site, can continue working on rehabilitating lines, and will continue to charge the established unit prices in the contract, Utilities requests approval of this change order.

With this change order, the contract with Heitkamp will increase from \$4,171,200.60 to \$5,171,200.60.

Small Business Opportunity:

Heitkamp will subcontract \$5,000 or .5% to Conmat Development, a Small Business Enterprise.

Community Input:

Several community meetings have been held with homeowners, business owners and tenants to introduce and discuss progress on the Belmont Area Revitalization Plan. A part of that Plan is to upgrade water and sewer infrastructure.

Funding:

Water Capital Investment Plan

28. Mallard Creek Water Reclamation Facility (WRF) Expansion-Contract Amendment with Black & Veatch

Action: A. Approve a budget ordinance appropriating \$745,000 from Utilities Revenue Bonds and \$185,094 from Insurance Recovery to Mallard Creek Wastewater Treatment Plant Expansion (2071, 633.38), and

B. Approve Amendment #4 for \$880,000 with Black & Veatch LLP for engineering services at the Mallard Creek WRF Expansion Project.

Staff Resource: Doug Bean, Utilities

Explanation:

The original \$4,118,109 contract with Black & Veatch was approved by Council on November 10, 1997 to provide construction administration and inspection services for the Mallard Creek WRF expansion from 6 to 12 million gallons per day (MGD) project. The project was broken into two phases: an expansion from 6 to 8 MGD as a first phase; and a second phase expansion from 8 to 12 MGD. The contract period was for three-years. The construction contractor is significantly behind schedule and likely will not finish until June of 2003. As a result, additional construction management and inspection services are needed. The purpose of Amendment #4 is to appropriate funds to compensate the engineering consultant for these services and the in-house staff cost.

The level of effort required by Black & Veatch to monitor the contractor has greatly increased due to:

- The contractor announced in June 2002 they were going out of business. However, they committed to finish all existing work with the help of their bonding company.
- Multiple meetings with the bonding company, various attorneys, and the contractor.
- The electrical subcontractor went out of business shortly after the general contractor. Their bonding company brought on board a new electrical subcontractor. This resulted in intense coordination between Black & Veatch and the new contractor.

Black & Veatch provided additional operations support for CMU plant staff because the Plant is operating near capacity and new facilities have been delayed.

A majority of the extended construction period is due to the contractor's inability to meet the schedule; consequently staff anticipates recovery of a large portion of the additional service cost, through liquidated damages.

With this amendment, the contract with Black & Veatch will increase from \$6,519,722 to \$7,399,722. Amendment #1, for \$96,800, was approved by the City Manager on September 30, 1998. Amendment #2, for \$1,530,813, was approved by City Council on September 11, 2000. Amendment #3, for \$774,000, was approved by City Council on March 25, 2002.

Funding:

Sewer Capital Investment Plan

Attachment 27

Budget Ordinance

29. Vest Water Treatment Plant Chlorine Scrubber and Upgrades–Professional Service Contract

Action: Approve a contract with Black and Veatch for \$245,000 to provide design and construction administration services for a Chlorine Scrubber and Upgrades at the Vest Water Treatment Plant.

Staff Resource:

Doug Bean, Utilities

Explanation:

A chlorine scrubber for the Vest Water Treatment Plant is needed for safety compliance with the U.S. Environmental Protection Agency, Occupational Safety & Health Act, and the North Carolina Fire Codes. The chlorine gas scrubber system will provide a safe work environment if there is a chlorine leak or spillage. The addition of the scrubber will also require upgrades to the chlorine and fluoride storage and feed facilities.

Funding:

Water Capital Investment Plan

30. Extension of Time Warner Network Support Contract

Action: Approve an amendment of the contract between the Police Department and Time Warner Telecommunications to allow for three, one-year extensions, at an estimated cost of \$331,080 per year, for wide area network (WAN) communications services, maintenance, and support for 20 police facilities.

Staff Resource:

Ron Horton, Charlotte-Mecklenburg Police

Explanation:

This amendment extends the existing contract with Time Warner Telecommunications to provide computer data connectivity, maintenance,

and support for 20 police facilities. It extends the contract with Time Warner Communications for an additional year beyond the two years approved by Council on November 25, 2002. Before the two-year contract could be signed, technical staff discovered an incompatibility between the recently upgraded CMPD data communications equipment and that of Time Warner. Time Warner had not planned to upgrade their equipment at that time; CMPD then held discussions, obtained quotes, and did equipment testing with other vendors. During these negotiations, Time Warner Telecommunications decided to upgrade their system.

After a competitive analysis, CMPD determined that Time Warner is the most economical option and that their upgraded equipment is the most compatible with our current data communications architecture. This extension will continue the connectivity and maintenance support for 20 Police facilities. The Police Department anticipates relocating and upfitting five to seven locations over the next three years due to lease expirations, departure from the Mint Hill site, etc.

Time Warner amortizes the cost of providing network services over the life of their contracts. For example, if the contract were for only one year, the capital costs of the equipment for new CMPD sites or site upgrades would be factored into the facility relocations, making the cost \$15,000 to \$25,000 per move/site modification.

Extending the contract for a second year brings the cost down to \$3,000-\$5,000 per modification, saving the Department between \$84,000-\$140,000 on the relocations and upgrades. The extension to a third year will save an additional \$14,520 per year or \$43,560 over the three-year period.

Continuing the existing services with Time Warner will also minimize any impact to public safety that would occur if the Department switched to another vendor. Changing vendors would result in system downtime, as well as the expense of initial installation and operational training on another vendor's equipment.

Council approved the initial contract with Time Warner on August 25, 1997. The contract was for three years at a total cost of \$1,022,386. On November 12, 2001, Council approved a one-year extension for \$330,576. The extended contract will be effective from April 15, 2003 to April 14, 2006.

Funding:

CMPD operating budget and 911 Surcharge Budget

31. Bulletproof Vests Grant Appropriation

Action: Adopt a budget ordinance totaling \$5,510.92, appropriating funds from the Department of Justice for the purchase of bulletproof vests for the Police Department.

Staff Resource: Richard Danielsen, CMPD

Explanation:

The Department of Justice has a grant program that enables police departments to file for reimbursement for a portion of the funds that they spend each year for bulletproof vests. The Police Department has received \$5,510.92 under this program for 2003.

This budget ordinance appropriates the funds to the police department grant account.

Attachment 28

Budget Ordinance

32. Fire Department Grant Application and Budget Ordinance

Action: A. Approve the Fire Department's application for grant funding from the United States Fire Administration (USFA) to upgrade its self-contained breathing apparatus (SCBA) and purchase three thermal imaging cameras, and

B. Approve a budget ordinance appropriating \$534,583 in federal funds to provide 70% of the total funding (\$763,690) required to upgrade SCBA and purchase thermal imaging cameras.

Staff Resource: Luther Fincher, Fire

Explanation:

The Charlotte Fire Department purchased and put into service new self-contained breathing apparatus (SCBA) in 2001. Since that time, the technology has improved and the requirements of the relevant standard, National Fire Protection Association 1981, Open-Circuit Self-Contained Breathing Apparatus for Fire and Emergency Services, have changed.

The Fire Department's SCBA do not have universal fittings to allow sharing of the breathing air, nor do they have the head-up display now required in the mask, to inform firefighters of how much air they have used and how much remains. The SCBA model the Fire Department purchased is no longer

available, so that when additional units are purchased, they will not match the current SCBA. The Department applied for a grant to upgrade its SCBA. In addition, the Department has applied for funding to purchase three thermal imaging cameras.

The FIRE grant will provide 70% of the funding for the SCBA upgrade and thermal imaging cameras, with the City providing a required 30% match from existing appropriated funds in the Fire Department's operation budget. No additional ongoing funding will be required. Grant award notification is expected in September 2003.

Funding:

\$534,583 from USFA grant funds; \$229,107 from the Fire Department operating budget

Attachment 29

Budget Ordinance

33. Charlotte-Mecklenburg Public Access Corporation Board Member Terms

Action: Direct the City Clerk to administer three-year terms, rather than two-year terms, for members of the Charlotte-Mecklenburg Public Access Corporation in accordance with their by-laws.

Staff Resource: Doris Boris, Business Support Services

Explanation:

The Charlotte-Mecklenburg Public Access Corporation (CMPAC) was incorporated in April 2000. At that time the City Council decided to contract with CMPAC for the management and operation of cable television public access. Prior to recommending that the City contract with CMPAC for public access services, Council's Restructuring Government Committee reviewed documents, which included CMPAC's proposed By-laws. Those By-laws provided three year terms for members of the Board of Directors. However, the Council agenda item nominating the first Board mistakenly stated that CMPAC's Board members would serve two year terms. Approval of this item will eliminate this discrepancy.

34. Runway Repaving Engineering Services

Action: Award a contract to WK Dickson and Co., Inc. of Charlotte totaling \$151,800 for engineering services for repaving Runway 36R.

Staff Resource: Jerry Orr, Aviation

Explanation:

Runway 36R is one of the Airport’s original runways and was last repaved in 1987. This contract will provide plans, specifications, and construction administration services to evaluate and repave the runway.

WK Dickson and Company, Inc. and seven other local engineering firms were identified in 2000 as qualified to perform various airfield-engineering services.

DBE: Council appropriated funds for this project in August 2002 through a Federal Aviation Administration grant (75%) and airport share (25%). Since this contract is federally funded, it is governed by the Airport’s Disadvantaged Business Enterprise Program (DBE). The Airport’s program goal for FY2003 is 17%, all of which is to be accomplished through race-neutral means.

DBE Status:	Amount	% of Project	Project Goals
DBE Total:	\$9,000	5.9%	N/A

Funding:

Aviation Capital Investment Plan

35. Change Order for Fox Sports Skybox/Speedway Grille

Action: A. Award a change order to American Eastern Builders of Charlotte in the amount of \$163,000 for food service equipment and HVAC changes at the Airport, and

B. Adopt a budget ordinance appropriating \$163,000 from Aviation Discretionary Fund Balance to be repaid from the proceeds of future General Airport Revenue Bonds.

Staff Resource: Jerry Orr, Aviation

Explanation:

On August 26, 2002, Council awarded a construction contract in the amount of \$972,000 to American Eastern Builders for the construction of two restaurants, Fox Sports Skybox and Speedway Grille, within existing square footage on Concourse E, the Airport’s regional concourse. Work included the

construction of kitchen and eating areas to include equipment, furniture, fixtures and finishes.

This change order improves the operation of the smoke evacuation system in the bar.

SBE:

This contract was awarded prior to the implementation of the City's Small Business Enterprise program; therefore the original contractor will perform the change order work. SBE participation is not applicable.

Funding:

Aviation Capital Investment Plan

Attachment 30

Budget Ordinance

36. Property Transactions

Action: Approve the following property acquisition (A) and adopt the condemnation resolutions (B-N).

NOTE: Condemnation Resolutions are on file in the City Clerk's Office.

Acquisitions:

- A. Project:** Airport Master Plan Land Acquisition
Owner: Ressie Mae Brown
Property Address: * Garrison Road
Property to be acquired: 5.023 acres
Improvements: vacant land
Purchase Price: \$286,000
Remarks: The purchase price was determined by two independent appraisers and was reviewed by a third appraiser. Each appraisal takes into consideration the specific quality and quantity of the land. The tax value is determined on a more generic basis and will be higher or lower for land/house with certain attributes. Property 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.
Zoned: I1
Use: vacant land
Tax Value: \$88,460
Tax Code: 141-131-05

Condemnations:

- B. Project:** Central Avenue Streetscape-Phase III, Parcel #361
Owner(s): Sam's Mart, Inc. and any other Parties of Interest
Property Address: 3024 Central Avenue
Property to be acquired: 3,553 sq. ft. (0.082 ac.) of Permanent Easement plus Temporary Construction Easement
Improvements: None
Purchase Price: \$13,276
Remarks: This acquisition is required for the Central Avenue Streetscape-Phase III Project. Compensation was established by an independent, certified appraisal and an appraisal review. City staff has yet to reach a negotiated settlement with the property owner.
Zoned: B-1
Use: Commercial
Tax Code: 129-052-06
Total Parcel Tax Value: \$319,110
- C. Project:** Long Creek Pump Station, Parcel # 34,
Owner(s): James Alton Frye and Emily Ann Privette and any other Parties of Interest
Property Address: 1412 Hart Road
Property to be acquired: 3650 sq.ft. (0.084 ac.) of Permanent Sanitary Sewer Easement
Improvements: None
Purchase Price: \$1,850
Remarks: This acquisition is required for the Long Creek Pump Station Project. Compensation was established by an independent, certified appraisal and an appraisal review. City staff has yet to reach a negotiated settlement with the property owner.
Zoned: R-5
Use: Vacant
Tax Code: 031-472-36
Total Parcel Tax Value: \$54,000
- D. Project:** North Tryon Street Improvements, Parcel # 24,
Owner(s): Ernest M. Thayer and Anne W. Thayer and any other Parties of Interest
Property Address: 4140 North Tryon Street
Property to be acquired: 43 sq.ft. (0.000 ac.) of Permanent Utility Easement
Improvements: None
Purchase Price: \$150
Remarks: This acquisition is required for the North Tryon Street Widening Project. Compensation was established by an independent, certified appraisal and an appraisal review. City

staff has yet to reach a negotiated settlement with the property owner.

Zoned: B-2

Use: Eckerd's Drug Store

Tax Code: 091-081-08

Total Parcel Tax Value: \$911,730

- E. Project:** Third Street and Baldwin Avenue Intersection Improvements, Parcel # 9,
Owner(s): Travel International Auto and Travel Club and any other Parties of Interest
Property Address: 1501 East Third Street
Property to be acquired: 5,764 sq.ft. (0.133 ac.) of Fee Simple plus Permanent Easement, plus Temporary Construction Easement
Improvements: Landscaping
Purchase Price: \$36,300
Remarks: This acquisition is required for the Third Street and Baldwin Avenue Intersection Improvements Project. Compensation was established by an independent, certified appraisal and an appraisal review. City staff has yet to reach a negotiated settlement with the property owner.
Zoned: O-2
Use: Office
Tax Code: 125-112-01
Total Parcel Tax Value: \$214,680
- F. Project:** Third Street and Baldwin Avenue Intersection Improvements, Parcel # 8,
Owner(s): CAH Holdings, LLC and any other Parties of Interest
Property Address: 1521 East Third Street and 118 Baldwin Avenue
Property to be acquired: 3,101 sq.ft. (0.072 ac.) of Fee Simple, Permanent Easement plus Temporary Construction Easement
Improvements: Sign, Irrigation
Purchase Price: \$16,350
Remarks: This acquisition is required for the Third Street and Baldwin Avenue Intersection Improvements Project. Compensation was established by independent, certified appraisal and an appraisal review. City staff has yet to reach a negotiated settlement with the property owner.
Zoned: O-2
Use: Office
Tax Code: 125-112-02 and 125-112-03
Total Parcel Tax Value: \$1,129,370

- G. Project:** Third Street and Baldwin Avenue Intersection Improvements, Parcel # 7,
Owner(s): Novant Health Care, Inc. and any other Parties of Interest
Property Address: 125 Baldwin Avenue
Property to be acquired: 9,342 sq.ft. (0.215 ac.) of Permanent Easement plus Temporary Construction Easement
Improvements: Pole Light, Lighted Sign, Irrigation
Purchase Price: \$ 39,775
Remarks: This acquisition is required for the Third Street and Baldwin Avenue Intersection Improvements Project. Compensation was established by an independent, certified appraisal and an appraisal review. City staff has yet to reach a negotiated settlement with the property owner.
Zoned: O-2
Use: Office
Tax Code: 125-118-01
Total Parcel Tax Value: \$3,436,500
- H. Project:** Third Street and Baldwin Avenue Intersection Improvements, Parcel # 2,
Owner(s): Novant Health Care, Inc. and any other Parties of Interest
Property Address: 1600 East Third Street
Property to be acquired: 7,134 sq.ft. (0.164 ac.) of Permanent Easement plus Temporary Construction Easement
Improvements: None
Purchase Price: \$34,450
Remarks: This acquisition is required for the Third Street and Baldwin Avenue Intersection Improvements Project. Compensation was established by an independent, certified appraisal and an appraisal review. City staff has yet to reach a negotiated settlement with the property owner.
Zoned: O-6CD
Use: Office
Tax Code: 125-116-01
Total Parcel Tax Value: \$8,532,550
- I. Project:** Central Avenue Streetscape-Phase III, Parcel # 361,
Owner(s): Sam's Mart, Inc. and any other Parties of Interest
Property Address: 3024 Central Avenue
Property to be acquired: 3,553 sq.ft. (0.082 ac.) of Permanent Easement plus Temporary Construction Easement
Improvements: None
Purchase Price: \$13,276
Remarks: This acquisition is required for the Central Avenue Streetscape-Phase III Project. Compensation was established by an independent, certified appraisal and an appraisal review.

City staff has yet to reach a negotiated settlement with the property owner.

Zoned: B-1

Use: Commercial

Tax Code: 129-052-06

Total Parcel Tax Value: \$319,110

- J. Project:** Central Avenue Streetscape-Phase III, Parcel # 333,
Owner(s): Eastway Cen Corporation and any other Parties of Interest
Property Address: 3701 Central Avenue
Property to be acquired: 1,085 sq.ft. (0.025 ac.) of Permanent Easement plus Temporary Construction Easement
Improvements: None
Purchase Price: \$3,119
Remarks: This acquisition is required for the Central Avenue Streetscape-Phase III Project. Compensation was established by an independent, certified appraisal and an appraisal review. City staff has yet to reach a negotiated settlement with the property owner.
Zoned: B-1
Use: Commercial
Tax Code: 095-132-43
Total Parcel Tax Value: \$102,270
- K. Project:** Central Avenue Streetscape-Phase III, Parcel # 303,
Owner(s): Stefan Latorre and any other Parties of Interest
Property Address: 2629 Central Avenue
Property to be acquired: 1,736 sq.ft. (0.040 ac.) of Permanent Easement plus Temporary Construction Easement
Improvements: Landscaping, Pavement
Purchase Price: \$4,875
Remarks: This acquisition is required for the Central Avenue Streetscape-Phase III Project. Compensation was established by an independent, certified appraisal and an appraisal review. City staff has yet to reach a negotiated settlement with the property owner.
Zoned: B-1
Use: Single Family Residential
Tax Code: 095-092-25
Total Parcel Tax Value: \$159,470
- L. Project:** Old Plank Road Widening, Parcel # 3,
Owner(s): Michael P. Himes and Diana L. Mushill and any other Parties of Interest
Property Address: 6500 Old Plank Road
Property to be acquired: 3,487 sq.ft. (0.080 ac.) of Fee Simple plus Temporary Construction Easement
Improvements: None

Purchase Price: \$2,200

Remarks: This acquisition is required for the Old Plank Road Widening Project. Compensation was established by an independent, certified appraisal and an appraisal review. City staff has yet to reach a negotiated settlement with the property owner.

Zoned: R-4

Use: Residential

Tax Code: 035-132-06

Total Parcel Tax Value: \$164,010

- M. Project:** Old Concord Road Widening, Parcel # 1,
Owner(s): Karla Y. Meador and any other Parties of Interest
Property Address: 8431 Old Concord Road
Property to be acquired: 686 sq.ft. (0.015 ac.) of Fee Simple plus Temporary Construction Easement
Improvements: None
Purchase Price: \$800
Remarks: This acquisition is required for the Old Concord Road Widening Project. Compensation was established by an independent, certified appraisal and an appraisal review. City staff has yet to reach a negotiated settlement with the property owner.
Zoned: R-3
Use: Residential
Tax Code: 049-271-04
Total Parcel Tax Value: \$61,930
- N. Project:** Old Concord Road Widening, Parcel # 3,
Owner(s): Gary W. Weir and any other Parties of Interest
Property Address: 8417 Old Concord Road
Property to be acquired: 2,169 sq.ft. (0.049 ac.) of Fee Simple plus Temporary Construction Easement
Improvements: None
Purchase Price: \$9,075
Remarks: This acquisition is required for the Old Concord Road Widening Project. Compensation was established by an independent, certified appraisal and an appraisal review. City staff has yet to reach a negotiated settlement with the property owner.
Zoned: R-3
Use: Residential
Tax Code: 049-271-02
Total Parcel Tax Value: \$101,370

37. Meeting Minutes

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

- **March 3, 2003 Council Workshop**
- **March 17, 2003 Zoning Meeting**