AGENDA

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<th>Meeting Type:</th>
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<td>Date:</td>
<td>08-13-1984</td>
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City of Charlotte, City Clerk’s Office
CONSIDER THE ACQUISITION OF THE CLARK, TRIBBLE, HARRIS & LI BUILDING, LOCATED AT 121 WEST SEVENTH STREET, FOR USE AS OFFICE AND STORAGE SPACE BY SCIENCE MUSEUMS OF CHARLOTTE, INC. UNDER A LEASE-PURCHASE ARRANGEMENT, AT A PRICE OF $800,000.

The Board of Trustees for Science Museums of Charlotte, Inc. is requesting assistance from City Council in purchasing the building at 121 West Seventh Street for additional office and storage space at Discovery Place. Their letter attached presents a detailed justification.

The City Finance Director has proposed a lease-purchase arrangement to accomplish this acquisition, if City Council desires, that would entail annual payments of $140,000 with a balloon payment at the end of five years. (See Financing Proposal attached.) It is the intent of Science Museums of Charlotte, Inc. to share one-half of the annual payments. Specific details on the exact financing agreement and City share will be brought back to City Council. By approving this action today, City Council is agreeing to acquire the property under a lease-purchase plan in conjunction with Science Museums of Charlotte, Inc. City Council will have to adopt an ordinance appropriating the first-year payment and authorize the actual lease-purchase documents on a future agenda.

The building has been appraised at $800,000. Annual maintenance costs to the City are estimated at $29,500.

Attachment
August 9, 1984

Ms. Pam Syfert, Budget Director
City of Charlotte
City Hall
600 East Trade Street
Charlotte, North Carolina 28202

Dear Ms. Syfert:

Early in 1984, the Science Museums of Charlotte, Inc. requested that the Charlotte City Council consider purchasing the Clark, Tribble, Harris & Li building for the museum to use as office and storage space. Since the building was not for sale at that time, the request was dropped.

In the meantime, the museum has made plans for an addition to the Discovery Place building for the purpose of adding more exhibit space. The addition will provide a large exhibit hall for traveling exhibits and space for at least one new permanent exhibit. A small amount of temporary office space was to be located in the exhibit space on the Tryon Street level until the construction of Phase II.

Three weeks ago, Clark, Tribble, Harris & Li approached Freda Nicholson, the Executive Director, and informed her that the building was for sale. The museum now requests that the Charlotte City Council assist the museum in purchasing the property.

There are several reasons why it is important that this property be under the ownership of Science Museums of Charlotte, Inc. Office needs would still not be met by the space available in the addition. Plus, the addition is primarily designed for exhibit space and could serve the museum's purpose better if used in this fashion.

Secondly, the museum has no storage space and is currently leasing a substantial amount of storage space. The building would provide all the storage needed.

Lastly, but perhaps most important, the acquisition of the Clark, Tribble, Harris & Li building protects the property for future use of the museum.
The construction of Phase II has been on the planning boards since the construction of Discovery Place and will probably use most of the remaining land between the museum and Church Street. By owning the Clark, Tribble, Harris & Li property, the museum has the flexibility of including the land and/or structure in Phase II, and the museum is protected from a use of the property that may not be compatible with the museum's purposes.

The purchase of the Clark, Tribble, Harris & Li building presents a unique opportunity for the Science Museums of Charlotte, an opportunity that may not occur soon again. I thank the Charlotte City Council for their consideration of this request and ask that they act on it favorably.

Sincerely,

Jeie Drummond
President
Board of Trustees
FINANCING

The proposed property acquisition is estimated to cost approximately $800,000. Financing sources for this sum have been explored including direct purchase and time payment options. Based upon a review of the respective alternatives, it is recommended that a lease/purchase agreement for the entire sum be used and that such lease/purchase be for a term of approximately five years. It is anticipated that the lease/purchase agreement would retire one-half of the purchase amount in the five year period with a balloon payment at the end of the term for the remaining one-half. This option provides for lower principal and interest payments during the term of the lease/purchase and permits several options for payment of the balloon sum, including fund raising efforts or execution of another lease/purchase agreement at the end of the first five year period in order to retire the balloon amount. Annual lease/purchase payments are estimated at approximately $140,000. Based upon a cost analysis it is felt that this alternative will provide the City with a favorable cost benefit ratio when compared to other available alternatives.
Meetings in August '84

---AUGUST 2 & 3---

2 Thursday, 7:30 a.m.  PLANNING LIAISON COMMITTEE - Cameron-Brown Bldg., 1st Floor Conference Room
               Thursday, 2:00 p.m.  BUSINESS OPPORTUNITY NETWORK ADVISORY TASK FORCE - Chamber of Commerce, Action Center
3 Friday, 7:30 a.m.  SPECIAL CITY COUNCIL MEETING - Training Center, City Hall Annex

---THE WEEK OF AUGUST 6 - 10---

6 Monday, 12 Noon  PLANNING COMMISSION - Cameron-Brown Bldg., 1st Floor Conference Room
7 Tuesday, 6:00 p.m.  PARKS ADVISORY COMMITTEE - City Hall, 3rd Floor Conference Room
               Tuesday, 7:30 p.m.  CITY-COUNTY CONSOLIDATION STUDY COMMITTEE/Educational, Health, Welfare and Human Services, and Public Safety Task Force - Gethsemane AME Zion Church, Education Center, 531 Campus Street
               Tuesday, 7:30 p.m.  PLANNING COMMISSION - Cameron-Brown Bldg., 1st Floor Conference Room
8 Wednesday, 7:30 a.m.  PLANNING COMMISSION/2005 Plan Advisory Task Force - Cameron-Brown Bldg., 1st Floor Conference Room
               Wednesday, 7:30 p.m.  HISTORIC PROPERTIES COMMISSION - City Hall, 2nd Floor Conference Room
               Wednesday, 7:30 p.m.  PLANNING COMMISSION/Billy Graham Parkway/Tyvola Road Extension Area Special Project Plan Committee - Police and Fire Training Academy, 1750 Shopton Road

---THE WEEK OF AUGUST 13 - 17---

13 Monday, 8:00 a.m.  COMMUNITY RELATIONS COMMITTEE/Human Resources Subcommittee - Community Relations Conference Room
               Monday, 11 a.m.  PLANNING COMMISSION - Cameron-Brown Bldg., 1st Floor Conference Room
               Monday, 12 noon  CITY COUNCIL - Training Center, City Hall Annex
               Monday, 2 p.m.  CITY COUNCIL MEETING - Council Chamber, City Hall
               Monday, 4:30 p.m.  COMMUNITY RELATIONS COMMITTEE - Covenant Presbyterian Church, 1000 East Morehead Street
14 Tuesday, 7:30 a.m.  CITY-COUNTY CONSOLIDATION STUDY COMMITTEE - City Hall Annex, Training Center
               Tuesday, 8:00 a.m.  AIRPORT ADVISORY COMMITTEE - Airport, Conference Room A
               Tuesday, 9:00 a.m.  HISTORIC DISTRICT COMMISSION - Edwin Towers, 1st Floor Conference Room

Continued on Back
THE WEEK OF AUGUST 20 - 24

- Planning Commission/Executive Committee - Cameron-Brown Bldg., 1st Floor Conference Room
  - Monday, 7:00 a.m.
- Transportation Conferences - Cameron-Hall Annex, Cameron-Brown Bldg.
  - Tuesday, 2:00 p.m.
- Civil Service Board - Cameron-Hall, 1st Floor Conference Room
  - Tuesday, 8:30 a.m.
- Private Industry Council - Chamber of Commerce, Action Room A
  - Tuesday, 6:00 p.m.

THE WEEK OF AUGUST 27 - 31

- Planning Commission - Cameron-Brown Bldg., 1st Floor Conference Room
  - Monday, 5:00 p.m.
- Air Quality Committee - Cameron-Brown Bldg., 1st Floor Conference Room
  - Monday, 7:00 p.m.
- Housing Authority - 101 S. Bird
  - Tuesday, 2:00 p.m.
- City Council Meeting - Education Center, Board Room
  - Thursday, 6:00 p.m.
- City Council - Education Center, Room 277 - 279
  - Thursday, 9:00 a.m.

THE WEEK OF AUGUST 7 - 13

- Planning Commission/Executive Committee - Cameron-Brown Bldg., 1st Floor Conference Room
  - Tuesday, 3:00 p.m.
- Air Quality Committee - Cameron-Brown Bldg., 1st Floor Conference Room
  - Tuesday, 7:30 a.m.
  - Tuesday, 7:00 a.m.
- Technical Coordinating Committee - Cameron-Brown Bldg., 1st Floor Conference Room
  - Tuesday, 7:30 a.m.
- Insurance & Risk Management Agency - Cameron-Brown Bldg.
  - Tuesday, 7:30 a.m.
- Civil Service Board - Cameron-Hall, 1st Floor Conference Room
  - Tuesday, 7:30 a.m.
CITY COUNCIL AGENDA
August 13, 1984

12:00 - 2:00 PM - Council-Manager Luncheon
  o Final Report on the City-County Office Building
  o "Safe Drive" Program Proposal
2:00 PM - Citizens Hearing
2:30 PM - Council Discussion
  o Performing Arts Study Committee Report
3:00 PM - City Council Meeting
           Council Chamber

ITEM NO.
1. INVOCATION BY THE REVEREND VAN ELLIS OF LIVING FAITH WORSHIP CENTER.

PUBLIC HEARINGS

3. A. CONDUCT A PUBLIC HEARING TO CONSIDER ADOPTION OF A RESOLUTION APPROVING A LOAN TO 301 EAST SEVENTH STREET LIMITED PARTNER-SHIP FOR RENOVATION OF A BUILDING LOCATED AT 301 EAST SEVENTH STREET IN THE AMOUNT OF $500,000 (UPTOWN REDEVELOPMENT AREA NO. 3 - CHARLOTTE UPTOWN DEVELOPMENT CORPORATION).

THE CITY OF CHARLOTTE HAS NO LIABILITY TO REPAY THE REDEVELOP-MENT LOAN UNDER THIS PROGRAM.
B. RECOMMEND ADOPTION OF A RESOLUTION APPROVING AND AUTHORIZING
THE ENTERING INTO OF AN AGREEMENT RELATING TO THE ISSUANCE
BY THE CITY OF ITS NOTE IN THE PRINCIPAL AMOUNT OF $500,000
AND THE ISSUANCE BY THE CITY OF THE $500,000 CITY NOTE (301
EAST SEVENTH STREET PROJECT), AUTHORIZING THE LOAN OF THE
PROCEEDS OF THE CITY NOTE TO 301 EAST SEVENTH STREET LIMITED
PARTNERSHIP, AUTHORIZING THE EXECUTION AND DELIVERY BY THE
CITY OF THE NOTE PURCHASE AGREEMENT, THE LOAN AGREEMENT, THE
ASSIGNMENT AND APPROVING THE FORM OF DEED OF TRUST AND
SECURITY AGREEMENT, ASSIGNMENT OF LEASES AND ENDORSEMENT OF
COMPANY NOTE AND AUTHORIZING EXECUTION AND DELIVERY OF
CLOSING CERTIFICATES, ALL IN CONNECTION WITH FINANCING AN
UPTOWN REDEVELOPMENT PROJECT.

301 East Seventh Street Limited Partnership is purchasing the
property located at 301 East Seventh Street and has submitted a
request as a separate borrower to receive tax exempt mortgage
financing through the City of Charlotte, in the amount of $500,000,
to renovate the building located in Redevelopment Area No. 3 for
rental office space. The $500,000 will be loaned to the City by
Branch Banking and Trust Company and passed on at the time of
closing to a construction fund to be established with the lender
as depository. Disbursements from the construction fund will be
approved by the lender. The interest rate will be established by
Branch Banking & Trust Company at 72% of its prime rate for the
seven-year loan period. The loan will be secured by a first lien
on the property to be held by Branch Banking & Trust Company and
by personal guaranty by the general partners, limited partners and
special limited partners of the partnership.

The Philip Cary Building has been designated as historic property
by the Charlotte-Mecklenburg Historic Properties Commission and is
listed on the National Register of Historic Places. Because of
this designation, the Partnership has been in contact with both
the Charlotte-Mecklenburg Historic Properties Commission and the
North Carolina Department of Archives and History, which represents
the Department of the Interior. Mr. Frank Branan of the North
Carolina Department of Archives and History has reviewed and
approved the renovation plans. It is anticipated that the Historic
Properties Commission will approve the renovation and will issue a
certificate of appropriateness on August 8, 1984.

The exterior of the building will be restored to its original
condition as built in 1908. The interior will be renovated for
office space and will contain hardwood floors, exposed brick
walls, and exposed heavy timber structure. The site adjacent to
the building will be leveled and paved to accommodate approximately
100 cars.

The Charlotte Uptown Development Corporation loan committee has
reviewed the loan request, found that the completed project will
accomplish the public purposes of the Uptown Redevelopment Plan as
approved by City Council and, therefore, recommends adoption of
The portion of Acradia Avenue is a non-maintained, unpaved street located off the 4800 block of Chesapeake Drive in northeast Charlotte. A paved street is in a non-maintained right-of-way located adjacent to the property. The petitioners are the Acradia Avenue Association and the Acradia Avenue Corporation.}

PETITIONER: COCA-COLA BOTTLING COMPANY CONSOLIDATED, INC.

D. RECOMMEND ADOPTION OF A RESOLUTION TO ABANDON SNYDER STREET.

Northwest Charlotte.

A. CONDUCT A PUBLIC HEARING TO CONSIDER THE ABANDONMENT OF SNYDER STREET.

A. CONDUCT A PUBLIC HEARING TO CONSIDER THE ABANDONMENT OF A PORTION OF ACRADIA AVENUE.

Attachment No. 2

A map is attached.

and there are no objections to the abandonment.

All City departments and private utility companies were notified.

traces of land for future expansion of existing facilities.

intends to incorporate this right-of-way into the Acradia

The petitioners own all the property abutting Snyder Street and

off the 4800 block of Chesapeake Drive in northeast Charlotte.

snider Street is a paved, city-maintained right-of-way located

Petitioner: CHANCE'S TIRE SHO.OC
All City Departments and private utility companies were notified and there are no objections to the abandonment.

Notification was also sent to fifteen (15) neighboring property owners and thirteen (13) opposing comments were received. The petitioner indicates he has worked with these neighborhood residents to alleviate their concerns and most have dropped their opposition after reviewing plans for the proposed residence.

City Council has the power to abandon a street as long as it is not contrary to public interest and no one is denied ingress or egress.

A map is attached.

Attachment No. 3

POLICY AGENDA

6. RECEIVE REPORTS BY THEATRE PROJECTS, AND REFER RECOMMENDATIONS OF THE PERFORMING ARTS CENTER STUDY COMMITTEE TO THE CITY MANAGER TO DETERMINE IMPLEMENTATION OPTIONS, AND RECHARGE THE COMMITTEE.

In April of 1983 Mayor Eddie Knox appointed the Performing Arts Study Committee; on July 11, 1983, City Council approved a contract with Theatre Projects Consultants to conduct a feasibility study for a new performing arts center in Charlotte in conjunction with the work of the Committee. Part 1 of the study was designed to determine the need for a new performing arts facility. Part 2 was designed to develop a building concept if a need was established in Part 1 and to determine site location, programming, costs, financing, management and economic impact. In addition, City Council authorized a further study by Theatre Projects designed to explore community needs regarding theatre groups and facilities.

The Performing Arts Center Study Committee has requested that City Council approve the reports by Theatre Projects Consultants, Inc. and develop a plan of action which will result in the designing, funding and construction of the following facilities:

- A 2000 seat performing arts facility to include:
  a. A rehearsal room
  b. A reception room
  c. Full backstage ancillary facilities
  d. Full front-of-house provision
  e. Administrative offices
  f. On-site parking for key staff

- Adequate land for a 600 seat playhouse to be constructed in the future.
peak hour.

Traffic control at East Mckeanburg High School during the morning

consider recommendation from the city council transportation

options.

Reconsider the committee to add staff in preparing implementation

 implementation options. It is also recommended that city council

report and refer the matter to the city manager to determine

purposes.

The Administered Area Center Study Committee, one million dollars

No funds have been appropriated to implement recommendations of

the performance area facilities.

Implementation of a plan of action to design, plan and construct

the committee also requests that city council recognize and

Report.

"character performance area center" and "character theater study

unreported in the reports by the Character Theater Committee.

Approximately $29 million based upon 1987 dollars and an additional

The total cost of these recommended building improvements is

- o Renovations to Ocean Auditorium.

- o A 300 seat theater to be constructed in Spirit Square.
At the City Council Transportation Committee meeting on July 25, 1984, Committee members were advised of the safety conflict and that, if a traffic signal were installed at Eaglewood Avenue, it would not provide a separate left turn phase. The Committee became concerned that members of the School Board may not have fully understood the safety issues on Monroe Road and the fact that a traffic signal installation would not provide protected turning movements for motorists into the parking lots. Consequently, the Transportation Committee requested that the Chairman meet with School Board members to review problems with installation of a traffic signal and secure a mutually agreeable resolution.

A meeting between the Chairman of the Transportation Committee, city staff and School Board representatives resulted in an agreement that the Transportation Committee recommends be adopted. The agreement is as follows:

- A POLICE OFFICER WILL BE PROVIDED BY THE CITY FOR ONE HOUR IN THE MORNING TO ASSIST MOTORISTS ENTERING AND LEAVING THE PARKING LOTS ON THE EAST SIDE OF EAST MECKLENBURG HIGH SCHOOL. (A police officer has been assigned to this duty since staff analysis began as a part of the Police budget).

- THE SCHOOL BOARD WILL DETERMINE THE NEED FOR AND FUNDING FOR A POLICE OFFICER DURING THE AFTERNOON TO PROVIDE ASSISTANCE FOR MOTORISTS EXITING THE DRIVES. (NOTE: TRAFFIC FLOW IN THE AFTERNOON IS HEAVIER EASTBOUND THAN WESTBOUND BUT NOT AS HEAVY AS IN THE MORNING).

- THE TWO DRIVEWAYS ON THE EAST SIDE OF THE HIGH SCHOOL WILL BE CONSOLIDATED TO INTERSECT MONROE ROAD OPPOSITE EAGLEWOOD AVENUE.

- STAFF WILL REVIEW OTHER PUBLIC HIGH SCHOOLS IN AN EFFORT TO DEVELOP ALTERNATIVES FOR TRAFFIC FLOW BEFORE SIMILAR SITUATIONS OCCUR.

- CHARLOTTE DEPARTMENT OF TRANSPORTATION STAFF WILL DEVELOP A POLICY FOR WHEN AND WHERE POLICE OFFICERS COULD BE USED FOR TRAFFIC CONTROL AT HIGH SCHOOLS.

8. CONSIDER RECOMMENDATION FROM THE CITY COUNCIL TRANSPORTATION COMMITTEE TO APPROVE A CHANGE IN COUNCIL POLICY TO ALLOW TRANSPORTATION PROJECTS ELIGIBLE FOR STATE FUNDING TO BE INCLUDED IN THE CITY'S ANNUAL CAPITAL IMPROVEMENT BUDGET, INSTRUCT STAFF TO WORK WITH STATE AND LOCAL COUNTY OFFICIALS TO DEVELOP FUNDING SCENARIOS FOR ROAD PROJECTS.

In the late 1960's and early 1970's, the Federal Government Highway Trust Fund began to accumulate significant surpluses leading to expanded Federal programs to finance construction and improvement of major City streets. Since the Highway Trust Fund was dependent upon a fixed income per gallon of gasoline consumed,
In 1982, the City Council responded to this problem by a policy change that the City Council to fund low-cost signal and intersection improvements which would be eligible for State and Federal funding in order to increase opportunities for Federal and State funding of major road widenings and extensions.

Recently, the City Council Transportation Committee has reconsidered this policy since although the City Council has been able to fund some major projects in the Coliseum area, it is apparent that all major needs cannot be funded in this decade. The 1990 Transportation Improvement Program includes nineteen (19) major transportation projects which are needed on funded projects. The estimated cost for these projects, $62 million, has not been met.

Therefore, at the City Council Transportation Committee meeting of July 25, 1983, an action was taken recommending that the City Council revise the policy concerning funding of projects eligible for State and Federal funding. Specifically, the Committee recommends that the City Council approve their policy to include the primary responsibility of the State and Federal Governments.

Finally, staff is to use these scenarios to develop funding scenarios for road projects, and current funds available for debt service to make recommendations to the appropriate time.

ATTACHED ARE LISTINGS OF THE 30 MAJOR TRANSPORTATION PROJECTS NEEDED BY 1990, AND THE 16 PROJECTS NOT YET FUNDING.
9. CONSIDER ADOPTION OF A ZONE DEVELOPMENT PLAN FOR REEDY CREEK PARK THAT WILL RESOLVE THE ISSUE OF APPROPRIATE DEVELOPMENT OF PARK FACILITIES AND REGULATE THE SIZE AND APPROPRIATE USE OF THE PROPOSED AMPHITHEATER, AS RECOMMENDED BY THE CITY COUNCIL PLANNING & PUBLIC WORKS COMMITTEE.

The City owns 699 acres of park land located to the northeast of the City between Plaza Road Extension and Rocky River Road. A Master Plan for Reedy Creek Park was completed and adopted by City Council in 1981 and the Parks and Recreation Department is now in the process of developing Phase I of Reedy Creek Park.

At a recent City Council meeting, a request was made by the Sierra Club and the Newell Association to modify the Master Plan by eliminating the lights on the ballfields, eliminating the amphitheater, and designating Reedy Creek Park a natural preserve. The City Council referred the request to the Planning and Public Works Committee.

The Planning and Public Works Committee met on June 26, 1984 and requested that staff review the Master Plan of Reedy Creek Park and make recommendations to City Council on zoning of the park. Once the zones were identified and approved, the Parks and Recreation Department would determine appropriate activity and development that would take place within the identified zones. Parks and Recreation was also asked to seek input from the Charlotte Parks Advisory Committee prior to submitting their recommendation to City Council for approval.

Parks and Recreation, with assistance from DPR Associates, has reviewed park land use as it relates to open areas, abandoned fields, tree locations, buildings, elevation, vegetation, and slopes. Additionally, Parks and Recreation has reviewed an earlier document which addressed the concept of a natural preserve as outlined in the 1978 Parks Bond Referendum. This document which was produced by a special Natural Preserve Committee, headed up by a staff member of the Planning Commission, described a natural preserve and further identified four specific zones and activities most appropriate within each zone for a natural preserve.

Based upon a review of the park land past and present, and the interpretation developed by the special Natural Preserve Committee, Parks and Recreation recommends the adoption of the following three (3) developmental zones for Reedy Creek Park.
ITEM NO.

10. Consider the appointments to Youth Involvement Council Advisory Board.

Attachment No. 5.

The Zone Concept.

The current Master Plan consists of an area which protects natural resources and features, including wetlands, a scenic loop, and wetland/water features. An area with potential natural resources may be an area with substantial open spaces or areas with substantial natural resources. This zone will help resolve the issue of appropriate development of recreational facilities within the area.

Attachment No. 6.

For two positions for two-year terms.

The election meetings were held at the July 9th meeting.
11. CONSIDER NOMINATIONS TO THE FOLLOWING BOARD AND COMMITTEE.

(a) Charlotte Uptown Development Corporation (Board of Directors) - Five positions for three-year terms. The terms of Francis (Buddy) Kemp, Business; John M. Belk, Business; George Ivey, Business; James Polk, Non-Profit Organization; and Mildred B. Davis, Resident, expire on August 31, 1984. All are eligible for reappointment.

(b) Community Facilities Committee - Two positions for two-year terms. The terms of Danys Hardwick Yon and James A. Coates expire on September 1, 1984. Ms. Yon has served two consecutive full terms and is ineligible for reappointment. Mr. Coates is completing an unexpired term. Attendance records through the 2nd Quarter of 1984 indicate he has attended all meetings held.

Attachment No. 7

BUSINESS AGENDA

12. RECOMMEND APPROVAL OF A FIVE-YEAR ZONE WRECKER CONTRACT WITH KISER WRECKER SERVICES, INC. FOR THE NORTH ZONE.

On July 9, 1984, City Council heard a request to award five-year zone wrecker contracts to Hunter Auto and Wrecker Service, S&R Wrecker Service, Beaty's Wrecker Service and Kiser Wrecker Service. City Council approved the contracts for Hunter, S&R and Beaty's and deferred action on Kiser Wrecker Service until August 13, 1984.

Derita Wrecker Service was awarded a zone contract in 1979 and is currently providing wrecker service in the North Zone. Both Derita and Kiser Wrecker Services have submitted bids for the North Zone. By utilizing the point system that was established in 1979, it was determined that Kiser Wrecker Service received 144 points to Derita's 141 points. Both wrecker services are rated as qualified to provide the desired services and Derita Wrecker Service has performed satisfactorily in the North Zone for the past five years.

Since the rates for zone wrecker services are set by City Council, a contract bid by a company does not involve a proposal on cost of service. Therefore, selection is based on other factors related to quality and level of service, including response time and customer satisfaction. According, as a result of the rankings assigned under the point system, the Zone Wrecker Committee has recommended that the contract for the North Zone be awarded to Kiser Wrecker Service.
4. INC.
   A REPLACEMENT MINORITY BUSINESS ENTERPRISE.
   OR AN INDIAN AGREEMENT BETWEEN CITY AND GENERAL CONTRACT
   AGREEMENT TO REPLACE Y-4 CAR.
   INC. ACCOMPANYING AN AUTHORIZATION
   CANCEL AN AGREEMENT DATED JUNE 28, 1982.

4. CONCESSION AT CHARLOTTE/DOUGLAS INTERNATIONAL AIRPORT.
   RECOMMEND APPROVAL OF THE FOLLOWING ACTIONS TO IMPLEMENT A PROPOSED

   not to exceed those shown.
   and execute the additional design services contracts to meet the
   Connect approve a change in the bank fee in the credit contract
   reason for the project of this type. It is requested that the city
   Peirce Co-operative and additional services, the
   The city manager has reviewed the justification for the increased

   Telphones, etc., as estimated to be approximately $1,289,000.
   The grand total for all design services described above, including
   $9,000 for environmental and other expenses, such as parking, permits,

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<th>Estimated Cost</th>
<th>Description</th>
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<td>$1,825,000</td>
<td>Parking garage construction contract amendment</td>
</tr>
<tr>
<td>$2,000</td>
<td>Project management fees</td>
</tr>
<tr>
<td>$1,000</td>
<td>Audio/visuals</td>
</tr>
<tr>
<td>$52,000</td>
<td>Building interior design services</td>
</tr>
<tr>
<td>$57,000</td>
<td>Estimated cost of work</td>
</tr>
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   under the original contract's concept, and are shown below:
   These terms represent additional design services not included in the 1974 contract.
   The design of the project was to be done by J. Pease Associates. The project is
   The schematic designs for the building. For this reason, the
   The original design contract with, J. Pease Associates.
   PROFESSIONAL SERVICES CONTRACTS WITH J. PEASE ASSOCIATES.
   5.2%. AND AUTHORIZE THE CITY MANAGER TO NEGOTIATE ADDITIONAL
   DESIGN OF THE GOVERNMENT CENTER OFFICE BUILDING FROM 4.1% TO

13. RECOMMEND APPROVAL FOR A CHANCE IN THE BASIC SERVICES PER FOR

Attachment No. 8

and details.

The attachment shows the specific numerical rankings for each.
ITEM NO.  

B. APPROVE INCREASED SALARY PAYMENTS AND MANAGEMENT FEE TO THE NEW JOINT VENTURE PARTNER.

Federal regulations require Minority Business Enterprise (MBE) participation in concessions granted by the local operator of passenger terminals at airports receiving Federal aid pursuant to grant agreements with the Federal Aviation Administration.

Therefore, when the Rent-A-Car concessions were bid in 1982, the request for proposals published by the City included specific provisions designed to accommodate one concession operated by an MBE. Pursuant to those provisions an Agreement was entered into with a joint venture between two local black businessmen and Greyhound Rent-A-Car, Inc., under which the City built a maintenance and return facility at its cost and leased it to the joint venture for a term of 25 years. The amount of rent over the 25 year term was set at an amount sufficient to amortize the cost of building the facility, but rent was deferred for five years to enable the joint venture to compete with established concessionaires.

At that time Greyhound Rent-A-Car, Inc. was a subsidiary of a very strong financial holding company and appeared to be aggressively pursuing the development of a national, airport based referral system for the rental of vehicles. To protect the City’s investment in the maintenance facility, Greyhound Rent-A-Car, Inc. was required to enter into an Agreement whereby if the MBE concessionaire defaulted, Greyhound Rent-A-Car, Inc. would assume operation of the concession while it was attempting to locate a replacement MBE. In that event rent deferral was to cease.

Because rent was being deferred, provisions were included in the Agreements limiting the withdrawals by any participant in the MBE joint venture. Initially one of the local black businessmen was receiving a salary of $1,500 per month and the other was receiving none. Section 9.01(g) of the lease agreement requires that the City consent in writing before there could be an increase in amounts paid to participants in the joint venture.

Shortly after the MBE concessionaire opened for business, Greyhound Rent-A-Car, Inc. was sold to a purchaser who immediately indicated that Greyhound Rent-A-Car, Inc. did not wish to continue participating in a joint venture. The result has been continuing disputes between the minority participants in the MBE joint venture and the new owners of Greyhound Rent-A-Car, Inc., and as a result, local efforts at developing the MBE Rent-A-Car concession in the new terminal at the Airport have been severely handicapped.
Section 6 of the Joint Venture Agreement are approved.
In re and that no additional payments, including the payments made under
and agree with the Joint Venture Agreement for financial and business services,
and a letter stating the City's approval of these services for part
The Joint Venture Agreement provides that the shares are to be
purchase by the City Council direct the Airport District to the Airport. It is
operation of a minority rent-a-car concession at the Airport. It is
will be tender for approval of this section as outlined

Payments require City approval in writing.

Payments, including business services, are to be paid 75% per month. These
receipts are a factor to be paid of 75% per month and the local minority participation
amount is the Joint Venture Agreement. The minority participation
and proportional investment in financial and business services, Inc. would provide General
management, investment and accounting subject to the WE, Additonal
requirements, General Investment and accounting services are an employer of General rent-a-car concessions.

Interests in the NBP concessions, General are considerable.
Agreement with Harry L. Spiegler (General rent-a-car, Inc.) initiated
contract of the NBP concessions, they have entered into an
Although the local minority participation would remain majority

Rent-a-car, Inc.

Rent-a-car, Inc. has by the Agreement with Greyhound
City is as well processed by an agreement with General
would not interfere with the City's M&O program and desire that
the Agreement between Greyhound Rent-a-car, Inc. and the City
City. The Agreement between the parties under the Agreements
Agreement of June 28, 1982 with the City, General Rent-a-car, Inc. has
to be returned of any further objections under the
said Agreement with Greyhound Rent-a-car, Inc. has submitted a letter requesting

and having shareholders, equity is in excess of $72,000,000.
Based company with extensive operation throughout the southeast
system. This company is General Rent-a-car, Inc., a Florida
company incorporated in the state of Florida. The NBP would operate a license for a service Rent-a-car franchise
Agreement with new Joint Venture Partners under which the

After many months, the minority partners have reached an
Under terms of the agreement, the City is paid ground rent, office rent, and 10% of gross receipts by the MBE rent-a-car firm. Billings for Fiscal 1983 and 1984 indicated approximately $2900 per month in revenue was generated for the City.

15. RECOMMEND APPROVAL OF A SIX-MONTH CONTRACT EXTENSION WITH VAN POOL SERVICES INC. TO CONTINUE THE DEVELOPMENT AND ADMINISTRATION OF A THIRD PARTY VANPOOL PROGRAM, AT A COST OF $20,220.

The Department of Transportation entered into an experimental six-month contract with Van Pool Services, Inc. (VPSI), a third-party van provider, in November 1983 to broaden the scope of transportation services available to commuters and to help achieve the modal split for the uptown area.

By using a third party provider, the City of Charlotte has the ability to market and provide a complete vanpool program, without the financial or legal liabilities. Neither are participating commuters legally or financially liable since their obligation is limited to paying monthly fares, with no obligation beyond the 30 days.

Under the third-party van program, VPSI purchases the vans and maintains their insurance coverage. A full-time VPSI staff person is assigned project manager and works with the Charlotte Department of Transportation in marketing, promotion, and local administration.

The performance objective during the initial six month contract was to form five vanpool groups. As of June 30, the final date of the initial six month contract, the status of the program was as follows:

- Two vanpool groups have been formed and vans ordered.

- Two additional groups are very near completion.

- Several other "key" areas, where five to six riders have been identified, could constitute the fifth group.

- Van Pool Services, Inc. and the Charlotte Department of Transportation staff are currently working with an Uptown employer that inherited an in-house van pool program and is interested in switching those groups to third party vans.
NO SEPARATELY.
REQUIRED THAT AN ITEM BE DIVIDED AND VOTED
MOREOVER, ANY MEMBER OF COUNCIL MAY
NO. 16 THROUGH 24 MAY BE CONSIDERED IN ONE
THE CITY ATTORNEY ADVISES THAT AGENDA ITEMS

* * * * * * *

Program.

Transportation includes funds for the third party van pool
The transit 1985 operating budget for the Charlotte Department of

the same cost of 920.20.
performance objective is achieved during the contract period, at
for an additional six months (through August 12, 1985) if the
City Council authorizes the City Manager to extend the contract
during the additional three periods. It is further recommended
and recommended switch to a more effective marketing device, Vanpool
advertising agency for the Charlotte Transportation Program, and an
cooperation a Transportation sub-committee, the hiring of a new
charter transportation department, the hiring with the support of the
between that with the support of the Charlotte Transportation
additional funds. The Charlotte Transportation Department of Transportation
under the initial contract, as well as to establish "live
performance objective to complete the 1985-86 program.
1984 - February 12, 1985 (with Vanpool Services, Inc., with a
asked to approve an additional six-month contract, (August 13,
in order to continue the experimental program, City Council has

- Page 15 -

ITEM NO.
Budget Ordinances

16. A. RECOMMEND ADOPTION OF AN ORDINANCE APPROPRIATING $270,302 IN RENTAL COLLECTIONS TO FUND MANAGEMENT AND MAINTENANCE CONTRACTS BETWEEN THE CITY AND THE CHARLOTTE HOUSING AUTHORITY AND THE CHERRY COMMUNITY ORGANIZATION, FOR 45 RENTAL HOUSING UNITS, 10 SCATTERED SITE UNITS, 3 CITY-OWNED RENTAL HOUSING UNITS AND 111 SUBSIDIZED UNITS.

Adoption of this ordinance is necessary to fund the management and maintenance of the First Ward, Cherry, Coliseum Drive, Five Points/Third Ward and scattered site housing units. The Charlotte Housing Authority and the Cherry Community Organization are authorized to collect rent and make minor repairs on these City-owned units on behalf of the Community Development Department through a Management and Maintenance Agreement. Each year City Council must appropriate rent receipts into a special account to allow payment to the Housing Authority and the Cherry Community Organization for their services.

B. RECOMMEND ADOPTION OF A RESOLUTION ACCEPTING A FEDERAL AVIATION ADMINISTRATION (FAA) GRANT IN THE AMOUNT OF $1,245,287 AND ADOPTION OF AN ORDINANCE APPROPRIATING $1,870,677 FOR EXPANSION OF CONCOURSE "C" RAMP AND CONCOURSE "D" RAMP AT THE AIRPORT.

The FAA has offered the City a grant in the amount of $1,245,287 to fund expansion of Concourse "C" ramp and Airport's Concourse "D" ramp. This project has a high priority in the Capital Improvement Program, and the grant represents the Airport's apportionment through Airport Improvement Program (AIP) monies.

Total project costs, based on the construction contract that City Council is requested to approve on this same agenda, are estimated to be $1,870,677. The FAA grant represents 75% of eligible project costs. Therefore, this budget ordinance appropriates Federal grant funds in the amount of $1,245,287 and the City's share in the amount of $625,390 from Airport Revenue Bond Issues to fund totally the construction contract. State monies are also anticipated that should reduce the City's share. The debt service on all City funds invested in Airport capital projects is repaid by the airlines through landing fees and guaranteed by their long term leases at the Airport.

C. RECOMMEND ADOPTION OF AN ORDINANCE AMENDING THE FISCAL 1984-85 BUDGET TO PROVIDE FUNDS AND ALLOCATE POSITIONS FOR THE PROVISION OF CITY SERVICES TO THE RAINTREE/PROVIDENCE PLANTATION ANNEXATION AREA.

In June 1982 City Council adopted an ordinance annexing the Raintree and Providence Plantation areas effective May 1983. The property owners challenged this annexation in court. On July 6,
The bid for business systems, Inc. was reduced by $22,410.00. 

The amount of $772,375.00 be accepted for award of contract.

Recommendation: By utility director and purchasing director.

Electronic

A. Water Meter Reading System

IN THE ANNUAL BUDGET.

UNLESS OTHERWISE NOTED, EACH PROJECT OR PURCHASE WAS AUTHORIZED

CONTRACT AMOUNTS ARE ALL IN DOLLARS AND WITHIN BUDGET ESTIMATES

RECOMMEND APPROVAL OF THE BID LIST AS SHOWN. THE FOLLOWING

Bid List

17.


Funds were set aside for this purpose from the sales tax and gestures. Tax can be expected from the newly annexed area.

Projects, addressing revenue from sales tax and gestures. Tax can be expected from the newly annexed area. Current plans are for the tax to purchase the existing volunteer station to an estimated cost of $300,000. Funds were set aside for this purpose from the sales tax and gestures. Tax can be expected from the newly annexed area. Current plans are for the tax to purchase the existing volunteer station to an estimated cost of $300,000. Funds were set aside for this purpose from the sales tax and gestures. Tax can be expected from the newly annexed area. Current plans are for the tax to purchase the existing volunteer station to an estimated cost of $300,000. Funds were set aside for this purpose from the sales tax and gestures. Tax can be expected from the newly annexed area. Current plans are for the tax to purchase the existing volunteer station to an estimated cost of $300,000. Funds were set aside for this purpose from the sales tax and gestures. Tax can be expected from the newly annexed area.

The increased operating costs will be funded from the city’s general fund.
computer hardware which consists of three (3) IBM XT computers for $13,899.90.

Product Description: This system will be used for reading meters and transmitting data to the Municipal Information System Computer in the Cameron Brown Building. It will replace a similar system which is no longer manufactured and has to be repaired with used parts.

Source of Funding: Utility Fund.

B. Water Distribution Project
16-Inch Water Main Along Beam Road
From York Road To Wilmount Road

Recommendation: Director, Charlotte-Mecklenburg Utility Department recommends that the low bid by Sanders Brothers, Incorporated of Charlotte, North Carolina in the amount of $390,478.04 be accepted for award of contract on a unit price basis.

Project Description: This project consists of laying approximately 12,618 linear feet of 16-inch Ductile Iron Pipe, 90 feet of 8-inch Ductile Iron Pipe, 9 Direct Bury Butterfly Valves, 6 Fire Hydrants, and various appurtenances within the existing road right-of-ways of Beam Road (S.R. 1157).

Source of Funding: Utility Fund.

C. Sanitary Sewer Construction
Mallard Creek Outfall - Phase II

Recommendation: Director, Charlotte-Mecklenburg Utility Department recommends that the low bid by R. F. Shinn Contractor, Incorporated of Concord, North Carolina in the amount of $162,648.50 be accepted for award of contract on a unit price basis.

Project Description: This project consists of laying approximately 1,310 linear feet of 30-inch Reinforced Concrete Pipe, four 5' Diameter Manholes and various other appurtenances within the sanitary sewer right-of-ways following Mallard Creek beginning at the existing 36'' outfall on Mallard Creek.
Source of Funding: 1978 Park Bond Funds/General Revenue Sharing.

Park Road Park.

Deerfield Road. This project includes the reallocation of

recommendation: By the City Engineer that the low bid of

Department

Parks & Recreation

E. Park Road Park Pavement Projects.

Source of Funding: Powell II.

By the State from the gasoline tax revenue distributed

(approximately $300 million of streets). The funding is allocated to these through the City.

This project will include the reallocation of approximately 40 miles of streets.

Recommendation: The low bid of

Dr. Paul Restuccia - 1984

Source of Funding: Utility Fund.

Remaining $683,000 sewer account balance.

County agreement and with quantity for a portion of the

the actual scope of construction as outlined in the city.

area of University Research Park. This project entails within

extension of basic water and sanitary sewer services into an

on September 1, 1979, the City of Charlottesville and Monticello

the project.

known as Ryker Creek) 1200 feet adjacent to the terminus of

a westerly direction and paralleled to Mattie Creek (formerly

currently, Phase II, northwest of Mattie Creek Road, thence in

Page - 19
F. Independence Park Parking Lot

Parks & Recreation Department

Recommendation: By the City Engineer that the low bid of $74,903.75, as submitted by Crowder Construction Co., be accepted for award on a unit price basis.

Project Description: The project includes construction of a 44-space parking area at the site of the old Park and Recreation Maintenance Facility to serve Independence Park.

Source of Funding: Capital Improvement Program - Park Improvements.

G. Park Road Park Lake Dredging

Parks & Recreation Department

Recommendation: By the City Engineer that the low bid of $102,286.80, as submitted by Crowder Construction Co., be accepted for award on a lump sum basis.

Project Description: This project includes dredging of the upper end of the lake to remove sediment that has been deposited by stormwater run-off. This is a maintenance project designed to improve the appearance and sanitary conditions of the lake as a significant park feature.

Source of Funding: General Revenue Sharing.

H. Neely-Skyland Drainage Improvements

Engineering

Recommendation: By the City Engineer that the low bidder's failure to execute the Non-Collusion Affidavit and Certificate of Non-Segregated Facilities, be waived as technicalities, and that the contract be awarded to the low bidder, Propst Construction Co., Inc. on a unit price basis for their bid of $161,236.50.

A review of the bid documents submitted by the low bidder revealed that the contractor failed to execute the Non-Collusion Affidavit and Certification of Non-Segregated Facilities. The City Attorney's Office has rendered an opinion that these items may be waived as technicalities. The contractor has
By the Columbus Company of Columbus, Georgia, at the amount of

Recommendation: Airport Manager recommends that the low bid

Expansion

Knox Expansion and Concourse "P" I Ramp

Airport

Project Description: This project includes storm drainage

Source of Funds: Storm Drainage Bonds.

Problems:

1. Water-Supply Drainage Improvements

     1. Water-Supply Drainage Improvements

     2. Development Block Grant Funds.

     Source of Funds: Storm Drainage Bonds and Community

     Property owners in the drainage area petitioned for improvements
down to Orange Street along the newly created right-of-way.

     Project Description: The project includes storm drainage

     subsequently executed these forms, and is prepared to execute

     the contract is awarded.

            Item No.
ITEM NO.  

$1,587,000.66 be accepted for award of contract on a unit price basis.

Project Description: This project consists of furnishing materials, labor, equipment and all that may be incidental to and for all work required for paving and lighting of Concourse "C" Ramp Expansion and Concourse "D" Ramp Expansion as part of the Airport Terminal Expansion for Piedmont Airlines.

Source of Funding: Federal, State, and Local Airport Funds.

K. Television System Phase II.  

Recommendation: By Public Service & Information Director and Purchasing Director that the low bid, Midwest Corporation, Charlotte, N. C., in the amount of $70,139.00, be accepted for award of contract.

Product Description: This television system will be used to produce training, public affairs, and government programming for use by City departments and on Cable Television. This is the second phase of a four phase program to equip production facilities in the new City-County Office Building.

Source of Funding: General Fund.

THE CITY ENGINEER IS RECOMMENDING THAT THE FOLLOWING BIDS, L. 1, 2, AND 3, BE REJECTED BECAUSE THE AMOUNTS BID ARE OVER BUDGET ESTIMATE.

L. (1) Fourth Ward Sidewalks, Phase V  

Recommendation: By the City Engineer that the bids received be rejected because they exceed the budget estimate. (The low bid was 46% over the Engineering Department estimate of $221,099.28). The work will be rebid during the winter season.

Project Description: This project includes construction of brick paver sidewalks and granite curb in the Fourth Ward Historic District. Incidental storm drainage and paving are also included. Locations for the work are:

- North Poplar St. from West Trade Street to West Seventh Street
- West Sixth Street from North Pine Street to North Church Street
be rejected because they exceed budget estimates.

Recommendation: By the City Engineer that all bids received

MECHANICAL CONTRACT
BECAUSE THEY EXCEED BUDGET ESTIMATES.

Recommendation: By the City Engineer that all bids received

ELECTRICAL CONTRACT
BECAUSE THEY EXCEED BUDGET ESTIMATES.

Recommendation: By the City Engineer that all bids received

GENERAL CONTRACT

Phase 1

Parks & Recreation

Tramit System

The Intersections were identified by the Charlottesville Department of Transportation for improvements in conjunction with the

5. Meridian Ave. at Spice St.
4. Providence Rd. at International Dr.
3. Providence Rd. at Old Providence Rd.
2. Providence Rd. at Fairview Rd.
1. Providence Rd. at Carville Rd.

Stay at the following locations:

These intersections at the Intersections to improve traffic

Project Description: This project includes a median and

because they exceed the budget estimate.

Recommendation: By the City Engineer that all bids be rejected

Phase I

(2) Major Intersection Improvements,

1978.

Project Ward Historic District approved by City Council in

This project is a continuation of public improvements in the

Street

o West Tench Street from North Graham Street to North Poplar

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ITEM NO.
Project Description: This project consists of demolition of the existing restrooms, concession stands and concourse on the south side of Memorial Stadium. New restrooms, concessions and a wider concourse will be constructed. Park Drive will be reduced in width to 19'. The sewer line in Park Drive will be relocated and electrical service will be replaced.

The present restrooms and concessions are inadequate to serve crowds attending events at the stadium. In 1982, the architectural firm of Grier-Fripp Associates was hired to study the needed improvements and to create a Master Plan for the improvements. In the 1983-84 Capital Improvement Program, funds were allocated for the first phase of the improvements.

Agreements and Leases

18. A. RECOMMEND APPROVAL OF A ONE-YEAR CONTRACT BETWEEN THE CITY OF CHARLOTTE AND POWELL & JONES, INC. TO ASSIST IN THE TRANSPORTATION MARKETING PROGRAM, FOR A FEE NOT TO EXCEED $90,000.

Shortly after the City purchased the transit system from City Coach Lines in 1976, the City entered into an agreement with Illium Associates to provide marketing assistance. Since then the City has, with the exception of relatively short periods of time, maintained an association with a marketing or public relations firm to provide direction and creative support to City staff.

On May 23, 1984, the Charlotte Department of Transportation sent letters to 23 agencies inviting them to submit a letter of interest for a marketing contract. Nine firms submitted proposals prior to the June 8 deadline, including one joint proposal.

It is the concensus of staff that the joint proposal of Powell and Jones, Inc. and Cohn & Wolfe offers the results-oriented approach best suited to the City's needs. Under the joint proposal, Powell and Jones, Inc. will provide the project manager, and act as the lead agency for contractual purposes. Powell and Jones brings expertise in advertising and marketing; Cohn & Wolfe is an excellent public relations firm.

The maximum amount that can be expended under this contract is $90,000. In addition, the agency will place media buys for the system, at a total estimated cost of $141,000. The agency will place all media at net cost and will not receive a commission.

Funds are available in the Department's operating budget to cover this contract.
I recommend approval of a contract in the amount of $40,000 with the proposed item No. 25 for Lake and dam at Keedy Creek Park consistent with the proposal included in the report. The work will be performed by B. Dupuis Associates, the present designers of the project, contract 25A. Since the design of the dam is outside the expertise of DPW, the approved master plan for Keedy Creek Park, prepared by DPW, step in park development, the construction of the dam is the next priority. The engineers have identified the need for the construction of the dam and have recommended proceeding with the project.

In the amount of $40,000 for the design of lakes and dams at Keedy Creek Park, the recommended budget to cover this contract amount, not exceeding the contract amount, is 100%. Funds are available in the capital department of Transportation's operating budget to cover the costs of the contract and to avoid the need for additional funding.

The transportation modeling work will be conducted for Fiscal Year 1986, and it is expected that the contract will be awarded by the end of the fiscal year. The Transportation Modeling System will be used to continue to contract with current model services, and the department will continue to participate in the planning and design process. The system is expected to be integrated with other computer models and to be used as a key part of the development of a 2005 comprehensive transportation plan.

The City has changed over to the new Transportation Planning model, and the computer system is not operational. The transportation modeling system will be integrated with other computer models, and the department will continue to contract with current model services on an in-house basis. As the time the work began, the Department of Transportation Modeling for the community.

The system is designed to support the roadway systems and to coordinate the traffic and transit systems. The system includes data provided by the Planning Commission and data from the CAD system, which is maintained by the City. The system allows for the development of transportation models to support the needs of the community. The system is expected to be integrated with other computer models, and the department will continue to contract with current model services.

In 1979, the City began to develop a transportation modeling system. The system is expected to be integrated with other computer models, and the department will continue to contract with current model services. The system is designed to support the roadway systems and to coordinate the traffic and transit systems. The system includes data provided by the Planning Commission and data from the CAD system, which is maintained by the City. The system allows for the development of transportation models to support the needs of the community. The system is expected to be integrated with other computer models, and the department will continue to contract with current model services.
Zone Development Plan. The source of funding for this contract is Capital Improvement Program Budget - General Revenue Sharing.

D. RECOMMEND APPROVAL OF AN AMENDMENT TO THE LANDSCAPE ARCHITECTURAL CONTRACT WITH DPR ASSOCIATES IN THE AMOUNT OF $171,361 FOR THE COMPLETE DESIGN OF REEDY CREEK PARK, PHASE II.

In April 1977, the Charlotte Parks and Recreation Commission entered into an agreement with DPR Associates for a land use plan for Reedy Creek Park. This agreement has been amended twice to allow for the completion of the Park Master Plan and for the Phase I design.

Due to their previous involvement, contract negotiations were entered into with DPR Associates for the design of Phase II of the Park which includes all of the remaining elements of the Master Plan consistent with the proposed Zone Development Plan.

The major design elements contained in Phase II are the multi-use meadow, picnic overlook, primary electrical and water distribution systems, and environmental center. This amendment also includes construction administration for Phase I, and the multi-use meadow and the relocation of the Park Manager's residence, scheduled for construction in Fiscal 1985.

Phase II is estimated to cost $2,280,000 for a total estimated construction cost of $3,258,382. The source of funding for this contract is the Capital Improvement Program Budget - General Revenue Sharing.

E. RECOMMEND APPROVAL OF AN AGREEMENT FOR ENGINEERING SERVICES WITH DIAZ, SECKINGER & ASSOCIATES, INC. IN THE AMOUNT OF $107,400.00 FOR THE DESIGN OF THE PARKWOOD AVENUE EXTENSION FROM NORTH DAVIDSON STREET TO THE BRIDGE OVER THE SEABOARD SYSTEM RAILROAD TRACKS AT NORTH CALDWELL STREET.

On November 8, 1983, voters approved General Obligation Bond Funds in the amount of $1,680,000 for the Parkwood Avenue Extension. City Council is asked to approve an agreement with Diaz, Seckinger & Associates, Inc. for complete engineering and design services associated with this project, including property surveys, subsurface investigation administration, traffic control plans, street lighting plans, roadway design plans, landscaping plans, and utility relocation plans, at a maximum cost of $107,400. The firm of Diaz, Seckinger & Associates, Inc. was chosen according to the approved Consultant Selection Procedure.

F. RECOMMEND APPROVAL OF A ONE-YEAR MAINTENANCE SERVICE AGREEMENT WITH TRINDEL AMERICA CORPORATION FOR THE UPKEEP OF THE HARDWARE AND SOFTWARE FOR THE AUTOMATED AIRPORT PARKING SYSTEM IN THE AMOUNT OF $83,400.
which are to be operated and maintained by the city. These public
airport facilities are open to the general public for aircraft storage
and related services. The airport is served by American Airlines,
United Airlines, Delta Air Lines, and several regional airlines.

On January 11, 1982, City Council approved a contract for the
purchase of a new aircraft storage facility. This facility will
serve as a base for the following monthly rental rates:

<table>
<thead>
<tr>
<th>Service</th>
<th>Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Covered Hangar</td>
<td>$250/month</td>
</tr>
<tr>
<td>Outside Parking</td>
<td>$150/month</td>
</tr>
<tr>
<td>Inside Parking</td>
<td>$200/month</td>
</tr>
</tbody>
</table>

These rates are subject to change at any time and are effective
as of January 1, 1982. The City Council reserves the right to
decide whether or not to renew the contract at the end of the
first year. Headd.

The airport is located on five acres of land and is served by
three runways. The runway length is 5,000 feet and the runways
are paved with asphalt. The airport has a control tower and
air traffic control equipment. The airport is equipped with
radio and television communication systems and is equipped
to handle all types of aircraft, including charter flights.

The airport also has a machine shop, a repair shop, and a
fueling station. The fueling station is equipped with a state-of-
the-art fueling system. The airport is also equipped with
a comprehensive weather station and is serviced by a trained
staff of airport personnel.

On January 11, 1982, City Council approved a contract with
the airport operator to purchase a new fueling system. This
system will be installed by the end of the year. The system
will be used to fuel all types of aircraft, including charter
flights.

The airport is equipped with a comprehensive weather
station and is serviced by a trained staff of airport personnel.

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system will be installed by the end of the year. The system
will be used to fuel all types of aircraft, including charter
flights.
facilities will supplement the amount of covered aircraft storage available to aircraft owners who base their planes at Charlotte and will benefit both the fixed base operators and the overall general aviation community. Under these lease agreements the City agrees to lease covered aircraft storage space in the City's Public Storage Facilities for from one-to-five years and the tenants agree to pay the monthly rental rate as specified, the City agrees to operate and maintain the aircraft storage building and the tenants agree to maintain the leased premises, the tenants agree that no commercial business shall be conducted from the leased premises, and the tenants agree to indemnify and hold City harmless from all liability caused by their use of leased premises and to carry public liability insurance.

The City will receive an estimated $159,900 in lease revenues during the first year of this operation.

H. RECOMMEND APPROVAL OF AMENDMENTS TO CORRECT FEE TOTALS IN CONTRACTS FOR ENGINEERING SERVICES WITH FRANK B. HICKS ASSOCIATES, INC. FOR TWO BRIDGE REPLACEMENT PROJECTS.

On May 14, 1984, City Council approved two contracts with Frank B. Hicks Associates, Inc. to design the Sardis Road North Bridge Replacement and the Mountainbrook Road Bridge Replacement. Each contract listed the correct fees for each item of work; however, the amounts were incorrectly totaled, thereby resulting in incorrect contract amounts.

City Council is asked to approve contract amendments as follows to correct the errors:

1. Change the Sardis Road North Contract from the incorrect amount of $28,326.36 to the correct amount of $34,976.36.
2. Change the Mountainbrook Road contract from the incorrect amount of $20,466.90 to the correct amount of $26,206.90.

Sufficient funds have already been appropriated for these contracts.

Change Orders

19. A. RECOMMEND ADOPTION OF A BUDGET ORDINANCE TRANSFERRING FUNDS IN THE AMOUNT OF $335,487.79 FROM CAPITAL IMPROVEMENT PROJECT FUNDS TO THE TRYON STREET MALL ACCOUNT, AND APPROVAL OF CHANGE ORDER NO. 2 TO THE TRYON STREET MALL CONTRACT WITH WEISS BROTHERS CONSTRUCTION COMPANY, INC. TO WIDEN THIRD STREET, IN THE AMOUNT OF $335,487.79.
Sheffield Drive.

In the amount of $102,790.90, for major curb and street improvements. The work is to be performed by the contractor, Chris Miller, Inc., of Fort Worth, Texas. The work is expected to be completed by the end of October.

The city council approved the change order on July 14, 1984. The change order will increase the contract amount to $102,790.90. The work will be performed by Chris Miller, Inc., of Fort Worth, Texas. The work is expected to be completed by the end of October.
On February 13, 1984, City Council awarded a contact in the amount of $220,049.39 to Crowder Construction Company for construction of sidewalk at nine (9) locations throughout the City, including Sheffield Drive, between Woodland Drive and Tarrant Avenue. Before work was begun on Sheffield Drive, it was determined that the extremely poor condition of the roadway would make the sidewalk construction very difficult because of deterioration and major subgrade problems.

In an attempt to complete the repairs before further deterioration occurred this winter, a change order has been negotiated with Crowder Construction Company at a favorable price.

Funds will be used to replace a portion of concrete rolled curb, make needed vertical adjustments to allow for proper drainage, and provide for subgrade repairs. Upon completion of these repairs, a four (4) foot wide sidewalk will be constructed and the street resurfaced using previously approved funds.

The source of funding is Powell Bill and Sidewalk Bonds.

C. RECOMMEND APPROVAL OF CHANGE ORDER NO. 1 TO THE OLDE PROVIDENCE DISTRICT PARK CONTRACT WITH JAMES R. VANNOY AND SONS CONSTRUCTION CO., INC., IN THE AMOUNT OF $12,675.00, TO FUND THE CONSTRUCTION OF FOUR SAND CLAY SOFTBALL INFIELDS AND THE EXTENSION OF A WATER LINE.

On January 9, 1984, City Council awarded a contact to James R. Vannoy and Sons Construction Co., Inc. in the amount of $139,998.00 for construction of Olde Providence District Park. The contract included the construction of four (4) combination softball/soccer fields, two (2) practice softball/soccer fields, picnic facilities and a restroom building.

City Council is now requested to approve Change Order No. 1 with James R. Vannoy and Sons Construction Co., Inc. in the amount of $12,675.00 to fund the following additional work:

- Upgrade Softball Infields - The Park and Recreation Department has requested that sand and clay infields be constructed on the four (4) softball fields instead of grassed infields which will lower annual maintenance costs.

- Extend water line - The water line's original point of connection cannot be used and will require extension to a new point of connection.

The change order will increase the contract to a new total of $152,673. Funds are available from the 1978 Park Bonds to cover this increase.
Road, and the other is on Shattles Avenue.

III be eliminated as a result of this section. One is on Coyton
with per hour school speed zones. IIII no longer be accessed and
Coyton Road in Kings Park, and Hutton Avenue in Atherton. Two 25
Boulevard, South, and Shattles Avenue in Atherton.
The streets are in the low speed limit. The
and are determined by the engineering study to be appropriate for
Free streets in your neighborhoods have their speed limits validated.

To determine if the lower speed limit is appropriate,
engineering evaluation be conducted by the department of Transpor-
tation of the residents or property owners on the street and that an
require that the residents support a petition signed by 75 percent
lower than 25 mph speed limit on residential streets. The policy
on May 24, 1984, city council approved a policy to permit a

20. Amendment to the Speed Limit Ordinance

9365, 905.89. Funds for this work are available in the project.
The mechanical contractor with All Masters, Inc. from $3,950.160 to
found them to be reasonable. These changes order we validated and
The project architect has reviewed the cost of these changes and
The consultants have recommended a change in the carbon
The consultants have recommended the installation of
The city department has recommended the installation of
These lower and control the wheel alignment and
The building safer and more serviceable.

The consultants have recommended a change to the mechanical contractor that would make

939.74.98.

D. Recommended Approval of Change Order in the Mechanical

ITEM NO.
They will be removed to eliminate any redundancy between the school zone and the new speed limit. Advance school warning signs will be retained.

**Personnel Actions**

21. **RECOMMEND ADOPTION OF A RESOLUTION AMENDING THE PAY PLAN TO ADD THE CLASSIFICATIONS OF TREATMENT PLANT MECHANIC I, PAY RANGE 13, ($15,192-$19,390) AND TREATMENT PLANT MECHANIC II, PAY RANGE 16 ($17,587-$22,447).**

At the request of the Utilities Director, the Personnel Department has reviewed three positions which comprise a maintenance crew responsible for major repair and installation work at the City's water treatment plant facilities. This review indicates the need to establish the classification of Treatment Plant Mechanic I, Pay Range 13, for two of the incumbents and the classification of Treatment Plant Mechanic II, Pay Range 16, for the crew supervisor position.

This crew was established in 1982 to perform the more complex repair and installation work at pumping stations, booster stations, water tanks and the two treatment plants. Duties involve complex repair work in a wide variety of systems and require plumbing, electrical and mechanical knowledge and experience at the journeyman level.

The Fiscal 1985 cost of these classification changes is approximately $2,990 which can be accommodated within the current departmental appropriation.

22. **RECOMMEND ADOPTION OF A RESOLUTION AMENDING THE PAY PLAN TO ADD THE CLASSIFICATION OF DISPUTE SETTLEMENT SPECIALIST, PAY RANGE 16 ($17,587 - $23,569).**

A dispute settlement program to mediate interpersonal disputes as an alternative to the court system was established by City Council in Fiscal 1984 as a part of the Charlotte-Mecklenburg Community Relations Committee. Since its inception, the program has been coordinated by a Administrative Assistant I, Pay Range 14, with responsibilities for program administration and clerical support.

Recently a large number of Community Relations Committee staff activities have been automated, allowing for delegation of the major clerical assignments of this position to other departmental clerical staff. This reassignment of duties will enable the subject position to increase the number of disputants served,
The residential area from future commercial and cut-through traffic.

City Council adopted the A-1000 road small area plan as a

THE PUBLIC HEARING DATE.

1984 AT 7:30 PM AT THE DISTRICT 7 CITY COUNCIL MEETING AS
PORTION OF WILLOW LAKE ROAD AND SET MONDAY, SEPTEMBER 10,

ADJOURNMENT AT 8:00 PM AT THE DISTRICT 7 CITY
SET MONDAY, SEPTEMBER 10, 1984 AT 7:30 PM AT THE DISTRICT 7 CITY

22. A. RECOMMEND ADOPTION OF A RESOLUTION OF INTENT TO ABANDON A PORTION

Resolutions

appropriation.

§600. Which can be accomplished within the current departmental
The fiscal 1985, cost of establishment this position is approximately

to reflect the assembled area of responsibilities.
To pay Kane 16 and a little change to discharge settlement settlement
consequently, the greater emphasis on professional duties has
performance for maximum effectiveness.

ITEM NO. 33 -
D. 1. RECOMMEND ADOPTION OF A RESOLUTION AUTHORIZING THE MAYOR TO EXECUTE A SUPPLEMENTAL AGREEMENT WITH THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION TO AMEND THE STATE'S PARTICIPATION IN THE TRANSIT MAINTENANCE FACILITY GRANT.

The City has an approved grant from the Urban Mass Transportation Administration and the North Carolina Department of Transportation to assist in the construction of the facility which calls for ten percent participation. The City has since learned that D. R. Allen & Sons, one of the prime contractors in the construction project, has been suspended from the North Carolina Department of Transportation's list of pre-qualified contractors and therefore the State cannot participate in any costs incurred by D. R. Allen & Sons. The State's share of this contract alone would have been $486,433; it now drops to $396,067.

In order to lessen the impact to the City, the State has proposed an amendment to the agreement that would increase their participation in all other activities of this grant project by an additional ten percent, excluding costs incurred by the suspended contractor. The new agreement would raise the State's grant allocation from $882,500 to $792,134. Since this total is still short of the amount required to fully encumber the project, City Council is being asked to increase the City share by transferring an additional appropriation in the amount of $160,366 from the 1981 Transit Facility Bonds. Of the $160,366 total, $90,360 makes up the State difference, and $70,000 is for anticipated change orders.

2. RECOMMEND ADOPTION OF AN ORDINANCE REVISING THE SOURCES OF REVENUE AND PROVIDING A SUPPLEMENTAL APPROPRIATION FOR CONSTRUCTION OF THE TRANSIT OPERATIONS AND MAINTENANCE FACILITY.

E. RECOMMEND ADOPTION OF A RESOLUTION AUTHORIZING THE MAYOR TO EXECUTE A MUNICIPAL AGREEMENT AMENDMENT WITH THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION FOR TRAFFIC IMPROVEMENTS AT NORTH GRAHAM AND SIXTH STREET.

The City and the North Carolina Department of Transportation executed an agreement in February 1984 for construction of a traffic island at 6th Street and North Graham under which the City was responsible for the relocation of a traffic signal pole and be reimbursed by the State for up to $1,300. Because an automobile accident has caused heavy damage to the pole and immediate action is necessary to make repairs, the proposed amendment will allow City to construct the island and build a new base, install a new pole and install final pavement markings for which the State will reimburse the City up to a total of $4,350.
It is anticipated that the work would be divided into three broad tasks:

1. **Design and selection of sample.**

2. **Administration, coding, and verification of the survey.**

3. **Tabulation and summary of survey results.**

The Department of Transportation proposes, under the Plan 1985-89, to carry out three major tasks:

- **Preparation of a Transportation Plan.**
- **Preparation of a Transportation Improvement Program (TIP).**
- **Preparation of a Land Development Plan (LDP).**

These plans are intended to provide a basis for the development of a comprehensive transportation system that meets the needs of the region. The City of Charlotte applies annually for a transportation assistance grant under Section 8 of the Urban Mass Transportation Act.

**TRANSPORTATION ACTIVITIES:**

- **Project Costs:**
  - $9,324,000 from the City of Charlotte.
  - $9,324,000 from the City of Charlotte.

**RECOMMENDATION:**

Item: 3 - Rejected proposal for a resolution authorizing the city.
Consultant use is proposed because of the intensive short-term nature of the project and the specialization of skills and experience needed.

G. **RECOMMEND ADOPTION OF A RESOLUTION APPROVING A MUNICIPAL AGREEMENT WITH THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION FOR INTERSECTION IMPROVEMENTS AT SHARON AMITY ROAD AND ALBEMARLE ROAD.**

As part of its Transportation Systems Management program, City Council has funded the improvement of the Sharon Amity Road/Albemarle Road intersection in the amount of $362,000. The total estimated project cost is $562,000, with the additional $200,000 being paid by the State.

Under the terms of the agreement, the City will prepare all construction and right-of-way plans, acquire all right-of-way, advertise and award the project for construction, all within the provisions and approval of the State. The State will then reimburse the City based upon monthly invoices submitted and upon the percentage of work completed.

H. **RECOMMEND ADOPTION OF A RESOLUTION APPROVING A MUNICIPAL AGREEMENT WITH THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION FOR ADDITIONAL CONSTRUCTION ON I-277 FROM I-77 EASTERNLY TO CEDAR STREET.**

The State is continuing with the construction of I-277, the John Belk Freeway, around the Charlotte Central Business District. This agreement will cover portions of the project from I-77 easterly to Cedar Street and calls for the State and the Federal Highway Administration to bear all right-of-way and construction costs on the project including the relocation and reconstruction of certain City-owned water and sewer lines. There are no financial obligations for the City under this contract other than normal maintenance and operation of utilities following construction and routine traffic control devices.

I. **RECOMMEND ADOPTION OF A RESOLUTION AUTHORIZING THE EXECUTION OF A DEED TO CONVEY THE FORMER MECKLENBURG COUNTY ANIMAL SHELTER BACK TO MECKLENBURG COUNTY (OPTION 4).**

The City of Charlotte and Mecklenburg County Animal Control Departments were consolidated under the city's Operations Department as part of an agreement dated August 9, 1982 in which the County agreed to pay 36% of the cost to expand the the animal control facility to accommodate the consolidation. As partial payment for
TAX ACCOUNTS

ASSIGNED THROUGH CREDITAL ERROR OR LEGAL LEVY AGAINST 36
CERTAIN TAXES IN THE TOTAL AMOUNT OF $2,194.47 WHICH WERE
RECOGNIZED ADAPTION OR A RESOLUTION AUTHORIZING THE REFINANCING OF

1. Consider and adopt the request made by the Council.
   If the request is accepted, the tax levies on the property to
   raise the necessary funds will be increased.

The City and County Commissioners are authorized to adopt
the request of this resolution which will be presented the option
2. With county Commissioners approved, the option to approve and
   the option
3. County's obligation.
   Lease the property and credit the lease payment against the
   option
4. To the expansion of the City's facility.
   Sell the property and credit the sales amount against the County's
   option
5. After considering the City's option to lease the facility, and
   the City Council receiving a report and report from the City Manager,
   the report was taken by
   open house community service, requested that the property be
   taken from the former amount. The former amount has been shown.

In February 1984, the City Council, J. Croswell, Chairman, the City Council has been shown.

The bulk of the department has been reduced in terms of
changing the building department's schedule with the proceeds
of or lease the facility on Lancaster Street. Allow the city to either sell
construction agreement amendment above and the city to either sell
the contract for the facility. It is deeded to the City the former amount

ITEM NO.
Housing Code Enforcement

23. A. RECOMMEND ADOPTION OF AN ORDINANCE TO RENOVATE THE HOUSE LOCATED AT 2721 WATSON DRIVE DECLARED UNFIT FOR HUMAN HABITATION USING THE IN REM REMEDY AND AUTHORIZE THE CITY MANAGER TO APPROVE A CONTRACT FOR SUCH WORK.

This house was inspected on March 2, 1984, and found to be unfit for human habitation. The owner was notified on March 5, 1984, by certified mail that a hearing would be held on March 28, 1984. The owner was ordered to repair the house by May 18, 1984. The house is now occupied, and the owner has not corrected the unfit conditions. The estimated value of the house is $16,920.00, and the lowest responsible bid received to repair the house is $1,450.00 which is less than 65% of the value of the house. Repairs include: removing mold and mildew on walls, painting exterior wood trim, replacing missing and defective window screens, painting all walls in bedroom, painting ceiling in kitchen, exterminating house for roach infestation.

B. RECOMMEND ADOPTION OF AN ORDINANCE TO DEMOLISH AND REMOVE THE HOUSE LOCATED AT 1820 N. HARRILL STREET.

This house was inspected on November 11, 1983 and found to be unsafe and unfit for human habitation. The owner was notified on March 23, 1984 by certified mail that a hearing would be held on March 30, 1984. The owner was ordered to demolish the house by June 25, 1984. The owner is unwilling to complete the demolition and correct the dangerous conditions. The estimated value of the house is $0 - and the estimated cost to complete the demolition is $1,200. Violations include removing foundation walls, removing chimney base, grading lot and filling in basement area.

Housing Loans

24. A. RECOMMEND APPROVAL OF THE FOLLOWING LOANS FOR PERMANENT FINANCING TO PURCHASE PROPERTY IN THE PLAZA-MIDWOOD REDEVELOPMENT AREA UNDER THE PLAZA-MIDWOOD LOAN PROGRAM.

<table>
<thead>
<tr>
<th>Borrower</th>
<th>Property Address</th>
<th>Loan Amount</th>
<th>Appraised Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lawrence W. Stubb &amp; Deanna C. Stubb</td>
<td>1506 Belle Terre Ave.</td>
<td>$42,750</td>
<td>$50,000</td>
</tr>
<tr>
<td>Ettre Vee T. Howard</td>
<td>1824 Thomas Avenue</td>
<td>$46,450</td>
<td>$49,000</td>
</tr>
<tr>
<td>David W. Young</td>
<td>2107 The Plaza</td>
<td>$44,000</td>
<td>$50,500</td>
</tr>
</tbody>
</table>

The Plaza-Midwood Loan Agreement between the City and First Union National Bank in the amount of $3,000,000 was approved on August 30, 1983. The interest rate on loans under the program is 9-7/8%.
Information to form the basis for approval.

The loan applications have been reviewed by the City Loan Officer, Community Development Department, and contain sufficient information.

Loans under the program to 9-7/4%. 500,000,000 was approved on December 8, 1981, and amended December 19, 1983. The Interest Rate on the Third Ward loan Agreement between the City and North Carolina National Bank in the amount of $85,000 was approved on December 8, 1981.

<table>
<thead>
<tr>
<th>Property Address</th>
<th>Loan Amount</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unit 14, Lorien Green</td>
<td>$65,000</td>
<td>$32,600</td>
</tr>
<tr>
<td>Unit 2, Cedar Square</td>
<td>$35,000</td>
<td>$60,000</td>
</tr>
<tr>
<td>Unit 3, Lorien Green</td>
<td>$60,000</td>
<td>$55,000</td>
</tr>
<tr>
<td>Unit 12, Lorien Green</td>
<td>$95,000</td>
<td>$60,000</td>
</tr>
<tr>
<td>216 South Lorien Green St.</td>
<td>$50,000</td>
<td>$40,000</td>
</tr>
<tr>
<td>300-6 South Cedar St.</td>
<td>$35,000</td>
<td>$55,000</td>
</tr>
<tr>
<td>244-6 Cedar St.</td>
<td>$35,000</td>
<td>$55,000</td>
</tr>
<tr>
<td>216 South Lorien Green St.</td>
<td>$61,700</td>
<td>$64,900</td>
</tr>
</tbody>
</table>

The Third Ward Loan Program.

B. Recommendation of the following loans for permanent financing to purchase property in the Third Ward area under the program approved under the following loans for permanent financing to purchase property in the Third Ward area under the program approved under the program.

To form the basis for approval.

The loan applications have been reviewed by the City Loan Officer.

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Page - 39 -
Rehabilitation Loan

25. RECOMMEND APPROVAL OF A LOAN AGREEMENT, UNDER THE CITY-WIDE HOUSING REHABILITATION LOAN PROGRAM, BETWEEN THE CITY OF CHARLOTTE AND THE FOLLOWING APPLICANT IN THE AMOUNT INDICATED.

<table>
<thead>
<tr>
<th>Applicant</th>
<th>Property Address</th>
<th>Area</th>
<th># of Units</th>
<th>Term</th>
<th>Int. Rate</th>
<th>Loan Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>James L. Myers &amp; wife/Kathery</td>
<td>1224 Camp Greene City Street</td>
<td>Wide</td>
<td>1</td>
<td>20</td>
<td>9%</td>
<td>$21,200</td>
</tr>
</tbody>
</table>

The loan application has been reviewed by the City Loan Officer, Community Development Department, and all criteria for qualifying for financial assistance have been met by the applicant in accordance with the requirements outlined for the Community Development Loan and Grant Program.

Amendment to Land Sale Agreement

26. RECOMMEND APPROVAL OF AN AMENDMENT TO CONTRACT FOR SALE OF LAND TO JAMES G. GERRARD - THOMAS M. GERRARD AND MARY ANNE PITTMON IN THE GREENVILLE URBAN RENEWAL AREA FOR THE SALE OF BLOCK 20, PARCEL NO. 1, LOCATED AT 700 SEABOARD STREET, FOR $18,130.00, WHICH EXTENDS THE DEADLINE FOR SUBMITTING CONSTRUCTION PLANS AND THE DELIVERY DATE OF THE DEED FROM JULY 17, 1984, TO JANUARY 31, 1985, OR ON SUCH EARLIER DATE AS THE CITY AND THE PURCHASERS MAY AGREE.

On July 22, 1983, a bid opening was held and one bid was received from James G. Gerrard-Thomas M. Gerrard and Mary Anne Pittmon for the purchase of Block 20, Parcel No. 1, located at 700 Seaboard Street. The City Council approved the sale at a sales price of $18,130.00 on September 26, 1983. This parcel contains 51,180 square feet and is for the development of a tire retreading facility - offices and warehouse. The Redevelopers have requested a six months extension of time for submitting construction plans and securing adequate financing to pursue their development because of unforeseen economic conditions.
Condemnation Settlement

On October 28, 1982, the City condemned portions of two tracts belonging to Leo Grosswald and other specified individuals. The property was needed for the Tryon-Church Connector Project at its intersection with the access road for Brookshire Boulevard. One parcel is improved and the resulting condemnation took 1,673 square feet out of a total of 29,947 square feet. While the building portion of the property is not directly affected, a substantial portion of the property owners' ability to load and unload large trucks is severely affected. The other parcel is vacant and had 4,104 square feet condemned out of a total of 8,297 square feet. The City deposited a total of $99,700 with the Court upon the filing of these two condemnations as the City's estimates of just compensation.

It is recommended that these condemnations be settled by depositing the additional sums totaling $18,750 with the Court for payment to the property owners, together with the conveyance of a remnant obtained in another condemnation (City of Charlotte v. B. V. Ball, Jr. and wife, Harriet Ball). The other condemnation involved the acquiring property for this same project. The estimated value of the remnant is $750. The remnant has value as a parking solution to the property owners in this condemnation.

Encroachment Agreement

During design stages of the Tryon Street Transit/Mall, seventeen (17) properties were identified as having underground vaults and basements encroaching into involved street rights-of-way. In May 1983, affected property owners were presented with the option of eliminating the vaults and basements or entering into an encroachment agreement with the City. Since that time, previously recorded encroachment agreements have been executed for two (2) locations, eight (8) new agreements have been executed, and four vaults or basements within the right-of-way are being eliminated in conjunction with Mall construction.

The Engineering Department, now presenting an agreement representing a underground vault having dimensions of approximately 46'1" by 14'6" beneath North Tryon Street owned by NCB National Bank of North Carolina.
This vault has been certified by a professional engineer to meet structural specifications of the North Carolina Building Code and is acceptable to the Engineering Department.

It is requested that City Council approve the subject encroachment agreement with NCNB National Bank of North Carolina. The owner is responsible for maintenance of the vault and will hold the City harmless for any claims or damages associated with this encroachment.

**Storm Drainage Improvement Project**

29. **RECOMMEND APPROVAL FOR CONSTRUCTION OF STORM DRAINAGE IMPROVEMENTS ON PRIVATE PROPERTY FROM 2200 CLOISTER DRIVE TO 1827 CAVEDISH COURT IN ACCORDANCE WITH THE STORM DRAINAGE REPAIR POLICY, AND ASSESS ONE-FIFTH OF THE COST TO ONE OF THE PROPERTY OWNERS INVOLVED.**

In January 1984, the Engineering Department investigated a drainage problem affecting several properties on Cloister Drive. The problem involved flooding of yards and a garage, and erosion along a channel. Assistance to relieve the problem was offered through the City's Storm Drainage Repair Policy. On July 9, 1984, a petition was received requesting the City make improvements to the channel. Work required to correct the problem is entirely on private property and involves shaping and armoring with stone rip rap approximately 175-feet of open channel. The estimated cost for this project is $18,500. In accordance with the Storm Drainage Repair Policy, the City pays four-fifths of the cost ($14,800) and the involved property owners share the remaining one-fifth ($3,700).

The owner of the two lots most affected by the problem has committed to pay the entire one-fifth share. The other two property owners have signed the petition requesting that the improvements be made and agreeing to donate the necessary construction easements.

The source of funding is the $1.5 million dollar storm sewer bond approved in 1978.

**Utility Agreements**

30. **RECOMMEND APPROVAL OF CONTRACTS BETWEEN THE CITY OF CHARLOTTE AND THE APPLICANTS LISTED BELOW:**

The applicants are to construct the entire systems at their own proper cost and expense. The City is to retain all revenue. There is no cost to the City and no funds are needed. The Utility and Planning Directors recommend approval.

These are extension contracts for new subdivision development in accordance with the Water/Sewer Extension Policy. They concern construction by the following applicants:
1. **Hartington/Brookfield Company, to construct 1,755 linear feet.**

2. **Sanitary Sewer Job No. 621-84-04, Estimated cost - $98,410.00.**
   - Estimated cost - $98,410.00.
   - Hartington/Brookfield Company, to construct 1,755 linear feet.
   - Chautauqua City limits.
   - Sanctuary Sewer Job No. 621-84-04, Estimated cost - $98,410.00.

3. **Sanitary Sewer Job No. 621-84-04, Estimated cost - $98,410.00.**
   - Estimated cost - $98,410.00.
   - Hartington/Brookfield Company, to construct 1,755 linear feet.
   - Chautauqua City limits.
   - Sanctuary Sewer Job No. 621-84-04, Estimated cost - $98,410.00.

4. **Sanitary Sewer Job No. 621-84-04, Estimated cost - $98,410.00.**
   - Estimated cost - $98,410.00.
   - Hartington/Brookfield Company, to construct 1,755 linear feet.
   - Chautauqua City limits.
   - Sanctuary Sewer Job No. 621-84-04, Estimated cost - $98,410.00.

5. **Sanitary Sewer Job No. 621-84-04, Estimated cost - $98,410.00.**
   - Estimated cost - $98,410.00.
   - Hartington/Brookfield Company, to construct 1,755 linear feet.
   - Chautauqua City limits.
   - Sanctuary Sewer Job No. 621-84-04, Estimated cost - $98,410.00.

6. **Sanitary Sewer Job No. 621-84-04, Estimated cost - $98,410.00.**
   - Estimated cost - $98,410.00.
   - Hartington/Brookfield Company, to construct 1,755 linear feet.
   - Chautauqua City limits.
   - Sanctuary Sewer Job No. 621-84-04, Estimated cost - $98,410.00.

7. **Sanitary Sewer Job No. 621-84-04, Estimated cost - $98,410.00.**
   - Estimated cost - $98,410.00.
   - Hartington/Brookfield Company, to construct 1,755 linear feet.
   - Chautauqua City limits.
   - Sanctuary Sewer Job No. 621-84-04, Estimated cost - $98,410.00.

8. **Sanitary Sewer Job No. 621-84-04, Estimated cost - $98,410.00.**
   - Estimated cost - $98,410.00.
   - Hartington/Brookfield Company, to construct 1,755 linear feet.
   - Chautauqua City limits.
   - Sanctuary Sewer Job No. 621-84-04, Estimated cost - $98,410.00.
9. Kale Knitting Mills, to construct 860 linear feet of 8-inch sanitary sewer main to serve Hillstone Subdivision, located west of Sandy Porter Road, east of Steele Creek Road and north of Westinghouse Boulevard, outside the Charlotte City Limits. Sanitary Sewer Job No. 621-86-059. Estimated Cost - $21,500.00.

10. Wexford Associates, to construct 4,743 linear feet of 8-inch sanitary sewer main to serve Wexford Subdivision, located north of University City Boulevard, east of Harris Houston Road and west of the Cabarrus County Line. Sanitary Sewer Job No. 621-84-073. Estimated Cost - $118,575.00.

Street Maintenance

31. RECOMMEND ACCEPTANCE OF 1.42 MILES OF STREET FOR CONTINUOUS MAINTENANCE BY THE CITY OF CHARLOTTE, NORTH CAROLINA.

These streets were constructed in accordance with the Charlotte Subdivision Ordinance and have been approved by the Engineering Department.

Following the addition of these streets, the City Street System will stand at 1298.78 miles.

A complete list of street names and locations is available in the City Clerk's Office.

Property Transactions

32. RECOMMEND APPROVAL OF THE FOLLOWING RIGHT OF WAY ACQUISITIONS:

A. Acquisition of 1,832 square feet of permanent drainage easement, at 7327 Cornell Lane, from Henry D. Harper and wife, Jeanne S. Harper, for $1.00, for Storm Drainage Repair - 2000 Block of Ranchwood Drive. (Permanent Easement)

B. Acquisition of 86.04 square feet, at 1511 Chestnut Avenue, from Phillip E. Jones and Marion N. Jones, for $1.00, for the Proposed Sidewalk Construction - Pecan and Chestnut Avenues. (Permanent Easement)

C. Acquisition of 340 square feet plus temporary construction easement, at 1017 North Wendover Road, from the Mecklenburg County ABC Board, for $2,700.00, for the Wendover Road Intersection Improvements. (Right-of-Way Agreement)
Item No.

A. Acquisition of 264.00 feet for W. MD. W. MD.

B. Acquisition of 266.30 linear feet for street improvements. (Right of Way)

C. Acquisition of 4.250 square feet for street improvements. (Right of Way)

D. Acquisition of 1.870 square feet for street improvements.

E. Acquisition of H. 162.67 linear feet plus a temporary construction easement.

F. Acquisition of H. 162.67 linear feet plus a temporary construction easement.

G. Acquisition of 4.250 square feet for W. MD. W. MD.

H. Acquisition of H. 162.67 linear feet plus a temporary construction easement.

I. Acquisition of 176.08 linear feet plus a temporary construction easement.

J. Acquisition of 176.08 linear feet plus a temporary construction easement.

K. Acquisition of 176.08 linear feet plus a temporary construction easement.

L. Acquisition of 176.08 linear feet plus a temporary construction easement.

M. Acquisition of 12.27 linear feet plus a temporary construction easement.

N. Acquisition of 12.27 linear feet plus a temporary construction easement.

1. Substation - Phase I. (Easement)

2. Substation - Phase I. (Easement)

3. Sewer to serve Westbourne Subdivision - Phase I. (Easement)

4. Sewer to serve Westbourne Subdivision - Phase I. (Easement)

5. Sewer to serve Westbourne Subdivision - Phase I. (Easement)

6. Sewer to serve Westbourne Subdivision - Phase I. (Easement)

7. Sewer to serve Westbourne Subdivision - Phase I. (Easement)

8. Sewer to serve Westbourne Subdivision - Phase I. (Easement)

9. Sewer to serve Westbourne Subdivision - Phase I. (Easement)

10. Sewer to serve Westbourne Subdivision - Phase I. (Easement)

11. Sewer to serve Westbourne Subdivision - Phase I. (Easement)

12. Sewer to serve Westbourne Subdivision - Phase I. (Easement)

13. Sewer to serve Westbourne Subdivision - Phase I. (Easement)

14. Sewer to serve Westbourne Subdivision - Phase I. (Easement)

15. Sewer to serve Westbourne Subdivision - Phase I. (Easement)

16. Sewer to serve Westbourne Subdivision - Phase I. (Easement)

17. Sewer to serve Westbourne Subdivision - Phase I. (Easement)

18. Sewer to serve Westbourne Subdivision - Phase I. (Easement)

19. Sewer to serve Westbourne Subdivision - Phase I. (Easement)

20. Sewer to serve Westbourne Subdivision - Phase I. (Easement)
ITEM NO.

N. Acquisition of 455.28 linear feet plus severance: trees and construction easement, at 8720 Belhaven Boulevard, from James R. Carpenter and wife, Barbara Ross, for $755.00, for Sanitary Sewer to serve Westbourne Subdivision - Phase I. (Easement)

ITEMS O, P, AND Q ACQUIRE PROPERTY FOR A BUFFER ZONE BETWEEN AIRPORT OPERATIONS AND RESIDENTIAL AREAS, AS PART OF A FIVE-YEAR PROGRAM TO SHIELD ADJACENT NEIGHBORHOODS.

O. Acquisition of 1.446 acres, at 3124 Horseshoe Lane, from James T. Broome, for $45,000.00, for the Besser Drive - Wallace Neel Road Project.

P. Acquisition of 42.213 acres, at the tax code number 141-43-17, from Barnhardt Brothers Company, for $68,000.00, for the Besser Drive - Wallace Neel Road Project.

Q. Acquisition of 6.91 acres, at 8241 Byrum Drive, from Pedro Pablo Hernandez and wife/Zenaida, for $50,000.00, for the Besser Drive - Wallace Neel Road Project.

Order of Collection for Ad Valorem Taxes

33. RECOMMEND ADOPTION OF AN ORDER OF COLLECTION EMPOWERING THE OFFICE OF THE TAX SUPERVISOR TO COLLECT THE CITY'S AD VALOREM TAXES.

Mr. Hamlin Wade, Tax Attorney, has advised that City Council should adopt and the Mayor sign an annual order of collection in response to recent questions from the bankruptcy court. This order comes from the Machinery Act in the State Statutes, and simply reinforces the duties and powers of the Tax Collector to collect all taxes charged in the tax records and receipts.

Street Name Change

34. RECOMMEND NAMING AN UNNAMED STREET LOCATED OFF AMERIGO STREET "HAGER DRIVE".

HAGER DRIVE IS NOT A DUPLICATE NAME, AND THEREFORE, DOES NOT CONFLICT WITH OTHER STREET/ROAD NAMES IN THE CITY.

Mr. Charles W. Griffin has submitted a request to name an unnamed street located off Amerigo Street to Hager Drive. The Planning Staff has investigated the request, and while one map shows it designated as Hager Drive, all other maps have no name assigned to the street. Mr. Griffin says there are no markers indicating a name for the street.
Mr. Griffin owns property along this unnamed street as does the City of Charlotte. He has sent a letter to the remaining major property owner on this street seeking agreement or disagreement with the naming of the street. No response was received, and in accordance with City policy, Mr. Griffin has submitted a copy of his letter to this property owner with "no response" written at the bottom.

Godley Realty owns a very small portion of property that fronts on the unnamed street, and has no objection to the name of Hager Drive.

Attached is a copy of a map and the petition.

Attachment No. 9
- PENDING MATTERS -

In meeting on Monday, September 10, 1984, City Council will make nominations to fill vacancies on the following committees:

(1) **Clean City Committee** - Two positions, one to expire June 30, 1985 and one to expire June 30, 1986. Bob Wujciak has resigned; the appointment of W. H. Trotter, Jr. has been terminated in compliance with Council's attendance policy.

(2) **Citizens Committee for Recycling** - One position. Eugene Marsh has resigned; the appointment is to complete his term which expires February 23, 1985.
SCHEDULE OF MEETINGS
August 13 - 17, 1984

Monday, August 13
COUNCIL/MANAGER LUNCHEON 12:00 noon
Training Center
CITIZENS HEARING 2:00 p.m.
COUNCIL DISCUSSION 2:30 p.m.
CITY COUNCIL MEETING 3:00 p.m.
Council Chamber