

Mayor Patrick L. McCrory Mayor Pro Tem Susan Burgess

Michael D. Barnes
Nancy Carter
Warren Cooksey
Andy Dulin
Anthony Foxx

Patsy Kinsey
John Lassiter
James Mitchell, Jr.
Edwin Peacock III
Warren Turner

CITY COUNCIL MEETING
Tuesday, May 27, 2008

In addition to the previously advertised public hearing items, Key Businesses have asked that the time sensitive items listed below not be deferred.

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25	28	US Airways Training Center Expansion Change Order
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CITY COUNCIL AGENDA
Tuesday, May 27, 2008

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43. Meeting Minutes

45

5:00 P.M. DINNER BRIEFING CONFERENCE CENTER

1. Mayor & Council Consent Item Questions

Resource: Curt Walton, City Manager

Time: 5 minutes

Synopsis

- Mayor and Council may ask questions about Consent I and Consent II agenda items. Staff will address as many questions as possible at the end of the dinner meeting.

2. Procurement Audit Reports

Resource: Greg McDowell, Internal Audit

Time: 15 minutes

Synopsis

- In July 2007 the City Manager requested Internal Audit to evaluate the City's procurement practices.
- On September 24, 2007 the City Auditor presented a plan to City Council for a review of City procurement practices by a consultant and an internal audit follow-up to the 2005 audit.
- Internal Audit issued its audit follow-up report in December 2007; the consultant's (The Matrix Group) report was completed in March 2008.
- The presentation includes strengths, weaknesses, opportunities for improvements and actions planned.

3. Gateway Station Property Acquisition

Resource: David Carol, Charlotte Area Transit System

Synopsis

- The proposed Gateway Station, located between 4th, Graham and Trade Streets along the Norfolk Southern Corporation (NS) tracks, will be a major transportation hub in downtown Charlotte. Gateway Station will include enhanced access to CATS buses and rapid transit services, new Amtrak and Greyhound stations, a streetcar stop and platforms on the west side of the NS line for the proposed LYNX Purple line commuter rail service between Charlotte and Mount Mourne, and potential future commuter rail service to Gastonia and to Monroe.
- Over the past six years, NCDOT has acquired all but one parcel of property on the east side of the NS tracks required for Gateway Station and for future mixed use development along the tracks to 9th Street. NCDOT is in the process of purchasing the final parcel – the Greyhound bus depot (which will be relocated to a new facility adjacent to Gateway Station off 4th Street). In addition, .46 acres of property must be acquired from the NS on the west side of the tracks to accommodate future local

CATS commuter service and access for CATS passengers to Gateway Station. Because the property would primarily be used for local transit, the City will be responsible for acquiring this parcel.

- The property acquisition will be funded from a federal grant authorized by SAFETEA-LU for property acquisition, design and construction of Gateway Station. Charlotte has been allocated \$19.8 million for this purpose. The City has received the first grant under this allocation in the amount of \$5,642,881 (which includes a local and a state match of 10% each). Of this amount, up to \$1.5 million would be used by the City to acquire the NS property, subject to a final survey. This equates to \$75 per square foot. The remainder of the grant funding, along with future grants, would be reserved for future design and construction activities.
- During 2008, NCDOT intends to procure a Master Developer to design and construct Gateway Station and develop the additional state-owned property to 9th Street. The City will work closely with the state as the procurement and design process advances. The new Greyhound depot is planned for completion by 2011, with the new Amtrak facility and bus access completed by 2013.

Future Action

The property acquisition is item 40, on page 42 of this agenda.

4. Neighborhood Traffic Management Process Update

Resource: Danny Pleasant, CDOT
Doreen Szymanski, CDOT

Time: 20 minutes

Synopsis

- At the April 28 business meeting, City Council referred to the Transportation Committee a review of neighborhood traffic calming petition procedures, which affect speed humps, multiway stops and street lighting.
- On May 12 CDOT staff briefed the Transportation Committee and the Committee recommended that the City Council be briefed.
- CDOT has the authority to implement traffic calming treatments but seeks neighborhood support. The old process required a petition and neighborhood association endorsement (if one existed). The new process, adopted by CDOT staff in March, requires a petition or neighborhood association endorsement.
- Some neighborhood associations believe the new process diminishes their voice in services that CDOT offers to the neighborhood.
- Residents allege that some neighborhood associations are inconsistently formed, and sometimes consist of self-appointed leaders that do not represent them.
- CDOT procedures are weighted toward the residents on the street requesting the service since their quality of life and safety are impacted by other residents who speed along the road in front of their home.
- Staff finds in some cases it's virtually impossible to determine which neighborhood associations represent which property owners. Thus, dealing directly with property owners through a petition is clearer.
- The CDOT is currently operating under the new procedures.

Future Action

No specific action is requested. The City Council may refer a specific issue to the Transportation Committee.

Attachment 1

Handout provided to the Transportation Committee

5. Answers to Mayor & Council Consent Item Questions

Resource: Curt Walton, City Manager

Time: 10 minutes

Synopsis

- Staff response to questions from the beginning of the dinner meeting.

6:30 P.M. CITIZENS' FORUM

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

CONSENT

- 6. Consent agenda items 17 through 43 may be considered in one motion except those items removed by a Council member. Items are removed by notifying the City Clerk before the meeting.**

POLICY

7. City Manager's Report

8. FY2009 Transit Operating Budget and FY2009-FY2013 Transit Capital Investment Plan



Action: Approve the FY2009 Transit Operating Program and the FY2009-FY2013 Transit Capital Investment Plan, which were approved by the Metropolitan Transit Commission on April 23, 2008.

Staff Resource: Keith Parker, Charlotte Area Transit System
Dee Pereira, Charlotte Area Transit System

Policy

- The Transit Governance Interlocal Agreement calls for the Metropolitan Transit Commission (MTC) to annually approve a recommended Transit Operating Program and a Transit Capital Program. Following the MTC's approval, the Transit Operating and Capital Programs are forwarded to the Charlotte City Council for approval.
- The Transit Governance Interlocal Agreement requires the Charlotte City Council to approve the capital and operating budgets. Upon approval, the Council shall fund the programs through budget and/or project ordinances.

Explanation

- On April 23, 2008 the MTC approved the CATS FY2009 Transit Operating Programs and the FY2009-FY2013 Transit Capital Investment Plan which have been developed in accordance with the following adopted MTC policy directives:
 - CATS Vision, Mission and Strategic Goals
 - CATS Financial Policies
 - 2030 Transit Corridor System Plan
 - 2025 Integrated Transit/Land Use Plan
 - CATS Fare Policy
 - CATS Quality Policy
- The proposed expenditures for FY2009 total \$256,537,317 of which \$112,621,307 is allocated for operating programs and \$143,916,010 for capital programs. Debt Service is projected at \$87,884,500, of which approximately \$70.5 million is for the redemption of the remaining short term debt on the LYNX Blue Line South Corridor Project. The Debt Service has increased by \$324,952 from what was approved by the MTC on April 23, 2008. The change is necessary due to City Finance finalizing the anticipated FY2009 debt service schedule, subsequent to the MTC's approval. The attachments provide detailed information on the proposed operating and capital programs. FY2009 Transit Program highlights include:
 - Operations:
 - Sales tax revenue increase of 4.0%
 - 29,000 additional bus revenue service hours, which includes the implementation of enhanced bus service to the Airport
 - Fuel cost at \$3.50/gallon

- Full year operation of the LYNX Blue Line light rail service
- Capital Investment:
 - Advancement of the 2030 Transit Corridor Plan
 - Continue preliminary engineering for the LYNX Blue Line Extension and the LYNX Purple Line (North Corridor)
 - Design and or construction of transit facilities and amenities
 - Replacement and expansion of revenue vehicles

Community Input

- The Citizens Transit Advisory Group reviewed the FY2009 Transit Operating Program and the FY2009-FY2013 Capital Investment Plan and recommended adoption by the MTC.
- The Transit Services Advisory Committee (TSAC) received a presentation on the proposed programs.
- The MTC approved the FY2009 Transit Operating Program and the FY2009-FY2013 Capital Investment Plan on April 23, 2008.

Council Review

- The FY2009 Transit Operating Programs and the FY2009-FY2013 Transit Capital Investment Plan were presented to Charlotte City Council at the March 5, 2008 Council Budget Retreat.
- The City Council takes action on the recommended Transit budget prior to the adoption of the City's budget so that the adopted Transit budget may be incorporated into the City's annual budget ordinance, scheduled for adoption on June 9.

Funding

Transit Fund; Federal and State Grants; Debt Financing

Attachment 2

FY2009 Transit Program Summary

FY2009 Financial Policy Performance Indicators

FY2009 Transit Service (Operations)

FY2009 Transit Staffing Level

FY2009 Transit Operating Program Detail

FY2009 Program Level Changes

FY2009-2013 Debt Service Schedule

FY2009-2013 Five Year Transit Capital Program Summary

9. Business Corridor Revitalization Program Revisions



Action: Approve the Economic Development and Planning Committee recommendations to revise the Business Corridor Revitalization Program in the following areas:

1. Program Geography
2. Façade Improvement Grant Program
3. Security Grant Program
4. Business District Organization Grant Program
5. Infrastructure Grant Program discontinuation

Committee Chair: John Lassiter

Staff Resource: Tom Flynn, Economic Development
Gail Whitcomb, Economic Development

Policy

City Council's Economic Development Focus Area encourages the redevelopment of distressed business districts to provide services and jobs to Charlotte's residents and neighborhoods.

Explanation

- The Business Corridor Revitalization Strategic Plan (BCRSP), approved by City Council in March 2007, recommended updating the Business Corridor Revitalization Grant Programs to better serve and meet the business needs of the community, including increasing award amounts, reviewing eligibility criteria and improving marketing.
- The proposed grant program revisions include expanding the eligible geography together with revisions to the Façade Improvement, Security, Business District Organization Grant Programs and the discontinuation of the Infrastructure Grant Program.

Committee Discussion

- On April 30, 2007 the Economic Development and Planning Committee voted 3:1 (In favor: Lassiter, Foxx, Mitchell. Opposed: Carter) to recommend approval of the changes to the program geography and grant program guidelines.
- The Committee also directed staff to continue new program development for catalyst projects and expansion of assistance to business district organizations.

Recommended Program Revisions

1. Program Geography

- Recommend expanding the program geography (see attached map)
- Geography will be reviewed every two years in coordination with the Quality of Life Study
- Geography applies to the following programs: Business Equity Loan Program, Brownfield Assessment Grant Program, Storm Water Economic Development Program (as an additional eligibility layer), Post Construction Controls Ordinance (mitigation options), together with the below Façade Improvement Grant, Security Grant and Business District Organization Grant programs.

2. Façade Improvement Grant Program

The Façade Improvement Grant Program was established in 1998 to remove blight by improving building appearance and bringing signs, parking and landscaping into or closer to conformance with current codes. Revision highlights include (see attachment for details):

- Remove \$2 million gross annual sales eligibility requirement
- Establish maximum grant awards based upon building square footage:
 - Up to 3,000 sq/ft \$10,000
 - 3,001 – 6,000 sq/ft \$15,000
 - Over 6,000 sq/ft \$20,000
 - Shopping centers under 30,000 sq/ft \$45,000
 - Shopping centers over 30,000 sq/ft \$65,000
- Include big box demolition expense up to \$45,000 for big boxes at least 25,000 sq/ft that have been vacant at least two years.
- Allow up to \$2,500 in matching funds for architectural fees in addition to maximum award amount
- Include infrastructure improvements in the public right-of-way for change-of use permits as eligible expense
- National/regional chains and new construction projects are not permitted to participate

3. Security Grant Program

The Security Grant Program was established in 2001 to reduce the opportunity for crime and to create a safer environment for business owners and customers, as well as to facilitate dialogue between businesses and CMPD. Revision highlights include (see attachment for details):

- Remove \$2 million gross annual sales eligibility requirement
- Establish maximum grant awards as follows:
 - All buildings (unless shopping center) \$3,000
 - Shopping centers under 30,000 sq/ft \$9,000
 - Shopping centers over 30,000 sq/ft \$15,000
- Limit maximum matching funds for alarm systems to \$500
- National/regional chains and new construction projects are not permitted to participate

4. Business District Organization Grant Program

The Business District organization Grant Program was established in 2002 to support existing business organizations operating in the eligible geography with operating expenses. Revision highlights include (see attachment for details):

- Increase annual maximum award to \$10,000

5. Infrastructure Grant Program

The Infrastructure Grant Program was established in 1998 to participate in the costs of City required landscaping, curb and gutter, sidewalks and backflow prevention on new construction projects, including multi-family infill development.

- Discontinue program as currently structured. Staff believes that projects funded through this program would have occurred without assistance and that a more targeted program for catalyst projects is needed. Staff will bring recommendations for a program for catalyst projects to Council's Economic Development and Planning Committee in the summer of 2008.

Funding

Business Grant Program: \$400,000 annually from Pay-As-You-Go

Attachment 3

Program Geography Map

Program Revisions:

- Facade Improvement Grant Program
- Security Grant Program
- Business District Organization Program

BUSINESS

10. Comprehensive Park and Recreation Master Plan

Action: Adopt resolution of endorsement for the Comprehensive Park and Recreation Master Plan.

Staff Resource: Jim Garges, Mecklenburg County Park and Recreation

Explanation

- On May 22 City Council received an update on the 10 year Park and Recreation Master Plan.
- The 10 year comprehensive Park and Recreation Master Plan makes recommendations to expand and improve the entire County recreation system.
- The plan includes facilities, amenities and programs for Mecklenburg County Park and Recreation as well as the northern and southern towns.
- The master plan focuses on:
 - Conservation and stewardship
 - Parks and greenways
 - Recreation facilities and programs
- The Master Plan incorporates:
 - “Best practices” of leading park and recreation systems across America
 - Assessments and wishes expressed in a citizen survey of more than a thousand households across Mecklenburg County
 - Interviews/discussions with focus groups and community leaders
 - Recommendations of professional staff
 - Findings and proposals from a team of consultants with experience in more than 90 park and recreation master plans all over America
- The County Commission adopted the Plan on May 7.

Attachment 4

Resolution

Overview/Executive Summary

11. Workforce Initiative for Supportive Housing (WISH) Program Contract



Action: Approve the \$200,000 agreement with the Workforce Initiative for Supportive Housing (WISH) to provide rental subsidy assistance.

Staff Resource: Stanley Watkins, Neighborhood Development
Stan Wilson, Neighborhood Development

Policy

- The FY2008 U. S. Department of Housing and Urban Development Annual Action Plan and Analysis to Impediments to Fair Housing were approved by City Council on May 29, 2007.
- The plan identified the need for affordable, safe and decent housing for low and moderate-income families.

- The Plan reaffirmed the three basic goals of the City's Housing Policy: preserve the existing housing stock, expand the supply of affordable housing, and support family self-sufficiency initiatives.
- On November 12, 2007, City Council adopted the More Than Shelter – 10 Year Plan to End and Prevent Homelessness. The plan goals are:
 - Safe permanent housing
 - Outreach and Education
 - Homeless prevention

Explanation

- The WISH program provides a monthly rental subsidy for an affordable apartment, intensive life-skills support from social workers, a connection to local faith groups and assistance through Hope Team volunteers.
- The WISH program is a partnership among A Way Home, Crisis Assistance ministry, Lutheran Family Services and other referring partner agencies.
- On June 11, 2007 City Council approved funding in the amount of \$200,000 for the WISH program for a one year pilot program as part of the FY2008-2012 Capital Investment Plan, funded by federal HOME grant funds.
- The scope of services and contract documents were not ready for approval when funding was approved. Staff committed to bringing the contract with WISH to Council for approval at a later date. WISH requested that the contract be delayed to allow time to get the program established.
- Over the last 12 months WISH has developed a database of participating landlords, identified referring partner agencies, created co-fiduciary agreements, secured donations, secured office space and hired an Outreach Coordinator and Program Administrator.
- WISH partners with working families that are homeless or near homeless and earning 15% to 30% of the Area Median Income (AMI) (\$9,660 to \$19,320 for a family of four).
- To date the program has 20 families participating and plans to assist 100 in the future at a total cost of approximately \$3.7 million.
- The average rental subsidy per family is \$250 per month or \$3,000 annually.
- WISH has raised and/or received pledges totaling \$1,329,635 from corporations (\$393,100), individuals (\$348,123), foundations (\$76,000), non-profit organizations (\$255,000) and faith-based organizations (\$257,411).
- The program assumes five years as an average length of time for a family to reach self-sufficiency.
- The contract period is June 1, 2008 through June 30, 2009. WISH commits to providing rental subsidies to 100 families during the contract period.

Funding

Federal HOME Funds

Attachment 5

WISH Supportive Housing Contract

WISH Eligibility Requirements

Frequently Asked Questions about the WISH Program

WISH the Added Value of Collaboration

12. Greenway Business Center

Action: **A. Approve an amendment to the development agreement with the Charlotte Mecklenburg Development Center (CMDC) to provide for expansion of the Greenway Business Center (formerly Belvedere Business Park on Rozzelles Ferry Road), and**

B. Adopt a budget ordinance appropriating \$429,000 in federal grant funding to finance the expansion.

Staff Resource: AC Shull, Economic Development

Policy: Corridor Revitalization

Explanation

- In December 2007 City Council approved a development agreement with CMDC providing \$950,000 in City Business Corridor Revitalization funds to purchase and convey land to CMDC, and to specify terms and conditions for developing a business park.
- The FY2007 City federal legislative request included a request for \$1.0 million for Belvedere Business Park (now known as Greenway Business Center).
- The City's development agreement provides for using any federal grant funds received for either a reduction of the City and County contribution to the general development cost of the project, or to increase the scope of the project.
- The CMDC requested that the City approve using the federal grant funds for an expanded scope of work to include the rehabilitation of three buildings that were originally slated for demolition.
 - The rehabilitation cost for the three buildings is \$821,727.
 - The total federal grant funding of \$429,000 will be applied to the rehabilitation costs, with the balance financed by CMDC through conventional loans.
- The City has received notification that federal funds have been set aside in the amount of \$429,000 for the Greenway Business Center.
 - The City is completing the applications with the Small Business Administration (SBA) and Housing and Urban Development (HUD) for the grant funds. Funds should be available in approximately 90 days.
- If Council approves this amendment, upon receipt of the federal funds, the City will disburse them to CMDC for use in rehabilitating these buildings.

Small Business Opportunity

The City negotiated a 5% SBE goal with CMDC as part of the original development agreement approved in December 2007 (Part G: Section 2.2 of the SBO Policy). Progress of CMDC's participation efforts will be reflected in periodic Utilization Reports.

Funding

SBA and HUD Congressional Earmark Program

Attachment 6

Budget Ordinance

13. EpiCenter Infrastructure Reimbursement Agreement: Amendment Two

Action: Approve Second Amendment to the EpiCenter Infrastructure Reimbursement Agreement allowing for three of the four annual payments to be made prior to completion and acceptance of the entire public infrastructure.

Staff Resource: Tom Flynn, Economic Development

Explanation

- In 2004 City Council approved a Reimbursement Agreement with EpiCenter Associates wherein the City agreed to pay EpiCenter Associates a total of \$2.2 million as partial reimbursement for the cost of constructing the public infrastructure (sidewalk, street trees, etc.) in and around the EpiCenter project, located at the corner of Trade and College Streets.
- The \$2.2 million was to be paid in four annual payments of \$550,000 each upon completion and acceptance of the infrastructure by the City and specific occupancy requirements of the retail portion of the project.
- As planned, the EpiCenter will consist of a garage, four levels of retail, a hotel and 42 story residential tower. The garage and retail components are already open to the public while other improvements are still under construction.
- EpiCenter Associates is requesting the first annual payment now because its construction loan requires them to pass this payment on to the lender when the first retail space receives a certificate of occupancy. However, since some portions of the project are still under construction, the entire infrastructure is not completed. The sequential opening of this project was not contemplated when the reimbursement agreement was approved in 2004.
 - The infrastructure will be 80% complete by the end of 2008 with the completion of the Aloft Hotel.
 - The remainder of the infrastructure will be completed with the residential tower, currently projected to be completed in 2011.
- Staff recommends approving the second amendment to allow the City to make the reimbursement payments because
 - The sequential opening of the project was not contemplated when the Reimbursement Agreement was originally drafted in 2004.
 - All of the infrastructure will need to be completed and accepted prior to the final payment of \$550,000.
 - Completion of the EpiCenter project represents a \$400 million plus investment and will substantially add to the Center City's retail, hotel and residential offerings.

Small Business Opportunity

The City implemented a 10% subcontracting participation goal with EpiCenter Associates as part of the original development agreement approved in 2004, which was a combination of both an SBE and MWBE goal. To date, this project has yielded a 4.1% SBE and 6.7% MWBE utilization.

Funding

Funding for the reimbursement agreement payments was set aside in a previous capital budget.

14. Sale of I-277 Surplus Parcels 1, 2 and 3

- Action:**
- A. Repeal the three resolutions adopted on April 28, 2008 regarding the sale of surplus I-277 right of way,**
 - B. Adopt a resolution accepting the offer from NC Land Investors, LLC (formerly Greenwood Development Company) to purchase parcel 1 of the I-277 surplus right of way for the amount of \$180 per square foot (approximately \$28,270,000) subject to upset by a qualifying higher offer,**
 - C. Adopt a resolution accepting the offer from Lincoln Harris Properties, LLC to purchase parcel 3 of the I-277 surplus right of way for the amount of \$96 per square foot (approximately \$6,988,579) subject to upset by a qualifying higher offer,**
 - D. Instruct the City Clerk to advertise the proposed sales for upset bids in accordance with the resolutions, and**
 - E. Authorize the City Manager to execute all documents necessary to complete sale of the properties in accordance with the resolutions.**

Staff Resource: Jim Schumacher, City Manager's Office

Explanation

- The City Council on April 28 adopted resolutions proposing to accept offers from buyers on parcels 1, 2 and 3 of the I-277 surplus right of way and beginning the upset bid process.
- Staff has determined that there is language in the contracts developed with the buyers that is inconsistent with the upset bid statute with regard to the bid deposit. This action will approve revised contracts for parcel 1 and 3 that are consistent with the statute.
- The Greenwood offer includes the following terms:
 - Price of \$180 per square foot, which exceeds the MAI appraised value of \$175 per square foot
 - A deposit of 5% of the purchase price
 - A due diligence period up to 300 days
- The Lincoln Harris offer includes the following terms:
 - Price of \$96 per square foot, which exceeds the MAI appraised value of \$90 per square foot
 - A deposit of 5% of the purchase price
 - A due diligence period of up to 360 days
 - Prada, LLC has not submitted the bid deposit for parcel 2, making the parcel available for negotiation with other buyers.
- Mandatory Referral will be completed prior to the sales.

Attachment 7

Resolution

15. Business Investment Grant for Sencera International Corporation

Action: Approve the City share of a Business Investment Grant to Sencera International Corporation for a total estimated amount of \$367,545 over three years. (Total City/County grant estimated at \$1.03 million).

Staff Resource: Brad Richardson, Economic Development

Focus Area: Economic Development

Policy

Support the development of an economic environment that attracts new businesses, retains existing businesses and offers a diverse economic mix

Explanation

- Headquartered in Charlotte, Sencera International Corporation (Sencera) is a research and development company in the renewable energy sector.
- Since its inception in 2003, Sencera has developed proprietary systems and machinery used to manufacture thin-film solar panels.
- Recently, Sencera has decided to begin manufacturing solar panels and is considering several options on where to locate this facility. Options include several sites in the Charlotte region, as well as Fremont, California, which has a strong technology and labor market.
- In Charlotte, Sencera would invest \$35 million to expand their existing facility at 3101 Stafford Drive in West Charlotte.
- Sencera has ten employees in Charlotte, and would add 65 new manufacturing jobs within three years, at an average salary of \$73,462.
- Sencera's expansion meets all of the following Council-approved requirements for a three-year Business Investment Grant:
 - Target industry: Headquarters, advanced manufacturing and emerging technologies (i.e., "green" energy production)
 - Investment: \$35 million over three years
 - New jobs: 65 with an average wage of \$73,462, which is 185% of the average for the Charlotte-Gastonia-Rock Hill M.S.A.
 - Location: Within the City's Business Investment Zone
- Additionally, the expansion is estimated to have a total direct economic impact of \$12 million per year on Charlotte's economy, and generate annual tax revenues of \$156,000 for the City.
- If approved, the following schedule is an estimate of the Investment Grant payments to Sencera. This estimate is the City and County share of the grant and represents 90% of net new property taxes paid by the company over three years.

Year	City	County	Totals
1	134,553	246,075	\$380,628
2	122,997	224,939	\$347,936
3	109,995	201,162	\$311,157
Total	\$367,545	\$672,176	\$1,039,721

- The general terms and condition of this grant include:

- A portion of the grant must be repaid if the company moves this investment from Charlotte within three years of the end of the grant term.
- Actual grant payments are based on the value of the investment as appraised by the Mecklenburg County Tax Office.
- All property taxes due from the company must be paid before a grant payment is made.
- The Board of County Commissioners will consider approval of a Business Investment Grant on June 4, 2008.
- The State of North Carolina is considering a One North Carolina Grant in the amount of \$62,000, which requires a local match. This grant will cover the local match.
- The company expects to make a decision by the end of June.

Funding

Business Investment Grant Account; first payment is estimated to occur in FY2011.

16. Mayor and Council Topics

Council members may share information and raise topics for discussion.

Introduction to CONSENT

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

Consent I consists of routine items that have been approved in the budget, are low bid and comply with Small Business Opportunity Program Policy.

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

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

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

Contractors and Consultants

All contractor and consultant selections follow the Council approved process unless described otherwise.

CONSENT I

17. Various Bids

A. Polk & White Neighborhood/Oak Street Improvement

Staff Resource: Keith Carpenter, Engineering & Property Management

Action

Award the low bid of \$128,813.30 by United Construction of Charlotte, North Carolina. The project will provide updated infrastructure to Oak Street within the Polk & White Neighborhood. This neighborhood is bounded by Mallard Creek Church Road, Highland Creek Golf Club, and Stony Circle. Oak Street has been extended by recent subdivision development. The previously existing section will be brought up to current City Standards with the construction of curb & gutter, sidewalk and drainage from the intersection with Polk & White Road to the recently developed properties. This project was funded in the 2000 NIP bonds; work has been delayed to allow coordination with and completion of subdivision work within the

neighborhood. Construction completion is scheduled for fourth quarter of 2008.

Small Business Opportunity

Under the revised SBO Policy, construction contracts under \$200,000 are considered informal with regard to the SBE subcontracting goal setting process, therefore establishing SBE goals are not required (Appendix Section 29.1 of the SBO Policy). Four SBE firms submitted bids on this contract; however none were the low bidder.

B. Traffic Signal Fiber Optic Cable Construction, Providence Road - Randolph Road – W.T. Harris Boulevard

Staff Resource: Gus Jordi, Transportation

Action

Award the low bid of \$2,329,213.36 by Whiting Construction Company of Troutman, North Carolina. This project includes the installation of aerial and underground fiber optic facilities at various locations along Providence Road, Randolph Road and W.T. Harris Boulevard.

Small Business Opportunity

Established SBE Goal: 7 %

Committed SBE Goal: 7.01%

Whiting Construction exceeded the SBE goal and committed 7.01% (\$163,278) of the total contract amount to the following SBE firms: William Hunter Splicing, (\$85,303) and M.H. Graves Construction Company (\$77,975).

C. Thermoplastic Pavement Markings

Staff Resource: Lawrence McNabb, Transportation

Action

Award the low bid of \$ 225,768.29 by Traffic Markings of Franklin, Massachusetts. This project consists of maintenance of existing long lines, stop bars, crosswalks and symbols at various locations within the City of Charlotte, NC. The work includes installing/maintaining long lines using thermoplastic reflective pavement markings on specified streets.

Small Business Opportunity

No SBE goal was set for this contract because subcontracting opportunities are not anticipated (Part B: Section 2.4 of the SBO Policy).

D. Airport Security Camera System

Staff Resource: Jerry Orr, Aviation

Action

Award the low bid of \$1,052,484 by Simplex Grinnell, LP of Charlotte, North Carolina to purchase and install camera equipment at the Airport. To enhance security at the Airport, Council adopted a resolution on February 25, 2008 accepting a grant in the amount of \$2,050,000 from the Department of Homeland Security's TSA to provide a replacement system. Cameras are used at gates to monitor aircraft servicing.

Small Business Opportunity

No SBE goal was set for this contract because subcontracting opportunities are not anticipated (Part C: Section 2.4 of the SBO Policy).

18. Refund of Property and Business Privilege License Taxes

- Action:**
- A. Adopt a resolution authorizing the refund of property taxes assessed through clerical or assessor error in the amount of \$4,131.25, and**
 - B. Adopt a resolution authorizing the refund of business privilege license payments made in the amount of \$21,787.29.**

Staff Resource: Henry Simmons, Finance

Attachment 8

Resolution

List of property tax and business license refunds

19. In Rem Remedy

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

Public Purpose:

- Eliminate a blighting influence.
- Reduce the proportion of substandard housing.
- Increase tax value of property by making land available for potential infill housing development.
- Support public safety initiatives.

Policy:

- Housing & Neighborhood Development
- Community Safety

The In Rem Remedy items were initiated from 3 categories:

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

The In Rem Remedy item is listed below by category identifying the street address and neighborhood.

Public Safety:

- A. 1633/35 Dewberry Terrace (Neighborhood Statistical Area 8 – West Blvd. Neighborhood)
- B. 1637/39/41 Dewberry Terrace (Neighborhood Statistical Area 8 – West Blvd. Neighborhood)
- C. 1643/45 Dewberry Terrace (Neighborhood Statistical Area 8 – West Blvd. Neighborhood)
- D. 1647/49 Dewberry Terrace (Neighborhood Statistical Area 8 – West Blvd. Neighborhood)
- E. 1651/53 Dewberry Terrace (Neighborhood Statistical Area 8 – West Blvd. Neighborhood)

Complaint:

- F. 7109-21 Old Statesville Road (aka 4800-21 Henderson Circle) (Neighborhood Statistical Area 126 – Henderson Circle Neighborhood)

Field Observation:

- G. 2420-2422 Marlowe Avenue (Neighborhood Statistical Area 13 – Ashley Park Neighborhood)
- H. 2918 Ross Avenue (Neighborhood Statistical Area 7 – Reid Park Neighborhood)
- I. 10901 Rozzelles Ferry Road (Neighborhood Statistical Area 116 – Harwood Lane Neighborhood)

Public Safety:

A. 1633/35 Dewberry Terrace

Action: Adopt an Ordinance authorizing the use of In Rem Remedy to demolish and remove the structure at 1633/35 Dewberry Terrace (Neighborhood Statistical Area 8 – West Blvd. Neighborhood).

Attachment 9

B. 1637/39/41 Dewberry Terrace

Action: Adopt an Ordinance authorizing the use of In Rem Remedy to demolish and remove the structure at 1637/39/41 Dewberry Terrace (Neighborhood Statistical Area 8 – West Blvd. Neighborhood).

Attachment 10

C. 1643/45 Dewberry Terrace

Action: Adopt an Ordinance authorizing the use of In Rem Remedy to demolish and remove the structure at 1643/45 Dewberry Terrace (Neighborhood Statistical Area 8 – West Blvd. Neighborhood).

Attachment 11

D. 1647/49 Dewberry Terrace

Action: Adopt an Ordinance authorizing the use of In Rem Remedy to demolish and remove the structure at 1647/49 Dewberry Terrace (Neighborhood Statistical Area 8 – West Blvd. Neighborhood).

Attachment 12

E. 1651/53 Dewberry Terrace

Action: Adopt an Ordinance authorizing the use of In Rem Remedy to demolish and remove the structure at 1651/53 Dewberry Terrace (Neighborhood Statistical Area 8 – West Blvd. Neighborhood).

Attachment 13

Complaint:

F. 7109-21 Old Statesville Road (aka 4800-21 Henderson Circle)

Action: Adopt an Ordinance authorizing the use of In Rem Remedy to demolish and remove the structure at 7109-21 Old Statesville Road (aka 4800-21 Henderson Circle) (Neighborhood Statistical Area 126 – Henderson Circle Neighborhood).

Attachment 14

Field Observation:

G. 2420-2422 Marlowe Avenue

Action: Adopt an Ordinance authorizing the use of In Rem Remedy to demolish and remove the structure at 2420-2422 Marlowe Avenue (Neighborhood Statistical Area 13 – Ashley Park Neighborhood).

Attachment 15

H. 2918 Ross Avenue

Action: Adopt an Ordinance authorizing the use of In Rem Remedy to demolish and remove the structure at 2918 Ross Avenue (Neighborhood Statistical Area 7 – Reid Park Neighborhood).

Attachment 16

I. 10901 Rozzelles Ferry Road

Action: Adopt an Ordinance authorizing the use of In Rem Remedy to demolish and remove the structure at 4949 Winchester (Neighborhood Statistical Area 116 – Harwood Lane Neighborhood).

Attachment 17

CONSENT II

20. Transit Grant Funding Appropriation

- Action:**
- A. Authorize the City Manager to receive and execute an amended State Full Funding Grant Agreement for the South Corridor Light Rail Project (SCLRP),**
 - B. Authorize the City Manager to execute changes necessary in the Federal Full Funding Grant Agreement to recognize the increased State share of the SCLRP cost,**
 - C. Adopt a resolution authorizing the City Manager to submit and execute grant agreements with the Federal Transit Administration (FTA),**
 - D. Adopt a resolution authorizing the City Manager to submit and execute funding agreements with the North Carolina Department of Transportation (NCDOT), and**
 - E. Adopt a budget ordinance to amend various prior ordinances to reflect additional grant funding in the amount of \$15,352,304 and an equivalent reduction in local funding.**

Staff Resource: Dee Pereira, Charlotte Area Transit System

Policy

Transportation Action Plan, Transportation Focus Area

Explanation

- The Transit Capital and Operating Programs are funded through federal, state and local funds. The City estimates federal and state grant participation levels and advances funding from the Transit Fund balance to cover estimated grant revenues and the local share. Upon award and/or execution of grants, funds advanced to the program for the federal and state shares revert back to the Transit Fund balance.
- On May 1, 2008, the North Carolina Board of Transportation allocated \$15,264,225 to the City/CATS to fund a portion of CATS Capital programs as follows:
 - \$8,976,182 was allocated from the state's New Starts funds to increase NCDOT's fund share of the South Corridor Light Rail Project (SCLRP) from 23% to 25%. The action does not change the SCLRP budget of \$462.7 million. It simply increases NCDOT's share of the SCLRP budget to 25% and reduces CATS share from the current 34% down to 32%. Through this transaction, CATS will be reimbursed \$8,976,182 from the SCLRP budget.
 - \$5,908,043 was allocated from Federal Congestion Mitigation Air Quality (CMAQ) funds for the purchase of replacement buses. CATS will use this unanticipated revenue toward the purchase of replacement buses in FY2008 in lieu of other funds that had previously been budgeted for FY2008 bus procurement.
 - \$380,000 was allocated from the state wide allocation of federal bus discretionary funds for the purchase of passenger shelters and benches. CATS will use this unanticipated revenue toward the FY2008 Benches and Shelters capital program, in lieu of local funds that had been budgeted for the benches and shelters program.

- \$88,079 reflects increased matching funds from NCDOT in association with the grants.
- These new grants will now be used to replace \$15.2 million in local capital dollars to purchase light rail vehicles (LRVs) from the previous authorization by City Council on May 12. The timing of the grants awards and the LRV purchase deadlines necessitates these two actions.
- This action requests Council to authorize the City Manager to execute amendments in the federal and state Full Funding Grant Agreements.

Funding

State FFGA
 Federal FY2008 CMAQ Grant
 Federal 5309 (Statewide allocation)
 State Matching Funds
 Transit Fund Balance

Attachment 18

Resolutions
 Budget Ordinance

21. Bus Parts

Action:

A. Approve contracts for bus parts without competitive bidding per G.S. 143-129 (e)(6), to the following firms in estimated annual amounts as shown

- Prevost Car (US) Inc.	\$450,000
- Gillig Corporation	\$350,000
- North American Bus Industries	\$200,000

B. Authorize the City Manager to negotiate up to two, one year renewals for each of the three contracts with price adjustments in the applicable producer price index.

Staff Resource: John Trunk, Charlotte Area Transit System

Sole Source Exception

- G.S. 143-129 (e)(6) provides that formal bidding requirements do not apply when:
 - Performance or price competition are not available
 - A needed product is available from only one source or supply
 - Standardization or compatibility is the overriding consideration
- Sole sourcing is necessary since the parts must be interchangeable and compatible.
- Purchases made under the sole source exemption require City Council approval.

Explanation

- CATS' Bus Operations Division uses proprietary Original Equipment Manufacturer (OEM) bus parts in the daily maintenance and repair of the CATS Bus Fleet.
- The proprietary OEM parts meet the required specification standards to keep the buses in the proper operating condition and to maintain the bus

warranty. The only source of supply for these parts is the bus manufacturer.

- Bus parts will be ordered on an “as needed” basis. Contract amounts are based on prior usage and required inventory stock levels.
- These contracts include discount pricing off the published manufacturer’s listed pricing.
- By establishing approved contracts with these vendors CATS will improve operating efficiency and decrease administrative costs.

Small Business Opportunity

Contracts entered into without a competitive bidding/proposal process are considered exempt contracts (Appendix Section 23.2 of the SBO Policy).

Funding

Transit Operating Budget

22. Airport Passenger Facility Charge Program Administration

Action: **A. Award a contract to Newton & Associates, Inc. of Charlotte, North Carolina in the amount of \$175,000 for Passenger Facility Charge (PFC) Program Administration Services, and**

B. Adopt a budget ordinance in the amount of \$175,000 from the Passenger Facility Charge Fund.

Staff Resource: Jerry Orr, Aviation

Policy

Airport Master Plan

Explanation

- In November 2004, the Airport implemented the collection of a \$3 Passenger Facility Charge (PFC) for passengers boarding commercial aircraft at the Airport.
- The purpose of the PFC program is to provide the Airport with an additional source of funding for capital projects.
- All projects included in the PFC program must be approved by the Federal Aviation Administration (FAA) prior to any PFC funds being used.
- The administration of the PFC Program requires specialized professional assistance. Such administrative services include:
 - Preparation of a PFC application for each new project funded with PFC revenues
 - Preparation of amendments to approved PFC applications to reflect changes in scope, timing, costs or finance plan
 - Preparation of quarterly reports to the FAA on the collection and use of PFC’s
- Newton & Associates, Inc. is a local firm possessing the expertise to provide the required services and has been an integral part of the Airport development team throughout the formulation and implementation of the PFC Program. They will be paid at an hourly rate for services.
- The budget ordinance will appropriate \$175,000 from the PFC Fund Balance to fund this contract. The airlines collect the \$3 PFC on each eligible ticket sold and remit \$2.89 to the Airport. Those revenues are

deposited in the PFC Fund until authorized by the FAA to be spent on an approved project expense.

Disadvantaged Business Enterprise

Established DBE Goal: 0%

Committed DBE Goal: 100%

The DBE program neither requires nor permits a DBE participation goal on each contract. The City may meet its annual DBE utilization goal through a mix of contract goals and DBE-neutral means. Newton & Associates is a certified DBE, and its participation will be counted toward the City's utilization goal.

Funding

Passenger Facility Charge Fund

Attachment 19

Budget Ordinance

23. Airport Runway Project Change Order

Action: Approve change order #3 with E.S. Wagner Company, LLC of Piedmont, South Carolina in the amount of \$2,099,884 for additional work on the Third Parallel Runway.

Staff Resource: Jerry Orr, Aviation

Policy

Airport Master Plan

Explanation

- In February 2007, Council approved a contract with E.S. Wagner in the amount of \$43,626,829 for the grading of the new runway.
- In August 2007, Council approved Change Order #1 in the amount of \$3,514,989 which allowed the Airport to expedite the paving of Wallace Neel Road and provided for additional clearing and erosion control modifications.
- In January 2008, Council approved Change Order #2 in the amount of \$1,585,744 which provided funding for additional clearing around the runway to improve line of sight from the Air Traffic Control Tower, additional pavement for the relocation of Wallace Neel Road and payment for fuel escalation.
- As with the other change orders, this change order takes advantage of favorable bid pricing due to the large quantities in contract and facilitates an expedited runway construction schedule.
- Change Order #3 includes:
 - Construction of a road from existing West Boulevard to the site of the future airfield electrical vault and aircraft rescue and firefighting station, and grading of sites
 - Additional erosion control measures and maintenance of the existing measures that exceeded the original scope of work
 - Modifications to one of the main drainage structures under the runway to accommodate a future extension
 - Preparation of land farm area for on-site disposal of contaminated soils

- Payment for fuel escalation to date as calculated using the NCDOT fuel escalation formula as required by the contract
- Funds are available in the runway grading budget to fund this change order. Funds came from the 2007 General Airport Revenue Bond Issue, the debt service of which is paid by Passenger Facility Charge (PFC) revenues.

Disadvantaged Business Opportunity

This change order includes 15.26% DBE participation, excluding fuel adjustment.

Funding

Airport Capital Investment Plan

24. Airport Utilities Relocation for Runway Project

Action: Approve an agreement with Duke Energy of Charlotte, North Carolina in the amount of \$325,000 to relocate power lines to accommodate the Third Parallel Runway project.

Staff Resource: Jerry Orr, Aviation Director

Policy

Airport Master Plan

Explanation

- In January 2007, Council approved an agreement with Duke Energy in the amount of \$745,500 to relocate a number of power distribution lines on the south end of the new runway project.
- In October 2007, City Council approved a second agreement with Duke Energy in the amount of \$206,205 to relocate power lines on the north end of the project due to the relocation of Old Dowd Road and Wallace Neel Road.
- This agreement will install an underground power line along the relocated Old Dowd Road around the north end of the new runway and install an above-ground power line from Steele Creek Road to the new airfield electrical vault and fire station located on the south end of the runway project.
- The total budget for the relocation of the power distribution lines is \$4,360,000.
- This agreement will be funded with proceeds from the 2007 General Airport Revenue Bonds, the debt service of which is paid by Passenger Facility Charge (PFC) revenues.

Disadvantaged Business Enterprise

The Federal DBE Program neither requires nor permits goals for every contract. The City must meet its overall goal by using a mix of contract goals and race-neutral means. Because this work must be performed by the utility company, it is not suitable for DBE participation.

Funding

Airport Capital Investment Plan

25. US Airways Training Center Expansion Change Order

Action: A. Approve a change order with Morlando Holden Construction of Charlotte, North Carolina in the amount of \$1,572,269 for the construction of an additional aircraft simulator bay, and
B. Adopt a budget ordinance appropriating \$1,572,269 from the Series 2000 Special Facility Revenue Bond's Fund Balance.

Staff Resource: Jerry Orr, Aviation

Policy

Airport Master Plan

Explanation

- On February 25, 2008 City Council awarded a contract to Morlando Holden Construction in the amount of \$2,760,000 to construct a two bay addition to the US Airways Crew Training Center to accommodate two new flight simulators being acquired by the airline. There are currently 10 flight simulators located in the building.
- The site will permit an additional one bay expansion, but it would only be economically feasible if it is accomplished during the current two bay expansion.
- This change order will pay the contractor to accelerate the construction to meet US Airways' simulator delivery schedule and add the remaining one bay to the building.

Small Business Opportunity

All additional work involved in this change order will be performed by Morlando-Holden and their existing subcontractors. This change order complies with Part D: Section 6 of the SBO Program.

Funding

Airport Capital Investment Plan

Attachment 20

Budget Ordinance

26. Airport Valet Contract Extension

Action: Approve a three year contract extension with Park, Inc. of Charlotte, North Carolina for the management of the Valet parking operation at the Airport.

Staff Resource: Jerry Orr, Aviation

Policy

None

Explanation

- On July 28, 2003, Council approved a five year management contract with Park, Inc. (formerly Parking Solutions) to manage the curbside valet parking at the Airport.

- On February 26, 2007, Council approved a contract amendment to add Business Valet, a remote valet service, on Wilkinson Boulevard in anticipation of the construction of a parking deck.
- Based on the contractor's performance record, and service quality, the Airport recommends extending this agreement for an additional three years. Construction of the parking deck is scheduled to begin in August 2008.
- Park, Inc. is paid a flat fee of \$900 per month and is eligible for an incentive fee of 5% of annual profits.

Small Business Opportunity

No SBE goal was set for this contract because subcontracting opportunities are not anticipated (Part C: Section 2.4 of the SBO Policy).

Funding

Airport Operating Budget

27. Sugar Creek Waste Water Treatment Plant Pump Station Project Amendment

Action: Approve Amendment #2 to the contract with CDM, in the amount of \$224,000. The amendment provides for additional construction services for the Sugar Creek WWTP Pump Station Project.

Staff Resource: Doug Bean, Charlotte-Mecklenburg Utilities

Explanation

- The Sugar Creek WWTP Pump Station Project is currently under construction. The project need is based on Environmental Protection Agency regulatory requirements to reduce sanitary sewer overflows in the Briar and Sugar Creek areas of Charlotte. The total construction cost is \$45,917,000, and is not expected to be exceeded.
- CDM provided planning, design and construction services for the Pump Station Project. Amendment #2 includes additional construction services that are necessary due to the contractor's non-conforming work, which had to be redone. This has resulted in the need for additional inspection services.
- Charlotte-Mecklenburg Utilities intends to use a portion of the liquidated damages currently being withheld from the contractor to offset the cost for the additional work performed by CDM.

History

- CDM's original contract, in the amount of \$3,416,632 was awarded by Council on October 11, 2004.
- Amendment #1, in the amount of \$795,063, was approved by Council on August 25, 2005. This amendment provided for additional electrical system analysis, odor control design, geotechnical work, and other engineering services.

Small Business Opportunity

All additional work involved in this amendment will be performed by the current consultant and their existing sub-consultants. This amendment complies with Part D: Section 6 of the SBO Program.

Funding

Utilities Capital Investment Plan

28. Water Treatment Filter Press

- Action:**
- A. Approve the purchase of a Klampress brand belt filter press, and the rebuilding of two existing Klampress brand presses without competitive bidding, as authorized by the sole source exception of G.S. 143-129(e)(6), and**
 - B. Approve a contract with EW2 Environmental, Inc., in the not-to-exceed amount of \$509,170.**

Staff Resource: Doug Bean, Utilities

Explanation

- The Klampress (Belt Press) is used to remove excess water from the alum sludge generated from the water treatment process. When the sludge is drier, more cost savings can be achieved in the hauling expense.

Sole Source Exception

- G.S. 143-129(e)(6) provides that formal bidding requirements do not apply when:
 - Performance or price competition are not available,
 - A needed project is available from only one source of supply, or
 - Standardization or compatibility is the overriding consideration.
- For this purchase, the requested project is essential for maintaining standardization and compatibility at the Franklin Water Treatment Plant.
- The Franklin Water Plant Belt Press building was originally built with two presses installed and configured to accept a third press in the future as needed. If a different brand of press is installed, it would require changes to the chemical piping and concrete mounting base which would not be cost effective.

Small Business Opportunity

Contracts entered into without a competitive bidding/proposal process are considered exempt contracts (Appendix Section 23.2 of the SBO Policy).

Funding

Utilities Capital Investment Plan

29. Workforce Development Board Contract Amendment

- Action:**
- A. Amend the City's contract with the Charlotte-Mecklenburg Workforce Development Board by \$788,851 to administer professional services for workforce development programs, and**
 - B. Adopt a budget ordinance appropriating \$788,851 of federal Workforce Investment Act grant funding for local workforce development programs.**

Staff Resource: Brad Richardson, Economic Development

Explanation

- In April 2008, the Charlotte-Mecklenburg Workforce Development Board (WDB) received additional allocations from the state totaling \$788,851 to fund the following workforce training initiatives:
 - Emergency Dislocated Worker funds (\$200,000) – to provide employment, training, childcare and transportation to displaced employees
 - Incumbent Worker Training Grants (\$129,884) - to provide grants for local businesses to increase the skills of their current employees
 - Technical Assistance (\$70,000) - to provide technical assistance and staff development for the WDB and JobLink Career Centers
 - Disability Program Navigator (\$200,000) – to develop a system to assist disabled persons in obtaining employment
 - Option Initiative (\$222,100) – to assist persons requiring vocational rehabilitation services
- This amendment and budget ordinance totaling \$788,851 reflects the additional allocation received in April.

Background

- The WDB is responsible for implementing the federally funded Workforce Investment Act (WIA) that provides job training and assistance to unemployed and underemployed workers in Mecklenburg County.
- The State of North Carolina acts as the pass-through agent for these federal funds, and the City serves as the fiscal agent for the program.
- The City contracts with the WDB on an annual basis to implement WIA services.

Funding

Workforce Investment Act Grant

Attachment 21

Budget Ordinance

30. Rollout Container Lease Agreement Renewal

- Action:**
- A. Authorize the City Manager to execute three, one-year options to renew the Agreement for Rollout Container Lease, Maintenance and Distribution Service with Otto Container Management, LLC through June 30, 2011, and**
 - B. Approve consolidation of the three, one-year options into one option period of three years. The total expense for the agreement will not exceed \$3,100,000.**

Staff Resource: Victoria Garland, Solid Waste Services

Explanation

- The Rollout Container Lease Agreement was approved by Council on April 2, 2001. The term of the agreement was for seven years with three, one-year options to extend the agreement.
- Staff has used the seven-year term of the contract to evaluate the feasibility of the lease model for providing rollout containers and found it to be a sound way to avoid financing major rollout container purchases.
- For instance, the annual cost is \$2,820 for 10,000 containers at a monthly lease rate of \$.282. To purchase 10,000 at an estimated cost of \$50 each is \$500,000.
- Staff recommends exercising the three-year extension option, given the cost avoidance benefits and the need to further evaluate the rollout containers requirements for implementing single-stream recycling in FY2010.
- The original contractor for the agreement was Plastic Omnium Zarn Inc. (Zarn). On October 31, 2002, Zarn sold its American assets to Otto Container Management, LLC (Otto). As a result of the sale, Otto is now the City's contractor for this agreement.
- Under the agreement, Otto supplies residents with new containers and performs maintenance on the approximate 227,000 rollout containers currently used for residential curbside garbage collection.
- The City currently pays Otto a monthly lease rate of \$.282 per each rollout container in service.
- Consolidating the three, one year options into one option period allowed the City to negotiate lower rates.
- In the first year of the extended agreement, the City will pay Otto a monthly lease rate of \$.33 per each container in circulation,
- In year two, pay Otto \$.335 per each rollout container in circulation and,
- In year three, pay Otto \$.34 per each rollout container in circulation.
- Since there potentially will be a short payback for 2009 annexation rollout containers, the City will pay Otto a monthly lease rate of \$.89 for each of the estimated 7,000 annexation carts that will be placed into circulation.
- The agreement will also contain a fuel adjustment clause that is projected to amount to less than \$10,000 for the term of the agreement.
- The City will use a request for proposals or bids to select the next provider of residential rollout containers once this extension agreement expires.
- If the extension is not approved, the City will not have a provider of the rollout containers required for residential curbside garbage collection.

Small Business Opportunity

NO SBE goal was set for this contract because subcontracting opportunities are not anticipated (Part C: Section 2.4 of the SBO Policy).

Funding
Solid Waste Services Operating Budget

31. Police Computer Servers Replacement

Action: Approve the purchase of two Sun Enterprises servers from Consonus Technologies in the amount of \$158,189.74

Staff Resource: Ron Horton, CMPD

Explanation

- CMPD needs to replace two of the servers on its computer network that are over three years old. Three years is the designated replacement interval for servers under the City Tech Refresh policy.
- This purchase will replace servers that hold critical Public Safety application including Computer Aided Dispatch and the Records Management System which contains all incident reports.
- These two servers are direct replacements for two existing Sun servers.
- Quotes were obtained from four companies including Consonus Technologies and Alphanumeric which holds the state contract.
- CMPD would prefer to purchase the servers from Consonus rather than use the state contract because Consonus offered the most competitive price and a higher level of customer service and support.

Small Business Opportunity

No SBE goals are established for purchases of goods and equipment due to limited opportunities for subcontracting (Appendix Section 18 of the SBO Policy).

Funding
Technology Refresh Fund

32. Regional Hazardous Material Response Team

Action: A. Adopt a resolution authorizing the City Manager to negotiate and execute a contract with the North Carolina Office of Emergency Management to fund a regional hazardous materials response team for Region 7 with firefighters from the Charlotte Fire Department for a period of two years, and

B. Authorize the City Manager to extend the contract for an additional one year.

Staff Resource: Jeff Dulin, Fire

Explanation

- The North Carolina Office of Emergency Management (NCOEM) has selected the Charlotte Fire Department to be the regional response team for Region 7. Charlotte's hazardous materials team will respond wherever needed in the region.
 - Region 7 consists of 11 North Carolina counties: Cleveland, Gaston, Lincoln, Catawba, Alexander, Iredell, Rowan, Stanley, Union, Cabarrus, and Mecklenburg.

- The agreement provides up to \$57,000 in funding annually for operating costs including physicals, administrative costs, workers compensation, and training. The NCOEM will reimburse the Fire Department for all costs associated with activations. The Fire Department also has the ability to use the units and equipment provided for the Regional Response Team as needed throughout the City.
- Funding for this program was included as a part of the FY2009 budget.
- NCOEM requires that City Council approve a resolution to accept the Regional Response Team funding.
- The contract will begin on July 1, 2008 and will expire on June 30, 2010.

Funding

NCOEM grant

Attachment 22

Resolution

33. Charlotte Regional Information Analysis Center Projectors

Action:

A. Approve the purchase of projectors and associated programming costs without competitive bidding as authorized by the cooperative purchasing exception of G.S. 143-129(e) (3), and

B. Approve the contract with Clark Powell for the purchase of projectors and programming in the amount of \$128,000.

Staff Resource: Jeff Dulin, Fire

Cooperative Purchasing Exemption

- Clark Powell has a contract through the General Services Administration (GSA).
- NC Senate Bill 914, effective January 1, 2002 authorizes the exception to competitive bidding for competitive group purchasing.

Explanation

- The Charlotte Regional Information Analysis Center (CRIAC) is being developed to serve as the criminal and terrorism information and intelligence analysis and distribution center for the Charlotte UASI Region. The Department of Homeland Security and Department of Justice refer to centers that serve this function as "fusion centers".
- This center will be multi-discipline in nature and will serve an all hazards information and research approach.
- Police and Fire will use 2007 Urban Area Security Initiative (UASI) funds to purchase projectors and associated programming costs for the Charlotte Regional Information Analysis Center (CRIAC) .
- These projectors will replace the seven that are currently located in the Command Center at CMPD Headquarters.
- The existing equipment is five years old and in need of replacement. The internal optics on several of the projectors are degraded due to high usage. The model of projector that was chosen is rated for 24/7 operation.

Small Business Opportunity

Contracts entered into without a competitive bidding/proposal process are exempt (Appendix Section 23.2 of the SBO Policy).

Funding

2007 UASI Grant

34. Charlotte Regional HOV/HOT Managed Lanes Study

Action: Adopt a budget ordinance appropriating \$307,500 of capital funding and Metropolitan Planning Organization funds received for the Charlotte Regional High Occupancy Vehicle Toll Managed Lanes study.

Staff Resource: Tim Gibbs, Transportation

Explanation

- The Municipal Agreement for the Regional High Occupancy Vehicle Toll Managed Lanes study was approved by City Council on May 29, 2007. At the time of approval, the contributions from the surrounding Metropolitan Planning Organizations (MPO's) had not be received. Staff waited until all funding was received to request a budget ordinance appropriating the funds.
- The contract amount is \$525,000, of which NCDOT will provide \$250,000, and the four surrounding partners will provide \$57,500.

- NCDOT	\$250,000
- Town of Mooresville	\$ 2,500
- City of Gastonia	\$ 20,000
- City of Rock Hill	\$ 20,000
- Cabarrus - Rowan Metropolitan	<u>\$ 15,000</u>
Total	\$307,500
- The remaining \$217,500 has been authorized by the Mecklenburg - Union Metropolitan Planning Organization (MUMPO) and is in Transportation's Operating Budget.
- This study began in the Summer of 2007 and will be completed in Fall of 2008.

Funding

Transportation Operating Budget, NCDOT and Towns

Attachment 23

Budget Ordinance

35. Technology Project Portfolio Management System

- Action:**
- A. Authorize the City Manager to negotiate and execute a contract with Compuware Corporation for the provision of a Technology Project Portfolio Management System and related services in an amount not to exceed \$265,000, and**
 - B. Authorize the City Manager to approve Annual Maintenance Fees in the amount of \$28,000 per year for years two through five of the contract and additional years of maintenance, as may be required for such, at an amount not to exceed a 5% increase of the previous year's maintenance.**

Staff Resources: Chuck Robinson, Business Support Services
Jeff Stovall, Office of the Chief Information Officer

Explanation

- A critical component for the success of the City Manager's new model for technology governance is the ability to effectively manage the City's portfolio of technology investments. A technology proposal evaluation process has been in place for five years to review and approve technology investments. This process has been used to guide millions of dollars in technology investments.
- The technology proposal evaluation process is very labor intensive, using e-mail, Word and Excel. Multiple staff members are involved with the collection and analysis of information used in the process. The current process offers little flexibility and virtually no ability to conduct analysis or projection of technology investments. The City needs more advanced tools.
- The use of an integrated Project Portfolio Management (PPM) solution will greatly enhance the ability for City staff to manage technology investment dollars. This authorization seeks funding to install and maintain a leading PPM solution.
- The proposed PPM solution provides the organization with the information necessary to make smart, calculated decisions about technology investment mix -- what to invest in and when to do it; as well as when to retire existing investments. More detailed costing analysis is also provided.
- Technology investment cost information, both existing as well as proposed, will provide significant benefits in terms of increasing the opportunities to collaborate and leverage existing investments. According to Forrester Research, the average return on investment for portfolio management initiatives is 32 months.
- The proposed contract provides 300 licenses for City staff located in all departments throughout the City who deal with technology and technology budgets as a part of their job; 60% of the contract cost (\$156,000) is associated with these licenses. The additional costs associated with the contract are for design, installation, implementation, and training services on a time and materials basis.
- The annual maintenance fees cover items such as updated software and patches to address viruses.

- A Request for Proposals was issued on December 20, 2007 and the City received 11 proposals on February 21, 2008. Throughout the month of March the evaluation team reviewed proposals and in early April viewed presentation demonstrations of three proposed systems. Compuware was selected as the best product.

Small Business Opportunity

No SBE goal was set for this contract because subcontracting opportunities are not anticipated (Part C: Section 2.4 of the SBO Policy).

Funding

Technology Investments Account

36. Interlocal Agreement for Stream Restoration Mitigation Bank

Action: Adopt a resolution authorizing the City Manager to approve an Interlocal Agreement with Mecklenburg County for participation in the City's Mitigation Bank.

Staff Resource: Daryl Hammock, Engineering & Property Management

Stream Restoration

- Stream restoration is the process of converting a degraded, eroding stream corridor to a stable condition.
- The Clean Water Act often requires public projects to mitigate impacts to streams and wetlands by restoring similar features elsewhere.
- Sediment from eroding stream banks is one of the largest sources of stream impairment in Mecklenburg County, and the City's National Pollutant Discharge Elimination System permit requires that streams be protected from storm water impacts.
- Stream restoration projects generate mitigation credit that can be used to offset stream and wetland impacts on public projects.
- In 2004 the City established a Stream and Wetland Mitigation Bank (Bank) to hold mitigation credits that can be used later by City and County public projects.
- Mitigation credits are currently sold by the Bank to individual projects at the statewide market rate (currently \$245 per linear foot), which allows the Storm Water Program to recoup approximately 60% of the cost associated with restoring streams.

Interlocal Agreement for Umbrella Mitigation Bank Explanation

- The County performs stream and wetland restoration projects throughout Mecklenburg County and would like to sell stream credits to the Bank as a way to partially fund the County's restoration projects.
- Many County restoration projects are along impaired streams within the City limits.
- Credits will be purchased from the County by the Bank at a rate equivalent to the statewide market rate (currently \$245 per linear foot), which will increase the number of credits available in the Bank.
- The Interlocal Agreements sets up procedures and protocols for County management of projects as well as sale and purchase of credits between the City and County.

- The County will be responsible for all aspects of project management and associated costs for all projects undertaken through this agreement, including planning, design, construction, monitoring and long-term maintenance.

Attachment 24
Resolution

37. Interlocal Agreement for McAlpine Creek Water Quality Improvement Project

Action: Adopt a resolution authorizing the City Manager to negotiate and execute an Interlocal Agreement for funding of the McAlpine Creek Water Quality Improvement Project with Mecklenburg County in an amount not to exceed \$350,000.

Staff Resource: Daryl Hammock, Engineering & Property Management

Stream Restoration

- Stream restoration is the process of converting a degraded, eroding stream corridor to a stable condition.
- Sediment from eroding stream banks is one of the largest sources of stream impairment in Mecklenburg County, and the City's National Pollutant Discharge Elimination System permit requires that streams be protected from storm water impacts.
- The Clean Water Act often requires public projects to mitigate impacts to streams and wetlands by restoring similar features elsewhere.
- Stream restoration projects generate mitigation credit that can be used to offset stream and wetland impacts on public projects.
- In 2004, the City established a Stream and Wetland Mitigation Bank (Bank) to hold mitigation credits that can be used later by City and County public projects.
- Mitigation credits are currently sold by the Bank to individual projects at the statewide market rate (currently \$245 per linear foot), which allows the Storm Water Program to recoup approximately 60% of the cost associated with restoring streams.

Interlocal Agreement Explanation

- Mecklenburg County has selected a team of consulting engineers to plan and design water quality improvements and a greenway trail along McAlpine Creek between Sardis Road and Providence Road.
- Several degraded tributaries enter McAlpine Creek in this area, and the City would like to partner with the County to restore approximately 3,000 linear feet of streams, one pond and several wetlands.
- This project will result in reduced stream bank erosion and improved water quality and wildlife habitat along McAlpine Creek and its tributaries.
- The stream and wetland restoration portions of the project will generate mitigation credits for the Bank. The pond meets the criteria in the Pond Policy approved by Council May 29, 2007.
- City participation in the project will allow improvements to be constructed concurrently with McAlpine Creek improvements and the greenway trail which will achieve cost savings, foster positive, collaborative relationships

among local government, and ensure future needs of City residents are met with as little disruption as possible.

- A total not-to-exceed amount of \$350,000 was estimated for planning and design of the project based on the initial feasibility study cost analysis. Actual project costs will be based on the actual planning, design and construction costs of selected project elements.
- Funding for construction services will be requested in a future action following design of the project.

Funding

Storm Water Capital Investment Plan

Attachment 25

Resolution

38. Charlotte Time Warner Cable Arena Retail Space

Action: Adopt a resolution approving a lease agreement for No Grease, Inc., to occupy Suite D at the Charlotte Time Warner Cable Arena for up to 10 years at the rental rate of \$23.50 per square foot per year for the first five years and \$27.03 per square foot for the last five years.

Staff Resource: Eric Johnson, Engineering & Property Management
J. R. Steigerwald, Engineering & Property Management

Explanation

- Street-level retail along Trade Street was included in the arena construction. Dunkin Donuts/Baskin Robbins occupies Suite A and Bellacino's occupies Suites B & C.
- Due to the location and nature of the Suite D space, it is not practical to provide the code required ventilation for a restaurant. A previously accepted Letter of Intent was withdrawn for this reason.
- The proposed men's grooming salon is compatible with the space.
- Proceeds from these leases are dedicated to the annual capital maintenance costs for the Arena, into which the City and the Charlotte Bobcats contribute \$250,000 annually.

Lease Agreement with No Grease, Inc.

- Initial Lease term is five years with one, five year option to renew.
- Annual rent will be \$46,389.
- If the lease is renewed, the rent would increase to \$53,347.32 annually upon the anniversary date and stay fixed for the renewal period.
- The Tenant will receive an upfit allowance in the amount of \$88,830.
- The permitted use would allow a men's hair service with associated retail sales of hair products and concessions.
- No Grease, Inc. is committed to developing the site as an exclusive grooming service for men.
- Tenant pays for pro rata share of water, chilled water, and sewer costs and all costs related to electricity, natural gas, waste disposal, telephone, cable and internet access to their space.
- Tenant's signage will be subject to City's approval and will comply with applicable local ordinances.

Funding

The City's up front leasing expenses have already been budgeted in the Arena operating budget.

Attachment 26

Resolution

39. Exchange of Land Rights Along the South Corridor Light Rail Project with BSP Foster LLC

- Action:**
- A. Adopt a resolution authorizing an exchange of real property between the City of Charlotte and BSP Foster LLC, (Developer) involving Tax I. D. number 14702120, and**
 - B. Authorize the City Manager to execute all necessary documents to complete the exchange of land rights between the City of Charlotte and Developer.**

Staff Resource: Timothy O'Brien, Engineering & Property Management
Tina Votaw, Charlotte Area Transit System

Policy:

"City Council will balance the benefits of the sale of any of its assets with other Council policies and goals" *Guidelines for Contracting Services and Asset Management, July 25, 1994.*

Explanation

- The Developer proposes to build a new residential development, known as Tradition at New Bern Station, containing approximately 290 rental apartment units. The property consists of 3.26 acres and is bounded by New Bern Street, Foster Avenue, CATS new Light Rail Maintenance Yard and the City's Lynx Blue Line Light Rail System. The New Bern Light Rail Station is immediately north of this property.
- The Tradition at New Bern Station is consistent with the Transit Oriented Development (TOD) zoning district, the draft New Bern Transit Station Area Plan and is a transit supportive residential development consistent with the City's vision for the transit corridor. This includes a development standard that promotes residential units fronting the light rail corridor and pedestrian trail.
- In order to construct the stairs/stoops for those units that face the light rail corridor, the Developer has requested that the City release its charter rights upon a small portion of the unused right of way, approximately six feet wide and 400 feet long, or 2,400 square feet.
- In order to proceed with the redevelopment of this property, the Developer would need to exchange property rights with the City for full and fair compensation as provided in the North Carolina General Statutes. Fair consideration can be any combination of cash, real or personal property, and other benefits.
- The land exchange is recommended for the following reasons:
 - The City receives from Developer
 - "Fee" title to approximately 0.62 acres valued at approximately \$139,000 for land to remain in use as the rail corridor. The release of the Developer's rights will convert the City's charter right-of-way to

full fee ownership.

- A public corridor, including a pedestrian trail adjacent to the transit corridor, which will include a fire lane and vehicular access to CATS' system facilities. This corridor will be constructed and maintained by the Developer as part of the residential development.
- Permanent easements for vehicular access upon the developer's property as needed for routine maintenance as well as emergency access to CATS' adjacent facilities.
- Indemnity related to any effects from the operation of the light rail system, including but not limited to noise and vibration.
- Secondary benefit; property tax revenues for the development property will increase from approx. \$13,269/year to approximately \$570,000/year.

Developer will receive from the City

- Release of charter rights to approx 0.05 acres valued at approximately \$51,000 for an estimated area of 6 feet by 400 feet.
- Easement within a portion of new pedestrian corridor/firelane to achieve adequate separation between residential development and rail corridor ("no build easement") as required by Mecklenburg County Building Standards.
- Permanent easements and temporary construction easements as needed to construct and maintain the improvements outside of the active light rail corridor.

Background

- In 1999 the City of Charlotte purchased the 130-ft wide Charter Right-of-Way formerly owned by Norfolk Southern Railroad in the South End area. The right-of-way is wider than necessary for trolley and transit purposes. Therefore, also in 1999, the City adopted an Administrative Policy with regard to use of the rail corridor which provides that the City would retain approximately 70 feet in width for rail purposes and approximately 30 feet in width along both sides could be incorporated into adjacent properties as transit friendly development, or could be retained by the City as buffer areas if needed.
- The draft New Bern Transit Station Area Plan is similar to the Council adopted SouthEnd Transit Station Area Plan. This Plan defines development standards for property adjacent to the rail corridor and envisions that surplus right of way may be incorporated into adjacent transit friendly development.

Attachment 27

Area Map

Architectural rendering of Tradition at New Bern

Resolution

40. Gateway Station Property Acquisition

- Action:**
- A. Approve the purchase of approximately .46 acres of vacant railroad property between 4th & Trade Streets from the Norfolk Southern Corporation for the Charlotte Gateway Station Project in an amount not to exceed \$1,500,000, and**
 - B. Adopt a budget ordinance appropriating \$5,642,881 for the purchase and future design work on Charlotte Gateway Station.**

Staff Resource: David Carol, Charlotte Area Transit System
Jeff Reid, Engineering & Property Management

Policy

Focus Area Initiatives (1, 3 & 5), Transportation Action Plan (Goals 1, 2, & 5)

Explanation

- This action is to purchase property from Norfolk Southern Corporation (NS) required for local transit service at the future Charlotte Gateway Station. The appraisal for the property will expire by the end of June. If the City has not agreed to purchase the property by that time, a new appraisal will be required. Property values in this area continue to escalate.
- The proposed Gateway Station, located between 4th, Graham and Trade Streets along the NS tracks, will be a major transportation hub in downtown Charlotte. CGS will include enhanced CATS buses and rapid transit services, new Amtrak and Greyhound stations, a streetcar stop and platforms on the west side of the NS line for the proposed LYNX Purple line commuter rail service between Charlotte and Mount Mourne, and potential future commuter rail service to Gastonia and Monroe.
- Over the past six years, NCDOT has acquired all but one parcel of property on the east side of the NS tracks required for Gateway Station and for future mixed use development along the tracks to 9th Street. NCDOT is in the process of purchasing the final parcel – the Greyhound bus depot (which will be relocated to a new facility adjacent to Gateway Station off 4th Street). In addition, .46 acres of property must be acquired from NS on the west side of the tracks to accommodate future local CATS commuter service and access for CATS passengers to Gateway Station. Because the property would primarily be used for local transit, the City will be responsible for acquiring this parcel.
- Charlotte has been allocated \$19.8 million by the federal government under SAFETEA-LU for property acquisition, design and construction of Gateway Station. The City has received the first grant under this allocation in the amount of \$5,642,881 as follows:

Federal	\$4,514,305
State	\$ 564,288
CATS Local	<u>\$ 564,288</u>
Total	\$5,642,881

- Of this amount, up to \$1,497,000 would be used by the City to acquire the NS property, subject to a final survey. This equates to \$75 per square foot. The remainder of the grant funding, along with future grants, would be reserved for future design and construction activities.

- In 2008 NCDOT intends to procure a Master Developer to design and construct Gateway Station and develop the additional state-owned property to 9th Street. The City will work closely with the State as the procurement and design process advances.

Funding

FTA: 80%

NCDOT: 10%

CATS Capital Investment Plan: 10%

Attachment 28

Budget Ordinance

41. Property Acquisition Services for Thomasboro-Hoskins Neighborhood Improvement Phase 3 – Glenwood

Action: Approve a contract with Telecommunication and Industrial Consulting Services Corporation (doing business as Telics) in the amount of \$200,350 for property acquisition services for the Thomasboro-Hoskins Neighborhood Improvement Project Phase 3-Glenwood.

Staff Resources: Mike Knox, Engineering & Property Management
 Kristie Kennedy, Engineering & Property Management

Explanation

- Real Estate Services currently provides easement acquisition services for City Capital Improvement Projects.
- It is Real Estate Services policy to employ contract services to supplement staff resources.
- Telics will provide easement acquisition of approximately 235 parcels for construction of the Thomasboro-Hoskins NIP Phase 3-Glenwood project.
- Telics was selected pursuant to a Council approved qualifications-based selection process performed in accordance with NC State General Statutes.

Thomasboro-Hoskins NIP Phase 3 – Glenwood

- Thomasboro-Hoskins Neighborhood Improvement is a 2006 Neighborhood Improvement bond project located northwest of Uptown.
- Thomasboro-Hoskins Neighborhood Improvement was divided into four phases. Improvements include curb and gutter, sidewalks and storm drainage.

Small Business Opportunity

No SBE goal was set for this contract because subcontracting opportunities are not anticipated (Part C: Section 2.4 of the SBO Policy).

Funding

Neighborhood Improvement Capital Investment Plan

42. Property Transactions

Action: Approve the following property transaction(s) (A) and adopt the condemnation resolution(s) (B-C).

For property transaction B, property is acquired in accordance with Federal Guidelines 49 CFR Part 24 of the Uniform Acquisition and Relocation Act of 1970. Acquisition costs are eligible for North Carolina Department of Transportation and Federal Transit Administration reimbursement.

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

Acquisitions

- A. Project:** South Corridor Light Rail, Parcel # 336
Owner(s): MSSC, LLC
Property Address: 3400 South Boulevard
Property to be acquired: 22,336 sq. ft. (.513 ac.) in Temporary Construction Easement
Improvements: None
Landscaping: None
Purchase Price: \$25,376
Remarks: Compensation was established by independent, certified appraisals related to this property.
Zoned: I-2
Use: Industrial
Tax Code: 147-021-34
Total Parcel Tax Value: \$703,500

Condemnations

- B. Project:** Jefferson Storm Water Capital Improvement Project-Phase II, Parcel # 241
Owner(s): Kathy Levine And Any Other Parties Of Interest
Property Address: 4701 Oglukian Road
Property to be acquired: Total Combined Area of 1,315 sq. ft. (.030 ac.) of Storm Drainage Easement, plus Guy wire & Overhead Easement, plus Temporary Construction Easement
Improvements: None
Landscaping: None
Purchase Price: \$7,475
Remarks: Compensation was established by an independent, certified appraisal and an appraisal review. City staff has yet to reach a negotiated settlement with the property owner.
Zoned: R-3
Use: Single Family Residential
Tax Code: 187-061-47
Total Parcel Tax Value: \$443,900
- C. Project:** Reedy Creek Basin - Mecklenburg County, Parcel # 22
Owner(s): Charles H. Grier And Lois Jane Grier And Any Other Parties Of Interest
Property Address: Frank Grier Road

Property to be acquired: Total Combined Area of 3,876 sq. ft. (.089 ac.) of Sanitary Sewer Easement, plus Temporary Construction Easement

Improvements: None

Landscaping: None

Purchase Price: \$250

Remarks: Compensation was established by an independent, certified appraisal and an appraisal review. City staff has yet to reach a negotiated settlement with the property owner.

Zoned: R-3

Use: Rural Home site

Tax Code: 108-112-19

Total Parcel Tax Value: \$27,800

43. Meeting Minutes

Action: Approve the titles, motions and votes reflected in the Clerk's record as the minutes of:
- April 21, 2008