

Mavor Patrick L. McCrory **Mavor Pro Tem Susan Burgess**
Michael Barnes John W. Lassiter
Nancy Carter Don Lochman
Andy Dulin James Mitchell, Jr.
Anthony Foxx Patrick Mumford
Patsy Kinsey Warren F. Turner

CITY COUNCIL MEETING

Monday, October 22, 2007

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

Item #	Page #	Title
29	31	Property Transaction – Condemnation C
29	31	Property Transaction – Condemnation D

CITY COUNCIL AGENDA

Monday, October 22, 2007

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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. Reuse of the Afro-American Cultural Center

Resource: Ron Kimble, City Manager's Office

Time: 20 minutes

Synopsis

- City Council authorized staff on April 2, 2007 to explore reuse possibilities of the existing Afro-American Cultural Center (AACC) with Little Rock AME Zion Church.
- Discussions with Little Rock AME Zion Church have yielded a business framework that staff will share with City Council.
- This business framework consists of operating parameters and lease/purchase terms between the City and Little Rock AME Zion Church's Certified Development Corporation.

Future Action

- The business framework is item 8, page 6 of this agenda.
- If Council approves the business framework, the City and Little Rock AME Zion Church will move to full agreement phase as quickly as possible.

3. Independence Boulevard Land Use and Infrastructure Assessment Study – Phase II

Resource: Tom Warshauer, Economic Development Office

Time: 30 minutes

Synopsis

- A portion of the 350 foot right-of-way on Independence reserved for future expansion is known as the transitional setback. Property owners have asserted that this setback negatively impacts their redevelopment plans. In response to questions about the transitional setback and redevelopment opportunities on Independence Boulevard, staff contracted with Glattig Jackson Kercher Anglin in early 2007 to examine the issue.
- In August 2007 the findings of the Phase I study were presented to the Economic Development & Planning Committee. Staff was directed to outline a scope of services for Phase II for the Committee's approval.
- Staff will update Council on the findings from Independence Boulevard Land Use and Infrastructure Assessment – Phase I and explain the scope of services and schedule for Phase II.
- Staff recommended negotiating a contract for an Independence Blvd. Phase II Study with Glattig Jackson Kercher Anglin and bringing the contract back to Council for approval.
- The Economic Development & Planning Committee approved the recommendation at the October 3rd meeting by a vote of 3-0 (Lassiter, Dulin, Carter).

Future Action

- City Council will be asked to approve Phase II of the study at the November 12th Business Meeting.

Attachment 1

Independence Boulevard Land Use & Infrastructure Assessment – Phase I
Independence Boulevard Land Use & Infrastructure Assessment – Phase II Scope and Schedule

4. 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
MEETING CHAMBER**

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

CONSENT

- 5. Consent agenda items 14 through 30 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

6. City Manager's Report

7. University City Area Plan



Action: Approve the Economic Development and Planning Committee's recommendation to adopt the University City Area Plan Volume I: The Concept Plan and receive Volume II: The Implementation Plan as information.

Committee Chair: John Lassiter

Staff Resource: Kathy Cornett, Planning

Explanation

- Planning Department staff has worked with University City Partners (UCP) and their consultants to develop a Plan for the University City Municipal Services District (MSD) since September 2006.
- Public meetings were held in September 2006 and May 2007 with approximately 100 citizens attending each meeting. In addition, UCP has held meetings with its board and stakeholders to provide input and direction on key land use and transportation recommendations.
- Staff sent out approximately 650 notifications for each of the public meetings regarding the Plan, including the June 25th public comment with City Council. Additionally, staff provided information from each meeting on Planning's website, including the draft plan and a link to the University City Partners' website.
- The draft Plan was developed in response to conditions that have changed in the area.
 - The corridor has been recommended as the next transit corridor to advance to the Preliminary Engineering phase.
 - The major improvements planned for the US 29/NC 49 "weave" have significantly changed.
 - UNC Charlotte plans to create a major gateway to the campus off US 29, including a rapid transit connection to the university.
- The Plan updates this portion of the adopted Northeast District Plan (1996) and provides policy guidance for future growth and development.
- The Plan includes Transit Station Area Plans for four proposed Northeast Light Rail Transit Corridor stations and streetscape plans for University City's MSD.

Committee Recommendations

Charlotte-Mecklenburg Planning Committee

- The Planning Committee received public comments on the Plan at their May 29th meeting.
- On June 26th the Planning Committee unanimously recommended approval of the Plan (6-0), with one change to the recommended future land use in the southern portion of Edge Area “A” from office/retail/industrial-warehouse to residential/office/retail.

Economic Development and Planning Committee

- The Economic Development and Planning Committee received an overview of the plan on June 6th.
- On October 3rd, the Economic Development and Planning Committee voted to recommend approval of the Plan 3-1 (For: Lassiter, Dulin, Lochman, Against: Carter) with the following changes:
 - City Boulevard in the document be changed to read “University City Boulevard” on all the maps
 - Changing the bullet for the I-85 Frontage Area (Area A) on page 35 of the Concept Plan from, “Where feasible, a 100 foot buffer should be encouraged along I-85 for properties developing along the interstate” to “Development along I-85 shall provide a 100 foot undisturbed buffer from the interstate.” And adding this same language under Figure 8 on page 39 of the Streetscape Development Standards.
 - Citizen requested map clarifications.
 - Clarifying the language under the land use recommendation for the I-85/City Boulevard Interchange Area on page 35 to address confusion about where large scale retail and/or office use are appropriate. Edge Area A would be divided into two “sub-areas” and the following text would replace the first three bullets under Land Use Recommendations on page 35 of the draft plan:
 - Edge Area A-1
 - Because of its high visibility along I-85 and proposed new points of access via City Boulevard and the McCullough Drive extension, this area is appropriate for “interchange-oriented” retail uses and/or office and residential uses. This includes the approximate 420,000 square feet of retail approved for the IKEA and its outparcels and up to 295,000 square feet of additional retail uses. The maximum ground floor square footage of a single retail use (of this 295,000 square feet) is 90,000 square feet.
 - An additional 105,000 square feet of retail is appropriate, which can be built at any time, provided that the following design guidelines are satisfied:
 - ♦ The additional square footage must be composed of buildings fronting on IKEA Boulevard. These buildings shall contain non-opaque doors and windows along elevations that face these streets. Articulated facades and other specially designed architectural elements should be used to avoid expanses of solid and/or blank walls.
 - ♦ Pedestrian connectivity should be emphasized.

- ♦ Public building entrances should connect directly to a sidewalk along a public street or to a private street/drive or to an open space.
 - ♦ The maximum ground floor square footage of a single retail use (of this additional retail) is 25,000 square feet.
 - ♦ A 30 foot build-to-line must be established for these buildings with the 30 feet being measured from the back of curb.
 - ♦ Drive thru window uses limited to one non-retail use. The drive thru isle and window must be located to the rear of the building.
 - ♦ Site design should help to create a transition to the pedestrian-friendly environments of the nearby transit stations. Staff would consider additional retail square footage (in addition to the 105,000 square feet) if uses are vertically mixed, the transportation network is further enhanced, transportation impacts are addressed and the overall project creates a “park once” environment.
- Area A-2
 - This area is appropriate for a mixture of office, residential and mixed-retail uses. The existing shopping center (University Place II) is suburban in scale and form. Over time, the area should redevelop or be redesigned to allow for a more intense mix of retail, office and moderate intensity housing (up to 17 dwelling units per acre) that is more integrated and creates a “park once” environment.
 - The Implementation Plan, provided for Council’s information, identifies specific strategies that will guide City staff, University City Partners and the private sector in implementing the Concept Plan.

Attachment 2

Edge Area A-1 and A-2 maps. The draft document was provided as part of the June 25th meeting package and additional copies are available from the Planning Department or at www.charlotteplanning.org.

8. Reuse of the Afro-American Cultural Center

- Actions:**
- A. Approve the Business Framework for the Reuse of the Afro-American Cultural Center with Little Rock AME Zion Certified Development Corporation,**
 - B. Authorize the City Manager to negotiate and bring back an Agreement incorporating the Business Framework provisions, and**
 - C. Designate the western most parcel currently used as open space to continue to be open space.**

Staff Resource: Ron Kimble, City Manager’s Office

Explanation

- The existing Afro-American Cultural Center (AACC) was acquired by the City in 1979 for \$184,000 from Little Rock AME Zion Church.

- Improvements to the facility were made by the City in the mid 1980s for \$227,000, preparing the building for occupancy by the AACC in 1986.
- The AACC has occupied the facility continuously since, and also owns the shotgun houses located west of the main facility.
- The City owns all land upon which the facility and the shotgun houses sit, and also owns the open space at the west end of the block.
- The AACC is scheduled to vacate its current location on Seventh Street to move to its new location on Stonewall Street on or about January 1, 2010.
- City Council authorized staff on April 2, 2007 to explore reuse possibilities of the existing AACC with Little Rock AME Zion Church.

Business Framework Provisions

- A Business Framework has been developed which consists of operating parameters and lease/purchase terms between the City and Little Rock AME Zion Church's Certified Development Corporation (CDC). The framework contains the following provisions.
 - Beginning on or about January 1, 2010, the City will lease the former Little Rock AME Zion Church property to Little Rock CDC for \$1/year for 10 years. This is the same rate provided to the Afro-American Cultural Center over the past two decades.
 - The City will provide up to \$50,000/year in building maintenance expenses for each of the years in which Little Rock CDC leases the facility. These building maintenance expenses (to be defined) equal the same amount that would have been provided to the Afro-American Cultural Center had they remained in the facility.
 - Little Rock CDC will provide agreed upon services in the former church property from an array of eligible public purpose expenditures, including those services covered under the Community Development Statutes of North Carolina. These services will be audited each year to arrive at a value of services provided. The audited value of the services provided annually shall at least be equal to the written down lease value provided by the City.
 - Little Rock CDC will have the option to extend the lease for an additional 10 years under the same terms and conditions as the first ten years, such option to be exercised no later than December 31, 2019.
 - Little Rock CDC will hold an option to purchase the former church property at any time during the lease period at the appraised value of the property as of January 1, 2010. If Little Rock CDC exercises the purchase option, then Little Rock CDC agrees to provide the same array of services covered under the lease for the balance of the 10 years.
 - The purchase option amount shall be downwardly adjusted by any value of services provided each year by Little Rock CDC that exceeds the sum of 1) the written down lease value provided by the City and 2) the amount of building maintenance expenses incurred by the City, all calculated up to the point in time the purchase option is exercised.
 - The City and Little Rock CDC agree at all times to preserve the facility in accordance with its historic designation status and not seek demolition of the property at any time during the lease term or after the purchase option is exercised.

- Little Rock CDC, Little Rock AME Zion Church, the City and the Afro-American Cultural Center agree to work in good faith on such issues as parking needs, driveway access, and cross/joint use of the former Little Rock AME Zion Church building on terms mutually agreeable to all parties.
- The City and Little Rock AME Zion Church agree that the western most parcel currently used as open space shall continue as open space.
- Should the City Council approve this Business Framework, the City Manager will work with Little Rock AME Zion Church to bring back the full Agreement incorporating the provisions as soon as possible.

Funding

Engineering and Property Management Operating Budget

9. Utility Right of Way Use Ordinance and Management Program



- Action:**
- A. Approve the Transportation Committee recommendation to adopt the Utility Right of Way Use Ordinance, with the effective date of January 1, 2008, and**
 - B. Adopt a budget ordinance appropriating \$200,000 of General Fund fund balance for the six month start up cost of the Utility Right of Way Management Program.**

Committee Chair: Pat Mumford

Staff Resource: Phil Reiger, Transportation

Explanation

- This request for Council action is a follow up to the presentation made during the October 8, 2007 Dinner Briefing. During that presentation, staff reported the consensus achieved during the Utility Right of Way Stakeholder process, and presented the recommendations of the Transportation Committee, which is represented in this action item.
- The proposed Utility Right of Way Use Ordinance requires all utilities to obtain a permit and notify the City before working in the existing street right of way.
- The proposed ordinance authorizes the Transportation Key Business Executive to implement the ordinance through the development and enforcement of standards and provisions.
- The proposed ordinance establishes civil penalties in the form of fines as well as an administrative appeals process channeled through the City Manager's Office in the event of a dispute.
- The total first year cost of the Utility Right of Way Management Program is estimated at \$600,000.

- After the program's start up period, it will be supported by the Right of Way Management Fee. The fee is scheduled to take effect on July 1, 2008.
- The Right of Way Management Fee is a regulatory user fee and is consistent with current regulatory user fees and City Council's 100% recovery policy.
- The work load estimates indicate the need for six positions to support the program, of which two already exist.
- An appropriation of \$200,000 is required to fund the six month start up cost of the Program. The appropriation will fund the cost of salaries and benefits to unfreeze four positions and supporting equipment needed to complete the work.

Committee Recommendation

- On September 24, 2007 the Transportation Committee voted unanimously (Mumford, Turner, Burgess, Carter) to endorse the recommendation from the stakeholder process including the amendment of the City Code and the allocation of resources to implement a new ordinance.

Background

- During the April 25, 2006 Dinner Briefing, staff outlined several recurring and emerging problems the City experiences in the existing street right of way. All of these problems are related to how utility companies are using the right of way.
- At that time staff recommended the development of a utility stakeholder process to jointly design solutions for the problems the city was experiencing. The City Council concurred and referred the topic to the Transportation Committee.
- Staff developed a stakeholder committee comprised of 12 entities including representation from both public and private utilities and the City.
- Over the past 18 months (22 meetings) staff has garnered feedback from the stakeholders regarding the proposed ordinance, associated implementation materials and fees. The stakeholders and City staff reached a consensus by the end of the process.

Funding

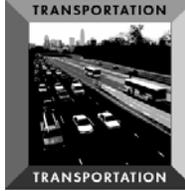
General Fund fund balance

Attachment 3

Ordinance

Budget Ordinance

10. Urban Street Design Guidelines



- Action:**
- A. Approve the Transportation Committee recommendation to adopt the Urban Street Design Guidelines (USDG) and the USDG Policy Recommendations Summary by approving Option 1,**
 - or**
 - B. Approve Option 2 which is revised to include a detailed description of the process that staff will use to define the text changes to codes and ordinances, allowing flexible and reasonable application of the USDG, particularly in relation to block lengths, external connections, and creek crossings, and**
 - C. Request staff to prepare a six-month implementation report.**

Committee Chair: Pat Mumford

Staff Resource: Norm Steinman, Transportation

Explanation

- Staff from the Charlotte Department of Transportation (CDOT), Charlotte-Mecklenburg Planning Department (Planning), Engineering and Property Management (E&PM), and Charlotte Area Transit System (CATS) have been developing and refining the Urban Street Design Guidelines (USDG) for over five years.
- The Transportation Action Plan (TAP), adopted by Council in 2006, includes the goals, objectives, policies and programs/projects necessary to accommodate Charlotte's projected growth, while protecting the City's quality of life. The USDG are the "streets" component of the TAP, because the USDG describe the planning and design of Charlotte's streets to support implementation of the TAP.
- In addition to successive rounds of technical analysis, the preparation of the USDG has been based on extensive cycles of public participation. Over 300 people have attended public briefings, workshops, and interviews, while over 1,200 people have responded to web-based surveys about the USDG or design elements included in the USDG. The vast majority of these people, including a formal Stakeholder Group, convened in 2005, have supported or favored the USDG's recommendations.
- After an initial series of meetings with the Transportation Committee during 2005, the USDG were referred back to that Committee in May 2007.
- On August 12, 2007, Council's Transportation Committee unanimously endorsed the USDG and the USDG Policy Recommendations Summary for City Council's consideration at their September 24th meeting.
- At the September 24th City Council meeting, seven speakers commented on the USDG. Three speakers spoke in favor of the USDG and four representatives of the development industry raised issues about the USDG. Some Council members asked specific questions about the USDG. Council then voted to defer the USDG for no more than 30 days and to discuss the

comments from the representatives of the land development industry at the October 8th Council Dinner Briefing.

- At the October 8th Dinner Briefing, representatives from the Real Estate Building Industry Coalition (REBIC) and National Association of Industrial and Office Properties (NAIOP) presented their concerns about the costs and difficulties associated with the implementation of block lengths, stub streets, and creek crossings. Council members also asked staff several questions about how the USDG would be applied. Council member Lassiter requested staff to define language demonstrating flexibility in the application of the USDG to block lengths, stub streets, and creek crossings.
- At the Dinner Briefing, staff responded to the questions about costs and block lengths by referencing information Council received on October 3rd as part of the Council agenda packet.
- In response to the questions about the reasonable or flexible application or interpretation of the USDG, staff has defined two approval options and is submitting two sets of attachments for Council to consider before voting to adopt the USDG.

Option 1:

- Option 1 contains:
 - The USDG document presented to Council on October 8th and the USDG Policy Recommendation Summary dated September 24th (this summary is included as Attachment 4a).
 - Included is an excerpt from Chapter 4 of the current USDG document which includes information about block lengths, external connections, and creek crossings; a general discussion of the need to provide for “exceptions and allowances” to deviate from the recommended spacing of these items; and a general approach for defining more specific text in ordinance revisions (note: the term “stub streets” does not appear in the USDG). This is included as Attachment 4b.

Option 2:

- Option 2 contains:
 - The USDG document presented to Council on October 8th, with the addition of a preamble to the USDG document that includes two sections, described below, and slight modifications to Chapter 4.
 - Included as the first section of the preamble (Attachment 4c) is an updated version of the USDG Policy Recommendations Summary, with minor technical corrections. These corrections are underlined in the attachment.
 - Included as the second section to the preamble (Attachment 4d) is a detailed description of the process that staff will use to define the text changes to codes and ordinances that will allow flexible and reasonable application of the USDG, particularly in relation to block lengths, external connections, and creek crossings.
 - Revisions to the relevant portions of Chapter 4 of the USDG, which reflect the addition of the preamble to the document. The modified portion of Chapter 4 is included as Attachment 4e.

- Council is asked to consider approving either Option 1 or Option 2, and to request staff to provide a six-month implementation report.

Attachment 4

Option 1 Attachments

- 4a. Urban Street Design Guidelines Policy Recommendations Summary (September 28th)
- 4b. Excerpt from Chapter 4 of the USDG

Option 2 Attachments

- 4c. Urban Street Design Guidelines Policy Recommendations Summary (October 17th)
- 4d. Process for Defining Text Amendments to Zoning and Subdivision Ordinances
- 4e. Modified excerpt from Chapter 4 of the USDG

BUSINESS

11. Belvedere Homes Redevelopment

Action: Approve a purchase and sale agreement with the Charlotte Housing Authority (CHA) which commits the City's \$950,000 for the purchase of the CHA property.

Staff Resource: AC Shull, Economic Development

Explanation

- In April 2007, City Council authorized staff to continue work on Charlotte Mecklenburg Development Corporation (CMDC) redevelopment of CHA's Belvedere Homes land into a business park. City Council also approved using \$950,000 of Business Corridor Economic Development Funds for the purchase of this site. The appraised value of the CHA property is \$1,050,000.
- If Council approves the rezoning on October 17, 2007, staff will finalize the purchase of this land from CHA by the end of the option period (October 31, 2007).
- This property will be transferred to CMDC once City Council approves a Development Agreement with CMDC for this project. Staff expects to have that Agreement for Council approval in November 2007.
- Additional funds for the development of this business park will come from:
 - Mecklenburg County in the amount of \$950,000
 - Federal grant in the amount of \$231,000

Funding

ED Corridor Revitalization Fund

Attachment 5

Option Agreement

12. Appointments to Boards and Commissions

Action: Vote on blue paper ballots and give to Clerk at dinner.

A. BICYCLE ADVISORY COMMITTEE

- One three year appointment beginning January 1, 2008.
 - Gregory John Johnson by Council member Lochman
 - Andrew Charles Pike by Council member Lassiter

Attachment 6

Applications

B. COMMUNITY RELATIONS COMMITTEE

- Two appointments for three year terms beginning immediately and ending June 30, 2010.
 - Shannon Burns by Council member Carter
 - Joe Cooper by Council member Barnes
 - Robin Edgar by Council members Burgess and Carter
 - Howie Hartnett by Council member Dulin
 - Brenda McMoore by Council member Mitchell

Attachment 7
Applications

C. KEEP CHARLOTTE BEAUTIFUL

- Three appointments for unexpired terms beginning immediately, with two ending June 30, 2009 and one ending June 30, 2010.
 - Myra Clark by Council member Mitchell
 - Roketa Dumas by Council member Barnes
 - Ashley Earnhart by Council member Dulin
 - Marc Gustafson by Council member Burgess
 - Christopher Spearman by Council member Burgess
 - Jim Thompson by Council member Lassiter

Attachment 8
Applications

D. ZONING BOARD OF ADJUSTMENT: ALTERNATE MEMBER

- One appointment of an alternate member for an unexpired term beginning immediately and ending January 30, 2009.
 - Steven Firestone by Council member Foxx
 - Steven Fletcher by Council member Burgess
 - Larry Hines by Council member Carter
 - Jim Hock by Council member Mumford
 - Tanya James by Council member Barnes
 - Bryant Mende by Council member Lochman
 - Dick Stoever by Council member Kinsey

Attachment 9
Applications

13. 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

14. Various Bids

A. Fire Station 39

EPM

Staff Resources: Bruce Miller and Jon Hannan

Action

Award the low bid of \$3,270,250 to G.W. Liles Construction Co., Inc. of Concord, North Carolina. This project consists of construction of a one-level, three-bay fire station of approximately 11,968 square feet located in the Arboretum area at 8325 Providence Road. This will be a new infill station providing improved firefighter services for the Arboretum area. Construction completion is scheduled for first quarter of 2009.

Small Business Opportunity

Established SBE Goal: 10 %

Committed SBE Goal: 5.49%

G.W. Liles Construction Co., Inc. failed to meet the established goal but met the good faith efforts. G.W. Liles Construction Co., Inc. committed 5.49% (\$179,689) to the following certified SBE firms: A Second Coat

Paint Company dba Tim McDonnell, James Seals & Stripes, Inc. and Reliable Woodworks, Inc.

B. Airport Cable Replacement

Aviation

Staff Resource: Jerry Orr

Action

Award the low bid of \$132,800 to Starr Electric Company, Inc. of Charlotte, North Carolina to relocate FAA cables to accommodate the new runway. This contract will supply and install 10,000 feet of control cable that provides the FAA Control Tower communication with navigational aids for the runway.

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. Bids were solicited from one DBE and one SBE.

C. US Airways Hangar Plumbing Work

Aviation

Staff Resource: Jerry Orr

Action

Award the low bid of \$599,850 to Cam-Ful Industries, Inc. of Charlotte, North Carolina for plumbing work in US Airway's Maintenance Hangar. This contract will repair and replace portions of the water supply lines and fire protection system damaged by corrosion.

Small Business Opportunity

Established SBE Goal: 5%

Committed SBE Goal: 0%

Cam-Ful Industries, Inc. failed to meet the SBE goal, but earned the required number of Good Faith Effort Points.

15. In Rem Remedy

For In Rem Remedy #A-G, 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. 3800 Baronwood Lane (Neighborhood Statistical Area 109 – Moores Chapel Neighborhood)
- B. 2209 Julia Avenue (Neighborhood Statistical Area 39 – J T Williams Neighborhood)
- C. 4528 Nevin Road (Neighborhood Statistical Area 41 – Derita/Statesville Neighborhood)

Field Observation:

- D. 1412 Beatties Ford Road (Neighborhood Statistical Area 28 – Oaklawn Neighborhood)
- E. 2619 Columbus Circle (Neighborhood Statistical Area 13 – Ashley Park Neighborhood)
- F. 409 State Street (Neighborhood Statistical Area 24 – Seversville Neighborhood)
- G. 328 Woodvale Place (Neighborhood Statistical Area 24 – Seversville Neighborhood)

Public Safety:

- A. **3800 Baronwood Lane**

Action: Adopt an ordinance authorizing the use of In Rem Remedy to demolish and remove the structure at 3800 Baronwood Lane (Neighborhood Statistical Area 109 – Moores Chapel).

Attachment 10

B. 2209 Julia Avenue

Action: Adopt an ordinance authorizing the use of In Rem Remedy to demolish and remove the structure at 2209 Julia Avenue (Neighborhood Statistical Area 39 – J T Williams Neighborhood).

Attachment 11

C. 4528 Nevin Road

Action: Adopt an ordinance authorizing the use of In Rem Remedy to demolish and remove the structure at 4528 Nevin Road (Neighborhood Statistical Area 41 – Derita/Statesville Neighborhood).

Attachment 12

Field Observation:

D. 1412 Beatties Ford Road

Action: Adopt an ordinance authorizing the use of In Rem Remedy to demolish and remove the structure at 1412 Beatties Ford Road (Neighborhood Statistical Area 28 – Oaklawn Neighborhood).

Attachment 13

E. 2619 Columbus Circle

Action: Adopt an ordinance authorizing the use of In Rem Remedy to demolish and remove the structure at 2619 Columbus Circle (Neighborhood Statistical Area 13 – Ashley Park Neighborhood).

Attachment 14

F. 409 State Street

Action: Adopt an ordinance authorizing the use of In Rem Remedy to demolish and remove the structure at 409 State Street (Neighborhood Statistical Area 24 – Seversville Neighborhood).

Attachment 15

G. 328 Woodvale Place

Action: Adopt an ordinance authorizing the use of In Rem Remedy to demolish and remove the structure at 328 Woodvale Place (Neighborhood Statistical Area 24 – Seversville Neighborhood).

Attachment 16

16. Refund of Property Taxes

Action: Adopt a resolution authorizing the refund of property taxes assessed through clerical or assessor error in the amount of \$2,178.94.

Staff Resource: Henry Simmons, Finance

Attachment 17
Resolution
List of property tax refunds

CONSENT II

17. Airport Road Master Planning Services

Action: Approve a contract with HNTB, Inc. in the amount of \$679,893 for master planning services for the proposed Airport Entrance Road.

Staff Resource: Jerry Orr, Aviation

Explanation

- In 1975 the NCDOT Transportation Improvement Program (TIP) included a project to design and construct an Airport Entrance Road from I-85 to the Airport.
- NCDOT did design the road; however, the construction funding has continuously been pushed into the later years of the TIP and the road has not been built.
- Because of significant growth in local passengers since 1975, the NCDOT road design has become inadequate.
- HNTB, Inc. was a sub-consultant to LS3P Associates in the design of the Daily Parking Decks, specifically dealing with access to the decks from the roadway system.
- This contract will provide master planning services that will include vehicle modeling, preliminary engineering and cost estimates for a new entrance road design.

Disadvantaged Business Opportunity

Established DBE Goal: 0%

Committed DBE Goal: 3%

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.

Funding

2004 General Airport Revenue Bonds

18. Airport Taxiway Bridge Design

Action:

A. Approve a contract with T.Y. Lin International/HJ Ross of Coral Gables, FL in the amount of \$1,060,000 for the design of two taxiway bridges, and

B. Adopt a budget ordinance in the amount of \$1,060,000 from the Discretionary Fund to be replaced with future General Airport Revenue Bond proceeds.

Staff Resource: Jerry Orr, Aviation

Explanation

- In August 2004, the Airport selected a team of engineers to design the third parallel runway. The team included Talbert & Bright, HNTB, TY Lin International/HJ Ross, IMDC, and HDR Engineering.
- In April 2005, Council approved a contract with Talbert & Bright for the runway and taxiway grading and pavement design.
- This contract will provide design, bidding, and construction administration services for two taxiway bridges.
- The bridges will allow for future development of 300 acres of Airport land between the two taxiways that will connect the new runway to the existing airfield.

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.

Funding

- This contract will be funded with Airport Discretionary Funds which will be replaced with proceeds from future General Airport Revenue Bonds.
- The taxiway bridge project will be included in the next Passenger Facility Charge (PFC) Application, which, when approved, will allow the bond debt service to be paid with PFC revenues.

Attachment 18

Budget Ordinance

19. Electronic Monitoring of Repeat Offenders Contract

Action: Approve a contract between the Charlotte-Mecklenburg Police Department and Omnilink Systems, Inc., not to exceed \$255,000, for the electronic monitoring of repeat offenders.

Staff Resource: Sgt. David Scheppegrell, CMPD

Explanation

- On July 23, 2007, Council appropriated a donation of up to \$255,000 from the Police Foundation for a pilot program to monitor repeat offenders.
- The funding would cover monitoring of up to 100 chronic offenders considered to be a high risk to the community.
- The program would target chronic offenders in crime categories including robbery, auto theft, burglary, and assault, including domestic assault.
- The offenders would be selected based on their criminal history, aggravating behaviors, number and type of pending charges, gang involvement, and threat risk to the community.

- Program participants will be identified by CMPD officers. The District Attorney will evaluate all referrals to the program and pursue judicial approval for participants.
- The contract with Omnilink Systems will provide electronic monitoring for up to 100 offenders at a cost of \$5.35 or \$7.35 per offender per day, depending upon the level of monitoring service requested for each offender.
- The contract includes the cost of the monitoring devices (ankle devices equipped with a global positioning systems) and 24/7 monitoring as well as insurance on the devices.
- The contract is for a term of one year.
- Omnilink Systems was selected after a nationwide search for vendors, ten of which made presentations to a selection committee comprised of staff from CMPD's Research Planning and Analysis, Computer Technology Services and Street Crimes Divisions as well as the Mecklenburg County Sheriff's Office. CMPD then conducted test trials of three vendors. Omnilink was selected due to:
 - Its use of cell phone triangulation in conjunction with GPS (the only vendor with this technology)
 - Extended battery life of monitoring devices
 - Data collection and transfer ability
 - Quality of monitoring services
 - Reliability of alert and alarm notifications
 - Omnilink management and support staff

Small Business Opportunity

Pursuant to Part C, Section 2.4 of the SBO Program, no SBO utilization goal was set for this contract because subcontracting is not anticipated.

Funding

\$255,000 from the Police Foundation Grant

20. Donations from Wachovia Championship

Action: Adopt a budget ordinance, appropriating a \$300,000 donation from the Wachovia Championship, with \$150,000 to the Charlotte-Mecklenburg Police Department and \$150,000 to the Charlotte Fire Department.

Staff Resources: Deputy Chief Jerry Sennett, CMPD
Deputy Chief Jon Hannan, Fire

Explanation

- Officials from the Wachovia Championship have donated \$300,000 from the proceeds of the 2007 tournament to the Charlotte-Mecklenburg Police Department and the Charlotte Fire Department; each department will receive \$150,000.
- CMPD will allocate its share of the funds as follows:

- \$50,000 to the Police Foundation for future projects
- \$50,000 to a fund that police officers and neighborhood leaders can use for small projects that benefit the public safety goals of the neighborhood
- \$15,000 to the Steele Creek Youth Network
- \$10,000 to the Police Chaplains to further their education on dealing with police related issues
- \$25,000 to hold a problem solving conference in 2008 that spotlights the work done by CMPD officers
- The Fire Department will allocate its share of the funds as follows:
 - \$40,000 for two quick response vehicles for use at special events
 - \$70,000 for one rehab truck which is used to cool and re-hydrate firefighters at working fires and other events where heat exhaustion is a concern
 - \$40,000 to be held for future projects

Attachment 19
Budget Ordinance

21. Helicopter Turbine Engine Overhaul Service

Action: Approve a contract with Standard Aero, not to exceed \$110,000, for the turbine engine overhaul service for police helicopter N406PD.

Staff Resource: Greg Crystal, CMPD

Explanation

- CMPD helicopters are held to performance standards established by the FAA (Federal Aviation Administration). Adherence to these standards is dependant upon the use of experienced vendors to service and maintain the aircraft.
- Turbine engine overhaul is a highly specialized service requiring specific parts and trained personnel. The service is customarily performed by the engine manufacturer or an authorized service center.
- Standard Aero is an authorized service center for the manufacturer and consistently provides high quality customer service and technical expertise.
- This contract will provide an initial inspection to determine the repairs necessary to keep the engine within FAA standards; repairs and labor on the engine; final assembly; and testing to ensure the engine is properly functioning.

Small Business Opportunity

Pursuant to Part C, Section 2.4 of the SBO Program, no SBO utilization goal was set for this contract because subcontracting is not anticipated.

Funding

Police Operating Budget

22. **Litigation Support Contracts in Atlantic Skanska, Inc. vs. City of Charlotte and CH2M Hill, Inc.**

- Action:**
- A. Approve contract amendment in the amount of \$250,000 with Hamilton, Moon, Stephens, Steele & Martin, PLLC to represent the City in this litigation, and**
 - B. Approve contract amendment with the McCally Group, Ltd. in the amount of \$100,000 to provide claims analysis of claims against the City in this litigation.**

Staff Resource: Mike Boyd, City Attorney's Office

Explanation

- Atlantic Skanska, Inc. was the general contractor on the McAlpine Creek Waste Water Management Facility Phosphorus Reduction Project. City Council awarded the contract to Atlantic Skanska on July 28, 2003. The contract amount, including one change order, is approximately \$27.7 million. CH2M Hill, Inc. is the engineering firm that designed the Project and was responsible for contract administration.
- While Atlantic Skanska has completed work on the Project, a number of claims have been made by Atlantic Skanska against the City and CH2M Hill as well as claims by the City and CH2M Hill against Atlantic Skanska for various matters.
- Atlantic Skanska's claims include:
 - Payment of retainage, alleged extra work, extensions in the contract completion dates and costs incurred as a result of inadequate or incomplete design and construction documents
- The City's and CH2M Hill's claims include:
 - Credits for work deleted from the Project, a warranty claim and liquidated damages
- The parties attempted to resolve their claims through mediation, but were not successful.
- Atlantic Skanska filed suit seeking \$2.6 million for its claims. The City and CH2M Hill have denied any liability to Atlantic Skanska and seek recovery from Atlantic Skanska, the largest item of which is liquidated damages in the amount of approximately \$1 million.
- The City retained Bob Stephens of the firm of Hamilton, Moon, Stephens, Steele & Martin, PLLC under an October 13, 2007 agreement with a \$50,000 limit to represent the City in defending against Atlantic Skanska's claims and presenting the City's claims. Now that the matter is in litigation, an amendment to the agreement with Mr. Stephens is needed to authorize payments for his services that exceed staff's contracting authority.
- The City retained the McCally Group, Ltd. under a January 1, 2007 agreement with a \$50,000 limit (amended in July 2007 to increase the limit to \$150,000) to provide claims analysis and assist in the defense of Atlantic Skanska's claims and presentation of the City's claims. Now that the matter is in litigation, staff recommends an amendment to the agreement with the McCally Group for \$100,000 to provide claims analysis.

- Negotiations are underway with CH2M Hill for the firm to share future invoices from the McCally Group equally. If negotiations are successful, the contract will limit the City's payments to the McCally Group to \$250,000 including past payments.

Funding

Sewer Capital Investment Plan

23. Catawba-Wateree Water Management Group

- Action: A. Adopt a resolution authorizing joining the Catawba-Wateree Water Management Group, and**
- B. Appoint the Utilities Deputy Director Barry Gullet as Charlotte's representative.**

Staff Resource: Doug Bean, Utilities

Explanation

- Formation of the Water Management Group (WMG) was recommended as an outcome of Duke Energy's FERC relicensing of the 13 hydroelectric dams on the Catawba River.
- The Water Management Group was formed in part in response to Duke's intent to charge fees set by Duke for water withdrawals by public water suppliers from Duke's reservoirs or from free flowing portions of the Catawba that depend on increased flows from Duke reservoirs. As part of the relicensing effort, Duke agreed not to seek such fees from members in good standing of the Water Management Group.
- Utilities and Legal staff participated on a Convening Committee to develop the structure and by-laws for the formation of the WMG as a 501(c)(3) non-profit corporation.
- Eighteen public water systems in NC and SC, along with Duke Energy are eligible to join the WMG.
- WMG members will set the amount of dues which will be proportional to their water withdrawals.
- WMG dues will be used to fund projects approved by WMG members that will ecologically preserve, extend and enhance the capabilities of the Catawba River to provide water resources for human needs.
- Duke Energy will fund the first year of the WMG by making their dues payment by January 2008.
- Charlotte's WMG dues will be \$201,529. The first payment is due in January 2009. Future dues payments will be included as part of Utilities Operating Budget.
- Each organization joining the WMG is to appoint a representative by November 15, 2007.

- Utilities requests appointment of Utilities Deputy Director Barry Gullet as the City's WMG representative and Utilities Conservation Manager Maeneen Klein as alternate.
- The resolution provides that Utilities' Key Business Executive may designate replacement representatives and alternates.

Attachment 20

Resolution

24. INFOR Financial System Maintenance and Support

Action: Authorize the City Manager to approve the renewal payments for software maintenance and support to Infor Global Solutions, Inc. for \$646,398 for the INFOR Financial Management System for the period October 29, 2007 through October 28, 2010.

Staff Resource: Chip Harris, Finance

Explanation

- INFOR Global Solutions, Inc. (formerly GEAC Enterprise Solutions) provides maintenance and support to the City's existing financial system.
- The INFOR Financial Management System is used for maintaining the City's official financial records, purchasing goods and services, processing invoices and payments to vendors, preparing reports required by the State and other agencies, monitoring the officially-adopted budget and other related activities that are essential to the continued and sound financial operation of the City.
- The maintenance and support agreement will entitle the City to receive software updates and 24 /7 problem resolution assistance to help insure uninterrupted service of the financial system.
- This contract covers three years at the following rates (5% per year increase):
 - \$205,043 in FY2008
 - \$215,295 in FY2009
 - \$226,060 in FY2010
- Funding for FY2008 is in the current budget and future years will be included in the annual appropriation.
- The FY2007 contract payment was \$195,279.

Small Business Opportunity

Pursuant to Part C, section 2.4 of the SBO Program, no SBO goal was set for this contract because subcontracting is not anticipated.

Funding

Finance Operating Budget

25. Budget Ordinance to Appropriate Private Developer Funds

Action: Adopt a budget ordinance appropriating \$307,200 in Private Developer Funds for Traffic Signal Improvements.

Staff Resource: Liz Babson, Transportation

Explanation

- The budget ordinance estimates and appropriates \$307,200 in private developer funding for traffic signals and work associated with developer projects. The funding is restricted to these projects.
- The following developers are fully funding traffic signal installations/improvements to mitigate traffic impacts around their respective development projects:
 - Crescent Resources, LLC contributed \$20,500 for the modification of the traffic signal at the intersection of Ardrey Kell and Highway 521.
 - Ashley Park, LLC contributed \$184,500 to fully fund the design and installation of a traffic signal at the intersection of Sharon Road and Ashley Park Lane.
 - Perimeter Woods Development, LLC contributed \$102,200 to fully fund the design and modification of traffic signals at four intersections consisting of Harris and I-485, Harris and Reames, Harris and Perimeter Parkway and Harris and I-77.
- The above signals meet the same criteria as other traffic signals approved by the City.
- Payments made by the developer are in response to estimates of work prepared by CDOT and supplied to the developer.
- CDOT will be installing and operating these new signals as part of the existing signal systems in the area.

Attachment 21

Budget Ordinance

26. Municipal Agreement for Sidewalk Construction along Providence Road

Action: Adopt a resolution to authorize the Key Business Executive for Transportation to execute a Municipal Agreement with the North Carolina Department of Transportation (NCDOT) for the construction of sidewalks along both sides of Providence Road from I-485 to the Union County Line.

Staff Resource: Andy Grzymiski, Transportation

Explanation

- NCDOT will widen Providence Road (NC16) from I-485 south through Weddington in Union County from two to four lanes beginning in 2008 and completing in 2010.
- The project will include sidewalks on both sides of Providence Road within the Charlotte City Limits between I-485 and the Union County Line.
- The estimated total cost of the sidewalk construction within Charlotte is \$295,000. The municipal agreement will provide for the City to pay fifty percent (50%) of the actual cost of the work which is estimated to be \$147,500.
- The format and cost sharing philosophy is consistent with past municipal agreements.

Funding

Transportation Capital Investment Plan

Attachment 22

Resolution

27. Ambulance Buses Purchase

- Action:**
- A. Approve the purchase of two ambulance buses without competitive bidding, as authorized by the sole source exemption of G.S. 143-129(e)(6), and**
 - B. Approve a one time purchase from Sartin Services Inc. of High Point, North Carolina in the amount of \$648,324. Purchase will be made on behalf of MEDIC with Homeland Security Funds from the Urban Areas Security Initiative Grant.**

Staff Resources: Deputy Chief Jeff Dulin, Fire Department
Deputy Chief David Duffy, Fire Department

Sole Source Exemption

- G.S. 143-129 (f) provides that formal bidding requirements do not apply when:
 1. Performance or price competition are not available;
 2. A needed product is available from only one source or supply; or
 3. Standardization or compatibility is the overriding consideration.
- Sole sourcing is necessary because Sartin Services is the only source that can supply ambulance buses.
- The City Council must approve purchases made under the sole source exception.

Explanation

- The purchase of two ambulance buses will allow for advanced life support treatment and transportation of victims at the scene of a mass casualty incident, evacuation of a nursing home, National Disaster Medical System

receiving site, or movement of a large number of fatalities following a disaster or pandemic. This equipment will support incidents by providing mutual aid response anywhere within the ten county Urban Areas Security Initiative Region or across the State.

- The buses will allow for the movement of up to 20 patients per bus (total of 40) at one time. This will greatly reduce the strain on the current ambulance fleet in a large scale disaster.
- The prototype for the buses was created by Sartin Services Inc. for the Washington, DC National Capital Region UASI, with Arlington, VA acting as the lead; in the wake of the September 11, 2001 attack on the Pentagon.
- The buses being requested will incorporate modifications from those in the DC Metro Area, such as a longer bus chassis, larger engine, higher capacity generator, improved warning lighting capabilities, intercom system for providing messages to patients being transported, and additional oxygen supply ports.
- This project is being supported by North Carolina Office of Emergency Medical Services. They will provide funding to purchase the necessary medical equipment to outfit the buses once delivered.
- The purchase is being funded by Department of Homeland Security Funds through the Urban Areas Security Initiative (UASI) Program from fiscal year 2006.

Small Business Opportunity

Pursuant to Appendix Section 23.2 of the SBO Program regarding purchases without competitive bidding, this is an exempt contract.

Funding

Department of Homeland Security Urban Areas Security Initiative

28. Bomb Investigation Apparatus

Action: Approve the purchase of a Bomb Investigation Apparatus vehicle from Hackney Emergency Vehicles of Washington, North Carolina for the low bid amount of \$392,991 using Homeland Security funds.

Staff Resources: Buddy Caldwell, Charlotte Fire Department
Jim Windle, Charlotte-Mecklenburg Police Department
Mehl Renner, Business Support Systems

Explanation

- The Bomb Investigation Apparatus vehicle will be on a chasis and body comparable to that of a fire apparatus. This unit will carry bomb disposal robot, personal protective equipment, mitigation tools and other specialized equipment to support SWAT team missions. This unit will meet the requirements set forth by the FBI team typing as well as the National Incident Management System standards recently adopted within the state.
- Hackney Emergency Vehicles submitted the only bid response for this item.

- Upon inquiry after this bid, vendors convey that generic specifications for these types of vehicles are too difficult to create at this time and that they are not willing to take the time and resources to offer alternatives.
- This purchase will be made with Homeland Security, Urban Areas Security Initiative grants which are administered by the Charlotte Fire Department, but are intended to be used by other departments when a significant security threat may exist and equipment is needed.

Small Business Opportunity

Pursuant to Appendix Section 18 of the SBO Program, no SBE goals are established for purchases of goods & equipment.

Funding

Department of Homeland Security Funds, Urban Areas Security Initiative

29. Property Transactions

Action: Approve the following property acquisitions (A-B) and adopt the condemnation resolutions (C-D).

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

Acquisitions

- A. Project:** Fred D. Alexander Boulevard - Section B, Parcel # 11
Owner(s): Wood Creek NC, LLC
Property Address: 6733 Craig Street
Property to be acquired: 33,500 sq. ft. (.769 ac.) in Fee Simple, plus 110 sq. ft. (.003 ac.) in Storm Drainage Easement, plus 2,654 sq. ft. (.061 ac.) in Temporary Construction Easement
Improvements: None
Landscaping: None
Purchase Price: \$35,950
Remarks: Compensation was established by an independent, certified appraisal and appraisal review.
Zoned: I-2
Use: Industrial
Tax Code: 057-151-09
Total Parcel Tax Value: \$15,819,800
- B. Project:** Fred D. Alexander Boulevard - Section C, Parcel # 18
Owner(s): Greater Salem Church F/K/A Salem Baptist Church
Property Address: Rozzelles Ferry Road
Property to be acquired: 67,245 sq. ft. (1.544 ac.) in Fee Simple, plus 13,778 sq. ft. (.316 ac.) in Storm Drainage Easement, plus 7,819 sq. ft. (.179 ac.) in Slope Easement, plus 27,400 sq. ft. (.629 ac.) in Temporary Construction Easement

Improvements: None
Landscaping: None
Purchase Price: \$34,900
Remarks: Compensation was established by an independent, certified appraisal and appraisal review.
Zoned: I-2
Use: Industrial
Tax Code: 035-054-23
Total Parcel Tax Value: \$2,031,200

Condemnations

- C. Project:** I-277 Caldwell Interchange, Parcel # 37
Owner(s): African Methodist Episcopal Zion Church And Any Other Parties Of Interest
Property Address: 401 East Martin Luther King Jr. Boulevard
Property to be acquired: Total Combined Area of 11,786.45 sq. ft. (.271 ac.) of Fee Simple, plus Sidewalk and Utility Easement, plus Temporary Construction Easement
Improvements: None
Landscaping: None
Purchase Price: \$588,775
Remarks: The property owner and City staff agreed to proceed with a condemnation to allow the project construction to proceed, and will continue to work towards a negotiated price for the acquisition.
Zoned: UMUD
Use: Commercial
Tax Code: 125-064-02
Total Parcel Tax Value: \$3,170,900
- D. Project:** I-277 Caldwell Interchange, Parcel # 39 & 40
Owner(s): United Way Of Central Carolinas, Inc. And Any Other Parties Of Interest
Property Address: 416 East 3rd Street
Property to be acquired: Total Combined Area of 8,035.37 sq. ft. (.184 ac.) of Fee Simple, plus Sidewalk and Utility Easement, plus Temporary Construction Easement
Improvements: None
Landscaping: None
Purchase Price: \$202,025
Remarks: The property owner and City staff agreed to proceed with a condemnation to allow the project construction to proceed, and will continue to work towards a negotiated price for the acquisition.
Zoned: UMUD
Use: Commercial
Tax Code: 125-064-01

Total Parcel Tax Value: \$6,497,200

30. Meeting Minutes

- Action: Approve the titles, motions and votes reflected in the Clerk's record as the minutes of:**
- **September 24, 2007 Business Meeting**
 - **October 1, 2007 Workshop**