

City of High Point

*Municipal Office Building
211 South Hamilton Street
High Point, NC 27261*

Meeting Agenda

Monday, October 3, 2011

4:45:00 PM

Council Chambers

Committee of the Whole

*Rebecca R. Smothers, Mayor
Latimer B. Alexander, IV, Mayor Pro Tem
James Corey, Foster Douglas, A.B. Henley, III,
Britt W. Moore, Michael D. Pugh,
Bernita Sims, M. Christopher Whitley*

ROLL CALL, PRAYER, PLEDGE OF ALLEGIANCE**PRESENTATION OF ITEMS****FINANCE COMMITTEE - Council Member Alexander, Chair**

Committee Members - Whitley, Smothers, Corey

110202**Contract - Bid No. 15 - Architectural Services for Broad Avenue Bus Terminal Renovations**

Council is requested to award a contract for Bid No. 15 for Architectural Services for the Broad Avenue Bus Terminal Renovations. Purchasing and the Transportation Department recommend that contract be awarded to Moser Mayer Phoenix Associates in the amount of \$85,000.00 as the best qualified candidate.

...Body

[Enter body here.]

110203**Contract - Engineering Services for a MRF Process Study**

Council is requested to award contract for Bid No. 30 for Engineer Selection for Materials Recovery Facility (MRF) Process Study. Purchasing, Public Services and the Architect Selection Committee recommend that the contract be awarded to HDR Engineering, as the most qualified engineer, at a contract price of \$59,790.00.

110208**Contract - Automated Side-Loading Refuse Trucks for Environmental Services**

Council is requested to award contract for the purchase of two (2) Automated Side-Loading Refuse Trucks (used) for Environmental Services from Amick Equipment Company in the total amount of \$474,840.00.

110207**Ordinance - Budget Ordinance Amendment - City Project**

Council is requested to adopt an ordinance amending the 2011-2012 Budget Ordinance to appropriate grant funds received from the Convention and Visitors Bureau in the amount of \$9,500 for the City Project.

PUBLIC SAFETY & COMMUNITY DEVELOPMENT COMMITTEE - Council Member Sims, Chair

Committee Members - Alexander, Douglas, Corey

PLANNING, ECONOMIC DEVELOPMENT & INFORMATION TECHNOLOGY COMMITTEE - Council Member Whitley, Chair

Committee Members - Sims, Henley, Moore

Pending Items

110038**Part 150 Assessment Report**

Consideration of a report from the Planning and Development Department that assesses the PTIA Part 150 Airport Noise Compatibility Study including a recommendation to amend the Airport Overlay District.

3/21/2011 Committee of the Whole referred

**Planning , Economic Dev.
& Information
Technology Committee**

MISCELLANEOUS**110209****Appointment - Library Board of Trustees**

Council is requested to confirm the appointment of Forrest Littleton to the Library Board of Trustees as Council Member Douglas' appointment. Appointment to be effective immediately and will expire October 31, 2013.

110211**Appointments - Heritage Pont Steering Committee**

The High Point Historical Society is requesting that City Council appoint the following persons to serve on the Heritage Point Steering Committee:

Mr. Penn Wood

Ms. Kay Anderson

Ms. Suzie Phipps

Ms. Mary Powell DeLille

Mr. Terri Aiken

110212**Appointment - Member of City Council to the Guilford County Gang Commission**

The Juvenile Crime Prevention Council is requesting a member of the High Point City Council serve on the Guilford County Gang Commission.

PUBLIC COMMENT PERIOD - 5:15 P.M.**PUBLIC HEARINGS ON ITEMS - 5:30 P.M.**

No Public Hearings Scheduled for this Meeting

ADJOURNMENT



MEMORANDUM

March 15, 2011

To: Honorable Mayor and City Council
From: G. Lee Burnette, AICP, Director
Subject: **Part 150 Assessment**

Attached for your consideration is an assessment of the PTIA Part 150 Airport Noise Compatibility Study (PTIA Part 150 Study) and recommended changes to the Airport Overlay District. This report culminates a 12-year history since the announcement of the FedEx Air Cargo Hub. Since the announcement numerous studies to assess the noise impacts of FedEx have been conducted including: an Environmental Impact Statement (EIS), the Wyle Report (sponsored by the City of High Point), and the PTIA Part 150 Study.

The PTIA Part 150 Study was initiated in 2004 and its purpose was to reduce the impact of airport operations on neighborhoods surrounding the airport. This report was accepted by the FAA in November of 2008 and the attached report is staff's assessment of the study (Part 150 Assessment) along with recommended changes to the Airport Overlay District.

The Part 150 Assessment was presented to the Planning and Zoning Commission in a work session on January 25, 2011. On February 22nd, the Commission gave consideration to the assessment and recommended the report to City Council by a vote of 6 to 1, which includes initiating the process to adjust the Airport Overlay District based on the results of the PTIA Part 150 Study.

At the March 21st Council meeting staff will provide a brief overview of the assessment which Council may wish to refer to committee for more detailed discussion.

If you have any questions, please do not hesitate to contact me at 883-3328.

cc: Strib Boynton, Randy McCaslin, Pat Pate, Lisa Vierling

Administration
336.883.3328

Planning Services
336.883.3328

Development Services
336.883.3328

Inspection Services
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The Part 150 Assessment

Purpose

The purpose of this report is to analyze the results of the Part 150 *Airport Noise Compatibility Study* done for Piedmont Triad International Airport (PTIA), which has been completed and accepted by the Federal Aviation Administration (FAA), and determine if any changes to the city's Airport Overlay District are warranted. This report presents the Part 150 Study's conclusions and staff's resulting recommendations for changes to the overlay zone district regulations. In addition, as noise impacts change over time, new studies will need to be conducted and the overlay district and the Land Use Plan will have to be analyzed and adjusted as needed. For example, as a result of the Part 150 Study's noise mitigation measures, the *Northwest Area Plan* recommended amendments to the city's Land Use Plan to reflect altered flight tracks and changing noise impacts from PTIA.

Background

In 1998, a citizens committee was formed to create a plan for the Johnson Street/Sandy Ridge Road area. The study area included approximately 6,000 acres on both sides of Sandy Ridge Road and Johnson Street between Interstate 40 and Skeet Club Road. The announcement that PTIA was chosen as the intended location of a FedEx regional package sorting hub, which would require the construction of a third runway parallel to the primary runway, was one impetus to doing the plan at that time.

The committee understood that noise from the proposed third runway presented the potential for severe impacts on noise sensitive uses such as residential development, schools and churches. However, the committee was faced with the difficulty of recommending a land use plan that responded to this potential impact without knowing exactly where it would be most strongly felt. This was because the Environmental Impact Statement (EIS) on the project, which would have contained this information, was delayed several times. As a result, the *Johnson Street/Sandy Ridge Road Area Plan* was adopted in April 2000 with a set of interim land use recommendations, including a large increase in the amount of land designated for industrial use in the northern High Point Planning Area, which resulted in a reduction in the amount of land designated for residential use.

After the final EIS was made available in December, 2001, city staff researched solutions; and in August, 2002, staff released the *Aircraft Noise and Land Use Planning* report, which reviewed the issues and presented some possible options. However, the information released in the EIS and researched by staff was not sufficient to develop adequate land use solutions. The report recommended hiring an acoustical consultant to analyze the situation and to make recommendations to address anticipated nighttime noise impacts.

In the fall of 2002, the city hired Wyle Laboratories, Inc. The acoustical consulting firm presented its findings and recommendations in a report in February 2003. The Wyle

Report notes that DNL, which is the metric most commonly used in calculating potential noise impacts from airports (especially when determining which residents may be entitled to compensation for those impacts), is based on a day-night, 24-hour average noise level. As such, it may under-represent the effects of nighttime flight operations. Flights generated by the cargo hub will take place at night over north High Point, when most residents will be asleep. The report concludes that estimating and mitigating the effects of aircraft noise would be more effective and accurate if the program were based on the number of individual nighttime noise occurrences above certain benchmark noise levels. This noise measurement method is termed, "Number of Events Above," or NA. Based on the NA method, the study defined a noise impact area where the proposed nighttime aircraft noise events on a typical night can affect sleep. In this noise impact area under existing conditions, 2 percent or more of the population will experience various levels of sleep disturbance (i.e. delaying the onset of sleep, changes in stages of sleep, or waking up). It is impossible to eliminate sleep disturbance (i.e. personal needs, indoor noise sources, etc.). However, there are steps that can be taken to reduce the number of people experiencing sleep disturbance due to aircraft noise.

City Council directed staff to pursue the implementation of the recommendations, which included amending the *Land Use Plan*. In August 2003, City Council adopted the current Airport Overlay District boundaries (shown on Map 1) and regulations, which are based on the 2003 Wyle Report, in order to protect existing and proposed land uses.

The Airport Overlay District boundaries are based on noise contours that radiate outward from the airport's runways and which indicate specific decibel levels – an average reading in the case of DNL contours and NA Contour lines at which a number of individual aircraft flights generate noise at a specific decibel level. However, the district boundaries do not exactly coincide with the noise contours. Instead, they are tied to features on the ground that can be easily identified, often streets or streams. This accomplishes two things: first, determining a particular location or development proposal in relation to one or more of the zones is made simple; second, drawing the boundaries loosely allows changes in flight patterns over time to be accommodated without frequently being forced to alter planned land use patterns within the Airport Overlay District.

The four zones have the following requirements:

- Zone 1: The intent of Zone 1 is to prevent the development of land uses sensitive to objectionable noise resulting from daytime and nighttime aircraft flights and those land uses that could pose safety hazards to aircraft and to large groupings of people on the ground such as schools and hospitals. No new residential uses are allowed. Zone 1 boundaries are based on a contour representing average daily sound levels of 65 decibels. This is referred to as the 65 DNL contour and is shown on Map 6.
- Zone 2: The intent of Zone 2 is to prevent the development of land uses sensitive to objectionable noise resulting from nighttime aircraft flights. No new residential uses are allowed. The boundaries of Zone 2 are based on the NA (number above) metric, or the number of individual flights that exceed the NA 90(1)

decibel level. Maps 4 and 5 show NA noise contours from the 2003 Wyle Report and the Part 150 Study, respectively, on which Zones 2, 3 and 4 of the current and proposed Airport Overlay District are based.

- Zone 3: The intent of Zone 3 is to protect new residential uses and their residents by reducing the interior level of objectionable noise resulting from nighttime aircraft flights. This goal is accomplished through the construction design standards. The boundaries of Zone 3 are based on the same metric as those of Zone 2. The area included in Zone 3 would have been part of Zone 2, except for the fact that the pattern of development was already established as residential in nature. There were also environmental considerations (i.e. watershed critical area).
- Zone 4: The intent of Zone 4 is to protect new residential uses and their residents by reducing the interior level of objectionable noise resulting from nighttime aircraft flights through the requirement for central heating and air conditioning. Residents are thus able to keep their windows closed during hot summer nights. The boundaries of Zone 4 are based on the NA 85(2) metric.

In all zones, potential buyers of property must be notified of possible noise from aircraft overflights. A waiver of claim is required for all subdivisions of land within the Airport Overlay District. The waiver is executed by the owner of the property for the benefit of the city, and it waives all existing and future owners' right to any claim or cause of action against the city in connection with adverse aircraft noise impacts or other consequences of the district's noise mitigation requirements.

The Part 150 Study

The Land Use Plan amendments, zoning regulations and, especially, the overlay district boundaries were adopted prior to the Part 150 Study, also known as an *Airport Noise Compatibility Study*. This study, which was funded by a grant from the FAA, sought to reduce the impact of airport operations on neighborhoods surrounding the airport. It was anticipated that further regulatory changes and amendments to the Land Use Plan might be required based on the results of the study.

The study looked at four basic components:

- Airport Plan - the layout of the airport and its physical facilities;
- Airport and Airspace Use - airport operational activities;
- Land Use - the impacts of airport operations on its surroundings; and
- Noise Program Management - ways in which noise impacts are managed over time.

A number of scenarios were created under the methodology of the study using a variety of configurations of flight arrival and departure patterns, runway assignments, flight paths, aircraft mix and other aspects of the proposed operation. In this case, the planned peak operational year of 2014, with 126 departures/landings, was used to

analyze the potential impacts on the airport's surroundings and develop mitigation measures.

The study began in 2004. Three committees were appointed to review the airport layout, flight procedures and land use around the airport. The committees (which included residents living near the airport, elected and appointed government officials and airport tenants) were led by a consultant and met regularly for more than two years to determine how best to reduce airport noise in the neighborhoods surrounding the airport.

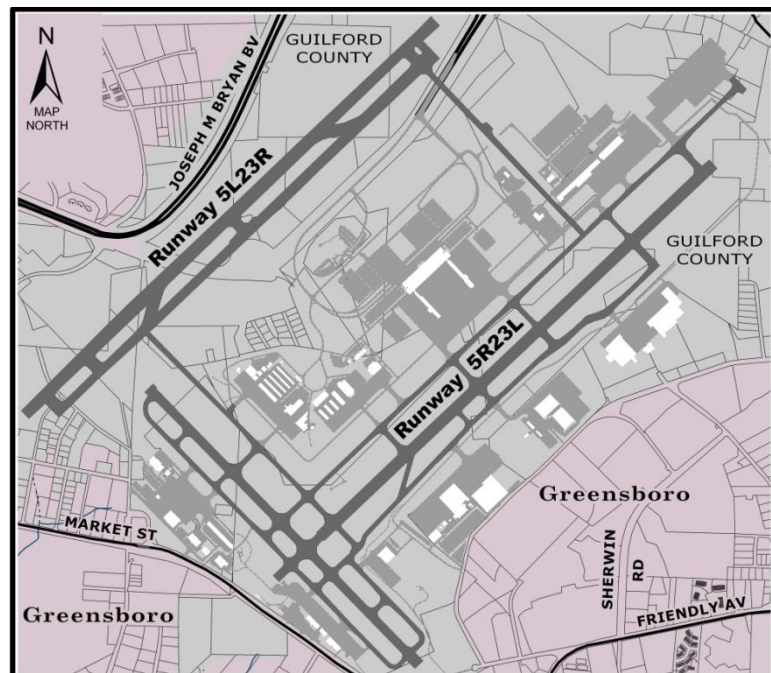
The Part 150 Study had two products:

- A set of Noise Exposure Maps (NEMs); and
- A number of mitigation measures collectively known as the Noise Compatibility Program (NCP).

The committees, with the aid of the consultant, developed the NEMs and the NCP. The NCP includes 21 measures: one under the Airport Plan component; 12 under the Airport and Airspace Use component; five under the Land Use component; and three under the Noise Program Management component. One of the important assumptions used in developing the NCP was that Boeing 727s would continue to be a part of FedEx's fleet in 2014. These aircraft are the noisiest of all aircraft serving the air cargo hub. They will eventually be replaced by quieter planes.

The NEMs and NCP were accepted by the FAA in June and November, 2008, respectively. For the purposes of this report and the proposed new Airport Overlay District boundaries, the following four measures, all from the Airport and Airspace Use component of the NCP, are the most important. They are summarized as follows:

- Preferred Night Runway Use – When weather and other conditions permit, all FedEx flights, which are primarily nighttime flights, will arrive on runways 5L and 5R and depart from runways 23L and 23R (see Figure 1 for a diagram of the airport). That is, flights will



generally land from the south and depart to the south, over north High Point. Where feasible, arrivals should be split between left and right runways. Departures are assigned under the next measure.

- Night Runway Use Assignment – All departing 727s (Retrofitted Stage 3 aircraft) should use the new runway, 23R. That is, departing 727s should take off from the new runway toward the southwest. Departing aircraft other than 727s (New Stage 3 aircraft) should be assigned to runways according to their destinations.
- Night Southbound Departure Corridor from Runway 23L – Aircraft departing from runway 23L for southern destinations should use a new nighttime flight path east of and parallel to NC 68. A left turn onto this flight path should be made as soon as practicable.
- Night Departure Procedures from Runway 23R - Aircraft departing runway 23R at night and turning right toward western destinations shall initiate the right departure turn as soon as practicable.

There are two other measures that involve the Piedmont Triad Airport Authority (PTAA) requesting that the FAA Air Traffic Control Tower personnel direct all jet aircraft arriving at the airport to maintain optimal altitudes while landing to minimize noise impacts on the ground.

The effect of the mitigation measures described above is to minimize somewhat the noise impacts from night aircraft departures from the two runways. The new runway, 5L/ 23R will accommodate all departing 727s, placing the noisiest aircraft over the currently least-inhabited part of north High Point. Departing flights from the existing runway 5R/ 23L shift to the east, impacting less on residential areas and more on industrial areas. The emphasis on departing aircraft is due to the fact that landing jet aircraft from the FedEx fleet, no matter the type, generate similar noise profiles.

The nighttime departure flight tracks recommended in the Part 150 Study that are most pertinent to High Point are shown on Map 7.

Implementation of the recommendations of the Part 150 Study is underway. The standard arrivals and departures flight tracks are in use. For example, all southbound departures from runway 5R/23L immediately turn due south along the Highway 68 corridor and remain on that heading until an altitude of 4,000 feet is attained. In addition, in January 2011, a Request for Proposals for a Noise and Operations Monitoring (NOM) system will be sent to vendors. An NOM system is a high-tech, computerized system used to accurately gauge the actual noise impacts of individual flights. It is hoped that the system will be in place in April or May of 2011. A Part 150 Study must be performed every five years, so the next one should begin in 2012.

As this report was being written, PTIA officials announced that an updated airport master plan had been developed. Map 8 depicts the 2010 PTIA Master Plan update, illustrating potential airport growth both in physical size, from 4,000 acres to 6,300 acres, and in operations. Growth is shown in three phases:

- Phase 1(0 to 10 years) – acquisition of 317 acres, new control tower, various equipment and facility upgrades, expansion of original runway, site preparation for FedEx next phase. Phase 1 anticipates construction of I-73 and a major new aviation tenant requiring a new taxiway crossing Bryan Boulevard.
- Phase 2 (beyond 10 years) – acquisition of 742 acres, additional tenants, need to abandon Bryan Boulevard as a public right-of-way.
- Phase 3 (beyond 30 years) – acquisition of 1,247 acres, potential for a third parallel runway, relocate NC 68 to the west with a new interchange with I-73

Land use designations shown on Map 8 are from the recommendations in the *Northwest Area Plan*. Staff has reviewed future airport expansion plans, particularly for a third parallel runway. The potential new runway alignment validates the need to maintain a solid industrial and commercial land use pattern that prevents the establishment of noise sensitive land uses in Sandy Ridge Rd./I-40 area.

The potential third runway is anticipated to be 30+ years in the future. If the runaway moves closer to reality, then the noise impacts will need to be studied based on the current technology of aircraft and the potential flight mix at that time. At this time it appears the best course of action for the city is to continue following and adjusting as needed its land use policy and airport overlay district to aid in mitigating existing and future noise impacts.

The Airport Overlay District

The purpose of the city's Airport Overlay District is to minimize the impact on future land use of aircraft noise associated with the FedEx air cargo sorting hub at PTIA. Now that the recommendations of the Part 150 Study are approved and can be analyzed, the boundaries can be fine-tuned accordingly. The boundaries of the existing Airport Overlay District are generally NC 68 and Pegg Road on the east, Interstate 40 on the north, the Guilford County/Forsyth County line and Sandy Ridge Road on the west, and Skeet Club Road on the south (see Map 1).

Based on the results of the Part 150 Study, staff recommends revisions to the overall boundaries of the district and adjustments to individual zones. The proposed new district boundaries are generally Tarrant Road and Pegg Road on the east, Chimney Rock Road and Interstate 40 on the north, Bunker Hill Road and the Guilford County/Forsyth County line on the west, and Skeet Club Road on the south (see Map 2).

The boundaries of Zones 2, 3 and 4 are proposed to change solely due to the increase in nighttime aircraft noise (see Map 5) and the nighttime noise mitigation measures in the NCP. The boundaries of Zone 1 are proposed to remain the same because they are based on daytime noise impacts and the daytime impacts will not change. The recommended boundary changes are shown on Map 2. They result in significant regulatory changes in three areas, labeled A, B and C, which are shown on Map 3.

- Area A: Area A, as shown on Map 3, is adjacent to I-40. In this area, Zone 2 is considerably reduced in size with most of its former area being replaced by Zone 4. The current boundary of Zone 2 is the result of a proposal made during the 2003 ordinance adoption process that departing flights from the new runway to the south and west be directed to use the I-40 corridor until well away from High Point. The desire was to quickly shift noise away from the city. This proposal was not accepted in the Part 150 Study; therefore, the highly restrictive Zone 2 can be reduced in size. Zone 4 is recommended to replace Zone 2 in most of Area A, as noise impacts from nighttime flights are still anticipated. The area west of Bunker Hill Rd. is recommended to be removed from the Airport Overlay Zone.
- Area B: Area B is generally located in the northwest quadrant of the intersection of Kendale and Skeet Club Rds. Zone 4 is recommended for expansion south to Skeet Club Rd. due to the mitigation measure in the NCP restricting the noisiest component of the jet fleet to the new runway for departures. Also in Area B, Zone 3 is recommended to expand from Sandy Ridge Rd. west to the Deep River. As in the existing Zone 3, only new construction will be affected by the interior noise reduction design measures.
- Area C: Area C is generally located between NC 68 and Tarrant Rd north of Wendover Ave. In area C, Zone 2 is recommend to extend east along Federal Dr. to Chimney Rock Rd. and Zone 4 is recommended to extend east to Tarrant Rd. and south to Wendover Ave. These recommendations are due to the mitigation measure in the NCP directing departing southbound flights from Runway 23L toward the southeast to follow the NC 68 Corridor until an altitude of 4,000 feet is reached.

Table 1, indicates the acreages of each zone in the existing and proposed Airport Overlay District.

Table 1

EXISTING OVERLAY DISTRICT		PROPOSED OVERLAY DISTRICT	
Zone 1	1,463acres	Zone 1	1,463 acres
Zone 2	2,425 acres	Zone 2	1,810 acres
Zone 3	1,013 acres	Zone 3	1,985 acres
Zone 4	3,900 acres	Zone 4	6,889 acres

Appendix 1 provides a brief summary of the Airport Overlay District requirements. More information can be found at http://www.highpointnc.gov/plan/airport_noise.cfm

Appendix 1

Summary of Airport Overlay District Requirements

The Airport Overlay District was designed to apply as an overlay zoning district on top of existing zoning districts. The underlying zoning district determines the general use and development standards. The Airport Overlay District is intended to: facilitate orderly development within the vicinity of the Piedmont Triad International Airport, ensure land use compatibility by protecting noise sensitive land uses from objectionable aircraft noise impacts, mitigate noise impacts from aircraft over-flights, and contribute to the safe operation of the airport. Therefore, the overlay district prohibits certain uses and establishes specific standards to ensure potential aircraft noise is lessened.

Requirements by Zone

The district is divided into 4 different zones that have different noise mitigation standards. A description of each zone follows:

Zone	Notification	Waiver of Claim	Prohibited Uses	NLR Standards ¹		Design
				30dB NLR		WCE NLR
1	X	X	X			
2	X	X	X			
3	X	X	X	X		
4	X	X				X

1. NLR is Noise Level Reduction, and WCE is Windows Closed Environment.

Zone 1: The intent of Zone 1 is to prevent the development of land uses sensitive to objectionable noise resulting from daytime and nighttime aircraft flights. It is based on the 65Dnl contour. No new residences are allowed, new daytime noise sensitive uses like schools are prohibited, and certain uses presenting safety concerns are barred. Disclosure of potential aircraft over-flight noise is required for all land uses.

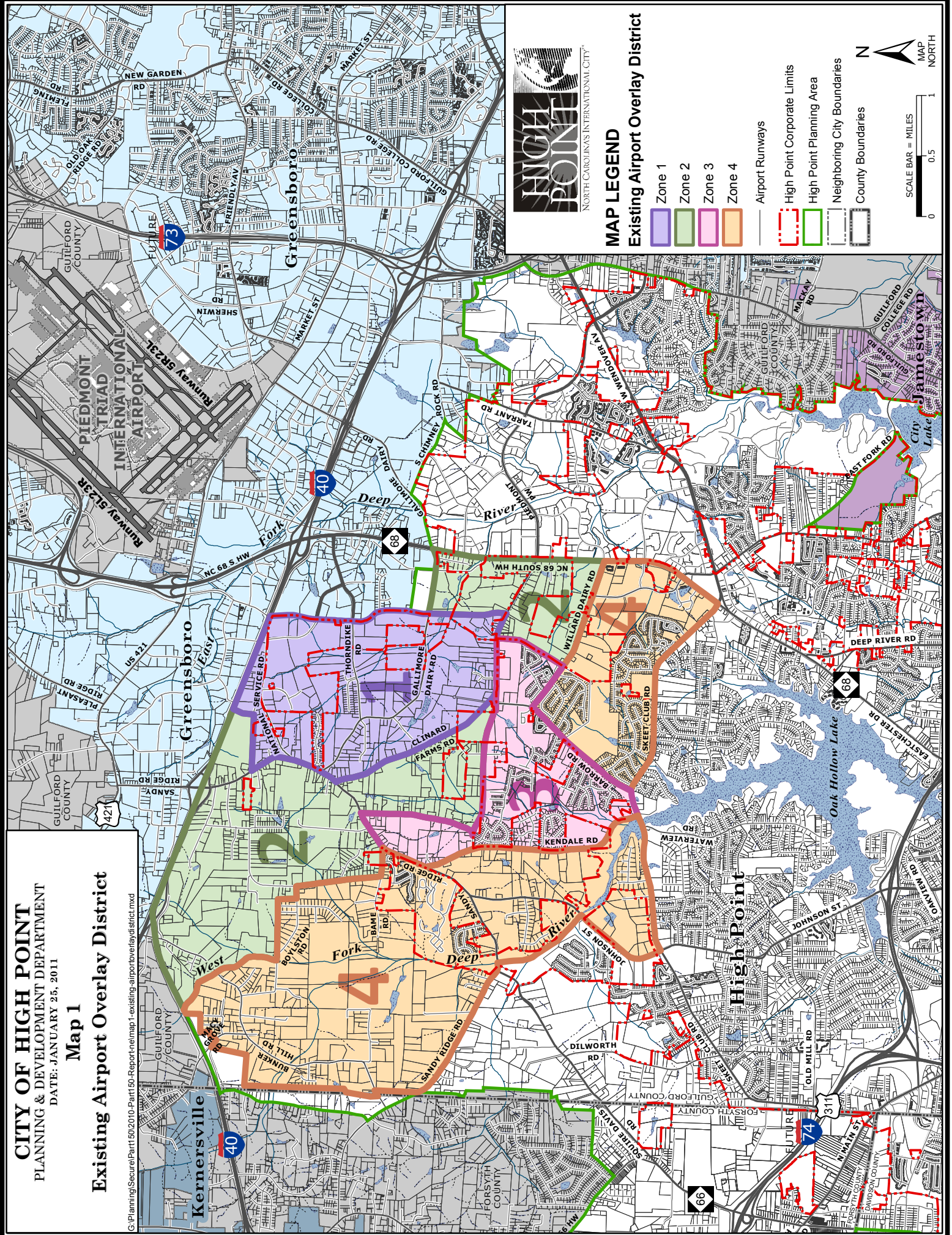
Zone 2: The intent of Zone 2, which is based on the NA90(1) contour, is to prevent the development of land uses sensitive to objectionable noise resulting from nighttime aircraft flights. No new residences are allowed. Disclosure of potential aircraft over-flight noise is required for all land uses.

Zone 3: The intent of Zone 3, which is based on the NA 90(1) contour, is to protect residents by reducing the interior level of objectionable noise resulting from nighttime aircraft flights. New residences in new subdivisions are required to meet design standards that reduce interior sound levels by 30 decibels (dB). Disclosure of potential aircraft over-flight noise is required for all land uses.

Zone 4: The intent of Zone 4, which is based on the NA 85(2) contour, is to protect residents by reducing the interior level of objectionable noise resulting from nighttime aircraft flights. New residences in new subdivisions are required to have central heating and air conditioning to allow windows to be closed year round, thus permitting a windows-closed environment that reduces noise exposure levels. Disclosure of potential aircraft over-flight noise is required for all land uses.

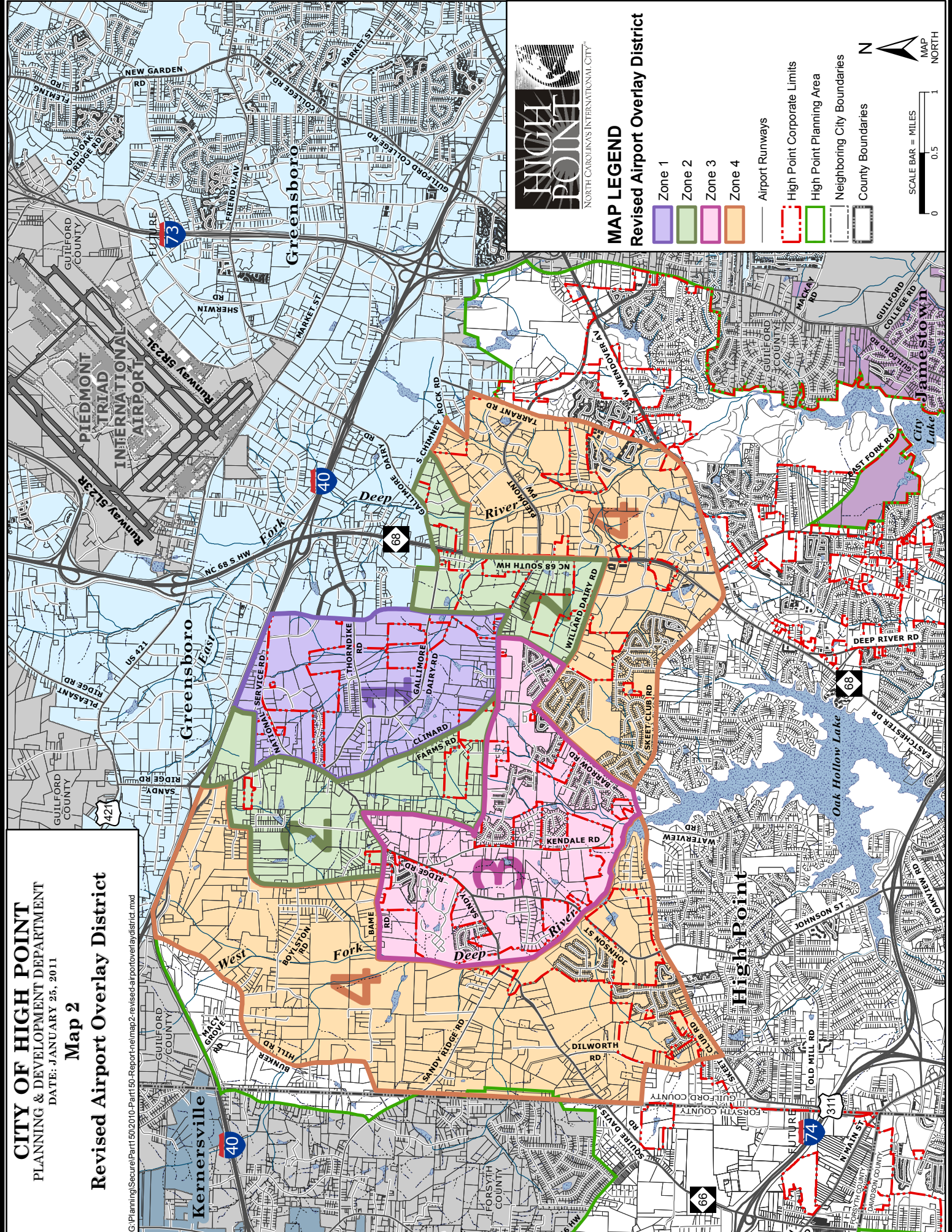
CITY OF HIGH POINT
 PLANNING & DEVELOPMENT DEPARTMENT
 DATE: JANUARY 25, 2011
Map 1
Existing Airport Overlay District

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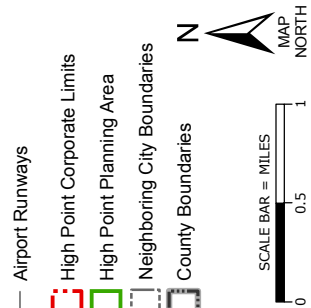
CITY OF HIGH POINT
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 DATE: JANUARY 25, 2011
Map 2
Revised Airport Overlay District

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MAP LEGEND
 Revised Airport Overlay District

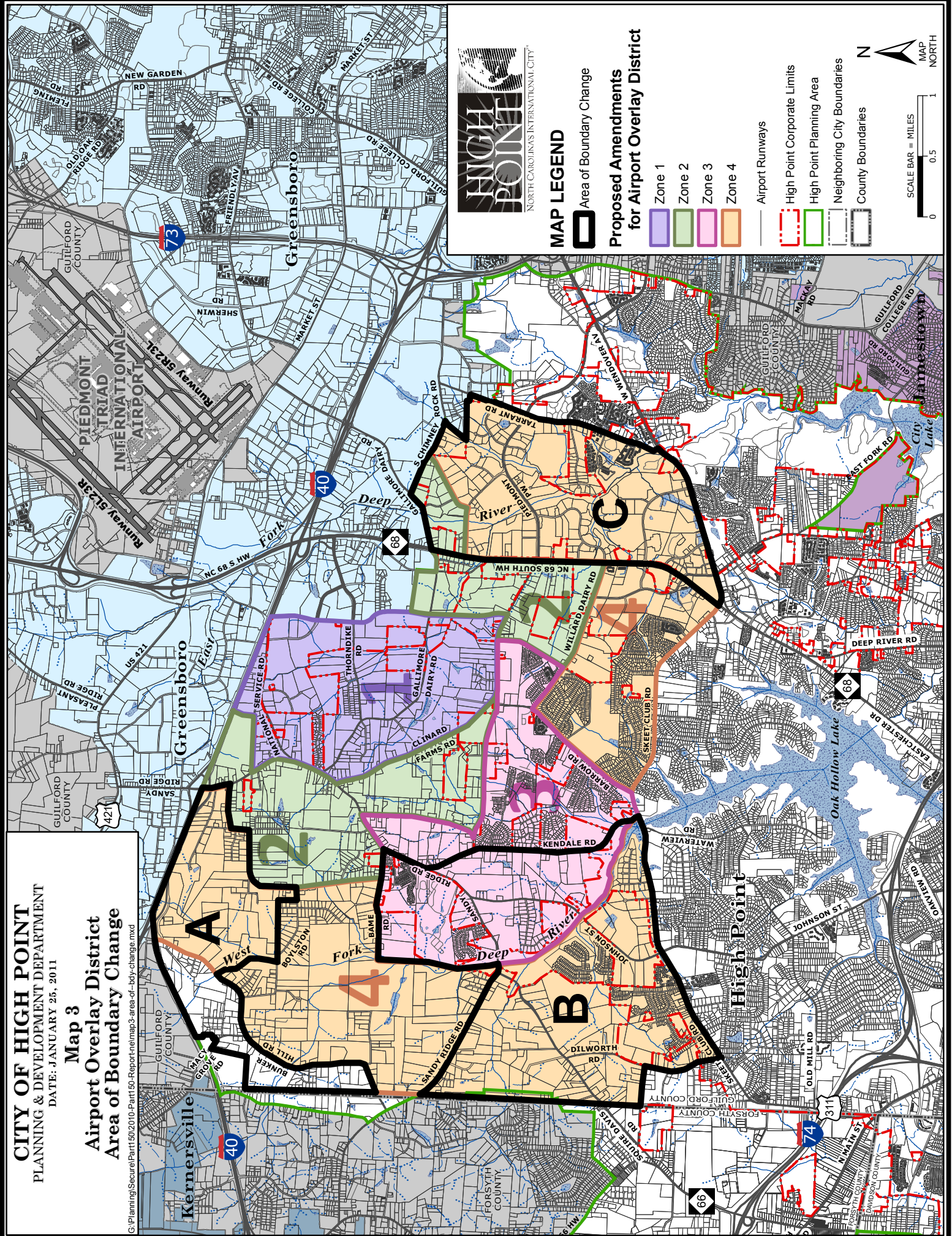
- Zone 1
- Zone 2
- Zone 3
- Zone 4
- Airport Runways
- High Point Corporate Limits
- High Point Planning Area
- Neighboring City Boundaries
- County Boundaries



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PLANNING & DEVELOPMENT DEPARTMENT
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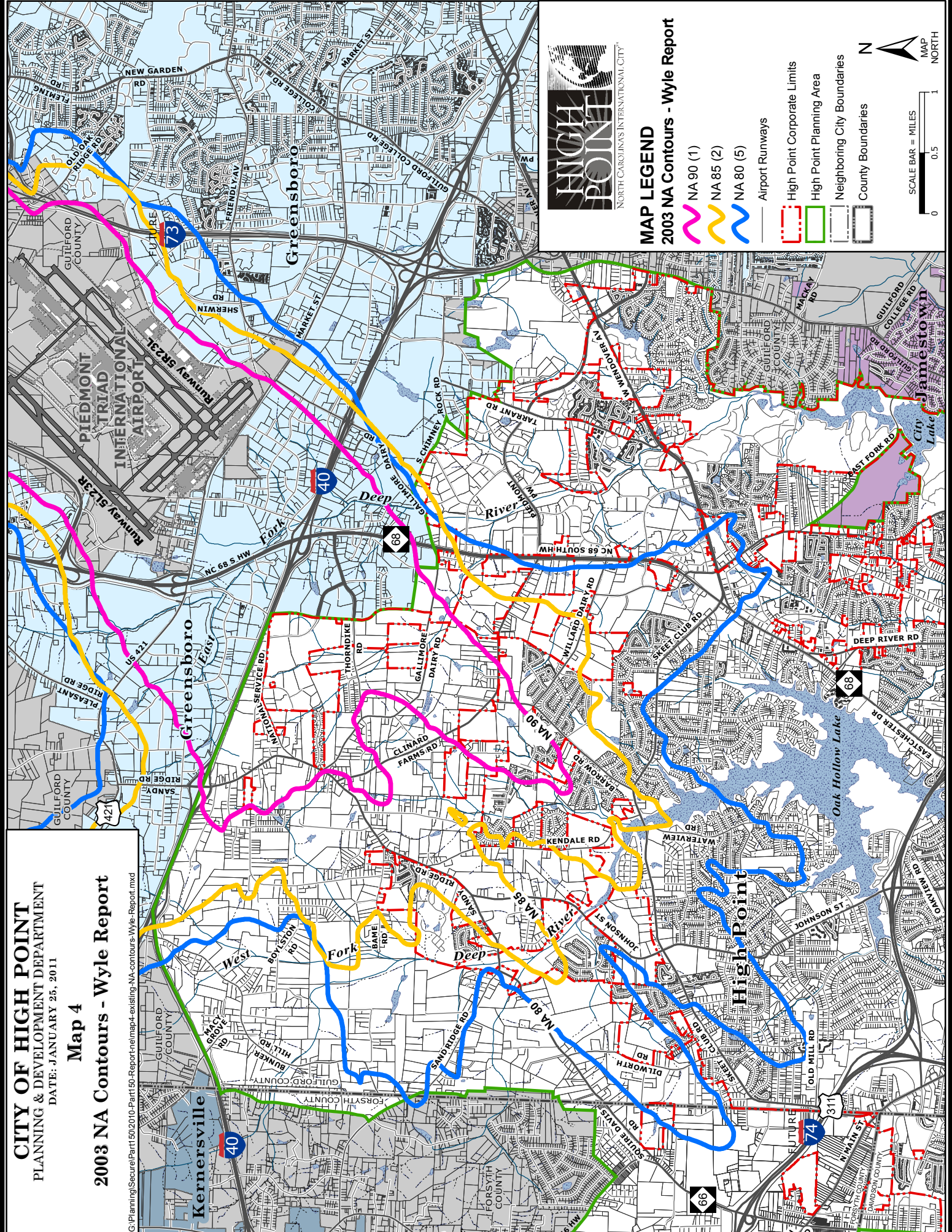
Map 3
Airport Overlay District
Area of Boundary Change

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CITY OF HIGH POINT
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 DATE: JANUARY 25, 2011
Map 4
2003 NA Contours - Wyle Report

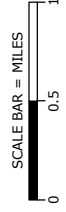
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MAP LEGEND
2003 NA Contours - Wyle Report

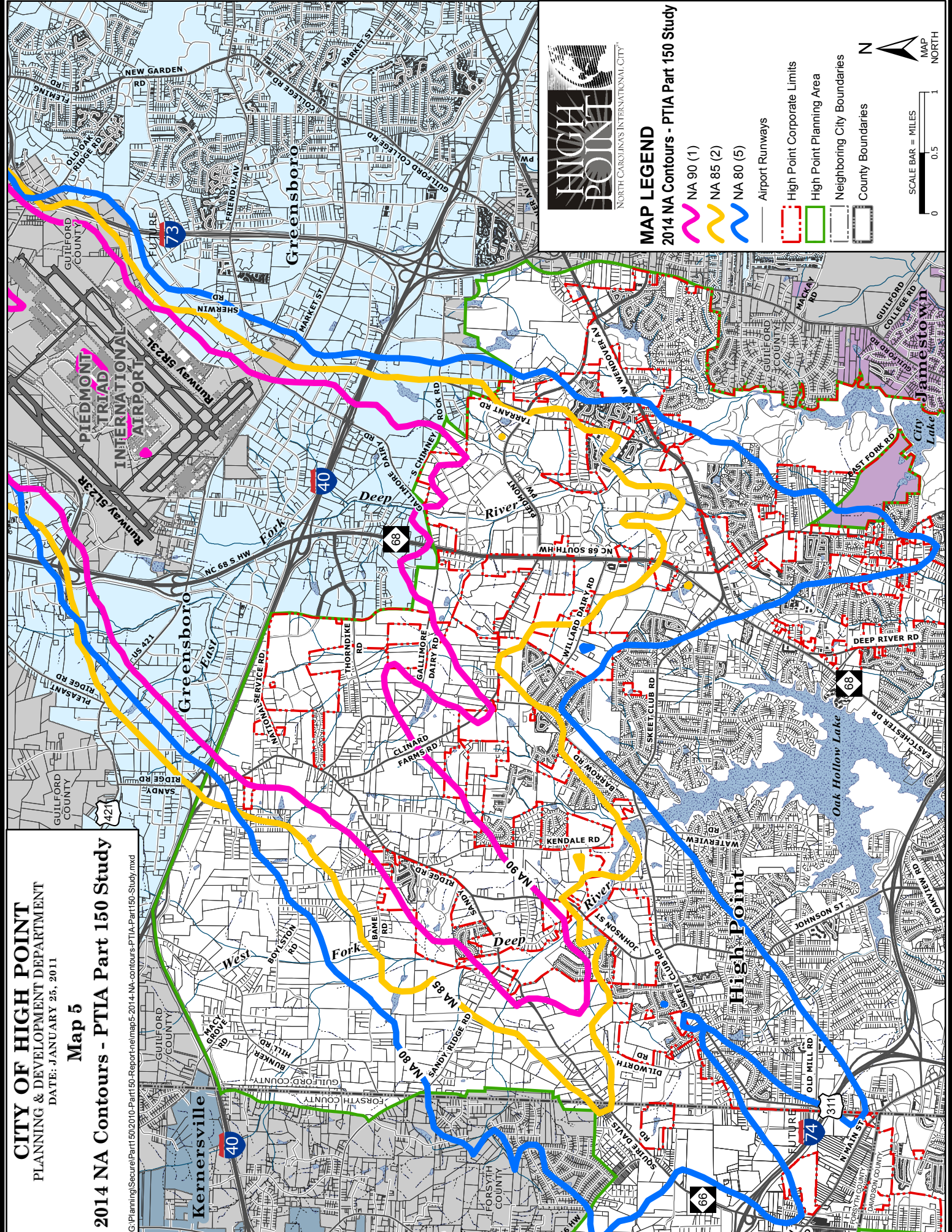
- NA 90 (1)
- NA 85 (2)
- NA 80 (5)

- Airport Runways
- High Point Corporate Limits
- High Point Planning Area
- Neighboring City Boundaries
- County Boundaries



CITY OF HIGH POINT
PLANNING & DEVELOPMENT DEPARTMENT
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Map 5
2014 NA Contours - PTIA Part 150 Study

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MAP LEGEND
2014 NA Contours - PTIA Part 150 Study

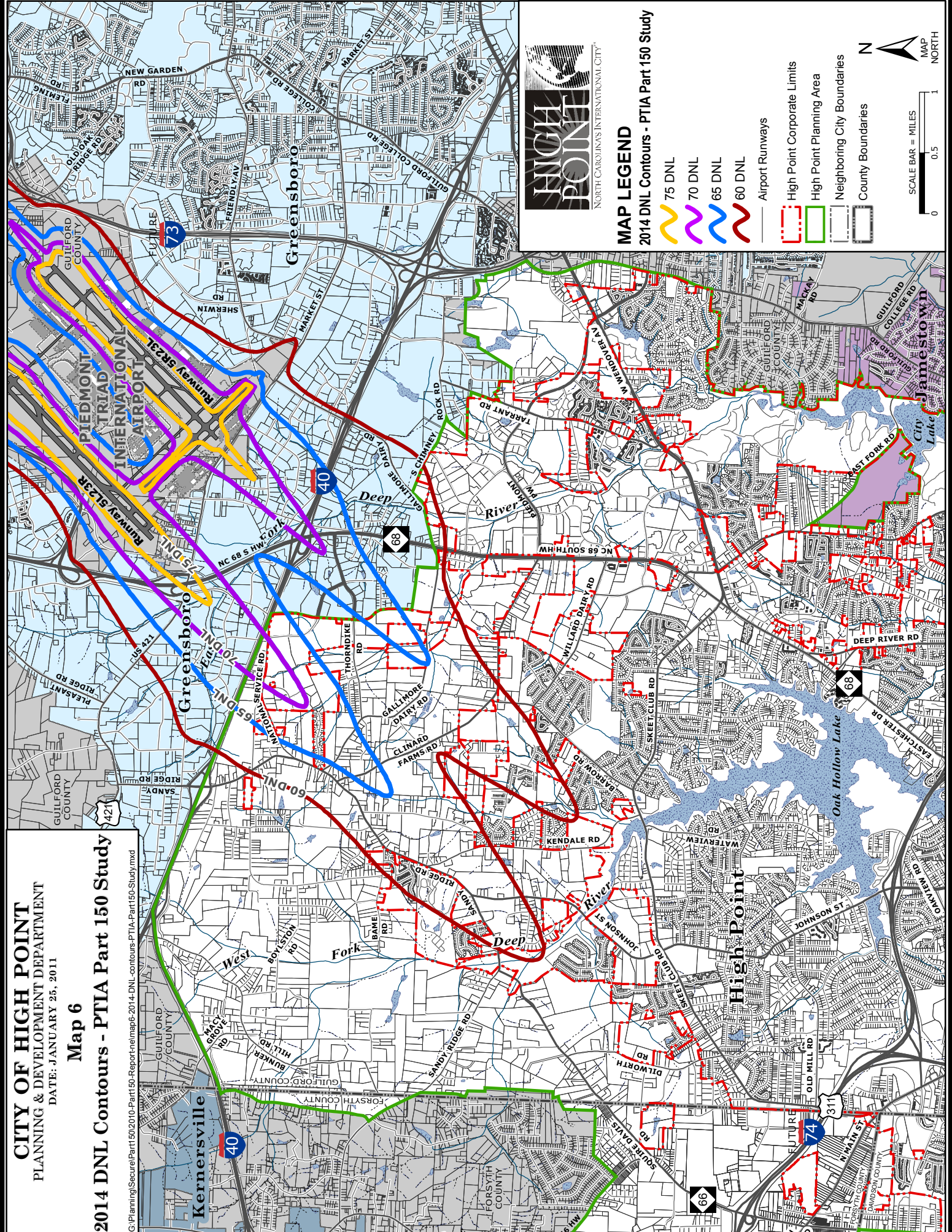
- NA 90 (1)
- NA 85 (2)
- NA 80 (5)

- Airport Runways
- High Point Corporate Limits
- High Point Planning Area
- Neighboring City Boundaries
- County Boundaries



CITY OF HIGH POINT
PLANNING & DEVELOPMENT DEPARTMENT
 DATE: JANUARY 25, 2011
Map 6
2014 DNL Contours - PTIA Part 150 Study

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MAP LEGEND

2014 DNL Contours - PTIA Part 150 Study

- 75 DNL
- 70 DNL
- 65 DNL
- 60 DNL
- Airport Runways
- High Point Corporate Limits
- High Point Planning Area
- Neighboring City Boundaries
- County Boundaries



CITY OF HIGH POINT

PLANNING & DEVELOPMENT DEPARTMENT

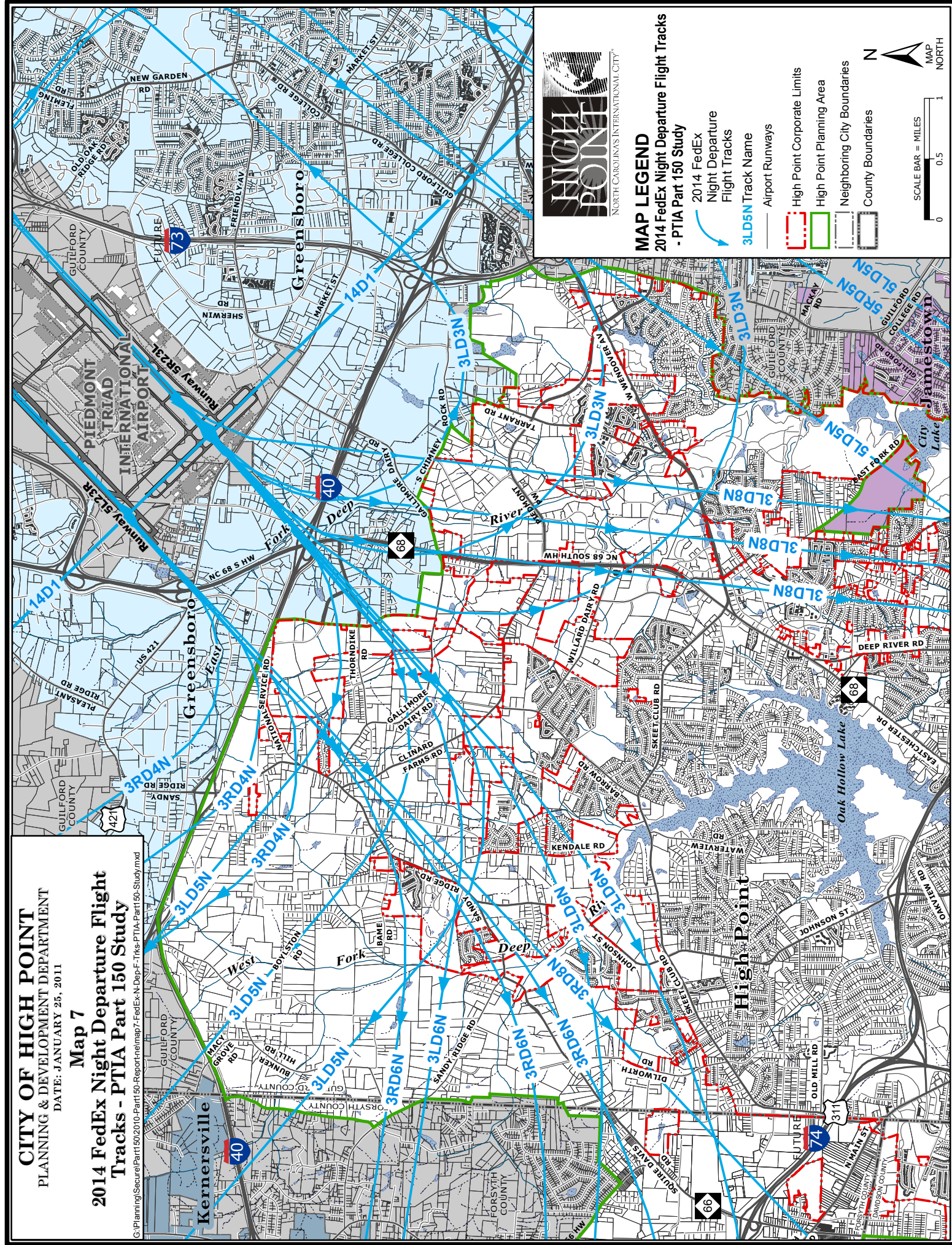
2014 FedEx Night Departure Flight Tracks

Trucks - PTIA Part 150 Study

DATE: JANUARY 25, 2011

Map 7

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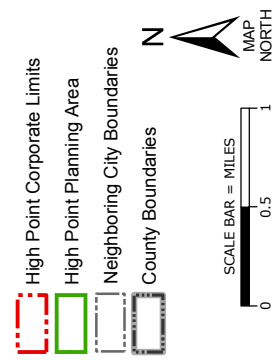


MAP LEGEND

2014 FedEx Night Departure Flight Tracks

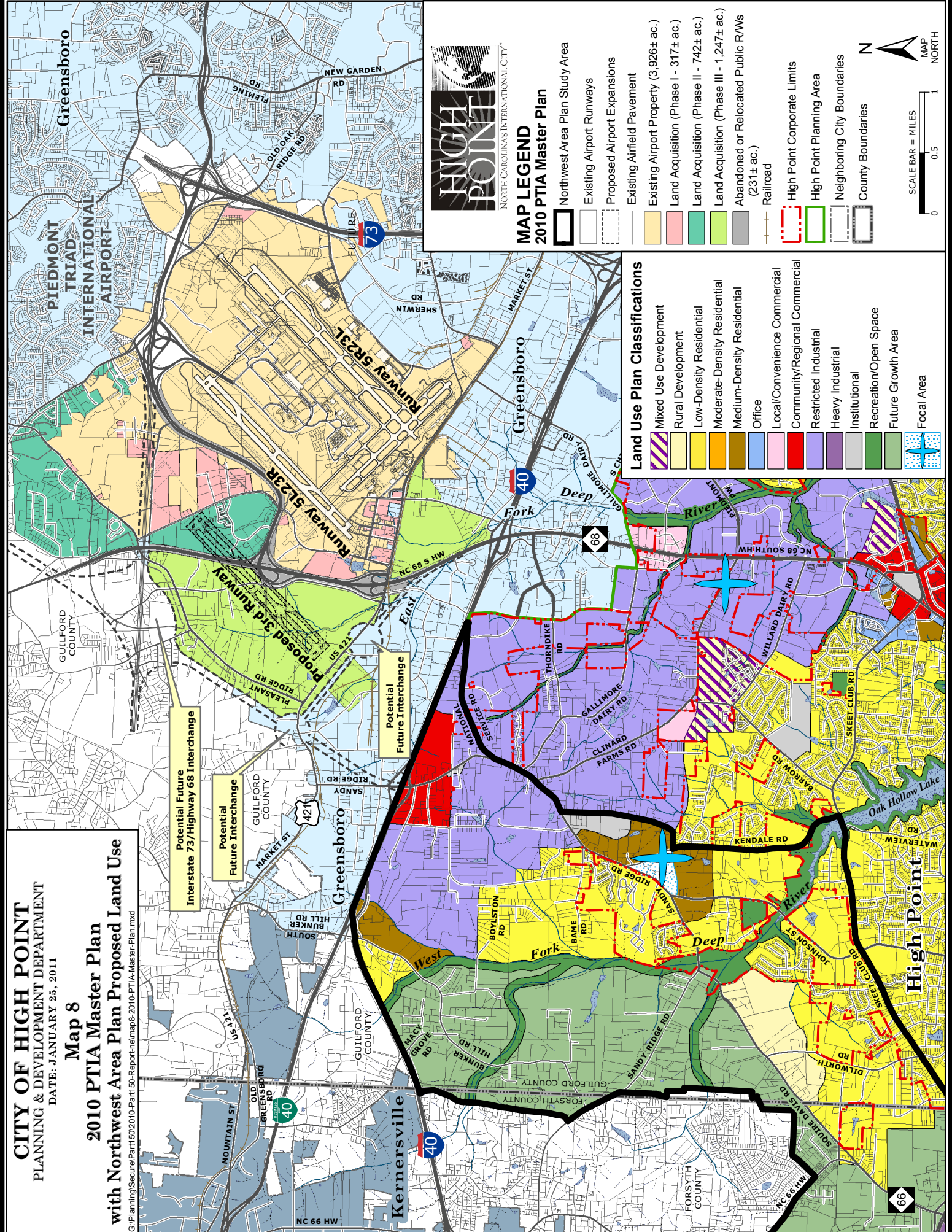
- PTIA Part 150 Study

- 2014 FedEx Night Departure Flight Tracks
- 3LD5N Track Name
- Airport Runways
- High Point Corporate Limits
- High Point Planning Area
- Neighboring City Boundaries
- County Boundaries



CITY OF HIGH POINT
PLANNING & DEVELOPMENT DEPARTMENT
 DATE: JANUARY 25, 2011
Map 8
2010 PTIA Master Plan
with Northwest Area Plan Proposed Land Use

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GUILFORD COUNTY
Juvenile Crime Prevention Council

September 15, 2011

Mayor Rebecca Smothers
City of High Point
PO Box 230
High Point, NC 27260

barbara.frye@unitedwayhp.org

Dear Mayor Smothers:

The Guilford County Juvenile Crime Prevention Council has made it a priority to turn back the tide on gang violence in our community. The Council has been charged by the North Carolina General Assembly with the responsibility of coordinating gang intervention and prevention efforts in Guilford County.

After multiple discussions and a comprehensive gang assessment, the Council has determined the establishment of a Gang Commission is an appropriate first step. The purpose of this Commission will be to bring together various government officials, law enforcement leaders, and other civic leaders to coordinate prevention and intervention efforts throughout the county. In addition, this Commission will be charged with the creation of a comprehensive strategic plan to address these challenges moving forward.

The Juvenile Crime Prevention Council would like for a member of the High Point City Council to be a part of the Gang Commission. A list of the Gang Commission positions is attached for your reference. The commitment for those choosing to serve on the Gang Commission is to attend and participate in quarterly meetings, as well as serve on one standing committee. I hope you will see the importance of the City Council's involvement in this process and agree to participate. I look forward to hearing from you.

Sincerely,

Barbara

Barbara Frye
Chairman
Guilford County Juvenile Crime Prevention Council

*Thanks for your
help on this!*

Roster

Guilford County Gang Commission

Defined Position	Individual Appointed
SRO Guilford County	
SRO High Point	
SRO Greensboro	
Juvenile Detective - High Point	
Gang Detective - Greensboro	
Greensboro City Council Member	
High Point City Council Member	
Municipalities Council	
County Commissioner	Kay Cashion
Board of Education	
Superintendent's Office	
United Way Greensboro	
United Way High Point	Barbara Frye
JCPC	
JCPC	
JCPC	Doug Logan
JCPC	Michael Garrett



September 27, 2011

MEMORANDUM

TO: Strib Boynton
City Manager

FROM: Louanne C. Hedrick
Budget & Evaluation Officer

SUBJECT: Agenda Item for City Council

Wendy Fuscoe, Executive Director for The City Project has been notified by the High Point Convention and Visitors' Bureau of a grant award in the amount of \$9,500. This award will be used in the proposed "Creating a Sense of Place" in the Core City. In her attached memo, Wendy has identified three specific areas in which the funds can be applied.

To accomplish this, Wendy has requested City Council approve a budget amendment to recognize this grant for appropriation. Attached is a budget amendment in the amount of \$9,500 for these revenues to be added to the City Project budget.

Randy McCaslin or Wendy Fuscoe will be available if you have any questions.

cc: Pat Pate
Randy McCaslin
Jeff Moore
Wendy Fuscoe

Attachments: Budget Amendment
Memo – Wendy Fuscoe
HP CVB Award Letter

TO: Louanne Hedrick, Budget and Evaluation Officer

FROM: Wendy Fuscoe, Executive Director, The City Project

SUBJECT: Budget Amendment Request

DATE: September 23, 2011

On September 21, 2011 The City Project received notification from the HPCVB that we have been awarded \$9,500 towards the funding of our proposal for Creating a Sense of Place in the Core City.

The funds will be used as follows:

- \$3,000 will go to fund the Washington Street Fall Festival
- \$3,000 will go to fund Uptowne markers
- \$3,500 will go to fund a Southside International Food and Art Festival

Therefore, we would like to request that City Council recognize this award by way of a budget amendment.

September 21, 2011

Ms. Wendy Fuscoe
The City Project
1634 N. Main St.
High Point, NC 27262

Dear Ms. Fuscoe:

We are pleased to inform you that your 2011-2012 Arts & Tourism Grant Application for The City Project was approved for \$9,500 towards the funding of Creating a Sense of Place in the Core City.

HPCVB received 29 applications totaling \$543,806, while only \$178,000 was allotted in grant funding. The Arts & Tourism Grants Committee and the CVB Board thoroughly reviewed all requests. Their decisions were based on the grant guidelines, priority, timing, and the immediate need of the projects proposed. In all cases, the Committee wishes they could have granted more.

The High Point Convention & Visitors Bureau has always appreciated the grant recipient's acknowledgement of the funding, whether it is printed materials, signs or monuments, we would appreciate acknowledgement of this significant program.

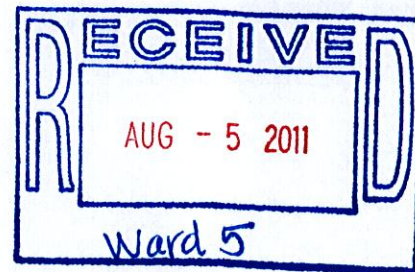
According to the Guidelines of the Program, your project or event must be completed by December 31, 2012. If your project or event is completed by June 30, 2012, we must receive a Final Report by July 31, 2012. If your project or event is not complete, a Progress Report must be received by July 31, 2012 and a Final Report by December 31, 2012. Please go to our website and download the final and or progress report or contact the Grants Administrator if you would like a report emailed to you.

Best wishes on the success of this project.

Best Regards,



Melody Burnett
Grants Administrator



Application for Appointment To Boards and Commissions

Please TYPE or PRINT the information requested on this application. **You may attach additional pages and / or your resume if you wish.** All appointments to City boards and commissions are made by the Mayor and City Council and are not limited to those persons who fill out applications.

Name Forrest L. Littleton
Street Address 605 Shamrock Rd.
City, State, Zip High Point, NC 27265
Employer Guilford County Schools / The Academy @ Central
Business Address 700 Chestnut Dr High Point NC 27265
Phone: home ³³⁶ 689-0835 work _____ fax _____
Email FLLittleton@gmail.com

Do you live inside the corporate limits of High Point? Yes If not, do you live within High Point's extraterritorial zoning jurisdiction? _____

Please list (in order of preference) the boards and commissions on which you would be willing to serve.

1. Library Board
2. Historic District
3. Planning & Zoning

Please list any work, volunteer, and/or educational experience that you would like us to consider in the review of your application. Please feel free to attach a resume or biographical information.

I have led numerous committees and groups both for Guilford County Schools & East Carolina University. I have 15 years of

Have you participated in the City Government 101 Course? No Year _____
Have you participated in Leadership High Point? No Year _____
business experience as well,

----- RETURN TO: -----
City Clerk, City of High Point, P. O. Box 230, High Point, NC 27261 • 211 S. Hamilton Street
Phone: 336-883-3536 • Fax: 336-822-7067

Applications will be retained and active for a two-year period

Public Services Department

Richard D. McMillan, P.E.

ASSISTANT DIRECTOR



MEMORANDUM

DATE: September 28, 2011
TO: Pat Pate, Assistant City Manager
W. Chris Thompson, PE, Director of Public Services
FROM: Richard D. McMillan, P.E., Asst. Director of Public Services
SUBJECT: Agenda Item: MRF Study Consultant Recommendation

A handwritten signature in blue ink that reads "Richard D. McMillan".

I respectfully request that the following be included for consideration on the next City Council Agenda:

Consideration and approval for the contract award to HDR Engineering, Inc. of the Carolinas for the Materials Recovery Facility (MRF) Study in the amount of \$59,790.00.

Four firms submitted proposals for this study – Brown & Caldwell, Richardson Smith & Gardner Associates, CHA Consulting, and HDR Engineering of the Carolinas. Staff independently rated the firms based on their staff and firm experience with MRFs, along with past projects specifically related to MRF studies/design/construction, and agreed that HDR Engineering was the most qualified firm to perform this work for the City, utilizing a qualifications-based selection process.

Funding for this contract will be made from the Landfill Capital Fund under the following account:

Material Recovery Facility Improvements: 661749 – 527105 – 661001000120 – 40207

If you have any questions, please contact me.

pc: Patty Sykes, Purchasing
Melanie Bruton, MRF Superintendent

BID INFORMATION AND RECOMMENDATION**BID #:** 30-042811**DATE OPENED:** April 28, 2011**DESCRIPTION:** Engineer Selection for Materials Recovery Facility (MRF) Process Study**BID PACKAGES DISTRIBUTED:** 56**DEPARTMENT:** Public Services**SOURCE OF FUNDS:** 661749-527105-661001000120-40207 **BUDGETED AMOUNT:** \$59,790.**RECOMMENDED AWARD**

QUANTITY	DESCRIPTION	UNIT PRICE	TOTAL PRICE
1	Architectural Services-MRF Process Study	\$59,790.00	\$59,790.00

PURPOSE: To select an engineer to conduct a study for process improvements at the Material Recycling Facility.

COMMENTS: Responses were received from the following firms. Based on qualifications submitted in the proposals the Selection Committee chose **HDR Engineering, Inc.** as the most qualified engineer and negotiated the fees shown above.

HDR Engineering, Incorporated	Charlotte, NC 28203
Brown & Caldwell	Charlotte, NC 28208
Richardson, Smith, Gardner & Associates	Raleigh, NC 27603
CHA Consulting	Cary, NC 27511

The **PURCHASING DEPARTMENT**, the **PUBLIC SERVICES DEPARTMENT** and the **ARCHITECT SELECTION COMMITTEE** recommend that the contract for **ENGINEERING SERVICES FOR A MRF PROCESS STUDY** be awarded to **HDR ENGINEERING**, as the most qualified engineer, at a contract price of **\$59,790.00**.

DATE OF RECOMMENDATION: September 28, 2011


Strib Boynton, CITY MANAGER

Fleet Services Department

Gary L. Smith
DIRECTOR



DATE: September 27, 2011
TO: Randy McCaslin, Assistant City Manager
FROM: Gary L. Smith, Director of Fleet Services
SUBJECT: Agenda Item – Used Refuse Trucks

Gary L. Smith

I respectfully request that the following be included for consideration on the Council Agenda scheduled for October 3, 2011:

Purchase of two demonstrator (used) refuse trucks to be used in the automated refuse collection program from Amick Equipment Company. These trucks have been well maintained and should have a useful life of six to seven years. New trucks with similar equipment sell for around \$265,000 each. Purchasing used trucks will allow the city to reduce some of costs associated with replacing refuse trucks. Both are Mack Trucks with the New Way 31 yard Side Loading Refuse Body. Trucks are priced at \$237,424 each.

This will replace two automated side loaders that were purchased from the City of Greensboro back in 2009 to get our automated program started. Maintenance has increased significantly over the past couple of months due to the amount of workload.

This request also includes declaring both as surplus property and directing staff to dispose of said equipment through the online auction process.

Equip # 690 (2005 Autocar Side Loader)
Equip # 691 (2004 Autocar Side Loader)

Funding for this equipment is appropriated in the vehicle replacement account.

Unit Price: \$237,424

pc: Jeff Moore, Finance
pc: Patty Sykes, Purchasing
pc: Tracey Adams, Purchasing

BID INFORMATION AND RECOMMENDATION**BID NO.:** Used Equipment Purchase**DATE OPENED:** N/A**DESCRIPTION:** Automated Side-Loading Refuse Trucks for Environmental Services**BID PACKAGES DISTRIBUTED:** N/A**DEPARTMENT:** Fleet Services/Env. Services**SOURCE OF FUNDS:** 501271-532401**BUDGETED AMOUNT:** \$476,000.**RECOMMENDED AWARD**

QUANTITY	DESCRIPTION	PRICE EACH	TOTAL PRICE
2	Automated Side-Loading Refuse Trucks	\$237,424.00	\$474,848.00

DESCRIPTION: Purchase of two used Automated Side-Loading refuse trucks to replace existing equipment in the Environmental Services Division. Both trucks are low mileage Mack Trucks with a New Way 31 Yard side-loading refuse body.

PURPOSE: To replace Equipment #690 (a 2005 Autocar Side-Loader), and Equipment #691 (a 2004 Autocar Side Loader).

COMMENT: NC Local Governments are authorized by Statute to purchase used equipment without performing a competitive bid procedure.

BID TABULATION

N/A

The **Purchasing Department** and the **Fleet Services Department** recommend awarding the purchase of two (2) used **Automated Side-Loading Refuse Trucks** in the amount of **\$474,848.00**



Approved by:
Strib Boynton, City Manager





CITY OF HIGH POINT NORTH CAROLINA



DEPARTMENT OF TRANSPORTATION

PUBLIC TRANSPORTATION DIVISION

AGENDA ITEM

To: Randy McCaslin, Assistant City Manager
From: Mark McDonald, P.E., Transportation Director 
Date: September 28, 2011
Subject: City Council Contract Award – Architectural and Engineering Consultant Services for the Broad Avenue Terminal Construction – RFQ #15-121610

In December 2010 the City of High Point received eight (8) submittals of qualifications for Engineering and Architectural Consultant Services for the Broad Avenue Terminal Construction project – RFP #15-121610. After a thorough review, the evaluation committee ranked the firms submitting proposals in the following order:

1. Moser Mayer Phoenix Associates, PA
2. Walter Robbs Callahan & Pierce Architects PA
3. Parsons Brinckerhoff, PA
4. Wright Architecture, PA
5. HagerSmith Design PA
6. Lindsey Architecture
7. Freeman Kennett Architects
8. Efird Sutphin Pearce & Associates, PA

The evaluation committee has worked closely with the project manager for the highest ranking firm, Moser Mayer Phoenix, to prepare a scope of work and a negotiated professional services contract fee of **\$85,000.00**. The architectural and engineering consultant services to be provided consists of designing a building of approximately 2,000 square feet with fully accessible restroom facilities and a larger, more comfortable passenger waiting space. It includes the repair of deteriorating canopy columns, raising the overall canopy height, and incorporating features that will enhance safety and improve security. In addition to preparing plans and specifications, the consultant will also oversee administration of the construction contract.

Staff is recommending that City Council award the contract for Engineering and Architectural Consultant Services for the Broad Avenue Terminal Construction project – RFQ #15-121610 to **Moser Mayer Phoenix Associates, PA**. Funding for the project is available in 641622 533601 641093144030 S3101. This project is eligible for reimbursement from the Federal Transit Administration (80%) and the NCDOT Public Transportation Division (10%).

Please advise if you have any questions regarding this recommendation.

c	Jeff Moore	Financial Services
	Patty Sykes	Purchasing Division
	Buddy Cox	Hi tran
	Angela Wynes	Hi tran
	Keith Pugh, P.E.	Engineering Services

716 West Kivett Drive, High Point, North Carolina 27262
Phone (336) 889-7433 • TDD Phone (336) 883-8517
Fax (336) 883-3425 • www.high-point.net/hitrans

<u>BID INFORMATION AND RECOMMENDATION</u>
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BID # 15-121610

DATE OPENED: 12/16/2011

DESCRIPTION: RFQ – Architectural Services for Broad Avenue Bus Terminal Renovation

BID PACKAGES DISTRIBUTED: 22

DEPARTMENT: Transportation

SOURCE OF FUNDS: 641622-533601-641093144030-S3101

BUDGETED AMOUNT: \$100,000

RECOMMENDED AWARD

QUANTITY	DESCRIPTION	UNIT PRICE	TOTAL PRICE
1 lot	Architectural Services for Broad Avenue Bus Terminal Renovation	\$85,000.00	\$85,000.00

PURPOSE: Contract with an Architectural firm to develop plans to enlarge the waiting area, upgrade restroom facilities to multi-user instead of single user, and raise the height of boarding platform canopy for the Broad Avenue Bus Terminal.

JUSTIFICATION: The qualifications and proposals review committee scored Moser Mayer Phoenix the highest based on the following:

- Previous work designed transit facilities similar to this project
- Qualifications and availability of staff
- Overall understanding of project
- Familiarity with Federal Transit Administration design and construction processes and procedures
- Projected DBE firm usage

BID TABULATION

(Attached)

The **TRANSPORTATION DEPARTMENT** and the **PURCHASING DIVISION** recommends that the contract for **ARCHITECTUAL SERVICES FOR THE BROAD AVENUE BUS TERMINAL RENOVATION** be awarded to **MOSER MAYER PHOENIX ASSOCIATES, P.A.**, the best qualified candidate, in the amount of **\$85,000.00**

DATE OF RECOMMENDATION: September 19, 2011

Strib Boynton, CITY MANAGER

RESPONDENTS Architectural Services - Broad Avenue Terminal Renovation RFQ# 15-121610
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Moser Mayer Phoenix Associates 328 E. Market St., Suite 200 Greensboro, NC 27401
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Efird Sutphin Pearce & Associates 310 East Sycamore St., Suite A Greensboro, NC 27401
--

Freeman Kennett Architects 1102 N. Main St., Suite 201 High Point, NC 27262
--

HagerSmith Design, PA 300 S. Dawson St. Raleigh, NC 27602
--

Lindsey Architecture 125 S. Elm St., Suite 300 Greensboro, NC 27401
--

Parsons Brinkerhoff 121 W. Trade St., Suite 1950 Charlotte, NC 28202

Walter Robbs Callahan & Pierce 530 N. Trade St., Suite 301 Winston-Salem, NC 27101

Wright Architecture, PA 113 Gatewood Ave. High Point, NC 27262
