

June 2, 1975
Minute Book 62- Page 46

The City Council of the City of Charlotte, North Carolina, met in regular session on Monday, June 2, 1975, at 3:00 o'clock p.m., in the Council Chamber, City Hall, with Mayor John M. Belk presiding, and Councilmembers Harvey B. Gantt, Kenneth R. Harris, Pat Locke, Milton Short, James B. Whittington, Neil C. Williams and Joe D. Withrow present.

ABSENT: None.

* * * * *

INVOCATION.

The invocation was given by Reverend David F. Conrad, Minister of St. Luke's Lutheran Church.

MINUTES APPROVED AS CORRECTED.

Upon motion of Councilman Withrow, seconded by Councilman Whittington, and unanimously carried, the minutes of the last meeting, on May 26, 1975, were approved as submitted, with the following correction:

Minute Book 62 - Page 31, third paragraph, first line, second work, change the name "Williams" to "Harris."

ORDINANCE AMENDING SCHEDULE I, AND I-A OF SECTION 20-60 OF THE CITY CODE RELATIVE TO PARKING RESTRICTIONS ON TRADE AND TRYON STREETS, DEFERRED UNTIL NEXT MEETING.

For discussion purposes, Councilman Whittington moved adoption of the ordinance. The motion was seconded by Councilman Williams.

Mr. Jim McGuire stated he is the owner of the News Center Book Store on West Trade Street; that he took over operation on January 1. That he has been hearing rumors of the proposed restrictions on parking in the 100 block of Trade Street. That he did not know until this morning that Council would consider it today. He did not have time to get other store owners together to come with him today. Before Council adopts the restrictions he would request that they consider it seriously. That his business, for one, could not stand it. People will not pay to park in a parking lot to run in to pick up a newspaper, or one book, or several magazines. Parking is already a problem. Rather than eliminating parking, serious consideration should be given to moving the bus transfer point from the heart of town.

He stated the first three months he was open, from January 1 until the end of March, 14 hours a day, seven days a week. One of the biggest problems was with all the buses coming in at the same time on all four corners of the Square, one of their problems was shoplifting. They were mostly young people who got off the buses, and waited for another bus to come and had nothing to do but wonder in and pick up a book or two. If someone pulls up and runs into his store or one of the other stores to pay a bill, the buses double park and it makes a real problem for traffic.

He stated he understands the Chamber of Commerce had a study on this. That he has registered his feelings with the Chamber and with the Central Charlotte Association about the uptown area. Being the only store open after six o'clock in downtown Charlotte it is hard for him to understand why no one checked with him or talked with him about this. He stated he thinks it is a mistake for his one business and a mistake for the other stores when they are open on Friday nights, to eliminate the on-street parking.

June 2, 1975
Minute Book 62 - Page 47

Mr. McGuire stated parking is not allowed in front of his store; they have to park across the street in front of Greens Furniture where there are three or four spots. He stated he has 100 to 200 people calling him asking him where to park. He stated the Police have done a great job, and he cannot say enough about them. In his six months there, they have bent over backwards working with him. But when it comes to having the buses double parked, they have no choice but to give tickets to the people blocking the spaces.

Mr. Corbett, Traffic Engineering Director, stated the reason this project is being carried out is to provide the means whereby bus stops which are now located immediately adjacent to the Square spread out in order to dissipate some of the large masses of people at the Square. Mr. Hoose's proposal to Council several weeks ago was to move the in line transfers at least one block away from the Square to Fifth and Tryon, Fourth and Tryon, Church and Trade and College and Trade Streets, and to permit only the lateral transfers to take place at the Square. In order to do this it was necessary to relocate some of the bus stops. His proposal is to use all eight of the block bases - going one block in each direction of the Square, and to move these bus stops in order to accommodate this particular action. The parking restrictions are a necessary part of this. The idea is to eliminate the parking and to provide for more space for the bus stops in each one block, in each direction from the Square. In addition it is also the proposal for the peak hour restrictions further out to set up the curb lane for the rapid movement of the buses into and out of the central business district and in hopes to decrease their headway and provide a better opportunity for them to serve the public.

Within these four blocks immediately adjacent to the Square there are a total of 22 metered parking spaces at present. Those are the ones that will be affected. At present the peak restrictions are 8 to 9 and 5 to 6 - a one hour period; and it is proposed to change that from 7 to 9 and 4 to 6 all the way out to Morehead on the south, Eleventh Street on the north, Graham Street on the west and McDowell Street on the east. Councilman Harris asked if he had any contact with any of the businesses as to how this would affect them? Mr. Corbett replied he has not. It had been discussed previously with the Chamber of Commerce and with the Central Charlotte Association, and the input he has received from them is that they favor the proposal.

Councilman Whittington asked if there are transfer points in other places in the city other than the Square? Mr. Randy Jones of the Planning Coordinator's Office replied technically bus transfers are required to transfer at the first point the two routes meet. But in practice it works that everyone transfers at the Square because it is convenient, they know the people there, and there is a certain amount of safety there. As they implement the plan, they will make the transfer point at the first location possible; it will not only help us in the operation, but will lessen the time of the individual. Officially they have not.

Mr. Jones then reviewed with Council the transfer plans which were presented to Council previously by Mr. Hoose.

Councilman Harris stated he does not see that much of an improvement at this point as the buses still have to stop at the Square. The same buses that stop at the Square now will stop there in the future. Mr. Jones replied that is right but the difference will be in the duration. They will be able to load much quicker, and there will not be as much sidewalk congestion so that people can get to the buses quicker, and the pedestrians in the area can get through. Councilman Harris stated they are not implementing the transfer points at this time, and want time to build the shelters at the transfer points, but they are asking for the traffic changes as if this is being done. That if the transfer points are not being made now, he sees no reason for making the parking restrictions.

June 2, 1975
Minute Book 62 - Page 48

Councilman Harris asked when they expect to receive the money for the shelters? Mr. Jones replied he understands the application will be submitted probably in early September. There are several applications they are submitting at this time. One is for operating assistance, and the other is for capital assistance. Because of several deadlines, the capital assistance application had to be submitted first so they would be able to go back and receive funds for the past year. Councilman Harris stated then the city has not submitted the application for federal funds for the bus system? Mr. Jones replied they are in various stages of that; the final application has not been submitted. Mr. Burkhalter, City Manager, stated this is talking about some technicalities; the city has submitted an application for all of this - preliminary application. As each one is approved, it comes back for additional information. The last time he checked we were right on target, and we have indication of verbal approvals.

Mr. Jones stated the reason the parking restrictions are necessary at this time is because they feel, as do some of the businessmen in the area, there are some aspects of the recommendations that can be implemented now that would alleviate congestions and also improve the bus operation to improve the traffic flow, without going the whole route.

Councilman Harris asked if they will not be required to take more space at the new points, than they have now? Mr. Jones replied in some of the locations there are existing bus stops. Some are 120 feet, and some are 80 feet. The buses generally will not be picking up a tremendous number of people at any one time. So presumably one bus will be in and out before the next one comes. There are some places where new stops will have to be installed; in some cases there are existing stops, and some are new. He then pointed out on the drawing where the bus stops will be located and whether or not they are new stops.

Councilman Whittington asked how long it will take to implement it if Council approves it? Mr. Jones replied except for building the shelters and moving the in-line transfers, they would like to implement the recommendation as of next week. They would like to rework the downtown bus stops, and go to a plan where they will use, in this case, seven sides of the Square for bus loading. They would like to do that as soon as possible.

Mr. McGuire stated the buses will stop at the transfer points and at the Square. He can guarantee that 90 percent of the people will not transfer at the transfer points unless there is a gun at their head. They will get off at the Square where they have been getting off day after day, and year after year. That he thinks the buses should be moved off the Square one or two blocks. As to the bus lanes, the buses fly down those lanes as it is, and all you have to do is to have one foot off, and you think you are in New York City and a taxi driver is after you. They come down with their horns blowing and at a fair rate of speed now.

Councilman Harris moved that this be tabled. The motion was seconded by Councilman Williams.

Councilman Williams stated he does not see this as the answer to the problem; the transit terminal is what is needed. That he would like for Council to consider the priority listing on the general revenue sharing money. The real cure for this problem is the transit center.

The vote was taken on the motion to table, and lost by the following vote:

YEAS: Councilmembers Harris, Locke and Williams.

NAYS: Councilmembers Whittington, Short, Withrow and Gantt.

Councilman Withrow made a substitute motion to delay this until the next meeting. The motion was seconded by Councilman Harris, and after discussion carried unanimously.

June 2, 1975
Minute Book 62 - Page 49

SEWER CONTRACT WITH DAY REALTY OF CHARLOTTE, INC., VOIDED.

Motion was made by Councilman Gantt, seconded by Councilwoman Locke, and unanimously carried, voiding the sewer contract, dated August 1, 1974, as requested by Day Realty of Charlotte, Inc. to serve Kingstown Apartments, outside the city.

ORDINANCES AFFECTING HOUSING DECLARED UNFIT FOR HUMAN HABITATION PURSUANT TO THE HOUSING CODE OF THE CITY OF CHARLOTTE AND ARTICLE 19, PART 6, CHAPTER 160-A OF THE GENERAL STATUTES OF NORTH CAROLINA.

Councilman Whittington moved adoption of the following ordinances affecting housing declared "unfit" for human habitation, which motion was seconded by Councilwoman Locke, and carried unanimously:

- (a) Ordinance No. 635-X ordering the dwelling at 1101 Sedgfield Road to be vacated and closed.
- (b) Ordinance No. 636-X ordering the demolition and removal of the dwelling at 4201 Joe Street.

The ordinances are recorded in full in Ordinance Book 22, beginning at Page 93.

WALTER TOY APPOINTED TO THE CHARLOTTE-MECKLENBURG HISTORIC PROPERTIES COMMISSION.

Upon motion of Councilman Short, seconded by Councilman Harris, and unanimously carried, Mr. Walter Toy was appointed to the Charlotte-Mecklenburg Historic Properties Commission to fill the unexpired term of Michael Robinson, to expire on July 6, 1976.

SPECIAL OFFICER PERMITS AUTHORIZED.

Motion was made by Councilwoman Locke, seconded by Councilman Withrow, and unanimously carried, authorizing the issuance of the following Special Officer Permits for a period of one year:

- (a) Issuance of permit to James Leslie Bell for use on the premises of Charlotte Park & Recreation Commission property.
- (b) Issuance of permit to Joseph Oscar Brown for use on the premises of all Ivey's Stores in the City.
- (c) Issuance of permit to David H. Campbell for use on the premises of Charlotte Branch - Federal Reserve Bank of Richmond.
- (d) Renewal of permit to George Kenneth Edwards for use on the premises of Charlottetown Mall, Inc.
- (e) Issuance of permit to James E. Fisher for use on the premises of Charlotte Branch - Federal Reserve Bank of Richmond.
- (f) Renewal of permit to Forrest DeLane Kelly for use on the premises of Charlottetown Mall, Inc.

June 2, 1975
Minute Book 62 - Page 50

CONTRACT AWARDED O. L. NIXON GRADING COMPANY FOR SANITARY SEWER TRUNK TO BIRNAM WOODS, SECTION VIII.

Motion was made by Councilman Short, seconded by Councilwoman Locke, and unanimously carried, awarding contract to the low bidder, O. L. Nixon Grading Company, in the amount of \$38,418.25, on a unit price basis, for Sanitary Sewer Construction - Trunk to Birnam Woods, Section VIII.

The following bids were received:

O. L. Nixon Grading	\$ 38,418.25
Rea Brothers	41,484.00
Ben B. Propst	43,517.90
Propst Construction	43,725.32
R. L. Wallace	45,630.52
McWhirter Grading	47,865.90
Dellinger	49,981.00
Sanders Brothers	53,853.00
L. S. Craver	55,481.50
P. H. Construction	58,062.50
W. M. Paris	148,435.00

CONTRACT AWARDED THREE HIGHEST BIDDERS FOR RENT-A-CAR CONCESSIONS AT DOUGLAS MUNICIPAL AIRPORT, AND PERMISSION GRANTED TO REJECT THE TWO LOW BIDS AND TO READVERTISE FOR A FOURTH CONCESSIONAIRE.

For discussion purposes, Councilwoman Locke moved award of concession agreements to the three highest bidders for the rent-a-car concession at Douglas Municipal Airport, which are as follows:

Avis Rent-A-Car of Garden City, New Jersey	total minimum guarantee for five years - \$711,540.00
Hertz Corporation of New York, New York	total minimum guarantee for five years - \$814,000.00
National Car Rental of Minneapolis, Minnesota	total minimum guarantee for five years - \$602,215.00

and further that the two low bids be rejected and readvertise for a fourth concessionaire. The motion was seconded by Councilman Williams.

Mr. Richard Griffin, Attorney for LaPointe Leasing Corporation, stated presently at the airport there are three concessions for rent-a-cars. The city has seen fit to increase the number to four. In keeping with that desire, the city let an invitation to bid, and in response there were five bidders. Three of those bidders have been declared eligible, two bidders were disqualified. That he represents the fourth bidder, and they state the fourth bidder is qualified.

Mr. Griffin stated the entire issue concerns what is in a letter from Mr. Birmingham. The letter states that his client, LaPointe Leasing Company, Budget Rent-A-Car of Charlotte, is disqualified for two reasons: 1) That the bid must be from an established, reputable automobile rental operator, having adequate experience in operating a national, large volume automobile rental business. LaPointe Leasing Corporation is a corporation having been in existence for fifteen years or more; it is a reputable business, and has been in the national rent-a-car business for about 18 months. It presently has space adjacent to the Airport. He stated they take the position that one of the reasons the airport is interested in obtaining the fourth

June 2, 1975

Minute Book 62 - Page 51

concessioner is not only due to the growth of the airport, but also due to the competition of Budget Rent-A-Car. If the fifth concessioner that is off the premises can be brought on to the premises, it means dollars to the Airport Authority. There is some incentive to award a contract on space to his client. The question is whether or not LaPointe Leasing Corporation is a qualified bidder. There is nothing stated in the requirement that says the Company must be a national corporation, or a national company. To the contrary it says it must be in a national business. LaPointe is the franchise of Budget Rent-A-Car of America. As such it operates, or can operate in its reservations practices at 160 airports throughout the country and the world. About 89 of the airports are in the United States. There is no question but that the business of LaPointe Leasing is national.

Mr. Griffin stated the specifications here were taken from the specifications of Houston International Airport. At Houston the bid of Budget Rent-A-Car was not the national corporation, but a subsidiary franchisee. What was taken from the Houston contract was interpreted by Houston not to require a national corporation, but merely a local corporation that is doing national business. The franchise of Budget Rent-A-Car of America is the fourth largest franchise in the United States. The franchise LaPointe has with Budget makes them not only in the present but in the future a national business. The requirement in the letter of Mr. Birmingham that the concession under Article VII be approved by the city prior to a licensee fulfilling the obligations of the national company is not applicable where the original contractee is the franchisee. It would be applicable only after the contract has been entered into. Even if it were, they would way they would be an approved franchisee.

Mr. Griffin stated the standard of imposing upon a prominent local business that it be a national company on its own as opposed to operating a national business is very restrictive to local business. This is a local business that wants to go to the airport, connected with a national business.

He stated they take the position that to interpret this to be a national company is a restraint of trade; this is restraining local business. If this council approves three of the contracts, and disapproves one, and requires the readvertisement, then the bid is discriminatory as to the bidders who come back in and submit bids. The contract says that any irregularities can be waived. This Council can approve this bid. They were the fourth highest bidder; over a five year period, they bid over a half million dollars. This is not a small matter. They say not only are they qualified, but the Council can waive any irregularities.

Mr. Birmingham, Airport Manager, stated they had a pre-bid conference on April 29, and tried to answer any questions they might have. On that date, Budget was represented and so was Dollar A Day. They went over these items, and no one expressed dissatisfaction or that they could not bid. After reviewing the situation with Counsel, they determined that they did not meet the specifications, and therefore asked Council to reject the bids for the fourth concession.

He stated they did not meet the specifications as the local licensee is the one that guaranteed the bid, whereas the specifications required the national company to submit the bid. They feel that the Airport should have some guarantee, and they feel this is a reasonable guarantee, which means the national company would be responsible throughout the entire bid period. They do not think that is unreasonable.

Mr. Birmingham stated they think it should have national ties because of the national credit cards used by travelers in New York, California, and throughout the country. They also use the national reservation system,

June 2, 1975
Minute Book 62 - Page 52

and they think that is advisable and desirable. They think there should be a situation where a person can rent a car in Charlotte and leave it at another location. One of the most important things is that they are concerned that if a local franchise company loses its franchise, what position that would put us in. That he thinks it would put us in a very serious position.

Mr. Winslow of the Airport Department stated the local man in Charlotte asked him to send all the paper work to him, and he would forward it to the national company. At that time he told him he would send it to the national company and he sent it by registered mail; that he also sent copies to the local company.

Mr. LaPointe stated he was at the pre-bid meeting; that he had no input whatsoever that they would have to bid this as a national company. Being in business in Charlotte he is interested in what happens to the rental car business. It was only a few years ago that two of the operators in the Airport were franchised. That he feels they are a part of Budget Rent-A-Cars of America; they are a franchised dealer for them, the same as he is a franchised dealer for General Motors when he bids automobiles to the City. They have never asked General Motors to sign a contract. There is a performance bond which they are capable and willing to submit.

He stated they would be putting in a good deal of the gross because they are operating just outside the airport at present, and doing a good job. They have been there 18 months approximately, and they have increased their business about 100 percent since they took over.

Also speaking was Mr. John Blake a representative of a national company, stating it is the general custom throughout the country that the local franchisee had the bid. During the pre-bid conference he went over the items, and it did not raise a question in his mind. That Budget Rent-A-Car system operates at over 93 airports; all but nine are in the name of the franchisee. This would be tremendous for the national companies, but he does not think it is fair nor practical. They as a corporation cannot bid as they have no right to operate; they transferred all their rights to LaPointe. If that in fact is one of the conditions, both LaPointe Leasing and Budget Rent-A-Car of Charlotte and Budget of America are excluded from bidding in Charlotte. The question never entered his mind, and the bid specs are very common throughout the country, and this question has never been raised.

Councilman Withrow asked if they are registered and if Budget Rent-A-Car is incorporated in North Carolina so that no one else can use that name. If that is so then he thinks Mr. Blake is right.

Councilwoman Locke stated it is not going to take that long to readvertise, and she moved that Council accept the three high bids, reject the two low bids and readvertise for a fourth concessionaire. The motion was seconded by Councilman Whittington.

Mr. Cal Chesson of Cole and Chesson, stated he represents Dollar Rent-A-Car concerning their bid and the recommendation that their bid be rejected in as much as they did not furnish as a part of their bid a certified balance sheet. The specification does provide for that specific item to be submitted. However, approximately one week from the opening of the bid, Mr. Paxton, Vice President of Dollar Rent-A-Car called Mr. Winslow and explained to him that the first three, Avis, Hertz and National would submit their certified budget sheet on their conglomerate rather than on the individual, and that it would be unfair for his client to submit their own audited balance sheet. At that time, Mr. Winslow called Mr. Paxton

June 2, 1975
Minute Book 62 - Page 53

back and said that under those circumstances, two letters of credit, together with an unaudited certified balance sheet from the licensee in High Point would be satisfactory. They checked with the licensee in High Point and found out they did not have a current certified balance sheet. So they called Mr. Fennell as Mr. Winslow was not available. Mr. Fennell, after being apprised of these circumstances, said it would be satisfactory to present as part of the bid two letters of credit, together with an unaudited certified statement of the licensee in High Point. He stated that on that basis they did present the letters of credit along with the unaudited statement of the franchisee in High Point. Based upon this good faith compliance, it was not until after the bids were open that they found that this technicality would be presented to them. He stated the City Council does have the right to waive informalities, and technicalities, and irregularities. He asked the City Council pursuant to that right, and in face of the fact his client did, in good faith, do everything they felt was reasonably necessary, and based those actions upon the statement of the Committee, they feel the City Council should approve the bid.

Mr. Chesson stated as they read the requirements, LaPointe is not a national company, and would not comply. To come back after the bids have been opened and say they do comply would be unfair not only to other local bidders, but would be unfair to all the bidders.

Councilman Harris made a substitute motion to accept the four high bidders. The motion was seconded by Councilman Short, and lost by the following vote:

YEAS: Councilmembers Harris, ~~and Short, and Withrow~~
NAYS: Councilmembers Gantt, Locke, Whittington, Williams ~~and Withrow~~

Corrected
6/16/75
M.B. 62
Pg. 59

The vote was taken on the main motion as recommended and carried as follows:

YEAS: Councilmembers Locke, Williams, Gantt, Short, Whittington and Withrow.
NAYS: Councilman Harris.

The following bids were received:

AVIS RENT-A-CAR

1st YEAR \$120,108
2nd YEAR 130,152
3rd YEAR 142,104
4th YEAR 154,068
5th YEAR 165,108

TOTAL MINIMUM GUARANTEE FOR 5 YEARS \$ 711,540

BUDGET RENT-A-CAR

1st YEAR \$66,100
2nd YEAR 80,200
3rd YEAR 112,400
4th YEAR 139,800
5th YEAR 156,600

TOTAL MINIMUM GUARANTEE FOR 5 YEARS \$ 555,100

June 2, 1975
Minute Book 62 - Page 54

DOLLAR RENT-A-CAR

1st YEAR \$ 65,000
2nd YEAR 85,859
3rd YEAR 105,321
4th YEAR 128,689
5th YEAR 165,803

TOTAL MINIMUM GUARANTEE FOR 5 YEARS \$ 550,272

HERTZ CORPORATION

1st YEAR \$166,000
2nd YEAR 156,000
3rd YEAR 160,000
4th YEAR 164,000
5th YEAR 168,000

TOTAL MINIMUM GUARANTEE FOR 5 YEARS \$ 814,000

NATIONAL CAR RENTAL

1st YEAR \$105,000
2nd YEAR 112,000
3rd YEAR 120,000
4th YEAR 128,000
5th YEAR 137,215

TOTAL MINIMUM GUARANTEE FOR 5 YEARS \$ 602,215

COUNCILMAN GANTT EXCUSED FROM PARTICIPATION ON CONTRACT AWARDS FOR BELMONT NEIGHBORHOOD CENTER.

Councilman Williams moved that Councilman Gantt be excused from participating in award of contracts for Belmont Neighborhood Center. The motion was seconded by Councilwoman Locke, and carried unanimously.

CONTRACT AWARDED JOHN MILLER & ASSOCIATES FOR FURNISHINGS FOR LOBBY AND RECEPTION AREA OF NEW BELMONT CENTER.

Councilman Whittington moved award of contract to the low bidder, John Miller and Associates, in the amount of \$6,315.50, on a unit price basis for furnishings for the lobby and reception area of the new Belmont Center. The motion was seconded by Councilman Short.

Councilman Williams asked if this is within the original budget? Mr. Stewart, Budget Director, replied funds are available. Councilman Williams replied that is not what he is asking.

Councilman Short asked if this is the total figure for furnishings. Mr. Stewart replied as far as furnishings this is it. Construction is still in some phase; if there is some later cost in the engineering of this, there could be another item like that.

Mr. Stewart stated this is for the lobby and reception area only; they will be moving office furnishings from other facilities.

June 2, 1975
Minute Book 62 - Page 55

Mr. Stewart stated he understands that at the time the budget was developed it was anticipated that furnishings and carpeting would cost in the neighborhood of \$16,000 for the project. These two items are approximately \$14,000.00. The budget developed at that time did not identify specifically furnishings; the only things identified were those things to be undertaken with the construction contract itself. Included in the budget is a lump sum to take care of any furnishings.

The vote was taken on the motion and carried as follows:

YEAS: Councilmembers Whittington, Short, Harris, Williams and Withrow.
NAYS: Councilwoman Locke.

The following bids were received:

John Miller's & Associates	\$ 6,315.50
Penegar Interiors	6,785.00
Kale Office Outfitters, Ltd.	7,050.45
O. G. Penegar Company	7,339.00
Miller's Office Equipment Co., Inc.	7,511.30

CONTRACT AWARDED SEARS, ROEBUCK AND COMPANY FOR CARPETING FOR THE BELMONT NEIGHBORHOOD CENTER.

Councilman Harris moved award of contract to the low bidder, Sears, Roebuck & Company, in the amount of \$7,837.50 on a unit price basis for carpet for Belmont Neighborhood Center. The motion was seconded by Councilman Withrow, and carried as follows:

YEAS: Councilmembers Harris, Withrow, Short, Whittington and Williams.
NAYS: Councilwoman Locke.

The following bids were received:

Sears, Roebuck & Company	\$ 7,837.50
Miller's Office Equipment Co., Inc.	8,219.05
O. G. Penegar Company	9,267.32

CONTRACT AWARDED RODGERS BUILDERS, INC. FOR REMOVING EXISTING BRICK WALL AND INSTALLING FENCE AT GREENVILLE NEIGHBORHOOD CENTER.

Following discussion of the use of the brick to be removed from the brick wall, Councilwoman Locke moved award of contract to the low bidder, Rodgers Builders, Inc., in the amount of \$5,810.00 for removing existing brick wall and installing fence at the Greenville Neighborhood Center swimming pool. The motion was seconded by Councilman Gantt, and carried unanimously.

The following bids were received:

Rodgers Builders, Inc.	\$ 5,810.00
Sears, Roebuck & Company	6,340.21
Robinson Builders, INC.	6,626.00
Behr Construction Co.	6,895.00
Moretti Construction, Inc.	7,950.00
Price & Hill, INC.	7,991.00
R. Marret Wheeler Company	8,868.00
Butler & Sidbury, Inc.	11,063.00
Barger Construction Co., Inc.	11,500.00

June 2, 1975
Minute Book 62 - Page 56

HEARINGS ON CLOSING OF OTT STREET AND PORTION OF PERSIMMON STREET POSTPONED UNTIL JUNE 30.

Councilman Harris moved that the hearings scheduled on the subject street closings for Monday, June 9 be postponed until Monday, June 30. The motion was seconded by Councilman Withrow and carried unanimously.

MEETING SCHEDULED FOR MONDAY, JUNE 9 CANCELLED.

Councilwoman Locke move that the council meeting scheduled for Monday, June 9 be cancelled. The motion was seconded by Councilman Withrow, and carried unanimously.

DISCUSSION OF ADDITIONS TO AIRPORT TERMINAL FOR RENTAL SPACES.

Councilman Harris asked the Airport Manager if he has made a survey on the needs for space at the Airport if it was available in the existing terminal building? Mr. Birmingham replied they have a file which they have maintained over the past two or three years of inquiries from people. There is an inquiry from a flower shop, a clothing store, wine shop, and a request from Dobbs House for a lounge. Councilman Harris stated we have a facility out there which he understands we are outgrowing, and we are in the renting business. He wonders if there has been any serious thought given to more building there. Mr. Birmingham replied they have looked at it; based on the existing areas they have, they have concluded it would be undesirable. The last extension they did was in 1972 and it was Eastern's Holding Room. We are adding to the Dobbs House now. But that is about the limits to what can be added.

Mr. Birmingham stated he will be glad to take a tour with Mr. Harris on the premises and show him what he is talking about. That he does not think it is feasible.

Councilman Harris stated he is asking the question if we can build some space out there and rent it as we have done others. Mr. Birmingham replied he will look into this. It is his personal view that it would not be desirable. Anything that we could do would be too costly. On the east course we are in violation of the runway setback by 750 feet. We cannot go that way any further. There is already approved a curb extension which will add 60 more feet of curb space. If you go west you run into the gate positions and if you take gate positions away it will hurt in the worse place. You cannot go any closer to the cargo building; the roof was not built for second level loading structure beyond what it is now.

Councilman Harris stated he would like to look into this to satisfy his own curiosity. That he thinks there are some years yet before we will be able to move.

June 2, 1975
Minute Book 62 - Page 57

CITY MANAGER REQUESTED TO BRING RECOMMENDATIONS TO COUNCIL ON A PLAN FOR EVACUATION OF PEOPLE IN THE 50 AND 100 YEAR FLOOD PLAINS AND A PLAN OF BUYING PROPERTIES LOCATED IN THE FLOOD PLAINS.

Councilman Withrow stated in connection with the previous discussion of creek floodings he would like to ask the City Manager to come forth with a plan of evacuation of people in the 50 or 100 year flood and to study the feasibility of buying some of the houses, or some plan, in the 50 year flood zone and the 100 year flood zone, and bring it back to Council with recommendations.

Mr. Burkhalter, City Manager, stated Staff is planning to do some of this anyway. That he has a map on his desk showing where these places are.

Councilman Withrow asked that he bring recommendations back to Council to relieve these people.

CITY MANAGER TO BRING BACK RECOMMENDATIONS ON THE DUAL ROLE OF POLICE OFFICERS AND FIREMEN, PUBLIC SAFETY OFFICER.

Councilman Withrow stated in the informal session, Mr. Whittington discussed the use of firemen and police officers in dual roles of fireman-policeman. He asked if the City Manager is going to bring recommendations back to Council on this. Mr. Burkhalter, City Manager, replied he will if it is the general consensus of the Council. Councilman Harris stated if we are going to think about this, talk about it and look into it seriously, he thinks Council should have some idea of the relationship of costs of making these changes. That he is glad Mr. Whittington brought this up today. That we have from now to the end of June for this. Mr. Burkhalter replied this could not be done in 30 days. This is talking about a longer period of time.

Councilman Whittington stated it is his understanding in talking with the North Carolina League of Municipalities, Mr. Burkhalter, and the Durham and Winston Salem people that this will take anywhere from three months to a year. He is not anticipating this coming in this budget. But because of the requests for police and because of the crime rate, this is an avenue we can get into with Mr. Burkhalter to bring recommendations back to Council. That he hopes Council will give him the understanding that is what we want him to do. That he did not put a time limit on it at all. He asked if any member of Council objects to this route? No one indicated they were against the proposal. Councilman Whittington stated the City Manager will bring a report back to Council; that he does not have time to put it in the budget for this year.

Mr. Burkhalter stated this has been experimented with and in some ways toyed with in many cities. There are no two alike anywhere in the country. It has to be tailored to your particular needs.

Councilman Whittington stated he is asking for a study of this idea and come back to Council with recommendations for consideration.

DOUGHBOY STATUE TO BE LOCATED ON CITY HALL LAWN.

Councilman Whittington stated each member of Council has received a memo from the City Manager on the Doughboy Statue. That it was to be on the Council agenda for the ninth of June, and this meeting has been cancelled. The Mayor has suggested to Mr. Burkhalter that the most popular location is in front of the City Hall on the City Hall lawn. He stated he thinks the veterans who have been concerned about this want it, and want it to be protected. This seems to be the logical place for the statue. He asked if Council would like to consider this today.

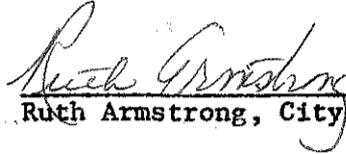
June 2, 1975
Minute Book 62 - Page 58

Councilman Harris moved that it be considered today. The motion was seconded by Councilwoman Locke, and carried unanimously.

Councilman Whittington moved that the Doughboy Statue be placed on the City Hall Lawn. The motion was seconded by Councilwoman Locke, and after discussion, the vote was taken and carried unanimously.

ADJOURNMENT.

Motion was made by Councilwoman Locke, seconded by Councilman Withrow, and unanimously carried, adjourning the meeting.


Ruth Armstrong, City Clerk