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The City Council of the City of Charlotte, North Carolina, met in regular session on Monday, June 5, 1978, at 8:00 o'clock p. m., in the Community Room of Eastland Mall (District 5) with Mayor Kenneth R. Harris presiding, and Councilmembers Don Carroll, Betty Chafin, Tom Cox, Jr., Charlie Dannelly, Laura Frech, Harvey B. Gantt, Ron Leeper, Pat Locke, George K. Selden, H. Milton Short and Minette Trosch present.

ABSENT: None.

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INVOCATION.

The invocation was given by Reverend Tom Stallworth, St. John Baptist Church.

NOMINATIONS TO BOARDS AND COMMISSIONS SCHEDULED FOR JUNE 19, 1978.

Mayor Harris announced that on Monday, June 19, City Council will make nominations to fill positions on the following Commissions:

- Charlotte/Mecklenburg Planning Commission - two vacancies.
- Charlotte Historic District Commission - two vacancies
- Charlotte/Mecklenburg Historic Properties Commission - two vacancies.

INTRODUCTION REMARKS.

Mayor Harris introduced the individual Councilmembers and the Executive Staff to the audience, and expressed appreciation for the opportunity to meet in District Five.

Councilmember Trosch, District Five representative, thanked the citizens for coming and being a part of what City government is becoming in Charlotte - citizen participation. She thanked those who were involved in the planning of the picnic at Grayson Park with Councilmembers and staff as guests, for the tour of the district, and for the reception held at the mall prior to the Council meeting. She stated she is proud to be the representative of this district and appreciates Council meeting in the district to allow the citizens to come and be an active part.

Councilmember Trosch stated that Joyce Gillon's son is in the Third Grade, and has been going around getting the signatures of the Councilmembers. That he said they are studying city government and it is boring; and he came tonight to see if it is really boring. That she hopes all of those present have find out that city government is not boring - not when when they are involved. She stated she appreciates the involvement of the citizens in the District, and all they have done.

She hopes Council has listened carefully to the needs of the District as presented by the citizens during the tour and during the citizens' hearing, and will be very aware of the impact of the fact that major arteries go through this District; the fact that Eastland Mall is a part of the District, and has had an effect on the surrounding neighborhoods; and the growth out Albemarle Road as well as the Cotswold area.

PUBLIC HEARING ON PROPOSED MUNICIPAL SERVICES DISTRICT.

The scheduled public hearing on the establishment of a Municipal Services District in Charlotte's central area was held.

Mr. Maloy Rash, Chairman of the Mayor's Uptown Development Committee, stated this committee was appointed in December 1976 and recognized the other members who were present in the audience. He stated that after one year of study and research, the committee has recommended that a Municipal Services District be established for uptown Charlotte, bounded by the inner loop; that a non-profit corporation be formed to contract with the City for services; and that the services rendered by the corporation should be administration, planning, coordination, promotion and execution of development activities within the service district.

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Mr. Rash stated their recommendation is that the funding for such a corporation for the first year be accomplished by an additional tax within the district of 2-1/2¢ and have suggested a budget of \$100,000. He understands that the assessed valuation has been determined to be \$375,000,000 and at 2-1/2¢ that will produce \$93,000.

He stated there may be some question about the two corporations recently formed in the interest of uptown and why there is the need for a third. That the Central Charlotte Development Corporation was formed at the suggestion of this committee as a conduit for loans to the Small Business Administration for capital improvements for small businesses that qualified for these loans. The NCNB Community Development Corporation recently formed by the NCNB Corporation is dedicated to real estate development of housing, and also commercial activities related to housing. This corporation will act as a catalyst to encourage housing in the middle and upper income brackets which may not be built if such a catalyst was not in place.

The public/private sector corporation that can be formed as a result of this services district will compliment and cooperate with the other corporations to do things that neither of the others can do. For instance, the private sector corporation can contract with the City for the following:

- (1) Economic and land use planning for specific blocks and areas in the district.
- (2) Develop and issue publications and information of value to property owners and investors.
- (3) Stimulate private investment for both commercial and residential development through planning and feasibility studies for specific projects.
- (4) Coordinate private and public pressure actions.
- (5) Produce and implement promotional and development activities within the district.

How will this benefit the rest of the city and businesses? All the area functions should be coordinated. There is a direct living and working relationship between uptown residences and uptown businesses. There is a direct relationship between the type of residential investment and non-residential investment which is mutually desirable and should be encouraged. Residential areas will be strengthened through the promotion of housing projects. Residents will be helped through nearby job opportunities because of the commercial development. The businesses will be strengthened because of nearby residential areas through increased sales and potential employees. Owners of vacant and under-utilized properties will be helped through higher densities and land utilization, plus increased values.

The City of Charlotte will be helped through a variety of opportunities and an additional tax base. A typical example of a tax that would be incurred as a result of this district - for a typical Third Ward house it would be \$1.50 to \$2.50 a year; for a Fourth Ward house it would be \$2.00 to \$8.00 per year. A small store on West Trade Street would be \$10.00 to \$13.00 per year; a North Tryon parking lot, \$70.00 per year; the whole block of parking on South College, \$455.00 per year; the Home Federal Savings and Loan would be \$611.00 per year; the NCNB Plaza Complex would be \$5,955 per year.

He stated businesses sign leases in large shopping centers that agree to yearly fees for promotion alone of over \$100,000. For instance, a store with 3,000 sq. ft. will usually agree to pay 10¢ a square foot for promotion which would be \$300 per year. They are talking about less than \$100,000 for the entire uptown area.

Mr. Rash introduced Mr. Ron Morgan of Dalton-Morgan, Architects, who has developed a plan called Settlers Square, north of Fifth Street between Church and Tryon, to comment on how a Service District could have assisted his project.

Mr. Morgan stated his comments will be on the importance of this in terms of stimulating the public/private relationship in the City and on the kind of creative atmosphere which it can really bring to center city development.

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He stated the city truly is a reflection of our mechanisms and our workings as a society. Probably one of the most difficult tasks for a democracy is working out urban problems, because it is the resolution of public welfare and private incentive. Of all other mechanisms being considered in Charlotte now he thinks this is probably the keystone to them all.

He stated that when cities were much simpler in abilities these things could be discussed; but now it has become more complicated. That his firm has become involved in a block in the center city. It is an interesting project because it is a perfect example of how they needed a form of that public mechanism to aid them in the planning that was necessary. There are many opportunities in the center city - Fourth Ward being one, further enrichment and development of Tryon Street, the old warehouse districts. Each one of these needs the support of a public/private institution like this. That for a private architect, a developer - anyone involved in the improvement of the center city - the formation of a institution like this brings a whole new level of creativity to the development process. That when a person really has the concept of creative new ideas, some thought on how to recycle old buildings, there would be a place to go to begin to take these ideas on through the planning stage and make them feasible and possible for development.

Mr. David Milder, Acting Director of the Institute of Urban Studies in Community Services of UNCC, stated the Institute undertook, about a year ago, a study of downtown revitalization across the Country. Two of the mechanisms they found to be the most effective were the Municipal Service District and the non-profit corporation closely aligned to a city government.

In terms of the Municipal Service District, Orlando, Florida, is using it; and here in our own State, Raleigh, Roanoke Rapids, Hendersonville and High Point are using it. The City Councils in New Bern, Shelby and Laurinburg are considering the district.

He stated the Dayton Citywide Development Corporation is a good example of the kind of approaches that the Charlotte Uptown Development Corporation has taken in trying to accomplish this. That the corporation in Dayton has been the driving force behind the development of downtown Dayton. That ten or twelve years ago no one would have thought downtown Dayton itself could contribute to the conditions which have transpired. The managers of Dayton Citywide have developed and successfully utilized a true public and private sector partnership to bring new investments downtown. The keystone is a \$9.0 million downtown hotel project. It occupies an entire city block and is linked by overhead walkways to a new convention center and has about a 1,500-car parking deck and transportation center. This entire project was conceived, planned and accomplished by Citywide. Without it, it just would not have happened.

Close by to this project is another major development - a \$60.0 million Courthouse Square private project. In this there are major headquarters for the meat corporations, for Dayton Power and Light Company, and a new department store was brought to the downtown area, which is a very rare thing.

Another critical element to the Dayton Citywide revitalization effort is the development of viable and healthy residential areas in and around the downtown area. One of them has attracted national notice.

He stated these kinds of things that Dayton Citywide has been able to bring about are exactly the kind that the Charlotte Uptown Development Corporation is talking about.

At the request of Councilmembers, he listed other cities which have Municipal Service Districts - Miami, New Orleans, Winchester, Va. - they range from very small to very large.

Councilmember Selden stated he is very much in favor of this proposition, but he has heard a lot of reverberations on the periphery of the area. The outlying segment of the downtown district - where people in the non-retail business feel that they will be paying an additional tax without getting additional benefits.

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Mr. Rash stated it is very hard to decide on an area; that he is sure that everything that is within the inner loop is certainly contiguous and is understood by most of us as being uptown. But, to give an answer of how someone on the very outer fringes might benefit equally with someone on the north side where a block may be specifically zeroed in on would be very hard to say. However, he does not think that this corporation will be charged with just doing things in the very center city. He believes the charge from this Council would be to do whatever development would be good for the entire area. It may very well be that some of that development would occur on the fringe. It is very hard to say now. That is why we need planning and why we need a group of businessmen and citizens to take a look at what the needs are.

Councilmember Gantt asked what would be the effect of exempting residential development under seven units per parcel? Mr. Underhill, City Attorney, stated they cannot exempt a category - the tax has to be uniform across the district - unless you want to redraw the line. Mr. Gantt stated then the ultimate question is, given the boundaries that have been defined, have they looked at the percentage of residential development that would be affected by this surtax?

Mr. Rash replied they have looked and quite honestly the total tax that would come from residences is quite small. He does not have the figures with him, but it is very small.

Councilmember Short stated the boundaries of this district is the expressways, which is somewhat bigger than the Central Business District. Has there been consideration of what the financial and economic realities would be if this district encompassed just exactly the CBD? Mr. Rash replied they have taken a look at the possibility of drawing other boundaries. The service district has to be readily identifiable - that is part of the legislation. The committee felt that to draw lines that may not be readily identifiable, might be more confusing than if they went ahead and set a boundary that everyone could understand. That is the reason they set the inner loop as the area to recommend.

Councilmember Cox asked what kind of benefits could this Municipal Service District and the non-profit corporation that it funds give to the uptown development area that are not in place today, such as with the Central Charlotte Association and other groups which promote land use downtown? In other words, what is the incremental benefit of what they are considering doing?

Mr. Rash replied he thinks the benefits would be that this corporation could zero in on a block, two-block or four-block, or an area out on the fringe, if they wanted to; make a feasibility study and cause an investor to become interested because the study as to the feasibility has already been made and cause a commercial or a commercial and residential building to occur because they went ahead and made the study, that otherwise probably would not take place. He understands from many developers today that they are not out looking for areas to develop; they want someone to come to them and present a package to them which if it looks feasible then they can go ahead. That is what they really are suggesting to do. These other two corporations cannot do that.

Councilmember Trosch stated her concern with this has been the perception rather than the reality - the perception of having an additional tax in the inner city; whether or not this would actually prohibit people going into the city - businesses or people living in there, become the exception rather than the object. Has the committee addressed this?

Mr. Rash stated there are some citizens here tonight who will probably be in a better position to answer that.

The following citizens expressed their views on the establishment of the Municipal Services District:

Mr. W. E. Little stated he is the general partner in the partnership that developed, owns and operates the Southern National Center. That with the 2-1/2¢ tax their total tax would be about \$5,100; they would consider this a great bargain. He stated their project was vastly affected by the

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Ponte, Travers, Wolfe Plan - a plan purchased by the City in cooperation with the Central Charlotte Association in 1971. As a direct result of this plan their project was moved from one location to another and in the process the size of the project quadrupled; they now have a tax valuation of about \$20.0 million. That the planning process is very important to the continued vital uptown Charlotte, and it can be enhanced by the Municipal Service District concept. He is totally in favor of it.

Ms. Marsha R. Rash, 320 West Ninth Street, stated she is a homeowner living in Fourth Ward. That they moved to Fourth Ward a year ago for two reasons. One, they happened to find an old house that they thought was attractive and had potential. They were also interested in the issues of transportation, energy and better use of our manmade and natural resources. She, personally, completely endorses the Municipal Service District. She feels it is the vehicle that will encourage, and can take the initiative, for any efforts and good strategies that will stimulate and nurture development in the central city - development of grocery stores, shops - the whole broad range of cultural and commercial amenities that many who live in the suburbs have access to continually. People who live in the central city have fewer choices. That by establishing a Municipal Service District, it would be a very clear statement by the City of public policy that would be significant to the development of our central city. They are aware that there will be a slight tax increase, but she feels this is a very small price to pay for the ultimate benefits and rewards they will receive.

Mr. C. D. McKenzie, General Manager of Interstate Milling Company, submitted the following letter:

"We oppose an increase in property tax rates on Central Area property owners for the following reasons:

1. Increased investment in the Central Area will benefit the entire city and therefore funds for this purpose should come from general revenue, not just from property owners within an arbitrarily defined area.
2. There will be no direct benefit to our firm so it appears that we will be taxed for something that will benefit property owners five miles from downtown Charlotte as much as it benefits us. If Council insists on assessing Central Area property then the lines should be redrawn to exclude industrial areas just inside the present proposed boundaries.
3. We understand that there is no limit to the tax rate that might be imposed by future councils if the present proposal is adopted. We feel strongly that this would set a dangerous precedent and should be sufficient reason not to adopt the proposal."

Mr. Harry Stewart, 531 South College Street, Charlotte Development Association, stated he speaks against the proposed method for funding the Municipal Services District which it appears Council is about to bring into being. That the only funding method he has heard advocated is by a special increase in property taxes within the district. He wants to voice strong opposition to any tax increase and especially to a discriminatory tax increase.

As to the Municipal Services District per se, he feels it could be a positive catalyst in continuing the growth of our center city. Any growth will continue to be the same kind of positive factor for all of Charlotte as the recent developments have been. It would be incorrect to infer that what has happened in uptown Charlotte in the past ten years or so has not appreciably helped all of Charlotte, as well as Mecklenburg County and even Metrolina. He is in favor of some kind of entity to fulfill the functions that he sees the Municipal Services District fulfilling. The Central Charlotte Association tried for years to do the job and was not altogether successful for many diverse reasons. He was happy when Mayor Belk appointed this committee headed by Maloy Rash several years ago. As a member of the Central Charlotte Association board, he supported his

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endorsement of the committee's recommendation that Council establish a Municipal Services District. He stated he now recommends against going ahead with creating a Municipal Services District until and unless a more equitable method of funding is adopted. That from the outset he had reservations with respect to funding the district with a tax increase. A discriminatory tax increase is absolutely inequitable, in his opinion.

His particular objection to a discriminatory tax increase is that the district will help the City as a whole. While a district will focus its activities on whatever geographical limits are set for it, in no way will the benefits be restricted to those geographical limits. That being the case, it is only logical that the entire City provide the funds for what will benefit the entire City.

He stated other funds are available; he does not think any kind of tax increase is necessary and that idea should be abandoned as a means of funding.

Mr. Mike Stacks, 910 Lansdowne Road, stated when the City Council published a report concerning the Municipal Service District, it stated it is in accordance with North Carolina G. S. 160A-537(b). It also gives the objectives of the district, listing them in phases. However, not a single one of these phases is a tangible item, as the law requires - North Carolina G. S. 160A-536.

Besides being inadequate on its phases, the report is also inadequate on what it proposes to do. North Carolina G. S. 160A-536 requires that concrete and tangible things be built with this tax money and that these items be identified in the report. This statute simply does not include things such as conferences, stimulation programs, input, publication needs and workshops.

Mr. Stacks stated he is all for revitalization of the downtown area. His father has a business downtown and he would profit greatly from the revitalization, however, this plan has no concrete objectives or tangible items listed; it is not even in accordance with North Carolina laws. He requested that this proposed Municipal Services District be examined more closely by the City Council and by the citizens of Charlotte. That this effort will conclude that we only have a need for a tax increase. He suggested that a new plan be drawn up with concrete objectives so that the taxpayers will know exactly where their \$93,000 is going.

Mayor Harris advised Mr. Stacks that he had received his letter during the afternoon and had given it to the City Attorney who felt he was quoting an outdated law and suggested that he talk with Mr. Underhill about this.

Mr. Ellis Berlin, 231 East Trade Street, stated he has a small business at this address. He has been in this block for fifty years, so he knows what is going on in the town of Charlotte. There are many empty buildings within the first few blocks of the square. The Barringer Hotel is empty, Hotel Charlotte is empty, all of the Independence Building is empty from the first floor up, and the Bank of North Carolina is empty from the first floor up. The Independence Building has been for sale for a long time; this week in the first block of West Trade, the Green Furniture Company is for sale.

The point he is bringing out is that Charlotte's Uptown is sick, and in a bad way. Garibaldi and Bruns moved out after 75 years, moved to the Mall. He quoted from the Charlotte News recently when it announced that Wolf Camera was closing its downtown operation at 314 South Tryon Street to consolidate its Charlotte operation in existing stores at SouthPark and Eastland Mall: "Larry Cline, Vice President of the Atlanta based retailer, said that the downtown location 'just wasn't what we need. Wolf has no intention of relocating anywhere downtown. We are looking at something elsewhere in Charlotte but definitely not downtown.'"

Mr. Berlin stated the point he is bringing out is that this is a trend right now and uptown is in a bad way. He stated Charlotte's uptown does not just belong to uptown; it belongs to Charlotte. That East Trade used to be the busiest block in Charlotte; now he can go out and look

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up and down the street, at what formerly was the busiest time, and not see a soul. He is in favor of improving uptown; something has to be done, or else we should make this a city of small communities, and forget the central town.

The point he is bringing out is why should those in the center of town, the sickest section in the whole county, pay for the improvement of the uptown. It should be the community's responsibility - even the County. They build nice parks out in the neighborhoods and they do not ask those people to pay for them; they build walkways across to some of the businesses here in town and those people were not asked to pay part of it. This is not a criticism; that they should help the people in Charlotte. He does not think the people in the center city should pay any more taxes - and it is not a matter of the amount - he pays \$1,862.15 taxes on his building. With that in insurance he could not rent his building out and just get back his expense every year. He thinks the City should pay for the improvement of the City.

Mr. Tom Fennimore, stated he is a citizen of the Fourth Ward and is also here to represent the Fourth Ward Neighborhood Organization. That contrary to the last speaker, he is very encouraged by what is going on in downtown Charlotte today, and he hopes they can do more by having a Municipal Services District. Their neighborhood organization has considered this matter and approves the creation of this district. They look at the Municipal Services District and the corporation which it would form as being a vehicle which will promote downtown and anything that promotes downtown helps them in Fourth Ward. Any building that is rehabilitated will help them; and any new business in the area will help them. They want this to happen. It will be good for Fourth Ward and it will be good for the City of Charlotte and for downtown. That new services and businesses downtown will create new residences in Central Charlotte. They would like to see a 24-hour-a-day use of downtown for business and for residents.

He urged Council to approve the Municipal Services District and if it requires that a tax be imposed, he thinks that members of his organization and the citizens of Fourth Ward will pay such a tax - it is a small price to pay for the benefits they might receive.

Mr. Worth Keeter, 418 West Fifth Street, stated on his side of Trade Street if you walk out at 5:30 you had better come out fighting, with all the winos and drunks and prostitutes it is pretty tough. That he is moving down on Clarkson Street and will be caught by about a block in this new district. In fact when Cedar Street is closed he does not know whether he will be able to get out or not.

He stated he does not believe there is anyone in the room young enough to live long enough to see this district ever help any.

Mr. Bill Kinney stated the thing that bothers him more than anything else is something that has not yet been mentioned. He did not come prepared to speak but will talk on the subject of free enterprise for a few seconds. They are talking about taxing people in the inner loop area; he happens to be a property owner there - at least the company that he manages is. It will cost them several hundred dollars but that is not too important. They are suggesting that a certain segment of the citizens of Charlotte be taxed to some how or another promote the downtown property.

He stated if it is economically feasible, with the reputation Charlotte has, and the Piedmont area, he is absolutely convinced that this thing will take care of itself by the process of free enterprise, and he sees no reason why they should squawl, and howl and gripe and complain about big government and everything else that goes with it, and then turn around and tax any part of the citizenry to try to make something economically feasible that ought to stand on its own. The Charlotte Chamber of Commerce is promoting the downtown area. He would implore City Council to consider the fact that they are getting ready to throw tax money at an economical development program that ought to stand on its own. That Councilmember Selden got very close to the thing when he asked his first question. If it is not economically feasible, then it is not going to work.

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Mr. Harry Stewart continued his remarks. He stated he is very happy to see people are not concerned about the tax increase. In his case, it would amount to about \$3,500 and that is a consideration to them. When the re-assessment of downtown property took place in 1975, for the same property and place they got an increase of 25 percent then. He really does not need any more of those goodnesses.

He stated the County is talking about a 1 percent increase now on its own; that Council says they are going to increase the tax by 1-1/2 percent which may be correct when it is applied to the combined rate of \$1.68 for the City and the County. They are actually increasing the City taxes for those of us in the District by something over 3 percent. That is significant. When the County gets through with its one percent plus, they will have about a 4 or 5 percent tax increase in this so-called Municipal Services District.

Mr. Stewart stated the people of California tomorrow are going to vote, on a citizens' initiative, which is going to have some rather dire consequences. There are some messages there. We do not have the procedure of the initiative in North Carolina, but nevertheless, the citizens of this state and city can speak. He does not think that the citizens of this City are saying that we either need or want a tax increase. This is a good idea - the Municipal Services District - that has taken a bad detour; that they should reconsider the funding. There is money in a budget the size of ours to support \$93,000; and there is certainly money in the Productivity Task Force savings of \$6.0 million to support this without a tax increase.

Councilmember Leeper stated he will respond to a concern, and he would like Mr. Rash to speak to it. That he is certainly in favor of the new revitalization of downtown; it is important, not only to the businesses downtown but to our City. But, he is even more concerned about some of the low income property owners on the outskirts, and right in the lower area of the downtown area, which will certainly be affected by an increased property tax. He wants to be convinced that the benefits will offset the sacrifices that many citizens who are scuffling to pay property taxes as it is now, would have to make to pay the increased tax - particularly low income citizens.

Mr. Rash replied that he does not believe that he could convince Mr. Leeper of that. He is sure there will be benefits for all citizens who live in the area - there will be increased job opportunities, jobs that will be available nearby within walking distance; that there would be amenities in the community that would be brought on by development of additional residential availability. But to specifically say that the person who would pay \$2.00 a year additional tax on a very low income house would specifically reap this particular benefit he cannot do that. He can only say that looking into the future, and not too distant future, they can see a viable uptown would be a better place for everyone to live; and with better opportunities maybe some of the store buildings they have talked about today that cannot be rented could be filled, and be active, and people on the street. That is what they see as the net results of this planning as a specific project.

Councilmember Frech stated she is also very much for downtown revitalization; but she has to think back to her first reaction to this was the same as Mr. Short's was when Council was on its retreat. That is she does sort of agree that the whole community should share in the cost. She asked if someone would explain why it is suggested that it must be financed by a special tax on just that area? Mr. Jack Miller of Central Charlotte Association replied it is a matter of priorities; if you fund this project from general funds, then all activities in the district fall into the same list of priority activities for the city as a whole. Those of them who have been working with this have been trying to stabilize peoples' thinking on the importance of downtown, and how what is done there transcends in many ways a lot of the things that happen elsewhere. Because twelve percent of your tax base comes out of downtown. If you improve that tax base, and how you improve that tax base, you will have a much more major effect than buying and developing somewhere in the suburban areas. Consequently, the order in which they approach this has to be the highest priority item for those of them working there. Any other manner of funding, they will just line up with everything else. There just does not seem to be any other way to approach that.

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Mr. Miller stated there is some concern that only tax money is involved in the district; but materials have been provided to the Mayor and members of Council. There are many, many ways to go about funding this in addition to taxes; but the purpose of the tax concept is to establish the order of priorities.

Councilmember Chafin stated she cannot sit up here and really be objective because since the election in November she has served as a member of this Committee as an appointee of Mayor Harris, and has become a very strong advocate of the concept of the Municipal Service District, recognizing there probably would be some controversy over the financial arrangements, and very specifically the tax. She thinks it is important to point out that the City Council is already making a very substantial investment in the uptown through the general funds. She has not analyzed fully the current budget to identify those items which specifically would relate to investment within this inner loop; but she suspects if she did this, or asked the staff to do it, the total would be in the millions of dollars because we are talking about funding activities related to Development Place, Spirit Square; improvements at the Square related to transit; a great deal of beautification efforts; money to continue the public improvements in the Fourth Ward Area; and on and on. We are talking about funding a master downtown study for this area. She feels the total community is already sharing in a very significant way in the revitalization of uptown; but the tax is almost a symbol of the kind of public-private cooperation which is so necessary to make uptown really happen and to fill those vacant buildings which have been referred to. That she is concerned about those vacant buildings on North Tryon and on East Trade. She thinks it will take some very specific marketing strategies to attract the kind of investment that we need to fill in the gap. We have done some very exciting things on the Square, and with the overhead walkways and shops. We are doing some very exciting things down North Tryon Street with Spirit Square and Discovery Place, Fourth Ward. But we have a lot of in-filling to do; we have a lot of in-filling to do in our uptown residential areas in Fourth Ward, Third Ward, First Ward; and she thinks we need this public-private coordination and cooperation, and this catalyst of the Municipal Service District and this cooperation we will be establishing if Council decides to approve this, to make all this happen. She cannot emphasize enough that the tax which she considers not a very great burden, particularly on the small residential property owner which Mr. Leeper spoke to, which is only about \$2.50 a year, she does not think is a major sacrifice when we might be able to provide the kind of shopping facilities and other amenities that people in Fourth Ward, Third Ward and First Ward tell her they need when she goes out in those neighborhoods.

Councilmember Leeper stated when you are scraping the bottom of the barrel this is a major sacrifice when you talk about fifty cents.

Councilmember Selden stated the Central Business District which has existed in this city since 1958 or earlier is a well-defined identifiable boundary that is predominately and overwhelmingly retail and office. The boundaries of that area are a much higher concentration of business than residences.

He stated he would be interested to see exactly what the property valuation of the CBD was as a possible basis for definition of a municipal district. He asked if Council could have this information.

Mayor Harris stated two items will be coming up next week following this hearing - one would be consideration of a resolution creating the district; and two, a review of the proposed budget. What Mr. Selden is referring to can be discussed at that time.

The City Attorney replied to consider changing the boundaries, you might have to hold another hearing. Mayor Harris stated he is talking about reducing the boundaries. Councilmember Selden stated Mr. Underhill can give them the answer on that.

Councilmember Selden stated the property owners in the Central Business District receive added statistical benefits both in Federal government and locally, in terms of statistics related to that individual area. So, there is historical record of the definition of this boundary.

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Councilmember Cox stated if we change the boundaries, then would it be correct to say that the kind of promotion that is foreseen for this organization would be limited to the redefined areas? The answer was yes.

Councilmember Cox stated there is something else he thinks needs to be said. His family owns property outside the CBD, but inside the Municipal Service District. They received a notice and this notice (the first one) was not very clear. That he has received several calls from people who had called the Tax Office and were told they were not required to do this; they notified the property owners of the only things they are required by law. Councilmember Cox stated when you start out with this kind of public notice, you are starting out with at least one strike against you in the minds and attitudes of these people. He does not know whether Council can do anything about this, but he certainly would like to see something done that offers property owners more explanation of what is going on here. They have "in accordance with G.S. 160A-537(b)." So what! What does that mean? No where does it say 2-1/2¢. He had calls which said that it did not make sense. He thinks they need to be fair to these people and treat them right.

Councilmember Trosch stated she would like to get back to the point she mentioned earlier concerning the perception of the additional tax. She was not just speaking of the home property owners downtown but also businesses, and the fact that the purpose of this is to encourage people to fill the empty store fronts that Mr. Berlin was speaking of, and the problem of the perception of the additional tax that in fact will only add . . . She will have to admit that \$93,000 before she went on Council, was overwhelming. She now understands that builds a sidewalk down the street to a school. But, in relative terms it is not a great amount to stimulate except to have a person to help stimulate.

She stated a lot of cities were mentioned where this has worked and were a very positive addition to the cities. She asked if they have seen areas where this has not worked, and has the reason been in the perception of an additional tax for downtown?

Mr. Rash replied they are not aware of any which have tried it and found it would not work. The committee attempted to study every area that they could get information about, in the hope to not just give them the positive side. But, in practically every response that was received this seemed to be the answer to revitalization of uptown, if there was no other vehicle in place to do it with.

Ms. Trosch stated she thinks they are all interested in the revitalization of uptown. Mr. Rash stated they think it is strictly a catalyst, to make things happen, to get private investment brought into this central area. That no matter where the boundary may be it should affect the entire area.

Councilmember Dannelly stated he would be interested in whether these other cities used another method of funding. Mr. Rash stated there were some other methods used. Mr. Dannelly asked if they were successful? Mr. Rash replied yes, some of the cities actually did not use public funds at all. Some of the cities formed a private corporation and had it funded by businesses alone, some businesses putting in as much as two or three million dollars as the seed money - totally funding it from these private dollars. He understands this worked very well in several cities. But, to be quite candid, three years ago when they tried to get this type of corporation formed here there was not too much interest in it.

Mr. Dannelly stated he thought Mr. Milner said there were several ways to fund this and he would be interested in getting sometime the other possible ways of funding other than district taxation.

ACTIONS INCREASING GRANT FUNDING AND CONTRACTING SERVICES FOR THE EMPLOYMENT AND TRAINING DEPARTMENT.

1. A CETA Title III Grant from the U. S. Department of Labor to provide a Summer Program for economically disadvantaged youth in the total amount of \$746,432 was accepted on motion of Councilmember Locke, seconded by Councilmember Dannelly, and carried unanimously.
2. A CETA Title I Grant from the U. S. Department of Labor to increase the federal obligation by \$529.00 from \$1,770,976 to a new level of \$1,771,505 was accepted on motion of Councilmember Locke, seconded by Councilmember Dannelly, and carried unanimously.

Councilmember Leeper asked how do we manage to carry \$800,000 over from one year to the next?

Mr. Bob Person, Employment and Training Director, replied that first of all, they did not carry over from their last program year, \$800,000. That what actually happened was that from their first two years of operation, and when the books were balanced, there was about \$450,000 left in an account that could not be spent.

At the beginning of this program year, they had approximately \$300,000 left out of their overall allocation. Because of the funding cycle by the Department of Labor and the fact that an appropriation had not been made initially, they looked every place they could to find resources and they found that there was some \$450,000 that they could spend that had been left in previous accounts at the beginning of CETA itself, and there was some \$300,000 left over in our last program year.

That gave them an opportunity to begin their program on time without any difficulty and it was envisioned that when the application itself was made, which amounted to \$1.8 million or thereabouts, that they would deduct the \$800,000 from our total allocation. But, instead of doing so, they permitted us to use these funds which gave us an overall appropriation for this fiscal year of \$2.5 million, rather than the \$1.7 (or .8) million that was initially scheduled for us.

Mr. Leeper stated he just wanted to make sure we were not having any problems spending the money.

Mr. Person replied we are not having any problems spending the money, but one thing that they are trying to do is to be as prudent as they can and not waste money. That, of course, there is a projection for us this year of a carry-in of approximately \$300,000.

3. Contract with the N. C. Employment Security Commission for the administration of the 1978 Summer Program for Economically Disadvantaged Youth, for a total of \$772,110 was approved on motion of Councilmember Locke, seconded by Councilmember Leeper, and carried unanimously.
4. Contract Amendment with the N. C. Employment Security Commission to increase the number of participants in the existing intake program and to administer a Summer Youth Program was approved on motion of Councilmember Locke, seconded by Councilmember Chafin, and carried unanimously.

COUNCIL RULES SUSPENDED TO CONSIDER NON-AGENDA ITEM.

On motion of Councilmember Chafin, seconded by Councilmember Selden, and unanimously carried, Council rules were suspended in order to consider the following non-agenda item.

EMPLOYMENT AND TRAINING DIRECTOR AUTHORIZED TO SUBMIT APPLICATION FOR FUNDS FROM HIRE.

Mr. David Burkhalter, City Manager, advised Council that a communication had just been received from the U. S. Department of Labor saying that the

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City may be eligible for some funds through HIRE (Help through Industry Retraining and Employment). That this program has not been available for prime sponsors until this memorandum was received. He stated that Mr. Person feels that he may be able to get them to grant us some funds with this if we submit an application; that the time has already expired for doing so, but they indicated that they might accept the application anyhow.

Mr. Person stated it amounts to about \$100,000 for Viet Nam veterans, disabled veterans and spouses of veterans. That is the major emphasis; if we cannot fill that criteria, then they can deal with the economically disadvantaged.

Councilmember Locke moved that Council authorize Mr. Person to apply for these HIRE funds. The motion was seconded by Councilmember Selden and carried unanimously.

CONTRACT WITH SOUTH TRYON STREET PRESBYTERIAN CHURCH FOR A SUMMER ENRICHMENT PROGRAM FOR TARGET AREA YOUTH.

Motion was made by Councilmember Gantt, seconded by Councilmember Selden, and unanimously carried, approving contract with South Tryon Street Presbyterian Church for a Summer Enrichment Program for approximately 125 Southside Community Development Target Area Youth, for a total of \$21,060.

AMENDMENT TO A CONTRACT WITH BETHLEHEM CENTER, INC. FOR A CONCENTRATED EDUCATION AND ENRICHMENT PROGRAM FOR TARGET AREA YOUTH.

Motion was made by Councilmember Chafin, seconded by Councilmember Short, and carried unanimously, approving an amendment to contract with Bethlehem Center, Inc. for a Concentrated Education and Enrichment Program, for a total of \$44,057 for youth from the Southside, West Boulevard and Cherry Community Development Target Areas.

DEVELOPMENT OF A TRANSIT FACILITY MASTER PLAN REFERRED TO TRANSPORTATION COMMITTEE.

Councilmember Chafin moved adoption of an ordinance transferring \$25,000 from the 1975 Public Transportation Bond Fund to provide an appropriation to finance a Bus Garage Master Plan, for purposes of discussion. The motion was seconded by Councilmember Dannelly.

Councilmember Short stated this apparently was an item started on its way by the previous City Council. He asked if consideration was given at that time to whether we should not take care of the downtown transit center - the people - before we spend this money for buses. In asking that question, he is mindful of the fact that we do have a facility which has served this purpose for a number of years at the corner of 11th and Brevard, and we have nothing for the people there on the square.

He asked if we should not await the \$60,000 Planning Commission study and Transit Department study of the central business district and of the expressways before we get into trying to search for a new location for a bus garage?

Mr. Mike Kidd, Transit Coordinator, stated the \$60,000 for the corridor study and the uptown area for an advanced type transit system, in his opinion, is really needed before they look at a "people place," a transfer center or that type of building structure. They are making some improvements, assuming approval of a capital grant, for passengers who transfer and wait at the square. He stated that grant is making progress, although it is not approved as yet.

He stated one of their largest problems that was identified in the Transit Developing Program when they evaluated the entire system, was limited space, limited abilities to do things at the existing site, with the existing building. This was further pointed up when they tried to design a new service

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lane to fit in the new bus washer and bus cleaner that was received through a grant. They tried to put it outside the building and free up the inside for more mechanical work and it was just impossible to do it. There were a number of restraints; one thing led to another and they go to the point where they felt like they needed to start looking right now at some type of overall master plan, either on the existing site or some other site, to plan the future of where they spend those dollars.

That what they are asking for tonight is to go ahead with enough information to know what they need to do on a master plan. It does not permit them to build anything. As far as building things for passengers or for the buses, that decision could be made later on in the process.

Councilmember Short asked if this originated in this fashion - that the previous Council had asked Mr. Kidd to get into this service lane, bus washer, etc. and now he and the staff are coming back with the suggestion that this whole effort just be abandoned and instead we go elsewhere and seek a new location for an entirely new facility?

Mr. Kidd replied no, that is not precisely correct. His department pretty much originated the idea - no previous Council has really instructed them to do that. It is something they identified as a need and staff evaluated the whole transit system. As one part of that, they looked at the facility. They knew we had shortcomings, but it was really pointed up to them when they tried to put in the washer and cleaner outside the building. They have had to put them back in their original positions, where the old washer and cleaner were, simply because they could not locate them anywhere else. But, that is just one example. There are a number of problems with the painting and body repair, with the servicing, inspection, major repair; the administrative offices are very cramped. If they are looking at service expansion and significant changes in the system in the next several years, they have reached the point where they are just going to be out of space and have some real serious problems.

Councilmember Short asked if he would not, at least philosophically, agree that one would expect to look for a place or terminals for the people before a new garage for the buses themselves? Mr. Kidd replied that is almost a chicken and egg type thing - because without the buses you cannot carry the people, without the people you do not need the buses. He really does not know how to respond to that. That both are equally important; that the changes they are talking about at the square, to provide additional waiting areas, will be a step toward better amenities on the street for passengers. That if that is followed up by the \$60,000 corridor study and they start nailing down a site for a central terminal, he thinks that is probably the prudent way to go about this.

Councilmember Gantt stated he has had to think about this for a long time. That as chairman of the Transportation Committee, he and some of the committee members have sat down with Mr. Kidd and with Mr. Clary, the architect. The problem with it is that the previous Council did, in fact, authorize a contract with Clary Architects, Inc. for a bus service lane that ended up with the facility we now have being so poorly laid out that they could not get that in, and other needs came to the surface, as Mr. Kidd has stated.

That what he has some difficulty with, and what he had difficulty with back in March, is the fact that he thought that we were expending maybe too many dollars for what we are likely to find out. Much of it was in the selection of a site and the programming of new facilities. That Mr. Kidd explained in the minutes of that meeting that it was needed primarily to satisfy certain UMTA requirements on environmental assessment; and of course at the same time they would be "killing another bird" by a very thorough site analysis process.

Mr. Gantt stated he suspects that there were many of them who felt that the ATE Company which they hired in March of 1977 with all its resources and the resources of our own staff were more than sufficient to handle, study and evaluate sites - new sites or existing sites that might be re-used - without that kind of expenditure of money; that we ought to get on with the business of finding a site and coming to Council and simply recommending that we proceed to either renovate a facility or build a new one. That he

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has some difficulty even now in not seeing very much offered here. He sees a straw man that is presented for \$18,400 as an alternative, with about \$6,000 participation by ATE and the Transit staff, with the essential work still being done by the architect and consultants. He stated they do need some professional services here, but he is not so sure that much of that could not be provided in a normal architectural contract for the design or renovation of some facility that we might already have. In other words, he does not see very much change from the basic objection that many of them had and the reason they asked Mr. Kidd to go back and study this. That what Mr. Kidd is saying now is that a partial study will still require about \$18,000 for participation by the consultant, and only about \$6,000 worth of staff time, his major reason being that they just do not have time. That neither does ATE apparently have the resources or time to put into this kind of study. Yet, in looking at the detail of what the study will involve, much of it deals with information that has more to do with the nature of the hardware with the system that we have which he cannot think of anyone who would be more familiar with that than staff and the company that does the management.

Councilmember Selden stated he has been very concerned about this situation. He looks at the record and it says that approximately 200 hours of manpower would be saved to equate to roughly \$6,600 which would amount to roughly \$33 an hour. That is a right expensive type of cost. Going over the individual details - he has talked with some architects in terms of what values are spelled out in the program compared to the overall cost - it seems to him that they should take a closer look at what they are doing and what they will get for the money they spend.

On the basis of this, Mr. Selden made a substitute motion that this action be deferred and examine the possibility of obtaining that which they want to obtain - to move toward a grant - with perhaps another architect or another area of direction. The motion was seconded by Councilmember Cox.

Councilmember Carroll asked if the motion could be amended to refer this to the Transportation Committee to see if they can sit down and try to work out something? Councilmember Selden replied he would welcome that. Mr. Carroll stated, as Mr. Gantt has said, they have sat down already and tried to see if they could make some progress. That looking at the alternatives they had, it does not look as though they made any. He hopes that with some more committee work, they can find some better choices.

The vote was taken on the substitute motion to refer this matter to the Transportation Committee and it carried unanimously.

GRANT AWARD CONTRACT WITH THE LAW ENFORCEMENT ASSISTANCE ADMINISTRATION FOR PURCHASE OF RECORDER SYSTEM AND OTHER EQUIPMENT NECESSARY TO IMPLEMENT THE 911 EMERGENCY NUMBER SYSTEM.

On motion of Councilmember Short, seconded by Councilmember Selden, and carried unanimously, approval was given to a Grant Award Contract with the Law Enforcement Assistance Administration for the purchase of a recorder system and other equipment necessary to implement a 911 Emergency Number System, for a total of \$47,783.

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MEETING RECESSED AND RECONVENED.

Mayor Harris called a recess at 9:25 p.m., and reconvened the meeting at 9:30 p.m.

REPORT ON AFFIRMATIVE ACTION PLAN RECEIVED AS INFORMATION, AND CITY MANAGER, PERSONNEL DEPARTMENT AND COMMUNITY RELATIONS COMMITTEE TO LOOK AT MORE AGGRESSIVE GOALS THAT MIGHT NOT TIE THE CITY TO A UTILIZATION FACTOR,

Mr. Wilder, Personnel Director, stated in January, 1977, City Council adopted an Affirmative Action Plan, and approved several amendments to the Plan in February, 1977. The Affirmative Action Plan was designed in part to re-affirm city's policy of equal employment opportunity and to provide a mechanism to facilitate compliance with federal, state and local laws related to equal employment opportunity.

The Plan provides for the preparation of an annual, as well as a semi-annual report, concerning affirmative actions within city government, to be submitted to the City Manager for review and publication. As a result they have prepared the annual report for 1977, as well as the plan to the City Manager; these documents in turn have been submitted to the Mayor and City Council.

This represents the first annual report, and it indicates the actions of the City for the calendar year 1977, as well as recommended changes they feel will increase the effectiveness and our sincerity. Also provided them through the City Manager was additional information requested several weeks ago, as well as some specific steps they plan to take to increase the efforts in this area.

Mr. Wilder stated the tables in the report contain information relative to a city-wide summary of employment activity, including a recap of vacancies, hires, promotions and transfers which occurred for permanent, full time positions for the period January 1 through December 31, 1977. It also includes projected and actual vacancies that did occur and data relative to the setting of goals and achievement of the goals for the program for both a one year and a three year period.

The other information relates to applicant flows. The ratio of applicants by the BEO category for voluntary and involuntary terminations and reasons, and for participation in city training programs

Mr. Wilder stated in his opinion the city had a reasonably, satisfactory level of accomplishment in achieving affirmative action goals identified for the past year. This is not to say that greater progress cannot be achieved; nor was it to say we are satisfied with the status quo, because we are not. However, he feels we are moving in the right direction, and feels optimistic about this, and that we can show an even greater level of improvement relative to reaching our objectives, and that being a decrease in under-utilization as it has reflected in both the report and our goals.

As indicated in the report, some 822 of 891 permanent vacancies were filled at an overall ratio of 42.0 percent white male; 42.5 percent minority male; 10.3 percent white female and 4.4 percent minority female. As reflected in the report these goals - hires, transfers and other personnel transactions - achieve 76 and 139 predetermined or pre-set one year goals which was 55 percent. In addition 54 of the goals established for a three year period were met for approximately 30 percent met during the first year. Some hires, promotions and transfers exceeded even the established three year goals to reduce under utilization in some categories.

One thing pointed out in the supplemental information to Council in the past few days, in that the numbers of white males comprised in the city employment, decreased by approximately three percent. The numbers of white females remain constant; the numbers of minority males increased by approximately two percent, and the numbers of minority females increased by approximately one percent.

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That in itself does not tell the picture, but he feels that information is pertinent, and does show some progress in that particular area. Also provided in the supplemental information was a city-wide summary of under-utilization and a carrot analysis comparing under-utilization for the calendar year 1976 and 1977. Under utilization did increase in several categories, notably in white males in the service maintenance category, as well as white females in the protective service category. That increased in that category largely due to their removing school crossing guards because they are not considered permanent full-time employees. There were some improvements in under-utilization - improvements as defined in decreased under-utilization - in some categories such as for white males in office and clerical; to some extent white females in categories such as officials and administrators, technicians and some other categories.

Without covering the 800 plus positions filled, he would like to cover some of the more significant actions that did occur in the program, and some of the progress that was made which he feels is indicative of where we are going from this point on.

During the calendar year 1977 in animal control a black male was employed as an animal control officer, and as he understands it this is the only black officer in the history of the department. In Building Inspection the first female zoning inspector in the history of the department was employed, as well as the first black electrical inspector in the history of the department. In Finance a white female is employed as a general accounting supervisor and an Accountant III. The Fire Department hired two black males as fire inspectors. Mint Museum hired a white female as a curator of education; there were several activities in this area in the Manager's office in that a minority female was transferred from Budget & Evaluation Office to the Manager's office as an Administrative Assistant; a white female was promoted to Assistant to the City Manager. In Public Works a white female was promoted to a Community Improvement Inspector.

There are other changes and other actions that did occur. In terms of the past year, it would be easy to say that more should have been done, and possibly should have in some areas. He feels that some accomplishments were made, and they achieved over half the first year's goals.

Councilmember Trosch thanked Mr. Wilder for bringing back the information she requested at the last meeting as it was very helpful, and painted a clearer picture as to what we have done from the beginning of the year to the end of the year; and whether we had really moved towards the achievement of our goals. She also appreciates the information as to the steps he plans to take in the future to encourage those that are underutilized.

The sum total of the report to her says you have not gone very far; and it concerns her greatly that we are underutilized - that we have not moved forward in three categories. Actually we are more underutilized in three categories with the exception of minority males than when we began the affirmative action program. She also has some concerns of the criteria on which the information analysis was made. They are very low; they are actually a status quo in the community - not providing any leading role in the city. For instance in the category of hiring of women. She would like to see several things done within the next year knowing the program is underway now for this year. His steps are very encouraging that he has recommended for the future. However, there are some things she thinks that need to go beyond what has been proposed. She finds it difficult to figure out how we thought there would be 329 vacancies and projected goals on 329 vacancies when there were in fact 891 vacancies. So the goals projection seem to be based on an unrealistic figure unless the productivity study causes less turn over or less hiring as a result of Council's action this year. She also has a problem with the bases of the utilization criteria, and feel it is important that we do play a leading role in trying to recruit and setting our goals high enough. As it is we have met 76 of 139 goals. However, most of those goals were filled with someone replacing someone of the same sex; or perhaps maybe two women left a department, and the goal was one woman hired. And one woman was hired and even though there was one less woman in that department, you met the goal. This is why she had problems

with the first report because she did not think it really told where we were. That she is very encouraged by the things he has told them, and the additional information.

She has a very strong commitment that we as a community must strive towards goals rather than being placed in a position where we have to fill quotas. To her that is not a situation that any of us want to be in, and many communities today find themselves in that because they did not lean towards that. She finds in this, the biggest problem is in hiring white females; second in hiring of minority females.

Councilmember Trosch stated she would like to see the Personnel Department and the Manager's Department working together with Council Members and with CRC to come up with more realistic utilization criteria; more realistic goals in relationship to what turnover will be.

Councilmember Frech stated she would agree with everything Ms. Trosch has said. That she thinks the whole concept of underutilization is a rather weak one. It does not get us far if it simply compares us with the status quo in business in the community. In analyzing the original report she noticed there are a much higher proportion of white male applicants. ^{hired} She looked at the total number of applicants and the total number of hires, and the percentage of white males was higher in given jobs - a lot higher than the percentage of minority males or she believes females. She asked for comment on that, and why that is true?

Mr. Wilder replied assuming the data is correctly stated, that is the way it developed; the number are there. They will be doing some work in defining the applicants and what that means. That is not an easy task because they are contacted by many people relative to city employment in many forms. It is an area where we need to get a better handle on.

Councilmember Frech stated that is an area where she would like to see more discussion.

Mayor Harris asked who has the final hiring authority? Mr. Wilder replied the final authority will rest with the department head. That Personnel is involved very substantially in that relative to the employment process; the recruitment activity that goes on and the interviewing that goes on.

Councilmember Leeper stated he would like to say amen to what has already been said. Also we have an opening now in the personnel department; and that person will be responsible for implementing the affirmative action policy. He thinks this is an area where we have a real opportunity to get someone who will be very sensitive to the kinds of concerns we have. He encouraged Mr. Wilder to be very conscious of that when he starts looking for an assistant personnel director who will implement the affirmative action policy. He stated he would like to hear from someone in CRC who has already responded to the affirmative action policy to respond to what has been said here. Also to make a point in that one of the areas in which we seems to have reached our goals very easily was in the area in which we are under court orders to hire "X" number of minorities; that seems to be the only area where we have some real progress. He is a little concerned about that.

Mr. Bob Davis stated he represents the Charlotte-Mecklenburg Community Relations Committee and with him are Ms. Sis Kaplan, Chair Person of CRC, along with members of the staff.

Mr. Davis stated CRC has the responsibility to evaluate the implementation of the City's Affirmative Action Plan. He asked that members of Council look carefully at the recommendations CRC made to them, especially those on Pages 5 and 6 of the blue booklet. He called attention to the last paragraph of the Conclusion of the report, which reads -"It is apparent that some Affirmative Action efforts made in 1977 resulted in increased opportunities for minorities and females. However, this impact was not of a magnitude to conclude that adoption of the Affirmative Action Plan has resulted in a measurable change in the employment profile of the city."

In the recommendations. (1) Although a small percentage of the goals were achieved in 1977, we feel that the goals should be set higher than they are

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in the projections for 1978. (Without reading it in its entirety, they reaffirm the goals are not high enough.)

(2) We recommend that different utilization criteria be developed. Utilization criteria are designed to estimate the availability of qualified potential employees for the eight different occupational categories. (He understands only one is being used at the present time.) Present criteria utilize the percent of each population group employed in seven occupational categories in the Charlotte SMSA labor force. Theoretically, the objective of goals based only upon these statistics is to equal the employment opportunities of the average employer of the SMSA. We feel that local government should at least attempt to accomplish a higher level of opportunity than that of the private sector. Additionally the statistics of persons employed does not take into consideration the availability of qualified persons who may be unemployed, in training programs, present employees trainable or promotable, etc. Although it would be complicated to combine these and other measurements, we strongly urge serious study of their applicability.

(3) We recommend that the Personnel Department develop a means of assuring that the various elements of the Affirmative Action program receive constant attention, and implementation not only in the actions of the Personnel Department but also in the employment actions of other departments. The processes of measuring availability and setting goals, if they are to be both realistic and lead to real progress, probably will require more intensive study and research than has been expended to date at the departmental level. (He stated to repeat himself that Ms. Trosch and Ms. Frech touched a nerve in that we need to set higher, more realistic goals in decreasing underutilization. That No. 2, as a result of such low goal setting, no significant difference the find in the Affirmative Action growth in our City. He stated they realize that much of this year has already passed; they realize that a new Personnel Director has recently been employed and is totally functioning and with that CRC desires an early meeting with the City Manager, Mr. Burkhalter, the new Personnel Director and the CRC leadership team. They would like to help set higher goals and establish a better way for meeting these highs and lows, once they have been established.)

Councilmember Gantt stated it is a pleasure to sit back and listen to other members of Council talk about Affirmative Action in very forceful terms. That he can recall last year when our Council took the first steps of the Affirmative Action Program and those who made statements at that time were very mild, not nearly as firm as some of the advocates would have had it be, but it was the first step. He stated he is fully aware that the new Personnel Director had absolutely no input to the original plan and has been asked to carry out essentially something that was set up for him.

He stated he would want to say to the Community Relations Committee that he felt they did a very thorough job in pointing out some of the problems in the Plan as pointed out by Councilmembers Leeper, Frech and Trosch earlier today. That it seems to him, rather than getting involved in statistics, and having to deal with the terms underutilization and overutilization, the minuses and pluses, we are talking about whether or not the City is going to be a leader in this area or whether or not it is going to follow, or simply reflect the characteristics of other employers in the area. That the City has not been follower in other kinds of things we have done in this community and he feels it is time for the City not to be a follower in terms of Affirmative Action.

He stated what we ought to be doing is asking Mr. Burkhalter, Mr. Wilder and the Community Relations Committee to sit down and come up with some revisions to our plan rather than try to tinker with what we have. That some revisions that are substantial enough to really make the City exert its best possible effort to hire more minorities and females and to be very aggressive about it, rather than cautious. He stated he is very pleased that so far in the discussion they have had no real comments made on quotas of underqualified people, or red herrings, people like to throw up at times when we are talking about Affirmative Action. That it must be becoming very clear with the cases coming up about reverse discrimination that we can involve all our citizens, minorities, females and others, and we can, if we want to, find qualified people to fill positions.

Councilmember Gantt stated he is amazed by the fact they set a goal of 392 job openings that occurred in the City and we have almost 2½ times that much that actually occurred - that this is an opportunity and an opportunity that we ought to take advantage of.

He moved that Council accept this report as information and direct the Personnel Department, the City Manager and the Community Relations Committee to sit down and look at additional and more aggressive goals that might not tie the City to a utilization factor that merely reflects the practices of the private sector of this community. That this would be the logical thing to do if we are really serious. The motion was seconded by Councilmember Selden.

Councilmember Chafin stated she shares Mr. Gantt's feeling that it is mighty pleasant to hear all this strong commitment to Affirmative Action because three years ago, when she and Councilmembers Gantt and Locke first started talking about an Affirmative Action Plan for the City of Charlotte, they were not sure they would ever get one through, but now it is clear that Council ought to be able to move very aggressively towards a stronger plan and really put the City in a leadership position.

Councilmember Cox stated as Mr. Gantt mentioned earlier, he felt it did reflect the sentiments around this table. He stated he would like to say as far as he is concerned it does express his sentiments.

Councilmember Selden was in agreement.

Councilmember Dannelly stated someone asked earlier who did the hiring and someone replied the department heads. That he might be wrong, but he believed there are only two minority and female department heads in the whole city government. He stated it is time that we understand the fact that minorities and females are capable and qualified to be department heads in other areas other than social service-type of programs and we ought to be looking at that fact and searching for that; that he would certainly go along with the motion.

The vote was taken on the motion, and carried unanimously.

Mr. Burkhalter, City Manager, stated he would like to call their attention to the fact that setting the goals does not mean anything - you can make any kind of goal you want to make - but you have to make a commitment to get something done, a goal is not anything. That he is a little concerned that Council has put the emphasis on setting the goals when the important thing is the commitment of the people involved. He stated the man he is looking to to obtain this effort and this work is the Personnel Director; when he tells Council that the department heads make the final decision, this is true, they do not make the department heads take somebody he does not want and feels they cannot perform the job, but they also have a very good way of helping the department head get some more people. He stated the problem has been they exhaust all the areas they have for people for the jobs and when you come down to the last case, the people who are offered are not the people who meet the requirements; to do something about this and to do what he thinks Council would want done, means the City is going to have to do a much better job of recruiting in getting the people for these jobs - this is the key and it is going to take Council's patience and a lot of time; we are really going to have to go into the areas to get people for these jobs before the vacancy is there and we are going to have to hold vacancies longer than usual.

He stated they have just been through a process where they could not find what they wanted so they just did not hire; they went back over it a second time, and they were able to find someone with the qualifications. That this is where the emphasis should be and they need Council's concern and they need Council's push occasionally to do something better.

Mayor Harris stated Councilmember Dannelly made a good point when he said we need department heads who are interested in the process as well.

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ORDINANCE NO. 51-X REVISING REVENUES AND EXPENDITURES FOR GENERAL, AIRPORT AND PUBLIC TRANSPORTATION FUNDS AND TRANSFERRING INTEREST EARNED FOR THE BALANCE OF THE 1977-78 FISCAL YEAR.

Councilmember Chafin moved adoption of subject ordinance revising revenues and expenditures for General, Airport and Public Transportation Funds and transferring interest earned for the balance of the 1977-78 fiscal year. The motion was seconded by Councilmember Dannelly.

Councilmember Carroll asked if the \$36,000 for the Airport was for the upcoming election and Mr. Burkhalter replied yes, but this will come out of the bonds funds if the election is a success.

Councilmember Short asked what new program is being delayed, as noted in the Attachment, and Mr. Finnie, Budget and Evaluation Director, replied this covers delaying of the hiring of certain personnel, that it is not delaying a new program.

Councilmember Trosch asked about the request for Transportation Department funds and Mr. Finnie replied this covers Mr. Hoose's accumulated sick leave and vacation time as he retires at the end of June.

The vote was taken on the motion and carried unanimously, and the ordinance is recorded in full in Ordinance Book 25, beginning at Page 439.

MOTION TO DEFER AGENDA ITEM NO. 9 UNTIL AFTER THE BUSINESS AGENDA, ADOPTED.

Councilmember Cox moved to postpone Agenda Item No. 9 until after the business agenda. The motion was seconded by Councilmember Short, and carried unanimously.

CHANGE ORDER IN CONTRACT WITH MORROW-DIXON CONSTRUCTION COMPANY, INC. FOR SANITARY SEWER CONSTRUCTION, POPLAR STREET, APPROVED.

Councilmember Locke moved approval of Change Order in contract with Morrow-Dixon Construction Company, Inc. for sanitary sewer construction, Poplar Street, increasing the contract by \$5,970. The motion was seconded by Councilmember Short.

Councilmember Gantt stated it is interesting to know in this particular situation, the plight of what happens to minority businessmen, even with a small project of this type. That this is a very serious situation where this gentleman could not get insurance unless he paid an enormous rate for that insurance; this is a small minority contractor who is putting in some pipe for the City. He stated this only points up the need for Council to move more clearly on the small business and minority contracts to help these people.

Councilmember Selden stated he believes that the organization SCORE might help these minority contractors, perhaps in recognizing shortfalls and pitfalls of this nature. He suggested we get communication between these two groups.

The vote was taken on the motion, and carried unanimously.

MOTION TO EXCUSE COUNCILMEMBER COX FROM VOTE ON NEXT AGENDA ITEM, APPROVED.

Motion was made by Councilmember Short, seconded by Councilmember Trosch, and unanimously carried, excusing Councilmember Cox from the vote on the next agenda item.

ANNUAL MAINTENANCE AGREEMENT WITH BURROUGHS CORPORATION FOR MAINTENANCE AND PARTS ON COMPUTER TERMINALS AND VARIOUS OTHER COMPUTER EQUIPMENT IN THE POLICE RECORDS BUREAU, AUTHORIZED.

Councilmember Short moved approval of subject annual maintenance agreement with Burroughs Corporation for maintenance and parts on computer terminals and various other computer equipment. The motion was seconded by Councilmember Gantt.

Council was advised of an error on the agenda in the amount of the total. That the agenda should read "\$26,356.20" instead of "\$5,977.60." Mr. Burkhalter replied the information in the attachment is correct, but the agenda reads monthly rate instead of the yearly rate.

In response to a question from Councilmember Leeper, Commander Ronald Stone of the Police Department replied this is the 3rd or 4th year of a 7 year contract for the annual maintenance of the computer program in the Police Department, several hundred thousand dollars computer and the maintenance of \$26,356.20 for the main unit and some \$4,500.00 for the other unit. Councilmember Leeper asked about the number of years in the contract and Commander Stone replied seven years for purchase but the maintenance is an annual agreement.

The vote was taken on the motion, and carried unanimously.

CONSENT AGENDA, APPROVED, WITH EXCEPTION OF AGENDA ITEM NO. 15.

Upon motion of Councilmember Chafin, seconded by Councilmember Trosch, and unanimously carried, the following consent agenda items were approved:

- (1) Adoption of a Resolution authorizing filing of FY-79 Urban Mass Transportation Administration Section 5 Operating Assistance Grant.

The resolution is recorded in full in Resolutions Book 13, at Page 317.

- (2) Adoption of a Resolution accepting an Amendment to the Federal Aviation Administration Airport Department Aid Program for the paving of the new runway, for a total of \$518,073.

The resolution is recorded in full in Resolutions Book 13, at Page 319.

- (3) Adoption of a Resolution calling for a Public Hearing to consider a proposal by Family Housing Services, Inc. for the purchase of two houses and lots located in the Third Ward Community Development Target Area.

The resolution is recorded in full in Resolutions Book 13, at Page 323.

- (4) Approval of the following contracts for water and sewer construction:

- a.) Contract with H. C. Bissell and Associates, Inc. for construction of 395 linear feet of 8" sewer line along Policy Place to intersection with Rexford Road, inside the City, at an estimated cost of \$7,900.00.
- b.) Contract with First Colony Corporation for the construction of 3,020 linear feet of 8", 6" and 2" water mains to serve Wildwood Phase I, outside the City, at an estimated cost of \$25,400.00.
- c.) Contract with Consolidated Freightways Corporation of Delaware for the construction of 4,616 linear feet of sewer main to serve 4831 Sunset Road, outside the City, at an estimated cost of \$69,240.00.
- d.) Contract with Frito-Lay, Incorporated for the construction of 1,204 linear feet of 12" sewer main to serve Nevada Boulevard, outside the City, at an estimated cost of \$36,120.00.

- (5) Adoption of the following ordinances ordering the removal of trash, rubbish, junk, weeds, grass and four abandoned motor vehicles from ten porperties in the City:
- a) Ordinance No. 52-X ordering the removal of weeds, grass and brush from premises located at 2622 Hemphill Avenue.
 - b) Ordinance No. 53-X ordering the removal of weeds and grass from premises on vacant lot at 816 Norwood Drive.
 - c) Ordinance No. 54-X ordering the removal of trash and rubbish from premises at 1009 Grace Street.
 - d) Ordinance No. 55-X ordering the removal of weeds, grass, trash and broken glass from premises located at 2117 Yadkin Avenue.
 - e) Ordinance No. 56-X ordering the removal of weeds, grass, trash and junk from premises on vacant lot at rear of 4930 Central Avenue.
 - f) Ordinance No. 57-X ordering the removal of weeds and grass on vacant lot rear of 5600 and 5608 Mallard Drive.
 - g) Ordinance No. 58-X ordering the removal of construction debris from premises located at 2702-4-L Wingate Avenue.
 - h) Ordinance No. 59-X ordering the removal of two abandoned motor vehicles located at 3125 Goldwyn Street.
 - i) Ordinance No.60-X ordering the removal of two abandoned motor vehicles located at 3712 Simmon Street.
 - j) Ordinance No.61-X ordering the removal of trash and miscellaneous junk from premises located at 2031 East Ninth Street.

The ordinances are recorded in full in Ordinance Book 25, beginning on Page 443.

APPROVAL OF LOAN AGREEMENTS IN THE FOURTH WARD URBAN RENEWAL PROJECT AREA.

Councilmember Locke moved approval of a loan to Henry and Elizabeth Harrell, in the amount of \$55,000, for purchase and restoration of property located at 428 Poplar Street. The motion was seconded by Councilmember Trosch.

Councilmember Selden stated this appears an excellent way of financing housing in the Fourth Ward area. That it is his understanding that if a million and a half dollars is put into the kitty for this type of loan arrangement that the loans last for 15 years, 30 year loan basis; and then they are called and renegotiated; that roughly a little over half the funds in the pot have been utilized, and further funds could be utilized if the interest rates are quite favorable. He would like to see the possibility investigated of encouraging NCNB Mortgage Corporation, and or other banks to expand on this, and provide additional funds for Fourth Ward.

The vote was taken on the motion, and carried unanimously.

Upon motion of Councilmember Short, seconded by Councilmember Cox, and unanimously carried, a Loan was approved to Clarence and Nancy Daugherty, in the amount of \$36,650.00, for purchase and restoration of property located at 321 West Ninth Street.

Motion was made by Councilmember Selden, seconded by Councilmember Trosch, and unanimously carried, approving a Loan to Sanford J. Rose, in the amount of \$55,000, for the purchase of a lot and the construction of a single family dwelling at 517 North Pine Street.

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REPORT ON THE INDEPENDENCE EXPRESSWAY BY COUNCILMEMBER DON CARROLL.

Councilmember Carroll stated he would like to thank Council for taking the time out to look at a project which has been bubbling along on the back burner for a number of years and all he, or any of the neighborhood people, would ask is that Council be open-minded. He stated he would also like to thank Mr. John Burnette for coming today at his invitation. That he would ask Eric Saude and John Paul Lucas to come forward and get their slides on the projector to get the report ready to go.

He stated as a new Councilperson, a person whose district includes the downtown, he became concerned about the vacant area which we presently have down there which used to be a part of the Brooklyn Urban Renewal and the void which is there and what might either fill up that void in terms of being a detriment or perhaps a benefit to the development and revitalization of downtown. That he feels it is appropriate to present this at a time when the Municipal Service District downtown was being discussed and Council was talking about how to go about this revitalization. He stated his concern initially was sparked by the fact that we have about 125 acres of land at stake and what is going to happen to it. That he wants to make sure that we have an area downtown to revitalize. That he thinks all members of Council share his concern about what is happening downtown. That is one reason in the past weeks and months, people have asked questions of him about Council's reaction will be, and his answers had to be he did not know. But he feels the Council is open, and what we are talking about is some real thought provoking ideas that have gone into taking a look not just at the transportation aspect, but the overall development of downtown. The program will come in several parts.

He stated after voicing some of his initial concerns, he had the chance to do a little article in the paper which suggested perhaps a modification of the existing Independence Expressway which would help meet our transportation needs; and perhaps give us the chance to utilize some of this downtown land for other purposes. Since that time, and because of their own concerns, he has heard from a number of neighborhood people, particularly the neighborhood folks close to the downtown. So it is appropriate to start off with two neighborhood representatives, Ms. Peggy Patterson from Dilworth Community, and Mr. Ed Harris, from Elizabeth who has spent a great deal of time being involved and talking in their neighborhoods about this project. They are responsible for bringing a man named Robert Morris to Charlotte who will then speak. Mr. Morris is a Transportation Engineer. He stated he had the opportunity to talk to him the first time today, and has been quite impressed by him.

Councilmember Carroll stated in order for Council to have a little more background on Mr. Morris he has provided each of them with a copy of his resume. Then Eric Saude and John Paul Lucas, two Assistant Professors of Planning and Architecture at the UNCC who have at his request and his concern about the City in which they live and teach done a study over the past couple of months, and they will present that to Council.

Ms Peggy Patterson stated she is First Vice President of the Dilworth Community Development Association. That she moved to Charlotte from Denver, Colorado, four years ago. That she wants to talk to them about the quality of life as that is a very important thing to her, and she hopes it is important to them.

Ms. Patterson stated that Charlotte rates far above Denver in her book. Denver suffers from uncontrolled growth; it is a city run for and by automobiles; the center city is surrounded by highways; and suburban flight has created unbelievable suburban sprawl as far as the eye can see. Charlotte on the other hand is one of the most attractive city in the Sun Belt, and she believes that Charlotte is about to undergo the same growth boom that Denver underwent in the 60s. But Charlotte has the unique opportunity to approach the problems of growth with creativity.

She stated there are some basic problems she sees with the proposed Independence Freeway. Problems which the environmental impact statement does not answer to her satisfaction - and that is that ERSs are meant to sell you on roads. Because of the impact the road will have on the city, the Dilworth Neighborhood Association has joined to bring Robert Morris down to our city. That we all need to take a fresh look at the reasons why we are told we need the road. She not only lives in Dilworth, but she is a partner in a shop in the Overstreet Mall downtown. That

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she thinks she knows what she is saying when she says the key to the growth in Charlotte is our downtown area. She wants to see the Central Business District become a viable place for Charlotteans, not only to work; but to live in and play in. We have made many positive steps in that direction. But when a city surrounds itself with interstates, cutting itself off from nearby neighborhoods and inviting the blight that always accompanies growth, it is dealing itself a losing hand. A city is a complex and fragile organism; it is made up of a delicate balance of people and places which must be maintained if the city is to survive. All of our clean new buildings, beautifully landscaped parks, our notable skyline will not keep our downtown viable. Urban renewal cannot achieve its purpose without including features that bring the people back to the heart of the City. It is the people who live and work in and around the city that give it its vitality. Not the thunder of tractor trailers or the gussling of money. What kind of Charlotte do we want in the future? And how does the proposed freeway fit into our plans? She strongly believes the road will do a great deal of damage to Charlotte's downtown residential area. It will eat up 125 acres of land, close to the Central Business District. Some of the best land still available for development either commercially or residentially. It will be 2.5 miles of 6 lane highways extremely close to downtown. It will act as a concrete wall separating Dilworth and other nearby neighborhoods, both physically and conceptually, from the downtown center city.

Dilworth residents who now walk or ride to work will have to contend with the expressway. What will it do to solve traffic problems? She does not believe it will do a whole lot. The main traffic problem, and the largest traffic problem in Charlotte occurs at the Brookshire-Independence barrel intersection. Many people have the misconception that the freeway will ease this problem. Any one who has studied the environmental impact statement knows this is not true. The expressway will simply aggravate that bottleneck making it even more compelling to build the 74 corridor through the Elizabeth community. The highway will not take traffic off the downtown streets; and furthermore the Independence Freeway will not relieve traffic problems in her neighborhood, and that is of vital concern to her. Instead it will aggravate their traffic problems by funneling many additional cars downtownward into Dilworth and into the Cherry Community via Baxter Street. Trucks and through traffic which would otherwise go around Charlotte to the north via the Brookshire Freeway which we already have, will thunder past our central business district, the TMR Center, the high rise for the elderly, Pearl Street Park, and the noise will filter back through to the peaceful streets in her neighborhood, and into Cherry.

Mayor Harris interrupted Ms. Patterson at this point, and stated this is not a public hearing; it is suppose to be a report on the freeway itself. Councilman Carroll replied he knows it is not a public hearing; but he thought that because this report comes to the Council through him, instead of him doing this, it would be good to have the citizens who have these concerns on their minds to bring them to this part of the program.

Mayor Harris stated the Council has Mr. Carroll's request to have the consultant come before Council. That he is concerned. Councilmember Carroll stated he feels since this is a neighborhood concern that it is appropriate to have it presented by two neighborhood people as a preface to how they brought Mr. Morris down here, and what he has to say.

Mayor Harris asked that they be brief. Ms. Patterson stated she hopes Council will listen to her as it is their money - the neighborhood association; and will afford them the opportunity to listen to Mr. Morris. That she will not be much longer. Mayor Harris stated he just wants it clear that this is not a public hearing. That they would like to receive their remarks if they have them written out; but Council agreed to the item on the agenda at Councilman Carroll's request to hear Mr. Morris, in effect. That was his request.

Councilmember Short stated he believes Council already has the remarks in writing from Ms. Patterson; that he has a letter from her dated January 7; almost identical to what she is saying.

Mayor Harris stated his purpose is not to cut off people who want to speak at the appropriate time; but he is talking about the request from Councilman Carroll being a report from the consultant.

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Ms. Patterson continued stating she believes it is vital to the air quality in Charlotte. The pollution problems which the road will propagate have never been adequately addressed; Charlotte-Mecklenburg is already a non-attainment area because of excessive violations of the national air quality standards for chemical oxygen. The EPA has not approved I-277 because of the degree of hydrocarbon pollution. How then can we believe we need the road to relieve our pollution problems? The new highway will not do away with the push of generating stop and go traffic; it will simply add to it. Because North Carolina's state implementation plan did not adequately deal with Charlotte's poor air quality, it was rejected by the Environmental Protection Agency. North Carolina has until December 31, 1978 to submit revisions to the SIP which should include traffic reducing proposals such as improved mass transit, car pooling and bus lanes, and fringe parking lots with mass transit into downtown - all measures to promote a decrease in the use of the private automobile in the downtown area, and hence a decrease in projected traffic in the area. The need for the new six-lane expressway needs to be examined in view of the impact of the SIP revision.

She stated that contrary to the goals of the report, we are encouraging the use of the private automobile in and around our central city by building I-277. This is a subtle point, but one which may have great impact on our city and nearby neighborhoods in years to come. Experts will testify to the fact that highways create traffic, yet the Department of Transportation claims we need a new road because of increased traffic demands although during the study period traffic on Independence decreased 13 percent. Is this a self-fulfilling prophecy?

She stated one viable alternative which she hopes Council will look at to building I-277 is using the funds for mass transit. This can be done; interstate funds are transferable as long as the Secretary of Transportation deems that the area of road concerned is not essential to the connectivity of the interstate system. She believes the 90 percent federal funding would go a lot further toward making Charlotte a better place to live without the expressway.

She stated she wonders where it will all end; when do we stop building roads and put people first; when will we look at the mistakes other cities have made and learn from them? She hopes Council will give Mr. Morris their utmost attention because she believes he will deal directly with why the road is not needed.

Mr. Ed Harris stated he lives in the Elizabeth community and he is here because he is concerned about the people of this city. He believes we have come to a point where the decision regarding this expressway is going to have a long term effect on the growth of this city. Construction of I-277 as it is now planned will eliminate many of the options that we have in making Charlotte a vital urban center. The expressway is perceived by many people to be a panacea for the traffic ills of Charlotte and the central factor in the growth of the City. We do have traffic problems and building I-277 as it is now conceived does not appear to be the best solution to these problems. The construction of the road is not essential to the growth of Charlotte.

He stated that in reading the ITIS the reasons put forth for the expenditure of \$45.0 million to build this highway are not very persuasive. He does not think anyone will argue that an interstate expressway has a blighting effect upon the area in its immediate vicinity. This effect is certain to have an adverse impact on the long range development of downtown, and he is very concerned about the development downtown. That it is essential that we explore the alternative ways to spend \$45.0 million before we are committed to the construction of a road that is a total overkill in terms of solutions it offers and which could surely hinder the development of the downtown section. The interstate expressway is going to command a tremendous price in terms of city resources - natural, economic and developmental.

The natural resources are the land that will be consumed by the road. For a person coming into Charlotte probably one of the most impressive features of this city is the neighborhoods that are built on wide, tree-lined streets. Much of the land that this road is to be built upon could be developed in

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this same way. Urban planners tell us that in order to prevent deteriorating property values, loss of tax revenues, and curb suburban sprawl, it is absolutely necessary to have a stable downtown residential base. The land in question comprises 125 acres, some of which is contiguous with existing middle class neighborhoods and could be used for this purpose, to enhance the attractiveness of the city and provide a stabilizing factor in the development of downtown Charlotte. With creativity and foresight the land now slated for an expressway could be a vibrant and exciting place to work and live. To use this land for the accommodation of questionable transportation needs and take from the city one of its most priceless assets is a tragic example of poor planning.

The economic resources committed to this project are substantial. The cost of this 2.4 miles of expressway is estimated to be \$45.0 million. That is fully ten times the sum of the transportation budget of this city. The tax revenues lost on the project amount to over \$90,000 per year. If the land to be used for the freeway was developed alternatively, the tax revenues returned to the city would be many times as much. Ninety percent of the funds allocated for the construction of this road - or approximately \$40.0 million - could be used for substitute transportation construction or equipment purchases. \$40.0 million would go a long way toward solving all of Charlotte's transportation needs, and could be done in ways which would be more compatible with the planning objectives of the City.

Developmental resources, as he defines them, are those opportunities that build certain facilities within the City and are made in compliance with federal regulations regarding environmental impact. As has already been mentioned, we are in violation of certain standards and if Charlotte does not comply with the national air quality standards it is quite possible that the federal government could prohibit the construction of any kind that would tend to aggravate this situation. This would put Charlotte in a no-build position. So, it is important to be aware that if the road is built there may be no option on the next project the city wishes to build whether it is a new coliseum, an office building or a shopping center.

He stated he feels there are very serious implications in the construction of I-277 which need to be evaluated in the light of how this city wants to grow. He hopes that after Council sees the remaining portion of this presentation and have some time to study it in detail, they will recommend that our planners consider ways of achieving our transportation needs which are more consistent with the long range growth objectives of Charlotte.

Councilmember Carroll stated it is really significant and interesting - and the reason ^{he asked} the two neighborhood people to speak first is so that they could tell from the depth of their involvement in this that there are some real concerns. He thinks we have a first for Charlotte - two neighborhood communities who have brought a transportation expert in to talk with Council.

Mr. Bob Morris stated he is a traffic and transportation engineer and has been practicing for more years than he likes to admit to. That if he had been asked fifteen or twenty years ago if Charlotte should build this proposed expressway, he would not have had any problems - he would have said quite clearly, yes. He was involved in planning for downtown Baltimore - the plans that resulted in Charles Center; and worked for seven years as a transportation planner for downtown Washington. In those days, they were urging the construction of freeways - freeways were essential, they said, and sincerely felt, to revitalize the center city, to provide accessibility to downtown and to relieve congestion on local streets. This was accepted doctrine; no one questioned it for years and years. This is what they said our cities needed, and cities followed it and they built expressways.

He stated we have learned a lot in the past ten to fifteen years. We first started learning in San Francisco. There was a freeway revolt that started in San Francisco in the late 1950's when San Franciscans said "Stop - no more freeways." They stopped building freeways in San Francisco. He does not think you will find any more dynamic or vital, more pleasant place to live, to work, to shop, to be than in downtown San Francisco.

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There are any number of other cities, most of them the most progressive cities in the United States, have stopped freeways. Boston is one of them.

The Governor of Massachusetts ordered a comprehensive study of transportation for Boston and as a result of this study, all freeway construction inside the inner loop was stopped. There will be no more freeways built in the inner city of Boston. Boston is concentrating on public transportation.

Within the past month or so, New Orleans took the final steps to delete a proposed freeway that would have provided accessibility to downtown and would have reportedly alleviated congestion on local streets. About a month ago a servitude - their term for what we call an easement - was eliminated finally - the final possibility of building this so-called freeway - by the Mayor and City Council of New Orleans.

In Washington freeway construction has been completely stopped. The money that was to be used for freeways is going into public transportation and you will not find a more active downtown than Washington. Since the early 1960's something like 25 million square feet of office development has taken place in downtown Washington. It is a place that is active night and day - it is not one of these 9 to 5 downtowns.

He was involved in a study for Philadelphia and there was a proposed expressway called the Crosstown Expressway which was to connect the Schuylkill Expressway along the river and I-95 along the Delaware River - quite comparable to what is proposed here in Charlotte. This planned expressway had been on the books for twenty years. Finally, it was deleted; the expressway was removed; there will not be a Crosstown Expressway. He stated that downtown Philadelphia is one booming downtown. One part of the downtown area, east of City Hall on Market Street, for many, many years was going downhill and it has come back to life with a dynamic, exciting new development - Gallery Place.

He stated the point he is trying to make is that we have come from a point fifteen or twenty years ago when we looked at freeways as the solution to urban transportation problems, particularly downtown problems, to the completely opposite viewpoint where we recognize that freeways not only do not help downtown, but we have learned that freeways go two ways. Where we used to thinking they would bring people into downtown, we now know that freeways result in people going out from downtown as development goes out. The so-called urban sprawl goes more and more on low density development, and downtown pays the price.

The proposed expressway for Charlotte - the real question is is there a need for this expressway - it is a critical issue. He always has a problem with this because he does not know what people mean when they say "need." That his daughter tells him she needs a new car; what she means is that she wants a new car. She has an old car, it gets her where she wants to go - to work, to school, etc.. It works just fine, yet she says she needs a new one. People say they need an expressway for Charlotte. What they really mean is a lot of people want it. It would do certain things - make it possible to get from one place to another for a period of time, quicker perhaps.

What does the Environmental Impact Statement say about need? It is really very difficult to say because there are a lot of funny numbers in the EIS. First of all, the forecast - the Year 2000 Plan - based on a projected growth of 4 percent per year until the Year 2000. This kind of traffic forecasting went out with the horse and buggy; you do not forecast traffic like that anymore except on a remote rural road where you have nothing better and you say well let's go along with this rate, we assume it is going to keep growing at the same rate. You do not plan for transportation in urban areas on the basis of a trend for five years, or ten years, whatever. You plan on the basis of how you want the community to develop, where the people are going to live and where they are going to work; what the land uses are and how to achieve these kinds of land use relationships and these kinds of developments. That is the way you determine what transportation system to have.

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To give them an idea of what he referred to as funny numbers - on the proposed expressway you would have an interchange with South Boulevard. Right now Independence Boulevard has - the last time he checked - about sixteen places where you can get on and off to come into the area south of downtown. With the proposed expressway you would have essentially two points - South Boulevard and Kenilworth. Look at the traffic forecast in the EIS for South Boulevard. They say that if you do not build the expressway with the existing Independence Boulevard, in the year 2000 you are going to have over 57,000 vehicles. What happens if you build the expressway and provide the interchange at that point where you focus traffic that used to be distributed in sixteen places, essentially to two, one of which is South Boulevard? Instead of 57,000 vehicles, the EIS says you have 44,000 vehicles. You have fewer vehicles with a major interchange than if you do not have any interchange at all. He stated the EIS is full of these kinds of inconsistencies in data. The only thing he can say, as far as the EIS is concerned, in terms of is there need, the EIS certainly does not prove it. It just is not there anymore.

One example is the barometer interchange - traffic forecasts for Independence Boulevard east of this interchange shows exactly the same volume of traffic whether you build a freeway or do not build a freeway. That is nonsense. Everyone except the North Carolina Department of Transportation readily admits that when you build a new road you generate new traffic. The Federal Highway Administration says that, the American Association of State Highway and Transportation Officials say so, every textbook on highway planning says that, almost every traffic engineering study - but, the Department of Transportation in North Carolina says no, that is not true, if you build a highway it does not make any difference.

He used a map which indicated the principal arterials providing access to downtown and the proposed expressway, to show that the expressway is not needed to give accessibility to downtown; stating when you come in Independence Boulevard, to the proposed expressway, you are essentially downtown. To provide accessibility from that point into town by building that expressway all the way over to Independence Boulevard on the east is like trying to take a fly off of a baby with a sledgehammer - it is a tremendous overkill.

He stated you have a problem with the "S" curve on the existing Independence Boulevard. This is a problem that can obviously be addressed with far less drastic measures than proposed with the expressway. He does not know what the accident rates are, EIS does not say anything about this. If it is a hazardous condition, then something ought to be done about it, but you do not have to build a new road to do that. The Federal Highway Administration says that if you are interested in safety, improving existing roads is nine times more effective than building a new road.

He stated the proposed expressway then will not increase accessibility to downtown - it is already there and can be improved with some minor connections - and it would not provide a bypass for downtown. If you are interested in bypassing downtown, you have an existing bypass that will take approximately eight seconds longer than if you build the new expressway. It is hardly worthwhile to build a new road to save eight seconds for a relatively small number of residents to get from one side of the city to another. What can you do with the \$45.0 million that has already been raised? He does not feel that anyone here is concerned about how to spend the \$45.0 million, but if this is an issue and they want to know if they can put this money to better use, the first thing he would do would be to go to the Traffic Engineer and ask him what he would do in terms of improving traffic flow in this City if he had an unlimited budget. If he came back and said he could do no better than he is doing now, he would get another traffic engineer.

The other thing is these funds could be used for public transportation.

He stated that the first order of business has to be to establish goals for Charlotte. What kind of community do they want for Charlotte. Then see how this particular proposal responds to those particular goals. If they want a healthy downtown, this is not going to do it. It will hurt downtown more than it will help. If they want good neighborhoods - a freeway is a lousy neighbor. If they want an economically sound community, the more freeways

you build the more the economics will go out of the city in manufacturing.

Mr. Morris stated he is not from Charlotte, he is from Maryland, and has no special interest whatsoever in the decision Council makes. He is here for only one purpose and that is to share with them what he has learned from spending a lot of time with other cities. He has seen what has happened in cities when they have built freeways and what has happened when they have stopped building freeways. He hopes Charlotte will learn as much as possible from the experience of other cities, and not, without considering what the implications are, follow down the same trail as some cities have followed.

Mr. Eric Sauda and Mr. John Paul Lucas of UNCC made a slide presentation, showing the route of the proposed expressway. He stated they read the Environmental Impact Statement after they became familiar with exactly where this road would go; and they tried to understand what objectives were trying to be met. They went back to the original proposal of 1960, but eventually they went to the Comprehensive Plan for 1995 and the Long Range Transit Plan, and looked for the objectives which would seem to be appropriate to the freeway.

One of the objectives of the Comprehensive Plan was to specifically define corridors serving downtown and to encourage traffic to use these corridors. This freeway does not serve downtown; the routes into downtown are really running against that freeway.

Another objective was to encourage transit linkages between downtown commercial, governmental center and the inner city neighborhoods. That anyone who has had a freeway for a neighbor knows that a freeway does not encourage interaction between neighborhoods and downtown - in fact, it makes it very difficult. In terms of residential, one of the impacts is that it removes a small number of residential units, so the impact at this time is small.

Another objective was to encourage development of housing in proximity to existing neighborhoods, a relatively sound theory.

As far as the commercial and cultural effects, one of the objectives in the Comprehensive Plan was to increase access between the park and neighborhoods. The freeway will help to cut off the park from the neighborhoods. Marshall Park is already under-utilized and this will make it even worse to try to get to it.

They do not claim that these objectives are a definitive set of projectors. It is not possible for them, looking at the problem basically from the outside, to come up with a definitive set, however, it is part of Council's responsibility to come up with the objectives and then to evaluate the proposals that are made against those suggestions.

Mr. Lucas stated that building a freeway might be inappropriate and perhaps detrimental to existing neighborhoods, to the air and visual quality in the areas in question. It might not solve transportation problems, but of equal significance, or even worse significance is that building a freeway could be a real failure to seize an opportunity that we have in Charlotte for positive growth. The 125 acres is a lot of land that could be developed in various ways. At the same time it is an opportunity which has potential for economic development while at the same time addressing normal growth, defined and persistent urban problems - problems such as housing congestion, problems such as various modes of transportation; persistent problems we have such as downtown.

He showed some illustrations of what some other cities have done in taking advantage of opportunities unique to those cities, and at the same time, alleviating some of the problems that they had. Such things as conflicts between the automobile and pedestrians where they provided bicycle paths; opportunities for other types of mass transit; possibilities of building urban parks and taking advantage of pedestrian ways, taking advantage of a flood plain situation, as they did in San Antonio, turning it into a very positive pedestrian and recreation walkway area.

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Mr. Lucas stated Charlotte has some unique opportunities, and showed some sketches of some of these opportunities - diagrams and concepts based on Charlotte's context, attempting to utilize some of the opportunities. Each alternative contains developments composed of new retail, commercial, residential and park and recreation uses as well as transportation routes of various kinds.

All of these schemes are compatible with the Comprehensive Plan's greenway which is the idea when you have a flood plain, Sugar Creek in this case, it can be turned into top park land. Also stated in the Comprehensive Plan is that home-to-work distance is one of the most important contributor to all the congestion. So each scheme represents a possible solution, or at least the alleviation of that problem in providing new housing downtown.

Also are proposals for increased park and recreation areas which has been shown time and time again and is going to be necessary in future years in Charlotte-Mecklenburg - neighborhood parks and community parks.

He then presented the three schematic schemes. One maximizes the utilization of land for new development. It employs periphery park and necessitates increased development of bus ways inner city. So that through traffic would be all but alleviated. This is a good scheme in terms of commercial development because it utilizes the most of that 125 acres. It also provides new areas of activity. It utilizes it all the way from First Ward out to where Brookshire Expressway ends, around to beyond South Boulevard.

The second - if you build the ends of the freeway, but do not build the middle. That would still prevent through traffic, and still allow the automobile to go downtown. That in conjunction with the development of bikeways, limited auto access streets, greenways would be a viable alternative. This particular sketch has the potential for developing the most housing. Because when developing the end near the Brookshire Expressway, it leaves a long bend of land available for development parallel to Sugar Creek. Again, in conjunction with the greenway recommendation, housing also would be a nice mixture with parks, creek and housing.

Third - if you took existing routes and improved the bus system; improved all the systems possible; use the radial streets coming into Charlotte as bus lanes and do what is necessary to make that factor of the bus system viable. The real advantage of this one is that it begins to achieve another goal stated in the Comprehensive Plan of 1995 which is to provide a balance of transit systems. This can occur. It also provides a balance of development with room for some commercial development; some housing development; some park development.

Mr. Saude stated the important point is that any alternative has to be evaluated against the objectives which Council and all the people of Charlotte feel are important for the downtown, and for the whole city, and for the transportation. He thinks the existing freeway has not been evaluated against all these sorts of things; that certain pieces of things have been evaluated; but never evaluated against the alternate proposals that include anything other than other freeways. This is the sort of check list they used with the three they have, and they came up with. He assumes there is a great deal more, and all those need to be evaluated against those objectives. He stated they are interested in Charlotte growing, and think Charlotte is going to grow; but they think it is necessary to look at whether forming a freeway at that location will really help it grow in the best way. Two, the land that is available, 125 acres represents an opportunity to help with many of the problems posed by the Comprehensive Plan, particularly inner-city or inner-neighborhood in downtown growth problems. Third; that they are only proposing a method that the transportation plans look at the objectives for the city on a wider scope than has been done previously. Fourth; there is a precedent for a road having been approved, the land acquired and cleared and that it be used for other purposes. This happened in Boston for I-95; that is now completely used for alternate uses such as community college, housing, commercial, and is completely filled and every parcel is very desirable land. Fifth; it is their opinion that what is really needed is a study - not a long term study; but a look at the issue of what happens in terms of this transportation facility; and how it affects all these objectives for the city.

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Councilmember Carroll stated he knows some of this information is technical; but it was not meant to bore them, but to give them some ideas about some other possibilities and perhaps some more thinking that needs to go into this. One thing that has made him feel good about bringing this to Council tonight, and helping bring it to them, is that he thinks we are all pretty much agreed upon our goals for downtown; and he thinks there is a possibility that there can be some modifications that might give us the kind of transportation system we want. Also give us some better land uses.

Councilmember Gantt stated in the beginning there was a lengthy discussion about whether this was a public hearing or not. It seems to him if we have some speakers in opposition, it might tend to make this a public hearing. Mayor Harris stated there are four people who have asked to speak to this matter; they are speaking on the completion of the freeway. Councilmember Gantt stated he just wants to reinforce the point Mayor Harris made earlier.

Mr. Stanford R. Brookshire, former Mayor of Charlotte, stated he came rather early this evening to hear a report on what he thought would be a report to complete the inner-loop downtown - namely, the building of Independence Freeway. That he has been disappointed. Instead of a report, he thinks he has heard only reactions. He fully appreciates the interests expressed by the citizens - the leaders of those citizens represented here tonight from Elizabeth and Dilworth. They entertain the same fond hopes for Charlotte that all of us do; they were enough interested in their own position of opposing the completion of the inner loop to bring a couple of College Professors from the UNCC. These professors neither claim nor did Mr. Carroll state they are traffic or transportation experts; but they are good debaters. Mr. Morris was brought here, as Mr. Carroll pointed out, by those two Community Associations from Maryland; that he has to assume when Mr. Morris was contacted he was told what was expected of him; what his job would be if he agreed to come to Charlotte for some agreed amount of money; and he is sure he has done the best he could to earn whatever professional fee has been or will be paid to him.

Mr. Brookshire stated Mr. Morris made one statement he would like to take exception to. He says that freeways are becoming obsolete. That freeways in his opinion will become obsolete when automobiles become obsolete; and not before. That Mr. Morris did not really speak to the needs of meeting vehicular road traffic needs in downtown Charlotte. If you want one man's opinion, and an expert's opinion, and he assume Mr. Morris is an expert as he talks like one, and Mr. Carroll says he is an expert - that he does not know how long he has been in Charlotte, or how many times, or how much time he has given to the study of this particular proposal to build Independence Freeway - but if they want one expert's opinion, they cannot do better than to talk to Bernie Corbett who has been in Charlotte and been involved in streets and thoroughfares, planning and building for 20 years or more in the Traffic Department. He knows Charlotte; he has watched the growth of transportation needs in Charlotte, and has helped to meet those needs. If they want more than one man's opinion, then get that from the professional staff of the State Transportation Department. Those people have been studying traffic needs in Charlotte, to his knowledge, for more than 20 years. The original 20 year Thoroughfare Plan was developed, and implementation began in 1961; they have not only studied it, they have reviewed it from time to time - and he understands they have reviewed it rather recently and he is told they say there is a need today for building Independence Freeway - a greater need than five years ago when Judge McMillan held it up by injunction. He urged them to proceed with all dispatch to carry out the program - the plans, for building Independence Freeway, and completing the downtown inner loop, in order to meet future needs in the City of Charlotte.

Councilmember Carroll stated the Department of Transportation has given a presentation to Council on this. So we have not been uneducated by them. Also he knows that no one who has made any presentation - Mr. Saude, Mr. Lucas or Mr. Robert Morris has been paid anything by anybody. He thinks it is interesting we have this much concern. We may not all have the same ideas; but he has no question about the sincerity of their motivation about the quality of life in Charlotte, which he knows is Mr. Brookshire's concern too.

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Councilmember Locke stated that Mayor Brookshire left out one group of people. That was the citizens of Charlotte who voted this freeway in 1972. Councilmember Short stated in that election the Dilworth precinct voted for the expressway.

Colonel Norman Pease stated he moved to Charlotte in 1920 and he has been here ever since except for a few years on public business and some of his own. He was president of the Chamber of Commerce at a time when they build Independence Boulevard; we had exactly this same general type of opponents. People came in and objected. That at that time nobody knew anything about this environmental aspect; but people just did not agree, and wanted them to use Hawthorne Lane instead of building a new one. That was a road already built; but finally Independence Boulevard was built, but there were the same kinds of objections that we have tonight. That we have had Wendover Road, and what did we go through. Years of listening to various people tell us not to build a street there; but finally we got it fixed, and everybody, with exception of some of the people who live there, are very happy about it. Sharon Amity was the same; and it was finally built; same kind of opposition that we have tonight to this road which was planned four or five years ago as part of the system.

He stated you can get any kind of opinion you want about a road. He has no financial interest to this. He is a citizens of Charlotte, and loves Charlotte and he wants it to grow. We have had experts of all kinds from Raleigh; they have spent years developing this. Our own Traffic Engineer, who is excellent, has spent many years on it. He stated he is not only interested in the road, but is interested in Charlotte, and says to Council to get up and do something and get this argument over with, and get the road built like it was planned.

Mr. Robert Kitterman, Chairman of the Transportation Task Force of Central Charlotte Association, stated he has been asked to express their views with respect to the early completion of the expressway loop. That each of them have received a letter from the Association which states the position of the Board of Directors that further delay in completion of this essential traffic loop should not be considered. We have waited for a long time for the completion of the loop, only to be met with one delay after another. In order for the thoroughfare plan and the expressway loop approved in 1960 to make any sense at all, it is necessary to close that loop.

The Central Charlotte Association recommends that this Council take no action to delay the completion of the expressway so that Central Charlotte can realize its full potential.

Mr. George Morgan stated he was born in Dilworth and has lived there for a fourth of a century. He is not an outsider. He represents the Greater Charlotte Chamber of Commerce as vice-president of the Transportation Action Council. His purpose in being here is to express once again the Chamber's position of support for a master highway transportation plan which has as one of its important links, the Independence Freeway.

In the proposal to not complete this project, it was said that we have learned a lot in 18 years since it was started. He agreed that we have certainly learned a lot. The traffic count on Independence Boulevard has risen from 20,000 cars per day to 60,000 per day. Many of those vehicles are not necessarily bound for the downtown area but are passing through. That if they kill the expressway they are not going to kill the cars. The factors that prompted the planning of the Independence Freeway are just as pressing today as they were 18 years ago, and he can assure members of Council who spend our money that there will be even more pressing factors by the time the road is completed at the rate we are going.

In 18 years this plan has been written, updated, researched, investigated, impacted, plans made and remade, filed, suits made, court hearings held, revised plans submitted and more public hearings held. And here we sit, 18 years later, debating now whether to finish the road. In 1973, the voters approved a \$5.0 million street land bond issue, of which \$4.0 million was earmarked for this project. In 1975 two public hearings were held - 30 people came to one and 46 to the other, and no major opposition was heard. In 1976, a combined corridor and design public hearing was held by the State;

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again poorly attended and very little opposition came forth. They have talked long enough about the completion; they have had enough hearings; and any tactics or delays and change will do nothing but increase the cost to the taxpayers.

They believe the Center City needs relief from the fast through traffic which now comes in on routes through the busy streets. They support the expressway for the relief it will give to peak hour traffic for the more than 41,000 people who work in our Center City, many of whom commute from Mecklenburg and adjoining counties.

As a trustee, he feels the same way about Central Piedmont Community College. It will take some of the traffic off of some of that Elizabeth "expressway" through the middle of the campus.

He stated that back in 1967 City Council authorized an independent consultant to conduct a traffic impact study on Independence Boulevard. The firm chosen was the Allen M. Voorhis Company of McLean, Virginia. That he has just looked at the resume of Mr. Morris, and in this resume he cites that he was the vice-president of that firm. That in one of his credentials, he states that he was involved in a traffic impact statement in Charlotte in 1967. Ironically, in this statement - presented and approved by the Council - it was suggested that the proposed inner loop be completed in order to relieve congestion on Independence Boulevard which at that time carried 25,000 cars per day. Mr. Morris, who is now called an expert - and he has no reason to doubt this as he has an impressive list of credentials - proposes now a plan not to complete the work, which is in direct opposition to the findings of the firm he worked for from the study which his credentials say he was involved in here in Charlotte.

Here it is, eleven years later, the traffic flow is now 60,000 cars a day and the same expert is now back in Charlotte stating that we do not need to complete the loop. He stated he worries about experts in that they tend to have one opinion today and a different one tomorrow, and he always wonders was he right or wrong eleven years ago in what he said, or is he right or wrong today. He would like to see us listen to some of our home-grown experts.

He stated the Chamber supports the original concept and the subsequent planning and approval by all of the agencies that have looked at this. He has not heard a single argument here that has not come up at some time during all these years. They believe that the expressway has been unduly delayed and that all rational and conceivable objections have been properly studied and disposed of. Let's get on with the road!

Councilmember Carroll thanked the people who have been involved in the study. He stated they obviously do not all agree about it, but they have given a lot of their time because of their concern. That Mr. Morris came on behalf of the neighborhood groups. He stated that Mr. Morris told him at lunchtime of an experience with the firm which Mr. Morgan mentioned, of being involved in an impact study in which they turned down an expressway which would have given them another million dollar contract, and actually implemented the road. That he would probably be the first to admit that his thinking has changed and that was really what he wanted to share with Council.

Mr. Carroll also thanked other Councilmembers for their indulgence; that he knows it has not concerned many of them as much as it has himself, but he is grateful to have had the opportunity to share these thoughts.

Councilmember Gantt stated he would like to respond to Mr. Carroll and to the citizens of Dilworth and Elizabeth. That he said a long time ago in one of his platforms for election to Council that indeed Charlotte was probably on the brink of going through what he likes to refer to as "going through the second stage of urbanization." What he means by that is that we are probably going from a kind of big town to a small city or a more cosmopolitan area. We are also going through a period where a lot of people are concerned about how things relate to each other. That a road is not just an artery to carry traffic, but a road can be a seam between neighborhoods or it can be a barrier. That he thinks that the kinds of things that were expressed by the neighborhood leaders are some of the concerns Council should bear in mind with regard to the Comprehensive Plan.

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He is also willing to - when they make decisions that involve \$45.0 million - review the entire record of a project of this size. That certainly some of the speakers on both sides pointed out that this project has been around for a long time, and we have seen changes. We have seen changes in the way we think about our urban areas - Mr. Morris is a good example of that. He has gone through a phase where we built freeways and now he is going through one where we are looking for alternatives. That is not to suggest, however, that somehow what we ought to do is grab ahold of whatever the national trend is. That we still have to evaluate Charlotte's problems in the context of what Charlotte needs and has to have. That there is a little bit of truth on both sides of this issue. His own personal feeling is that given the factors that he has seen so far (he would like to have Mr. Corbett respond formally to some of the points that Mr. Morris and the gentlemen from UNCC made), he has heard nothing at this point to convince him that the Council ought to call for another public hearing to re-evaluate the building of this facility.

He has heard, however, that what they ought to do is take a very close look at what impact the road is going to have, and what measures ought to be undertaken as public policy on the part of the Council to, in fact, cause that road not to be so much of a barrier as much as it might be a seam between the neighborhoods.

Councilmember Cox stated he has really been looking forward to this report, because he wanted to hear what these folks had to say. That because he remains unchanged in his thinking does not mean that he has not, personally, gained something from having listened to this; and it does not mean that he personally does not appreciate the interest that both sides have shown. That City government is not a discreet set of events; City government is a process; things develop and the thoughts and attitudes that have been expressed here tonight on both sides, in his mind, have not had an effect on the current decision, but perhaps they will in the future. For that reason, all is not lost.

Mayor Harris stated he thinks he can speak for the whole Council in that regard - the same thinking. Everytime he sees some UNCC professors he learns something. It reminds him of the Plaza-Midwood presentation Council had. He would like to see a price tag and the funds for these projects - they are so appealing that he would like to see them built all over the City. We have the land; they will keep the dream.

CONSIDERATION OF LOAN TO HOUSING AUTHORITY FOR PURCHASE OF RED CARPET INN TO BE PLACED ON JUNE 12TH AGENDA.

Mr. Burkhalter requested that consideration of a loan to the Housing Authority for the purchase of the Red Carpet Inn to be placed on June 12th Council agenda.

Councilmember Leeper asked that Mr. Burkhalter get some additional information as to how close the proposed expressway will come to this property.

PARKING IN INDEPENDENCE PARK TO BE PLACED ON FUTURE AGENDA.

Mr. Burkhalter stated that Councilmember Carroll had requested that when staff brought back a report of how the rock festivals would handle their parking situation when events were scheduled at Memorial Stadium that they not use Independence Park. That subsequently he has found that the City has some agreements with Central Piedmont Community College for the use of this parking area throughout the year.

Mr. Barry Blackwood referred to a map which the Park and Recreation Department had submitted to Councilmembers showing the various parking lots and the approximate number of vehicles that could be accommodated in each; and offered to answer any questions they might have.

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Councilmember Carroll restated the concerns he has about the use of the park for parking purposes. After further discussion, and at the suggestion of Councilmember Dannelly, it was agreed to place this item on the formal agenda for a future Council meeting.

ADJOURNMENT.

Upon motion of Councilmember Selden, seconded by Councilmember Cox, and unanimously carried, the meeting adjourned.



Ruth Armstrong, City Clerk