AGENDA

Meeting Type:	SPECIAL
Date:	03/19/1997
PUBLIC	HEARING: AIRPORT

City of Charlotte, City Clerk's Office

CHARLOTTE/DOUGLAS INTERNATIONAL AIRPORT
Airport Master Plan Update & Noise Compatibility Program Update
March 19, 1997 Public Hearing

I Introductions - Mayor McCrory
City Council
Airport Advisory Committee
Max Wolfe, Landrum & Brown

II Presentation by Max Wolfe (10 minutes)
Findings & Recommendations of Master Plan & Noise Compatibility Program Update of Environmental Impact Statement

III Mayor McCrory opens Public Hearing

- Three studies are being conducted for Charlotte/Douglas International Airport, a Master Plan Update, a Part 150 Noise Compatibility Study Update, and an Environmental Impact Statement for an additional air carrier runway

- The hearing this evening will serve two purposes

  1 To meet the Federal regulations requirements of a public hearing on the Part 150 Update recommended actions
  2 To enable the general public to appear before City Council and the Airport Advisory Committee to orally comment on the Part 150 recommendations and the Master Plan Update

- All Part 150 comments and responses will be included in the official public record of the Part 150 document

- Master Plan comments will be acknowledged in the Part 150 documentation but responded to prior to City Council vote on the Master Plan Update

- The conduct of this hearing is to provide the public a forum to state their comments before City Council and the Airport Advisory Committee No questions will be answered in the hearing setting A workshop is being conducted concurrent to the public hearing in the lobby area directly outside where your questions can be answered by Airport staff or their consultants

- The official record on the Part 150 Noise Compatibility Study Update will be closed as of March 20, 1997 All public comments received by the Aviation Department on March 20th, postmarked on March 20th, or hand delivered to the Aviation Department on March 20th will become part of the public record Comments received after the 20th or postmarked after the 20th will not be included in the official public record of the Part 150

- The next steps in the Airport Master Plan Update and Part 150 Noise Compatibility Study Update process are as follows

  - Comments from this public hearing will be responded to prior to Council's vote on the Master Plan and Part 150 Noise Study

  - The Airport Advisory Committee will vote on the Master Plan and Part 150 Noise Study on Tuesday, April 1, 1997

  - City Council will vote on the Master Plan and Part 150 Noise Study on Monday, April 28, 1997

IV Registered Speakers Begin

- The speakers have been arranged in the order that the registration was received by the Clerk's office or the Aviation Department Each speaker is allowed 3 minutes Written comments may also be given to the City Clerk at the time oral comments are being made Speakers can also register to speak during the hearing

The next steps in the Environmental Impact Statement Process (EIS) are as follows

- August, 1997 - Public Hearing on the EIS
- October, 1997 - Final EIS submitted to the EPA Federal Register
- December, 1997 - FAA issues Record of Decision on the EIS
- March, 1998 - Airlines approve the runway project and financial plan
- March, 1998 - Airport Advisory Committee recommends runway project and financial plan
- April, 1998 - City Council approves runway project and financial plan

MAYOR AND CITY COUNCIL
(City Of Charlotte)

PUBLIC HEARING
The 21st Century Development Program
March 19, 1997

(Berryhill and Griffith Family)
PETITION

(information enclosed was used for the purpose of demonstration and subject to varification)

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Related Information and Tax Map

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County Zoning Map (Ordinance Date April 1969)

MARCH 19, 1997 PUBLIC HEARING
PRESENTATION TO THE CHARLOTTE CITY COUNCIL

BY

Deborah E Forbes, Realtor
ERA Mathers Realty, Inc
6701 Carmel Road Ext
Chatlotte, NC 28226

(Representative of the Berryhill/Griffith Families)

Mr Mayor and City Council Members

My name is Deborah Forbes, I am a Realtor and Associate Member of ERA Mathers Realty, Inc I am here this evening to speak on behalf of our 15 clients the Berryhill and Griffith families Before I continue, please allow me to make it clear to all concerned,

WE ARE NOT OPPOSED TO AIRPORT EXPANSION NOR DO WE STAND IN OPPOSITION TO THE OBVIOUS NEED OF A 3RD RUNWAY FURTHERMORE, WE DO NOT PRETEND TO REPRESENT THE ENTIRE COMMUNITY AND WE DO NOT CLAIM TO SPEAK FOR OTHERS

ERA Mathers has aggressively been marketing this property on a local and international level for the past seven years Combined this property represents 133 acres zoned I1, with over 3000 feet of road frontage, in close proximity to a major Interstate, Outer Beltway, Railroad and the Airport

We consider this property to have Prime Industrial/Commercial land use Under normal circumstances the location alone should enhance its salability for warehousing, distribution and light manufacturing However, this has not been the case I have met with many prospective buyers and spoken with dozens of Commercial Brokers, who at first have demonstrated a very serious interest in this property, but to our dismay quickly turns cold

Two years ago, the NC Department of Transportation (DOT) held a public workshop concerning the Westside Outer Beltway We learned then that the DOT land acquisitions were to include a portion of my clients land Airport staff were also present during this workshop they too informed my clients of the need to acquire additional land With a clear understanding that these public allegations could obstruct the successful sale of this property, I met with Airport officials in July 1993, to confirm these claims and put a stop to them During that meeting I was informed of the land the Airport intended to purchase This land included all of the 133 acres my clients have for sale It was explained, that until the Master Plan was updated and approved no additional land would be purchased

The Airport appears to have established a pattern of behavior that has continued over the years, possibly, creating an environment of doubt in the minds of any prospective buyer Therefore It would be natural to assume that by deterring the successful sale of this property, it would be beneficial to the Airport

It seems fair to conclude that for years the Berryhill/Griffith property has been held under a cloud of Condemnation Blight, causing reluctance on the part of any potential prospect

On March 28, 1994 we came before the Charlotte City Council and requested the following,

> A *letter of intent* from the Airport with respect to the Berryhill/Griffith land and to *stop public claims* being made to their land
>
> *or*
>
> To *purchase this property* without any further delay

At that hearing Mayor Pro Tem Patrick McCrory and Council Member Hoyle Martin assured us that a resolution would be reached In May of 1994, Mayor Vinroot responded with a letter to my client Alice Richards The letter indicated that until the Master Plan was updated and had FAA approval, the City could not make a commitment to purchase their property

Since that hearing a great deal has transpired Finally, the City commissioned the updating of the existing Master Plan In November 1995, the Airport Department of Aviation announced publicly their plans for expansion Shortly after this announcement, the Airport started conducting a series of workshops for public participation I have personally attended these workshops over the last two years, along with my clients and other Westside neighbors During these workshops we discovered that not only would the Berryhill property be acquired for Airport expansion but was identified as the "core property", needed for the third Parallel Runway In addition, my clients were assured by Airport staff the Airport would work with them once these acquisitions began

Please understand my clients land has been in their family for over a 100 years, their ancestors were forbears of this community The Berryhill township, school, church and road were titled after this family Should they have been given a choice, they would not want their land to be sold They would not want their land to be part of the Airport expansion However, they cannot change its' location

In 1969, an ordinance was passed to zone their land for Industrial (I1) use For more then 30 years they have endured the outrageous tax burden due to this zoning ordinance For three decades, they have paid in excess of more than $200,000 Their 1996 tax bill alone was over $14, 000 They have faithfully met this obligation each year despite some family members who depend solely on a fixed income and pension

Today, the updated Master Plan is waiting your final approval and the Environmental Impact Statement is nearing completion and final approval The relentless and frustrating battle we have endured to successfully sell this property could be nearing an end. A timely purchase of this property will now allow this family to continue on with their lives, freeing them of the financial and emotional burden their land has become

I ask that you re-address the commitment made to this family three years ago, and that without further delay you expedite the approval for the updated Master Plan and approval for land acquisitions

For the past 9 1/2 years I have been in Real Estate Sales, giving me the opportunity to witness the perpetual residential and industrial growth of the Charlotte/Mecklenburg area. I have also witnessed our struggle in keeping up with it An Airport is the *life support system* to any major City If we are destined to become a *World Class City* then we must partake and support this City's growth

We strongly encourage your unconditional approval of the updated Master Plan, and urge you to take the appropriate action allowing the indisputable need of Airport expansion

Thank you

7908 Douglas Drive
Charlotte, N.C. 28217
November 5, 1996

Mayor Pat McCrory
City Council Members
600 E. Fourth St.
Charlotte, N.C. 28202

Dear Mayor McCrory and Council Members:

On November 11th, a group of Westside residents will be present at the Council meeting to oppose the proposed runway at Charlotte Douglas International Airport.

The 22 members of the Berryhill and Griffith families who own a large tract of the land which will become that runway, would like for you to be aware that this group does not express our feelings and that they in no way represent our desires. If you will recall, we came before the City Council 2 years ago requesting that the Master Plan and Land Use be updated, so that we would be able to sell this property which has been tied up for years due to the possible expansion of the airport. Landrum and Brown Consultants have been working on this for a year or more, with conclusions indicating that we do have a need for another runway. They have expressed the opportunities we have here in Charlotte to make this a number one airport due to the property available west of the airport Very few airports have that much land available. Certainly, we all are aware that the airport is vital to the city, not only for passengers but also the shipping of cargo

I have been a member of the Neighborhood Task Force since 1988. We have met with Jerry Orr, Steve Allen, Bob Andress and Gene Carney through the years, and they have been attentive to the complaints of residents, and have done everything possible to be sympathetic and caring to these concerns. Many homes in the high noise contours have been purchased and a major sound insulation program is underway at this time.

Since Landrum and Brown began this update on the Master Plan, there have been a number of public workshops to educate and inform the public on these findings. I do not understand why this group has waited so long to object. At some of the meetings, the folks who have voiced the loudest complaints have been those who have bought homes in the high noise contours in the past year or two, and should have known the implications.

I live in Steeleberry Acres and our home will be somewhat affected by the proposed runway also, but most of the Westside residents will be equally affected by the outerbelt road. This area will be changing dramatically, suitable for industry only Certainly, residential development should be discouraged

We trust you will consider our concerns as you are confronted with these upcoming issues We do not like the idea of Berryhill Township buried under a runway, but we cannot afford to pay taxes on property that gives us nothing in return

Sincerely,

Doris Berryhill

Doris Berryhill

BILLY G. and BETTY B. McCALL
7724 COOPER LANE
CHARLOTTE, NC 28217

February 25, 1997

The Honorable Pat McCrory
and
Charlotte City Council
600 East Fourth Street
Charlotte, NC 28202

Dear Mr. Mayor and Members of Council:

Enclosed for background information are copies of various communications we have directed to you over the past three years relative to the impact of the airport's proximity on the marketability of certain family properties on Wallace Neel Road which lie in the path of the proposed additional runway.

We have attended all of the public meetings with the airport consultants as the Master Plan and Environmental Impact Studies have been developing. We have been encouraged that our dilemma might be nearing a resolution with the execution of the plan which the consultants are preparing to present.

We are concerned that the recent activities of those who stand in opposition to the proposed airport development might disrupt the timetable and prolong the cloud of uncertainty that continues to hang over our property. We are puzzled that their efforts to disrupt the work of the consultants should come at this late date when the direction of the consultants' thinking has been public knowledge for quite some time.

Please permit us to make the following points as you ponder the thrust of the Airport Master Plan:

1. If we could choose, we would prefer that the airport not be in its present location, and its proximity to our family home would not be an issue. The fact is, however, that it is there, and that will not change. We can not turn back the clock on a decision that was made years ago.

2. It appears that the loudest noise is coming from people who moved here after the airport was in place, rather than from people whose forebears occupied the land for more than a hundred years. We took our stand almost fifty years ago and lost.

3. Those who have made themselves so conspicuous in their opposition do not speak for all of their neighbors. If they have a personal agenda, let them state it just as we are stating ours, without pretending to represent the entire community. Please take note of the location of the property interests of those who pack the Council Chamber ostensibly to demonstrate

community solidarity for their position.

4. Whether or not the additional runway is built, our property is affected. If it is built, it will mean that at long last we can convert our inheritance into a productive asset. If is not built, our property will continue to be polluted with noise and noxious fumes from burning jet fuel which render it uninhabitable.

Deborah Forbes of ERA Mathers has represented us for seven years in the marketing of this property and has our support in representing our interests before you.

Thank you for your consideration of our position.

Sincerely yours,

Betty Berryhill McCall

Betty Berryhill McCall

Billy G. McCall

Billy G. McCall

March 2, 1997

The Honorable Patrick McCrory
and City Council Members
Government Center
600 East 4th Street
Charlotte, NC 28202

Attention The Honorable Patrick McCrory and City Council Members

My name is ~~Edan~~ EDNA Henrix Griffith, I live at 5726 Wallace Neel Road which is just west of the Charlotte Douglas Airport I am 86 years old and I came to live at this location in **1938** This was before world war II and before the Airport became our noisy neighbors My late husband, his parents and his sister, Katie Lee Griffith Berryhill, lived on this land approximately 30 years prior to this time **(1908)**

We have watched the Airport grow and increase while our neighborhood diminished and decreased This happened to such and extent that today my home and the home of Mr Charles Price Berryhill are the only homes left on Wallace Neel Road

Because of my advanced age (86 on November 23) I feel the need to make more secure living arrangements for the rest of the time I am allotted

I do not want the worry and stress of meeting my astronomically high property tax bills, nor do I want the worry of Airport encroachment for the rest of my life My **1996 PROPERTY TAX BILL WAS $4,056.01** I have been paying this for over 50 years Additionally, since 1982 I have paid the county of Mecklenburg over **$40,000!**

It is my understanding that there was a "stop the Airport runway" group who spoke at the City Council meeting on November 11th I would like to state emphatically (for the record) that *I* am NOT a member of this group

Fifty years ago we apposed the initial location and construction of the Charlotte Douglas Airport Needless to say our efforts came to naught

I am sick and tired of the ongoing battle to successfully sell my property while under the threat of losing it through Eminent Domain The need for Airport expansion and the need for my property has now been made public

I am requesting the City of Charlotte to purchase my property now and allow me to continue on with my life

Sincerely ,

Edna H Griffith

Mrs Edna Hendrix Griffith
5726 Wallace Neel Road
Charlotte, NC

6918 Endhaven Lane
Charlotte NC 28277-2355
March 11, 1997

The Honorable Pat McCory
and
Charlotte City Council
600 East Fourth Street
Charlotte NC 28202

Dear Mr. Mayor and Members of Council:

Have you ever been trapped in a line of traffic because of an obstruction up ahead? Perhaps you are in the middle lane with cars dead still in front, in back, and on each side. You can't move! Yet you have the hope that eventually the obstruction will be removed and you can proceed.

As part owner of 133 acres on Wallace Neel Road, my family and I are in a trapped situation because the airport seems to have unspoken claim for future use of our land.

In the early '80's a realtor approached our family on behalf of a client interested in purchasing part of the property. I suggested she check with the Airport before proceeding. She called later and said that there was no need in trying to sell the land, the

airport had "ear marked it". Yet we never heard from the Airport.

Another realtor was told that the Airport needed the land but they were not ready to buy.

Deborah Forbes, a commercial realtor with ERA Walker has marketed our property for the last 7 years. Prospects would loose interest. Was it because they discovered the airport had future plans for the land?

Being concerned, Ms Forbes helped us appeal to City Council March 28, 1994. At that time, the Council indicated definite needs for our property would be determined after the Master Plan and Environmental Impact Studies were complete.

As we attended public meetings of the studies we paid attention to the maps of land needed to be acquired for a proposed additional runway. The final recommendation of the location of the proposed runway was shown directly on our property.

Our next question was: When will the airport purchase? Spring 1997?, Fall 1997?

Our family was so sure the Airport would purchase our property, we sold the timber thinking it would later be destroyed by

runway construction. Also we hoped revenue from timber sells would help pay property taxes. We have paid I/ taxes even though it has never been developed as industrial.

According to a recent news artical concerning purchase of land for a new road to the Airport, Jerry Orr said, "Prices would escalate if development takes place." This gives me cause to wonder what has been said to deter sales of our property for industrial development. Is that why there has never been water and sewer available?

Now another obstacle, there seems to be a question if there is a need for an additional runway!

We have been trapped long enough. It is time for obstructions to be removed so our hope can be a reality. If indeed the airport needs and wants our property, then let us know. Give an approximate date of purchase. If there is no intent ever to purchase, then erase the future need for airport use so someone else can purchase and developes.

Thank you for your attention to this situation

Sincerely
Evelyn Berryhill Robinson

WALLACE NEAL ROAD AND AIRPORT AUTHORITY LAND FOR SALE

Bill McCall, 7724 Cooper Lane, stated he was there to speak on behalf of the Berryhill Family, one member, Betty Berryhill McCall is his wife of 44 years and that is why he is speaking for the family He also introduced Mrs ~~Betty~~ Forbes, their Realtor, who has experienced some of the issues they wish to bring to the Council's attention

Mr McCall stated together the family owns 133 acres on Wallace Neal Road just west of the Airport He pointed out on a map the location of the property, the outer belt loop, a proposed runway extension to orient the Council to the area about which he is speaking He said they have had this property for sale for over ten years Combined the property has over 3,000 feet of road frontage, is in close proximity to the Airport, the proposed beltway and major interstate highways Under normal circumstances this should enhance the property's salability for warehousing, shipping and industrial use He said they have had a number of prospective buyers over the past years show a serious interest in this property, but to their dismay each prospect has withdrawn interest almost immediately after discovering the Airport's intentions for future runway expansion In an effort to remedy this problem, they have requested a letter of intent from the Airport to specify their future actions and this letter has been refused He said they have been informed that before a decision is made to acquire land an in depth study must be done, however the Airport is already considering professional recommendations from the Capacity Enhancement Plan, a document put out by the FAA in 1991 Despite the fact that the Master Plan does not reflect many of these recommendations, they have been informed that no date has been set to begin the implementation of this study and that, once begun, will take years to complete

Mr McCall stated members of the family and community have been present during public zoning and community meetings when Airport officials have made claims to the Airport's need to acquire addition property This action alone could be considered as unofficial condemnation, which is detrimental to and impacts the salability of their land He said that is their position and the paramount issue they wish to communicate to the Council In an attempt to achieve some answers and solutions to this issue they have met with Mr Jerry Orr, Aviation Director, Steve Allen, the Airport Planner and have spoken to Gene Carney, the Assistant Aviation Director and various members of the Airport Advisory Board Despite these efforts, they are no closer to a decision or commitment on the part of the Airport concerning their intentions Although they have been informed that a need for the third runway exists, the process to implement it has not started The Airport officials seem reluctant to commit to a timetable for determining this need He said the Master Plan has not been updated since 1987, although the need to revise this plan has been recognized by Airport officials, it has not been performed In addition to the Master Plan, the Capacity Enhancement Plan must also be updated, and the Environmental Impact Statement and financial budget will need to be completed, further delaying an answer to their dilemma

Mr McCall stated that until these studies are executed, there will continue to be an environment of doubt in the minds of any prospective buyers with respect to the Airport's future use of or need of their property He said the Berryhills have lived on this land for over 100 years and consider themselves to be in good standing and in good faith with the community They have family members who depend entirely on fixed incomes and pensions They are simply asking for their rights as taxpaying citizens, without interference or obstruction, to freely market and sell what is rightfully theirs

mpl

The process to determine whether the Airport Authority will need the Wallace Neal Road property for future expansion could take at least a decade to complete Without a clear letter of intent, stating that their property will not be acquired for future expansion by the Airport, they will continue to be unable to market and sell their land

Mr. Berryhill stated they are requesting that the City Council Public Service Committee produce a clear and unambiguous letter of intent concerning their property and any future claim made by the Charlotte Douglas International Airport, or without further delay purchase at fair market value the Berryhill property and allow the family to go on with their lives

Edna Griffith, 5726 Wallace Neal Road, stated her property is just west of the Airport She is 83 years old and has been living at this location since 1938, before the World War II Airport became their noisy neighbor She said her husband, his parents and his sister, Katie Lee Griffith Berryhill lived on this land approximately 30 years before that They have watched the Airport increase and the neighborhood increase to such extent that only a handful of families are left there now When the planes rev their engines her windows rattle, the pictures on the wall move and some of the walls in her home have been cracked She said she has heard that Mr Orr has made remarks during the Airport Advisory meetings that the Airport would like to own all of the land west of Wallace Neal Road to the Catawba River sometime in the future Because of her advanced age, she feels she needs to make more secure living arrangements for the rest of the time she is allotted She does not want to worry about high property taxes and Airport encroachment for the remainder of her life She has paid $4,309 46 in property taxes this year and the Berryhill\Griffith family together has paid a total of $14,033 for property taxes this year

Councilmember Martin stated he had met with the Berryhill Family and Mr McCall and talked extensively with them about this issue He said he understands the nature of the problem and they understand the nature of the problem, but the frustrating thing is for the folks in that community is that they cannot sell their land because statements have been made and the public has been led to believe that at some point the Airport may purchase this land These people are being put in a tremendous disadvantage in terms of disposal of their land for other uses, but nobody wants to buy it because they do not want to get stuck with something that the Airport may take it through condemnation or whatever Mr Martin stated he feels the problem is that the City has not made it a high priority to get more money for the acquisition and they need to put more pressure on the Federal Government through whatever means they can, to try to understand the dilemma these folks are in with regards to this property Mr Martin stated he understands the issue on both sides, but these folks are tired of having to be the whipping boy while the Federal Government makes up its mind whether the City will get the money to buy the land all the way to the outer belt site for this runway extension

* Mr Martin requested staff make this a high priority to get with whatever resource they need to make more pressure on them to relieve these folks of this problem

* Mayor Pro Tem McCrory stated he had spoken to Mayor Vinroot about this and the Mayor is very much aware of this problem He said Jerry Orr and Harold Carter are in the audience listening and the Mayor has assured him that they are trying to work out some kind of resolution regarding this

* * * * * * *

500 Reynolds Dr.
Charlotte, NC 28209
March 18, 1994

Government Center
600 E. 4 th Street
Charlotte, NC 28202-2244

Dear City Council Member:

The 29 acres of the late Fred W. Berryhill's estate, at 5124 Wallace Neal Drive, has been in our immediate family for over 100 years. We have tried unsuccessfully to sell it periodically for over 10 years. After the homeplace burned in 1980, the farm zoning deferment was revoked. We were then charged with industrial taxes for three years prior to the revocation and have paid industrial taxes ever since.

Due only to the City's zoning and probable intent to purchase, we are trying to sell our property, because we can not live or make a living on it , can not rent it, can not develop it and can not protect it. Land that provided a way of life is now being wasted, and although we would really prefer to keep it, we must be practical.

There have been attempts by real estate agents to market our property and genuine interest by prospective buyers. The airport, major interstates, and beltway, are minutes away, making our property very desirable. Despite all efforts, we have not been able to sell simply because the airport stands in the way.

We would appreciate our situation being fairly and finally addressed.

Sincerely,

Fred W. Berryhill, Jr
Evelyn B. Robinson
Stuart G. Berryhill

Alice B. Richards

CHARLOTTE

May 3, 1994

Mrs Alice B Richards
500 Reynolds Drive
Charlotte, NC 28209

Dear Mrs Richards.

This letter will respond to the concerns you expressed to me in your letter dated March 18 and by members of your family at the City Council Citizen's Hearing on March 28

I am extremely sympathetic to the financial burden that the rezoning of your land has caused you. This is a common problem we face as our community grows and becomes more urban in nature The good of the community must be balanced with the welfare of the people

The current Airport Master Plan sets forth the land scheduled for acquisition by the City for Airport purposes This plan, last updated in 1987 identifies 600 acres to be acquired over a ten-year period from 1987-1995 Your property lies outside of the land currently identified as needed for Airport expansion

No one can guarantee you that land will not be needed at some future date for public purposes such as airports, roads, schools, landfills, etc Although my strong feeling is that the Airport will expand in the years ahead and possibly need to acquire your land for that purpose, unless and until the Airport's Master Plan is updated and the Federal Aviation Administration approves the Plan and the funding, we cannot make a commitment

I'm sorry you and many other taxpayers surrounding our Airport are in limbo as a consequence, but hope you understand our position is on behalf of the taxpayers-at-large that we also represent

Sincerely,

RICHARD VINROOT

c Deborah Forbes, ERA Mathers

Richard Vinroot, Mayor
Office of the Mayor 600 East Fourth Street Charlotte, NC 28202-2839 704/336-2244

MAYOR AND CITY COUNCIL
(City Of Charlotte)

CITIZENS HEARING
Charlotte-Mecklenburg Government Center
March 28, 1994

(Berryhill and Griffith Family)
PETITION

March 24, 1994

Government Center
600 East 4th Street
Charlotte, NC
Attention Mayor Richard Vinroot

Subject Berryhill Property/Wallace Neel road

Dear Mayor Vinroot,

At your request, I am writing this letter to recap our telephone conversation concerning the Wallace Neel road property I have listed

I have represented the Berryhills (18 members) and their land for over seven years, during this time three family members have passed away

I have been in the Real Estate profession for several years and consider myself to be a professional However despite seven years of aggressive marketing we have not been able to sell any of the seven parcels listed I do realize, along with the family members this does not happen overnight

Attracting buyers is not the problem The problem is simply this, once a buyer does show interest in the purchase of this property, they soon lose interest This is because I am unable to supply proof of the Airports intentions with respect to the property and any future expansion

On July 7th 1993 I met with Jerry Orr and Steve Allen at the Charlotte Douglas International Airport The purpose of this meeting which was (generated by County Commissioner Edna Chirico) to obtain a *letter of intent*, stating the airport has no future or present claim to this property This request was denied

My marketing strategy has included the following, advertising in the Charlotte Business Journal, Charlotte Observer, Charles Dalton of Real Data, the Commercial Listing Exchange, Multiple Listing Exchange The Charlotte Chamber (Industrial Division) flyers letters and mail-outs

In addition to this I have put together an extensive package which includes topographic maps, beltway information, an aerial map, zoning information, utility letters and much more

MATHERS AND ASSOCIATES REALTY, INC.
6701 Carmel Road, Suite 100
Charlotte, North Carolina 28226-3983

704 542-6910

Each office independently owned and operated

These packages are mailed upon request to carefully selected companies, both locally and nationally I have personally met with prospects to view the property after receiving my packet After a closer examination of the property location (with respect to the Charlotte Douglas Airport proposed runway) the results are always the same the prospective buyer seems to lose interest

I understand my obligations and responsibilities in representing the Berryhill family I feel as though this has been a losing battle for all who are concerned I only ask for your time and consideration in this matter and hopefully some answers and/or decisions that will allow us the right to market and sell this property

Some of the family members suffer financial hardships under the heavy tax burden this property carries This year alone they paid over $14,000 in county taxes They can t farm it, they can't live on it peacefully and are not allowed *it seems*, to sell it

We will come before the City Council on March 28, 1994 Should you require any additional information about this property, please contact me immediately at 704 542 6910 or 704 541-1416

Respectfully Yours

Deborah E Forbes, Realtor
Sales and Marketing Consultant
ERA Mathers Realty, Inc /Commercial Division

cc All City Council Members

MATHERS AND ASSOCIATES REALTY, INC.
6701 Carmel Road, Suite 100
Charlotte, North Carolina 28226-3983
704-542 6910

Each office independently owned and operated

TO: THE CITY COUNCIL
CHARLOTTE, N. C.

The undersigned own property, which is for sale, on the west side of Wallace Neel Road from Dixie to Warren Road. We are finding it extremely difficult to sell this property because the Airport Manager, Jerry Orr, continues to say to the press and in public meetings that the city will eventually buy this property when another runway is built.

The land is zoned for industrial use, but no reasonable business person is willing to invest in the property threatened with the possibility of airport acquisition. In the meantime, the property is virtually useless to us--we cannot use it; we cannot sell it; we cannot live on it with any degree of comfort. All we can do is continue to pay the taxes which increase relentlessly in spite of its nonproductivity. We want to sell the property and convert the proceeds to a productive use, and it seems only reasonable and fair to us that the airport either buy it or cease making statements that discourage other buyers.

We understand, further, that an environmental impact study has been underway for some time. The completion of that study would help to clarify the status of the property relative to airport development, and we urge its completion at an early date.

F. Wayne Berryhill	Florence B. Berryhill	6/10/93
Alice B. Richards	Warren J. Richards	6-7-93
Evelyn B Robinson	Charles W Robinson	6-22-93
Stuart H. Berryhill	Anne B. Berryhill	6 10-93

TO: THE CITY COUNCIL
CHARLOTTE, N. C.

The undersigned own property, which is for sale, on the west side of Wallace Neel Road from Dixie to Warren Road. We are finding it extremely difficult to sell this property because the Airport Manager, Jerry Orr, continues to say to the press and in public meetings that the city will eventually buy this property when another runway is built.

The land is zoned for industrial use, but no reasonable business person is willing to invest in the property threatened with the possibility of airport acquisition. In the meantime, the property is virtually useless to us--we cannot use it; we cannot sell it; we cannot live on it with any degree of comfort. All we can do is continue to pay the taxes which increase relentlessly in spite of its nonproductivity. We want to sell the property and convert the proceeds to a productive use, and it seems only reasonable and fair to us that the airport either buy it or cease making statements that discourage other buyers.

We understand, further, that an environmehtal impact study has been underway for some time. The completion of that study would help to clarify the status of the property relative to airport development, and we urge its completion at an early date.

Charles P. Berryhill Jr.
Charles P. Berryhill, Jr.

Roy S. Berryhill
Roy S. Berryhill

Hazel M. Berryhill
Hazel M. Berryhill

Doris T. Berryhill
Doris T. Berryhill

Billy G. McCall
Billy G. McCall

Edna H. Griffith
Edna H. Griffith

Betty Berryhill McCall
Betty Berryhill McCall

1908 Douglas Dr.
Charlotte, N C 28217
March 23, 1994

Debra Forbes
ERA Mathews
6101 Carmel Rd
Charlotte, N C. 28226

Dear Debra:

On March 28th members of the Berryhill Family will be meeting with City Council to discuss the 133 acres of property listed on Wallace Neel Rd adjacent to the airport. This property has been in the Berryhill family for over 100 years. A large portion was sold to the airport years ago as our relatives moved to another state to make room for a bigger & better airport, which could rightfully be named "Berryhill International Airport".

This property has been on the market for the past 10 years. All interested buyers have been discouraged due to the possibility of future airport development. Let's get real!!! Without a doubt, this property is most valuable to the airport, since it provides the most available and only available space for additional runways, freight and other expansions which

Will need to be addressed in the near future

As senior citizens, we can no longer afford the luxury of holding on to such valuable property. With escalating property taxes we know this is unrealistic. Therefore, we feel that the City should decide whether or not this property will be a valuable tool in the future for future airport expansion, and purchase it without further delay, just as hundreds of acres have been purchased in the past years. If you feel that this property is not necessary for the future of the airport, please send us a letter of intent, so that we can rightfully and constitutionally be able to market our property freely.

Respectfully yours,

Doris T. Berryhill
Roy A. Berryhill

August 17, 1994

The Honorable Richard Vinroot
Mayor
and
The Charlotte City Council
600 East 4th Street
Charlotte, N. C. 28202

Dear Sirs/Mesdames:

In talking to Mrs. Deborah Forbes, my real estate agent, she told me that she has two different parties that are very interested in buying our land which is located on the west side of Wallace Neel Road in Mecklenburg County.

We told the City Council back in the spring, (you were not present), that some of this property has been on the market for more than ten years, but because of its proximity to the airport, the property has not sold even though there have been many seemingly interested parties.

I have 43 acres of land located on Wallace Neel Road, (land that has been in the Griffith family long before there ever was an airport in Charlotte), that I very much need to sell. I am 83 years old and the burden of upkeep and taxes makes it necessary for me to make a change.

I am asking the City of Charlotte to help me. If you cannot give me a definite written statement that the airport is not interested in acquiring this land for its future use, then please buy it at a fair market price and the City can resell it at a profit when and if it is determined they do not need it.

The mere fact that the City refuses to give us a letter of intent is stonewalling our efforts to sell the property and the interested party to buy.

Sincerely yours,

Edna H. Griffith

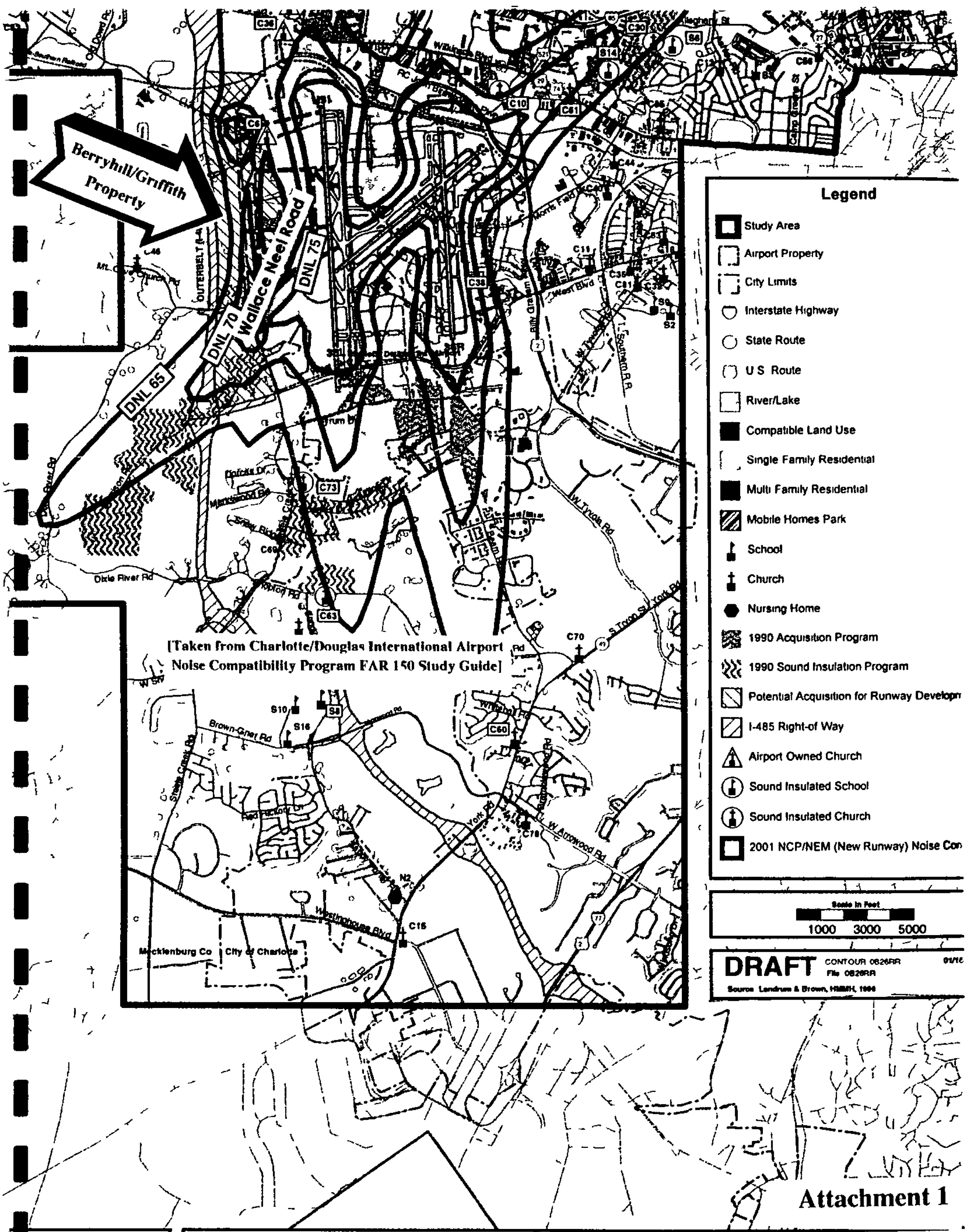
My Name is Edna Griffith Draught and some of the walls
I live at 5726 Wallace Neck Road, which is just West of the airport.

I am 83 years old and I came to live at this location in 1938, before World war II airport became our Noisy neighbor. My husband and his parents and sister (Kate Lee Griffith Berryhill) lived on this land approximately 30 years before this time.

We have watched the airport increase and the neighborhood decrease to such a fact that only a handfull of families are left.

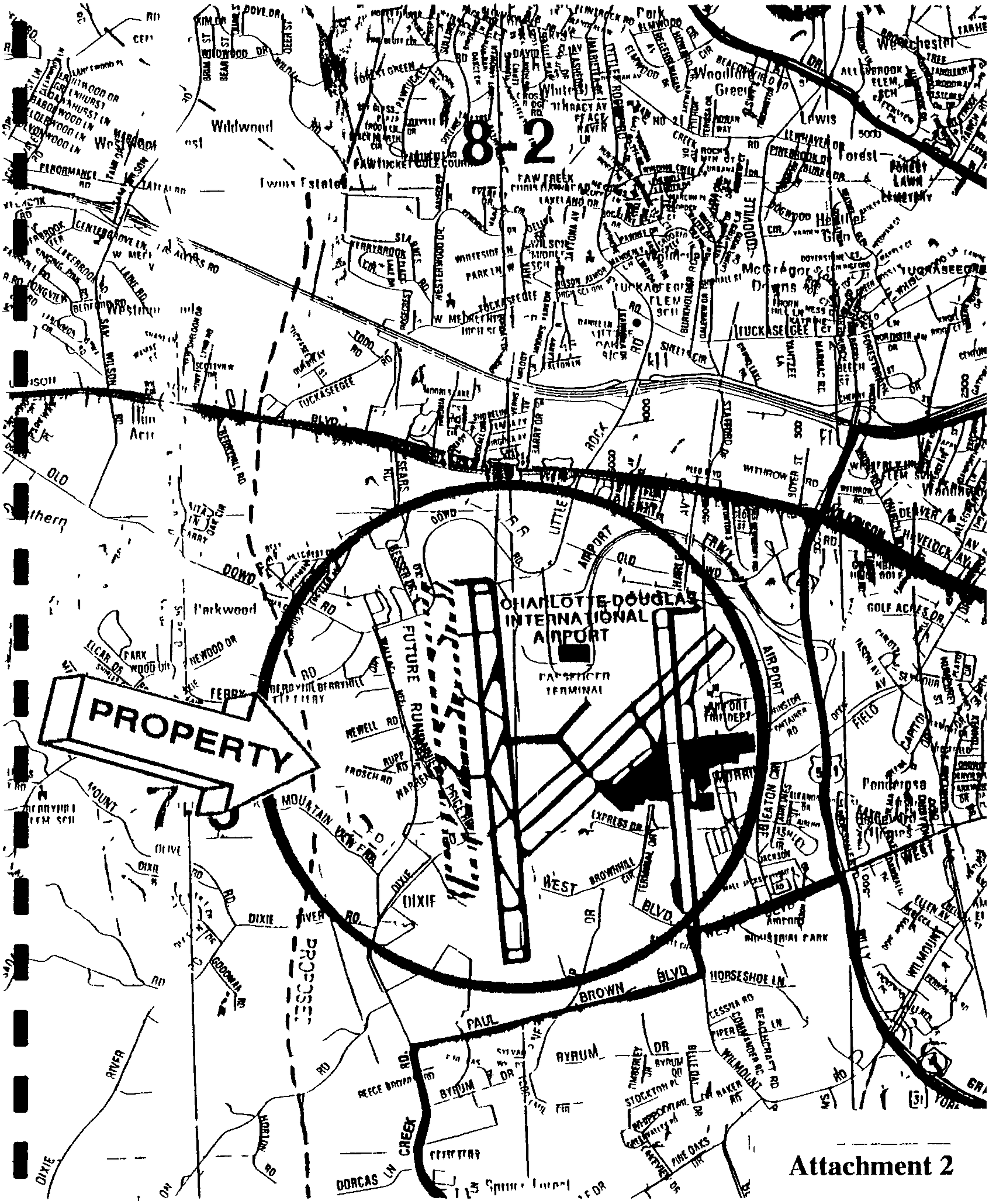
When the planes rev their motors before take-off My Windows rattle, the pictures on the wall are never cracked

I have heard it said that Mr Orr has remarked in Airport Advisory meetings that the airport would like to own all of the land west of Wallace Neck Road to the Catawba River sometime in the future. Because of my advanced age (83) I feel the need to make more secure living arrangements for the rest of the time I am allotted, and not have to worry about high property taxes and airport encroachment



[Taken from Charlotte/Douglas International Airport Noise Compatibility Program FAR 150 Study Guide]

Future Conditions With New Runway

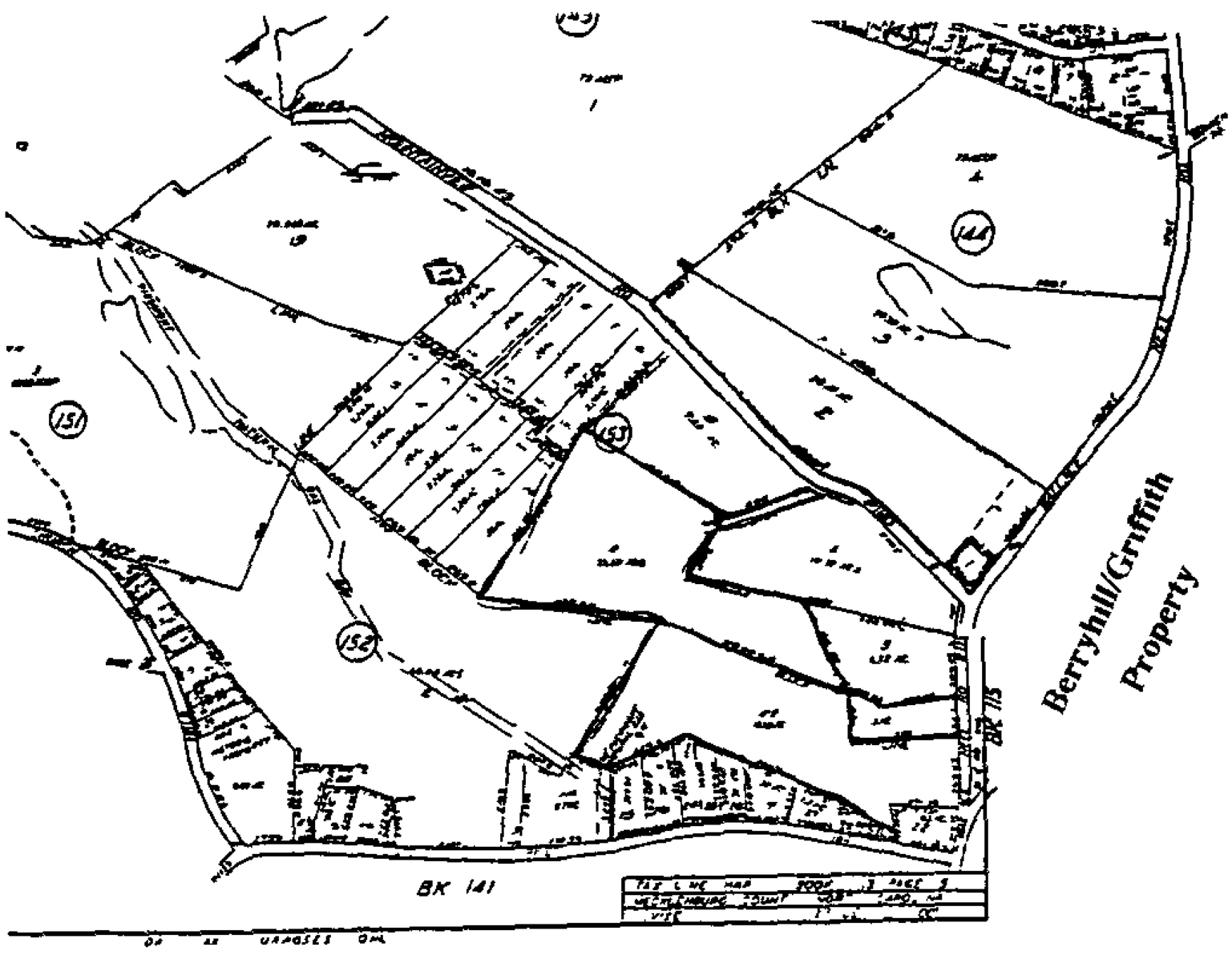

8-2
PROPERTY
7-5
CHARLOTTE-DOUGLAS INTERNATIONAL AIRPORT
FUTURE RUNWAY
PROCESS
Attachment 2

Berryhill/Griffith Family Tax Information
For Property On Wallace Neel Road
Zoned Industrial

TAX ID#	ACRES	TAX VALUE
113-144-03	29.32	$319,300
113-144-02	20.40	$355,620
113-153-04	12.12	$211,180
113-144-04	29.00	$378,970
113-153-09	21.69	$149,370
113-152-23	19.18	$253,540
113-153-01	2.50	$ 70,790

THE BERRYHILL AND GRIFFITH FAMILIES
PAID A $14,000.00 TAX BILL THIS YEAR

(OVER THE LAST 10 YEARS THEY HAVE PAID APPROXIMATELY)
$130,000.00

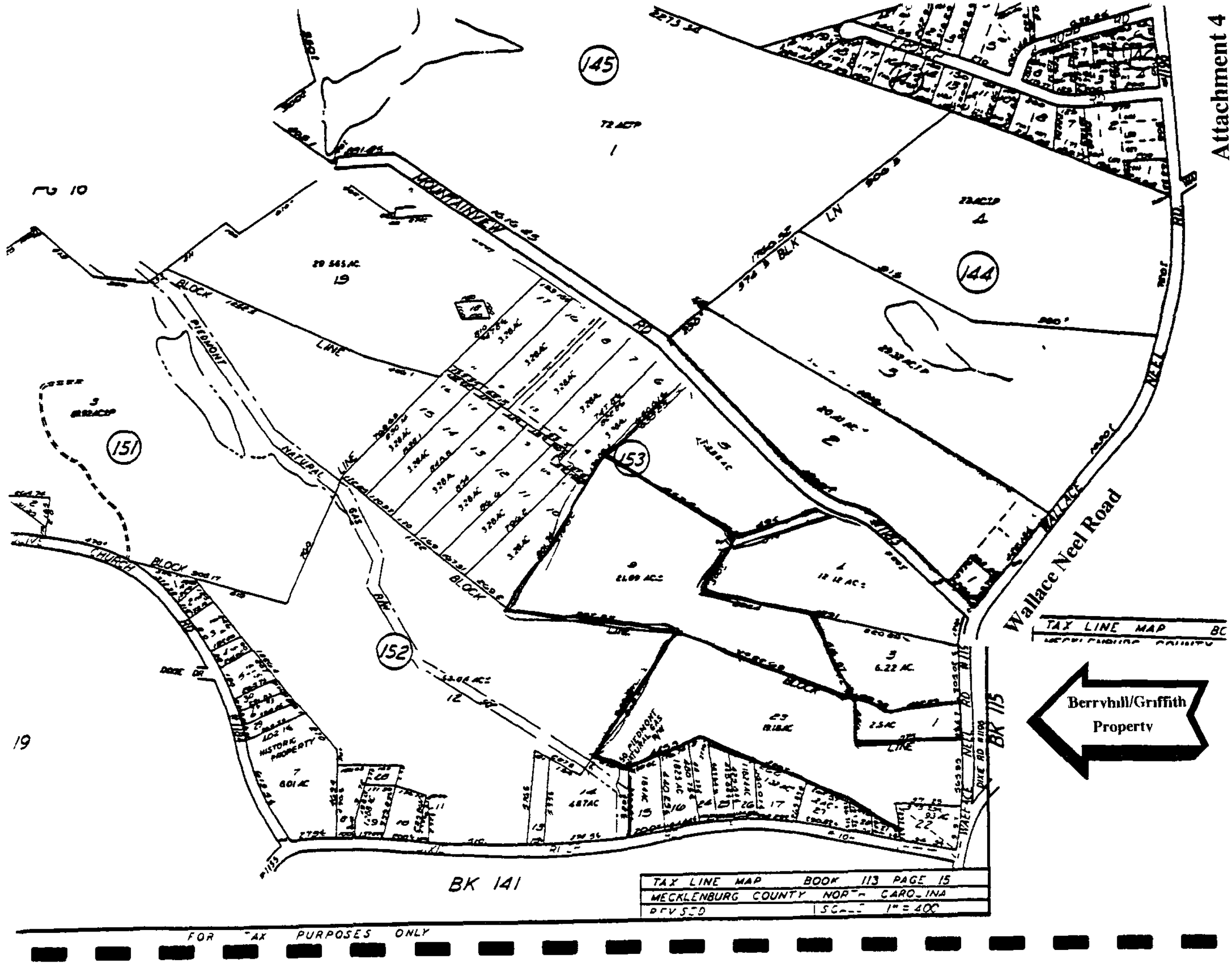


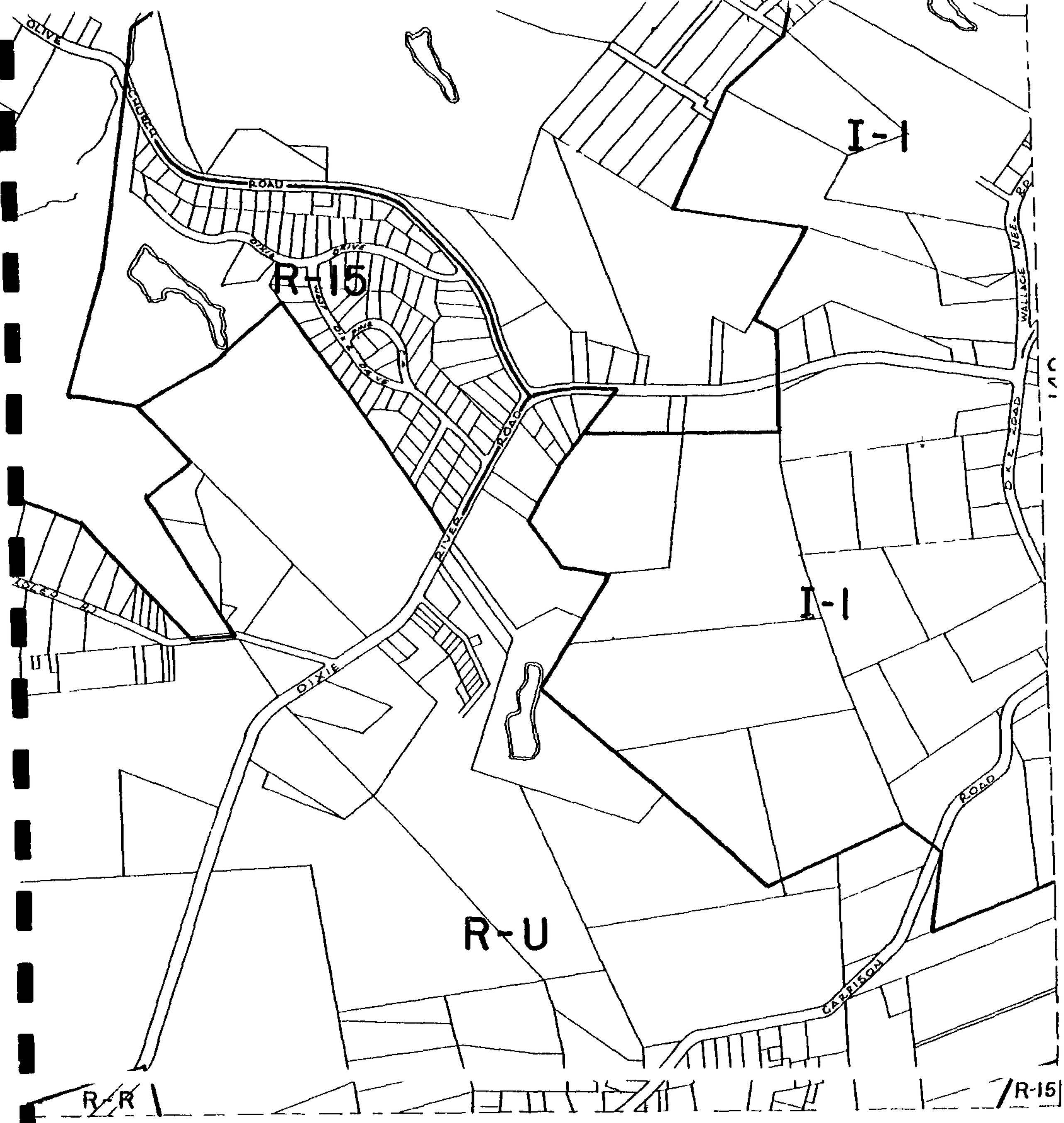
Note: Parcel# 113-153-09 was revalued from
$188,960 to $149,370 through (DOT) land aquisitions

(THE ABOVE FIGURES ARE APPROXIMATE AND FOR DEMONSTRATION PURPOSES ONLY)

Attachment 3

Attachment 4





COUNTY ZONING

ADOPTION DATE	4 21 69								
DATE OF MAP REVISION	5 7 69								
ADOPTION DATE									
DATE OF MAP REVISION									

CHARLOTTE MECKLENBURG PLANNING COMMISSION

0 400 800 200 600 2000 2400

SCALE 1" = 800

BASE MAP FROM COUNTY RECORDS

REVISIONS 8 19 66 8 5 66 2 8 66

NO 148

Attachment 5

Wilkinson Corridor Business Association

Mr Mayor, members of City Council, distinguished guests, and fellow citizens:

I am Harton Weber, Chairperson of the Wilkinson Corridor Business Association Change is hard and usually costly. Change is most difficult under adversity, but change is always certain How do we approach what will be unavoidable?

It is required of you, the city officials, to make a decision that will affect the lives of some people now and many people in the future You have been elected to do your utmost to make the best decisions for the people of this city Everyone will not be happy or content with your decision on the matter of the Airport Master Plan

West Charlotte is the affected area, once again, in controversy over a point which can be discussed pro and con In the end, I feel that the pains that will be felt by some must be endured

We have delayed in this city and deferred decisions in the past that have returned to haunt us all We cannot continue to leave a legacy of short term thinking for our children to inherit long term expense

We all have been allowed to live in a five year world of decisions, while the country around us is making fifty year plans

To make the statement we are behind is somewhat inappropriate One look at our traffic problems and issues such as solid waste disposal quickly gives away our inability to deal with long range planning

Mr Jerry Orr and his Airport Staff give us the opportunity to develop a long term solution for the Charlotte Douglas International Airport We would be ill advised to turn down the option to change the future that our children will inherit

Mr Orr has attempted to serve the City's best interest in long range and somewhat optimistic futuristic planning The cost of land acquisition and construction will certainly rise in the future By addressing the cost issues now, even though distasteful, we set the course for the future for our community

The Airport Area has been and continues to be the catalyst of growth for all the City West area, and is <u>the</u> leader in community progress.

We of the Wilkinson Corridor Business Association give the nod to future jobs, growth and planning proposed by the staff of the Charlotte Douglas International Airport.

Sincerely,

Harton "Blue" Weber

Harton Weber
Chairperson
Wilkinson Corridor
Business Association

Paul Bradley
4200 S I-85 Service Rd. 28214
392-3209

10 WAYS TO MINIMIZE NOISE IMPACTS

1. DO NOT BUILD THE RUNWAY ON A RIDGE

2. DO NOT BUILD A RUNWAY WHICH WILL ALLOW ANOTHER RUNWAY TO BE BUILT LATER--PUTTING DOUBLE NOISE OVER STEELE CREEK SCHOOLS

3. USE SINGLE EVENT NOISE FOR DESIGNATING NOISE IMPACTED AREAS

4. BUILD A HUSH HOUSE FOR ENGINE RUN-UPS

5. BUILD AN EARTH BERM TO MUTE GROUND NOISE

6. REQUIRE COMPLIANCE WITH RUNWAY USE RESTRICTIONS

7. RECOGNIZE THAT MONITORING NOISE AND PROVIDING REPORTS ARE MEANINGLESS UNLESS THERE IS A CONSEQUENCE TO THE AIRLINE OR PILOT FOR VIOLATIONS

8. ELIMINATE "PROMOTE" AND "PURSUE" AS ACTIVITIES FOR AIRPORT STAFF. REQUIRE THEM TO DO MORE THAN REHASH 1987 PROPOSALS

9. BASE SOUND INSULATION ON SINGLE EVENT NOISE

10 RESTORE PURCHASE ASSURANCE AS A LAST RESORT FOR NOISE IMPACTED HOME OWNERS.

Ralph H. Suttle Jr. 399-3521
7800 Wilkinson Blvd.
Charlotte, NC 28214

PURCHASE ASSURANCE

I am a lifelong resident of the Westside and currently a member of the Airport Neighborhood Task Force.

I am here tonight to speak about promises. Promises that have not been kept. These promises have been pushed aside and buried. The particular promise that comes to mind is purchase assurance.

The 1987 Master Plan called for PURCHASE ASSURANCE. My understanding is that if you live in a home that is directly affected by the constant noise, vibrations, and air pollution from the planes and you try to sell your home- to no avail- the airport will purchase it from you. The Purchase Assurance Measure was in the 1987 Master Plan to give assistance to residents who in the 70 DNL flight paths landing and taking off.

How would YOU like to live directly in the flight path and have planes taking off and landing 300- 500 feet above your home? You can get to know the undercarriage of a 747 real quick just by sitting in your yard.

This is definitely a negative impact for the areas around the airport and the residents who are told they are not eligible for the buyout program. I and many others feel that this problem needs to be taken care of at a local level NOW and not put off any longer. Some of the homes in the area I represent that are bombarded day and night by airplane noise and pollution are on Tuckaseegee Road right next to West Mecklenburg High School. Three of the families affected are the Bentons, the Nemravas and the Dattas. Alma Nemrava moved into her home 16 years ago. At that time she was robust and healthy. Recently, she found that she now has only 65 % breathing capacity. According to her doctor, this is directly related to where she lives. There are other airport neighbors with similar experiences.

If the City Manager and Airport Manager could reinforce and actively pursue the use of the Purchase Assurance Measure, it would give residents in the pathways some much needed hope from getting out from under the noise and pollution which is causing them many health risks and unnecessary hardships.

There are no other purchase of relocation assistance programs in place for them, and they need to get out from under the ever increasing stream of commercial jet traffic.

Whether or not the new runway is built is an issue that the numbers for and the numbers against will tell us later on. I ask for your wisdom in this matter and most importantly for your compassion for the residents who are left to live under this airport.

Charlotte Women for Environmental Justice
PO Box 19195
Charlotte NC 28219

(704)392-1688

What The New Runway Will Mean To The Air We Breathe

Just What Are Those Planes Emitting?

Airports arriving and departing planes can create as much, if not more ground level Volatile Organic Chemicals and Nitrogen Oxides than many of is largest industrial neighbors Chemicals such as Formaldehyde, Benzene, 1,3 Butadiene, Nitrogen Oxide and particulates which float into our lungs and affect our ability to breathe

Where Does The Airplane Exhaust Go?

It ends up in the "mixing zone" The "mixing zone' is the vertical column of air immediately above the earth s surface It extends up to approximately 3,000 feet above ground level, although its exact ceiling depends on our local topography and ever changing weather conditions Emissions produced at any elevation within this ceiling mix thoroughly with ground-level air Airplane emissions introduced anywhere within approximately 3,000 feet of the ground affect the quality of the air we breathe

For example, in my neighborhood between the hours of 6pm and 6am a minimum of 30 planes come over my house and dump exhaust into the mixing zone At that rate my kids are exposed to approximately 174 tons of dangerous toxins and particulate matter annually during the time they are home from school and daycare No wonder we have to keep a running prescription for asthma medication

How Does It Affect Our Health And What Does Ozone Have To Do With It?

Nitrogen Oxide and Volatile organic chemicals such as benzene, combine to form ground level ozone This form of pollution compromises people's ability to breathe During the summer when ozone levels are at their highest, up to 20% of all hospital admissions for respiratory problems may be ozone related Recent studies show that six or seven hours of relatively low ozone concentrations significantly reduces lung function and induces respiratory inflammation This can occur in healthy people during periods of moderate exercise causing chest pain, coughing and nausea Pulmonary congestion often accompanies this decrease in lung function EPA studies have demonstrated that repeated exposure to ozone for months to years can cause permanent structural damage in the lungs and accelerate the rate of lung function decline

Nitrogen Oxide and VOC's can be attributed to other health problems Most VOC's are very toxic and have been directly linked to cancer In a 1993 EPA study they found that 10% of all cancer cases in the Midway Airport surrounding community, could be attributed to airport emissions Midway airport was responsible that year for the emission of 62 9 tons of Formaldehyde, 50 1 tons of Particulate matter, 9 0 tons of Benzene, and 7 6 tons of 1,3-Butadiene

Who Is Affected By These Emissions?

Everyone is Children under 13 were 36% and people above the age of 65 were 23% of were the hardest hit In 1993 there were 93 areas that were classified Ozone Nonattainment (which Mecklenburg county was classed as during 1993 and is in danger of being reclassified as) The American Lung Association estimates 82 billion people were at risk for ill health affects in these areas Mecklenburg county's share of that would be 882 000 people This is equal to almost the entire population of Charlotte regional area

What Will The New Runway Do To Increase Our Ozone Attainment Problem?

Increase in flights will lead to an increase in uncontrolled local air pollution As flights increase, so will emissions from planes into the mixing zone Higher emissions will result in more Ozone problems Currently 30 of the nation s busiest airports are located in Ozone Nonattainment areas

Who Regulates The Airport Emissions?

Nobody, and that is the big problem Even though they are major emitters, Airports and airplanes are not regulated like other sources of air pollution Due to heavily lobbied for federal regulations airplanes and airports are out of the reach of state and local government s regulatory power There continues to be no restraints on airline or airports for toxic emissions

How Do These Emissions Affect Mecklenburg County As A Whole And The Growth Of Charlotte?

Airplanes, one of Mecklenburg's greatest ozone attainment threats, cannot be controlled They certainly should not be increased. With other sources of pollution under increasing legal obligation and increasing pressure to reduce emissions to help Mecklenburg county achieve Ozone attainment, Mecklenburg County regulators will find themselves compelled to place further restrictions on other industries if additional flights are added Airport growth will begin to impede other commerce growth and Mecklenburg county will soon find ozone attainment impossible Failure to make ozone attainment will cause Mecklenburg County to be added to the EPA s dirty air list This will cause an increase in regulatory costs and a reduction of people wishing to relocate to Charlotte No-one want to live where the air is so bad that EPA says it is not safe to breathe

The Obvious:

This new runway will pose an increase threat to the health of a community already overwhelmed with dangers City Council s rubber stamp on this project equals the deliberate and calculated destruction of the health of the elderly and children unfortunate enough to live in the shadow of the planes These health effects will lead to a decline in quality of life for some and death for others I urge the Charlotte government to think hard before they consider taking the responsibility for the destruction of the health of children and the elderly

Dawn Echols

Charlotte Women for Environmental Justice . PO Box 19195 . Charlotte NC 28219

Sue M. Friday
Still Waters Farm
8700 Dixie Drive
Charlotte, NC 28208
(704) 392 5019

March 19, 1997

TO: Pam Syfert, City Manager

FROM: Sue Friday

SUBJ: Community Request for Airport Vote

OUR MESSAGE AT TONIGHT'S PUBLIC HEARING:

We feel that Council has nothing to gain and much to lose if they begin voting on small segments of airport expansion plans before all information is in. Approval of the Master Plan in April, which permits land purchases for the new runway, amounts to tacit approval of the runway even though the final vote will not come until this time next year--after another Council is elected.

Please support us in asking Council not to vote until they have information about

-residential land use consequences (SW District Plan)

-environmental consequences (EIS)

-USAirways' future (which should be decided over the next year)

-the city's financial ability to fund projects on the westside (Westside Planning Strategy)

-the trade-offs of another runway

Sue Friday
8700 Dixie Dr. 28208
392-5019

3 QUESTIONS TO ASK BEFORE VOTING

1. WOULD I FEEL ANOTHER RUNWAY WAS JUSTIFIED IF CITY MONEY WAS BEING USED TO PAY FOR IT? HOW MUCH OF THIS DECISION IS BASED ON "NEED" AND HOW MUCH ON "FREE FEDERAL MONEY"?

2. DO I KNOW THE COST OF ANOTHER RUNWAY?

   * to build (land, construction, home and industry buyouts, moving Wallace Neel Rd.)
   * to westside residential areas?
   * to the city?

3. AM I WILLING TO COMMIT CITY FUNDING TO WESTSIDE RESIDENTIAL AREAS? DO I KNOW THE COST OF SUCH A COMMITMENT?

Airport neighbors were promised:

In 1977 that the western parallel runway would be the last Charlotte runway to be built. City Council can honor that promise.

Planes would not fly over western parallel runway neighborhoods at night. In 1995 they landed at night on the north end more than on any of the other five ends including those designated as night runways. We have repeatedly complained to some of you and asked your help to stop this, but it has only gotten worse and, at times, unbearable. At our house, we are awakened even though we have most of the sound insulation from the FAA. Council could correct this by requiring this policy rather than making it voluntary.

Planes would not fly over the schools during the school day. Now even the noisiest planes come grinding in regularly. We now know that the noise does irreparable damage to the hearing when students are outside, and we know that students must breathe toxic plane pollution that threatens their respiratory system and can give them cancer. Council could stop this.

In 1987 the airport promised in 70 DNL to:

Buy an easement to fly over

Soundproof our homes

Give us purchase assurance

ALL THREE! But now the airport refuses to buy any more easements but instead requires the homeowner to give an easement in order to get soundproofing.

In San Jose, California, homeowners refused to give their easements, and the airport eventually backed down on that demand. Requiring free easements from a neighborhood like Steeleberry acres, which will be faced with a 2000 ft. extension of the runway toward them, is unconscionable.

The airport has refused to keep the promise of purchase assurance for the 70 DNL. In Knoxville, Tenn. residents in the even quieter 65 DNL are offered the choice of soundproofing or purchase assurance.

> The EPA has designated 55 DNL AND BELOW as fit for residential.

> The FAA designates 65 DNL as fit for residential-twice as loud as the EPA 55 DNL recommendation.

> Charlotte still allows new residential in 70 DNL- this means up to 74.99 DNL- four times as loud as recommended by the EPA.

City Council must determine whether this is really the way they want to treat a large segment of Charlotte/Mecklenburg citizens.

I ask you to reject the proposed Airport Master Plan, not to allow another runway to assault more helpless neighborhoods, and to require and fund full, just and promised compensation for all those already impacted.

Alma Suttle Nemrava, 393-5056, 7533 Tuckaseegee Rd., Charlotte, NC 28214

Joe Queen
9619 Markswood Rd. 28208
588-5537

ECONOMIC IMPACT OF PUBLICLY-OWNED AIRPORTS IN NORTH CAROLINA

Comparison of Raleigh/Durham and Charlotte/Douglas

	Char.	Ral.	
Total Expenditures*	$3,855,875,735	$2,238,281,845	CLT more
Total Tax Rev.	838,440	963,863	RDU more
Total Earnings	1,886,047,793	1,373,030,072	same
Total Employment	66,292	61,437	same
Total Visitors	2,584,632	2,548,555	same

*Expenditures(economic activity)--the sum total of direct expenditures, indirect expenditures, and the induced demand that was calculated using the multipliers. Tax Revenue--local taxes paid on aircraft that are based at an airport and on some other privately owed property and facilities. Represent a direct return to communities for their investment in the airport. Earnings--the sum of wages and salaries paid to all employed persons whose jobs depend, directly or indirectly, on the airport. Jobs--equal to the number of persons employed in aviation, whether they are in support of it or because of the multiplier effects of airport-derived expenditures. (page 13)

"Statistical Accuracy. . . it is 95 percent certain that the reported estimates are withing seven to ten percent of their true values." (page 13)

Source: Economic Impact of Publicly-Owned Airports in North Carolina. June, 1996, NCDOT and UNCC, Stuart, Hartgen, Ingalls, and Walcott.

Sydney Elder
5916 Midsomer Ln. 28214
399-9894

THE SW DISTRICT PLAN AND RESIDENTIAL STABILITY

1. APPROVAL: In 1991, City Council, the County Commission, and the Airport Advisory Committee approved the Planning Commission's SW District Plan. It had been worked on by planning staff, citizens from Steele Creek, BeRryhill, and Moores Park, and Airport Advisory Committee representatives. Aviation Director Jerry Orr attended every working meeting and participated fully.

At the time of its approval, it was hailed as a valid compromise between the stated long range needs of the airport, a runway to built someday about 1200' west of the 10,000' runway, and a strong residential future for the westside.

2. DEVELOPMENT GOALS:

*to preserve, protect, and enhance the character of existing neighborhoods

*to mitigate airport impacts on residential development

*to encourage and support residential growth in rural and waterfront areas

*to protect residential areas from encroaching nonresidential uses

*to maintain a balance between growth and environmental issues

3. KEY RECOMMENDATIONS were

*1500 acres between the airport boundary and the outerbelt was to be zoned industrial/business/commercial as a buffer between the airport and residential areas west of the outerbelt.

*Water and sewer was to be brought into the area within 5 years, to encourage residential development as well as causing the land around the airport to develop as an employment catalyst.

*The existing and proposed flight tracks were protected through a mixture of industrial/business zoning and green space.

*Noise impacted areas like Steeleberry Acres could remain viable AS LONG AS STRONG EFFORTS WERE MADE TO ENCOURAGE ADDITIONAL RESIDENTIAL DEVELOPMENT NEARBY (Markswood, Dorcas Ln.) and other attractive open space options were exercised.

4. AND THE VISION AND THE RECOMMENDATIONS HAVE ALL BEEN VIOLATED--NOT BY DEVELOPERS, BUT BY CITY STAFF. THE MOST SERIOUS IS THE LOCATION OF ANOTHER RUNWAY 3700' WEST OF 18R/36L.

5. RESIDENTIAL AREAS ARE NOT IMPROVED AND PROTECTED BY FLYING PLANES OVER THEM.

6. Another committee has been formed to analyze the impact of another runway on land use and the recommendations of the SW District Plan.

***WE URGE YOU TO POSTPONE ALL VOTES UNTIL YOU KNOW THE LAND USE CONSEQUENCES OF ANOTHER RUNWAY TO THE WESTSIDE--AND TO THE CITY.

***WAIT UNTIL ALL INFORMATION IS IN.

NORTH CAROLINA
PUBLIC STAFF
UTILITIES COMMISSION

March 6, 1997

DP-97-1184

Ms. Cora Mullis
2317 Belmea Drive
Charlotte, NC 28214

Dear Mullis

Attached you will find a copy of the Right of Way Maintenance practices that are carried out by Duke Power After your inquiry on February 28, 1997 regarding this matter, I was able to obtain this information which came from the Operations and Maintenance manual sent to us in January 1997

If you have additional comments or questions after reviewing the enclosed information or if you experience problems in the future with which you believe the Public Staff can assist, please let us know

Sincerely,

L. Bliss Copeland

L Bliss Copeland, Complaint Analyst
Consumer Services Division

City Clerk

Enclosure 3-10-97- To whom it may Concern:
Note: The enclosed is the practices that should have been carried out by Duke Power Co. but wasn't on February 27, 1997. According to Ms. Copeland statement (electrical engineer's statement) stress "should" that the whole rules based on that one word and as if all else had no worth. That's a strong word + explained to me by a N.C. Representative word used in a polite term respectfully you are going to ask the Commission

Executive Director	Communications	Economic Research	Legal	Transportation
733-2435	733-2810	733-2902	733-6110	733-7766
Accounting	Consumer Services	Electric	Natural Gas	Water
733-4279	733-9277	733-2267	733-4326	733-5610

P.O Box 29520 • Raleigh, North Carolina 27626-0520 • Fax (919) 733-9565

An Equal Opportunity / Affirmative Action Employer

1.0 Recommended Basic Right-of-Way Maintenance Practices

In order to maintain adequate distribution rights-of-way and service reliability and to maintain proper respect for our customer's property, as well as to minimize tree-related damage claims against the Company, the following basic operating practices should be followed:

2.0 Customer Notification

2.1 In landscape and residential areas, contact should be made with the property owner prior to initiating any tree maintenance work. At a minimum, contact should include leaving a door hanger (Form #02328), advising of our intentions to maintain the trees affecting our lines. Included with the door hanger should be informational material such as tree brochures (i.e. Duke Power Tree Maintenance: The Kindest Cut of All). It is recommended that this customer contact occur approximately two days prior to the anticipated day for the work to begin.

Highlighted on no. copyland's copy

Contact by contractor supervision is the standard method by which customers should be notified of upcoming maintenance activities. An alternative method of notification is by having the contract crews distribute the information ahead of their work.

A short personal meeting with the customer is preferable when distributing this material, but if the customer is not at home, the material should then be left for when the customer does return. Through a personal meeting with the customer we are much more capable of clearly establishing our intent while at the same time understanding the customer's expectations.

Good judgment should be exercised in determining the extent of customer notification advisable in rural areas.

Anytime that a significant change is planned in the way the work is performed, as opposed to types or extent of work done in the past, customer notification is extremely vital Normally, a customer's expectations are significantly influenced by the way in which work was done during previous cycles. Customer dissatisfaction is quite common when changes are made without their knowledge.

2.2 Should the customer object to the work unit doing necessary pruning and it cannot be resolved by the crew, supervision shall be notified and they shall attempt to convince the customer that the work must be completed

2 3 Should the customer still object, Duke management/supervision should take whatever steps are required to assure that necessary pruning is done The Company has a responsibility and right to obtain proper line clearance (assuming a right-of-way was obtained)

2 4 Customer concurrence will normally be required in the case of tree removal or right-of-way widening beyond thirty feet or the previously agreed upon width

3.0 Customer Requests

Justified customer requests for tree pruning/removal, that meet guidelines, should normally be done when a work unit is scheduled to be in the immediate area Emergency situations such as tree conditions which are threatening immediate danger to customer service, public safety or Company equipment will be exceptions to efficient work unit scheduling

4.0 Natural and Directional Pruning

Natural and Directional pruning techniques are the only accepted pruning methods employed by Duke Power Where improper pruning procedures (i e stub-cutting and roundovers) have been previously used, customers may object to the change of techniques Where these customer objections occur, explanations shall be made in an effort to communicate to the customer that the pruning procedures advocated by the company are based on arboriculturally sound principles and in actuality are the best techniques for the health of the tree Natural pruning techniques are endorsed by all major tree care industry organizations such as the National Arborist Association and the International Society of Arboriculture

5.0 Disposal of Brush and Wood

5 1 In public places there is a very definite responsibility to remove brush and wood resulting from line clearance operations unless special arrangements have been made. This clean-up should be done on a day by day basis so that it is not left in public places overnight. In the interest of sanitation, safety and orderliness, most municipalities have regulations against the abandonment or dumping of any foreign materials in public places Although most municipalities provide public dumping grounds, many of them are now beginning to prohibit biodegradable wastes such as brush, leaves, grass clippings, wood, and wood chips. However, even when these wastes are accepted, dumping fees normally make this alternative unattractive In consideration of our Company's commitment to environmental awareness and protection, it is important for us to search for waste disposal alternatives Available options will vary by location Some alternatives may include firewood programs for low income families, municipal holding areas for the dumping of chips for landscape use, designated chip and/or wood dumping areas for general public use, and possibly the giving of chips to local landscaping concerns.

5 2 In residential landscaped areas, wood from pruning operations should be left only after customer agreement is obtained. Likewise, customer concurrence should be obtained when brush or wood is dumped on private property From an environmental perspective, as well as from our cost standpoint, property owners should be encouraged to allow the leaving of brush and wood on the right-of-way whenever appropriate. The brush will decay and add to the enrichment of the soil, as will the remaining wood if not utilized for other purposes such as firewood.

5 3 During right-of-way maintenance operations much of the resulting brush which must be removed is ground up with portable chippers Where possible, chipper debris should be blown onto or to the side of the right-of-way, rather than being blown into the chip bed Effort should be made to uniformly scatter the debris when it is blown onto the right-of-way When the debris is accumulated in the chip bed, effort shall be made to dispose of the material as close to the job site as possible Generally, there is substantial customer demand for the use of wood chips as a decorative landscape mulch

6.0 Miscellaneous

Work sites shall be left in as clean and orderly condition as when work began, *except in rural areas where non-standard procedures may be fol-*lowed by agreement with property owners and/or highway supervisor.

3-10-97

Councilmen and women - thought this might come in handy if you have callers calling and stating utilities companies are cutting their trees without notifying them or without their permission -

Duke, I understand allotted 6 millions last week (meeting 2/26/97) for the Charlotte area project.

Cora Mullis

North Carolina General Assembly
Senate Chamber
State Legislative Building
Raleigh 27601-2808

SENATOR FOUNTAIN ODOM
34TH DISTRICT

ROOM 300 B LEGISLATIVE OFFICE BUILDING
TELEPHONE (919) 733 5707
FAX (919) 833 1058

BUSINESS ADDRESS
1100 SOUTH TRYON STREET
CHARLOTTE N C 28203
TELEPHONE (704) 372 4800

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TRANSPORTATION
WAYS AND MEANS

March 19, 1997

URGENT

Mayor Pat McGrory
Members of the Charlotte City Council
600 E 4th Street
Charlotte, NC 282

Dear Pat and Member of the Council

I must register my strong opposition to a third "new" parallel runway

I have not seen or heard any compelling evidence to justify the tremendous social, community and family disruptions and harm that will occur A third runway, as proposed, will deliver the final death knell to the Westside

Our area of the city and county has already paid a personal and heavy price for progress

Enough is enough!

Yours truly,

Fountain Odom

FO w

County of Gaston

State of North Carolina

Date: March 13, 1997

Resolution Number: 97-83
Resolution Sponsor: Chairman David E. Cline
Resolution Title: Support for the Master Plan of Charlotte-Douglas International Airport

WHEREAS, Gaston County has focused upon programs encouraging quality, diversified, economic growth and development, assuring the people of Gaston County of a stable, high quality job base, a strong diversified tax base, as well as an industrial/commercial community that is environmentally sensitive, enhancing the total quality of life within the County, and,

WHEREAS, in the County's quest to provide quality economic development for our citizens, a key element in both Gaston County and the Region's success in attracting quality business and industry is Charlotte-Douglas International Airport, which serves as a major transportation hub for the region, ferrying both passenger, business and cargo traffic to serve our growing economy, and,

WHEREAS, to maintain and accentuate the Region's place in the world economy, it is necessary and essential that steps be taken to protect and enhance Charlotte-Douglas International Airport, so it may provide the quality air service on the Regional, National and International scale for our growing economy well into the coming Century, and,

WHEREAS, a major expansion of Charlotte-Douglas International Airport is currently under consideration, calling for the placement of an additional runway and other facility improvements at the Airport, and with these additions, the Airport can continue to serve as a major economic engine in the Region's economic development endeavors, and,

WHEREAS, it is fitting and proper and in the best interest of the Citizens of Gaston County for the Board of Commissioners to lend its voice of support for this Airport Master Plan, so that this Regional asset for economic development may continue to grow and better serve the needs of the Region.

NOW, THEREFORE, BE IT RESOLVED that the Gaston County Board of Commissioners recognizes the important role played by Charlotte-Douglas International Airport not only in the County's, but the Region's past economic growth and development, and lends its full voice and support to the efforts currently underway for the Airport Master Plan, so Charlotte-Douglas International Airport may continue to provide vital airport services in support of our regional economic development efforts into the twenty first century

BE IT FURTHER RESOLVED that the County Manager is authorized to notify appropriate parties of this action

BE IT FURTHER RESOLVED *that the Board declares its support for the Master Plan of the Charlotte-Douglas International Airport as long as the document does not refer to a Gaston County Airport*

DISTRIBUTION

AGENCY
Chairman Cline
Mayor-City of Charlotte
Chairman-Mecklenburg Co Board
Airport Mgr - Jerry Orr
Mayors of Gaston County

Finance 4130

Comments

BOARD ACTION

AYE	NAY		MOTION	SECOND
		Cline		
		Coyle		
		Cox	X	
		Hall		
	X	Kimbro		
		Wise		X
		Ward		

ALL PRESENT

(form 1/1/96)