

A special meeting of the City Council of the City of Charlotte, North Carolina was held in the Auditorium of the Health Center, on Friday, October 30, 1964, at 4 o'clock p.m., with Mayor Brookshire presiding and Councilmen Albea, Bryant, Smith and Thrower present.

ABSENT: Councilmen Dellinger, Jordan and Whittington.

PURPOSE OF MEETING.

Mayor Brookshire stated the purpose of the meeting is to hold a public hearing as advertised on the proposed annexation of a geographic area contiguous to and lying south of the city situated largely between Pineville and Sharon Road, pursuant to a resolution passed by your City Council under authority of the Statutes of North Carolina. The report on the plan for extending services to this proposed annexation area has been made available to the public as required by law in the City Clerk's office. He then read the following from the report -

"In the overall development of the Charlotte urban area, the annexation process serves a vital function to insure and guide orderly municipal growth. In the past, Charlotte has expanded its corporate limits many times and these annexations have taken a number of forms.

Three methods of enlarging municipal boundaries are now available to cities in North Carolina:

1. Annexation by special act of State Legislature
2. Annexation by petition of all property owners
3. Annexation by municipal ordinance under State Statutes

In this third method above, the 1959 General Assembly of North Carolina established a new concept in the extension of municipal boundaries. This new annexation law, which enables municipalities to annex land undergoing urban development without a conforming vote of those being annexed, has been hailed as a major step forward in municipal efforts to meet many of the problems of urban expansion.

Setting down the general principles and objectives of annexation, the statute itself says:

Sound urban development is essential to the continued economic development of North Carolina. Municipalities are created to provide the governmental services essential for sound urban development and for the protection of health, safety and welfare in areas being intensively used for residential, commercial, industrial, institutional and government purposes or in areas undergoing such development. Municipal boundaries should be extended (in accordance with uniform legislative standards).. to include such areas and to provide the high quality of governmental services needed therein for the public health, safety and welfare. Areas annexed to municipalities in accordance with such uniform legislative standards should receive the services provided by the annexing municipality as soon as possible following annexation.

In addition to assuring that developed and developing urban areas receive the protection and services necessary for sound urban growth, the 1959 annexation law makes it possible to insure

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that both the benefits and the responsibilities of urban life fall on all the residents of the urban area. Often a significant population living in the developed urban fringe beyond the city limits receive most of the benefits of municipal tax dollars such as hospitals, streets, expressways, coliseums, and parks, etc. while not bearing any financial responsibility for these services. In that municipal services are necessary to the proper functioning and protection of the entire urban area, a basic principle may be derived: that which is urban, should be municipal. In 1959 annexation law the state gives the city the authority to make municipal that which is urban. To insure that this authority will not be abused, the General Assembly established two key limitations. First, the law sets down objective statutory standards designed to define land either 'developed for urban purposes' or 'land undergoing such development'. Secondly, the law required that the municipality be both ready and able to provide annexed areas with services equal to those provided within the rest of the City. Considering the burden on the city's finances brought on by major extensions of water and sewer facilities, this is a significant limitation."

STATEMENTS BY CITY DEPARTMENT HEADS AS TO THE ABILITY AND WILLINGNESS OF THE CITY TO FURNISH CITY SERVICES TO THE PROPOSED AREA FOR ANNEXATION.

Mr. Veeder, City Manager, stated first they would like to describe the area being considered for annexation, both geographically and some of the characteristics of the area; and secondly, offer comments on the plans the city has to extend municipal services to the area.

Mr. W. E. McIntyre, Planning Director, stated the area proposed for annexation is shown on the slide in blue and lies generally south of the present city. That it is a $4\frac{1}{2}$ square mile area; that it lies between Sharon Road and the Southern Railroad that is immediately west of South Boulevard or Pineville Road; that it is intensively developed at present and has within its boundaries several major subdivisions - Montclair, Starmount, Huntingtowne Farms, Spring Valley, Fairmeadows and Beverly Woods; in addition to the residential subdivisions, the area has some commercial developments - Sharon Shopping Center, Celanese Corporation Office Building, (actually the office building is presently inside the city and this would be some of the ground area in front of the building which would be annexed), Eastern Airlines Headquarters, Celanese Research Laboratory and Plant, and several commercial developments on Pineville Road. That with this amount of development the area is qualified under the provisions of the State Law which establishes standards for annexation.

The City Manager stated that municipal services of the City will be extended in the area proposed for annexation immediately following the effective date of annexation on substantially the same basis and the same manner as provided in the city.

Lieutenant J. R. Hall, Police Department, called attention to the map shown and stated the map is zoned off as police zones and each number represents a patrol car. That for the area proposed to be annexed the Police Department would create another zone and would furnish the same services furnished in the City at present by adding one other zone car and seven extra men for this particular area. That the annexed area adjoins three other police zones which would have available services in case of an emergency that would give services to the proposed area. This one car would not be all the police protection in that particular area but would be a zoned car

which would be assigned to that area. They would also have the services of the detective, the juvenile officer and identification officer or any other services which would be needed. Lieut. Hall stated at present time there are 356 police officers and 45 civilian employees and 54 school crossing guards - this is a part of the school safety program and the guards are assigned to dangerous areas as they are needed. That these are the services provided by the Department and would be provided immediately to the area after annexation.

Chief Walter Black, Fire Department, pointed out some of the advantages to a full time paid fire department. He stated the area would have the advantage of a 400 man organization on a full time basis, fully trained and fully professionalized. That they are able to reach an alarm in a very few minutes after receiving a call on an emergency of any type whether fire or other things which the department covers. That it would affect the insurance rates and would lower them considerably in most cases, and he thinks this would apply to this area. He stated until a station is built in the proposed area, under the present set up, Station 12 on Inwood Drive, near the intersection of Woodlawn and Pineville Road and Station 14 on Randolph and Sharon Amity Road would answer this area, supplemented by Stations 6 and 9. That the four stations are comprised of 5 pieces of equipment and approximately 40 men. That the Fire Department has recommended a new station in the general area of Park Road and Fairview Road with 2 pieces of fire apparatus, 28 men and 55 alarm boxes in the area and a fire alarm substation located in the new station. Under the present insurance set up they are Class 9AA and under the new setup would be Class 3 - the City of Charlotte is in Class 3, which would affect the insurance rates. That their insurance rates could drop down saving approximately \$22 or \$23. That the Fire Department has recommended a 2 piece station with 2 trucks, and 28 men; and has been tentatively approved in the Five Year Capital Improvement Program.

Mr. E. G. Davis, Supt., Motor Transport Department, stated immediately following annexation the city proposes to furnish the services on substantially the same basis of those services now performed inside the City by the Motor Transport Department. These services are all supported by general tax revenue; there are no extra fees charged for these services. The services are - collection and disposal of refuse, cleaning of streets, maintenance of all city vehicles except those of the police and fire departments. That garbage is collected from the rear of residences twice each week on Monday and Thursday, and a Tuesday and Friday schedule. Wednesday of each week is set aside for the collection of trash items which is collected from the curb. That some trash is collected continuously throughout the week as the city facilities will permit. Refuse generated by retail and commercial establishments is generally stored in bulk containers for collection and some use the regular garbage cans. The containers are furnished by the owner and are from two to eight cubic yards and placed on the premises in a place accessible to the owner and accessible to the city's truck unit for collection. That this system is referred to as a containerized service, and is the best available for collection of refuse from business houses. That specialized equipment for dumping these containers are furnished by the city the same as furnished for collecting garbage from the cans at the rear of the houses. Schools and hospitals are under the same system; Mr. Davis showed slides of the different types of equipment - the front end loader type used in the containerized service which can handle up to 150 cubic yards of material per day, the normal rear end packing which is all enclosed and handles the garbage from the rear of the houses; the vacuumized leaf loader attached to a regular enclosed garbage body which can remove a tremendous amount of leaves; the train system of garbage collection which has met with tremendous success in several cities

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to the east of Charlotte and the City proposes to give this a good run in about 30 days. Mr. Davis stated further the Department provides for collection of small dead animals and they are collected from both public and private property without charge and the service is available 7 days a week from 8:30 a.m. to 5:30 p.m. provided the animal is placed in a location accessible to the collector. That all of the garbage, trash and leaves and other refuse is taken to the two landfills for disposal purposes. The department also provides for the cleaning and flushing of streets and this is governed largely by the physical characteristics of the various sections and established land use patterns, therefore residential areas are serviced less frequently than the central business district. That special attention is given to the low street areas. That catch basin drains are normally kept open as a part of this operation. That litter is collected from the highways and main thoroughfares and other areas where needed; that normally residential streets do not have the same problem as the other busier thoroughfares and particular emphasis is given this on Wednesday of each week. That the supervisors who engage in coordinating the daily efforts of the various divisions in the field are available upon notice to handle any special problem or to advise concerning any of the services which the department renders. That the services of the department will commence immediately upon the effective date of annexation.

Mr. L. C. Cheek, City Engineer stated the services which are now rendered by this department to residents of the City of Charlotte will become available to this area if annexed in substantially the same quality. The services in the Engineering Department range from house numbering and City Maps to street resurfacing, emergency sewer service and even down to tree trimming in the street rights-of-way. Also important is the fact that the policies which now provides a means of security and financing improvements such as sanitary sewerage extensions and curb and gutter for city residents desiring to utilize petition of assessment will also become available to this area if annexation is approved. One of the most important services rendered by the department is Street Maintenance, the street maintenance and repair for all of those streets which meet the minimum standards of improvement required for additional municipal assistance. That in this service is street patching and also the reconstruction of perhaps lower type streets to one of a little higher standard giving something that looks like the illustration as shown. That this could be considered a light coat on a street. That annually money is invested in plant mix resurfacing for a more permanent type street and also included in this category of services is the reconstruction of permanent type sidewalks when they become obsolete, giving a better appearance to the neighborhood. That storm drainage improvements along streets which require this type drain are put in; also work on bridges, culverts, replacement of curb and gutter, shoulder maintenance, ditch maintenance, even tree trimming and mowing grass. That important in the services also is the availability of petition assessment to secure improvements on streets such as shown by the illustration; also one of the principle services is the construction and maintenance and repair of the sanitary sewer collection system. That the illustration shown is the scene of a major outfall construction project which is very near to the area under consideration; Mains in the streets are installed, which provide sewer service to residential areas and other areas being developed; for a standard fee, lateral connections are provided from these mains to the property lines of the property needing the service; also maintained is a 24 hour continuous emergency service for stop ups or whatever type emergencies that might be required by people connected to the system. Other services include surveys, design of Public Works Improvements, appraisals and acquisition of rights-of-way, maintenance and extension of house numbering system, issuance and inspection of such things as driveway construction permits.

He called attention to the maps - which will be available - stating the first one will indicate the public street system in the annexation area, indicating paved streets which are already paved and which will automatically become a part of the City System, will indicate dirt streets which have been maintained by the department for a number of years and which also will be added to the City's System, and will indicate streets which will probably remain a part of the State Highway System. The second map indicates the basic sanitary sewer system which exists in this area, it indicates street names and trunks which will automatically become a part of the system; those streets which do not have sanitary sewer at the present time, but where the system can be extended under the existing policy for extending sewers inside the city and the other indication is the trunk line which will be constructed by the City to eliminate pumping stations now operating in the area and provide a complete service for the entire system - if this area is annexed.

Mr. Herman Hoose, Traffic Engineer, stated that the Traffic Engineering Department in addition to the general responsibility of developing and maintaining safe and efficient means of moving vehicular traffic on the streets and highways of Charlotte, is also responsible for the installation and maintenance of all street lights, traffic control lines, pavement markings, signals and other control devices. That the illustration shown is one of the streets in the area which does not have street lighting which will be included in the plan - also the type lighting used at a key intersection, which would be used in the area. Mr. Hoose also showed street markers used in the area, one, an information sign, putting the new type in with a reflector sheeting on it with aluminum which shows up at night from the reflection of headlights. Another street marker was shown indicating a stop sign. He stated all traffic control signs in the area do not meet the uniform standards, but that new ones would be installed meeting requirements when the area is taken in. That a survey shows stop signs at the intersections are only 4 or 5 feet from the ground and a parked vehicle would obstruct the vision of the sign. In the school areas there will be painted on the pavements the words "SCHOOL", and also install no passing lines in the school section. Also the Traffic Engineering Department has the Site Obstruction Ordinance and a survey will be made in the area to take care of this and of the traffic control and maintenance of the present traffic control devices in the area.

Mr. Walter Franklin, Water Dept. Superintendent, stated he is sure most of the people who live in the area which is proposed for annexation are all familiar with the services which the Water Department renders in that they are now served through approved pipe line system set up at our basic pumping station filter plants and also have approximately 123 fire hydrants already in the area. The basic function of the department is to supply water for domestic, industrial and for protective use in the area and 98% of the population of the proposed area is already getting this service. That one thing all of the people will be glad of is the fact that the water bill will come down to exactly 50% per unit of service on both the water and sewer service charges. That they are prepared to meet all of this water service at the moment but additional facilities are planned and will be put in service as they are needed - all in accordance with the annexation laws and provisions. The water billing here will be changed immediately upon annexation, after the first billing period, after the day of annexation. This will be automatic and there will be no particular problem with it. The other function that they have is the treatment of all sewerage and industrial waste which is delivered to them by the Engineering Department Collection system and outfall. They are now building a new unit below Pineville which will serve this area very adequately. One charge that will be taken away is the \$2.00 per month pumping charge which the developer has been forced to use to finance his operation. This will no longer apply.

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In other words the first billing date after annexation your water service charges will be reduced by 50% per unit of water per 100 cubic feet under the same service which we now have in operation in the city. The only other change is if you want to extend a water main - in this case it is not as it has been outside the city where the developer or the owner must finance its own water system, we will do exactly as we have been doing in the City for a long long period - obtain extension of water main on a guaranteed water revenue basis. That they have to have 10% per year annual gross water revenue for the cost of the line. No longer will you people have to supply your own water mains.

Mr. W. J. Jamison, Building Inspector stated the Building Inspection Department is primarily for the safe and orderly growth of the community as related to building construction. Their duties include the enforcement of the City's code of minimum standards for construction, improvement and use of buildings. The principle activities of this department, which would be affected by the annexation are Electrical, mechanical and housing inspections. Inspections of new construction, plumbing, and zoning regulations are already carried out. That they have 16 people who are available for these extra services, if the area is annexed.

Mayor Brookshire advised following this hearing there would be three courses of action open to the Council, none of which they will take today:

1. They can annex the proposed area as outlined.
2. They can annex an area after amending the proposal by making certain changes in the geographic boundaries.
3. They have the option of taking no action in the matter at all at this time.

That he would now open the meeting for questions or discussions and if you want to be heard, please come up to the microphone and give your name.

Mr. Russell Robinson, representing J. P. Stevens & Co., stated their interest rises out of the fact they have occupied a building constructed on the southerly margin of Fairview Road which they recently built. He called attention to a map and stated it has been colored to illustrate several points. He called attention first to the yellow coloring just south of the proposed annexed portion; that the point of this is that the line is very irregular being drawn between Pineville Road and Sharon Road and the obvious purpose is to exclude from the annexed area the area south of that which is not yet fully developed for urban use and is not yet ready to be served by municipal facilities, that they feel this is good urban planning although the line is not symmetrical, as a cemetery is not a desired feature here. That they propose the annexation be amended to apply the same principle to this area as applied to the area to the north which is colored blue and orange, and which would mean that the new city line would extend from Sharon Road as it does now down to Park Road, then continue south along Park Road for a distance of approximately 850 feet to a point from which it could pass from Park Road following the southerly boundary of this property over to Sharon Road. That would mean the same principle which was applied to the south - that is an area that has not yet been fully developed for urban use and to which the city is not ready or should not extend its full municipal services would be excluded from the new annexation. This area is not occupied at all, it is pasture land; the orange area is still in the process of development and all the rest is urban residential area with the population density required by the statutes. That the area stands in the same position at this time - that is in the process of development - as the area immediately north of them, occupied by Celanese, stood 10 years ago.

That when Celanese moved in it was understood, and they moved in on the basis and assumption, that they would have a period of time within which to get settled before they were included within the City. That he has been instructed by J. P. Stevens to advise Council they moved into their building, made their plans, negotiated their lease on the basis of the same assumption - that is that the City Council would follow a logical and consistent policy in extending the city limits to include only those urban areas that were ready for and needed full municipal facilities. These areas are not yet ready for those facilities, do not need them, because they are not fully developed for urban purposes. For example - there is at this time no sanitary sewer collector line between Redfox Trail, along Sharon Road down to the edge of the Gulf Station, at the intersection of Fairview Road and Sharon Road. There is no sanitary sewer gravity line along Fairview Road between Sharon and Park Roads. There is no city water service along Sharon or along Fairview Road up to the point where J. P. Stevens has tapped onto city water at an expense of \$9,000 to the developer which they assume was added onto Stevens rent base. That if the City extends the city limits to include this property it will be taking that water line without any compensation to the developer or without any rent reduction to Stevens. They feel that is unfair particularly in view of the fact that there are very few meters on that line between its point of connection with the Stevens property and the point of connection with the original city water at the intersection of Park Road and Fairview Road. They are asking Council to exclude the Blue and Orange portion, which he pointed out on the map, on the same basis that they exclude the yellow portion - that is it is not urban land, is not fully developed yet for urban use and does not need, and the City is not yet ready, to extend full municipal facilities. They also ask Council to exclude that property on the basis of the inherent fairness of doing that to the developers who are now in the process of developing that land - which is largely responsible for the accompanying urban development in the area that should be taken into the city. If the City Council does not follow the logical and consistent policy of expanding only to include urban areas, then it will discourage these developers, such as J. P. Stevens and Eastern Airlines developers, from proceeding with the orderly development of that property which has added so much to this area of the city.

Mr. J. R. Hutchcraft, representing residents of the Sharon Community, stated the people south of town are proud of Charlotte; they love it and want to become a part of it in a fair and equitable manner. That he would like to review the Sharon Community section which is proposed for annexation. It has many relatively new homes in the \$16,000 price range up water and sewage disposals serve most of the homes; streets and gutters are in the developments - they were included and paid for in the purchase price of the homes. Roughly half the area is undeveloped farm acreage or farm land. That they have not been given the opportunity to express their pleasure by ballot on their desire to be brought into the city. Most of them have a good or better street and garbage pickup service than a large portion of Charlotte. They are protected by the finest volunteer fire department in the State of North Carolina, which they organized, financed and developed themselves. Crime in their community is negligible and non-existent. Their problems in this matter are satisfactorily taken care of by Chief Stevens and the County Police. He asked what does Charlotte have to offer them? In answer to that, the Planning Department says improved fire protection when the City does not even own a lot to build a station in the area and will have to depend on tankers and volunteer fire departments to provide water to fight fires in the areas not having water mains. That up to ten minutes additional time will be needed for a fire engine to get from an existing city station to the Spring Valley and Huntingtowne Farms sections, and at the

Fairview-Sharon Road intersection they have an excellent volunteer fire station. He stated that Charlotte is not ready to annex the Sharon Community yet and certainly the City Council and Planning Commission want the area brought into the City July 1, 1965 and there would be no consideration for the financial hardship this date would bring on the residents of the area. He asked if it is fair to require a full year's taxes for only six months substandard services. He stated if Council sets the date as July 1, 1965 for the annexation they might as well levy a fine of \$500 on each family in the area as that is approximately what it will cost out of their pockets. He asked if they bring the area into the city to be fair about the matter and make the annexation date January 1, 1966 or January 1, 1967. That the City is not yet ready to provide service for which they propose to tax them without their consent and asked that they be in a position to provide the service equal to that which they already have.

Mr. Frank McCleneghan, Attorney representing Blythe Brothers, stated they own property at the corner of Fairview Road and Park Road and they propose to build an office building on the lot at an outlay of approximately \$800,000. They are all proud of what has been built on Fairview Road and what the Stevens Company and Eastern Airlines has done, and now being followed by Blythe Brothers it will make it a most attractive street and, undoubtedly, the other side of the street will be developed in the same character. That it seems to him to be a little rough to look forward to being taken into the City limits within a very short time after Blythe Brothers has just broken ground and is something Council should take into consideration. That he joins with what Mr. Robinson has said. That in addition to representing Blythe Brothers he has another client on the same street, at the corner of Fairview and Sharon Road which is Sharon Shopping Center and is owned by John Crosland Company and Mr. Allan Tate. That is another case of being taken in mighty quick. The construction of the Shopping Center was started in June 1962 and they are not through yet and are still doing work out there and are still going to build more buildings. That having gone out and built outside the city limits they should have a breathing spell; something has been said about a 10 year cycle which has been more or less the custom, and also had a custom that voters were entitled to have something to say. That as set out in the report is true- its a matter of law; however, the legislature can take them out and put them in without saying anything to them. That the people have always had a voice. That he thinks this is a law which the Council should use with care remembering their fundamental ideas. He then talked to Council from a map stating that the property south of the lots have very few houses, and they do not think it is right to take these lots in at this time. That the developer should be entitled to develop his property before being taken into the city limits. That in connection with the timing of the annexation - everybody had a blow not too long ago by getting their taxes increased and now to have them doubled on top of that within a short time would put quite a burden on them. That they have not taken into consideration the increase in personal property taxes.

Mr. Harrison Knapp, Director of Civic Affairs for Eastern Airlines, stated Eastern has been serving Charlotte since 1930, so they feel they are neither newcomers nor an outsider in the community. Their business in Charlotte has grown to where it is now one of their principle traffic centers and along with such growth their expenses have grown proportionately and properly. That approximately 3 years ago Eastern engaged in the selection of a site suitable for their system reservation requirements. These requirements included the procurement and location of a modern computer

which would continuously and instantaneously record all flight reservation and total reservations and availability of the several hundred daily flights which they operate. In addition today 33 communities in 7 states and the District of Columbia are tied into Charlotte by a vast telephone complex for public travel bookings. Eastern's site at Charlotte was based on both geographical and economic consideration. They sought a suburban site which would not be a tax burden to an industry that is too competitive to invite further and higher costs. Eastern is satisfied with the civic services and facilities presently available as a citizen of Mecklenburg County. The proposed annexation will certainly influence any extension plans they have or will have in the future and they respectfully oppose the proposed annexation and join with their neighbors as they see little benefit or merit in the proposal.

Mr. Carlyle Campbell, Jr., 4516 Pinevalley Road, stated his street is located between Blythe Brothers construction and Park Road Moravian Church. There are eight lots and eight families on the street. The city is unable to provide them with the city sewerage and what this meant to him initially in the purchase cost of his house is \$550 and he has not been in his house a year yet; that he had not counted on paying the \$550 but at least he thought it would be some few years probably before they would be brought into the city and he would realize some tax savings by being in the county and would in some measure recoup this. That he is one, and there are seven other people on the street exactly like him who have just spent this money in the cost of their house. They have their septic tanks and could not be given city sewer and they know they are going to be brought in anyway but it is a question of when. That it is his purpose, for himself and the residents on his street, to urge that the annexation be postponed to at least some decent length of time to give them a chance to get on their feet from the initial outlay. That as Mr. McCleneghan said, previously they had the right to go down to Sharon School and vote to protest coming into the City, and this right has been taken away from them, and the only thing they can do is stand up today and let Council decide what happens to 9,000 of them, so he urges Council to proceed cautiously with it. He urged that Council not bring them in at the very earliest possible date. For consideration, he raised the following questions:

1. On page 26 of the annexation plan, there is a schedule which shows what they pay now and what they will pay in the future. That one thought that occurred to him in reference to the fire department was with these increased costs they are going to have - these capital expenditures for property, fire stations, new equipment, personnel, etc, is the tax base on the right hand side of the page going to be really realistic, or what assurance do they have that they might not find themselves two or three years away with the cost of all this making a higher tax rate in order to finance what they are being given and didn't want.
2. On City Bus Service, there are some areas in the city now which do not get city bus service out to the city limits. That he realizes this is not anything Council provides directly but they do grant franchises and oversee the route of the bus service. If and when they are brought in, will they be assured of bus service out to the city limits or maybe be in the situation that some people are in now where the bus goes part of the way and stops and turns around and comes back.

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Mr. Irvin Boyle stated he represents two tax payers only - Mr. and Mrs. James J. Harris. He called attention to the difference between the map which he handed to Council and the one projected on the screen. That essentially the map which he presented is a map which contains dots showing where there are residences presently erected. He stated he would like to go back a little and look at the situation which they are in today and the history back of it. In the 1960 annexation the Council deemed it wise to bend the line to take into the city two things - The Celanese Office Building and the Harris Residence and the acreage lying between the residence and the old city limits towards Wendover Road. That at that time they made no objections; they conceded upon the assumption that all other persons in the community proceeded at that time, that it would be approximately 10 years before another annexation move would be made. That of the acreage which was taken into the city four years ago a little more than half of it still remains in a cultivated state. That the City has adopted an ordinance which makes it illegal to graze the herd, the cows over that particular part, but by and large a majority of it is now devoted to raising hay and feed stuff for cattle. Still it is within the city limits and like a great deal of that area down on the other side of it, although four years have gone by, you have built streets in there on Celanese Drive, these facilities which the Department Heads of the City say will be available, are not available. He called attention to the map and pointed out the Ervin Construction Company property, and the undeveloped property of the Crosland Company and the golf course and stated the line has been bent for the second time to include a considerable amount of vacant land belonging to Mr. Harris and at the same time excluding undeveloped land of Ervin, Crosland and other developers adjacent to it which is there for further development. He called attention to the Seabrook Drive area stating there is a group of residents who have asked to be brought into the city but have been excluded from the plan because it would cost the city money to come in and sewer that area and extend water to it. Mr. Boyle stated since the date of the last annexation, the City came to the Harris' a number of months ago and wanted to run a trunk line through the area - a 25 ft. easement extending a distance of 5,925 feet which is in excess of 3 acres. That Mr. and Mrs. Harris gave that to the city. Then the City and State came along and wanted to widen Sharon Road and they called on the Harris' again and this time they gave 10 acres lying in the right of way and it cost them nothing. The city again got the benefit. That the tax assessors came in and because all the property had been taken into the city, undeveloped and used for agriculture purposes, placed valuations on it which are unreal, inequitable in amount, and have made it so that the city by the very device which they are now pursuing makes it almost impossible to own any land in the city. That in connection with the tract of land - the 150 or 68 acres he is speaking about now they will find it is rolling land, rolling both from Celanese Drive and Sharon Lane and is what the developers term rough land. It has on it an abandoned cemetery, abandoned rock quarry, the drainage from a great deal of the property around it. It does not have a sanitary sewer line in Sharon Road, and has a sewer line only for a short distance on Fairview Road; has no water line along Sharon Road, and has a water line only for a short distance on Fairview Road. That the reason the others came in today and protested, he is sure, is simple; that is the reason those lines are in Fairview Road as they were put in when they were induced to come to the City of Charlotte to construct these facilities. He called attention to the area near Celanese Road which was taken in last time and the few residences there and that they are now served by septic tanks - there is no sanitary sewer. That on behalf of two of the best citizens the city has ever had, two of the loyal tax payers, that to come back four years after taking the initial acreage and to include this acreage

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would almost be a confiscation of property based upon the valuation the county has placed on it in the combined tax rate. That it would be discriminating against these two tax payers that you would take in their vacant land and eliminate that of the developers which is adjacent to it on the rear.

Mr. W. J. Elvin stated he lives on Brandywine and he would like to make the recommendation that Council ignore the requests being made.

Mr. Bruce Valentine resident of Spring Valley stated he is a fairly new homeowner and as far as an annexation is concerned, in adjusting his water bills alone, would accept annexation with open arms. But the time schedule, especially in Spring Valley where they are all fairly young homeowners with a lot of children, coming into the city July 1, 1965 and paying a whole years taxes is just unfair. That January 1, 1966 is fair and he thinks a lot of people would like it that way and accept annexation and be grateful for it.

Mr. John Randall asked if he is correct in interpreting the annexation map to mean the city limits would include Sugar Creek as far south as Rockledge Drive? and he was advised it would. That at present there are two primary links between U. S. 21 and Park Road, and these links are Archdale Drive and a county road off 21 near Lance. That Starbrook is laid out as another link and at the present time does not have a bridge crossing over Sugar Creek and it is proposed to take the area into the city. He called attention to the article in the morning's paper and quoted "A drainage ditch has become the center of a \$100,000 personal injury suit against the city. The ditch is a 100 foot strip of land that cuts through Woodleaf Road and separates Darby Acres from Green Acres. If the road was complete it would serve as a main link between the two subdivisions. But the roads deadend on both sides of the ditch". He stated this applies to Starbrook also. He asked if the City Engineer has any comment at this time as to what is planned for the area in the way of a bridge? That he might point out the bridge would help in the fire service.

Mr. John Pentington, resident of Spring Valley, stated they have lived in the area about 6 years and are very proud of Charlotte and think it is the finest place they have ever lived. That Spring Valley has contributed to Charlotte as a whole; they have built their own swimming pool, their athletic facilities, recreation facilities and members of the Community have worked with the city's children in athletic programs such as Little League and Pop Warner Baseball. They are real happy with Charlotte but feel this is something being pressed on them too quickly and lots of them have many children and don't feel the services being offered would be given them soon enough to make it worthwhile to be hit with the extra hundred dollars.

Councilman Smith stated the sentiment of Council as they have discussed it has been, if it is annexed, to bring it in January 1, 1966. This is not official but it is the thinking of the majority of Council at the present time.

Mr. Jeff Dishongh, 3201 Northampton Drive in Spring Valley, stated he is a neighbor of Mr. Hutchcraft and agrees 100% with the statements made by him.

Mr. Robert King, resident of Huntingtowne Farms on Burtmill Road, stated he has been in the area less than six months and concurs with the remarks made by the gentlemen of Spring Valley.

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Mr. Don Gallimore, resident of Wensley Drive, stated there are some steps to be taken to lighten their burdens by being members of the county community and being taken into the city community. That an alternate suggestion to annexation in July, 1965 would be to show them what services can be started in July 1965 and bring annexation by January 1966, and this would give the residents an opportunity to see what pace the City of Charlotte actually offers the service to them. That he is proud to be a Charlottean and would like to see Charlotte make him proud of being a Charlottean.

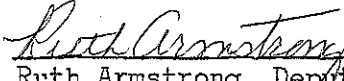
Mr. George Wilson, resident of Beverly Woods, stated he has lived here for approximately one year. They lived in the Cotswold area before it was annexed, and then when it was annexed they did not get one bit of special service or anything extra but higher taxes and more expense, so they moved out to Beverly Woods. And now here it is again and he is against it.

Mayor Brookshire stated the Minutes of the meeting have been recorded and will be carefully studied by all members of the Council.

Mr. Veeder, City Manager, commented on the report as prepared by the Planning Department. He called attention to the economic analysis on Page 25 of the Report and stated it reflects some estimates on costs that might be incurred by the city if annexation takes place. The reflecting annual operating expenses of approximately \$379,000 with capital costs at \$376,000 for general fund activities, \$52,600 for utility fund operating cost and \$734,000 utility fund capital cost. That these are the estimates of the cost involved.

ADJOURNMENT.

Upon motion of Councilman Thrower, seconded by Councilman Albea, and unanimously carried, the meeting was adjourned.



Ruth Armstrong, Deputy City Clerk