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A regular meeting of the City Council of the City of Charlotte, North Carolina, was held in the Council Chamber, on Monday, February 14, 1972, at 3:00 o'clock p.m., with Mayor John M. Belk presiding, and Councilmen Fred D. Alexander, Patrick N. Calhoun, Sandy R. Jordan, James D. McDuffie, Milton Short and Joe D. Withrow present.

ABSENT: Councilman James B. Whittington.

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INVOCATION.

The invocation was given by Councilman Sandy R. Jordan.

MINUTES APPROVED.

Upon motion of Councilman Short, seconded by Councilman Withrow, and unanimously carried, the minutes of the last regular meeting, on February 7, 1972, were approved as submitted.

MAYOR OF SCOTLAND NECK, NORTH CAROLINA RECOGNIZED AND WELCOMED TO CITY COUNCIL MEETING.

Mayor Belk stated Council is very honored today to have meeting with them the former President of the North Carolina League of Municipalities. He introduced Mr. Ferd Harrison, Mayor of Scotland Neck, North Carolina, and stated Council appreciates him visiting today.

CITY OF CHARLOTTE RETIREMENT PLAQUES PRESENTED TO RETIRING EMPLOYEES.

Mayor Belk recognized the following employees and presented them with the City of Charlotte Retirement Plaque and thanked them for their service to the city:

- (a) Mr. Ernest David Bartlett, Clerk I, Motor Transport Division, employed June 22, 1959 and retired February 11, 1972.
- (b) Mr. Haskell Odell Hooper, District Fire Chief, employed November 8, 1938, and retired February 5, 1972.
- (c) Mr. Woodrow Tate Tuttle, Fire Captain, employed December 1, 1941 and retired February 1, 1972.

WEEK OF FEBRUARY 14-18 PROCLAIMED AS SCHOOL BUS SAFETY WEEK.

Mayor Belk stated that last week, Councilman Withrow brought up matters pertaining to school bus safety. That this is not all that Councilman Withrow wanted, but it is a start.

Mayor Belk then presented the following proclamation:

"Whereas, the safety and welfare of the Children of our City are entrusted to our care;

Whereas, in addition, the safety and welfare are of primary importance to us;

Whereas, Charlotte is a city deeply devoted to the well being of its children;

Whereas, it is appropriate that sometime be set aside to focus attention on the importance of safety in our homes, and in our schools, in public transportation and on school buses.

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Now, Therefore, I, John M. Belk, Mayor of the City of Charlotte, do hereby proclaim February 14-18, 1972 as SCHOOL BUS SAFETY WEEK in Charlotte and urge citizens of Charlotte to participate in this significant occasion.

Whereas, by hand, the seal of the City of Charlotte, the 14th day of February, 1972."

Mayor Belk thanked Councilman Withrow for bringing this to Council's attention and stated we are all sorry for the tragedy that happened, and hope that we can prevent others from happening.

Councilman Withrow stated he was in hopes that Council would have City Coach Company place signs - School Bus - on the front and back of the buses that transport school children, and that the public be required to stop for the unloading of school children from these buses.

Councilman Jordan stated he does not see why they cannot place signs on both sides of the bus and on the rear also. There are places on the side of the buses for advertising purposes, and he sees no reason why they cannot place a sign on the buses when they are being used as school buses.

Mr. Burkhalter, City Manager, advised that a staff member is working on this with the Safety Committee, and a report will be made to Council.

PETITION NO. 71-61 BY SCANDURA, INC. FOR A CHANGE IN ZONING OF A PARCEL OF LAND ON THE NORTHEAST SIDE OF KESWICK AVENUE, BETWEEN DUNLOW STREET AND HANOVER STREET, DEFERRED FOR ONE WEEK.

Councilman Short stated the Committee appointed by Mayor Belk to work with the officials of Scandura has been real diligent and has worked out what may prove to be an excellent arrangement. That the Committee thought it had dotted every (i) and crossed every (t). But over the weekend something developed that makes it necessary to ask that Council postpone action on the petition for one week.

Councilman Short moved that action on the subject petition be postponed for one week. The motion was seconded by Councilman Withrow, and carried unanimously.

Councilman Short stated the arrangement that had been made through the efforts of Mr. Bob Hopson, Mr. Bill McIntyre and others was to move the road westward about 84 feet; the pathway of the road as it passed that building would be moved westward. The property there for some 200 to 300 feet is owned by Scandura and moving the road 84 feet westward was acceptable to them, and made everything okay. But in doing this, it moved the position of the road on the WSOC property, and they state they are now worried about some underground installations they have in the pasture in front of their building.

REPORT ON DIGITAL TRAFFIC SIGNAL SYSTEM AND VARIOUS OTHER PROJECTS BY DIRECTOR OF TRAFFIC ENGINEERING.

Mr. Herman Hoose, Director of Traffic Engineering, stated sometime ago the Department attempted to improve the signal system in general for the entire city. This was included in a study in 1968 under the TOPICS program, and carried forth by the Department, along with the State Highway and Federal Highway Department for the signal system for the City of Charlotte, not only in the central business district but in some of the outlying areas, of what they call sub-zones.

He stated he will try to explain how the system will work by taking one location. The system will cover 126 intersections, and three sub-zones. Later on others will be pulled in with additional equipment to the system.

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He stated the intersection will have a control system, a detector and a signal. The control system receives instructions from the computer, and changes the instructions into combinations of red, green and yellow signals visual to the vehicle operator or pedestrian. The sensors are detectors placed in each lane which will count the density by lane; it will also give the speed of a vehicle along with the volume. At five intersections there will be T.V. closed circuit cameras which will feedback on the units, and they will be able to scan. They will be located at Trade and Tryon, South Boulevard, between Morehead and Independence, North Tryon at 11th and 12th Street, McDowell at 6th and 7th, and at Graham and Trade. Information is stored on tapes and still shots can be reproduced on film. The cameras will operate at 85° vertical and 350° horizontal.

Mr. Hoose stated the actual communication is a system of electrical cables and coding devices used to transmit the data and instructions between various segments of the system - from the sensors to the computer; from the T.V. cameras to central control; from computer to intersection controllers, back to each individual controller where information will be transmitted by a coding device.

He stated the computer is the device which runs the system. It performs functions as follows: (1) Receives and processes vehicle flow data as collected by the sensors. (2) Calculates length of green for each intersection, while considering all other adjacent intersections. (3) Determines the critical directional traffic streams and adjusts the relationship of individual greens at each intersection to permit smooth flow of platoons of vehicles through the system. An example is inbound flow in the early morning, and outbound flow in the afternoon; also a groupings of signals for special events such as events at the Civic Center or other high generated areas. (4) It instructs each intersection to initiate the green length and its relationship with other intersections which is the split and off-set. The split is the amount of green for each intersection, and the off-set is the fixed green. (5) The computer will check each local intersection controller, each sensor and each detector once every half second to see that all functions are putting out. When errors are discovered, special emergency procedures go into effect immediately; the signal will go on stand by, which means it is operated isolated, or it will go to flashing.

Mr. Hoose stated the control center will be located downstairs at City Hall in the showcase window. This is where this information, plus a display board, and other items will be stored. The area includes a computer, typewriter-printer (C.R.T. which is a Catho Ray Tube and is a visual program in operation). The typewriter is used to instruct the computer to perform special operations; it receives the information; prints out information and sends information back to the computer. The printer is used to record changes in operation of the system and a permanent record of traffic flow. The C.R.T. provides an immediate non-permanent record of system status; it also changes splits and off-sets and basic program changes. The display board is a visual display of the total system and intersection. This is done by a series of lights, red and green; each intersection has a little bulb on the display board which is 12' x 8'. Each intersection will have red and green lights showing it in operation. The sensors are located at 84 locations and will have flashers. Once they stop flashing, we know the sensor is not working.

Mr. Hoose stated they feel this is one of the best systems in the country; it is expandable; it can be set up to do special events in high generated areas; it can operate 32 programs; the 32 programs can be changed and can be split in different areas. In the downtown area there are brand new secondary controllers; in the outlying areas during some part of the day it will be cut loose and be allowed to operate isolated.

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He stated the actual cost of the signal system is \$1,400,000 of which the City of Charlotte is obligated to pay around 25%. That when it comes time for capital improvement or the bond funds, we have money for TOPICS and with what we are doing and with the support we are getting from the State, we will need some funds to continue the work of TOPICS.

Mr. Hoose stated he now has the model for the pedestrian overpass at Johnson C. Smith University. It is a spiral walkway and will only be covered at each side with a mesh-type vent. This will be strictly a pedestrian walkway. The cost is around \$87,000; it is state-funded. The City did the engineering, the schematic and the public relations for the school and the right of way. That the City received an excellent reception as far as Johnson C. Smith is concerned. This is an ideal situation. This will carry probably six to twelve hundred students per day back and forth. The contract has been let and they hope to have it underway next month.

He referred to some of the intersections being done under the TOPICS programs and presented drawings of the Remount and Wilkinson Boulevard intersections. He stated it will be improved for a double left-turn out of Remount into Wilkinson Boulevard; the corner will be rounded for a right turn slot. This has been approved and the State will do the work at a cost of approximately \$75,000. The City did some of the engineering and the schematics. Mr. Hoose stated in the widening of McDowell Street, they have been working on the intersection of McDowell Street, Morehead Street, Dilworth Road and Oriole Street. Some widening is being done on McDowell; the intersection will be widened down to Morehead Street so there will be a separate left turn slot for traffic from Morehead Street into McDowell. There will be two left turns out of McDowell Street; they will then set up two straight through lanes down Morehead Street, and a lane down McDowell Street. Oriole Street will have a right turn in and a right turn out only. It will no longer have a left turn in.

Councilman Short stated some people heading west on Morehead fail to make the left hand turn in front of the Veteran's Center into Dilworth Road; they go on up and try to make a left turn in the big intersection and it is almost a U turn. This is dangerous and should be prohibited. Mr. Hoose replied it will be; it will be almost impossible to make that turn.

Mr. Hoose stated the intersection of Caldwell, Independence and Stonewall Street will cost approximately \$163,000. They are attempting to flatten out the curve; there will be three lanes in each direction and will help to move the traffic onto Stonewall Street. This will be a big improvement and they feel this widening will fit in with the overall program for the interchange and Independence Expressway. That the traffic count is a little over 52,000.

He stated at Remount and West Boulevard, they are widening the lanes on Remount, and putting in one additional lane. There will be a left turn lane and two straight through lanes. This improvement will also improve the signal system.

Mayor Belk thanked Mr. Hoose for coming and making this report to Council.

ORDINANCE ORDERING THE DEMOLITION AND REMOVAL OF BUILDING AT 1021 BELMONT AVENUE, DEFERRED FOR ONE WEEK.

An ordinance ordering the demolition and removal of building at 1021 Belmont Avenue pursuant to the Building Code and the Charter of the City of Charlotte, was presented for Council action. A picture of the building was passed around for Council to view.

Mrs. Mary H. Lewis, owner of the property, was present and opposed the order. She stated she was supposed to be represented by her Attorney, Mr. Steve Blackwell, but he was called out of town. She stated she borrowed the money

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to have the building remodeled; that she is in the process of a law suit against the contractor who was supposed to remodel the building; that he went in and did a little work. That she has already paid a lien on the property under protest. She stated this started back in August; it started with another piece of property on Euclid Avenue. That she asked the contractor if he would look at the Allen Street and Belmont Avenue property. It seems that she had no sooner started talking to the man until, all of a sudden, the Building Inspectors were out there picking her property to pieces.

Mrs. Lewis stated this is an old service station building; it has a carport overhang and that is the part that is rotted. That she was going to tear that part down; Peoples' Savings and Loan has loaned her \$600 to tear it down.

Mr. Jamison, Superintendent of the Inspection Department, stated the building is dangerous; it is a hangout for children and other people in the community. That it is dangerous but waiting one week will not hurt anything. He stated he would recommend that Council adopt the ordinance, and his department will work with Mrs. Lewis for a while longer. That they have been working on this since last June.

Councilman McDuffie moved that the ordinance be postponed for one week and that it be on the agenda again next week, and that Mrs. Lewis' attorney be in touch with Mr. Jamison and have an agreement as to the repairs or demolition by next Monday. The motion was seconded by Councilman Withrow, and carried unanimously.

ORDINANCES DECLARING HOUSES AT VARIOUS LOCATIONS UNFIT FOR HUMAN HABITATION.

Council was advised that the property owners had indicated that they would not contest the subject ordinances declaring houses unfit for human habitation.

Motion was made by Councilman Withrow, seconded by Councilman Calhoun, and unanimously carried, adopting the following ordinances declaring houses unfit for human habitation, under the provisions of the City Housing Code:

- (a) Ordinance No. 373-X declaring building at 400-02 West 8th Street unfit for human habitation.
- (b) Ordinance No. 374-X declaring building at L8 and 9 B5 M3 171 HL Amerigo Street unfit for human habitation.
- (c) Ordinance No. 375-X declaring building at 211-211A Mill Road unfit for human habitation.
- (d) Ordinance No. 376-X declaring building at 1923 Beatties Ford Road unfit for human habitation.
- (e) Ordinance No. 377-X declaring building at 201 Linwood Street unfit for human habitation.
- (f) Ordinance No. 378-X declaring building at 622 West Hill Street unfit for human habitation.
- (g) Ordinance No. 379-X declaring building at 147 Manley Street unfit for human habitation.
- (h) Ordinance No. 380-X declaring building at 209-209A Mill Road unfit for human habitation.

The ordinances are recorded in full in Ordinance Book 18, beginning at Page 477.

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PROPOSED APRON/TERMINAL CONCEPT STUDY FOR DOUGLAS MUNICIPAL AIRPORT, APPROVED.

Motion was made by Councilman Jordan, and seconded by Councilman Calhoun, approving the following actions for the apron/terminal concept study at Douglas Municipal Airport:

- (a) Ordinance No. 381-X transferring \$40,000 from the Runway Strengthening Project to be used for a consultant study of a new apron and terminal concept subject to the condition that approximately two-thirds of this cost will be reimbursed by the Federal Government when the work is completed.
- (b) Resolution Authorizing the Mayor of the City of Charlotte to file an Application with the Federal Aviation Administration for an Airport Planning Grant to conduct a terminal concept study.
- (c) Contract with Arnold Thompson Associates, Inc. for an Apron/Terminal Concept Study at an estimated lump sum amount of \$40,000.00.

Councilman Short asked for an explanation of the relationship between the concept specialist, Arnold Thompson, and the architectural firm that would ultimately be chosen for the new airport.

Mr. Birmingham, Airport Manager, stated this work they are proposing is in the area of terminal concept. The end result of this work would be an undimension conceptual plan of the terminal complex and a schematic road access plan. With this plan, the City, at the appropriate time, can employ an architectural firm to actually design the buildings and so forth in the area. This is to provide a terminal concept plan with no dimensions but probably will be related to square footage usage. The people recommended for this work will not be the ones recommended for the A and E work.

The vote was taken on the motion and carried unanimously.

The ordinance is recorded in full in Ordinance Book 18, at Page 485.

The resolution is recorded in full in Resolutions Book 8, at Page 63.

CONTRACT WITH WILBUR SMITH & ASSOCIATES TO DEVELOP FUNCTIONAL PLAN FOR THE PUBLIC PARKING GARAGE FOR DOWNTOWN CHARLOTTE, AUTHORIZED.

Councilman Calhoun moved that Council consider the employment of an architect, Mr. Harry Wolfe, who coordinated the Ponte-Travers, Wolfe Plan for Downtown development, to mastermind the public parking garage which would include the determination of an engineering firm to provide the functional plan. The motion was seconded by Councilman Alexander.

Councilman Calhoun stated it is extremely important that we not lose sight of the concept of the Ponte-Travers, Wolfe Plan and get this into being at this time, strictly in connection with the public parking facility.

Councilman Calhoun stated his motion is to employ Harry Wolfe and Associates to quarterback the public parking facility, and the necessary engineering work that is involved in this functional plan for access and egress from this facility. Mr. Wolfe would be responsible for providing the necessary engineering information, which is required at this stage of the game. That this does not direct him to go ahead with anything but the organization and planning. He is thoroughly familiar with what we are trying to do, and with his knowledge and planning and so forth that has been done, it is highly desirable that it be brought into play at this time.

Councilman Short stated Wilbur Smith and Associates have been our traffic consultants for 15 years or more; they have been paid for what they do; but he

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expects they have done a great deal more than they are paid for. They are controversial, and they may not be perfect, but he believes that is the case with every traffic consultant and every traffic engineer. He stated he personally would prefer that the Council designate Wilbur Smith as the traffic engineer to continue their work and to make this functional study that is needed at this time. That he does not believe it is necessary for Council to place them, after some 15 years of work, in a situation where they, at the option of some other employed professional, fine as he is, has the opportunity to dismiss them.

Councilman Calhoun replied they are not being dismissed; this would give Mr. Wolfe the prerogative here. That he is not sure but a fresh and independent look at our traffic situation is not in order, despite 15 years. That he would be willing to be shown whether or not we need someone else. That he thinks we need to take a good hard look at it at this stage of the game.

Councilman Short stated Mr. Calhoun's motion is to appoint Mr. Wolfe as the architect and let him determine who will make the functional study? Councilman Calhoun stated this is with the complete cooperation of the Traffic Engineering Department; he wants the two to get together and make the determination. Councilman Short replied he does not wish his remarks to be considered in derogation or to cast any doubts about the value of the plan that was presented for downtown. That he has been reading over the work proposal of a year ago that Mr. Wolfe prepared and the recommendation made by Mr. Bill McIntyre. That he does think if you read the documents, there comes out from the overall document the clear thought that we were seeking to employ Wolfe and Ponte; these were the parties principally involved. At that time Travers was just somebody who came along because the other two brought him along. That he does not know that he had any implication at all at that time that there was any intent to replace Wilbur Smith with Travers. He was a name that was in the picture just because he happened to be associated with Ponte. Councilman Short stated he does not think that Council has given anyone any reason to feel that we have just got to proceed with Travers, or otherwise we have undercut the Ponte and Wolfe Plan.

Councilman Short made a substitute motion that Council approve the contract with Wilbur Smith and Associates to develop the functional plan. The motion did not receive a second.

Councilman Calhoun stated he is not saying that we should not take Wilbur Smith; he is saying we should have another look. It may be that we need someone else. That he is giving the architect that responsibility.

Councilman Short stated he is seeking to make an arrangement that would involve Smith and Wolfe. That he thinks this is the strongest team we can get.

Councilman Jordan stated all of this information was given to Council as they came into the meeting today; that he would like very much to go over this a little more and see if we are doing the right thing before making any motion. That he would like to have a week to go over the information and see if we are doing the right thing.

Councilman Jordan made a substitute motion to postpone the matter for one week. The motion was seconded by Councilman Withrow.

Councilman Withrow stated he would like to know if Mr. Wolfe was given the contract as suggested in the original motion, then Council would have no choice on who he would hire; or does he have an engineering firm in mind that would do this as a part of his cost?

Mr. Hoose, Traffic Engineer, stated the hiring of the consultant to do the functional plan is very necessary; it will be the tool that any architect will use. He stated there is no doubt in his mind but that it will fit into the overall plan of Ponte-Wolfe. That this will be a part of the overall picture of the area. We do not know exactly what will happen to the CDA property which would cast a light on it. But he knows that the City of Charlotte and his Department is very much interested in the traffic in the

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adjacent area, and the traffic in the surrounding area, and of the impact this garage and the rest of the development will have on this area. A functional plan will help determine this course. That the plan is a necessary item for a criteria to be set up on how this facility will operate.

Mayor Belk stated traffic is an important part of it but it is not the only part of the whole function of downtown. That we need to stay on the main subject, and that is a plan for the whole Downtown. That we have a chance in Charlotte that no other city in the U.S.A. has. That he does not think the traffic part should overemphasize what the builder's part should be. We are going to have to come up with a complete concept and work with that goal in mind, and not get carried away with one part of it which would be traffic. Traffic is a very vital part, but he thinks eventually we will have to get one person in charge of all Downtown and coordinate the entire project. It looks to him that on this particular phase here, and he is not against Smith, that Travers got all his information from Smith, and now Travers found some holes in Smith's traffic pattern for Downtown. Now this concept is nothing except for him to handle the drawing.

Councilman Calhoun asked who did the traffic engineering work for the First Union garage; who prepared the functional plan for that building? Mr. Hoose replied he understands they did not have anyone.

Mr. Burkhalter, City Manager, stated this started off several months ago as a very simple request to get a functional plan to study for the proposed garage. That we did not ask for any architectural help and did not want it, and still do not want it today. There are several reasons why. We have been approached by three different private builders who have suggested that they might make a proposition to this city to build a garage on this property. He stated we do not know whether they can or not. That he has checked one and knows they are fully capable of building it - they have the money and the backing. He stated none of these builders would use Mr. Wolfe as architect. They already have their architect. We have to deal with these people from the level point. We cannot start with placing the architect for the project before talking to the developers about it. To protect us and to protect Council who authorized the appraisal of the land, we need this information. That we are using our best judgement, but our best judgement is just what you drive by and see. Where do you want to go with this garage? Do you want to circle all the way behind every building, or do you want to take the parking lots that are now a part of the businesses they are back of, or do you want to put an alley to the back? These things we do not know and we cannot appraise. We just appraise in general. The same thing is true in engineering. We need someone to tell us what we should come back with to this Council and recommend this type of facility in general. We are telling everybody we have dealt with that we have adopted by Council a concept. This is purely a concept. The plan you already have does not meet the concept that Ponte-Wolfe gave to Council first. The elevations we talk about in connection with the downtown plaza and square are all based on a variation so the Civic Center is being constructed. It has already determined these things. The entrance to the Civic Center and the walkway to the Civic Center has already determined these other elevations within three to five feet. He stated we are telling people who are concerned about this area that we want a connection link which will be a walkway between the Square and the tower at the other end at Third and College, and that people can travel from one to the other. This is an important part of the concept of the Ponte-Wolfe Plan, so this is what we must have. But it must be attractive. You cannot build a tunnel because people would not walk through a tunnel. Then we are telling them that obviously there would be certain parts of this building which are available for commercial development on the lower level or the level of the walkway. Obviously, if they want to, they can build this building which will be useful for air rights, and that they can build as much or as little office space or shopping above there.

Councilman Short asked if any of the three developers mentioned are interested in the air rights? Mr. Burkhalter replied they are.

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Councilman Alexander stated we are talking about three things today. We are talking about the feasibility of getting a study that tells us what direction the parking ramp should take. We are talking about an architect who perhaps would have some type of supervisory quality over someone who would develop the feasibility study. We are talking about private developers coming into the scene with perhaps an idea of developing a parking garage which would have to meet what we wanted, whether they had their architect, someone else's architect or what. Councilman Alexander asked in light of Mr. Calhoun's motion that says that we will give a contract to Wolfe, with inference that the right thing be done about coming out with a feasibility study, without naming a particular firm, if private enterprise comes in with a proposal that the city likes and decides to let private enterprise do it, would a motion that is being discussed now stand in the way of that happening, or to what extent would our relationship under this motion be with Wolfe and Associates as regards the final development of the parking ramp? He stated all of these are questions he thinks deserve answers so that Council can intelligently determine what it is doing.

Councilman Calhoun replied he thinks the answers to these questions must come from the City Attorney as it will depend upon the terms of the employment contract as to whether or not the developments referred to by Mr. Burkhalter would materialize. That he still seriously questions whether any private enterprise is going to build a parking garage per se without the City acquiring the land and making a whole lot more concessions. Mr. Burkhalter replied this is the whole point. The City has to acquire the land. The City is the only one who can put this land together.

Councilman Alexander stated if a private concern wants the privilege of developing the parking garage and would desire an architect of their choosing, would the motion made by Councilman Calhoun prevent the City from going into an agreement with a private firm who wanted to use their own architect? Mr. Burkhalter replied he does not think that. That he does not want this to appear that he is speaking against the employment of Harry Wolfe. That he honestly thinks you would go to an unwarranted and needless expense to employ him and to employ the other man. That it is not necessary at this stage of the game. He stated he is trying desperately to keep Council's hands untied for all of this. This is so fluid in this area today. That we are looking for basic technical information. That is all. We do not want anyone to build a garage. This information is needed for all these things we are doing in order to furnish the Council, the architect, the Plaza people and anyone else the type of information that is absolutely essential.

Councilman McDuffie stated he is willing to say when we get ready to build a garage and need an architect that he would support hiring Harry Wolfe; but he is not willing to say to hire him today in front of this \$2,500 study. On the other hand, he does not want Wilbur Smith to get the implication that we do not want to tie underground parking with private and public if it works out it can be done. That he does not want someone saying ahead of time that we do not want a motel on top of the garage to generate more traffic. That he does not want those things predetermined and someone telling Wilbur Smith this. If there was some way to tie Wolfe with Smith, just on this survey, without hiring an architect, he would be willing to do that.

Mr. Harry Wolfe stated he fully agrees with the need for an analysis of the impact of the potential development of the municipal parking garage on the street system, and the other development downtown, and the development of a functional plan. That traffic considerations are important and needed in the study; however, it is only one of many considerations. That the City will optimize the results when it ultimately decides to move ahead with the design of the parking garage or to agree for a developer to build the garage if all the multiple factors are examined from the point of view from the perspective of an overview so that the various factors such as traffic, construction methods, costs, financing, aesthetics, and the relationship to the other blocks and their developments currently underway, and the

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relationship of future air rights development so that these factors may be brought together in an interlocking manner at the onset. He stated he is suggesting that the Council arm itself with all the information brought together not from the point of view of a single discipline but of many disciplines. Therefore, he would suggest the team approach which would include a traffic consultant, hired by the architect and selected jointly by the architect and the City. Then they would work closely with all the appropriate city departments, most especially with the traffic engineering in developing the preliminary information for the city as it moves ahead with this particular implementation of the Ponte-Travers, Wolfe concept.

Mr. Wolfe stated he is not here to hold a brief for or against any particular traffic engineer. That Mr. Short's comment about the introduction of Travers in the downtown study puzzles him as the initial proposal to the City for that study included three disciplines. The disciplines of planning, traffic and transportation, and architecture. Those three disciplines have always been considered in the study, and have been a part of the study. That is how Mr. Travers came to be involved in that particular end of the study.

Councilman Short stated there is no question but parking and traffic were very much in the picture in January, 1971 when we were getting into and employing Wolfe, Ponte-Travers. There is no question but that these matters were uppermost and of all the disciplines involved, perhaps the greatest of those involved. That is not the question we are addressing. In the work proposal that Mr. Wolfe gave Council under date of January 26, and in Paragraph 7, on Page 5, it states that Mr. Wolfe and Associates as part of this work proposal will make "subsequent recommendations relative to street improvements and parking." This was made to Mr. McIntyre. In transferring this to Council, Mr. McIntyre did not make that kind of recommendation. He did not recommend that Mr. Wolfe and Associates be retained for "subsequent recommendations on street improvements and parking." He stated he has before him Mr. McIntyre's recommendation to Council based upon the recommendations to him. That on Page 2, Paragraph (B), Mr. McIntyre simply says that the firm will be retained to make studies which would result in specific proposals for parking structures. The question therefore arises whether there was any intent at that time to set aside our existing parking experts who have been with us for 15 years. While Mr. Wolfe seemed to have indicated a preference for doing that and wanted his group to make subsequent recommendations, Mr. McIntyre specifically did not recommend it that way. That Mr. Wolfe has apparently continued in this view because as late as yesterday, he was telling him on the telephone that he would like to have Travers. Mr. McIntyre did not recommend it that way and when the Council made its motion, the motion was made to adopt Mr. McIntyre's recommendations, and they were adopted. It seems to him that the question we have today basically is whether, as recommended in this agenda, we should turn this work over to Wilbur Smith or whether we should go along with Mr. Wolfe's suggestion which was never adopted that his firm and his group be retained for subsequent recommendations on parking.

Councilman Short stated he feels this subject has been exhausted; it appears that we do not want to employ an architect for a building we do not even know if the city will build. That he does think we need, in any event, this technical information we would get from Wilbur Smith.

Councilman Short made a second substitute motion to approve the contract with Wilbur Smith and Associates to develop a functional plan for the public parking garage for downtown Charlotte, at a cost not to exceed \$2,500.00. The motion was seconded by Councilman McDuffie.

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

YEAS: Councilmen Short, McDuffie and Withrow.
NAYS: Councilmen Alexander, Calhoun and Jordan.

Mayor Belk broke the tie voting in favor of the motion.

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RESOLUTION AUTHORIZING THE REFUND OF CERTAIN TAXES WHICH WERE COLLECTED THROUGH ILLEGAL LEVY AGAINST ONE TAX ACCOUNT.

Councilman Jordan moved adoption of the subject resolution authorizing the refund of certain taxes in the amount of \$50.00 which were collected through illegal levy against one tax account. The motion was seconded by Councilman Alexander, and carried unanimously.

The resolution is recorded in full in Resolutions Book 8, at Page 64.

LEASE AGREEMENT WITH RONALDO INVESTMENT CORPORATION FOR RENEAL OF LEASE OF PROPERTY AT WEST EIGHTH STREET AND NORTH CHURCH STREET, APPROVED.

Upon motion of Councilman Alexander, seconded by Councilman Withrow, and unanimously carried, the subject lease agreement between the City of Charlotte Model Cities Department and Ronaldo Investment Corporation, was approved for renewal of the lease of the property at West Eighth Street and North Church Street for a period of one year, at a rate of \$465.50 per month.

CONTRACTS FOR CONSTRUCTION OF WATER MAINS, APPROVED.

Motion was made by Councilman Jordan, seconded by Councilman Withrow, and unanimously carried, approving contracts for the construction of water mains, as follows:

- (a) Contract with William Trotter Development Company for the construction of 2,120 feet of water mains and two fire hydrants in Eastbrook Woods Subdivision No. III, outside the city, at an estimated cost of \$10,500.00. Funds will be advanced by the applicant under the terms of the existing city policies wherein the applicant will be reimbursed the full cost of all mains 8 inches in diameter and larger and 50% of the cost of all mains less than 8 inches in diameter, at the rate of 35% per quarter of the revenue derived until the entire eligible amount has been reimbursed, or until the end of 15 years, whichever comes first.
- (b) Contract with Koger Properties, Inc. for the construction of 720 feet of water mains and two fire hydrants to serve Phase I of the Company's Industrial Development abutting Albemarle Road, outside the city limits, at an estimated cost of \$4,730.00. Funds will be advanced by the applicant under the terms of existing city policies wherein the applicant will be reimbursed the full cost of the 8-inch main at the rate of 35% per quarter of the revenue derived until the entire eligible amount has been reimbursed, or until the end of 15 years, whichever comes first.

PROPERTY TRANSACTIONS AUTHORIZED.

Upon motion of Councilman Withrow, seconded by Councilman Short, and unanimously carried, the following property transactions were authorized:

- (a) Acquisition of 25' x 253.17' of easement at RFD 11, Box 612, Beatties Ford Road, from Lela H. McArn (widow), at \$255.00, for Interstate 77 sanitary sewer relocation.
- (b) Acquisition of 10' x 482.74' x 15' x 874.66' x 25' x 1,649.03' of easement at 3100 Beatties Ford Road, from Thomas W. Keller and wife, Margaret H., at \$3,000.00, for Interstate 77 sanitary sewer relocation.

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SALE OF CITY OWNED PROPERTY AT 600 SOUTH MINT STREET, DEFERRED FOR ONE WEEK.

Motion was made by Councilman Short, seconded by Councilman McDuffie, and unanimously carried, to defer decision on the sale of the subject property for one week.

SALE OF CITY OWNED PROPERTY, APPROVED.

Councilman Jordan moved approval of the sale of city-owned property at 2301 Blanton Street to the high bidder, Graham Office Park, Inc., c/o Vincent Realty Company, in the amount of \$2,300.00. The motion was seconded by Councilman Alexander, and carried unanimously.

STREETS TAKEN OVER FOR CONTINUOUS MAINTENANCE BY CITY.

Upon motion of Councilman Withrow, seconded by Councilman Alexander, and unanimously carried, the following streets were taken over for continuous maintenance by the City:

- (a) Cardigan Avenue, from 915 feet southeast of Eastbrook Road to 95 feet south of Marden Court.
- (b) Mayridge Drive, from Cardigan Avenue to 150 feet east of Cardigan Avenue.
- (c) Delham Drive, from 65 feet east of Cove Creek Drive to 403 feet east of Cove Creek Drive.
- (d) Marden Court, from Cardigan Avenue to 94 feet west of Cardigan Avenue.

TRANSFER OF CEMETERY DEEDS.

Motion was made by Councilman Withrow, seconded by Councilman Calhoun, and unanimously carried, authorizing the Mayor and City Clerk to execute deeds for the transfer of cemetery lots, as follows:

- (a) Deed with J. Charles Butler for Graves No. 3 and 4, in Lot 419, Section 6, Evergreen Cemetery, transferring from Mrs. Lucille F. Ashley, at \$3.00, for transfer deed.
- (b) Deed with Mrs. Lucille Frederick Ashley for Graves No. 1 and 2, in Lot No. 419, Section 6, Evergreen Cemetery, at \$3.00, for new deed.
- (c) Deed with Harvey F. Taylor and wife, Joline H. Taylor, for Lot No. 184, Section 7, Oaklawn Cemetery, transferred from R. A. Williams, at \$3.00, for transfer deed.

CONTRACT AWARDED THE ATLAS SUPPLY COMPANY FOR CORPORATION STOPS AND COUPLINGS FOR THE WATER DEPARTMENT.

Councilman Jordan moved award of contract to the low bidder meeting specifications, Atlas Supply Company, in the amount of \$10,631.92, on a unit price basis, for corporation stops and couplings for the Water Department. The motion was seconded by Councilman Alexander, and carried unanimously.

The following bids were received:

Atlas Supply Company	\$10,631.92
Grinnell Company, Inc.	10,698.57
Mueller Company	10,948.20
Pump & Lighting Co., Inc.	11,567.80
Hays Mfg. Company	11,966.68
Southern Meter & Supply Co.	11,976.49

Bid not meeting specifications:

The Farnan Brass Works Co.	10,411.03
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CONTRACT AWARDED ATLAS SUPPLY COMPANY FOR CURB STOPS FOR WATER DEPARTMENT.

Upon motion of Councilman Alexander, seconded by Councilman Jordan, and unanimously carried, the subject contract was awarded the low bidder, Atlas Supply Company, in the amount of \$8,620.08, on a unit price basis, for curb stops for Water Department.

The following bids were received:

Atlas Supply Co.	\$8,620.08
Grinnell Company, Inc.	8,673.98
Mueller Company	8,877.00
The Ford Meter Box Co., Inc.	8,914.00

CONTRACT AWARDED KENNEDY VALVE & MFG. COMPANY FOR CHECK AND GATE VALVES FOR WATER DEPARTMENT.

Motion was made by Councilman Withrow, seconded by Councilman Jordan, and unanimously carried, awarding contract to the low bidder, Kennedy Valve & Mfg. Company, in the amount of \$5,655.78, on a unit price basis, for check and gate valves for Water Department.

The following bids were received:

Kennedy Valve & Mfg. Co., Inc.	\$5,655.78
Grinnell Company, Inc.	7,195.31

CONTRACT AWARDED HENRY PRATT COMPANY FOR BUTTERFLY VALVES FOR WATER DEPARTMENT.

Councilman Withrow moved award of contract to the low bidder, Henry Pratt Company, in the amount of \$4,211.00, on a unit price basis, for butterfly valves for Water Department. The motion was seconded by Councilman Short, and unanimously carried.

The following bids were received:

Henry Pratt Co.%Heyward, Inc.	\$4,221.00
Glow Corporation	4,437.75
Allis Chalmers Corp.	
% Interstate Utility Sales	4,449.00
American-Darling Valve & Mfg.	5,149.00

CONTRACT AWARDED PIEDMONT GRADING COMPANY FOR DEMOLITION OF VOGUE BUILDING.

Upon motion of Councilman Jordan, seconded by Councilman Withrow, and unanimously carried, contract was awarded the low bidder, Piedmont Grading Company, in the amount of \$8,200.00, for demolition of Vogue Building.

The following bids were received:

Piedmont Grading Company	\$8,200.00
D. H. Griffin Wrecking Co., Inc.	9,721.00
Widenhouse House Movers	15,000.00

MAYOR LEAVES MEETING AND MAYOR PRO TEM PRESIDES DURING ABSENCE.

Mayor Belk left the meeting at this time, and Mayor pro tem Alexander presided during his absence.

ALL BIDS REJECTED FOR CONSTRUCTION OF SANITARY SEWER FOR MCMULLEN CREEK OUTFALL.

Councilman Withrow moved that all bids received for the subject property be rejected. The motion was seconded by Councilman Short, and carried unanimously.

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RESOLUTION AUTHORIZING CONDEMNATION PROCEEDINGS FOR THE ACQUISITION OF PROPERTY BELONGING TO MONTGOMERY INVESTMENT COMPANY, LOCATED AT 117 EAST FIFTH STREET, IN THE CITY OF CHARLOTTE, FOR THE EAST FIFTH STREET WIDENING PROJECT.

Motion was made by Councilman Withrow, seconded by Councilman Short, and unanimously carried, adopting the subject resolution authorizing condemnation proceedings.

The resolution is recorded in full in Resolutions Book 8, at Page 65.

RESOLUTION EXPRESSING SYMPATHY ON THE DEATH OF HORACE L. POLEY.

Councilman McDuffie introduced the following resolution:

"WHEREAS, it was with deep regret that the City Council learned of the death of Horace L. Poley on Friday, February 11, 1972; and

WHEREAS, Horace Poley was a dedicated and conscientious member of the City's Public Works Department, serving as Chief Right of Way Agent from January of 1968 until his death; and

WHEREAS, he directed the activities of his division in a most capable manner during a period of tremendous growth and expansion of the City; and

WHEREAS, his soft-spoken, friendly manner earned for him the respect and friendship of his associates at City Hall, and the sense of bereavement felt by the family is shared by all of us; and

WHEREAS, in addition, he was active in the work of his church, was Past Master of Joppa Lodge, a member of the York Rite Bodies, and the Shrine.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Charlotte, in regular session assembled on this 14th day of February, 1972, does hereby extend its deepest sympathy to the family of Horace L. Poley, and that the name of Horace L. Poley is hereby memorialized and honored; and

BE IT FURTHER RESOLVED that a copy of this resolution be forwarded to the members of his family, and that this resolution be spread upon the minutes of this meeting."

Councilman McDuffie moved adoption of the resolution as read. The motion was seconded by Councilman Short, and carried unanimously as everyone stood for a moment of silence.

MOTION TO HOLD EXECUTIVE SESSION OF COUNCIL APPROVED.

Mr. Burkhalter, City Manager, stated a breakfast meeting of Council is scheduled for Friday morning at 7:30 a.m. for a regular breakfast session, and asked if Council would approve a private discussion with Council's attorney. He stated if Council wishes to do this, it will require a motion.

Mr. Underhill, City Attorney, advised there are several matters he needs to discuss with Council involving several law suits involving the city. That he needs to discuss these matters on an attorney-client relationship. That he needs to advise Council of the status of several law suits now pending, and would like to have an executive session with Council, and take that opportunity to do so.

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Mr. Underhill stated the state law seems to require that Council vote to hold an executive session in an official or regular meeting of Council in order to hold an executive session to discuss litigation concerning the city. A motion would properly read as follows: "Move that Council meet in executive session at 7:30 a.m., Friday, February 18, at the Manger Motor Inn for the purpose of discussing litigation involving the city with its legal counsel." He stated that motion needs to be made at this meeting, seconded and approved by a majority of Council. Mr. Underhill stated each member of Council should have received a sample form of a motion to that effect with council material this week.

Councilman Withrow moved that Council meet in executive session at 7:30 a.m., Friday, February 18, at the Manger Motor Inn for the purpose of discussing litigation involving the city with Council's legal counsel. The motion was seconded by Councilman Short, and carried unanimously.

REPORT THAT COUNCILMAN WHITTINGTON IS BEGINNING TO GET OUT AND HOPES TO BE BACK AT COUNCIL MEETING SOON.

The City Manager advised that he talked with Councilman Whittington just before Council Meeting today. That the doctor's reports are good, and he will begin getting out, but could not get out for the meeting today. That he hopes to be back soon.

COUNCIL AND ATTORNEY REQUESTED TO THINK ABOUT LEGISLATION THAT WOULD ENABLE THE CREATION OF A SPECIAL KIND OF PRIVATE STREET IN SUBDIVISIONS AND APARTMENT COMPLEXES.

Councilman Short stated Council needs legislation to enable the creating of a special kind of private street in a subdivision or in an apartment development. This would be with the same width and soforth of a public street, but it would be private with the provision after a period of time, such as 12 years, that the 60-foot street is assumed to be dedicated, and the city could subsequently take action to assume control of that street. At the end of 12 years, it would become a public street. That from the City's recent experience with Mr. Bill Trotter it seems we need something a little better than what we have. It is either public or private now. That it would be practical to put into law some sort of special private street like this. It is hard to put upon a developer the requirement that he run a public street out through the boon docks. Yet one of these days what he is building there will be a part of a major arterial system.

Councilman Short requested the Council members and City Attorney to think about this suggestion and toward including it in our legislative package.

Mr. Underhill stated he will give this some thought and bring a report to Council.

MAYOR RETURNS TO MEETING.

Mayor Belk returns to the meeting during the following discussion and presides.

REPRESENTATIVES FROM SOLICITORS OFFICE, JUDGES OFFICE AND POLICE DEPARTMENTS REQUESTED INVITED TO HEAR DRUG REPORT.

The City Manager advised a meeting is scheduled tomorrow for the Mayor and City Council to receive the report of the Community Drug Action Committee.

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Councilman McDuffie stated in connection with the drug conference, it seems there has been in the new recently the conversation between the solicitors, judges and police department about what constitutes sufficient evidence in drug cases and more recently in alcohol arrests. That it seems to him we are involved in those programs by approving funds, and we are saying these are our programs. He stated these programs are not going to work unless all the departments are involved. That he is suggesting that Council pass a resolution asking the City Manager to invite the solicitors, both police departments, and the judges to send a representative to the meeting tomorrow when the drug report is made. Then they will be involved as much as Council is in trying to implement the program. It is not going to work if the police arrest someone, and then when they get to court, they are not convicted. There needs to be a tying together of what is acceptable and what judges will use as convictions.

Mr. Burkhalter, City Manager, stated the whole attack on the drug situation is three fold. It is not any good unless it is. The report tomorrow will outline it by treatment, education and the law enforcement angle. If these areas are not all brought together, then we are not going in the right direction.

Mr. Burkhalter stated he will see that each receives an invitation to the meeting.

REQUEST THAT COUNCIL HAVE A PROGRAM ON THE ASCP PROGRAM AND INVITE THE JUDGES, SOLICITORS AND POLICE DEPARTMENT REPRESENTATIVES TO ATTEND.

Councilman McDuffie stated he would like to suggest a similar program for the alcohol information program which was approved by Council some months ago. That ASCP is now in operation. Over the weekend there was some criticism that it was being administered in an improper manner. That Council said it supported this program when it approved LEAA funds for it. That he personally does not believe that a person has to be literally "stoned" to be arrested for being drunk. Apparently the definition of this kind of enforcement has some disagreement. That it is important for Council to support the police officers and somehow say it supports their efforts and get the solicitors and judges together with Council and County Commissioners and others involved with approving the funds to get some public discussion of what is taking place; if what is being done is proper; and whether the public can support a program where the city and county provided funds. He stated a definition of what is legal evidence is needed. That he wants to support the police department when they make an arrest. That he thinks they are doing them a favor when they arrest them in the parking lot rather than waiting until they get in the car. That he disagrees that the police are obligated to take people home when they arrest them two blocks from their house. That he does not think we can expect the police department to give this kind of enforcement to every citizen. That it is preferential treatment for some citizens. That he would hope this Council would endorse having a meeting to clarify the operation of the ASCP so the public can be aware of what the police are doing, and Council say is supports it.

Councilman McDuffie moved that Council ask the City Manager to arrange such a meeting with the county commissioners, judges, solicitors and the ASCP people to have a session similar to the drug problem. The motion did not receive a second.

The City Manager advised that ASCP has just released a new film on driving while intoxicated which he would like for Council to see. That it will be worked into a conference session, and the Director will be asked to come and make a report at that time.

Councilman McDuffie stated he wants to support that program and he wants this Council to support it. Councilman Short stated he believes this would be good if it is done on an informal request type basis.

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MAYOR LEAVES CHAIR AND MAYOR PRO TEM PRESIDES.

Mayor Belk left the Chair during discussion and vote on the next item and Mayor pro tem Alexander presides.

REQUEST FOR SUBSIDIZING SALARIES OF JUDGES IN LARGER CITIES TO BE TAKEN UP AT BREAKFAST MEETING WITH LEGISLATORS AND COMMISSIONERS.

Councilman McDuffie stated he would like to get into the record that he is in favor of advising the proper state officials - that when Council goes to a meeting in the future with cities of comparable size that this Council support a subsidized salary of judges. That recent information in the newspapers says it costs more money to live in a large metropolitan area and attorneys have an opportunity to make a higher income and therefore the people who could serve in these judgeships were somewhat limited because it would reduce their income. The school systems, for a number of years, have subsidized salaries in the larger cities such as Charlotte, Greensboro and Winston-Salem. They have paid school teachers and principals a higher salary than in smaller cities because it did cost more to live there. That he would think it would be an appropriate stand for City Council to take in saying that it agrees that it is a penalty to pay the judges in large metropolitan areas the same salary you pay them in smaller counties and cities.

Councilman McDuffie moved that a resolution be drawn to the proper officials of the state government and to the League of Municipalities to support legislation that would allow local municipalities, at their own option, to subsidize salaries of judges and solicitors, because both come in the category of attorneys whose incomes are larger, and their ability to earn large incomes in the larger cities is more than the smaller counties in the community. The motion was seconded by Councilman Short.

Councilman Withrow stated this is something that should be brought up for discussion at a breakfast session. Councilman Short stated this is a worthy point; it is a serious matter in Charlotte.

Councilman Withrow made a substitute motion that this matter be turned over to the Committee and brought up at a breakfast meeting at the right time with the right group of people. The motion was seconded by Councilman Jordan.

The vote was taken on the substitute motion and failed to carry due to lack of four affirmative votes, as follows:

YEAS: Councilmen Withrow, Jordan and Calhoun.
NAYS: Councilmen McDuffie and Short.

The vote was taken on the main motion and failed to carry due to lack of four affirmative votes, as follows:

YEAS: Councilmen McDuffie and Short.
NAYS: Councilmen Jordan, Withrow and Calhoun.

The City Manager stated he endorses this idea and referring it to the legislative committee is fine. This is the way that cities start carrying the bag for everything. They say a certain thing is not quite good enough so they add a little city money, and before long the city taxpayers are paying it to the County, paying it to the State and paying it to the Federal Government and then he pays for it himself. He stated he thinks the idea is great, but there is another way we should get the legislative committee to look at it, and that is to raise the salaries, but to do it on a population basis.

Councilman Short stated this motion did not call for subsidy to local judges by the city did it? He stated he did not follow that, and ask the record to show that he did not understand about it being a local subsidy requirement.

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MAYOR RETURNS TO CHAIR.

Mayor Belk returned to the Chair at this time and presided for the remainder of the Session.

COUNCIL ADVISED THAT ACTURAL STUDY IS BEING MADE ON FIREMEN'S RETIREMENT BENEFIT AND SHOULD BE AVAILABLE IN ABOUT 30 DAYS.

Councilman Calhoun stated he has a memorandum dated December 22, 1971 from the City Manager on the Retired Firemen's cost of living request. The Finance Director was reviewing cost factors involved in that, the Council was to receive a report.

Mr. Burkhalter, City Manager, stated they have the cost estimation; the committee has reviewed it and it has now gone back to the Firemen's Retirement Committee, and they are recommending that an actural study be made of the full retirement system. That it will take about 30 days to do that.

COUNCIL ADVISED THAT REPORT ON REROUTING BUS TRANSFERS FROM SQUARE IS NOT COMPLETE AT PRESENT AS NEGOTIATIONS ARE UNDERWAY.

Councilman Calhoun stated on January 4, 1972 he requested that the matter of rerouting bus transfer at the Square be looked into. He asked how that stands? The City Manager replied that is in negotiation; that he has not received the report on it.

REPORT REQUESTED ON BOTTLENECK BEING CREATED AT FOURTH AND BREVARD STREET DUE TO CONSTRUCTION IN AREA.

Councilman Calhoun stated he would like to call the Traffic Engineer's attention to the bottleneck at Fourth Street and Brevard Street which seems to get worse instead of getting better. With the closing of Third Street, from Brevard to College, a great deal of traffic has been thrown on Fourth Street. Today when he passed there during the day, air hammers were out again and they were tearing up the other side of the street. Several weeks ago they were tearing up the right hand side of the street, and now they are tearing up the other side. That here is a situation of one lane of traffic coming in, and unless this is an emergency this is abominable planning with Third Street out of circulation. That he would bet those two streets carry 60 to 70 percent of the total traffic coming in. The other being Trade and Morehead Streets. That he would just like to know what is going on.

Mayor Belk stated it should be published in the paper when the streets are being worked on; that those streets are going to be torn up all through the summer.

Councilman Calhoun stated he has been bombarded with criticism of Council. Councilman Jordan stated he has received a lot of criticism and he has asked the City Manager why some of this work cannot be done at night, and get it over with in a hurry. That when he came to City Hall today, there was only one lane of traffic on East Fourth Street. Councilman Calhoun stated this is just bad planning. With Third out indefinitely, there should be some sort of recourse to having all of Fourth Street available for a while.

Councilman Calhoun stated he is asking this as a question as he would like to know the why and wherefores.

Mr. Burkhalter, City Manager, stated he has asked the Traffic Engineering Department to give him a written report on this matter. There are some reasons for not one-waying the whole block. That really it is a matter of every day coordination. There is a 64-inch line that has to go in and it takes two lanes to put it in.

Councilman Calhoun stated he would like it out in the open as to why this is being done.

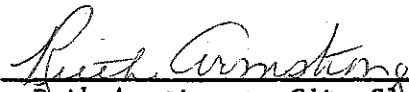
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DISCUSSION REQUESTED ON TRAFFIC PROBLEM AT BEATTIES FORD ROAD AND I-85 WHICH WILL BE CREATED WHEN THE AREA IS CLOSED OFF FOR ROAD WORK.

Councilman Alexander asked for some discussion on what can be done to Beatties Ford Road at I-85 when they close it off, and all the people on the northern end of the County will have to go, no telling where, to get just around the corner. They can do like they did at the railroad crossing and make a temporary road around it while they are working. Councilman Short stated Council received a letter on this and it indicated that there would be two portions of the road knocked out at the same time. Councilman Alexander stated all of it will be knocked out at one time; and that is why he is talking about it.

ADJOURNMENT.

Motion was made by Councilman Jordan, seconded by Councilman Alexander, and unanimously carried, adjourning the meeting.



Ruth Armstrong, City Clerk