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The City Council of the City of Charlotte, North Carolina, met in regular session on Monday, May 5, 1975, at 3:00 o'clock p.m., in the Council Chamber, City Hall, with Mayor John M. Belk presiding, and Councilmembers Harvey B. Gantt, Kenneth R. Harris, Pat Locke, Milton Short, James B. Whittington, Neil C. Williams and Joe D. Withrow present.

ABSENT: None.

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INVOCATION.

The invocation was given by Reverend Merrill C. Miller, Sr.

APPROVAL OF MINUTES.

Upon motion of Councilwoman Locke, seconded by Councilman Withrow, and unanimously carried, the minutes for the meeting on Monday, April 21, 1975, were approved as submitted.

HEARING ON COMPREHENSIVE PLAN.

Mr. McIntyre, Planning Director, stated the comprehensive plan for 1995 is a rather large document which has a lot of recommendations in it.

He stated the plan identifies many issues that the City and county are going to be confronted with in the years ahead in the light of the rapid growth and constant change in the community. These issues are basically issues of timing, regulating a development of planning of facilities that will meet the future needs of the community. Obviously to the extent they can be anticipated, in advance the better to have the needs resulting in the approaching change spelled out in advance so we can effectively plan for those needs. The growth of the community provides a great many opportunities. If we can think about these opportunities in advance and plan for them, we can do a much better job of creative growth and change which will be beneficial to the community.

The plan has several elements. Some of the elements are those which he will point out on the maps. Other elements are contained in the document which Council has received, and which has been given fairly wide distribution. The document contains statements of goals and objectives, policies and potential problems and methods of dealing with them.

The first element is the land development plan. That is a proposal for the orderly development of the land in anticipation of needs for new and different uses of land. An example - the industrial areas proposed on the map have been studied and are ample to provide for the industrial and other types of economic growth in the community. Another example - the relationship of the land development plan is the way the plan deals with residential neighborhoods and residential developments in general, providing locations and opportunities for diverse types of residential development in all quadrants of the community which is a basic policy of the plan. The land development plan also indicates another basic proposal that would redirect the growth of the community from the traditional type of growth we have had in the past in terms of locations. Traditionally the community has grown to the south and east. The land development plan proposes a new emphasis on growth to the northeast and north and to the west where they believe there are real great opportunities for very attractive neighborhoods and communities to be created along the water front.

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The plan has also analyzed the existing deficiencies and future needs for certain types of recreation facilities. Basically they are dealing with the large scale types of recreation called district parks, a type of fairly large size recreation area; community parks such as Freedom and some of the other large parks; and a new type of park and open space that we have not had in the community before, called the natural preserve. The plan proposes that four major areas be set aside for natural preserves to provide open space, attractive and scenic areas, and attractive natural areas for the residents and future residents of the community.

The plan also has a proposed major thoroughfare system. With the increasing population, and with population not only increasing but settling in new areas, with the great increase in employment expected over the time period this plan deals with, the thoroughfare system of the community will have to be amplified in terms of improving some existing major traffic facilities that are already in existence, connecting other facilities to comprise and form a convenient major thoroughfare system connecting such things as Sardis Road North into Wallace Road to provide a continuous circumferential across that part of the community. Or on the other side of the community connecting Lake View Road with a new facility into Little Road. These types of connections will have to be forged to provide a convenient circulation about the city. In addition there will be a totally new facility. The outer belt is very essential and very useful in carrying high volumes of traffic around the community so they will not all have to filter through the inner parts of the community on roads and streets that are not adequate to handle that kind of traffic volume.

The plan includes a proposal for a rapid transit system. The system radiates out from the central part of the community to all quadrants. This would be express transit service for the foreseeable future provided by bus on either expressways or facilities built especially for rapid and express bus movement. It will use Interstate 85 and Interstate 77 and Independence Boulevard. Now under study, or will be under study, by the Division of Highways in that this plan indicates that Independence Boulevard must either be replaced or supplemented with a facility. At the time that would happen we would expect a transit facility built into that system.

Mr. McIntyre stated one item of the plan that is a totally new feature to this community is a type called Metropolitan Service Centers. This is a totally planned community in the sense that they will have all the services and facilities except industrial employment in it. Business activities and services that are conducted in offices and in addition a wide variety of other facilities such as interchanges, recreation, medical, health and so forth.

The Central Area Plan is a very critical area in the long term look. The Central area will continue to be a major employment center, about 25 percent of the employment in the future will be in the downtown or central city area. The plan has a number of recommendations for the central city area. The plan has a number of recommendations for the central city, many of them written in the book, rather than expressed on the map. It proposes that we have additional housing, entertainment facilities, cultural and recreational, historic preservation, and a whole group of things designed to make the inner city, downtown area, attractive not only for business but for a lot of other things.

The critical thing, and the thing that needs a great deal of attention in the central part of the city is to avoid the suggestion that plagues central areas of most large cities. That is access and mobility into and out of the area, and terminal facilities related to access. The plan proposes that we do not rely on the car for access into the downtown areas

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in the future as much as we do today. It proposes the focus of the transit system on the area with express transit bringing large numbers of people into the downtown areas. In addition it proposes that we syphon off as many automobiles as possible by providing long term all-day fringe parking in close association with the expressway system; thereby making it unnecessary for a good many cars to penetrate the core of the downtown and thereby congest it. If we develop the large terminal apartment facilities, obviously we will have to have transit from those facilities to circulate about the downtown to bring the people in. In addition there will be a need for the short term parking for the person who comes and goes, and for the shoppers, and other short term riders.

He stated the last map is the component of the plan that dealt with the neighborhoods and Council has already activated programs that will improve the inner city neighborhoods.

Councilman Whittington asked where the proposed natural preserves are located? Mr. McIntyre replied one is located in the southern, slightly eastern sector of the county, south of N.C. 51 and east of Providence Road. Another is in the Plott Road and Plaza Road area; another is located south of the Airport, and the fourth one is located along Mountain Island Lake north of the Long Creek area.

Councilman Short asked the pathway of Starbrook Drive? Mr. McIntyre stated in the Starbrook Drive area, Starbrook Road would extend from Sharon Road in a westerly direction across Park, across the Boulevard, across Nations Ford Road, tying in with Arrowood Road, and then a new facility extending from Arrowood Road over to Steele Creek Road. To the north that roadway alignment is Archdale Road which would extend over to York Road, into Shopton Road and then into Dixie River Road, making it a continuous circumferential or lateral roadway system. The road to the south of Starbrook and Arrowood is in part served by the Sharon Road West, extending from South Boulevard to Park Road and then to Glen Eagles Road, the extension of Sharon Road West. He stated it is expected that the outer belt may be close to these roads, and the outer belt will run through that area.

Councilman Short asked the Thermal Road pathway? Mr. McIntyre replied at present Thermal Road runs through the Stonehaven Area, in a southerly and easterly direction and terminates more or less in the middle of Stonehaven. There is yet to be forged a connection where the road terminates into Sardis Lane. From Sardis Lane it would tie into a little stub street that was planned as a part of the extension of Thermal Road, and secured through a subdivision development. Then it would tie into Sardis Lane, bringing it into Providence Road. The southern end begins in the middle of the Stonehaven Development. In the other direction, it gets across Independence Boulevard, and makes a connection into Delta Road, and Delta Road runs into Hickory Grove Road.

Councilman Whittington asked if LaSalle Street would be a continuation of 30th Street? Mr. McIntyre replied it would be a continuation of 30th Street. That it forms a circumferential route extending on 30th Street, from Shamrock Drive along 30th Street up to Tryon Street, then a new alignment across Graham Street, a new alignment into Statesville Avenue, existing LaSalle goes through the University Neighborhood for some distance and then on a new alignment coming across the Northwest Expressway and goes south and west into Camp Green Road, then into Remount, and via Remount into Park Road. It goes from Remount, extends from West Boulevard up to Wilkinson Boulevard, and from that point the route would be Camp Green.

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Councilman Gantt stated the comments coming from other Councilmembers seem to be referring to thoroughfares or arterials that go through existing residential neighborhoods, and what the impacts of those arterials will be. The plan sort of shows a material stake for 20 years down the line, and assumes a certain degree of growth, development, traffic on these arteries over a period of time. He asked if staff has a priority of phasing this development that would anticipate that if certain kinds of things happen, certain of these roads might never be required? Mr. McIntyre replied in respect to LaSalle Street, he does not believe they anticipate any eventuality that the road might not serve a useful purpose. That he believes the same is true of Thermal Road and 30th Street. It is true that depending upon how the road system develops a component of the road system conceivably can carry more traffic today or next year, than it will ten or fifteen years from now. If another facility is built, which will syphon traffic off that facility, a good example of that is that when the outer belt is built, obviously this being express facility, it undoubtedly will divert some traffic from some of the existing roads in the area. That Starbrook Drive, if the bridge were placed, would be an example of that. If the bridge were in today and tomorrow and next year, and from now until the time the outer belt was built, that road would carry more traffic, than it would after the freeway is built.

Councilman Whittington stated if the bridge were over Sugar Creek now on Starbrook, he says it would carry a lot more traffic. That it seems to him in this plan, we should make sure first that the outer belt is built before going through another neighborhood as we have in other areas. This is what he would have to object to in the plan. Mr. McIntyre replied that is exactly the recommendation of the Planning Commission - that the Starbrook bridge not be put in until the outer belt is built. It was left in the thoroughfare plan for future purposes after the outer belt is built, when it can provide a convenient through circulation for the immediate area of the community. Councilwoman Locke stated then the recommendation is that the bridge not be built until after the outer belt is completed; then the Council at that time will have the option to deny the bridge? Mr. McIntyre replied that is right, and Council always has the right to deny or approve a recommendation.

Councilman Short asked the pathway of the North Sharon Amity Route, north of Central Avenue. Mr. McIntyre replied Sharon Amity exists until it turns to the east and becomes Hickory Grove Road; at that turn the plan proposes a connection to be made via Dillard Drive into Hickory Grove Road, so that Sharon Amity component of what is Dillard Drive and Hickory Grove Road would be one continuous artery through that area. Hickory Grove Road, from about where Shamrock comes in makes a turn to the right, going towards the east, and goes over to Delta Road, just beyond Delta with another name; the proposal would extend that segment of Hickory Grove Road, east-west segment, into Pence Road, and then into a new alignment over to Albemarle Road. Hickory Grove intersects with Rocky River and goes to the old Concord Road.

Councilman Gantt stated to some extent it is difficult to read what the loading capacity of the roads are. That in looking at the plan you may assume that all of these carry 10,000 vehicles a day, and in fact they are not. But in terms of overall criteria, the plan does state the attempt and effort to not damage existing neighborhoods with large arterials to produce the kind of Woodlawn Road situation we have now. He asked if they are able in any of the computer printouts on the thoroughfare plan that is proposed to evaluate the number of families that might be affected because of this. That he assumes it will be necessary in some cases to have arterials which require the moving of some homes and, in fact, disrupting some neighborhoods. How heavily did

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that weigh in the location of the ultimate circumferential thoroughfare system, and do they have that kind of data in terms of the number of families that might be damaged? Mr. McIntyre replied that concerns about neighborhoods is very significant in terms both on the part of the staff and the Commission. Unfortunately in a rather fully developed community, that has not been developed with roadways that are needed 20 years from now, you will run into conflict. They have not gone so far in their studies as to determine exactly how many houses or structures might be required to be moved. That would come when engineering studies are done, and more specific recommendations are made with respect to street cross sections. On LaSalle Street they do have that kind of information. If the question includes the impact on houses along a street that may be impacted by widening, they do not have that kind of information for the total system.

Councilman Williams asked where the money will come from for these roads? Mr. McIntyre replied from three sources; State, Federal and local governments. The cost of this system has not been appraised; they have a statement of need for road systems, working with the Division of Highways, and they had a very substantial input into this plan, they expect to come up with some general cost estimates. Councilman Williams asked if the local share would come from bond proceeds or Powell bill money? Mr. McIntyre replied if the future is the same as the past, he would presume that most of the money, locally, would come from bond issues.

Councilman Gantt stated in the new plan there is an interesting new land use type - that is the Metro Service Center. There is quite a bit of discussion in the plan itself about the need for the city to take control of the direction of the growth in Charlotte, and one of the key areas would be the Metro Service Center, as being a generator of activity in certain areas. He asked if they see an extension of this once the plan, and if the plan is adopted, that they would be involved in new kinds of zoning ordinances and legislation as proposals to the Council. That he has some difficulty with a piece of land that is designated as a Metro Service Center now in terms of how you would build it, and what is going to be the relationship of the people who own land in that particular area in terms of knowing they can do. Whether the city will acquire it; whether there will be further efforts to show Council how that portion of the plan will be implemented. Mr. McIntyre replied there will be further efforts. Those efforts are already underway in his office. They are having a proto-type metropolitan service center spelled out in physical terms - a design for a proto-type center. That is the first step, and they plan additional steps to explore legal opportunities or means of getting this idea or part of it. They also intend to explore all other avenues for implementing the idea. It is a comparatively new idea; it is a very new idea here. They searched around the country when they formulated the plan to try to find places where this sort of development had been done, and they were unable to find them. They are in a pioneering position. It is an extremely important idea, and highly desirable idea for this community, and for the people of the community. They intend to give it every thing they can find ways and means to implement. If we are interested in better transit, rapid transit facilities, and are interested in the system as shown on the map, by having the metropolitan service center as the terminus for the line, we can have twice as effective public transit as we would have without it.

Councilman Short asked if there is an interchange planned at LaSalle Street at its intersection with the Northwest Expressway, or if it is an overpass? Mr. McIntyre replied it is just an overpass.

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Mr. Jim Allison, representing the people of Huntingtowne Farms and the people of Beverly Woods, and Starmount, stated they have petitions signed by over 11000 residents. These are the three neighborhoods that will be split by the Starbrook Bridge and the Chandworth Road Extension. They are asking that the bridge and extension be deleted from the comprehensive development plan and the thoroughfare map.

He stated they do not object to a thoroughfare in the area if it does not cost them their neighborhood, their front yards, their schools and possibly the lives of some of their children.

He stated this starts on Highway 160, and comes back and connects into Arrowood Road, crosses I-77, comes in through Nations Ford Road, crosses South Boulevard, connects to Starbrook. As it crosses Starbrook, it goes past the Starbrook School, which is less than a block away; it goes across the Swim Club entrance off Starbrook; then crosses Sugar Creek where it divides the park in half; after that it goes past the Huntingtowne Farms Swim Club; up through the middle of Huntingtowne Farms neighborhood; goes directly past the Huntingtowne Farms School; goes across Park Road and through the middle of Sharon Golf Club; then through the golf course, through Chandworth where it goes over and down and exits on Sharon Road where the Quail Hollow School is.

They would like it deleted because the thoroughfare cuts the neighborhood directly in half; it destroys the basic character of the neighborhood; it opens up the neighborhood to all the traffic from I-77 going east; they will have streets filled with traffic; because of access the crime will increase. They would not object as much if it passed on the edge of the neighborhoods instead of through the center. The thoroughfare would cause the destruction of the Sharon Golf Club. These are some of the reasons they do not want the thoroughfare through their neighborhood. These people are willing to sacrifice the convenience for the preservation of the neighborhoods. He asked if it is worth ruining the front yards of over 130 homes, destroying a golf course, dividing a park, endangering the lives of hundreds of children walking to and from school to build a bridge and thoroughfare that may never be used.

Mr. Coker Hare, Chairman of the Druid Hills Action Committee, a member of the Northwest Community Action Association, stated he is speaking for one purpose only; they want the LaSalle-30th-Norris Avenue Road Project removed from the Major Thoroughfare Plan of the Comprehensive Plan for 1995. This road would be destructive to their neighborhoods and would take many homes; though the road is now planned to go down McArthur Street, instead of Norris Avenue, through Druid Hills, it is obvious that it is intended to connect with the Blythe Industrial Park at the end of McArthur Street. Only trucks will be using a road to the industrial park. They do not want trucks going through their residential areas to I-77, Statesville Avenue or industrial areas.

In the past they have presented City Council with much information on how this road plan would harm their neighborhoods. They have presented the facts. However, on January 13, 1975, the Planning Commission voted by a split vote to keep the LaSalle Street-30th Street-Norris Avenue road in the plan. They cannot understand the city's insistence on this road, even if it was to be another street in the area. Their Black neighborhoods are constantly threatened by the City's plans - this is one example. They ask that Council formally remove the LaSalle Street-30th Street-Norris Avenue road from the Major Thoroughfare Plan of the Comprehensive Plan; nothing else will do.

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Councilman Whittington asked Mr. McIntyre to respond to the statement that McArthur Street goes over to the Blythe Industrial Park. Is that the purpose of this road? Mr. Heard of the Planning Staff stated at present McArthur does back up to a stub street now which they are asking connected from McArthur. The point is to have this as a local facility, separating from truck traffic, and Atando Avenue would not have direct connection to this. That particular stretch would be a dual facility with the existing streets going to the industrial park; but the one next to it would not have access to that industrial park and it would be what connects into LaSalle and 30th Street.

Mrs. Ethie Waterman, 2419 Twinfield Drive in University Park, stated she is speaking on behalf of the University Park Improvement Association's request for a park in the University Park and Biddleville areas. She stated University Park is a stable community and they would like it to remain without the threat of constant upheaval which is common to a Black Community. Personally, she has watched the development of this city with great interest and the pattern of development shows similar characteristics of other cities. That she does not have to be an urbanologist to know this. If you live in a community you want facilities available for your enjoyment.

She stated the Comprehensive Plan has found justification for the need for a park in this area and they only desire that the idea be implemented. As human beings they must not lose sight of the fact that the source of human values are earth values. Since there is no escaping the phenomenon of the exploding technological society in which we live, the lever to halt runaway progress for progress sakes can only be governed by officials such as Council.

Parks are a necessity; they are essential for the immediate release of confinement to job, routine, and day to day drudgery. In every urban city vast parkland exists that has not cleared of all its natural beauty and replaced by plastic facilities providing its citizens with the opportunity to commune with nature.

She stated they have the area in mind they wish to be considered and it is presently in a state where development of a park would be an asset to the community. She is talking about the vacant, wooded land next to the Northwest Expressway at the end of LaSalle Street, Booker Avenue, and Pitts Drive.

The University Park Improvement Association hopes that Council will give parks a great deal of consideration, and with a vote of yes on the comprehensive plan, they expect to see a park developed comparable to parks in other parts of the city. There are more than 6,500 residents who would be served by a park such as they are requesting. They ask that the 1975-80 Capital Improvement Program include money for the development of the park they request.

Reverend Campbell read a statement from Willie F. Lewis of 418 Norris Avenue who is chairman of the Tryon Hills Community Organization. The statement said that Tryon Hills Community Organization has opposed the proposed LaSalle Street-30th Street-Norris Avenue road plan for two years. First it was to widen Norris Avenue to four lanes through Tryon Hills and Druid Hills; this would have destroyed some homes and left all of the others with no front yards. It would connect completely residential areas with the industrial areas on Graham Street. The proposed street would cause a large amount of heavy traffic to go through the recently purchased Dillehay Courts public housing on Norris Avenue.

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They urge the removal of this destructive road plan from the Thoroughfare Plan of the Comprehensive Plan. This plan would result in high volumes of traffic through their residential neighborhoods, with no benefit to the neighborhoods at all. This road would harm their neighborhoods and be a danger to school children walking to school; the benefits of such a road are not worth the harm it will do to them. They urge that the proposed LaSalle Street-30th Street-Norris Avenue road be taken out of the plan.

Reverend Howard J. Campbell, 3209 Fowler Court, and president of the Northwest Community Action Association, stated for two years the members of the Northwest Community Action Association have tried to present the facts of the LaSalle Street-30th Street-Norris Avenue thoroughfare, proposed in the Plan and how it would bring distraction to their neighborhoods. Still they are faced with this plan. During all this time, Council has been faced with the problems of noise, congestion, pollution and safety created on Woodlawn Road, Eastway Drive and other major streets, and still want to create a major thoroughfare through their residential areas. Even where the Planning Staff changed the plan to go through the edge of Tryon Hills, it still will require the destruction of at least 20 homes; further the road will actually connect industrial areas with I-77, Statesville Avenue and other high volume roads and be easily accessible to trucks. Three elementary schools are next to the proposed route of this street. That the School Board has told them they do not favor high volume thoroughfares built next to their elementary schools. The proposed route of LaSalle Street would take a part of the University Park Elementary School property.

He stated sidewalks are proposed leading to the University Park School and to Lincoln Heights and Tryon Hills elementary school. Be consistent and do not help the neighborhoods on one hand and strike them down on the other.

Councilman Gantt asked the split vote on the LaSalle Street artery? Mr. Tate, Chairman of the Planning Commission, replied it was 6 to 3 in favor of leaving it in.

Mr. Hugh Huntington stated he represents the Quarterly Planning League which is the neighborhood group of Stonehaven and Carmel Road, consisting of about 350 members. They have been working over the past year with the Planning Commission attempting to arrive at some sort of feasible solution to what they think is a problem in the area of Carmel Road. They have proposed several alternatives and come to Council with the last alternative they proposed. They would like to ask Council to consider rerouting a minor portion of Thermal Road - not the total relocation of it, and not to wipe it out of the plan - they would just like to ask that they consider the impact on their neighborhood. Most of them who bought in the Stonehaven area, in the back on the lower south end, bought there because it was quiet and isolated and up against the Alexander Childrens Home property. It was rezoned after the Trust was broken. They were told by various attorneys that it would never be broken, and then one day it was.

He stated they would like to have the road rerouted. They are simply moving the alignment a little to the east, running it around through flood plain land, on the edge of the flood plain, which has minimal impact on the flood area. At the southern end of Thermal Road where the street currently ends, there is going to be a park at some point, the land has been purchased. They are asking that the road be rerouted through the park land and run through the edge of the flood plain which goes behind the swim club.

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He stated the Planning Commission has stated in one of their meetings that from an engineering standpoint the proposed rerouting is a better engineered road. The reason for that statement is because of the "S" configuration of the existing roadway. It is like a snake coming through and it has a couple of blind spots on it; a high curve, curving to the left, and dumps off into a lower area. The Planning Commission also stated that in the long run the current plan is not desirable. It is only desirable in the short run. Implications from that come from a total long range plan if a outer belt loop is ever put in, that will decrease a tremendous amount of traffic. They question if the road will ever be needed; they are talking like it would be eight or ten years before they could ever get funds, and get around to building it. By that time, maybe a good portion of the outer beltway will be completed. If that occurs, what is the desirability of having the roadway. If it should be built, there is now some question as to whether it needs to be four lane. They are not so much concerned with wiping out front yards - they have pretty large front yards - but at the same time they are concerned about the traffic volume. They experience about 400 cars a day now, which is very small. If it is put through by the time the road becomes operative, they look for 8,000 cars a day to come into that neighborhood. If you allow a couple of hundred cars to come through between midnight and six in the morning that is one car every nine seconds, coming down that road. They ask in terms of neighborhood impact if that is desirable. They think not; that it wipes out a very desirable neighborhood to live in. They would also appeal from the standpoint of the cost consideration on the other road. That their studies continue to disagree with the Planning staff on the cost.

Councilman Short stated basically Mr. Huntington is suggesting that this road be rerouted a distance of about 1/4 or 1/3 or 1/2 mile to get it from a built up area out into open land? Mr. Huntington replied that is right.

Mr. Lew Coleman, 1470 Plumstead Road, and Chairman of the Westside Improvement Association, stated he is present to urge the implementation of a part of this plan immediately. The Plan recommends a major park development program between now and 1995. Page 105 of the Plan recommends the addition of more than 1,000 acres of District Park land. This is needed because the City is so far behind in providing park land currently and with current rates of growth we will be further behind. There is no park land anywhere in the Biddleville Area. According to the studies of the Planning Commission staff this area needs both district and neighborhood parks now. He stated they invite the Mayor and City Councilmembers to come to their neighborhood and see the truth instead of taking the word of a city staff person who has obviously not been in the area and does not know what he is talking about.

Mr. Coleman stated they recommend that City Council adopt a policy of developing parks now where land is available. They have found a location for a park which would serve more than 6,500 residents of the Biddleville, University Park and Hoskins neighborhoods without making anyone cross a major highway or other physical barrier. They asked that this park location, next to the Northwest Expressway, between the Biddleville and University Park neighborhoods, be included for development in the 1975-80 Capital Improvement Plan. The park is needed; and the city studies confirm this.

Mr. Moe Ward stated he is not speaking on any particular issue. That as we celebrate the 200th Birthday of our Community's freedom, it is appropriate to look ahead and take measures necessary to assure the same opportunities for quality growth that we have enjoyed in the past. In doing so, we must recognize that changes have occurred in the 200 years of our history. Where once we were a sparsely populated land filled with endless resources, now we are an ever increasingly densely populated

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region with finite resources over which we must maintain careful control. That he is appreciative of the concerns of citizens and groups who are speaking today and he is sure that Council and the Planning Commission will consider their needs carefully. But he speaks in support of the Comprehensive Plan; that the first step towards controlling our growth in the future is planning. It is inconceivable that a community the size of Charlotte-Mecklenburg would enter its third century without specific guidelines to follow. The magnitude of the problems we face regarding population growth, land use, transportation, conservation of resources, quality of air and water, combined with the rapidity of change make it imperative that we move ahead in an orderly planned fashion. All of us still cherish the individual rights and freedoms won 200 years ago. But we must now accept the fact that we are not living in times as simple as those. There are fundamental inter-relationships between the environment, the economy and the people. Everything is related to everything else, and every choice involves a trade off. That Council as the governing body and we as individual citizens needs to know in advance the basic guidelines to be used in reaching these important decisions. That is the purpose of a comprehensive plan. That he believes this is a good plan. It is not perfect but what is? This is one, which if adopted and followed, will permit an intelligent and systematic approach to the changes that must inevitably occur. It does not satisfy the needs of all people; nor does it satisfy all the needs of any of the people. But without it, life will move on, and growth and change will occur, hap-hazardly and willy-nilly, one at a time. The plan submitted by the Planning Commission reflects careful and professional study and through the community review process, which has gone on for almost a year, responds to the needs and concerns of the people. That he recommends the plan to Council for adoption.

Mr. Ward stated he would like to speak as the Director for the Dimensions of Charlotte. Last May, just as the comprehensive plan was being unveiled, citizens adopted goals for our community; among these were the clear call for better and more comprehensive planning. Since then 400 volunteer citizens have worked developing courses of action needed to achieve the goals. In several areas they concluded that a first step is the adoption of the comprehensive plan. Their recommendations have been printed in a special report issue in the Charlotte News by Dimensions. As spokesman for these citizens on these task forces, he passes on to Council their endorsement of the plan.

Ms. Sue Gray, Chairman of the Sierra Club, stated this club is a national conservational organization, and the group in Charlotte has over 300 members. Last summer a study committee reviewed the comprehensive plan, and prepared a report which presented their position on the plan in detail. They were pleased to see that the revised plan which is now before Council reflect some of the changes recommended in their report. There is still one major area of the plan which they strongly feel needs to be revised. This is the section on Transportation. At a planning commission hearing last August, three environmental groups expressed their dissatisfaction with the plans being made for the development of mass transit. The Environmental Quality Council, the Metrolina Environmental Concern Association, and the Sierra Club, all called for more emphasis on mass transit. Yet the revised version of the plan contains only one minor revision, and that is simply a change in wording in one sentence. The whole transportation plan is still based on the assumption that the automobile will remain by far the dominant means of transportation within the city and county. By making this assumption the plan commits Charlotte-Mecklenburg to a transportation system centered on the private automobile. It is a fact that we will get what we plan for. According to the plan, three percent of the so-called internal personal trips are currently made on a mass transit system. The plan calls for an increase to seven percent by 1995. This is a small increase to say the least, and it does not reflect any true commitment on the city's part to the development of a heavily used transit system.

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She has been told by the Planning Commission that the seven percent figure is merely an engineer's estimate. And they are hoping for 25 percent usage for 1995. If we really hope for 25 percent mass transit usage why not say so in the plan and plan for 25 percent. When mass transit becomes more convenient and more economical than travel by private automobile, people will use mass transit and not feel they are being inconvenienced. At one point the plan says specifically the all-day parker needs space at a price comparable to public transit cost. To make these spaces free would discourage the use of transit. In their views the cost of downtown parking should be considerably higher than the cost of public transit in order to discourage the use of the automobile, and encourage use of public transit. Particularly in the area of transportation, bold innovative planning is called for. They do not think that acceptance of an engineer's minimum seven percent mass transit usage is very bold or innovative. We need to give serious consideration to find means of travel other than the automobile. We must begin to look at the automobile itself as a basic problem rather than a basic solution. The Sierra Club hopes that the transportation section of the plan can be revised and give stronger emphasis to the development of mass transit. They would like to express their enthusiastic support of some other aspects of the plan; particularly they endorse the plans for revitalization of the inner city neighborhoods and the plans for the development of the comprehensive park system for the city and county.

Mr. John Hedstrom, 5800 Barrington Drive, stated he is speaking for the Northeast Charlotte Group in place of Larry Owens in support of the Planning Commission's recommendation to revise the Comprehensive Plan transportation plan to change the Barrington Drive's thoroughfare neighborhood connector from Barrington Drive to Dillard Drive and Newell Hickory Grove. They appreciate the consideration and work of the Planning Commission and the City Traffic Engineers as well as the Board of Education. An affirmative vote by Council for this recommendation would be greatly appreciated. They suggest that consideration be given to extending Newell Hickory Grove beyond the Old Concord Road to extend with Harris Boulevard to N.C. 49 and UNCC.

Ms. Sandra Reed, Route 4, Box 472 x 10, stated some of the concerns expressed today have been examined and voiced by the people of the Steele Creek Community; they hope after the plan is studied further that the future alignment of the outer belt can be moved approximately 1/2 or 3/4 mile further west, and about the same distance further south in the southwest corner. The Planning Engineer in Raleigh indicated it would be possible to locate the outer belt on Westinghouse Boulevard. As it is aligned now it would destroy the Steele Creek Community by impacting many neighborhoods. She hopes there will be further consideration of the natural preserve; there is an excellent area that could be used as a buffer between the outer belt and that community. She stated in relationship to Thermal Road, last week over 15 neighborhoods formed a new group called the Community Watch Clearing House. One of the main reasons the organization was formed is because they are very concerned about the preservations of neighborhoods, and the impact of road planning. That she has been at the Planning Commission meetings when Thermal Road was discussed and the vote was 3 to 4. There is a very viable alternative for Thermal Road, and she hopes it will be considered further. She stated these 15 groups represent about 30,000 voters, and they intend to be very active in the future. They will be taking a look at taxes, roads and thoroughfare plans, representation, and hoping they will form better communications with the officials so we can have a better Charlotte.

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Councilwoman Locke stated she understands that the vote for LaSalle Street was three to six. She asked the vote on Thermal and Starbrook? Mr. Tate replied both were 6 to 3. He stated he will have copies of those minutes on LaSalle, Thermal Road and Starbrook sent to Councilmembers; this will be the final vote for their recommendation. Councilman Williams asked if this will have both sides of the arguments in the minutes? Mr. Tate replied it will have the finding of facts and the vote.

Councilman Short stated Mr. Huntington's comments today were also made at some time to the Planning Commission; so that it was taken into consideration and the vote was 6 to 3 against the suggestion? Mr. Tate replied Mr. Huntington presented to them on more than one occasion the information that he presented to Council. This was weighed by the Commission, by Staff, and Staff made a recommendation to the Commission, called a finding of fact, and this was acted on by the Planning Commission and the vote was 6 to 3 in favor of the finding of fact in the Thermal Road matter.

Councilman Whittington stated the preliminary plan was given Council last summer. He asked if Council will receive the final plan after today? Mr. Tate replied at their first presentation they suggested that they would be preparing a special update on the comprehensive plan for the County Commission and City Council.

Mr. McIntyre stated the update prepared for Council was sent about three weeks after the meeting at the Sheridan, the changes in maps and in text. They are now revising the whole publication to incorporate the changes; but it is not printed yet.

Councilman Whittington asked if Barrington Drive is out of the thoroughfare plan and is now a part of the comprehensive plan? Mr. McIntyre replied that is right.

Councilman Whittington stated Council cannot vote on the rest of this plan until it gets the final plan; is that correct? Mr. Tate replied the preliminary plan together with the changes Council has received will be used in reprinting the document to include the final recommendations in the matter. That is what they are asking Council to adopt. Councilman Whittington stated then whatever deletions that are going to take place, or additions, should be done before the final plan is presented to Council? Mr. Tate replied they hope so; any recommendations Council might have regarding the matter might be made after the hearing today so that it can be taken into consideration in the final printing. Councilman Whittington stated then he would like for this plan to be put on the Council agenda for the next meeting. There are some things in the plan he wants to consider deleting and adding to.

Councilman Whittington stated we have had three or four citizens to come to Council today, and make statements that are all typed on one typewriter, and he would have to assume written by the same people. These people always make these statements, and then get up and leave the room, and you see them at the next meeting when they want to fuss or complain about something. That the record should state, and he would hope the press would make note of the parks that are already on the west side of Charlotte. If his information is correct, and he thinks it is, the Hornets Nest Park, which is under construction on Beatties Ford Road consists of 110 acres of land; Tuckaseegee Park, in the west side of town in the 4800 block of

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Tuckaseegee Road consists of 22 acres. West Charlotte Recreation Center on Senior Drive, consists of 8.71 acres; Enderly Park on Clay Avenue is 3 acres. That his list goes on to list the parks on the west side of town not including the swimming pool which is five acres, the golf course which is 90 acres, and the recreation centers which involve 95 acres. The citizens of this community should know and know accurately what is out there when this information is prepared for Council by Park and Recreation Commission.

Councilman Gantt stated he has to take exception to Councilman Whittington's statement. That he does agree we have had some information coming from Park and Recreation Commission about those various parks in the section of the community. But he believes we also have had some discussion of this particular issue with regard to the type of parks this particular group or groups have been asking for. They do not relate to the small scale parks you refer to there. They are asking for something different; in fact it has been proposed in the Comprehensive Plan - something called district parks on the order of the 22 to 25 acres. He stated he thinks the request is quite legitimate; it is legitimate in a number of other areas in the community as well. That he does not know what it has to do with the fact that all the requests were typed on the same typewriter. The citizens have the right to make their plea whether they use the same typist or not.

Councilman Harris stated since the city and county are suppose to vote on this plan, how do we work out through compromises if they have some difference from us on certain aspects of the plan? Mr. Tate replied they would suggest a conference approach to this. The first thing we need to do is to move on with the city's approved plan, and then the county will move forward with theirs. Then as it is in many cases, the Planning Commission is in the middle, and they will see if they can get together with both bodies and work out any points where there may be some disagreements. He strongly urged that Council move ahead with the adoption of the plan from this side.

REPORT OF THE CHARLOTTE-MECKLENBURG HISTORIC PROPERTIES COMMISSION RELATIVE TO STRUCTURE LOCATED AT 115 NORTH McDOWELL STREET.

Mr. Edgar Love, Chairman of the Historic Properties Commission, stated today they are appearing as a result of action taken at their last meeting with regard to the little church at 115 North McDowell Street. That copies of the investigative report adopted by the Commission have been sent to Council. They are not asking that the little church be designated as an historic site at this time; they are here to ask Council to explore alternatives to its demolition. They asked Mr. Sawyer, Urban Redevelopment Director, the plans for that building, and he said under the present urban redevelopment plan the church was scheduled for immediate demolition. That in order for there to be any modification to that plan, they would have to come to City Council and ask for a modification; that while there had been certain groups looking at the property, it had not been resold; nor were there any definite plans to resell it at that time.

Mr. Love stated recently in connection with their study of 28 structures in the First Ward and Fourth Ward areas, at the request of the Planning Commission, they brought some architectural experts to town. In the process of looking at those other buildings, they looked at this church, at 115 North McDowell Street. It was built in 1915 and was designed by Louis Asbury who designed the courthouse. The thing that was new to him was that these five architectural experts from Raleigh and Richmond called

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this an outstanding structure architecturally; they said it was an excellent example of English Parish Church type of the Gothic Revival style. The only one like it they knew of in the city. They also pointed out what was already known that it offers an excellent opportunity for adaptive use, that is for continuation of the use of the building in some form.

Mr. Love stated they are asking Council to consider alternatives to its demolition. That he knows the widening of McDowell Street is scheduled, and it would take the steps of this building, and probably part of the portico. Since there are no plans to sell that property at this time, that Council modify the plan, and provide that it not be demolished immediately, and wait to see if we can get a buyer to use the property, making continued use of the little church building.

Councilman Whittington asked how close to this church are the homes that Council directed moved and relocated? Are they in close proximity to the Church? Mr. Sawyer replied no; an area was chosen that must be at least four or five blocks north of the location of this church to which they intended and propose to move six of the houses that will be saved. Four of them are already located in that block. There is no relationship.

Councilman Whittington stated if Council agrees to do what Mr. Love suggested, we can take the front entrance of the church, and give them the opportunity to put the entrance somewhere else. Can we still get the proper width on McDowell Street from Trade Street north? Mr. Sawyer replied we could; but it would involve the construction of a retaining wall right practically at the wall of the church in order to support it. Then the roadway and sidewalk at McDowell Street would be roughly three feet below the elevation of the church.

Councilman Short asked Mr. Love if this is viewed by him more like the Fish and Oyster Building or more like the Thompson Orphanage Chapel? That he is not sure this is either 'fish' or 'fowl'. Apparently they are not asking that this be designated and indicate it does not really qualify for designation for historic property like Thompson Chapel. Which is this more nearly like? Mr. Love replied it is more like the chapel. They are not asking that it be designated at this time because they have not had a chance to really review the property and have not set in motion the procedure they generally follow to designate a building as a historic property. So they decided to take this interim step. That he does think this building is far different from Charlotte Fish and Oyster. He asked all five of the architectural historians who were here whether they thought the building should be designated as an historic property. Their answer to him was that you do not have many of those buildings from 1790 to 1830. They may come to Council and ask that the property be designated as an historic property; they are very interested in it and have underway an examination of it. It is 60 years old, and that is not old; but it is an excellent example of the type of architecture we do not have any place in the City.

Councilman Short stated the very full report Council received dwells on the architecture more than the historic aspect. It is not as if some great event occurred there; but it is the architectural aspect. This is a copy of a not too old French style of architecture. Would it not need to be American architecture of some sort to be pertinent to our history here. Mr. Love replied he agrees with that, but we have so much architecture that is a copy of some earlier architectural style that is revival. This is called Gothic revival architecture. In 1950 this apparently was what a lot of churches were going to in the way of architecture. One of the architects stated it was important because you could look at it and say this is what they thought was an interesting architectural style

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in 1950. Even though it is not American, it is what Americans were building at that particular time. He stated they would just like to keep it because they think it is a nice building. It is now in use as an art gallery, and that is the most successful example that he can think of that they are interested in. That is finding uses for buildings that they think are interesting.

Mr. Morrell, Executive Director, stated as to the use of the property, they feel that is a question that should be left open to the eventual purchaser of the property. It could be used as it is now; it could be used for an auditorium with meeting rooms of various types. Its open space is its basic element. The understanding of the Commission from talking to Mr. Sawyer is that he is administering a plan which requires him to tear the building down. What they are saying is not they believe the building has to be economical feasible. They are saying unless the redevelopment plan is amended, Mr. Sawyer must tear the building down. They are saying the plan could be amended to at least provide an alternative to tearing it down if the eventual purchaser of the property could decide what he plans to put there. The key will be who develops the property.

Councilman Gantt stated sometime ago Council asked for an evaluation of what the road widening will do. That he does not recall the drawings that showed that. Mr. Sawyer replied the report was sent and it contained three maps. It showed the extent of the line of slope; it showed what it would do in profile; and the property in relationship to the rest of the project.

Councilman Gantt stated if in fact we retain the land on which the church now exists, and subdivide the property into two parcels rather than one, how much damage will that do to the overall program? Mr. Sawyer replied they do not know what it would do to the development potential of the land. It is in basically three parcels now, fronting on McDowell Street, and one of those fronting on Trade at the corner of McDowell Street. If subdivided into two, we have hardly made progress in terms of one objective of redevelopment, which is to accumulate land into more feasible, developable parcels. However, we may find a developer who just might wish to retain this building. They do not know. To subdivide it might be a step in the wrong direction until they find that there is no developer that might be interested in retaining it.

Councilman Gantt stated Council has three alternatives. Leave the plan as we now have it, which means the church would be demolished right away, or in the very near future. Second would be that which the Historic Properties Commission is proposing, which would be to leave that alternative for demolition up to a developer. The third alternative is that we could decide that in terms of Charlotte itself, this building has some historic value; and decide that under no circumstances, while we will sell the entire piece of property, we will put some kind of stipulation that the building is not to be destroyed.

Councilman Harris asked if the road can be built right now using the proposal for the steps. Can we go ahead and build and widen the street as it is; leave the building on the property? Mr. Sawyer replied they could leave the property, except for the entrance; the street could not be constructed as planned without taking away and moving the entrance. The entrance would then have to be placed somewhere else. That he has no estimate on the cost of this. Parking could be arranged to the rear or the side of the building. Mr. Morrell stated the sidewalk curving would come about 1/3 of the way back to the window on the side; you could leave a very small portion of the portico, and small steps could be put up at the side. There are entrances now through the rear of the building. The expense Mr. Sawyer is talking about is the retaining wall.

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Councilman Harris asked how much the retaining wall will cost? Mr. Sawyer replied one to support the weight of that church and that close to it would run into several thousand dollars; that he does not have an estimate. Councilman Harris asked if the wall would have to be built before widening the street? Mr. Sawyer replied that is correct; it would have to be constructed concurrent with the construction. It would have to be supported while the excavation is made. Councilman Harris asked when will this have to be done? Mr. Sawyer replied the Engineering Department of the City had to revise its schedule for the construction of McDowell Street by pushing it into the future. It was intended to let a contract this summer. Mr. Burkhalter, City Manager replied it is in limbo right now. The plans are ready.

Councilwoman Locke stated she read the minutes of the Commission in which it stated that Ms. Kinsey suggested that they mention nothing about moving the path of the street. She asked for an explanation of this, and why the five consultants were brought in. Also she would like to know how much it cost to bring them in. And how much the City contributes and how much the County contributes to Historical Properties. Mr. Morrell replied there was discussion at the meeting of what would be the recommendation that would be made to the City Council. The issue of the widening of McDowell Street came up. It was the assessment of the Commission, after deliberation, that since the retention of the building, as far as the usable space was concerned, could be done without prohibiting the widening of McDowell Street, and because McDowell Street widening is something that is a very vital part of the traffic flow of the region, the Commission was not going to, in effect say the portico of the church cannot be touched. The overall survey by the Consultants was taken at the response and request from the Planning Commission which is putting together a comprehensive development plan for Fourth Ward. They asked the Historic Properties Commission to answer two questions. What buildings in Fourth Ward could be reasonably moved to Fourth Ward could enhance the historical fabric, architectural, of that neighborhood. Also how should these houses be arranged in Fourth Ward? The Historic Properties Commission believed they needed to bring in people who were professionals; they believed they needed to have someone coordinate this. At a cost of approximately \$1500, this survey was undertaken, with 28 structures surveyed, both in Fourth Ward and in First Ward with the idea of their being moved. The building at 115 North McDowell Street was looked at by the consultants in view of the fact that the Commission had received a letter from Mrs. McDonald. The Historic Properties Commission this past year received \$10,000 in funding from the city and \$10,000 in funding from the county.

Councilman Harris stated Council is being asked to provide funds to build a retaining wall that may or may not be needed if the eventual purchaser of this property wishes to retain the building on the site. Mr. Morrell replied if the building is not demolished and is left open for an option for the developer the retaining wall has to be built. But what the Properties Commission is saying is that this is a building which has been looked at by professional experts, there is community sympathy and support for the building, and it has been measured against this criteria developed by the State and federal guidelines, and it is a building which, if it is made economically feasible in terms of the development of the piece of property, deserves to be saved. If it is not economically feasible then it must be destroyed.

Councilman Gantt stated we are dealing with an 80 foot right of way along McDowell Street which he assumes is the required right of way needed for a four lane facility, and five for a turning lane. Mr. Sawyer replied that would be the same standard to which McDowell has already been improved from Morehead Street to Trade Street. Councilman Gantt asked if

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it would be beyond the realm of possibility that the size of the median be reduced somewhat. If we are talking about 12 foot lanes on the average, 24 or 48 foot of pavement plus a 16 foot median, plus two five foot sidewalks, is about 74 feet. That he is asking if on McDowell Street, between Trade Street and Fifth Street, can we have a narrower right of way that would not change the alignment or the width of the lanes by simply reducing the median at that point. Mr. Hopson, Public Works Director, replied he had not gone into the details of this project because it is still in the design stage. He will be very happy to look into these options if Council so desires. Councilman Gantt stated we are dealing now with retaining walls or no retaining walls; there may be an opportunity here. That he had expected from Mr. Sawyer in terms of an analysis was the different kinds of road alignments that could be brought there and not damage the flow along McDowell Street, but might in fact keep the building and provide us both with a compromise solution to avoid it.

Councilman Short stated he knows Mr. Sawyer cannot prophesy a time on this. But is it possible to state which is going to be done first. The putting up of this parcel of land for sale, or the building of the road? It seems to him if we are faced with the building of the road, we just have to cut bait and decide. But if it is a matter of first putting this up for sale, and the road will be built someday, perhaps we could wait a while and see what the ultimate purchaser might think about this situation. Is it possible to get a grip on which will be done first? Mr. Sawyer replied it is; but he would like a little time to work with the Public Works Department before making a statement. That he does not remember the schedule that has been given them that was possible to implement because of the hold up here. They know better than to commit a schedule on anything until they relocate the occupants of business property. They learned that lesson downtown. That he would not be in favor of repeating a commitment that would put them in that position again. Councilman Short stated Council does not want to be indecisive; but on the other hand there is no point in making a decision on a matter until they know which will be done first.

Mr. Sawyer stated he can give this information to Council in two weeks.

Councilwoman Locke asked if the recommendations will include the prices on how much the retaining wall will cost, and different aspects of this.

Mr. Sawyer stated the Redevelopment Department is proceeding in accordance with the redevelopment plan approved by Council in April, 1973. In that regard he considers his instructions to the redevelopment department to be clear, and that is to implement the plan. That will lead them to the demolition of this building. However, at the same time, their Department does not want to be in conflict with another agency that has been created by the Council to advise it concerning certain historic properties in the city; some of which may be in their project now, and others may in the future. They do not want to drive ahead full speed implementing a plan. All they need is some indication from Council whether to save it or not save it, and they will proceed accordingly.

Councilman Whittington stated he thinks Council needs to make a decision. He asked when he can give Council the information it needs to make a decision? Mr. Sawyer replied if Council will give them two weeks, he can almost assure them, the questions will be answered concerning costs and construction schedules.

Councilman Whittington stated to Mr. Love that he would hope before Council gets into these types of positions again that this Commission would work more closely with other agencies, and not bring it down to a confrontation between the Redevelopment Department and the Historic Properties Commission, and the Council. He would think these things would be worked out before this time and place.

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RULES AND REGULATIONS OF THE CHARLOTTE FIRE DEPARTMENT APPROVED AS RECOMMENDED.

Councilwoman Locke moved approval of the Rules and Regulations of the Charlotte Fire Department as recommended by the Fire Chief and the Civil Service Board. The motion was seconded by Councilman Withrow, and carried unanimously.

Councilman Short stated he read the rules and regulations word by word and studied them a lot; that he could not see anything wrong with them. Councilwoman Locke stated they were very well written.

REPORT ON SIDEWALK CONSTRUCTION AND APPROVAL OF SEVENTEEN SITES AS RECOMMENDED BY THE PUBLIC WORKS DIRECTOR.

Mr. Bob Hopson, Public Works Director, advised there is a report before Council relative to some sidewalk constructions in areas that have been developed as high priorities before we ran out of money. He referred to a map and stated it shows the areas where sidewalks have been constructed, and they are scattered throughout the city.

They recommend approval of the 17 sites listed on the agenda, representing about \$225,000. As they continue getting requests, and they receive them daily from the different areas, they will be back around Labor Day for the completion of \$1.5 million. Also at that time, they would like to break these into smaller contracts, so that the smaller contractors can do this type work. If they are in 1/2 million dollar contracts they are limited to two or three of the larger contractors.

Councilman Harris stated we still are not doing anything about the major thoroughfares in the City, except in the Randolph Road widening where there are sidewalks. Mr. Hopson replied there are about 20 miles of sidewalks in the major bond program for 1973. Mayor Belk stated Sharon Amity, The Plaza and Randolph will all have sidewalks. Councilman Harris stated he thinks this is the major thing; and this is where the heavy traffic could be if there were sidewalks. Mr. Hopson stated there are about 10 of the projects that will have about 20 miles of sidewalks. Also the state projects will have sidewalks and that is an additional 10 miles.

Councilman Whittington requested Mr. Hopson to include that part of Tuckaseegee Road, from Glenwood Drive to Avalon Avenue. There are a lot of retired people who live in that section of Enderly Park. These people have to come back down Tuckaseegee Road to Winn Dixie across the road in front of Enderly Park Baptist Church to go to a grocery store; or they have to go across Avalon Avenue to the Ashley Road Extension and get into the shopping center where Richway is and there is no place to walk. Mr. Hopson replied that will be put on the list.

Motion was made by Councilman Whittington, and seconded by Councilwoman Locke, approving the seventeen sites for sidewalks, as follows:

1. Ideal Way, South Boulevard to McDonald Avenue on the south side.
2. Tuckaseegee Road, Rush Avenue to Ambassador Street on the north side.
3. Newcastle Street, LaSalle Street to Key Street on the east side.
4. Briar Creek Road, Independence Boulevard to Shenandoah Avenue on west side
5. Moretz Avenue, Grimes Street to existing sidewalk near North Poplar Street on north side.
6. Bradford Drive, Willard Street to Hovis Road on west side.
7. Water Oak Road, Bertonley Avenue to Linda Lane on west side.
8. Linda Lane, Water Oak Road to end on north side.
9. Brown Drive, Saratoga Avenue to Bradford Drive on south side.

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10. Hildebrand Street, Beatties Ford Road to existing sidewalk at school on north side.
11. Norland Road, Central Avnnue to Dresden Drive on west side.
12. Fifth Street, east of I-77 to West Trade Street on South side.
13. Wilann Drive, The Plaza to existing sidewalk at school on east side.
14. Tipperary Place, Milton Road to Marbetto Lane on north side.
15. Clemson Avenue, Matheson Avenue to The Plaza on west side.
16. The Plaza, Clemson Avenue to Drummond Avenue on north side.
17. Hamorton Place, Nandina Street to Nandina Street on north side.

After discussion, the vote was taken on the motion and carried unanimously.

ORDINANCE NO. 608-X AMENDING THE 1974-75 BUDGET ORDINANCE ESTABLISHING AN APPROPRIATION WITHIN THE GENERAL FUND FOR LAND ACQUISITION ALONG REMOUNT ROAD IN THE SOUTHSIDE PARK COMMUNITY DEVELOPMENT TARGET AREA.

Mr. Burkhalter, City Manager, stated we are in the process of a project of widening Remount Road, and we must acquire some right-of-way to do this. This piece of land is also the piece of land that the CDRS program proposes that we buy to make a park. Staff thinks it would be a savings to the City to buy it all now, rather than buying a piece for the right-of-way and then the remainder for the park.

Councilman Whittington asked if this is buying more land for Southside Park? Mr. Sawyer, Urban Redevelopment Director, replied some of it is there; that the widening of Remount Road is going beyond this project; but the property as indicated on the map which fronts on Remount Road will be purchased by the Public Works Department for the widening. The residue of those properties is what will be purchased with this money so that one department will not go in there and buy a portion and then another department come in a few months later and start acquiring the remainder. He pointed out Southside Park, and stated a portion of this land is proposed to be added to the park.

Motion was made by Councilman Withrow, and seconded by Councilman Short to adopt the ordinance appropriating \$137,467 within the General Fund for land acquisition along Remount Road in the Southside Park Community Development Target Area.

Councilman Harris stated CDRS is still a dream. He asked if there is any way to do this and take an option on the remainder of the land for 90 to 120 days. It is a good idea if we are going to get the money on schedule, but we are not sure of that.

Councilman Gantt stated his objection is not that we should ignore a bargain if we do have a bargain here. His objection is that he does not know the actual physical plan for the area. This is saying we have an opportunity to buy some land that we might want to make into a park or do something else with.

Councilman Whittington stated he does not understand if we will be buying more land for Southside Park? Obviously we are going to buy Baltimore Avenue and that area between Remount Road and Southside Homes for additional park. That he questions the advisability of this or the need for doing this. Are the residents involved with the extension of this park? It is obvious to him that you will have to take 30 to 40 houses on Booker Avenue and clear out of there if you make a park. That the houses are ten years old at the most. That he thinks a lot of questions should be answered. That he needs to know more than he knows now before voting on it.

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After further discussion and explanation by Staff, the vote was taken on the motion and carried as follows:

YEAS: Councilmembers Withrow, Short, Locke, and Williams.

NAYS: Councilmembers Gantt, Harris and Whittington.

The ordinance is recorded in full in Ordinance Book 22, at Page 41.

ENCROACHMENT AGREEMENT WITH NORTH CAROLINA DEPARTMENT OF TRANSPORTATION FOR WATER MAIN CONSTRUCTION IN GIBBON ROAD, APPROVED.

Councilman Short moved approval of an encroachment agreement with the North Carolina Department of Transportation for the construction of a 12-inch C.I. water main in Gibbon Road, between Nivens Road and Old Statesville Road, which motion was seconded by Councilman Williams, and carried unanimously.

RESOLUTION AUTHORIZING CONDEMNATION PROCEEDINGS FOR THE ACQUISITION OF PROPERTY BELONGING TO TRUSTEES OF THE AMITY PRESBYTERIAN CHURCH; NEAL Y. PHARR, ET AL, TRUSTEES; MUTUAL SAVINGS AND LOAN ASSOCIATION; AND NORTH CAROLINA NATIONAL BANK, TRUSTEE FOR BOND HOLDER, LOCATED AT 2831 NORTH SHARON AMITY ROAD FOR THE SHARON AMITY ROAD WIDENING PROJECT.

Upon motion of Councilman Short, seconded by Councilman Withrow, and unanimously carried, the subject resolution was adopted authorizing condemnation proceedings for the acquisition of property belonging to Trustees of the Amity Presbyterian Church; Neal Y. Pharr, et al, Trustees; Mutual Savings and Loan Association; and North Carolina Bank, Trustee for Bond Holder, located at 2831 North Sharon Amity Road for the Sharon Amity Road Widening Project.

The resolution is recorded in full in Resolutions Book 10, at Page 418.

RESOLUTION AUTHORIZING CONDEMNATION PROCEEDINGS FOR THE ACQUISITION OF PROPERTY BELONGING TO LINCOLN COMPANY, INC., LOCATED AT 501 REMOUNT ROAD FOR THE REMOUNT ROAD WIDENING PROJECT.

Motion was made by Councilman Gantt, seconded by Councilwoman Locke, and unanimously carried, adopting the subject resolution authorizing condemnation proceedings for the acquisition of property belonging to Lincoln Company, Inc., located at 501 Remount Road for the Remount Road Widening Project.

The resolution is recorded in full in Resolutions Book 10, at Page 419.

RESOLUTION AUTHORIZING CONDEMNATION PROCEEDINGS FOR THE ACQUISITION OF PROPERTY BELONGING TO LINCOLN COMPANY, INC., LOCATED AT 441 REMOUNT ROAD FOR THE REMOUNT ROAD WIDENING PROJECT.

Councilwoman Locke moved adoption of the subject resolution authorizing condemnation proceedings for the acquisition of property belonging to Lincoln Company, Inc., located at 441 Remount Road for the Remount Road Widening Project, which motion was seconded by Councilman Whittington, and carried unanimously.

The resolution is recorded in full in Resolutions Book 10, at Page 420.

MAYOR BELK LEAVES CHAIR.

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

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RESOLUTION AUTHORIZING CONDEMNATION PROCEEDINGS FOR THE ACQUISITION OF NINE PARCELS OF PROPERTY IN THE FIRST WARD URBAN RENEWAL PROJECT NO. N.C. R-79.

Upon motion of Councilman Short, seconded by Councilman Withrow, and unanimously carried, the subject resolution was adopted authorizing condemnation proceedings for the acquisition of nine (9) parcels of property in the First Ward Urban Renewal Project No. N. C. R-79, as follows:

1. 622-28 Linden Lane, Sidney & Jerome Levin
2. 730 East 7th Street, Sidney Levin
3. 720 East 9th Street, Leroy K. Alexander
4. 516 N. Myers Street, Mildred P. Alridge
5. 815 East 8th Street, Edgar H. Alexander
6. 817 East 8th Street, Mrs. J. E. Hemphill
7. 823 East 8th Street, A. D. Townsend
8. 323 North McDowell Street, Emma Witherspoon.
9. 813 East 5th Street, Belk Investment Company.

The resolution is recorded in full in Resolutions Book 10, at Page 421.

ACQUISITION OF FIVE PARCELS OF STANDARD EASEMENTS FOR ANNEXED AREAS, APPROVED.

Motion was made by Councilwoman Locke, seconded by Councilman Withrow, and unanimously carried, approving the acquisition of five parcels of standard easements for annexed areas, as follows:

- (a) Campbell Creek Sanitary Sewer Outfall
1 Parcel
- (b) Annexation Area I (2) Sanitary Sewer Additions
3 Parcels
- (c) Annexation Area II (7) Sanitary Sewer Additions
1 Parcel

PROPERTY TRANSACTIONS, AUTHORIZED.

Councilman Short moved that the following property transactions be authorized, which motion was seconded by Councilman Withrow, and unanimously carried:

- (a) Right of Way Agreement of 1,257.29 square feet of property at 115 East Fifth Street, from Frances R. Griffith (widow), at \$4,400.00, for Fifth Street Widening.
- (b) Option on 9.36' x 100.82' x 1.54' x 170.32' x 46.89' x 2.19' x 42.73' x 60.36' x 128.82' x 83.84' of property, plus construction easement, at 4501 Randolph Road, from Exxon Corporation, at \$24,000.00, for Randolph Road Widening Project.
- (c) Option on 2.13' x 123.66' x 2.06' x 123.74' of property, plus a construction easement, at 5141 Randolph Road, from Henry Alridge and wife, Thelma H., at \$500.00, for Randolph Road Widening Project.
- (d) Option on 2.00' x 532.89' x 31.51' x 24.57' x 555.43' of property, plus a construction and drainage easement, at corner of Randolph Road and Meadowbrook Road, from W. P. Mitchell and wife, Laura T., at \$3,183.00, for Randolph Road Widening Project.

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- (e) Option on 48.41' x 103.33' x 83.65' x 78.75' of property, plus a construction easement, at 4715 North Sharon Amity Road, from Lawrence Orr and wife, Annie, at \$4,880.00, for Sharon Amity Road Widening Project.
- (f) Right of Way Agreement on 6.00' x 50.00' x 6.00' x 50.00' x 6.00' x 100.00' x 6.00' of property, plus a construction easement, at 4214 North Sharon Amity Road, from Edward B. Eadie and wife, Frances, at \$1,250.00, for Sharon Amity Road Widening, Section III.
- (g) Acquisition of fifteen (15) parcels of real property located in the First Ward Urban Renewal Project, as follows:
 - (1) 9,380 square feet of property at 512 E. 9th Street from Sarah E. Harris, at \$13,500.00.
 - (2) 8,563 square feet of property at 936 N. Caldwell Street, from Prophet Brothers Oil Company, at \$6,000.00.
 - (3) 7,200 square feet of property at 909 N. Davidson Street, from Doris Fraley Moore, Heirs, at \$4,500.00.
 - (4) 7,200 square feet of property at 917 N. Davidson Street, from Lucy Hull Foster, at \$4,500.00.
 - (5) 14,400 square feet of property at 921-23 & 925-27 N. Davidson Street, from Chris Pappas, at \$9,000.00.
 - (6) 7,200 square feet of property at 929-31 N. Davidson Street, from Walter G. Shoemaker, Jr., at \$4,500.00.
 - (7) 2,116 square feet of property at 900 N. Davidson Street, from Walter B. Fincher, at \$2,645.00.
 - (8) 17,258 square feet of property at 617-19, 621-23 & 625-27 Aikens Alley and 917-19 & 921-23 N. Alexander Street, from Frances Colt Haines, at \$25,000.00.
 - (9) 4,100 square feet of property at 519 N. Myers Street, from Eunice C. Medford, W. E. Cason & Robert W. Carson, at \$1,250.00.
 - (10) 4,237 square feet of property at 824 E. 10th Street, from E. L. Keesler, Heirs, at \$1,650.00.
 - (11) 150 square feet of property at 828 E. 10th Street, from K. M. Water, Jr., at \$100.00.
 - (12) 2,400 square feet of property at 817 E. 9th Street, from E. L. Keesler, Heirs at \$900.00.
 - (13) 5,921 square feet of property, at 510 N. Myers Street, from Frances Abrams, at \$7,500.00.
 - (14) 7,395 square feet of property at 214 N. Myers Street, from Frances Abrams, at \$21,500.00.
 - (15) 3,666 square feet of property at 233 N. Long Street, from Walter B. Alexander, at \$5,500.00.

MAYOR BELK RETURNS TO CHAIR.

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

CONTRACTS WITH HASKINS & SELLS TO AUDIT MODEL CITIES ACCOUNTS.

Motion was made by Councilman Harris, seconded by Councilman Gantt, and unanimously carried, approving the following contracts with Haskins & Sells to audit certain operating agencies of the Model Cities Demonstration Program as follows:

- (a) An amendment to contract between Haskins and Sells and the City of Charlotte to clarify the scope and coverage of a previous contract dated March 12, 1974, for an audit of certain operating agencies of the Model Cities Demonstration Program. The original contract price not to exceed \$25,000 is not changed by the Amendment.

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- (b) Contract with Haskins and Sells, in an amount not to exceed \$22,500, to audit additional operating agencies of the Model Cities Demonstration Program for programs terminating principally on or after June 30, 1975.

OPEN NON-EXCLUSIVE CONTRACT FOR REAL ESTATE BROKER'S SERVICE WITH MOTLEY REALTY AND INSURANCE COMPANY IN FIRST WARD PROJECT, APPROVED.

Councilman Harris moved approval of the subject contract with Motley Realty and Insurance Company in the First Ward Project No. N. C. R-79, which motion was seconded by Councilman Gantt and carried unanimously.

RECOMMENDATIONS ON PROPERTY AT FOURTH AND CEDAR STREETS AND HOW THE DIXIE PUBLISHING SERVICES CAN REMAIN IN THE AREA REQUESTED.

Councilman Whittington stated each member of Council received a letter from J. T. Mills, as President of the Dixie Duplicating Service at 4th and Cedar Street. That he would like for Mr. Sawyer to bring back to Council why they cannot stay there and go through the zoning procedure. That he is not going to vote to have those people taken out of there. That he would hope he would come back to Council with some recommendation rather than going through the legal process of buying, condemning and evicting them.

He requested Mr. Sawyer to notify Mr. Mills about this.

AMENDMENT TO CONTRACT WITH MILLER, CREASY, JOHNSON & ALLISON, ATTORNEYS, FOR FURNISHING LEGAL SERVICES IN CONNECTION WITH ACQUISITION OF LAND IN THE FIRST WARD URBAN RENEWAL PROJECT, APPROVED.

Upon motion of Councilman Whittington, seconded by Councilwoman Locke, and unanimously carried, the subject amendment to the contract was approved for furnishing legal services in connection with acquisition of land in the First Ward Urban Renewal Project, changing the contract price from \$53,500 to \$68,500.

AMENDMENT TO CONTRACT WITH MILLER, CREASY, JOHNSTON & ALLISON, ATTORNEYS, FOR FURNISHING LEGAL SERVICES IN CONNECTION WITH DISPOSITION OF LAND FOR THE DOWNTOWN URBAN RENEWAL PROJECT, APPROVED.

Motion was made by Councilman Harris, seconded by Councilman Whittington, and unanimously carried approving amendment to the contract for furnishing legal services in connection with Disposition of land for the Downtown Urban Renewal Project to increase the contract amount from \$3,500 to \$18,500 for an increase of \$15,000.00.

CONTRACT WITH ENGLISH GARDEN GROUP FOR CONSTRUCTION OF WATER MAIN, APPROVED.

After discussion, Councilman Whittington moved approval of contract with English Garden Group for the construction of 1,230 feet of water main and one fire hydrant to serve English Gardens Road, outside the city, at an estimated cost of \$6,700.00. The motion was seconded by Councilman Withrow, and carried unanimously.

Mr. Dukes, Director of Utilities Department, advised that he has a meeting set with the Home Builders and Developers on Thursday afternoon at 2:00 o'clock to discuss the proposed extension policies.

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CONTRACT AWARDED ACTION FIRE AND SAFETY, INC. FOR BUNKER SUITS FOR THE FIRE DEPARTMENT.

Motion was made by Councilman Gantt, seconded by Councilwoman Locke, and unanimously carried, awarding contract to the low bidder, Action Fire and Safety, Inc., in the amount of \$8,328.10, on a unit price basis, for bunker suits for the Fire Department.

The following bids were received:

Action Fire & Safety, Inc.	\$ 8,328.10
The Leslie Company	8,724.52
Goodall Rubber Company	8,895.00
Allied Safety Company	9,128.12
The Hub Uniform Co., Inc.	10,325.00

CONTRACT AWARDED CAROLINA CONCRETE PIPE COMPANY FOR REINFORCED CONCRETE PIPE FOR THE PUBLIC WORKS DEPARTMENT.

Upon motion of Councilman Gantt, seconded by Councilwoman Locke, and unanimously carried, contract was awarded to the low bidder, Carolina Concrete Pipe Company, in the amount of \$25,532.82, on a unit price basis, for reinforced concrete pipe for the Public Works Department.

The following bids were received:

Carolina Concrete Pipe Co.	\$ 25,532.82
Foltz Concrete Pipe Company	25,866.50
Gray Concrete Pipe Co., Inc.	26,103.67

EVERETT SUDDRETH REAPPOINTED TO FIVE YEAR TERM ON THE AUDITORIUM-COLISEUM-CIVIC CENTER AUTHORITY.

Motion was made by Councilman Williams, seconded by Councilman Withrow, and unanimously carried, to reappoint Mr. Everett Suddreth to the Auditorium-Coliseum-Civic Center Authority for a five year term.

PERMISSION GRANTED U. S. FIFE AND DRUM CORP TO DISCHARGE FIRE ARMS USING BLANKS IN CONNECTION WITH THEIR PARTICIPATION IN THE MECKLENBURG DECLARATION OF INDEPENDENCE ON MAY 19 AND MAY 20, 1975.

The City Manager stated the Bicentennial Committee is requesting permission to discharge firearms in connection with the Celebration on Monday, May 19.

The U. S. Fife and Drum Corps, the Commander-in-Chief's Guard and the Commander-in-Chief's Color Guard will come to Charlotte from Washington, D. C. to participate in the Re-enactment of the Mecklenburg Declaration of Independence on the night of May 19 and the celebration at Freedom Park on May 20. Their presentation requires the firing of their weapons, using blanks. That they are requesting City Council to give permission to discharge these blanks.

Councilman Whittington moved approval of the request. The motion was seconded by Councilwoman Locke, and carried unanimously.

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NOMINATION TO CIVIL SERVICE BOARD.

Councilwoman Locke placed in nomination the name of Dot Presser Furr for appointment to the Civil Service Board to replace Mary Rogers whose term will expire May 15.

MAYOR AND COUNCILMEMBERS REQUESTED TO READ REPORT ON MANPOWER PROGRAM AND SEND COMMENTS TO CITY MANAGER.

Mr. Burkhalter, City Manager, stated he has sent to the Mayor and Council a Manpower Program as approved by the Advisory Commission. He requested them to read it and if there are any comments to send them to him. Then he will schedule a breakfast session and have Bob Person to go through it with them.

COMMENTS ON PROPOSED GUN CONTROL LAW PROPOSED BY SENATOR ALEXANDER.

Councilman Whittington asked if Council has responded to Senator Alexander's gun control law? Councilwoman Locke stated she wrote a letter to him. Mr. Burkhalter stated Chief Goodman, Chief Porter and Pat Hunter are getting together and will make their comments. There are some technicalities they have some questions about.

MOTION TO INCLUDE DISCUSSION AND VOTE ON REQUEST TO LOCAL DELEGATION FOR VOTE ON PARTISAN OR NON PARTISAN ELECTION.

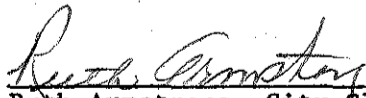
Councilman Withrow moved that Council discuss and vote on request to Local Delegation for vote on partisan and non-partisan election. The motion was seconded by Councilman Short, and carried unanimously.

Councilman Withrow stated he talked to Craig Lawing while he was in Raleigh recently, and he told him there was a tie vote on partisan and non-partisan elections. Rather than have a split in the legislative delegation, he would request that Council go ahead with the partisan election in November, and at the same time put it to the vote of the people.

Councilman Withrow moved that Council send a telegram to Craig Lawing, Mecklenburg County Delegation, that the City Council ask that they consider taking the election to the vote of the people this November as to whether we should retain partisan elections or go back to non-partisan election. The motion was seconded by Councilman Short, and carried unanimously.

ADJOURNMENT.

Upon motion of Councilman Harris, seconded by Councilman Withrow, and unanimously carried, the meeting adjourned.


Ruth Armstrong, City Clerk