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The City Council of the City of Charlotte, North Carolina, met in regular session convened on Monday, November 24, 1975, in the Council Chamber, City Hall, at 3:00 o'clock p.m., with Mayor John M. Belk presiding, and Councilmembers Kenneth R. Harris, Pat Locke, Milton Short, James B. Whittington, Neil C. Williams and Joe D. Withrow present.

ABSENT: Councilman Harvey B. Gantt.

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INVOCATION.

The invocation was given by Reverend Paul Horne.

APPROVAL OF MINUTES.

Upon motion of Councilwoman Locke, seconded by Councilman Short, and unanimously carried, the minutes of the meetings on November 10 and November 17, 1975 were approved, with the following corrections in the minutes of November 10:

- (a) Page 381 - Second Paragraph under Maintenance Contracts for Computerized Traffic Signal System, change amount of contract under (b) from \$25,000 to \$35,000.
- (b) Page 383, second line, delete "63 trucks and 32 bodies" and insert "1/2 ton carryall."
- (c) Page 385, under bids rejected for trucks and bodies, delete the words "Trucks and Bodies" and insert "twelve, 35,000 GW truck cab and chassis."
- (d) In the Informal Minutes of November 10, on Page 4, seventh line from the bottom of page, by adding the word "not" after the first word of the line "case."

CITY OF CHARLOTTE EMPLOYEE PLAQUES PRESENTED TO RETIRING EMPLOYEES.

Mayor Belk and Councilmembers recognized the following employees and presented each with the City of Charlotte Employee Plaque:

1. Rufus H. McCullough, Relocation Assistant II, Community Development Department, employed November 16, 1971, and retired November 18, 1975.
2. Hoyle L. Ledwell, Labor Crew Chief II, Public Works Department Street Maintenance, employed August 28, 1950 and retired November 4, 1975. Mr. Ledwell was not present to receive his plaque.

Mayor and Council wished Mr. McCullough well in his retirement, and expressed appreciation to him for his services to the City.

RESOLUTION OF CITY COUNCIL OF THE CITY OF CHARLOTTE, NORTH CAROLINA, APPROVING THE COMMUNITY DEVELOPMENT PLAN FOR NORTH CHARLOTTE TARGET AREA, AS AMENDED.

Motion was made by Councilman Withrow and seconded by Councilman Williams to adopt a resolution of the City Council approving the Community Development Plan for North Charlotte Target Area, as Amended.

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Speaking for the approval were Mr. Sid Barber and Reverend Paul Horne of the North Charlotte Action Association.

The vote was taken on the motion and carried unanimously.

The resolution is recorded in full in Resolutions Book 11, beginning at Page 177.

ACTION OF COUNCIL TO SET A HEARING ON STREET CLOSING RESCINDED AND RESOLUTION DECLARING AN INTENT TO CLOSE A PORTION OF EAST FIFTH STREET AND CALLING A PUBLIC HEARING ON MONDAY, DECEMBER 22, ADOPTED.

Motion was made by Councilwoman Locke, seconded by Councilman Harris, and unanimously carried, rescinding Council Action of November 3 declaring an intent to close a portion of East Fifth Street and calling a hearing on December 8, and adopting a new resolution declaring an intent to close a portion of East Fifth Street and calling a public hearing on Monday, December 22, 1975.

The resolution is recorded in full in Resolutions Book 11, beginning at Page 179.

RESOLUTION FIXING DATE OF HEARING ON MONDAY, DECEMBER 22, 1975 ON PETITIONS NO. 75-50 THROUGH PETITION NO. 75-54 FOR ZONING CHANGES.

Upon motion of Councilman Harris, seconded by Councilman Withrow, and unanimously carried, subject resolution was adopted fixing date of hearing on Monday, December 22, 1975, on Petitions No. 75-50 through 75-54 for zoning changes.

The resolution is recorded in full in Resolutions Book 11, at Page 181.

RESOLUTION PROVIDING FOR A PUBLIC HEARING TO CONSIDER A CHANGE IN THE SUBDIVISION ORDINANCE TO BE HELD ON MONDAY, DECEMBER 22, 1975 IN THE COUNCIL CHAMBER, CITY HALL.

Motion was made by Councilman Whittington, seconded by Councilman Withrow, and unanimously carried, adopting subject resolution providing for a public hearing to consider a change in the Subdivision Ordinance to be held on Monday, December 22, 1975, at 3:00 o'clock p.m., in the Council Chamber, City Hall.

The resolution is recorded in full in Resolutions Book 11, at Page 182.

ORDINANCE NO. 971 AMENDING THE TEXT OF THE ZONING ORDINANCE CONCERNING INSTITUTIONAL USES SUCH AS DAY CARE CENTERS, HALF-WAY HOUSES AND NURSING HOMES WHERE CERTAIN USES ARE CHANGED FROM USES BY RIGHT TO CONDITIONAL USES IN RESIDENTIAL DISTRICTS.

Councilman Short asked if Council can enact these changes without some of them having been a part of the public hearing? Mr. Underhill, City Attorney, replied this is dealing with a situation where a text change is considered as opposed to a change in the zoning map. If the changes that have been made since the public hearing are substantial and changed in large degree the intent of what was proposed at the time Council initially held a public hearing it would probably require another hearing. If changes are considered to be minor, then he would say no public hearing would be required.

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Councilman Short stated the thing that would concern him is that some of this is much less restrictive than it was. For example, allowing day care centers to be built in whole zones where they could not be built before is opening it up to something a lot less restrictive than we had at the time of the hearing. He is referring to day care centers in I-2 districts with hours of operations in day care centers; day care centers in B-1 districts; half way houses and the side yard requirements. He asked if this has not been added since the hearing? Mr. Bryant, Assistant Planning Director, replied these are all variations of the original hearing material. The advertisement of the public hearing did not delineate the detailed language that would be considered at the hearing; it merely indicated that there would be several changes considered before it took effect in future uses as they are allowed in residential categories. The changes that have been made are all changes which were discussed at the time of the public hearing. The ordinance originally proposed installed restrictions on the hours of operation of day care centers. That was objected to. The Planning Commission merely agreed with the objections and to delete that requirement from the ordinance. The insertion of day care centers in I-2 districts is not as broad as it seems because the original proposal was to allow them in I-1 but not in I-2. Now it is proposed to allow it as a conditional use in I-2. All that has been changed as a result of discussions that occurred at the time of the public hearing.

Mr. Underhill stated he feels the Council may act legally without the necessity of another public hearing.

Councilman Whittington moved adoption of the ordinance as recommended by the Planning Commission. The motion was seconded by Councilman Williams, and carried unanimously.

The ordinance is recorded in full in Ordinance Book 22, beginning at Page 458.

PETITION NO. 75-28 BY SIGNAL SALES AND SERVICE FOR A CHANGE IN ZONING OF PROPERTY FRONTING ON ATHERTON STREET AND EAST OF THE INTERSECTION OF ATHERTON AND SOUTH BOULEVARD, DEFERRED.

Councilman Whittington stated he received a letter from Mr. John Hunter, Attorney for the Signal Sales asking Council to delay decision on this. That he is trying to work it out with the Planning Commission.

Councilman Whittington moved that the decision be delayed. The motion was seconded by Councilman Short.

Mr. Bryant, Assistant Planning Director, stated what Council needs to do is to return this to the Planning Commission for additional consideration. When the Planning Commission heard the petition it was a request to change the zoning from O-6 to I-1. The Planning Commission felt the new conditional parallel zoning district has proper application here. At the Planning Commission's suggestion they went to the petitioner and inquired of them if they were interested in pursuing the conditional approach, and at that time they were not. On the basis of that information, the Planning Commission denied the request. Since then, the petitioner has reconsidered and now would like to go back to the Planning Commission's proposal that it be considered on the conditional basis. This would require returning the petition to the Planning Commission for additional consideration.

Councilman Whittington stated his motion will return it to the Planning Commission.

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

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PARKING SPACES AND LOADING ZONES RETURNED TO WEST TRADE STREET.

Mr. Corbett, Director of Traffic Engineering, stated after looking into the request of the Downtown Merchants for the return of on street parking spaces on West Trade Street and loading zones, and discussing it with Mr. Hoose, Transportation Planning Coordinator, and Mr. Kidd, Transit Planner, they have determined that the bus stops as they now exist in the first block of West Trade Street can be shortened to a length of 250 feet. This will permit them to put a loading zone on each side of Trade Street down near Church Street of approximately 80 feet in length, and three parking spaces. They have placed the parking spaces on each side as far toward the center of the block as possible so that it will serve as many potential parkers as possible.

He stated the Traffic Engineering Department is concerned about parking on Trade Street for this reason. Not only must we be aware of the space which is taken up by parked vehicles, but must also be aware of the fact that a vehicle in entering any of these parking spaces must back into the space. While he is doing this, he will in effect kill one of the two available lanes. For this reason, they are concerned, and they want Council to be aware of this as far as it might affect the movement of traffic along Trade Street in its entirety.

Councilman Whittington moved approval of the plan. The motion was seconded by Councilman Short, and carried unanimously.

REPORT ON TRANSIT TRANSFER LOCATIONS, AND USE OF LAND ON EAST TRADE STREET AS TEMPORARY TRANSFER POINT.

Mr. Mike Kidd, Transit Planner, stated the purpose of his report is to present several alternative concepts designed to improve the Square situation. One of the first things they tried to do was to see what could be done that would have the least amount of impact on the present riders. Anything that is done, will have a certain impact. The system we have today in the City has evolved from a radial type transit system where all buses and all routes lead to downtown. This requires most of the transferring points at the Square. Transit routes are linked to people traveling through the City who do not necessarily have an origin and destination right downtown. Since our routes cannot be linked to all other routes, there is a certain amount of transferring. Most systems throughout the United States try to make about 20 percent of their total ridership transfers. Here in Charlotte it is 25 percent. They hope to reduce this number by some of the plans they will bring up.

Mr. Kidd stated there will be a certain amount of transfers that will be required to get off the bus at a central point, and wait to catch another bus to accomplish their trip. With any rerouting or changes it will impact a certain number of these people. The issue really being talked about is how best to accommodate these transit riders as well as the numerous other considerations that people will have, especially in the downtown.

He stated the alternatives are structured in three general areas.

Number I is what can be done to keep the transfer point at the Square to physically separate transit patrons from the store front area.

Number II is to leave the routing basically the same with all buses meeting at the Square, but providing transfer restrictions causing a portion of the people transferring to make their transfer away from Trade and Tryon Streets.

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Number III deals with the several rerouting schemes, physically taking the buses away from Trade and Tryon Streets.

Number I. Construct bus shelters at seven corners of the Square for waiting transfer patrons. These shelters would be aesthetically pleasing, with the purpose to physically separate these people waiting on buses out of the store fronts. With the talk of developing a downtown mall it would prohibit auto access or transit service vehicles to utilize Tryon Street. He stated this would speed up boardings at the Square; it would have little impact on existing travel patterns; it would offer more and better shelter from the elements; no operational changes are necessary; and it would re-inforce transit image with visible example of system amenities. No signaling or traffic flow changes will be needed; pedestrian flow during the peak travel hours should be enhanced due to the concentration of the people. The shelters and benches themselves could impair pedestrian movements and it would put these people on the street front. If the structures are built they would be eye-pleasing and it could help the City beautify the Square improving the aesthetic appeal of uptown. On the other hand, the shelters will in some ways block the view from the street of some of the stores.

From a long range planning standpoint the shelters and benches will provide a means for a change as they will be portable. It could provide for an interim stage in the development of a downtown mall as suggested in the 1995 Comprehensive Plan. He stated if they do their job very well and gain a lot more transit riders, this could be a stop-gap measure as at some point the capacity at the Square will be reached, and we would have to do something other than put shelters up.

The estimate to construct and install the shelters is \$140,000. Tying this in with future mall construction in the six blocks of Tryon Street, it is roughly \$2.0 million for a total of \$2,140,000.

Number II. Passenger Transfer Restrictions. Leave the routing as it is, but have transfers at other points. Today approximately 24,000 persons ride buses. Of the 24,000, 2000 originate and terminate at the Square and walk to their destination; 6,000 riders transfer at the Square for another bus; 7,000 riders ride through the Square; 9,000 riders get off in the Uptown area.

At the Square itself there are approximately 8,000 transit riders who either get on or off there or transfer. Of the transfers about 1,000 are through transfer passengers; 1,500 are reverse rider transfer passengers; and 3,500 are lateral transfer passengers. In effect there are about 2500 in-line transfers. As a first alternative, they would move the transfer passengers away from the Square. This would prohibit in-line transfer at Trade and Tryon Streets, and move transfer points for these people to Trade and Sixth, Trade and Third Streets, and Tryon and Poplar and Tryon and Southern Railroad tracks. The effect of this would be to reduce by 42 percent the number of transfer movements made on the system on an average week day - 2500 people would be taken off the Square; or 31 percent reduction in the total transit-related persons which accumulate at the Square during an average weekday.

One condition would be to allow the 2,000 who really want to go to the Square to get off only in the morning, and on-only in the afternoon so these people would not have to walk two or three blocks.

This is a minimal type of disruption of the operations. All the people who transfer would have to learn they do not transfer at the Square. It offers a possible reduction in travel time; this would have no impact on the 2,000 persons who at present have trip origins and destinations at the Square. It would involve enforcement of transfer policy by the driver of the bus; the transfer system we now have would have to be changed to a more restrictive

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type; and there would be an educational problem with the transit riders. This could enhance pedestrian movements at the Square and reduce some of the congestion; there would be faster transit operation at the Square and less traffic congestion. It would involve removal of some parking at the four non-square points; and could create some pedestrian congestion problems at non-Square locations. It would decrease friction between transit riders and merchants at the Square; it would not solve anything but would relocate these people at four other areas. Some stores at the Square have transfer riders as customers, and it may take away some business from the stores.

Over the long range it would get transit riders away from the idea that transfers must be made at the Square only, which can increase their mobility, and it provides for development of more transfer points away from the Square area. The cost of this would be the operating cost of about \$25,000 on an annual basis. No capital costs would be involved.

The second alternative would remove all transferring activities to four points - Trade and College Streets, Trade and Church Streets, Tryon and Fifth Streets and Tryon and Fourth Streets. This would take all transferring off the Square and put it in four blocks around the Square. The major impact of this action would allow passengers to make lateral transfers - this is the 3500. These persons would be required to walk two blocks to accomplish this transfer movement. If the on-only, off-only is used at the Square, the 2,000 could be taken care of but you would still be inconveniencing 3500 people who make lateral transfers each day. The advantages and disadvantages are about the same except for the fact it would move all transferring from the Square and remove 6,000 people a day from the Square. The transferees would have to walk at least two blocks and this would cause a substantial ridership loss, and travel time for many of the riders would be increased, causing further loss in ridership. A \$215,000 annual impact is estimated for this.

Number III. Rerouting of Transit Vehicles Away from the Square. First they came up with a four-point transfer routing concept which diverts buses from Trade and Tryon Streets onto a square formed by Third, College, Sixth and Church Streets. This would require additional walking on the part of passengers now oriented to the Square. The transferring which had traditionally been performed at one location will now occur at four distinct locations. From a transit standpoint there are no advantages to this at all. The disadvantages are the additional bus miles which will add to the cost; passengers going to the Square would have to walk one block; schedule revisions would be necessary due to increased running time on routes; and travel time for the average transit passenger would be increased.

This would reduce pedestrian and bus congestion at the Square. However, it would increase vehicular traffic on 4th, 5th, College and Church Streets. Some signal changes may be needed; new parking restrictions would be necessary at the four transfer points; and pedestrian and bus congestion at the four transfer points would create mobility problems. This would clear the Square of all transit activity which may be visually appealing; but it may reduce some of the activity at the Square and could in fact produce some deterioration of business and commercial activities. There are no long range advantages of this with the disadvantages being it will impact accessibility to downtown and ultimately could require additional equipment which might be better used elsewhere. The cost of this is estimated at \$280,000. They estimate a loss of passengers at some \$100,000 which translates to 1,000 riders because of the inconvenience.

The second alternative is something a little different. Why does a bus have to be on Trade Street? If you wanted to maintain and consider a transit corridor on Trade or Tryon, the choice would be Tryon because most of the transit riders work on Tryon Street in about a ten block area. They decided

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to test the idea of moving transit buses on Trade of a one-way pair of Fourth and Third Streets. This alternative moves the transfer points from the Square and preserves Tryon Street where it should be. A central transfer point would be created at the intersection of Tryon Street with Fourth Street. It would place the transfer point adjacent to business and office locations as opposed to the commercial area where they are now. From a transit standpoint this would have a minimal impact on scheduling; passenger travel time would be reduced in many cases due to higher speed downtown operation on the one way pair of Third and Fourth Streets; it maintains Tryon Street corridor; and there is an alignment with 3rd and 4th Streets going into effect on November 29 and a portion of 3rd and 4th Streets will be used due to the Elizabeth Avenue closing. Lateral transferring passengers would have to walk one block to transfer; it could add a minimal number of bus miles and add a cost to the present operations; and coverage of some generators and attractors of transit activity would be reduced. This would completely remove buses from Trade Street, from North Davidson Street to Mint Street, and alleviate some congestion in this area; no signal changes would be required. It will cause additional traffic congestion on Third and Fourth Streets especially within one block of Tryon Street; pedestrian traffic in the Tryon and Third Street and Tryon and Fourth Street areas would be increased; there is a limited amount of space available at Third and Fourth Streets for passengers waiting.

This would remove transit from commercial areas at the Square where the impact on private businesses has been great in the past; it would enhance the visual appeal of the Square; it could have an adverse impact on new locations at Trade and Fourth Streets. From a long range, it could lead to the future use of exclusive bus lanes at Third and Fourth Streets, and further upgrade the speed; the future development of the Governmental Plaza will be enhanced. This realignment of transit may ultimately de-emphasize the Square as the focal point of the city as far as the transit riders are concerned. The cost would be all operating costs with no capital costs and would be \$170,000.00.

The third alternative is the Charlotte Fish and Oyster site, with the idea of using Trade Street and Brevard Street as the transfer center, as the focal point of all transferring and by using the lot they rerouted the buses. The advantage of this would be to provide shelter for transit passengers, and provide off-street transferring sites for passengers. The disadvantages would increase mileage and cost for the existing system; increase travel time; bus scheduling would have to be redone, and the complete burden of change would be on the transit rider. The advantages from the Traffic Engineering standpoint would be that the riders would be almost exclusively off the street; pedestrian traffic in the Square area would be reduced. Signal changes will be required; Fourth Street will experience vehicular congestion and location of transfer center site is relatively inaccessible with existing street configuration and one-way restrictions. This would have very few adverse impacts upon private business; it would allow for aesthetically appealing development of the site; and shelter locations would not offend any property owner. Based on the status of long range transportation planning the advantages and disadvantages of this particular site are not completely known. It ties in very nicely with the bus-way concept on a long range; but he understands that is not nailed down as to where we want to go. This would restrict us to that site in the longer range. If the decision has been made that is what we are going to use, that is fine; but it becomes a white elephant in a sense.

The cost of implementing this concept has a good capital cost with land acquisition of \$1.5 million, and an operating cost of \$600,000 on an annual basis for a total of \$2,131,000. This would impact roughly 3,000 riders a day. They feel that many will not go with the inconvenience of having to walk back to the Square; the increased travel time, and other reasons.

Councilman Williams asked why he says the Charlotte Fish and Oyster site

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might be a white elephant? Mr. Kidd replied that was a poor choice of terms. Using it today for transit with the idea of using it 20 years from now it may not be. It would be land owned by the city, and it could be put to good use. That he would assume it would become more valuable all the time. He was speaking from a standpoint of transit in that location. Mr. Kidd referred to a sketch indicating what could be done with the site. It is paving, curb and gutter; buses would all enter from Trade Street and exit out Fourth Street. There would be several permanent structures with restrooms, information booth, with parking in the area. It would not be elaborate.

Councilman Williams asked if the \$600,000 annual operating cost is just for gasoline? Mr. Kidd replied this breaks down with the lost of passenger revenues on this at about \$300,000. They feel that 3,000 passengers would be lost because of the inconvenience.

Councilman Harris stated the long range and short range are two separate problems; the short range problem should be met in the next few months. But long range, he asked if they looked on the west side of the Square from the standpoint of property that would be in the area of the two bus facilities already there for the possibility of tying into one of them from the standpoint of using their facilities? Mr. Kidd replied they did not look into that. Councilman Harris stated that is a longer range, and he thinks we should be looking at that. Short range, if it were not for the construction downtown right now, the Third and Fourth and Tryon concept is a good concept. It would move it away from the retail areas, and into the office-institution areas. But if you started running ten buses on Fourth Street in the morning between College and Tryon Streets, there would be a problem. That he would encourage him to look on the west side instead of just on the east side from the standpoint of the transit facility. There is land over there.

Councilman Whittington asked Mr. Kidd if the surveys have found that some of the people at the Square say they are waiting for the bus, but they are just hanging around? Mr. Kidd replied he has observed the Square several times, and his conclusion is that not all of them are transit and transferring passengers. Councilman Whittington stated the merchants say if you ask the people what they are doing they say they are waiting on the bus; but in fact they are not waiting on anything. They are just hanging around there. He asked Mr. Kidd to look into this, with Mr. Burkhalter, to see if anything can be done about that. Mr. Kidd stated there are 6,000 transfers, and the majority of them are restricted to make their transfer within a half hour period. The longest wait to make the transfer would be half an hour.

Councilman Whittington stated what Mr. Harris said about the long range and short range is right. The short range we have to do now or as quickly as possible; and the long range is the mall concept and getting the traffic out of the downtown area. That he has always said to Mr. Corbett and Mr. Hoose that we should think about the property at Poplar and West Trade Streets, and Mr. Harris has come up with another good suggestion today about the Continental Bus Station that is already there. This is done very well in several cities in Florida. That he would like in the near future for them to talk to Council about the Mall idea which was hit at today.

Councilman Short stated Mr. Kidd has been very thorough in his study. The least of the things he has suggested is to prohibit the in-line transfers at Trade and Tryon Streets at \$25,000. That he is not sure but that is not the best thing for us to do at this point. That we have to feel our way along, and he does not believe Mr. Kidd has been here long enough to really have an absolute grip on the local situation; and he is not sure we have money enough to dive into the more expensive things. He is impressed with the fact that with the simple change, we can eliminate some 42 percent of the transfer movements at the Square. That he thinks we may want to consider some of things as we go along on a trial basis.

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Councilman Short moved the adoption of prohibiting in-line transfers at Trade and Tryon Streets as something to try. The motion was seconded by Councilman Whittington.

Councilman Harris stated this is about the only alternative at this point because it is simple; that he thinks something needs to be done in this regard. If we can move that many people away from there, it is a good idea. Councilman Short stated it is something we can do immediately; some of the other things will take years, bond issues and so forth.

Councilman Williams stated Councilman Gantt called him yesterday and said he had to be out of town today, and asked that Council postpone a final action on this until he can be present.

Councilman Williams made a substitute motion to postpone it until Councilman Gantt is present. The motion was seconded by Councilwoman Locke, and carried unanimously.

STAFF REQUESTED TO REVIEW SKETCH OF DESIGN OF DILLARD DRIVE EXTENSION AND REPORT BACK TO COUNCIL.

The discussion of the intersection of Dillard Drive Extension and Hickory Grove Newell Road was presented.

Councilman Short stated one factual point about this is that he does not believe this intersectional matter has anything to do with the housing site. This business of the extension of Dillard Drive and the use of that routing for North Sharon Amity Road rather than Barrington was discussed first in 1971. At that time, Mr. Bobo and Mr. Hopson drew a sketch of the intersection showing north of Sharon Amity Road to "T" into Hickory Grove-Newell Road. When he saw the sketch he objected to it at the time, and that has been about four years ago. This was years before the Housing Authority thought about having a project nearby. He is sure it is just an accident that the housing project is nearby because the other matter of how the intersection would be lined up has been in the picture a long time before the Housing Authority came into the picture. Also, the report the City staff has in some way changed this intersection in order to accommodate the housing project is in error in his opinion as it has not been changed. The intersection was set up the way it is now suggested back in 1971.

Councilman Short stated he handed out some sketches showing a concept he thought would make a better intersection because it eliminates some bad left turns for traffic heading north on North Sharon Amity Road. He passed around a copy of the sketch to the Mayor and Councilmembers, and moved that Council ask staff to look at this sketch and report back to Council sometime next month as to whether this arrangement can be used instead of the one that is now planned. The motion was seconded by Councilwoman Locke, and carried unanimously.

RESOLUTION TO ENTER AGREEMENT WITH NORTH CAROLINA GOVERNMENTAL EMPLOYEES' RETIREMENT SYSTEM TO PROVIDE CERTAIN BENEFITS AS SET FORTH IN CHAPTER 1310 OF THE SESSION LAWS OF 1973 (2ND SESSION, 1974).

Motion was made by Councilman Harris, seconded by Councilman Williams, and unanimously carried, adopting the resolution to enter into an agreement with North Carolina Governmental Employees' Retirement System to provide certain benefits as set forth in Chapter 1310 of the Session Laws of 1973 (2nd Session, 1974).

The resolution is recorded in full in Resolutions Book 11, at Page 183.

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STREETS TO BE TAKEN OVER FOR CONTINUOUS MAINTENANCE BY THE CITY.

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

- (a) Havel Court, from Kirkpatrick Road to 125 feet north.
- (b) Portburn Road, from 200 feet east of Ashmeade Road to Rama Road.
- (c) Piccadilly Drive, from 475 feet east of Pleasant Drive to 140 feet north of Betsy Drive.
- (d) Pleasant Drive, from 190 feet south of Squire Drive to 1000 feet east of Piccadilly Drive.
- (e) Thermal Road, from Seaboard RR to 86 feet south of Rocky Falls Road.
- (f) Rocky Falls Road, from Thermal Road to 155 feet west.

ORDINANCE NO. 972-X TRANSFERRING FUNDS WITHIN THE GENERAL CAPITAL IMPROVEMENTS PROJECT FUND TO PROVIDE AN APPROPRIATION FOR APPRAISALS, LEGAL FEES AND RIGHT OF WAY ACQUISITION FOR THE TRADE-FOURTH STREET CONNECTOR PROJECT.

After explanation by the Public Works Director, Councilman Whittington moved adoption of the subject ordinance transferring \$391,000 to provide an appropriation for appraisals, legal fees, and right of way acquisition for the Trade-Fourth Street Connector Project, which motion was seconded by Councilman Short, and carried unanimously.

The ordinance is recorded in full in Ordinance Book 22, at Page 468.

RESOLUTION AUTHORIZING THE REFUND OF CERTAIN TAXES COLLECTED THROUGH CLERICAL ERROR AND ILLEGAL LEVY AGAINST SIXTEEN ACCOUNTS.

Upon motion of Councilman Withrow, seconded by Councilman Whittington, and unanimously carried, the resolution was adopted authorizing the refund of certain taxes collected through clerical error and illegal levy against sixteen (16) accounts, in the amount of \$4,201.73.

The resolution is recorded in full in Resolutions Book 11, at Page 184.

RESOLUTION AUTHORIZING DAVID A BURKHALTER, CITY MANAGER, TO FILE APPLICATIONS REQUESTING STATE GRANT ASSISTANCE FOR WATER WORKS IMPROVEMENTS WITHIN MECKLENBURG COUNTY.

Motion was made by Councilman Whittington, seconded by Councilman Withrow, and unanimously carried, adopting a resolution authorizing David A. Burkhalter, City Manager, to file applications requesting state grant assistance for water works improvements within Mecklenburg County, for a total of approximately \$666,600.00.

The resolution is recorded in full in Resolutions Book 11, at Page 186.

RESOLUTION AMENDING THE PAY PLAN FOR THE CITY OF CHARLOTTE DELAYED UNTIL BUDGET CONSIDERATIONS.

Councilman Whittington moved that the recommendation to amend the pay plan by changing the pay ranges of the Airport Manager, Assistant Airport Manager-Operations, Building Maintenance Superintendent, Neighborhood Centers Director, Program Development Coordinator, Program Operations Coordinator and Public Service and Information Director be delayed until budget considerations. The motion was seconded by Councilman Williams, and carried unanimously.

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ORDINANCE NO. 973-X ORDERING THE DEMOLITION AND REMOVAL OF A DWELLING AT 2009 ERIE STREET.

Upon motion of Councilman Harris, seconded by Councilman Withrow, and un-animously carried the subject ordinance was adopted ordering the demolition and removal of a dwelling at 2009 Erie Street which has been declared unfit for human habitation under the provisions of the City's Housing Code.

The ordinance is recorded in full in Ordinance Book 22, at Page 469.

ORDINANCES ORDERING THE REMOVAL OF WEEDS, GRASS, TRASH AND JUNK FROM PREMISES IN CITY.

Motion was made by Councilwoman Locke, seconded by Councilman Withrow, and un-animously carried, adopting the following ordinances ordering the removal of weeds, grass, trash and junk from premises:

- (a) Ordinance No. 974-X ordering the removal of weeds and grass from vacant lot adjacent to 2406 Celia Avenue.
- (b) Ordinance No. 975-X ordering the removal of weeds and grass from two vacant lots adjacent to 2301 Augusta Street.
- (c) Ordinance No. 976-X ordering the removal of weeds and grass from vacant lot adjacent to 1925 Baxter Street.
- (d) Ordinance No. 977-X ordering the removal of weeds, trash and junk from vacant lot between 1240 and 1258 Cheshire Avenue.
- (e) Ordinance No. 978-X ordering the removal of weeds and grass from vacant lot 1017 through 1035 South Church Street and 1020 through 1030 Winifred Street.
- (f) Ordinance No. 979-X ordering the removal of weeds, trash and junk from 1101 Herrin Avenue.
- (g) Ordinance No. 980-X ordering the removal of weeds, trash and junk from 4427 Monroe Road.

The ordinances are recorded in full in Ordinance Book 22, beginning at Page 470 and ending at Page 476.

ACTIONS CONCERNING THE FOURTH WARD PROJECT APPROVED.

Motion was made by Councilman Whittington, seconded by Councilwoman Locke, and un-animously carried, approving the following actions concerning the Fourth Ward Project:

- (a) Acquisition of 108.42' x 338.12' x 108.47' x 388' of property at 400 North Pine Street, from the Salvation Army, at \$120,300 for the Fourth Ward Park Site Project.
- (b) Resolution establishing an interim land use plan for the development of Fourth Ward Redevelopment Area.
- (c) Loan-Agreement concept between the City and the North Carolina National Bank, as agent for participating banks to provide funds for the renovation and preservation of Fourth Ward.
- (d) Resolution adopting a policy and procedure for the sale and movement of certain single-family houses from the First Ward Urban Renewal Project to the Fourth Ward Preservation Project.

The resolutions are recorded in full in Resolutions Book 11, beginning at Page 188, and ending at Page 191.

Councilman Williams stated this is very exciting to him. This is a big step

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that is being taken. The people who worked on this should be congratulated; some of the ideas are excellent. This method of financing where the city will not be liable or any default, but where the financial institutions have made it possible for the people to take advantage of the lower interest rates is good. This is a good concept. This will give the City something it can continue to be proud of. Councilman Harris stated that is exactly right; this is the most creative concept of financing he has ever seen. Councilman Short stated he would like to endorse these comments. That he read this over, and he thinks it is great.

SIDEWALK VARIANCE AT SOUTH BOULEVARD AND TYVOLA ROAD, APPROVED.

Motion was made by Councilman Whittington, seconded by Councilman Short, and unanimously carried, approving the sidewalk variance at South Boulevard and Tyvola Road where a branch bank is being constructed at the Tyvola Mall, all as recommended by the Public Works Department.

ENCROACHMENT AGREEMENTS APPROVED.

Motion was made by Councilman Withrow, seconded by Councilwoman Locke, and unanimously carried, approving the following encroachment agreements:

- (a) Agreement with the North Carolina Department of Transportation permitting the City to construct an 8-inch VCP sanitary sewer pipe within the right of way of Bonnie Lane to eliminate College Downs Pump Station.
- (b) Agreement with the North Carolina Department of Transportation for the construction of a 6-inch water main east in Park Road at the intersection of Arundel Drive.
- (c) Agreement with the North Carolina Department of Transportation for the construction of a 6-inch water main crossing Carmel Road to serve Meadowridge Drive.

SANITARY SEWER EASEMENTS FOR ANNEXED AREAS, APPROVED.

Councilman Withrow moved approval of two sanitary sewer easements for annexed areas, as follows, which motion was seconded by Councilman Short, and carried unanimously:

- (a) Annexation Area I(4) SANITARY SEWER Additions
1 parcel
- (b) Annexation Area II(7) COLLECTOR MAIN Additions
1 parcel

PROPERTY TRANSACTIONS AUTHORIZED.

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

No. I

- (a) Acquisition of 15' x 286.04' of property at 308 Billingsley Road, from Weeping Willow AME Zion Church, at \$400 for Sanitary Sewer Trunk to serve Billingsley Road.
- (b) Acquisition of 15' x 288.08' of easement at 1450 Belmeade Drive, from Charles R. Wilkinson and wife, Mille F., at \$600 for Long Creek Sanitary Sewer Pressure Line.

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- (c) Acquisition of 40' x 1,333.29' x 15' x 1,561.67' of easement at 5300 block of SR 1602 at Long Creek, from Crescent Land and Timber Corporation, at \$2,894.00, for Long Creek Sanitary Sewer Pressure Line.
- (d) Acquisition of 15' x 279.16' of easement at Arrowridge Boulevard, from Arrowood Southern Executive Park, INC., at \$1.00, for Sanitary Sewer Trunk to serve Arrowridge Boulevard.
- (e) Acquisition of 319.10' x 61.14' x 7.86' x 99.23' x 251.40' of property at 5814 Park Road, from The Housing Authority of the City of Charlotte, North Carolina, at \$1.00, for proposed right of way for turn lane for Charlotte Housing Site on Park Road.

No. II

- (a) Acquisition of S/S right of way 15' x 700'; 30' x 752.28' Pump Station Site; 100' x 100' pump station road; 20' x 311.23' of right of way at 5300 block of State Road 1602, from Duke Power Company, at \$2,263.00, for Long Creek Sanitary Sewer Outfall Project.
- (b) Acquisition of construction easement at 5300 block of State Road 1602, from Duke Power Company, at \$1.00, for Long Creek Sanitary Sewer Outfall Project.
- (c) Acquisition of 30' x 1,304.89' of easement at 1118 Gum Branch Road (off Belhaven Boulevard), from Maggie Oates Miller, at \$3,200.00, for Long Creek Sanitary Sewer Outfall Project.
- (d) Acquisition of 15' x 1,144.09' and 30' x 752.09' of easement at 1102 Gum Branch Road (off Belhaven Boulevard), from John James Oates and wife, Jean S. Oates, at \$3,000.00, for Long Creek Sanitary Sewer Outfall Project.

CONTRACT FOR TECHNICAL OR PROFESSIONAL SERVICES BETWEEN THE CITY AND HOMEOWNERS COUNSELING SERVICE, INC. FOR A HOME MANAGEMENT COUNSELING PROGRAM FOR THE COMMUNITY DEVELOPMENT AREA HOMEOWNERS AND POTENTIAL HOMEOWNERS, APPROVED.

Councilwoman Locke moved approval of the subject contract at a total cost not to exceed \$53,000 with the Homeowners Counseling Service, INC., which motion was seconded by Councilman Harris.

Speaking for approval of the contract were Mrs. Barbara Lucas of the Homeowners Counseling Service and State Senator Fred D. Alexander.

The vote was taken on the motion and carried unanimously.

CONTRACT FOR TECHNICAL OR PROFESSIONAL SERVICES BETWEEN THE CITY OF CHARLOTTE COMMUNITY DEVELOPMENT DEPARTMENT AND CHARLOTTE-MECKLENBURG YOUTH COUNCIL, INC. FOR A CAREER DEVELOPMENT PROGRAM FOR LOW-ACHIEVING AND/OR POTENTIALLY DISRUPTIVE COMMUNITY DEVELOPMENT AREA HIGH SCHOOL STUDENTS APPROVED AS AMENDED.

Councilman Short moved approval of the subject contract in an amount not to exceed \$85,000.00. The motion was seconded by Councilman Harris for discussion.

Councilwoman Locke stated she would like the total budget for this operation; how much money is derived from the School Board for the educational process; how much money they receive from the City-County Manpower Programs? Mr. Sawyer, Director of Community Development, stated this is a career development program and is intended to increase the communicative and expressive skills of community

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area students who have been identified as low achievers, and who are potentially disruptive, potential drop outs or just poor students. The Street Academy program was a summer school program, and is now over as far as the Community Development Department is concerned. This program is intended to increase the employability of these drop out students. This is a 12 month contract and the contract requires that not less than 250 high school students who have trouble with the regular school curriculum, and cannot maintain themselves in the regular high school be enrolled in this program. It requires also that at least 100 parents of students be enrolled in the program who need to have better understanding of the problems the children are having with the educational system. He stated they believe the multi-media workshop is well equipped to do this job, as the purpose is to improve the employability of these students and give them an interest in something they might be able to do when they cannot make it in the regular school course. The courses offered are for credit because it is tied in with the Charlotte-Mecklenburg School System. Those who begin the program now will get the regular school credit. This program uses certain techniques which he is not aware that other programs use. These are in the areas of communication, arts, tape recordings, photography and so forth.

He stated their budget as far as he knows includes a \$160,000 grant from HEW to fund the 700 student program for the Junior High students only. This would not conflict with our program because our program is for high school students. This is a special program for those students who are either suspended or failed. That is the HEW grant. Mecklenburg County funds the program in the amount of \$48,000 for both Junior and Senior High students to get them employed. He stated this is a one year contract and is renewable if we wish to renew it and performance is satisfactory.

Councilwoman Locke asked if they receive any money from the Charlotte-Mecklenburg School Board? Mr. Sawyer replied they are tied in with the system; but he does not know if they receive any funds? Mr. Art Lynch from the Charlotte-Mecklenburg Youth Council stated they are basically a non-profit organization. That he represents a Board of Directors of 20 to 30 low income youth who are youth from the Charlotte-Mecklenburg area. All of the funds are on a contract basis with private foundations or with governmental bodies. They offer supportive services with the School System in instances where they would supply the equipment, and they would give the manpower or room where they provide counseling or academic services. He stated they receive no funds or actual material support from the Charlotte-Mecklenburg School System. He stated they have Street Academy students who come to their workshops to receive services they do not receive at the Street Academy. That they are also setting up at the Street Academy some photographic equipment. They are incorporating somewhat similar techniques in as much as the type of students they are dealing with.

He stated the program before Council today will not only insure that these students in the ten target areas receive the academics but they are trying to tie in a work liaison relationship with the community. They will receive academic credits from their activities involved in the workshop. They are not accredited by the State of North Carolina, but working with the School System in devising the curriculum and helping the students reach their objectives, they will receive academic credit for their participation.

Councilman Short stated he believes this is one of the most effective programs of its kind in this country. Councilman Harris stated if all of this is done that is outlined in the 75 to 100 pages of information he received and monitored as it says it is to be done - that he is talking about from the standpoint of vouchering, progress reports. The concern he has is about the follow through, not the program. With the follow through from the standpoint of verifying that this is actually done.

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Mr. Sawyer replied it is on a reimbursable basis. They will invoice us, and we will make payment. Councilman Short asked if he will see that these activities are actually accomplished as the contract says? Mr. Sawyer replied they are setting up a monitoring and evaluation section within their organization to do just that. In addition they have a number of outside organizations who we know will also be looking over our shoulders, and looking at multi-media, and all the other contracts we have for performance.

Councilman Harris stated this is a one year contract, and yet we are buying a bunch of expensive equipment. Does this become their property at the end of one year if we do not renew the contract? Mr. Sawyer replied that will be determined at the end of the year. Councilman Harris stated there is \$2,000 where we are buying a Sony video unit which should be good for five or ten years. Why should it be put into a one year program? There is close to \$6,000 worth of items here. There are eight pentax cameras; four Omega enlargers, and one Sony or JVC portable video unit. That is a lot of equipment to buy for a one year program. Mr. Sawyer stated the program is renewable for three years if everything is satisfactory; it could go on, if the program is funded, for another three to six years. If there is another agency that could furnish the service at the end of one year, they can negotiate a settlement and contract close out and we could end up with this equipment.

Councilman Harris stated he seconded the original motion, and he would like to amend the motion; if we do not buy the camera and the enlarger and video unit, we will not need the repairs and service to that equipment, and he moves to delete the cameras, the enlargers and the Sony video unit, and the service contracts which comes to roughly \$6,000. The amendment was seconded by Councilwoman Locke.

Mr. Lynch stated they have had the same questions with HEW. He stated by using the equipment the students will present informative audio visual presentations that the Community Development Department can use to train personnel or can be sent out into the community itself. The equipment would be needed because of the types of activities they have planned to give the students the opportunity of learning about the types of equipment and to be able to express themselves. The cameras and enlargers will be used to set up a dark room. These are very important items that they need to have. Councilman Harris stated he agrees on that; but the idea of giving a problem child a \$300 Pentax Camera to take pictures is just a little too much.

Councilwoman Locke asked how much of the equipment they have now? Mr. Lynch replied they have two programs in operation at present in which students are using the same cameras. This is the third operational year for the HEW program. The equipment under that program is for students who are eligible under that program. That they have not had any cameras stolen, and none of their equipment has been damaged; that they have never had any vandalism. He stated most of the students they deal with have seen photographs; but they have never used the equipment. It is a novelty and at the same time it is an instrument of learning. They always emphasize the importance of taking care of the equipment.

During the discussion that followed Councilman Harris stated during the CDRS hearings we talked about a software program of instructions, not buying equipment; it was never covered in the hearings to his knowledge. Councilwoman Locke stated it was strictly software.

Councilman Short stated he made the original motion, and he does not want to accept the amendment. To tamper with the formula or procedures this organization has used, whatever they are, and whatever type of equipment they may be using, would be a mistake. This organization has been very outstanding in finding that students who are not interested in studying literature and such, but is very good in things like handling cameras. That he thinks we should go with them, and he would prefer to stay with his original motion.

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Mr. Lynch stated they would like to submit an amendment to their budget to the Community Development Department in which they will be replacing some of the photographic equipment with equipment that will enable them to put out a news letter in the CD Target Areas. This will be designed and approved by the Community Development Department and put together by the students and the parents. All the equipment of the ten cameras and enlargers listed in the budget would be changed. That they have not received costs yet on the photographic equipment they would need to enable them to have in-house capacity to produce this. Councilman Harris stated he is not arguing against the program; that he is just talking about the hardware.

Councilman Whittington stated he is going to vote for the original motion because Council has already approved it. But a poor job has been done in presenting this in about 100 pages which was sent to Council on Friday, plus the fact that a lot of this information is new in that they are getting \$160,000 from HEW and \$48,000 from Mecklenburg County. That he was not aware of this. That he is going to vote for it because it was pointed out that Council has already approved it. That he knows first hand of the job that has been done. But the next time this sort of thing comes up that Mr. Babb, Chairman of the Board, should be here and someone other than staff should present the budget. That he commends Mr. Lynch for defending the budget the way he has.

Councilman Harris made a substitute motion to approve the contract deleting the cameras, the enlargers and the Sony video unit, and the service contracts which amounts to approximately \$6,000.00. The motion was seconded by Councilwoman Locke, and carried by the following vote:

YEAS: Councilmembers Harris, Locke, Withrow and Williams.
NAYS: Councilmembers Short and Whittington.

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CHARLOTTE APPROVING SALE OF LAND TO DUKE POWER COMPANY IN PROJECT NO. N. C. R-78.

Motion was made by Councilman Whittington, and seconded by Councilman Williams to adopt the subject resolution approving the sale of land to Duke Power Company in Project No. N. C. R-78, at a total sales price of \$24,986.25.

After explanation by Mr. Sawyer, Director of Community Development, the vote was taken on the motion, and carried unanimously.

The resolution is recorded in full in Resolutions Book 11, at Page 192.

AMENDMENT TO CONTRACT FOR ENGINEERING SERVICES WITH WILBUR SMITH AND ASSOCIATES, APPROVED.

Motion was made by Councilman Whittington, seconded by Councilman Short, and unanimously carried, approving subject amendment to contract for engineering services with Wilbur Smith and Associates, dated December 4, 1967, for three Brooklyn Urban Renewal Projects, for a new total contract price of \$112,561.97.

CONTRACTS FOR WATER AND SEWER CONSTRUCTION, APPROVED.

Upon motion of Councilman Whittington, seconded by Councilman Williams, and unanimously carried, the following contracts for water and sewer construction were approved:

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- (a) Contract with Robert W. Hallman for construction of 400 Lineal Feet of 8-inch sewer construction to serve Providence Lane, North, inside the city, at an estimated cost of \$5,225.00. The applicant is to construct the entire system at their own proper cost and expense and the city is to own, maintain and operate said system. The City is to retain all revenue at no cost to the City.
- (b) Contract with James H. Whitner III for construction of approximately 2,135 feet of 6", 2" and 1 1/2" water mains and two (2) fire hydrants to serve Sturnbridge Subdivision, Phase II, outside the City, at an estimated cost of \$14,700.00. The applicant has requested that the City prepare the plans and specifications necessary for the construction of water mains to serve the subject project. A deposit in the amount of \$1,470.00, which represents 10% of the estimated construction cost, has been advanced by the applicant.

AMENDMENT TO A CONTRACT BETWEEN THE CITY AND THE CHARLOTTE HOUSING AUTHORITY, APPROVED.

Motion was made by Councilman Whittington, and seconded by Councilman Withrow, to approve an amendment to a contract between the City and the Charlotte Housing Authority allowing a forty-five day extension to the contract in order to complete one remaining project which is the planting of 100 medium-sized trees for Earle Village Site Improvements.

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

YEAS: Councilmembers Whittington, Withrow, Locke, Short and Williams
NAYS: Councilman Harris.

Councilman Harris stated he is voting against it mainly because of the delay of the Housing Authority in implementing these improvements. It has been two years and they are still talking about it.

CONTRACT FOR TECHNICAL ASSISTANCE BETWEEN THE CITY OF CHARLOTTE MANPOWER DEPARTMENT AND THE CHARLOTTE MECKLENBURG SCHOOLS FOR AN IN-SCHOOL WORK EXPERIENCE PROGRAM, APPROVED.

Councilwoman Locke moved approval of subject contract for technical assistance between the City of Charlotte Manpower Department and the Charlotte-Mecklenburg Schools for an In-School Work Experience Program, in the amount of \$330,115.00, which motion was seconded by Councilman Harris, and carried unanimously.

CONTRACT AWARDED HARRELSON FORD, INC. FOR AUTOMOBILES FOR THE POLICE DEPARTMENT.

Upon motion of Councilman Short, seconded by Councilman Withrow, and unanimously carried, contract was awarded to the low bidder, Harrelson Ford, Inc., in the amount of \$243,649.00, on a unit price basis, for fifty-three (53) automobiles, for the Police Department.

The following bids were received:

Harrelson Ford, Inc.	\$243,649.00
Young Ford, Inc.	245,664.23
Town & Country Ford, Inc.	247,254.23
LaPointe Chevrolet Co.	249,055.90
Regal Chrysler Plymouth, Inc.	251,040.98
Dodge Country, Inc.	251,671.09
Dick Keffer Pontiac, Inc.	261,651.99

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CONTRACT AWARDED HARRELSON FORD, INC. FOR AUTOMOBILES FOR VARIOUS DEPARTMENTS.

Motion was made by Councilman Short, seconded by Councilwoman Locke to award contract to the low bidder, Harrelson Ford, Inc., in the amount of \$47,988.00, on a unit price basis, for twelve (12) automobiles for various departments.

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

YEAS: Councilmembers Short, Locke, Harris, Whittington and Withrow.
NAYS: Councilman Williams.

The following bids were received:

Harrelson Ford, Inc.	\$ 47,988.00
Young Ford, Inc.	48,243.48
Town & Country Ford, Inc.	48,506.88
Regal Chrysler Plymouth, Inc.	49,416.72
LaPointe Chevrolet Co.	49,621.68
Dodge Country, Inc.	50,098.56

CONTRACT AWARDED HARRELSON FORD, INC. FOR STATION WAGONS FOR THE FIRE DEPARTMENT.

Councilwoman Locke moved award of contract to the low bidder, Harrelson Ford, Inc., in the amount of \$11,538.00, on a unit price basis, for three (3) station wagons for the Fire Department, which motion was seconded by Councilman Short, and carried unanimously.

The following bids were received:

Harrelson Ford, Inc.	\$ 11,538.00
Young Ford, Inc.	11,583.87
Town & Country Ford, Inc.	11,643.72
LaPointe Chevrolet Co.	11,865.30

CONTRACT AWARDED REGAL CHRYSLER PLYMOUTH, INC. FOR MAXIWAGONS FOR USE BY THE AIRPORT DEPARTMENT.

Motion was made by Councilwoman Locke and seconded by Councilman Short to award contract to the only bidder meeting specifications, Regal Chrysler Plymouth, Inc., in the amount of \$12,549.58, on a unit price basis, for two (2) fifteen passenger maxiwagons for use by the Airport Department. The vote was taken on the motion, and carried as follows:

YEAS: Councilmembers Locke, Short, Williams and Withrow.
NAYS: Councilmembers Harris and Whittington.

The following bid was received not meeting specifications:

Young Ford, Inc.	\$ 12,368.30
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ALL BIDS REJECTED AND AUTHORIZED TO BE READVERTISED FOR RUBBER RAINWEAR.

Motion was made by Councilman Short, seconded by Councilman Whittington, and unanimously carried, to reject all bids for rubber rainwear and authorized bids to be readvertised.

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CONTRACT AWARDED SIDAL ALUMINUM CORPORATION FOR ALUMINUM FOR FABRICATION OF VARIOUS STREET SIGNS.

Councilman Whittington moved award of contract to the low bidder, Sidal Aluminum Corporation, in the amount of \$10,512.00, on a unit price basis, for 600 sheets of aluminum for fabrication of various street signs, which motion was seconded by Councilwoman Locke, and carried unanimously.

The following bids were received:

Sidal Aluminum Corp.	\$ 10,512.00
Municipal St. Sign Co., Inc.	11,022.00
Vulcan Signs & Stampings, Inc.	11,166.00
Hall Sign's, Inc.	11,946.00
Southeastern Safety Supplies	13,860.00
Reynolds Aluminum Company	15,330.00
Joseph T. Ryerson & Son, Inc.	15,687.06

CONTRACT AWARDED C. R. DUNCAN CONSTRUCTION COMPANY, INC. FOR SANITARY SEWER CONSTRUCTION - CAMPBELL CREEK OUTFALL.

Upon motion of Councilman Short, seconded by Councilman Williams, and unanimously carried, subject contract was awarded to the low bidder, C. R. Duncan Construction Company, Inc., in the amount of \$917,510.00, for sanitary sewer construction - Campbell Creek Outfall.

The following bids were received:

C. R. Duncan Construction Co., Inc.	\$ 917,510.00
Sanders Brothers, Incorporated	1,065,649.00
Gilbert Engineering Company	1,124,422.00
L. A. Reynolds Company	1,153,647.50
Ballenger Corporation	1,163,517.35
Charles F. Smith & Son, Inc.	1,240,864.00
Dickerson, Incorporated	1,253,002.20
Ben B. Propst Contractor, Inc.	1,328,060.52
Rand Construction Company	1,439,384.00

CONTRACT AWARDED P & H CONSTRUCTION COMPANY, INC. FOR WATER MAIN CONSTRUCTION ALONG GIBBON ROAD.

Motion was made by Councilman Withrow, seconded by Councilman Williams, and unanimously carried, awarding contract to the low bidder, P & H Construction Company, Inc., in the amount of \$129,135.00, on a unit price basis, for water main construction - 12 inch water main along Gibbon Road.

The following bids were received:

P & H Construction Company, Inc.	\$129,135.00
McWhirter Grading Company	133,004.40
Sanders Brothers, Inc.	133,913.00
O. L. Nixon Grading Company	133,980.00
Burnup & Sims, Inc.	140,609.50
Rea Brothers, Inc.	142,426.70
Rand Construction Company, Inc.	144,812.00
C. O. Martin & Sons, Inc.	145,835.00
Propst Construction Company, Inc.	146,543.70
Dickerson, Inc.	149,765.00
Harrison & Wright, Inc.	149,980.50
R & G Construction Company, Inc.	155,897.30
A. P. White & Associates, Inc.	157,689.00
Spartan Construction Company, Inc.	162,505.00
C. R. Duncan Construction, Inc.	176,445.00

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CONTRACT AWARDED T. A. SHERRILL FOR DRAINAGE IMPROVEMENTS FALL 1975.

After explanation by the Public Works Director, Councilman Whittington moved award of contract to the low bidder, T. A. Sherrill, in the amount of \$163,440.50, on a unit price basis, for Drainage Improvements Fall 1975, which motion was seconded by Councilman Williams, and carried unanimously.

The following bids were received:

T. A. Sherrill	\$163,440.50
Blythe Co. of Puerto Rico, Inc.	176,018.75
Sanders Brothers, Inc.	170,975.75
Crowder Construction Co.	175,028.00
F. T. Williams Co., Inc.	175,293.00

CONTRACT AWARDED ROACH-RUSSELL, INC. FOR ONE STREET SWEEPER.

Upon motion of Councilwoman Locke, seconded by Councilman Harris, and unanimously carried, subject contract was awarded the alternate bid #3 of Roach-Russell, Inc., in the amount of \$30,282.00, for one street sweeper broom type for Sanitation Division.

The following bids were received:

BASE BIDS

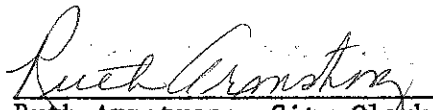
Roach-Russell, Inc.	\$ 22,002.00
Interstate Equipment Co.	23,843.00

ALTERNATE BIDS

Roach-Russell, Inc.	Alternate #2	24,882.00
Interstate Equipment Co.	Alternate #2	26,843.00
Roach-Russell, Inc.	Alternate #1	27,402.00
Roach-Russell, Inc.	Alternate #3	30,282.00

ADJOURNMENT.

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


Ruth Armstrong, City Clerk