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The City Council of the City of Charlotte, North Carolina, met in regular session on Monday, August 8, 1977, at 3:00 o'clock p. m., in the Council Chamber, City Hall, with Mayor John M. Belk presiding; and Councilmembers Betty Chafin, Louis M. Davis, Harvey B. Gantt, Pat Locke, James B. Whittington, Neil C. Williams and Joe D. Withrow present.

ABSENT: None.

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#### INVOCATION.

The invocation was given by Reverend James E. Palmer, Minister of University Park Baptist Church.

#### APPROVAL OF MINUTES.

Upon motion of Councilwoman Locke, seconded by Councilman Whittington, and unanimously carried, the minutes of the last meeting, on July 25, 1977, were approved as submitted.

#### RESOLUTION CLOSING A PORTION OF NORTH PINE STREET AND A PORTION OF A FIFTEEN FOOT ALLEY ADJOINING SAME, IN THE CITY OF CHARLOTTE, MECKLENBURG COUNTY, NORTH CAROLINA.

The scheduled public hearing was held on Petition of First Presbyterian Church to close a portion of North Pine Street and a portion of a fifteen foot alley adjoining same, in the City of Charlotte, Mecklenburg County, North Carolina.

Council was advised that the request had been investigated by all City departments concerned with street rights-of-way and there were no objections to the closing.

Mr. Pender McElroy, Attorney representing the petitioner, pointed out on a map the area they are requesting be closed, stating that it lies between Fifth and Trade Streets. That this was a through street until the City made a new street. He stated it is still a public street but about all it is used for is parking; that the end of Pine Street that goes into the new Pine Street is blocked by the City and there is a fence that runs along the southerly boundary line. He stated the church owns the small triangular portion of property to the northwest.

He stated the church would have adequate access if this is closed; that the only two other pieces of property involved are on the southeast side and would have access from West Fifth Street; that the owner of one piece of property owns all the way over to Church Street and the other owner all the way to Trade Street so that they would have access from those streets. They have heard of no objections from anyone; they have notified the surrounding property owners according to law and he does not think the closing of this street would be injurious or close off access to anyone to their property.

There was no opposition expressed to the closing.

On motion of Councilman Whittington, seconded by Councilman Withrow, and unanimously carried, a resolution was adopted closing a portion of North Pine Street and a portion of a fifteen foot alley adjoining same.

The resolution is recorded in full in Resolutions Book 12, at Page 449.

Mr. Burkhalter, City Manager, advised that since this is in an area of historic designation the Historic Properties Commission had also approved this closing.

RESOLUTION CLOSING A PORTION OF MAIN STREET IN THE CITY OF CHARLOTTE,  
MECKLENBURG COUNTY, NORTH CAROLINA.

The scheduled public hearing was held on Petition of the Community Development Department of the City of Charlotte to close a portion of Main Street, in the City of Charlotte, Mecklenburg County, North Carolina.

Council was advised that the request had been investigated by all City departments concerned with street rights-of-way and there were no objections to the closing.

Mr. Vernon Sawyer, Community Development Director, stated the Cherry Area Community Development Plan for the first year provided for expansion and improvements in Morgan Park which occupies a complete block almost in the middle of the Cherry Community. The park has been improved with a ball field, a park shelter and other activities that are more for the older children and teenagers; there just was not adequate provision for the smaller children in the area. Part of the plan was to buy land across Main Street from Morgan Park and improve it for the smaller children. The land has been acquired - the City now owns land on both sides of Main Street and the proposal now is that the portion of Main Street between the two properties be closed so that they can consolidate the park and then improve it as planned. The design is completed and is ready to be advertised for bids.

There was no opposition expressed to the petition.

Motion was made by Councilman Withrow, seconded by Councilman Whittington and unanimously carried, adopting a resolution to close this portion of Main Street in the Cherry neighborhood.

The resolution is recorded in full in Resolutions Book 12, at Page 452.

ORDER OF AGENDA CHANGED.

Councilwoman Locke requested a change in the order in which Items 17 and 19 are considered.

Councilman Whittington moved that Item 17 be considered next on the agenda. The motion was seconded by Councilman Withrow and unanimously carried.

AUTHORIZATION OF \$4.4 MILLION OF MUNICIPAL BONDS FOR A PROPOSED COUNCIL CHAMBER BUILDING, DENIED.

City Attorney Henry Underhill advised Council of the procedure to be followed to get the process started in order to authorize the municipal bonds for a proposed City Council Chamber Building, stating that the procedure is largely dictated by general statute.

Councilwoman Locke moved the introduction of the Bond Order authorizing \$4.4 million of Municipal Building Bonds. The motion was seconded by Councilman Williams for the purpose of getting the proposal on the floor.

Councilman Withrow stated he has been concerned for the entire period he has served on City Council about spending \$750,000 a year renting space throughout the City. He thinks they are putting the cart before the horse; that they need to build a facility to take care of the \$750,000 we are spending in revenue to rent space. That a new office building could be built for about \$8.0 million to house all these people and still have space to house the Council temporarily. He would like to see them talk about that a little more before they go ahead and spend \$4.4 million for just the Council Chamber at this time.

Councilwoman Locke stated when this was initially brought before the Public Works Committee the figure was \$1.2 million; that some how or other it got up to \$3.0 million and then \$4.0 million. She would like to have that explained.

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Mr. J. B. Fennell, Director of Finance, stated the plans were developed by J. N. Pease Company and this is the latest estimate. That this figure includes site preparation and a number of things pertinent to the project. It would be a public facility that could be used by many other public bodies. They have expanded the plans to include a certain amount of offices, meeting rooms, etc. that would serve the general public. That he is sure they could cut the size of the facility back to its original design if that is Council's desire.

Councilman Gantt stated the actual construction cost of the project was \$1.5 million, separated out from the overall scheme that was being presented by the Pease Company. They pulled out \$1.5 million for Council Chambers, another \$1.5 to be used for site development - parking and the development of a park; and, of course, additional funds have been put in for land acquisition. He stated the whole thing came to about \$4.6 million according to the memo he received from the City Manager, of which \$0.25 million had already been allocated from the General Revenue Sharing Fund. It seems to him the question they should be asking is whether or not they want to spend these kinds of funds for what would be a very partial development in that area and they would still not have satisfied the question of an overall office building. That the reason they have this proposal coming from the staff is because at previous meetings on this they had some serious reservations about whether or not they needed to build this office facility at this time. That the staff was asked to come back with a proposal for the Council Chambers which they all felt was a necessary kind of thing to have. The question is whether \$4.4 million is a reasonable expenditure to make for eleven Councilpersons and their needs.

He stated his personal reaction is if they want to go with a proposal that includes a Council Chamber plus the required office facilities for this City; and probably more important than that is the ratification by the citizens of this community of that kind of project. He would be very hesitant about authorizing \$4.4 million, using the two-thirds bond route that does not require any vote of the citizens of the community for a project of this size and scope.

Councilman Whittington stated he feels it is obvious from the number of people who are in the Council Chamber today that the City Council needs a new Council Chamber; that when we go to eleven Councilmembers the problems are going to be even greater. He thinks Council ought to turn down this proposal in its entirety because whatever they do, talking about a new City Hall and a new office building, certainly they are going to be building a project as the people before them planned this City Hall, built many years ago. That whatever Council does has to be for the year 2000 or 2025.

Councilman Whittington made a substitute motion that this proposal be denied. He stated these things that Councilman Gantt talked about ought to come back from staff with some kind of a picture that they could then intelligently go to the public on why such a facility is needed down the road; that the only way you are going to do this is through General Obligation bonds, or revenue bonds realizing the amount of money that we are paying out now annually for office space. The motion was seconded by Councilman Williams.

Councilwoman Chafin stated she cannot add a great deal to what Councilmen Gantt and Whittington have said, but in reviewing this item on the agenda she went back to the minutes of the May 9th meeting when the office building and the Council Chamber were presented by the architect to Council. She noted that at that time a number of questions were raised regarding the cost per square foot of the building, the work program for the building, and the total financial package. It seems to her that those questions are still basically unanswered although some of the Councilmembers have had discussions with the architect and have gotten those kinds of questions answered and also a very clear feeling from the architect that he would like for this Council to tell him what the cost ought to be - whether we want to spend \$50.00 for an adequate Council Chamber or whether we want to go to \$65.00 for a luxury Council Chamber; the same way with the office building.

She stated that until Council can review this as a total package and until they can, as Councilman Gantt indicated, give the public an opportunity to respond, it would be a mistake to go ahead with this today.

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Councilman Williams stated he certainly agrees with what the majority mood seems to be about this subject. As he recalls, the rent bill is somewhere in the neighborhood of \$500,000 instead of \$750,000; and that Mr. Fennell told Council one time that usually with \$500,000 a year you could just about make mortgage payments on a building that would cost about \$6.25 million.

Mr. Fennell confirmed that figure, stating it would run about \$150,000 for maintenance which would not be included in the rent. He stated there are two things that have to be considered - one is the effect of inflationary trend on construction; and when the present leases run out, undoubtedly they will experience about an 8 to 12 percent increase in the lease payments.

Councilman Williams stated the way he thinks they should attack this problem is to consider that they have \$6.25 million that they could spend because theoretically they could save the rent payments if we had a structure that would take care of that much office housing. Then they should probably ask the architect what he could design. If he could design something that would be adequate to move all of the City offices into that would cost \$6.25 million; and while he is doing that, design a small auditorium for the City Council to meet in. If that can be done, he thinks everyone could understand the difference in whether or not you make rent payments or mortgage payments. Most of us face that situation or that decision somewhere in life anyway in personal situations. That is the basis he would be willing to proceed on it; the only basis. That they should not issue two-thirds bonds for a chamber building of this cost.

He stated another problem with two-thirds bonds is that, aside from what Councilman Gantt alluded to in not testing the will of the people by going to them for a vote, you cannot know what the people are thinking, you cannot know whether or not they want a project like this. Sometimes you are tempted to over-stretch a little bit and build a building that is not adequate just so you can finance it with a limited amount of two-thirds bonds you have. You can only issue so much in two-thirds bonds and that is, two-thirds of what you retired in the last year. You have an artificial ceiling on what you can spend and you might end up doing it that way and then not have spent enough as Councilman Whittington alluded to, to do the job for the next twenty-five or fifty years.

Councilman Whittington stated he wants to personally say to Mr. Fennell that he appreciates all the work that he and the staff have done on this and that his motion in no way reflects any discredit toward his ability. He just thinks this is the wrong way to do it.

Councilwoman Locke stated she feels the concensus of Council is for staff to come back to them again, but when they do come back, she would like the architect and staff to realize that they need a building that will be from forty to fifty years in use that will meet the needs. She referred to an article in the morning paper about the Hall of Justice. It is built now although the people are not even in it and it is not adequate. This just points out what they are saying - that they need to take it to the people for a referendum on a building that will suit our needs for twenty or thirty years hence.

Councilman Davis stated Council has had two or three discussions on this building; that the staff has been put to a great deal of work in preparing the agenda items for discussion; that maybe there is some confusion as to what Council really wants. He would like to make his own position clear. That in terms of an office building, he does not believe they have any business building an office building as long as there are from 1 to 2.5 million square feet of vacant office space in the City of Charlotte, depending on whose figures you take. Secondly, he does not think Council has any business building a Council meeting room while they have the present room, perhaps the Court House next door might be available, the County Commission meeting room is right across the street, and the Charlotte-Mecklenburg School System meeting room. All of these are very well equipped rooms and are within a stone's throw distance of each other. Even though they are controlled by different governmental agencies, they are all paid for by the same people - the citizens of Mecklenburg County. That it would

be a wasteful thing to do to build another structure that would only be used a few hours a week.

Councilman Davis stated the two-thirds bond authorization was never intended to put something by the voters that would not pass a referendum. That this proposal would undoubtedly flunk a referendum because the taxpayers of Charlotte and Mecklenburg County need a new office building or a Council meeting room about like a drowning man needs a pair of lead boots.

Councilwoman Chafin stated she hopes they will discuss this subject again because she feels Council has a real obligation to proceed with the office building and deal with the problem of leases coming up in 1980. She stated it is vital to the whole discussion that, when it comes up again, they have a presentation that responds to Councilman Davis' concerns which he continues to bring up and with valid cause - the possible use of older buildings. She has a feeling if they really look into this they might discover that the cost of renovating some of these older buildings and making them flexible enough to meet the needs and providing adequate plumbing and rewiring for long term use, would probably exceed the cost of building a new building. She stated they need to look at that kind of data.

Councilwoman Chafin stated that she also hopes that they will not totally throw out the idea of a separate Council Chamber. That she has a feeling that neither the County Commission, the School Board, nor the Court House is that eager for Council to be meeting in their facility. That it is obvious that the citizens deserve something better than can be provided in the present Chamber.

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

Mr. Burkhalter, City Manager, stated he has a comment to make, not in defense of the staff because that is not needed in this situation, but this is not their proposal to Council; that it came from the Public Works Committee. He stated the reason it was brought in this manner is that they had to justify these expenses. They were not looking at this today as authorization to build a \$3.0 million Council Chamber - that was not it all. What they have to do is get these bonds issued and they have to have a program in order to do that. This was the program they offered. They could build a Council Chamber for \$500,000 and use the rest of it on the office building or anyway Council wanted it.

He stated it is obvious that Council does not want to use these bonds which means they are clear to go ahead and proceed to issue bonds for other things unless Council will permit them to issue them for one other purpose. They can be used for water and sewer purposes. That about \$13.0 or \$14.0 million is needed for this right now. The \$4.0 million would get them into a program where they would not have to do any more bond issues in this direction for some time. It would indicate Council's good intention to meet the requirements of the federal regulations, it would ease the temporary permit that we have to put affluent into the streams today, and it would take them out from under that gun, considerably.

He is not asking them to make a decision today; he is just asking if they will be wasting time by bringing it back to Council for that purpose; that they can still do this if they place it on the agenda for August 22 but they cannot wait much longer.

Responding to questions from Councilmembers, he stated if this procedure is not followed, then there will have to be a referendum on \$13.0 million sometime. That eventually they will have to have a referendum for the other money, but not as much if they can use these bonds.

The item will be placed on the agenda for August 22. Councilman Davis asked that the Community Facilities Committee give Council a recommendation on this type of financing.

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ORDER OF AGENDA CHANGED.

Councilwoman Locke moved that Item 19 be considered next on the agenda. The motion was seconded by Councilman Whittington and carried unanimously.

MR. MICHAEL TYE APPOINTED TO THE CHARLOTTE-MECKLENBURG PLANNING COMMISSION FOR A THREE-YEAR TERM.

The following names were considered for appointment to fill two vacancies on the Charlotte-Mecklenburg Planning Commission:

1. Councilman Withrow moved the appointment of Mr. Joseph P. Ross, seconded by Councilwoman Chafin. The motion was defeated by the following vote:

YEAS: Councilmembers Withrow, Chafin and Gantt.

NAYS: Councilmembers Davis, Locke, Whittington and Williams.

2. Councilman Withrow moved the appointment of Mr. Merlin Clanton King. The motion did not receive a second.

3. Councilwoman Locke moved the re-appointment of Mr. Thomas Broughton, seconded by Councilman Whittington. The motion was defeated by the following vote:

YEAS: Councilmembers Locke, Whittington and Withrow.

NAYS: Councilmembers Chafin, Davis, Gantt and Williams.

4. Councilman Gantt moved the appointment of Mr. Michael Tye, seconded by Councilwoman Locke. The motion carried by the following vote:

YEAS: Councilmembers Gantt, Locke, Chafin, Whittington, Williams and Withrow.

NAY: Councilman Davis.

Councilman Davis stated he does not know three of these nominees; that this is an important decision as to who goes on the Planning Commission and he hopes those who know the candidates have chosen wisely for Council.

MAYOR BELK LEAVES MEETING; MAYOR PRO TEM WHITTINGTON PRESIDES FOR REMAINDER OF SESSION.

Mayor Belk left the meeting during the next item of business and Mayor pro tem Whittington presided for the remainder of the session.

REPORT ON SECTION 8 HOUSING PROGRAM: AND COUNCIL REQUESTS HUD TO ELIMINATE GLORY STREET SITE AND PLACE THOSE 50 UNITS IN ANOTHER LOCATION.

Mr. H. L. Brantley, Director of Planning for the Housing Authority, stated that from the beginning in the 1930's until approximately 1972, low to moderate income housing was located in the same areas of the City and was constructed in large concentrations. He illustrated this fact by pointing out the areas on a map. He stated that in 1973 the City of Charlotte, the Planning Commission, the Redevelopment Commission (as it was called then) and the Housing Authority entered into a memorandum of understanding whereby future low to moderate income housing would be located in small developments primarily on the eastern side of the City and not in impacted or blighted areas.

He stated the Housing Authority expanded this philosophy to include the following major principles:

1. Each new site would not be any closer than one-half mile from any of those which already existed or were proposed.
2. Each family site should have not more than fifty units or a density of eight units or less.

He stated two and a half years ago the Housing Authority began to develop 517 housing units on six scattered sites. Two of these were for the elderly; four of them were facilities for families. The current status of these developments is as follows:

The 180 units for the elderly at 1000 Baxter Street was completed and occupied in April of this year. The 164 units for the elderly at 5800 Park Road is 70 percent completed and will be ready for occupancy in January of next year. There are 49 family units under construction on Nations Ford Road and it is now 12 percent completed; it will be finished in August of 1978. Forty-eight family units are under construction on Archdale Drive and they are 24 percent completed and will also be completed by August of 1978. The construction of 44 family units on Milton Road has just begun and should be completed by October of 1978. The construction of the 32 family units on Florence Avenue is approximately one percent completed and should be finished by January of 1979. He pointed out these locations on the map.

He stated in March 1976 the Authority embarked on a new type of housing assistance for low to moderate income people. The new rent subsidy program is called Section 8 Existing Housing and gives the participants a wider choice of housing opportunities and locations. From March 1976 to March of this year the Authority placed 135 families in this program. At present they have an allocation for an additional 196 units and 38 of these families have already been placed. The remaining 158 families will be placed between now and June of next year. The 213 families which are in the Section 8 Existing Program today are living in 78 different locations within the City and the County.

Councilman Gantt asked if the Authority has sponsored any new construction in the Section 8 housing? Mr. Brantley replied the only one they have made a proposal on was for the 120-unit development.

Councilman Withrow asked what the rent structure under Section 8 goes up to? Mr. Brantley replied the Federal Government could pay up to a hundred percent if the person's income is low enough; that the fair market rent, which is the Government's term for it, for a three bedroom apartment is \$233 a month, which includes all the utilities.

Mr. Vernon Sawyer, Director of Community Development, reported on the Section 8 New Construction Program, reviewing the major steps in this process.

He stated the first major step is that HUD advertises the Section 8 allocation of units for each fiscal year for the City of Charlotte and invites interested parties or developers to submit proposals. HUD has made two advertisements - the first was in April of 1976 when it advertised for 350 units of family housing for Charlotte-Mecklenburg; the second advertisement was in April of this year when it advertised for proposals to build 120 units for the elderly and handicapped.

The second step is that interested developers - private or public non-profit agencies - submit proposals directly to HUD. Those proposals have been submitted in response to the 1976 advertising and 17 proposals were received by HUD and he indicated those on the map, as well as the 11 proposals received in response to this year's advertisement.

The third step is that HUD distributes copies of all of these proposals to the city and to COG. The city is to respond according to whether or not the proposal is in accord with the Housing Assistance Plan; and COG responds according to the A-95 Review process.

The next major step is that HUD selects the projects to receive preliminary approval, which means the site and the proposed project is acceptable to HUD. Out of the 1976 responses, five sites in Charlotte were approved - a total of six in the County but one was up near Davidson. He indicated those on the map as the Hollis Road site of 50 units; the Windsong Drive site, 50 units; the Glory Street site of 50 units; the Reddman Road site, 50 units; and the Idlewild North site, 50 units.

Mr. Sawyer stated no decisions have been made on the 1977 advertising responses to this date, to his knowledge.

He stated after this preliminary approval is given, the rest of the process is directly between HUD and the sponsor and it is just a continuation of the process of reaching final approval for the preliminary designation.

Councilman Gantt stated it is interesting to note that of the five approved sites, 250 units, only one is in the so-called impacted area and is the Glory Street site. Mr. Sawyer replied yes and this is in the area that according to the locational standards approved in the Housing Assistance Plan would be ineligible. That last year when this proposal was made and when it received preliminary approval from HUD, this area was eligible. It has become impacted - that is, that census tract contains more than 40 percent black citizens - since last year. It is now - by the best estimates of his department, and the Planning Commission - approximately 47 percent.

Councilman Gantt stated then the City gets no more review of that particular project since it has gone beyond the preliminary approval stage, even though it is now in an impacted area? Mr. Sawyer replied that is his understanding. Councilman Gantt stated this is what gives some of them some concern. If it is irrevocable in the sense that the developer has gotten to the point now in his negotiation with HUD that there are no further comments that HUD can make on a development such as that? Mr. Sawyer replied that is what he understands.

Councilman Whittington stated he thinks Councilman Gantt has stated what all of the Councilmembers have been concerned about from the beginning. That he raised this question two years ago about this area and others that were in this same category. What he wants to know is can we go to HUD and ask them to stop that project because of what Mr. Sawyer has said?

Mr. Sawyer replied that he is sure the Council can do this. He does not know what the response will be. From his knowledge of the procedure, once the City makes its comments concerning the eligibility of the site, according to the criteria in the Housing Assistance Plan, then it is between HUD and the developer, and the City is not involved. He hates to not be able to speak for HUD.

Councilman Whittington stated the things that is wrong with that is HUD is in Atlanta - Greensboro and Atlanta. They do not know where Glory Street is or what 50 units would do to that area, but we do. That he thinks that the seven members of Council with the Mayor ought to tell HUD in Greensboro that this is the wrong thing to do and urge them to not build those units in that area or any other area where we are going to do harm and damage to a neighborhood. That we are all trying to make our City as compatible as we can, harmonious and heterogeneous; and to not do anything about this, at least try to do anything about it, would just compound the problems.

Councilman Williams stated that Mr. Sawyer referred a couple times to the City passing on this; that he does not mean the City Council passed on it because this comes to him "out of the blue." He does not remember having any input into it - he might not have done anything different about it. He asked who, on behalf of the City, has been making the comments?

Mr. Sawyer replied the letters are directed to the Mayor, they are referred on to the Community Development Department because they are the department which administers the Housing Assistance Plan. That the question really is "Does it or does it not conform to the Plan?" It does not answer questions



beyond that. The only other comments that you are able to make is whether or not there is some zoning problem or other problem. He showed Councilman Williams a typical letter which was received, stating he does not have a copy of the reply but he can certainly get one.

Ms. Joyce Gillon, 4714 Calico Court, stated Council has heard her position on scattered site housing before. She thinks it is sad that many people in the neighborhood groups have seen this map before members of City Council have. She stated she would emphasize that her group is not opposed to scattered site housing; in fact they firmly endorse it, but they feel as though they are getting a clustering out Albemarle Road; that it represents poor planning and it is destructive to the goals of scattered site housing. Further, they feel that in this clustering they are being asked to bear more than their share of public housing at this time. They have been told by various officials who deal with housing that HUD is unlikely to give final approval to a project that is opposed by the community and the city government. She requested that City Council endorse a resolution asking HUD to approve only one of the projects in the Albemarle Road area and locate the other one in another part of the City.

Replying to a question from Councilman Gantt, Mr. Sawyer confirmed that there are two units already approved in the Albemarle Road area and several which are tentative. He stated it is his understanding that HUD does look at what has already been approved before it makes further approvals.

Mr. Mercer Blankenship, Attorney, 1117 Bank of North Carolina Building, stated he represents the site on Glory Avenue in the Hidden Valley area. He stated he was told at the Community Development office that this survey was made way back in 1970 - the first survey on which they projected these different items. Mr. Sawyer confirmed it was the 1970 census data. Mr. Blankenship stated at that time it did show that it was within the proper area for consideration of this type of housing. At that time it was only one percent black, according to the records in the Community Development office. Now it is 50 percent black and 50 percent white and Hidden Valley Elementary School is already 80 percent black. He stated, with the federal authorities always injecting themselves into what a majority of this or 30 percent of that is, is only making a greater problem for this area as far as the school children are concerned.

Mr. Blankenship stated that in this type of housing, based on these different censuses and surveys where it shows that it is no longer even a practical matter to put this housing out there; that it is really against the needs and aspirations and the good neighbor relations of the community in this area. He stated if you call the Police Department, today white and black living side by side out there, it is the best conducted, most orderly section of the City of Charlotte. That he is proud of it. That to inject this kind of project in to that kind of area, people who will not pay their rent, who cannot pay it and never intend to pay it; have large families and all kinds of subsidies; the people that buy the mortgage to make it possible to put it up there and they will be protected against any loss; and then a second subsidy protecting the rent bill. You will probably see Cadillac automobiles, but they will not have their rent to pay, the man will be gone. The human and social factors will so increase out there that they will have a slum in that area whereas now they have a perfect neighborhood.

He stated he has talked with people who rent apartment houses and they tell him of the wonderful good will among all the people of this area and he hates to have this thing dumped into the middle of these people and in the area of that famous old Sugaw Creek Church which is close by. He hates to see the deteriorating effect. That the City Council should be concerned about the protection of the neighborhood. When they have neighborhoods that they know are working well, that the people are prospering and working together, why do they want to take a good thing and inject a type of housing that could cause it to deteriorate rapidly? He thinks HUD should listen to City Council if they ask them to take this from their list because it does not comply any longer; that if Council will back up this community he thinks they will be proud of it; that it is their duty to do this.

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Mr. Vincent J. Cardinal, Plaza Road Extension, stated he owns the property adjoining the Glory Street site. That he believes in subsidized housing - in the proper location. But he feels that in this particular spot they are overdoing it. There are apartments right there that are vacant that are renting below what the subsidized housing is going to be. They will begin somewhere in the proximity of \$165 to \$170 for a one-bedroom. They have apartments there that are renting for \$130.

He stated this is not beneficial to the community. He believes that City Council does its best for the City of Charlotte; that they are interested in the community. This is where they need to emphasize their interest. He owns three houses in Hidden Valley; he is pleased it is black; it is working out fine. He is not objecting to this project because he owns the adjacent property; he thinks they need to consider the community. He has confidence that the Council will do the right thing.

Mrs. Jack Rollins, 21407 Country Club Drive, Davidson, stated she is opposed to the housing because she is closely associated with the neighborhood. She stated she and her husband have apartments in the area; that she is in the neighborhood three or four times a week; that it would be wrong to put this housing out there.

Also speaking in opposition were: Mrs. Marie Beaver, 500-B West Craighead; Mr. Carroll D. Presnell, 301 Sugar Creek Road West; Mr. David Byrum, 1716 Johnston Building and Mrs. Hazel McMichael, 4308 Rolling Hills Drive.

Councilman Withrow asked if the contract has been let on the Glory Street project and what is the nearest project to that where there is a contract already let? Mr. Sawyer replied there is no contract let on this project; that the closest project to approval is the Hollis Road site and that is due for a closing the first of September and construction is to start very shortly after that.

Councilman Withrow moved that Council ask HUD to eliminate the Glory Street site. The motion was seconded by Councilwoman Chafin.

Councilman Gantt stated he does not want to speak directly to the motion. He asked about the City's housing policy with regard to low income families or the use of these subsidy programs, stating, as he understands it, what they agreed in that memorandum of understanding was that all housing to be built in the future and directed for low income housing - no more than 50 percent of that housing could be built within the impacted areas. Mr. Sawyer replied that is correct. Councilman Gantt stated the other 50 percent has to be scattered in other areas. That he interprets that to mean that if the Housing Authority is going to build housing such as the scattered site units that they have, if their housing program calls for a thousand units they have to put at least 500 somewhere else and 500 in the impacted areas. If the City of Charlotte is sponsoring this housing, then they are obligated under that agreement to build half of their units in the impacted area and the other half at the other site.

He stated he is not sure what the policy is with regard to Section 8 housing except as they have stated their policy in the Housing Assistance Plan; that he thinks this is what Mr. Sawyer refers to in terms of the comments he makes with regard to all of these sites. Mr. Sawyer stated that is correct.

Councilman Gantt stated it seems to him that they are trying to develop areas such as Statesville Avenue (the Greenville project); they are trying to develop to some extent First Ward in terms of housing; but, of course, they have to put housing in some of the traditional areas, particularly the low income areas, many of which are predominately black. He does not think they can ignore that in terms of the overall housing program. At the same time, he does think they ought to be doing the kinds of things to encourage heterogeneous communities. He has had some problems trying to deal with the Glory Street area. He stated he lives in the Hidden Valley area; he tends to feel that the City probably long ago should have done some things to try to stabilize that particular community to keep it as

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one of the few integrated communities we do have in the City of Charlotte. He suspects that the citizens may have a point about the fact that if 50 additional units are added to that area it may have the effect of accelerating the racial polarization of that area and from that standpoint, he would agree with Councilman Withrow's motion that Council ought to at least put and amendment in to speak to the social composition of that area.

He stated, at the same time he thinks it ought to be said that maybe we are trying to change the perception that the people have in this community of public housing. He does not agree with all the statements made by some of the citizens here about what might happen when you talk about 50 units of people who for all kinds of reasons require and need this kind of housing. That the City is committed to provide decent housing; that they just came off of a field trip today in which they have seen the kinds of work they are doing in terms of providing people with decent housing. He would just hope that this community could start to look at the possibilities and the opportunities that all of us have as citizens to provide some decent dwellings in places other than the traditional low-income communities. Otherwise, if they force this kind of development they are going to have slums - as they clear one area they will be creating slums in other places.

He stated that 50 units of housing is considerably different than putting 500 families on a reservation such as we used to do; we have learned a lot about the Earle Villages and the Dalton Villages in terms of the fact that it is not socially up-building, economically or otherwise, to put that many families in one place. He certainly thinks that we are on the right track by going to smaller developments; smaller developments in which we can with other social programs encourage people to become economically independent of the subsidies that they have. He just sort of hates to see a reference to the poor people being the scourge of this community and causing so many of the problems we have. He thinks it is right for them to try to see that they develop policies that encourage those communities that are integrated; that they should try to develop housing in traditionally black areas and in low income areas that need that kind of housing because people sometimes do not want to move to other parts of the city; but he thinks every other community ought to bear some fair share of the opportunity - not the burden - to have 50 units of housing. He agrees with Ms. Gillon that to single out the Albemarle Road area to put all that housing in that particular part of the community, is not good when you look at the map and see other areas that ought to be having it.

He stated he is not sure how we can do that as long as the process allows for private developers to find the land that is properly zoned to do that kind of building. He agrees with Councilman Withrow's motion but he hopes the nature of their objection relates to what this city is trying to do with regard to encouraging the kind of integrated communities that they have in the Hidden Valley area.

Councilwoman Locke stated that perhaps from this day forward all A-95 reviews that pertain to Section 8 housing will be distributed. She has asked staff to distribute material to all Councilmembers so that they can see where they are and make comments; that all Councilmembers will have input into this.

Councilwoman Chafin stated she hopes that in addition to the opportunity to review the A-95 comments that the Mayor might share with the Council the comments from our Housing Assistance Administrator. Mayor pro tem Whittington asked Mr. Burkhalter to pass this along to the Mayor.

Councilman Williams asked for clarification of the coding on the map. Mr. Sawyer stated the orange dots indicate initial submissions; preliminary approvals are the green dots; the yellow dots are the Housing Authority's programs. That the "half-moon" indicated that in 1976 two proposals were received for two adjacent sites off of Reddman Road - one was approved, the other was rejected so that of the 100 units proposed, 50 will be going in there. Councilman Williams stated in the impacted area you only have one green dot indicating approved Section 8? Mr. Sawyer replied that is correct and that would be Glory Street. One very close to it is the Woodstone Drive, but Glory Street is now in an impacted area.

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Councilman Williams stated it appears we have only one of the approved proposals for Section 8 in what is now an impacted area - one out of many - even though regulations permit 50 percent of them to go in impacted areas. That he is not familiar with that location but just looking at it from the standpoint of where the sites are on the map, if we are allowed 50 percent under policy guidelines in an impacted area and we are putting 10 percent or even 5 percent in there, that does not seem to be an abuse.

Councilman Gantt stated he agrees with that, but what he was trying to say is does that policy have to do with housing that we sponsor, or does that have to do with all subsidized housing? Mr. Sawyer replied it has to do with all subsidized housing.

Councilman Gantt stated the second part of that argument, Councilman Williams' point is well taken. The point he was trying to make in his statement was that there is some justification in his mind just in terms of what is happening in the Hidden Valley area that that comment ought to be added because what they are trying to do is stabilize that community. A lot of the problem is perception, but nevertheless that perception can produce certain kinds of accomplishments.

Councilman Withrow stated these people have told Council today that this area is 50-50, or more than that, and they are trying to stabilize it now and if these units are put in there you are going to have all the whites out there fleeing; you could turn the tide. That is the reason he feels they should eliminate the project.

Mrs. Thomas Mattingly, 4817 Coronado Drive, stated if they will look at the map according to census tracts, they will notice that the census tract in which the Reddman Road project is located is 1901; that five of the latest proposals have been made in Census Tract 1901. There are three more proposals in the adjacent Census Tract 1902. This does constitute an unusually large share of the housing for Southeast Charlotte. That she believes they are all aware of the fact that the Planning Commission has been looking at this area as one which needs some special help because of the road building - Delta Road and the widening of Albemarle Road promising it to be another Independence.

Councilman Davis stated he is a little reluctant to vote on this matter because they would be interceding in something that has been handled by the Mayor and staff. He is not sure of what all the ramifications are going to be if Council passes a resolution at this point to hold up on one project - what the requirements would be for Council to come up with an alternative. Also, the reason this was put on the agenda was because Mrs. Mattingly wrote that she was concerned about the Reddman Road and the Idlewild Road projects. He would like to see them deal with the whole thing at once.

Mayor pro tem Whittington stated they have to speak to this site - Glory Street - today; and further discuss these other sites either today or at the next Council meeting. He cannot disagree with what Councilman Davis is saying but he thinks they need to resolve this today because of where this site is in the construction.

Councilman Davis asked if we send a proposal to ask them to remove this site from consideration and they do this, what happens next? Mr. Sawyer replied he is sorry but he does not know; he is not that familiar with the program or the procedure. That one of two things might happen, and there could be a third. One, HUD may respond and say all right we will dispose of that site, which means that you would lose those 50 units. He is not sure that they could shift those to some other site but he is speculating now, he certainly does not know that. Second, they may consider that it is too far along to disprove at this point. Third, they would do nothing and go through as planned.

Councilman Davis stated then we would either lose the 50 units of housing or be ignored by HUD? Mr. Sawyer replied you might just have an explanation sent in response to Council's request of what the status is and that it is or is not beyond recall or beyond disapproval.

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Councilman Gantt stated he would certainly not want to lose the 50 units and he feels they should state they would like an alternative. Mr. Sawyer stated the City does not administer the Section 8 program; it is administered directly by HUD and the contract is between the developer who makes the proposal and HUD. Councilman Withrow amended his motion to read " and the 50 units be placed in another location, which amendment was accepted by Councilwoman Chafin. Councilman Davis asked what does this do to the developer who has made commitment on this site at this point? What kind of shape will this leave him in? Mr. Sawyer replied it depends on how far along he has gone. That what happens as he moves through the process is that once he receives preliminary approval, then he submits his application to HUD for conditional commitment. At this point the sponsor must submit preliminary drawings for architectural review and must apply for FHA mortgage insurance and for more permanent mortgage financing. The next stage is that HUD issues conditional commitments and at this point architectural plans have been approved and permanent financing has been arranged. The next step is that the sponsor submits application for permanent commitment and plans and specifications are submitted. If HUD issues that permanent commitment, final plans and specifications have been approved and steps are taken to move along toward loan approval. It is a matter of how far along in the procedure the developer is at this point. He stated the developer's name is Wagner; he is an attorney from Winston-Salem.

Councilwoman Chafin stated that according to the summary sheet, if this information is up-to-date and it was as of July 1, the Glory Street project is only in the preliminary proposal stage whereas the Reddman Road and the Idlewild projects are in the final proposal stage. So perhaps those are more critical than the one before them in Councilman Withrow's motion.

Councilman Davis asked if Mr. Sawyer has a recommendation in this matter? Mr. Sawyer replied no sir.

The vote was taken on the motion, as amended, and carried by the following vote:

YEAS: Councilmembers Withrow, Chafin, Gantt and Locke.

NAYS: Councilmembers Davis and Williams.

Mayor pro tem Whittington requested that Mr. Sawyer point out to Councilmembers on the map the sites on Reddman Road, Farm Pond Lane, Idlewild Road, on Milton Road and another site nearby that is also Section 8. He stated that what he hopes Council will do is agree with him that this is an item that should be discussed at the next Council meeting to make the officials of HUD aware of what they may very well be doing in a part of that area which speaks to what they are all talking about; that is, they do not want to compact areas - they want to scatter the sites. This is what this Council is dedicated to do from past deeds and past records.

He stated this would be placed on the agenda for August 22nd.

Mr. Burkhalter stated Council may need to give HUD some reason for their action; that subsequent to the original housing plan there has been additional information which was not available to them at the time that this was approved. That they want to bring to their attention the information that now exists and that is the reason for their action today on this particular site.

Councilwoman Chafin stated it should be stated to HUD that while it may be permissible to place projects in an impacted area, it may in fact not be desirable because of conditions that Councilmembers, particularly Mr. Gantt, are familiar with. Councilman Withrow stated he intended for all of this information to be included as a part of the motion.

ORDINANCE NO. 660-X CHANGING THE ZONING FROM R-9MF TO O-15 OF PROPERTY FRONTING 200 FEET ON THE NORTH SIDE OF FLORENCE AVENUE.

On motion of Councilman Gantt, seconded by Councilman Davis and unanimously carried the subject ordinance was adopted changing the zoning from R-9MF to O-15 of property fronting 200 feet on the north side of Florence Avenue, located about 310 feet west from the intersection of Florence Avenue and Rama Road.

The ordinance is recorded in full in Ordinance Book 24, at Page 338.

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ORDINANCE NO. 661 AMENDING THE TEXT OF THE ZONING ORDINANCE WITH REFERENCE TO CONDITIONAL USES, CONDITIONAL DISTRICTS AND SPECIAL USE PERMITS.

Mr. Fred Bryant, Assistant Planning Director, referred to the memorandum he had sent Councilmembers relative to the meeting held the past week with representatives of the Homebuilders Association. He stated that several discussions have occurred since Council deferred this subject two weeks ago. Some of these the Planning Commission has agreed with them on; some of them they have not. He stated that this morning he had a conversation with Mr. Hendricks, President of the Homebuilders Association, and the end result of that was that they indicated that they are reasonably well satisfied except on two points. One point is the one concerning the review period for conditional use circumstances. The ordinance now contains for the parallel conditional regulations a provision that if the project that has had approval is not started within a period of three years, the Planning Commission will review the project and report back to the governing body. At that point the governing body would presumably make some sort of determination as to whether or not any steps should be taken to reconsider the approval of the site.

He stated the Homebuilders Association is still concerned about that.

The other point they are concerned about is the requirement for traffic information relative to parking and circulation within the B-1SCD site.

He stated the review period process is not a change in the present ordinance - it is already in there. As a matter of fact, it is being proposed that this apply across the board to all conditional uses and right now there is a two-year warning period for B-1SCD and some of the others. That in effect, they are lengthening the period of reconsideration.

He stated the matter dealing with the parking and circulation problems of shopping centers they are very much in disagreement on. Quite frankly, the Planning Department feels this is absolutely necessary to know the parking and circulation details, particularly for a shopping center of a large magnitude. That one avenue of discussion this morning that is helpful in this respect is that it was indicated that perhaps through additional discussions later on they could arrive at some other way of treating this, such as making greater allowance for changes in the plans and an easier route, perhaps giving the Planning Commission greater authority in terms of reviewing site plan changes.

He stated the end result of the discussion this morning was that Mr. Hendricks has agreed that they will withdraw their request for continuance of this item provided that the Planning Department would indicate that they would continue to discuss these two items with them and if necessary they would take this back to the Planning Commission for additional action at a later time. That this is the means whereby Council can go ahead and act on this now and that his department will promise that they will continue to investigate these as the home builders have concerns.

Mayor pro tem Whittington stated Council appreciates Mr. Bryant's efforts and the efforts of staff, as well as the Commission and the Homebuilders trying to resolve the differences involved in this Ordinance.

Councilwoman Locke moved adoption of the ordinance with the amendments, all as recommended by the Planning Commission. The motion was seconded by Councilwoman Chafin.

Councilman Davis stated that they have learned from the Tree Ordinance that the Homebuilders do not represent the developers and vice versa. Mr. Bryant stated he has not heard from the developers. Reminded that according to his memo he has met with Mr. Crosland and Mr. Hendricks, he stated he believes Councilman Davis is referring to something a little bit different. They have had some indication from some people who are members of the realtor-developer interests rather than the homebuilder type developer interest.

Councilman Davis asked if what they do today on this proposal will have any effect on the Morrison Boulevard matter. Mr. Underhill, City Attorney, replied in his opinion it will. That if Council adopts these text amendments

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two major things would happen to affect the Morrison Boulevard petition for site plan amendments. First, the hearing procedure which would be followed would be the more traditional legislative type of review and hearing as opposed to the quasi-judicial hearing they have gone through on some other matters.

Secondly, as part of the amendments to the text, two additional standards have been added. He reminded Councilmembers of the Arlen shopping center hearing request and the much-talked-about three standards that must be met - now there are five.

Mr. Bryant stated they need to keep in mind they are dealing with the legislative process; and Mr. Underhill replied that is right - they are not required to make findings as they were in that situation, in his opinion.

Mr. Underhill stated that Mr. Patrick, Attorney for the petitioners on the Morrison Boulevard property, disagrees with that opinion; that Mr. Patrick believes that given the fact that they have filed this request prior to the time the Council adopts these amendments, because of that sequence their request should be heard under the existing standards which would require a quasi-judicial hearing.

Mr. Underhill stated, from a legal standpoint he disagrees with that and has talked with Mr. Patrick about this on numerous occasions. That he believes Mr. Patrick would like Council to take the position that these text amendments do not apply to any pending applications, and believes if Mr. Patrick were permitted to speak again on this he would ask that of Council. That perhaps he would ask if Council does not want to do that, then Council should rescind the previous action taken on their recent rezoning request. He stated Mr. Patrick would take strong exception to a change in the rules if they are not permitted to follow a quasi-judicial hearing process.

Councilman Davis asked Mr. Bryant if he thought there would be anything to gain by seeking out comments from developers? Mr. Bryant replied he did not.

The motion was voted on and carried unanimously.

The ordinance is recorded in full in Ordinance Book 24, at Pages 339 - 385.

RESOLUTION SETTING PUBLIC HEARING ON PETITION NO. 77-34 TO CONSIDER PROPOSED SITE PLAN AMENDMENT TO A B-1SCD LOCATED ON THE NORTHWEST CORNER OF THE INTERSECTION OF MORRISON BOULEVARD AND ROXBOROUGH ROAD, AS PETITIONED BY JAMES J. AND ANGELIA M. HARRIS.

Councilman Gantt moved adoption of the resolution setting a public hearing on Monday, September 19, 1977, at 7:30 o'clock p.m. on Petition No. 77-34 to consider a proposed site plan amendment to a B-1 Shopping Center District located on the northwest corner of the intersection of Morrison Boulevard and Roxborough Road, as petitioned by James J. and Angelia M. Harris. The motion was seconded by Councilwoman Chafin.

Mr. Bailey Patrick, Attorney for the petitioners, asked the effective date of the ordinance Council has just adopted on the text amendment? Mr. Underhill, City Attorney, replied it will be effective upon adoption, and would apply to Mr. Patrick's petition. Mr. Patrick stated he would move exception on two grounds. One, they have already filed their petition; and (2) as this ordinance applies to the B-1SCD zoning district, Council has, in effect, accomplished a zoning change. That being the case, they feel this would be unlawful as applied to this Petitioner in view of the substantial financial commitments they have made in reliance upon the existing zoning ordinance.

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

The resolution is recorded in full in Resolutions Book 12, at Page 454.

## RESOLUTION ENDORSING THE CONCEPT OF AN OUTER BELT ROAD BY THE CITY COUNCIL OF THE CITY OF CHARLOTTE.

Mr. W. H. Riggs, Regional Planning Coordinator, North Carolina Department of Transportation, stated this particular project was requested by the City in 1974 and programmed by the Board of Transportation in 1974 and is included in the Highway Improvement Program. He stated the project is still in the Highway Improvement Program, the current one, which was approved in 1976, but is in that program only for right of way acquisition to begin at the end of the seven year period, in 1983.

He pointed out on a map, which he referred to as a Corridor Hearing Map, and stated the band widths which they see in color are 800 ft. in width and the road itself with a minimum desirable right of way of 300 feet, so they can put the road in with less than half that particular width.

He stated the purpose of this is to achieve corridor location approval and once they have that from the Federal Highway Administration, then they can begin right of way plans and plans for construction, the actual design of the project, and then there will be another Public Hearing called a Design Public Hearing, which is some time down the road yet.

Mr. Riggs stated much has been said about the travel on this particular road but generally we are talking about traffic from I-77 to Independence, U. S. 74 of about 57,000 vehicles per day, projected for the year 2000. That the desire travel would not only be on the proposed action freeway, but part of that would also be on Highway 51 and the amount of traffic would depend on the closeness of this road to existing routes.

He advised that this was the same map which was presented at South Mecklenburg High School on June 3rd and is an official Corridor Hearing Map. That it does not show any suggested new lines or revisions which are being considered as a result of the Public Hearing, but this is only the official map as it was then presented.

Mr. Riggs pointed out the proposed northern route of the alternatives, north of Highway 51 and stated it is 13.4 miles long; it starts halfway between Arrowood Road and Arrowood Boulevard, the first segments going across Nations Ford Road, across Old Pineville Road, Southern Railroad, and U. S. 521, Pineville Road, across Sugar Creek and intersecting at Park Road, just north of Johnson Road, across Carmel Road, just along Shadow Lake Subdivision, crossing Rea Road, near the vicinity of Five Knolls, then curves slightly northward to avoid Cedar Woods Golf Course, just north of Bon Rea Road, intersecting Providence Road, in the vicinity of Candlewyck, and then all the lines converge to the so-called "B" section, which was the line of least resistance in terms of relocatees at the time the survey was done.

He pointed out the areas of Sardis Oaks and Sardis Forest, with a proposed interchange at Monroe Road and then Independence Boulevard. That both of these lines can be projected on around to the east and to the west. He stated this is the northernmost line and this particular interchange is a critical point; for example, this is proposed as a freeway which means there will be no access to this particular facility except at the interchanges. He stated there may be one or more changes in the final outcome but this is what is proposed as part of this study.

Mr. Riggs stated there could be as many as 16 different routes other than what he has on the map. He described the southernmost feasible alternate as described in the Environmental Impact Statement as it interchanges with



Arrowood Boulevard; that there is a problem there as they cannot see how the Boulevard could be feasibly up-graded as a freeway with the location of many industries and driveways on either side of the interchange with not much chance of removing those and give access to the various industries; in order to make it a freeway, they would have to buy up all the access to the road and build paved roads to those industries so this could not be projected westward as a freeway, but as a lesser type road.

He pointed out the Southland Industrial Park, Falconbridge, and an area north of Pineville, crossing Sugar Creek and then crossing N. C. Highway #51, with a possible interchange at Carmel Road and described the general area.

Mr. Riggs stated the next line is existing route #51, with by-passes at Pineville and Matthews. That the Environmental Impact Statement which was circulated at the Public Hearing states it is not feasible to up-grade #51 as a freeway - to do that they would have to buy up all the rights of access. He described a section of the road between Providence Road and Pineville where right of way acquisition is underway to bring the existing two lane, 18-foot pavement, up to adequate 24-foot two lane roadway, with some turn lanes near Pineville and a few other locations.

He stated the two alternatives presented along #51 plans to up-grade it to four lane, within the 100-foot right of way, which is the right of way they are now acquiring, and the other one is to up-grade it with by-passes to six lanes; this would require additional right of way, in addition to the 100-feet they are now acquiring. In any case, they are again talking about approximately 57,000 vehicles per day and if they make this road six lanes, it will handle about 32,000, so it will not handle the traffic for very many years; that shortly after it is built, it will be obsolete. That the difference between the 32,000 and the projected 57,000 will have to travel secondary roads, etc.

Mr. Riggs stated that since this route was discussed on June 30th, they have received a proposal that they study another alternative south of this which would follow a line generally south of #51.

Councilman Gantt asked if this route had been studied and Mr. Riggs replied this route will be studied.

Councilman Gantt asked if they had studied a route that went even further south and rejected it and Mr. Riggs replied yes; they held three public information meetings in addition to the official public hearing on this particular project. That in February 1976, they held a meeting and they presented at that time, alternatives that ranged from the vicinity of Gleneagles Road, Sharon Road West to south of N. C. 51 and into South Carolina.

Councilman Davis asked why this route was rejected and Mr. Riggs replied they invited highway officials from South Carolina to come to that meeting; they stated they would be glad to plan the route with them but they had no construction funds and there were questions of spending North Carolina monies in South Carolina.

Councilwoman Chafin asked Mr. Riggs to explain to Council the distinction between the faction of improved #51 and an Outer Belt Road and Mr. Riggs replied a freeway can handle twice the amount of traffic as an arterial street such as Highway 51; the consultants report says the capacity of a four-lane highway, N. C. 51, would be 26,000 vehicles per day, whereas the freeway can handle 50,000 and still have four lanes. That you can travel past one point on a freeway much faster and the reason is that you do not have the opposing turns to contend with or traffic that is merging.

Mr. Ted Waters of the NC DOT, stated the work to date has been done by a consultant under contract with the State, and has been on-going for about two years, with alternates studied closer in to Charlotte, and further out - not in great depth, but considered and some were not feasible. At the Corridor public hearing, to put it mildly, there were some objections. They are now at a cross-roads at the state level and would like to have whatever input City Council might have for the benefit of their further consideration.

Mr. Jim Whitner stated he is a developer in the southern part of Mecklenburg County and he strongly endorses the need for a properly planned and located Belt Road. He stated when he started planning his single family community in late 1974, he contacted the local regulatory agencies to be sure his concept would be acceptable and there would be no major obstacles. That one of the first questions he asked the Planning Commission was about the proposed Belt Road as shown in the Planning Commission's publication, Comprehensive Land Plan 1995, published in about 1973.

He stated the Plan was adopted by City Council in 1975 and the County Commissioners in 1976. That when he made his initial inquiries, Comprehensive Land Plan 1995 showed the Belt Road well north of him in the vicinity of Quail Hollow Road and he was assured that he had nothing to worry about. He stated after working over 18 months at considerable expense, his plans were approved, development permits were obtained and they started to work December of 1975.

Mr. Whitner stated when the State Consultants started their route studies, they were given full information about his community as well as all other developments, both in the process or proposed in this area. He stated what they did with this information, he does not know, nor does he think they know either. It is almost as if they were encouraged to make their investments, both businessmen and homeowners, and then after they were committed, the northern corridors were selected where they would do the most harm. That for the past two months with what the proposed road may do personally to him that he has failed to take an objective view.

Mr. Whitner stated objectively, his questions are - it is not just individuals, it is people we have to think about; the second question is what is best for Charlotte-Mecklenburg and the third question is who is the real culprit; who is really responsible for this mess we are in right now and why are we all bickering about this? That going back to his first question, people; the developers do not just build houses, they build communities that can consist of homes and people. He stated his community, when completed, will consist of 180 homes plus a 13 acre racquet and swim club. That by locating these improperly planned roads in any of the northern corridors, they are going to disrupt communities such as his; they are going to disrupt communities where people were assured they would not have to be concerned of a high speed, limited access Belt Road in their front yard.

He stated if they were a homeowner who had invested their life savings and the dream of their future, how would they feel about this. That as developers and builders of communities, they create jobs; they stimulate business activity and they estimated about 14,000 to 15,000 wage earners in the Charlotte-Mecklenburg area which are directly or indirectly affected by fluctuations in the home building industry. This represents a sizeable economic contribution to this area and it would be safe to conservatively assume that roughly 40 to 50% of county home building development and building activities is taking place in the southern quadrant of Mecklenburg County.

Mr. Whitner stated he can assure Council that a majority of the activity in the southern quadrant is concentrated in the area of the proposed northern corridors and Council's endorsement of any one of these northern corridors would be highly disruptive to this employment. That he can assure Council that the State Consultants and Planners are not concerned with what affect their corridor locations may or may not have on our local economic stability - that decision will have to be made by Council.

Councilwoman Locke asked Mr. Whitner the location of his development and he replied Sturnbridge.

Mr. Whitner stated his next question is what is best for Charlotte? If Charlotte is going to continue to grow and prosper, along with good leadership, sound economic environment, etc., it will need properly planned and located roads. It will really need Highway 51 to be four-laned with a by-pass around Matthews and Pineville and a Belt Road well south of Highway 51; they can have both roads if Council will only endorse the southern corridor. How can

this happen? He stated it is safe to presume the Belt Road will not be completed for ten to twelve years and by that time, development will have moved to the vicinity of a southerly located Belt Road; as developers move, they includes roads which means developers will have to widen the majority of Highway #51 and the designated feeder roads for a properly located southern connection. When a developer starts a community, if his property is contiguous with or adjacent to a designated thoroughfare road, then he has to improve to half the designated width, a four or five lane road around his property line.

Mr. Whitner stated if we continue to play around with these northern corridors, he is afraid we will not have a Belt Road at all. That it is safe to assume that selection of any of the northern corridors will result in extensive litigation, delaying the acquisition - the delay would be longer for the northern corridor than for a non-developed southern corridor. He stated by the time land acquisition is approved for the northern corridor, the cost of land and displaced homes can very well be prohibitive; compare that with a southern corridor that can be protected from development through zoning and building permits.

He stated he is approved and committed to completing their communities. What he is now doing in the southern quadrant will have to be duplicated in all other areas around Charlotte - continuation of any one of the northern routes into the eastern quadrant will right through the center of communities that are either in the process of development or planning has already been approved. Continuation of a southern route will be a continuation through low density areas. In answer to the argument that the southern location is too far out, he would ask what Council's reaction would have been ten years ago to a Belt Road proposed along Highway #51. In the past few months, he has heard so many conflicting statistics from so-called experts, that he is convinced they don't know the answers. He stated his opinion is that most of these published studies are out of date before the ink is dry.

Mr. Whitner stated there is one thing for sure - Charlotte does not need anything that is going to hurt projected tax revenues; a belt road in any of the northern corridors forced on top of existing and developing communities will cause a decided loss in tax revenues. He stated if Council were tax assessors, how would they appraise a home with the front or backyard facing a high speed, limited access Belt Road as compared to the same one located in a private, secluded community? Conversely, if the road is located in a low density area, the maximum and best use of the adjoining property can be controlled by zoning - this should be net gain in tax revenues, not a loss. The tax loss or tax gain is going to be applicable for all other areas around Charlotte. If Council disrupts communities in other areas, and they will with the continuation of the northern corridors, an accumulated tax loss is going to be stupendous.

He stated the last question is who is the real culprit and who may cause us to lose the Belt Road. That we have been so busy pointing the finger at each other that we have failed to recognize the real problem - the so-called experts - the Consultants have made a mess of the Belt Road Study and to cover their mistakes, they are trying to stampede us into accepting one of the northern corridors with the implementation that if we don't - we will lose our money allocation. In reality, our State has been subjected to a three hundred thousand rip-off; it has been publicly acknowledge in a letter to the County Commissioners that the Environmental Impact Study is now in error. Within the past seven months, he has talked with enough road officials to be assured that we have no fear of losing our allocated monies for this connector as long as we, in Mecklenburg County, support such a project. Selection of a southern corridor and the necessary delays for additional Environmental Impact Study will not endanger our allocation of monies.

Mr. Whitner stated he would urge Council to adopt an identical resolution adopted by the County Commission, dated June 27, 1977, which expresses strong approval for the Belt Road Concept, urges the Department of Transportation to carefully consider a more southerly route south of Highway #51 and expresses a strong reservations about the northern corridors. That by everyone working together, we will have the best chance of securing an Outer Belt Loop.

Ms. Susan Green, Pineville, North Carolina, stated she represents a group that has taken the name of Southern Mecklenburg Association. That she would like to say at the beginning and at the end of her brief remarks that beginning with 1100 people her group started out with, and numbering many more, the group believes very strongly one thing in particular and that is that engineering and traffic professionals, not politicians or real estate developers, are the ones who should make route selections and determine freeway corridors.

She stated the 1,100 people, plus, that she represents sent her alone, out of a gesture of respect, because they believe very strongly that this is an issue that should be decided by reason and not be emotions. That perhaps Council saw her Editorial, arguing the case against the Belt Road south of #51 and then, Sunday Morning in the Observer, saw their endorsement of that position; they, too, say let the professionals make this kind of decision.

Ms. Green stated many people have said a Belt Road south of #51, if run along the Peacock-Foley line could be moved in any one of a number of directions but she is here to say that this is not possible, not reasonable, because the housing configurations and placements are such in the southern part of the County that there is no way to get that kind of road through - not meeting transportation and engineering standards.

She pointed out a possible northern route on the map and stated that particular one is one that displaces no homes in Falconbridge, Sturnbridge, Shadow Lake, Five Knolls, Candlewyck, Sardis Oaks, Sardis Woods, Country Road, nor the development in the lower part of Carmel Road, south of #51 and is a possible alternative and also meets the criteria of by-passing both Pineville and Matthews. That Pineville is on record as endorsing the northern route.

Ms. Green stated people say that the traffic officials do not know what they are talking about in terms of numbers of cars that they count; she would ask Council to look at I-77, the traffic professionals, the consultants, the NCDOT and our own local Charlotte-Mecklenburg Planning Commission did not purchase the traffic that we see every morning and every afternoon on I-77. That traffic is existing - were it not on I-77, it would be on our residential streets, running through out neighborhoods. The same thing is true of this traffic which we anticipate on the Belt Road; the traffic will go through our neighborhoods and will continue to cause tension and problems and four-laning of residential streets if the Belt Road is not run in a satisfactory configuration north of #51, or following #51, such as there will be satisfactory traffic usage for the people who live in town.

She stated Mr. Riggs and Mr. Waters have both told Council that some three years have already past; Wilbur Smith and Associates Consultant Firm were paid some \$300,000; our tax money has already gone toward efforts the NC DOT has been laboring over for some time and on behalf of the people she represents, they state very firmly to discuss further or consider at length for any period of time, be it two weeks, two months or two years, that a route south of #51 is absolutely ridiculous.

That the Southern Mecklenburg Association believe very strongly that traffic professionals and engineers should be the ones to select corridors and to determine freeway corridors; this decision should be made by professionals, not be politicians.

Mr. Stuart Myers, 2600 Lawton Bluff, stated he would like to see a corridor that does go north of #51 and takes no homes - he would personally be very interested in that. He stated the reason he requested an opportunity to speak to Council is on behalf of his neighbors in the Candlewyck Development who are off Providence Road, between Rea Road and Highway #51, and want to express their growing concern about the proposed connector road.

He pointed out the area where their development was located on the map. That the three primary corridors suggested by Wilbur Smith & Associates are affect their community identically - they all pass through the same corridor on that area; there is no alternative apparently to the proposed destruction and complete elimination of their entrance on Providence Road.

Mr. Myers stated he believed Mr. Riggs said it passed in the vicinity of Candlewyck Lane, but in actuality, it passes on top of Candlewyck Lane at Providence Road. That there is apparently no alternative to the condemnation of up to 32 homes in their development and this does not count the homes which would be torn down if there is an interchange at Providence and he does not think anyone questions the fact that there would be an interchange with Highway #16. The impact of this is far more significant than it might seem at first because Candlewyck is zoned as a Planned Unit Development, and as such, and in the belief that their community would be completed as planned, they had completed a clubhouse, pool and tennis complex and other recreational facilities that were to be supported by all present and future Candlewyck residents; it is not an optional club that you join, their budget was based on all these homes being built. So their financial stability is now dependent upon the completion and continued operation of this community as planned.

He stated he would add that plans for this entire community were submitted at least twelve months prior to the time Wilbur Smith & Associates performed the study for the Department of Transportation. The rapid development of their community and others nearby makes up the 1975 data used for the corridor planning is critically outdated. That Council may not be aware of the unprecedented growth in this area, so he would point out to them that the aerial photograph taken in 1975 shows very little or not development there in Candlewyck; now, just two years later, they have a significant enough population that they will be annexed the first of December by the City or Charlotte - so that is substantial growth.

Mr. Myers stated at this point he would like to submit a statement made by Mr. Herman Hoose in a letter to Mr. Burkhalter, dated February 25, 1976. That Mr. Hoose states "the advance planning on the project serves to delineate a corridor that can be protected through sub-division regulations, by our awareness, and selected acquisition and thereby protect the residential character of the southeast. This technique was used with Fairview Road Extension to great success and is necessary to satisfy future travel demands in the southeast."

He stated in Candlewyck, the residents agree with this philosophy wholeheartedly contrary to the opinions of our local Chamber of Commerce and our morning newspaper who are unfortunately several years beyond feasible implementation of these techniques; it is now far too late for subdivision regulations or by our awareness. That our County Planners have told him and some of his neighbors as recently as the Spring of this year that the connector road would go elsewhere. They are now faced with the prospects of an interstate-type facility being forced into a developed community.

Mr. Myers stated obviously further study invariably increases costs, however, in view of significant substantial changes that have taken place in the past two years, they feel that asking for further study, prior to recommending a corridor, is a legitimate request and they find it quite difficult to believe that in the 25 miles from Charlotte to Waxhaw, that Candlewyck Lane is the only feasible point at which the connector road could cross Highway 16.

He stated they feel the study is outdated and they are not alone; they have asked for expert opinions as well; one, coming from William McIntyre, the Director of our Charlotte-Mecklenburg Planning Commission, who recently stated in a letter to Mrs. Hair, of the County Commission, "that the timing of that research was indeed unfortunate and the consultant has left the North Carolina Department of Transportation with information that does not adequately reflect the current situation; if in fact, an Outer Belt is to be built, that he would sincerely hope significant further study will be done and that additional study should not only include further study of these corridors to update that information, but further study also of possible alternatives south of corridors now being studied."

Mr. Myers stated Council has talked of endorsing the proposed corridors, but they should not assume that an endorsement will expedite construction; that the litigation that will surely follow will delay the design and construction of an Outer Belt Road, regardless of the proposed corridors of the corridors which they will recommend. He stated they feel there are overwhelming and compelling reasons for additional studies and request that City Council convey this message to the North Carolina Department of Transportation.

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Ms. Jerry Poccie, 406 Lynderhill Lane, Matthews, N. C., stated she lives in a neighborhood called Stradfordshire, consisting of approximately 50 homes with three under construction. That in 1975, when this particular project became known to them, they attended a public hearing at which they were given a map which she presented to Council. In terms of how this particular roadway affected their community, it cut through the top part. She pointed out the area on the map. That at that time, the roadway would not actually have to go through the subdivision because there was nothing in that section. However, in the two years since this study was made, they now have at least two subdivisions located there - Sardis Forest and Sardis Oaks.

She stated they went to another meeting on June 30 and someone had moved the line down to the Matthews town line, a brand new route. Ms. Poccie stated she mentions this point only to bring attention to the fact that this material is outdated. It does not reflect what truly has been going on.

Ms. Poccie pointed out a route on the map that would take at least seven homes and then five more would sit on the shoulder of the road. The road would landlock the community, with ten lanes of super highway and asked Council why? That when the people who live in the City of Charlotte go to work, to church or shop, they go north and south, not east or west, so when they talk about this road carrying 57,000 cars, she would like to know where they are going. She asked members of Council where they did their shopping and how would they get there? That no one in Myers Park would use Highway 51 or this belt road to get to Eastland or SouthPark.

She stated even the people who are going to be devastated in this area do not need Highway #51 or this belt road to do their daily chores. That if Council needs a road of this type, they already have it - it is called Highway #51. The city already has the property; all they have to do is up-grade it, widen it and no one would object.

Ms. Poccie asked Council to change their concept because they cannot do what they wanted to do - it has already gone past the point where they could put a city road. They could not do what they wanted to Albemarle Road; it was thrown out two years ago. That someone who lives near Eastland Mall would not use Highway #51 to go to the airport - it is too long.

She asked Council to preserve their community and not to pull trucks in toward the City. That Highway #51 serves lower Mecklenburg and Union County traffic and that is as it should be.

Ms. Poccie stated she is not against public transportation and would help in any way Council needed her to change this concept.

Mr. Allen Grunsby, 1149 Cameo Court, Matthews, N. C., stated he is an officer of the Sardis Oaks Homeowners Association and has been authorized to represent his neighborhood of 96 families and to convey to Council their position on the proposed Outer Belt Road.

He stated although their neighborhood lies outside the boundary of the City of Charlotte, the position Council takes on this matter severely affects the financial stability of all the families living in Sardis Oaks, therefore, they feel Council should weigh their position equally with those upon whom Council has a direct decision making authority.

Mr. Grunsby stated Sardis Oaks is in favor of well-planned roads and developments within the City of Charlotte and south Mecklenburg County. That they are in favor of a well-planned and properly designed Outer Belt Road around the City of Charlotte, and more specifically, the I-77 to U. S. 74 Connector, however, they do not endorse an out-dated Environmental Impact Statement which does not accurately reflect development as it currently exists. Although the

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an outdated report indicates that approximately 68 families will be displaced, another 39 is reflected in the Environmental Impact Statement, this report does not begin to reflect the actual financial loss that will be incurred by residential property owners that have to lie along or within close proximity to the proposed corridor.

He stated decisions concerning possible alternatives for the location of an Outer Belt Road should be made not only by professional highway planning personnel but by economic environmental specialists as well. That the final decision should be based on logic development as it now exists and current economic data concerning the proposed impact to neighborhoods. The basis of this decision should be concerned with a route south of Highway 51, as well as the presently proposed route.

Mr. Grunsby stated Sardis Oaks feels an accurate, thorough and well-documented study of a route south of Highway 51 is justified. When a southerly route is undertaken, and all criteria concerning proper highway development, environmental impact and economic impact to the property owners has been met, they the road should be built.

Ms. Mary Rackley, 5131 Summer Gate Drive, Matthews, N. C., stated she is representing Five Knolls Estates. That the residents of Five Knolls Estates are not against progress, nor are they necessarily against the Belt Road. What they are against is spending millions of dollars belonging to the taxpayers for a Belt Road when we have not done the proper home work to determine if: (1) if the road is needed; (2) where to place the road to obtain maximum benefits to plans for future needs and to do the least environmental damage.

She stated it is not logical that Councilmembers may approve a resolution to support a Belt Road and one of the corridors north of Highway #51 when a corridor was selected from an environmental impact study which is antiquated and full of gross errors as established by Charlotte's own Mecklenburg Planning Commission.

Ms. Rackley stated a Belt Road built now within the proposed corridors north of Highway 51 does not make sense. It is not sensible to put an interstate road plummeting through neighborhood after neighborhood and ruining communities when you have open country land just south of Highway 51. The taxpayer's money has already been spent to purchase right of way in order to widen Highway 51 and it does not make sense to then build four to six lanes of interstate road parallel to it, thus a total of up to ten lanes running from Matthews to Pineville within two-tenths of a mile of each other. That this is a gross excess of traffic carrying capacity in a primarily residential area, not to mention the problems resulting from pollution that would be created from ten lanes of traffic within close proximity.

She asked would the citizens be better served if the Belt Road were built somewhere other than adjacent to Highway 51? That the corridors proposed north of Highway 51 wind back and forth like a bad country road which is inconsistent with normal super highway design in which the road is made straight or gradually curving and is in sharp contrast to the much straighter path of Highway 51.

That a Belt Road within the northern corridors will not relieve congestion of traffic on city streets. She stated 40 to 50% of projected beltway traffic will be interstate; a road only 2 to 5 miles south would certainly be used just as much as one duplicating Highway 51. If Highway 51 were made four-lane, it would easily handle all local traffic if interstate traffic is routed elsewhere.

She stated the life blood of Charlotte flows through its planned neighborhoods and because of the extreme importance of these communities, their destruction should not come about because of hastily made decisions or based upon an environmental impact study full of gross errors.

Ms. Rackley stated at the time the Environmental Impact Study was completed Five Knolls consisted of only one street and two homes. Now, Five Knolls has become a prestigious neighborhood, composed of many families on several streets. One of the proposed corridors, north of Highway 51, runs through the center of Five Knolls, not near it, and it also proposes an interchange in the center of Five Knolls. It would displace at least 14 homes, each of which sold for \$103,000 to \$151,000. That Five Knolls Estates is presently a growing community and homes of similar or higher value are under construction and many lots, priced from \$15,000 to \$20,000 have recently been sold; this activity has occurred because it was thought that this area was a desirable place to live and the residents were assured that there were no longer any plans for a Belt Road to be built north of Highway 51.

She asked how many members of Council have visited each of these communities which they are now proposing to destroy? If they have not seen them, how can they make a sound decision today? That the Planning Commission's up-date of the EIS shows as many as 499 homes will be destroyed with the proposed corridor north of Highway 51, whereas as few as 83 will be destroyed if the so-called Peacock route is adopted. She stated this alone should be evidence to Council that a new study is needed - it does not touch on what should be the real concern - the people who lie within the corridors will receive some compensation, but what about those families whose homes will be left virtually standing on the shoulders of an interstate road? The values of their homes will plunge downward and many of the families will lose as much as \$40,000 to \$50,000 in evaluation of their homes.

Ms. Rackley asked if it makes sense to ruin a total of 720 families who will be left to border this road when the road could be placed through open country where those that are affected would at least be compensated by the government?

She stated if the Belt Road is to be successful, its basis must be sound planning but at present, we have not completed the first phase of successful planning. She asked why, when the EIS was first undertaken, were building permits not controlled in those areas under study; that quite the contrary occurred; numerous neighborhoods were built and homebuilders were encouraged to build. That when residents contacted various levels of government, such as Division Headquarters in Albemarle for the Department of Transportation, they were told they could purchase in these areas with an easy mind as there were longer plans to place such a road within these corridors. She asked if Council could, in all good conscience, go and tell these people that they do not care if they were deceived or why, but that you are going ahead anyway and approve a concept of putting this road within the norther corridors?

Mr. Bailey Patrick, Attorney, stated he had been asked to summarize the feelings of concern expressed by those affected by the three corridors proposed in the Environmental Impact Study.

He stated none of these people oppose a Belt Road; their major concern is where it will be located. That the corridors proposed by the existing Environmental Impact Study are very objectionable for a number of reasons. The facts clearly, intelligently and convincingly establish that a location of a road along any of these three routes would be far too disruptive of existing development and cannot be defended either economically or politically.

Mr. Patrick stated each one of those corridors is 800 feet long and as long as those corridors stay up, the people that own the land within that 800 feet, despite the fact you have only 300 ultimately, that land is going to be cloudy for years. That they feel a decision has to be made on this matter at the earliest possible date and they need to address that very problem about tainting and clouding everyone's property until some decision is made. They feel a



decision should look toward a point south of these existing corridors.

He stated we could avoid the problems and the disruption that is going to take place through incorporation of any of these plans by up-grading Highway 51, thereby establishing a Middle Belt and move the Outer Belt further south near the county line. That Highway 51 is going to be up-graded as Mr. Riggs has already stated and acquiring right of way is going on right now.

He asked if it is fair to impose on the people in this area an up-graded Highway 51, which we have to have to accommodate traffic, and super impose a thousand feet from it, another interstate-type road? That the residents have told Council they are amenable to up-grading Highway 51 but that say that is enough.

Mr. Patrick stated a key thing Council should be aware of is the fact that this corridor, up until a year and a half ago, was absolutely safe from the Belt Road. That people in this room went to Charlotte's Planning Commission and members of that Staff and asked if they could develop property along this corridor; they had been asking that question for five or six years, and even earlier, and they were told the Belt Road was going to be much further north of this property and they were safe in establishing and creating their homes. Yet, a year and a half ago, this comes up.

He stated he would argue to Council that it is too late; to incorporate and establish a road of this substantial size requires future planning - not a mere change in mind and giving no one who have been relying on representations, as recently as a year and a half ago, notice that a change has been made.

Mr. Patrick stated they feel the Environmental Impact Study, the facts that are in there, are not accurate and Charlotte's own Planning Commission is telling Council how inaccurate this Study has been. It is far more disruptive because the experts, Wilbur Smith, failed to take into account half the development that has come along; they simply did not incorporate it and the Department of Transportation did not have that information. That development has taken place so rapidly out there that the mappers in the Tax Office do not even show the subdivisions on the maps now - it is shown as vacant property because it has been so rapid, the Tax Office cannot keep up with it.

He stated we all know when we are dealing with the question of a Belt Road that the people who are affected by it are not going to like it - that Council would not like it if it were going on their property. That he would submit to Council that in view of the accumulative affect of the number of people, developers, homeowners, churches, recreational people, golfers and the whole bit, you are now talking about the public's interest against locating this road here.

Mr. Patrick stated a route for the Outer Belt clearly should be chosen at the far edge of the county where it will affect the least number of people and homes. The planners have raised the old cost benefit ratio argument about moving the road out too far to serve the communities; they submit that by the time this road is built, in 1980, southeast Mecklenburg will have an abundance of people for it to serve. Further, the Outer Belt Loop is referred to time and again as a connector road, or a by-pass road, to funnel traffic around Charlotte, but it appears to them it would serve its purpose admirably on the county line and infringe on a minimum number of people.

He stated the fact is that the proposed location for an Outer Loop along 51 is five to ten years too late and is now neither economically feasible nor politically obtainable. That the Department of Transportation has acquired Highway 51; they can make it four to six lanes and it appears to make good sense to utilize and widen Highway 51 with by-passes around Matthews and Pineville as a Middle Loop and place the Outer Belt Loop at the county's edge so it could go through open countryside and affect the least number of people.

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Mayor pro tem Whittington stated Councilwoman Locke is going to have to leave the meeting at this time and would like to make a statement.

Councilwoman Locke stated she knows this is an emotional issue and dislikes leaving the meeting without taking a vote, but she has a previous engagement which she must attend.

She stated she believes in the resolution and feels the concept of the Outer Belt Road must proceed as quickly as possible, giving fair consideration to the public, environmental and transportation needs of the area.

Councilwoman Locke asked that Council consider the deletion of the fourth paragraph in the resolution, stating "whereas the North Carolina Department of Transportation has proposed an Outer Belt Highway generally in the location north of Highway 51." That she agrees wholeheartedly with what Susan Green has said and that is "traffic professionals and engineers should make that decision and not the public's elected officials."

(COUNCILWOMAN LOCKE LEFT THE MEETING AT THIS TIME AND WAS ABSENT FOR THE REMAINDER OF THE SESSION.)

Councilwoman Locke asked if she could be excused at this time. Motion was made by Councilwoman Chafin, seconded by Councilman Williams, and unanimously carried, to excuse Councilwoman Locke from the remainder of the meeting.)

Mr. William J. Veeder, representing the Charlotte Chamber of Commerce, stated the Chamber has gone on record on two occasions endorsing this project; in February, the Chamber endorsed the North Carolina Improvement Program and that program included the project which is being discussed today. That the resolution which the Chamber passed endorsing the program specifically comments on the necessity of moving to complete the location of a freeway on a new location.

He stated in June, the Chamber also went on record as favoring the Thoroughfare Plan and urging the City Council and County Commission to move ahead with the adoption of the plan; an integral part of that Thoroughfare Plan is the site of the Belt which is under discussion today. That the Comprehensive Plan 1995 which took so long in preparation by the Planning Commission and is barely off the press, deals with the facility and takes into account the need for an Outer Belt and makes a good deal of planning in the Comprehensive Plan related to an Outer Belt.

Mr. Veeder stated all planning points toward strong approval of the concept of an Outer Belt and he feels it is incumbent upon the City Council to take some public leadership on this to move with dispatch to determine where this facility should be, in its judgement, using whatever resources that may be available, at whatever location it should be. That Council has heard a description of some of the locations and others have commented today; that the Chamber does not take a position on what the location should be but certainly after listening to the speakers today, it seems it is incumbent to move to get a decision as to where it should be as rapidly as possible.

He stated Council has heard many comments but no one really disapproves of the concept and that is important because all of the planning points to this and he would urge Council, individually and collectively, to use the public leadership to get this issue resolved.

Mr. Tom Eubanks, 327 Charing Cross Drive, Matthews, N. C. stated he is in agreement with the others who have preceeded him today with regards to the laying of this route north of Highway 51. He stated he just cannot get it clear in his mind that you can mix local traffic and interstate traffic all on the same highway. That it would bring too much traffic close in to the city and you have to designate the traffic, local and segregate that from the interstate traffic.

He stated somewhere along the line the motorists have to make a sacrifice. They have got to be willing to give up some conveniences and privileges; right now, the price tag and the pay load is being carried by the homeowners and property owners, they are the ones who have to make the sacrifices. Somewhere along the line, the motorists have got to make a few sacrifices and if he wants to get from Point A to Point B, he should not have the right to holler everytime for a new road. There are solutions to things like this: (1) mass transit; (2) car pools. These are ways to get cars off the highways.

Mr. Eubanks stated he does not think you can alleviate or get a solution to the problem by solving the inner city traffic problem and putting it out on the fringes of the county; then all you have done is pass the problem from inner-city to the county.

He stated an endorsement of this particular resolution as it stands, without any amendment for a further study of a southern route, in his opinion, is an endorsement for one of the routes which lie north of Highway 51. That he would urge the City Council to lay their emotions aside and sift through to the bare facts of this and please consider amending this resolution endorsing the concept but get some further studies of routes south of Highway 51.

Councilman Gantt stated he has had an opportunity to hear from a number of citizens this week on this question and also understands the emotions surrounding these issues. He stated he has found out that we have a lot of traffic engineers and transportation planners getting into an argument that lead him to ask the question of whether or not he had sufficient knowledge to decide where the road ought to go. That he would agree there are going to be some people hurt by a Belt Road, no matter where it is located. He also believes we need to have a Belt Road. That this Council spends about 50 or 60% of its deliberations dealing with traffic; it is also working very hard to see whether it can resolve some problems with regard to offering alternative roads for transportation which would mean a greater or more aggressive emphasis on public transit.

He stated there is no question in his mind that what is called through traffic, or someone from Alabama trying to get to New York, or Charlotteans trying to get from one side of town to the other, that we may be incompetent if Council does not move ahead; our streets may encounter more substantial kinds of environmental problems, traffic, air pollution and others, if we do not move ahead with the development of an Outer Belt Loop.

Councilman Gantt stated in reading his resolution over and over, he feels his intent was to ask Council to go on record in support of an Outer Belt Road; he does not agree with the last two speakers who felt that many of the people who came before this Council this afternoon are in agreement that we ought to have an Outer Belt Loop. He heard a number of people who were suggesting other kinds of things, such as the widening of Highway 51. That he does not consider the widening of 51 to be an Outer Belt Highway, such as the one we need.

He stated he believes Council ought to go on record certainly supporting the concept of this road; that Council ought not to get involved with the selection of the route; that Council needs to ask the North Carolina Department of Transportation, along with our Planners to look at the up-dated information. That one of the things that has already come out is that 68 homes rather than 39 are going to be directly in the path of any one of these, or the least impact rather, and we need to take a closer look at that 800 foot swab and any one of the 16 different combinations we have. That he would suspect that the NC DOT is going to have to do this - not withstanding the studies they have already done.

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Councilman Gantt stated he feels the NC DOT is going to be required to do this in order to meet the environmental protection agency requirements which require them to up-date that road before purchasing right of way. That he believes Council should go on record as saying yes, we do need the Outer Belt Road. He would stand on the fact that the studies that have been done, notwithstanding the fact that there are some errors in it and those errors primarily have to do with the rapid development which occurred between the time it was done and the present, that the State needs the endorsement of the City Council in this; the City Council needs to do it simply because it has to look at what the impact of no belt road would mean to the City and to delay it only extends the problem another ten to twelve years.

He stated to talk about a route that goes into South Carolina, to go beyond or behind Monroe or Matthews, or behind Pineville, simply extends that problem to a later time and it may have a real detrimental impact on the City of Charlotte itself. That Council ought to endorse the concept and get along with the business of up-dating their study

Councilman Gantt moved that Council endorse the concept of the Outer Belt Road and tell them to get along with the business of up-dating their study and re-evaluating those routes which will be consistent to the resolution's statement that it be to the public, environmental and transportation needs of the area.

He stated Councilwoman Locke suggested before she left the meeting that Council eliminate the paragraph that refers to the specific route studied north of 51 and he takes it that her suggestion to do that would take out the implication that the Council is, in effect, endorsing those three routes, and he would not have a problem if Council wants to eliminate that paragraph but he would stand on the resolution as he introduced it.

Mayor pro tem Whittington stated he felt Councilwoman Locke was trying to say if Council took out Paragraph 4, then they would not be saying where the corridor ought to be and would be leaving that up to the Department of Transportation.

The motion was seconded by Councilwoman Chafin.

Councilman Davis stated he has been impressed by the number of phone calls, letters and visits he has had, about 100, plus he has been impressed by the statements made by the folks who came to the meeting today. He stated he agrees with many of the points they have raised; he has become so concerned with the fact that our information is so out-dated that he made several visits to the Planning Commission, which is the local agency with local resources that are available to advise the Council and they agree that the information is out-dated. In fact, one of the Planning Commission's staff members, Mr. Steve Kanoff, borrowed the Police Helicopter and flew him all over these routes one afternoon.

He stated there have been a great many changes since the studies were made. That when you get down to taking a vote, it is hard to separate this from an emotional decision and the clearest way to state a position is to give people the facts he is going to base his vote on. The first one is that we live in an era when every licensed driver feels he has a right to own and operate his own vehicle and to drive it whenever and wherever he pleases and is speeding five to ten miles per hour in excess of the posted limits. That we also live in an era when in 1960, we had about 6 to 7% of the population in Charlotte who were riding in public transit; in 1970, the percentage was about the same, 6 to 7%; expert advisers tell us that in 1995, about 6 to 7% of the population will be riding public transit. Ironically, many of the people who have spoken to Council and written them letters live in areas where local government must maintain a viable road network to get them to and from their jobs, the place of businesses, where they shop, etc.

Councilman Davis stated he has made a substantial effort to get some increased usage of public transit and he is personally willing to make sacrifices in this direction. He has asked the Director of the Planning Commission to give Council positive suggestions of motivating devices to use to test the public support of this; he has asked the Transit Coordinator to do this. We have not had response on items of this nature yet but they are supposed to be in a Comprehensive Plan that will come before Council this Fall, in the meantime, he has made several specific suggestions. He has urged that City Employees be asked to set the example; he has asked that free parking for City Employees be eliminated. He has asked that free use of automobiles by City Employees be cut down and he will propose this again, when the new Council comes in, if he is a member.

He stated that Council's judgement in the vote has to be based on a cost benefit analysis and from all the advice and studies that were made, up-dated as best Council can from Planning Commission data, that the State Department of Transportation is on the right track - that this is the better location for a belt road, along one of the corridors they have selected.

Councilman Davis stated based on additional information, he understands there are several changes which can be made. For example, a slight modification that would not require a change in the Sturnbridge area. When this study was made, the Sturnbridge development did not exist, and the route went north of that to avoid the Kendall Plant, which was a going concern then. Now the opposite situation exists - Sturnbridge is developed and the Kendall Plant is up for sale.

He stated some modification there would also lessen the impact on Shadow Lake area. The selection of the route would lessen the impact on the Five Knolls Estates, and then over to Highway 16, a modification could be made to significantly lessen the impact on Candlewyck.

Councilman Davis stated for those of them who would not be helped with any modification that could be made and find themselves on the losing end of a cost benefit analysis, he really feels apologetic because there are some things that have happened that they have gone properly to their local government and have been told one thing, and they are now being skewered by the opposite act. That he does not know of any way to help that; if he thought changing the route would prevent that in the future, he would change it, but ironically, due to the Federal Environmental Policy Act of 1969, which was enacted by the federal government to help residents and protect the environment against people making a mistake of putting a road in the wrong place, because of this, it requires about a two year study period before any action is taken, making it impossible for Council to go out and buy some land in an open area now and then build a road there.

He stated he would like to amend the motion to include one further statement to add two things. First he would like, in Paragraph 5, to delete "without reservations" - that he could not quite say he would do this without reservations. Lastly, to add "forthmore, that the North Carolina Department of Transportation be requested to hear and consider current information gathered by the Charlotte-Mecklenburg Planning Commission that serves to up-date the Wilbur Smith Study."

Councilman Gantt asked if this just meant input from our Planning Department and Councilman Davis replied yes, just to make this information available to them.

Councilman Gantt and Councilwoman Chafin agreed to accept the proposed amendment to the motion.

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Councilwoman Chafin stated this is certainly not one of the easier decisions she has been faced with since becoming a member of Council. That she, along with the other members of Council, have heard from many of the citizens and it is been difficult if not impossible for her to respond to their individual letters, but she has talked to many of the on the telephone.

She stated at the suggestion of some of the citizens, she drove out through the area Sunday afternoon and she agrees there are some very beautiful residential areas out there; there is also a considerable amount of open country, a surprising amount of open country, relative to what she had been hearing.

Councilwoman Chafin stated that probably the most important reason for this Council lending its support to the concept of an Outer Belt Road, and she does think it is an integral part of the City-County Thoroughfare Plan, and essential for the future planning that perhaps in this community we have not really done enough of, in fact, that may be part of the reason we find ourselves in the dilemma we are in today.

She stated to support a southern route would only serve to delay and perhaps to increase the anxiety that many of the citizens feel. We have to come to grips with this and we have got to support the state and identify a route as soon as possible, if not sooner. That she knows our State planners will take into consideration the new data provided by the Planning Commission and will try to find the least disruptive route, taking into consideration all the residential development that has occurred and that is projected. That while she is bothered by the fact that apparently many of them made investments in their homes, developers were granted authority to go ahead with their developments, under some false assumptions and this is difficult for her to fully understand, that the cost of a southern route would probably be prohibitive, or considerably above what we are talking about now.

Councilwoman Chafin stated she is not sure that a southern route based on comments that Mr. Riggs made earlier in helping us understand the purpose of this Belt Road, or this connector, which is going to move a lot of local traffic to do it in a different way than an improved 51. That she has been hopeful, as many of the citizens obviously have; that perhaps the answer to their dilemma, would be an improved 51 but the data does not, in fact, bear this out - it will not meet the long term transportation needs of this county. She stated she finds herself without a great deal of enthusiasm but she hopes pragmatically in agreement with Mr. Gantt and Mr. Davis; that this Council has to bite the bullet and go ahead and support the concept of an Outer Belt Road as an essential part of our future planning and to ask our State Planner to move with all deliberate speed in selecting a location for that road.

Councilman Williams stated he suspects that in this situation there may be no right or wrong decision. He stated he may be on the only one in the room who feels this way but he is not entirely convinced that there ought to be a Belt Road anywhere, but if there is a Belt Road, his feelings is that the access, or interchange point, should be severely limited and the road should be placed as far out as possible. With respect to the interchange point, he noticed on a map dated April 4, 1977, furnished by the Department of Transportation, which sets out the 20-year Thoroughfare Plan and includes the proposed Outer Belt as part of it, it indicates the proposed points for interchange. That it is interesting to note that in the 14 to 16 miles between U. S. 74, on the east, and I-77, on the west, there are six points of interchanges; Monroe Road, Providence Road, Rea Road, Carmel Road, Park Road and South Boulevard - those six points in addition to the interchanges at 74 and 77. That he is hung up on the interchange points because he feels the more interchange points you have, the more likely you will attract development along the road; it is a simply matter for a developer or property owner to trickle over a little access road, away from an interchange if he only has to go a mile or two to get to a piece of property he wants to develop for whatever purpose.

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He stated he goes to Atlanta about two or three times a year and travels on their perimeter road which is about 15 miles from the center of town. The segment he travels on lies between I-85 and I-75 and it is about eight or ten miles that he travels, and they have frequent interchanges; they also have shopping centers, office parks, apartment projects, industrial parks, etc. They are right now widening that road from two lanes in each direction to at least three lanes in which direction. That he understands that road has been there six or eight years.

Councilman Williams stated people who make decisions on this ought to go down and travel on that road on a July afternoon, about 4:30, in an un-airconditioned station wagon, because the traffic is bumper to bumper, congested and that is the reason they are having to widen it. He stated this is important because this road is an invitation to development and urban sprawl; as certainly as the road is put into place that far from town, development will be as attractive to it as if it were a magnet and he submits we would have apartments and shopping centers and office parks out there. One might say we can control that by zoning, but he does not have that much confidence in politicians to control it by zoning because a person will be intense.

He stated a person will say the road is not fit to live beside, therefore, we want you to rezone it for office purposes, shopping or business purposes, and it is almost inevitable that it goes that way. That people who are running for office around here and some that are not running will say we believe in controlled growth; we do not believe in unrestrained growth, yet he has notice that in almost every opportunity when we face it face-to-face, we opt for the growth - we opt for the Wendover Road; we opt for the shopping center at Tyvola - but we all make a living off of growth.

Councilman Williams stated some people say we do not want to repeat the mistakes of other cities, and Atlanta is frequently given as an example, but here is a fine illustration of what a perimeter road can do for a city. If the purpose of the road is to carry local traffic, it is impossible to do that if we do not have frequent interchanges. If the interchanges are five or more miles apart, the amount of local traffic that it carries will probably be less and then it will be relegated to a by-pass.

He stated he thought for a long time that this was supposed to be a by-pass; if it is a by-pass, then he does not see any problems with locating it as far out as possible so traffic can get around the city. If it is designed to handle local traffic, then we have to have all the access and we run the risk of having all these other things happen - it is almost a Catch-22 situation. It is self-defeating to have frequent interchanges in the development because traffic is eventually going to build up and someday there will be pressure to widen even this Belt Road.

Councilman Williams stated some people have commented about public transportation; the public is not very cooperative in riding public transportation. They would prefer to drive in one, two or three or more family automobiles; that he does not know if we can change that. He stated it is his view that politicians cannot change that by pounding their chests and exhorting people to ride the bus; it may take gasoline being \$2.00 per gallon, or the rationing of gasoline - it may take that. There is one possibility though and that is stop building the roads and just let the roads we have get so clogged and congested that people might think there has to be a better way. That he will say that it will be a whole lot cheaper to accomplish it that way than to spend millions on ways to make it more pleasurable for people to ride.

That the point has been made that we probably ought to leave this up to the planners to decide but he feels if Council does not take a position specifically, as the County Commission did, about where this road should go,

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and what kind of access it should have, that he feels the Planners have already made their position known and the road will go inside 51. That he cannot help but remember a little saying "that some people would prefer to plan to go to hell, than get to heaven by accident." If we plan a road like this and you do not limit the access to it, then you might be planning to go to hell - you might be planning to follow in the footsteps of some other cities that have done the same thing.

Councilman Williams stated that sooner or later everyone will have to come to grips with some reasonable alternative - whether it is north or south of 51 because as someone pointed out, the lawyers are going to require that and the judges, too, before it is all over. That he does not see any objection to passing a resolution similar to what the County Commission did, requesting that the alternative south of 51 be considered. If this is supposed to be a by-pass, Highway 51 should be able to handle the local traffic if it is up-graded; if it is supposed to be a local road, then heaven help us because it is going to get jammed up and developed before too long. South of #51, there are not the same number of intersecting roads; you would not have the same temptations to put an interchange every one, two or three miles and so, automatically, you might be restricting your interchanges and access if you put it there. But the question that arises then is - is it worth it - is it worth all that cost just for by-pass traffic. That he is not sure what the answer is and that is why he said in the beginning that he is not entirely convinced of the need for a Belt Road when you consider all things.

He stated under the circumstances we are faced with, he would prefer to see the Council endorse a resolution similar to what the County Commission did, instead of giving the planners a blank check.

Councilman Withrow stated that since he and Councilman Williams are the only two Councilmembers not running for public office, they can actually tell people how they feel and not be afraid the newspapers will tear them up if they do not agree with them. That he would like to say that he agrees with the concept that we need an Outer Loop Road - somewhere - and we need to act with haste to get an Outer Loop Road.

He stated he went to the meeting in 1973 and he said at that time that they would never get a road north of #51 and that they should go south of #51 and study that route. That he said this because of Wendover Road - Wendover Road has been in the making for you-know-how many years and this road, if we want a Loop Road, we might as well go to a place where we can get a Loop Road.

Councilman Withrow stated we are talking about costs - from 1973 until now we see how much has built out there in the area north of #51 - and we are talking about buying right of way in 1983 - which is six more years away and if you go to the Planning Department - most of the permits are being issued in the area we are talking about; the big growth of this whole area is being done in the area we are talking about and if we wait six more years, there will be no way to get a road through that area.

He stated he would like to see the Planning Staff go and look into the possibilities of a road south of Highway #51 if we are going to get an Outer Loop Road.

Councilman Withrow stated Council should endorse the recent motion made by the County Commission, with the only exception that we say we need a Belt Road and we need to go in haste and we need to probably purchase right of way if we go south, purchase that right of way so we will not run into the trouble we have done.

He stated he said at that meeting in 1971 that he was in Florida at the time they were considering the Belt Road and their state law allowed them to set aside a Belt Road without the purchase of it. We should at least



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tell the developers that this is where it is going and they can tell their people who are building and buying homes that this is going to be the Belt Road; even if we do not purchase the property, everyone will know where it is going.

Councilman Withrow made a substitute motion that Council endorse the motion made by the County Commission regarding the Belt Road. The motion was seconded by Councilman Williams.

Mayor pro tem Whittington stated he realizes as the presiding officer of this meeting but he would like the opportunity to speak on this subject if there are no objections.

He stated he talked to several people in the audience, either by telephone or by person, about what his position was as relates to the Belt Road and he would like to share this with the audience now. That he told the people he would say the following at the meeting when the concept of the Belt Road was discussed by Council: (1) that he is in favor of Council taking the position of the concept of the Belt Road and he does not, as a member of Council, intend to tell the Department of Transportation where the road should go, but he would say to the Department of Transportation that Mr. Neil Williams is exactly right when he says that this road, as proposed, the three alternatives, has too many interchanges. There is no need to have six interchanges on this road; with one in Pineville and one in Matthews. That Mr. Riggs has told him that some of these interchanges could be eliminated.

Mayor pro tem Whittington stated another thing he would want the audience to know is that he feels the Highway Department could make some alternatives to the three routes they have on the map and members of Council have mentioned this, primarily Mr. Davis, where the Kendall property is now sold, we have the opportunity to come between that rather than follow the route proposed.

He stated the other thing he would like to say to the Department of Transportation as they decide which route that they owe it to these people who were not informed about this Belt Road when they went to develop or buy property out there, to take a route, and they ought to work on this with every person they have on their staff from here on, and take a route that will destroy or remove or damage the least amount of single family homes and subdivisions and this can be done.

Mayor pro tem Whittington stated the next thing he would like to say is this road ought to be built where it would by-pass the town of Pineville and the town of Matthews and as a further adjunct, the Department of Transportation ought to go on and up-date the present #51 to the two lanes that amount of approximately 18 feet each and by-pass the town of Matthews with that road and the town of Mint Hill and they will get that restriction lifted and we will be making some progress.

He stated what he is saying is exactly what he said to people who talked to him about this road - that Council ought to adopt this concept and say to the Department of Transportation that they should go to the least restrictive route; that they cut out as many of these interchanges that they can; that they by-pass these two communities on each end and that they get with Highway #51, by-passing Matthews and Pineville, if Pineville and Matthews want to be by-passed, and he feels this will get the injunction lifted. That he felt as the presiding officer that he should let everyone know where he stood.

Mayor pro tem Whittington asked Councilman Withrow to read the resolution for the record.

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WHEREAS, the recently completed Charlotte-Mecklenburg thoroughfare plan includes as a major element a controlled access freeway (known as the Outer Belt), that would circle the urban areas of Mecklenburg County, and

WHEREAS, the Outer Belt is a major element of the Comprehensive Plan 1995, prepared by the Charlotte-Mecklenburg Planning Commission, and

WHEREAS, the North Carolina Department of Transportation is completing a location study on that portion of the Outer Belt between I-77 and US 74,

NOW, THEREFORE, be it resolved that the "Charlotte City Council" of County of Mecklenburg:

1. Strongly endorses the need for an outer belt road,
2. Urges the Department of Transportation to carefully consider a more southerly route; that is, south of Highway 51 and Matthews.
3. Expresses our strong reservations about the three routes currently under consideration.
4. Requests that Highway 51 be upgraded with by-passes around Pineville and Matthews.

Mayor pro tem Whittington stated Councilman Withrow has just read the resolution which is the substitute motion; we have three members who have said they agree with Councilman Gantt's motion that Council adopt the concept of the belt road, and Councilman Williams has seconded the substitute motion. He stated this leaves three members for Councilman Gantt's motion, he will assume, and two in favor of Councilman Withrow's motion, which would mean nothing would happen if they proceed further. Neither one can pass and neither one can fail. He would suggest to Council in fairness to Councilwoman Locke, and to the people in the audience who do not want to go away from here not knowing where they stand, that Council delay this decision for two weeks. He stated as presiding officer of this meeting he cannot vote, and he has been advised by the City Attorney this is the best way to handle this.

Mr. Underhill, City Attorney, stated the Charter requires four affirmative votes to take any action and the Mayor pro tem is not permitted to vote when he is presiding.

Mayor pro tem Whittington stated Council will have to have four votes to go either way, and Council does not have them unless some member is willing to change positions.

The vote was taken on the substitute motion, and failed on the following vote:

YEAS: Councilmembers Withrow and Williams.

NAYS: Councilmembers Gantt, Chafin and Davis.

Following was further discussion on the original motion. Councilman Williams asked if the paragraph which Councilwoman Locke referred to is still in Councilman Gantt's motion, which reads as follow: "Whereas, the North Carolina Department of Transportation has proposed an Outer Belt highway generally to be located north of Highway #51." Councilman Gantt replied he would agree to delete it.

Councilman Williams asked if the motion mentions nothing about locations now? Councilman Gantt replied that is correct; the only difference in his motion and Councilman Withrow's motion is that we do not specifically tell them they have to study the other route; that Council would be voting on the concept of the belt road, and would urge the State to pick a route. Councilman Withrow stated Council should at least ask them to study the southern route since they have not studied it, and if Councilman Gantt will add to his motion the studying of the southerly route, he will vote for it.

Mr. Riggs stated they will have to study the southerly route, along with the others because it was brought up as a part of their hearing procedures.

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During the discussion that followed, Councilman Gantt agreed to add another paragraph, which reads as follows: "Whereas, the North Carolina Department of Transportation has received an alternative southerly route from the Mecklenburg County Commissioners,". Also, with the addition of this paragraph, he would not delete the paragraph referring to the location "north of Highway 51".

The resolution with the amendments reads as follows:

WHEREAS, Charlotte-Mecklenburg is a major center for urban growth and is dependent upon sound transportation planning for both the short and long term consideration; and

WHEREAS, the southern section of the county has experienced and will continue to experience substantial growth in population, requiring careful and early planning and designation of right-of-way corridors for transportation; and

WHEREAS, the North Carolina Department of Transportation in cooperation with the Charlotte-Mecklenburg Planning Commission has for the past three years been studying the development of an Outer Belt Road consistent with our Thoroughfare Plan; and

WHEREAS, the North Carolina Department of Transportation has proposed an Outer Belt highway generally to be located north of Highway #51; and

WHEREAS, the North Carolina Department of Transportation has received an alternative southerly route proposed by the Mecklenburg County Commissioners for further study;

NOW, THEREFORE, BE IT RESOLVED that the Mayor and the City Council of Charlotte endorse the concept of an Outer Belt Road, and be it further resolved, that the North Carolina Department of Transportation move with all deliberate speed to select a specific right-of-way giving fair consideration to the public, environmental, and transportation needs of the area.

AND FURTHER BE IT RESOLVED that prior to the selection of a route, the North Carolina Department of Transportation is requested to hear and consider current information gathered by the Charlotte-Mecklenburg Planning Commission which serves to update the Wilbur Smith study.

The vote was taken on the original motion of Councilman Gantt with the amendments which are included in the above resolution, and carried by the following vote:

YEAS: Councilmembers Gantt, Chafin, Davis and Withrow.

NAYS: Councilman Williams.

The resolution is also recorded in full in Resolutions Book 12, at Page 455.

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REQUEST OF CITY COUNCIL URGING STATE TO UPGRADE HIGHWAY 51 TO BE  
PLACED ON NEXT AGENDA.

Mayor pro tem Whittington requested a member of Council to consider making a motion about Highway No. 51 so that the people in Matthews and Pineville will know where they stand. That is, that Council urge the State to upgrade it two lanes and bypass the two communities on each end.

Motion was made by Councilman Gantt, and seconded by Councilwoman Chafin.

The vote was taken on the motion, and carried by the following vote:

YEAS: Councilmembers Gantt, Chafin, Davis and Williams.

NAYS: Councilman Withrow.

Councilman Withrow stated the road should be upgraded to four lanes.

Councilman Davis stated he believes Council was out of order to consider the last vote as it was not on the agenda. Mayor pro tem Whittington replied it is part of what Council has been discussing; but if he thinks it is out of order he will ask for a motion to put it on the agenda.

Councilman Gantt moved that the item be placed on the agenda. The motion was seconded by Councilwoman Chafin, and carried unanimously.

Councilman Gantt then moved that the City Council urge the State to upgrade Highway 51 to two lanes and bypass the two communities on each end, those being Pineville and Matthews. The motion was seconded by Councilwoman Chafin.

Councilman Withrow stated he proposes the belt road is 15 years away in the making; if you do not upgrade Highway 51 to four lanes now, there will not be any place for the traffic to go; we need Highway 51 four laned, and we will need the outer belt road by the time both are built. He would like to see it upgraded to four lanes.

Councilman Williams stated in one case we are talking about spending state money and in the other case mostly federal money. He does not know if there is anything in that so that one is possible and the other is not. He asked if Highway 51 is a state road entirely? Mr. Riggs of North Carolina Department of Transportation, replied it is a N.C. route, but it does receive federal assistance.

Mayor pro tem Whittington stated we have known all the time we were going to do 51; and we all approve of that. Matthews wants to get it over with, and Pineville wants to get it over with. He thinks you can get "out of the soup" and at least get some construction started out there if we take the action of the motion by Councilman Gantt.

Councilman Williams stated this all relates to the local traffic. If the belt road is going to have a lot of access, then probably we will not need to do anything to 51; but you are inviting a lot of other problems. Mayor pro tem Whittington replied Mr. Riggs has spoken to the access roads, and he says they can cut down on the numbers. Councilman Williams stated then the question is what becomes of local traffic. Councilman Gantt stated he thinks ultimately 51 has to go to four lanes; and the State is purchasing enough right-of-way to account for the possibility of that happening. But as far as he is concerned, he would not push a road to four lanes before its time. He just does not think you need to do that.

Councilman Davis stated when the vote was called on putting this on the agenda he assumed it meant in the normal manner for the next council meeting. He does not see anything particularly wrong with the way it is proposed; but he would prefer it to come up in the normal manner when the full Council has the opportunity to be present and has the opportunity for input.

Mayor pro tem Whittington stated that means this cannot be considered today, as it has to be with the unanimous consent of Councilmembers present. He requested the City Manager to place it on the agenda for the next council meeting.

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Mr. Joe Griffin, Attorney for the Town of Matthews, stated the money is there now for the two lane upgrading of 51. The only thing before Council right now is whether it be two lanes or four lanes. A resolution of this Council just approving the bypass, and do not tell them how many lanes would greatly aid their problem. As a practical matter he thinks they are getting enough for four lanes; but that is a hot bed, and they say four lanes will not fit in with the State's plans. This is just something to move it on. Everybody agrees we should have a bypass, and everybody agrees it is a terrible road. Just action on this Council would get it going.

Councilman Davis replied Council has made a rather big decision on the outer belt loop, and there might be some people who would like to evaluate that.

RESOLUTION SETTING A PUBLIC HEARING ON ESTABLISHING A STREET NAME PATTERN FOR THE FAIRVIEW/CARMEL/SARDIS ROADWAYS.

Motion was made by Councilman Gantt, seconded by Councilwoman Chafin, and unanimously carried, adopting the subject resolution calling a hearing on Monday, September 12, 1977, at 3:00 o'clock p.m.

The resolution is recorded in full in Resolutions Book 12, at Page 456.

RESOLUTIONS AMENDING GRANTS FROM THE FEDERAL AVIATION ADMINISTRATION FOR DEVELOPMENT OF DOUGLAS MUNICIPAL AIRPORT.

Motion was made by Councilman Withrow, seconded by Councilman Williams, and unanimously carried, adopting the following resolutions for the development of Douglas Municipal Airport:

- (a) Resolution amending FAA Grant No. 8-37-0012-03 increasing federal funding from \$2,497,600 to \$2,739,141, for land acquisition for new runway.
- (b) Resolution amending FAA Grant No. 8-37-0012-02 increasing federal funding from \$1,215,000 to \$1,336,500 for land acquisition for new runway.
- (c) Resolution amending FAA Grant No. 8-31-0012-07 increasing federal funding from \$337,500 to \$344,300 for improvements to Byrum Drive.
- (d) Resolution amending FAA Grant No. 6-37-0012-11, increasing federal funding from \$504,703 to \$507,703 to provide a share of the cost of erecting security fencing around the spectator deck at Douglas Municipal Airport.

The resolutions are recorded in full in Resolutions Book 12, beginning at Page 457 and ending at Page 470.

RESOLUTION ACCEPTING A STATE GRANT FOR THE ARTS AND SCIENCE COUNCIL'S "PROJECT POOL PROGRAM".

Upon motion of Councilman Gantt, seconded by Councilwoman Chafin, and unanimously carried the subject resolution accepting a State Grant of \$5,000 was adopted and is recorded in full in Resolutions Book 12, at Page 471.

ORDINANCE NO. 662-X TRANSFERRING FUNDS FROM THE UNAPPROPRIATED BALANCE OF THE 1969 PARK FACILITIES BOND FUND AND ESTABLISHING A REVENUE ESTIMATE FOR FEDERAL GRANT FUNDS UNDER THE HUD OPEN SPACE PROGRAM TO PROVIDE A SUPPLEMENTAL APPROPRIATION FOR CONSTRUCTION OF TENNIS COURTS AT TUCKASEEGEE PARK.

Councilman Withrow moved adoption of the subject ordinance appropriating \$60,000 to provide for the construction and lighting of tennis courts at Tuckaseege Park. The motion was seconded by Councilwoman Chafin, and carried unanimously.

The ordinance is recorded in full in Ordinance Book 24, at Page 386.

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AMENDMENT TO CONTRACT WITH J.N. PEASE AND COMPANY, INC. FOR AN INDEPENDENT ENGINEERING FIRM'S EVALUATION OF DESIGN PLANS FOR THE MCALPINE CREEK WASTE-WATER TREATMENT PLANT.

Motion was made by Councilman Gantt, seconded by Councilwoman Chafin, and unanimously carried approving an amendment to the contract with J. N. Pease and Company, Inc., to provide an independent engineering firm's evaluation of the design plans for the McAlpine Creek Wastewater Treatment Plant for a cost of \$44,629, which amendment is required by the Environmental Protection Agency, and will be funded 75% by EPA and 12.5% by the State.

ORDINANCE NO. 663-X TRANSFERRING FUNDS FROM THE UNAPPROPRIATED BALANCE OF THE COUNTY WATER BOND FUND TO PROVIDE A SUPPLEMENTAL APPROPRIATION FOR THE CONSTRUCTION OF A WATER MAIN IN HIGHWAY 51.

Councilwoman Chafin moved adoption of the subject ordinance transferring \$9,000 to cover bid price overrun, plus engineering and inspection for construction of a 16-inch water main in Pineville-Matthews Road (NC 51), from Blue Herron Drive westerly 4,000. The motion was seconded by Councilman Gantt, and carried unanimously.

The ordinance is recorded in full in Ordinance Book 24, at Page 387.

AGREEMENT WITH TRAFFIC INSTITUTE, NORTHWESTERN UNIVERSITY, FOR COSTS INCURRED IN PLANNING AND PRESENTATION OF THE POLICE OFFICER SURVIVAL CONFERENCE CONDUCTED AT THE POLICE-FIRE TRAINING ACADEMY.

Councilman Gantt moved approval of the subject agreement with the Traffic Institute, Northwestern University for Police Officer Survival Conference conducted in April 25-29, 1977. The motion was seconded by Councilman Davis, and carried unanimously.

RESOLUTIONS MAKING CHANGES IN THE OPERATIONS OF THE CITY'S DEFERRED COMPENSATION PROGRAM, DEFERRED.

Motion was made by Councilwoman Chafin, seconded by Councilman Withrow, and unanimously carried to defer consideration of the resolutions making changes in the operation of the City's Deferred Compensation Program.

REAPPOINTMENT OF MARY BOYER TO THE CHARLOTTE-MECKLENBURG HISTORIC PROPERTIES COMMISSION FOR THREE YEAR TERM.

Councilwoman Chafin moved the reappointment of Mary Boyer to the Charlotte-Mecklenburg Historic Properties Commission for a three year term subject to the confirmation by the Board of County Commissioners. The motion was seconded by Councilman Gantt, and carried unanimously.

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AWARD OF CONTRACTS.

1. Upon motion of Councilman Withrow, seconded by Councilman Davis, and unanimously carried, contract was awarded to the low negotiated bid of Mack Trucks, Inc., in the amount of \$28,308.00, on a unit price basis, for two 56,000 GVW Truck Cabs and Chassis and an order placed to purchase a unit at cost of \$29,128.00 for delivery of unit approved in 1977-78 budget.

The following bids were received:

Mack Trucks, Inc. (neg. bid)	\$ 28,308.00
Mack Trucks, Inc. (delivery in 120 days)	29,128.00
Lucas Truck Sales, Inc.	31,187.00
Sanco Corporation	31,704.50
Cook Body Company	33,166.28

2. Motion was made by Councilman Withrow, seconded by Councilwoman Chafin, and unanimously carried, awarding contract to the low bidder, Worth Keeter, Inc., in the amount of \$14,575.00, on a unit price basis, for one front loading 30 cu. yd. refuse collection body and placing an order to purchase an additional unit in the 1977-78 budget.

The following bids were received:

Worth Keeter, Inc.	\$ 14,575.00
Sanco Corporation	17,402.00
Quality Equipment Co.	17,500.23
Controlled Environment, Inc.	17,587.00
Cook Body Company	22,157.69

3. Councilman Davis moved award of contract to the low bidder, Interstate Equipment Company, in the amount of \$30,048.00, on a unit price basis, for four vacuum leaf loaders, trailer mounted. The motion was seconded by Councilwoman Chafin, and unanimously carried.

The following bids were received:

Interstate Equipment Co.	\$ 30,048.00
Carolina Equipment Co.	31,782.56

4. Upon motion of Councilman Gantt seconded by Councilwoman Chafin, and unanimously carried, contract was awarded to the low bidder, Carolina Equipment Company, in the amount of \$33,840.00, on a unit price basis, for one truck-mounted Street Sweeper.

The following bids were received:

Carolina Equipment Co.	\$ 33,840.00
Tymco, Inc.	34,972.00

5. Motion was made by Councilman Davis, seconded by Councilman Withrow, and unanimously carried, awarding contract to the only bidder, Worth Keeter, Inc., in the amount of \$5,904.00, on a unit price basis, for four leaf box containers.

6. Councilwoman Chafin moved award of contract to the low bidder, Case Power and Equipment Company, in the amount of \$57,120.29, on a unit price basis, for one hydraulic excavator. The motion was seconded by Councilman Withrow, and unanimously carried.

The following bids were received:

Case Power & Equipment Co.	\$ 57,120.29
J. W. Burrell, Inc.	61,799.00
N. C. Equipment Co.	61,975.00
Mitchell Dist. Co.	67,029.00

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7. Upon motion of Councilman Davis, seconded by Councilwoman Chafin, and unanimously carried, contract was awarded the only bidder, Contractors Service & Rentals, Inc., in the amount of \$9,744.15, on a unit price basis, for one truck-mounted Material Spray Unit.

8. Motion was made by Councilman Davis, seconded by Councilman Withrow, and unanimously carried, awarding contract to the low bidder, A. E. Finley & Associates, in the amount of \$6,050.00 on a unit price basis, for two self-contained Full Hydraulic Hopper Type Material Spreaders.

The following bids were received:

A. E. Finley & Associates	\$ 6,050.00
Carolina Equipment Co.	8,320.00
N. C. Equipment Co.	8,524.00
Griffin Implement Co.	8,786.68

9. Councilman Davis moved award of contract to the low bidder, Contractors Service & Rentals, Inc., in the amount of \$7,064.20, on a unit price basis, for two Walk-Behind Vibratory Rollers. The motion was seconded by Councilwoman Chafin, and unanimously carried.

The following bids were received:

Contractors Service & Rentals, Inc.	\$ 7,064.20
Owsley & Sons, Inc.	7,371.00

10. Upon motion of Councilman Withrow, seconded by Councilman Davis, and unanimously carried, contract was awarded the low bidder, Sanders Brothers, Inc., in the amount of \$101,108.00, on a unit price basis, for Water Main Construction - 16-inch Water Main along N. C. 51, from Blue Herron Road to near Little Sugar Creek.

The following bids were received:

Sanders Brothers, Inc.	\$101,108.00
Dellinger, Inc.	103,035.00
Hickory Sand Construction Co.	105,091.10
Blythe Industries, Inc.	105,210.00
Rand Construction Co.	107,534.60
Lowes Plumbing Company	110,397.75
A. P. White and Associates	117,690.00

11. Motion was made by Councilwoman Chafin, seconded by Councilman Withrow, and unanimously carried, awarding contract to the low bidder, Harrell's Construction Company, in the amount of \$85,925.54, on a unit price basis, for Sidewalk Construction '77 - Section VI - Various Streets.

The following bids were received:

Harrell's Construction Co.	\$ 85,925.54
Blythe Industries	110,479.00
Crowder Construction Co.	112,578.00
Cardinal Construction, Inc.	123,932.50
Hickory Construction Co.	124,168.00
Lee Skidmore, Inc.	124,273.00

12. Councilman Davis moved award of contract to the low bidder, Crowder Construction Company, in the amount of \$81,161.45, on a unit price basis, for Police and Fire Academy Curb and Gutter improvements. The motion was seconded by Councilwoman Chafin, and carried unanimously.

The following bids were received:

Crowder Construction Co.	\$ 81,161.45
Blythe Industries, Inc.	84,717.30
Lee Skidmore, Inc.	90,307.15
Rea Construction Co.	95,436.05



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#### RESOLUTIONS OF CONDEMNATION.

1. Councilman Gantt moved adoption of a resolution authorizing condemnation proceedings for the acquisition of property belonging to E. B. Young and wife, Kathleen R. Young, located at 12425 Statesville Avenue, in the County of Mecklenburg, for the Torrence Creek Outfall - Phase II Project. The motion was seconded by Councilwoman Chafin, and unanimously carried.

2. Upon motion of Councilman Davis, seconded by Councilman Withrow, and carried unanimously, a resolution was adopted authorizing condemnation proceedings for the acquisition of property belonging to Richard Guiney, located at 323 Quincey Street, in the City of Charlotte, for the West Morehead Community Development Target Area.

3. Motion was made by Councilwoman Chafin, and seconded by Councilman Davis, adopting a resolution to authorize condemnation proceedings for the acquisition of property belonging to Floyd Peterson, located at 4243 Dinglewood Avenue, in the City of Charlotte, for the North Charlotte Community Development Target Area. The motion carried unanimously.

The resolutions are recorded in full in Resolutions Book 12, beginning at Page 472, and ending at Page 474.

#### CONSENT AGENDA.

On motion of Councilman Gantt, seconded by Councilman Davis, and unanimously carried, the consent agenda was approved after deleting Agenda Item No. 26(c).

1. Denial of a Claim of Ms. Francis B. Norman against the City for alleged automobile damages.
2. Approval of the acquisition of Leasehold Interest of air rights from Southern Railway System, in the Downtown Urban Renewal Project.
3. Adoption of a resolution authorizing the refund of certain taxes, in the total amount of \$44.36, which were collected through clerical error and illegal levy against two tax accounts.

The resolution is recorded in full in Resolutions Book 12, at Page 475.

4. Adoption of the following ordinances ordering the removal of weeds, grass, trash and abandoned automobiles:

- (a) Ordinance No. 664-X ordering the removal of weeds and grass at 2417 Dundeen Street.
- (b) Ordinance No. 665-X ordering the removal of weeds and grass at 1510 Belle Terre Avenue.
- (c) Ordinance No. 666-X ordering the removal of weeds and grass on vacant lot adjacent to 1509 Montgomery Street.
- (d) Ordinance No. 667-X ordering the removal of weeds and grass on vacant lot adjacent to 2111 Gibbs Street.
- (e) Ordinance No. 668-X ordering the removal of weeds and grass on vacant lot at 2400 Beatties Ford Road.
- (f) Ordinance No. 669-X ordering the removal of weeds and grass at 1615 Mimosa Avenue.
- (g) Ordinance No. 670-X ordering the removal of weeds and grass at 700 South Summit Avenue.
- (h) Ordinance No. 671-X ordering the removal of weeds, grass and trash at 2625 Lucena Street.
- (i) Ordinance No. 672-X ordering the removal of weeds and grass on vacant lot adjacent to 5250 Kelly Street.
- (j) Ordinance No. 673-X ordering the removal of an abandoned motor vehicle at 2230 Purser Drive.
- (k) Ordinance No. 674-X ordering the removal of an abandoned motor vehicle at 1815 Garibaldi Avenue.

The ordinances are recorded in full in Ordinance Book 24, beginning at Page 388.

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5. Approval of Encroachment Agreements:

- (a) Resolution authorizing the Mayor and City Clerk to execute an encroachment agreement with Southern Railway Company for the construction of an 8-inch VCP sanitary sewer line crossing beneath the railroad right-of-way to serve North Park Mall.

The resolution is recorded in full in Resolutions Book 12, at Page 476.

- (b) Agreement with the North Carolina Department of Transportation for the construction of an 8-inch VCP sanitary sewer line in the right-of-way designated as Hambright Road for the Torrence Creek Outfall - Phase II, Hambright Road (SR 2117).

6. Approval of contracts for water and sewer lines, as follows:

- (a) Contract with Averill C. Harkey and Henry A. Harkey, for construction of 1,350 feet of 8-inch water mains and three fire hydrants to serve Interstate Park - Phase II, inside the City, at an estimated cost of \$15,400.
- (b) Contract with Carolina-Connecticut Properties for construction of 3,300 feet of 6-inch and 2-inch water mains and two fire hydrants to serve Meadowbrook #3, outside the City, at an estimated cost of \$16,200.
- (c) Contract with Amerada Hess Corporation for the construction of 565 feet of 12-inch water mains and two fire hydrants to serve Terminal property on Old Mt. Holly Road, outside the City, at an estimated cost of \$13,400.
- (d) Contract with Carolina Connecticut Properties, Inc. for construction of 1,440 feet of 8-inch sewer mains to serve Innisfree - Phase II, outside the City, at an estimated cost of \$21,610.
- (e) Contract with Carolina Connecticut Properties, Inc. for construction of 1,475 feet of 8-inch sewer main to serve Meadowbrook #3, outside the City, at an estimated cost of \$22,125.

7. Approval of Property Transactions:

- (a) Acquisition of 1.00' x 114.65' x 65.10' x 1.00' x 64.58' x 114.67' of right-of-way at 2700 The Plaza, from J. R. Austin Heirs: Grace T. McLaughlin, Norman W. Austin, Lenora W. Austin, Raymond Austin, Mary E. Austin, Mabel Austin Mauldin, Richard S. Austin and Velma Marie Austin, at \$1.00, for proposed right-of-way Mason Circle.
- (b) Acquisition of 1.00' x 115' x 298.54' x 1.00' x 114.96' x 114.96' x 295.31' x 115.0' of right-of-way at 2602 The Plaza, from Mae B. Allen, Heirs, at \$1.00, for proposed right-of-way Mason Circle.
- (c) Acquisition of 1.00' x 115' x 107.52' x 1.00' x 108.39' x 115' of right-of-way at 510 Mason Circle, from George Henry Talbot and wife, Sarah Talbot, at \$1.00, for proposed right-of-way Mason Circle.
- (d) Acquisition of 1.00' x 42.87' x 1.00' x 43.39' of right-of-way at 2618 Mason Circle, from Prophet Brothers Oil Company, at \$1.00, for proposed right-of-way Mason Circle.
- (e) Acquisition of 1.00' x 171.48' x 1.00' x 172.95' of right-of-way at 2634 Mason Circle, from Carl Preston Helms, at \$1.00, for proposed right-of-way Mason Circle.
- (f) Acquisition of 89.33' x (r) 84.39' x 19.47' of easement at 2451 Wensley Drive, from Robert W. Beachley and Judith H. Beachley, at \$300.00, for Sugar Creek Dredging Project.

- (g) Acquisition of 1,170' x 350' of temporary easement on vacant land, left side of 5200 block of Park Road, from C. D. Spangler Construction Company, at \$1.00, for Sugar Creek Dredging Project.
- (h) Acquisition of 100' x 10' x 100.03' x 10' of right of way at 6015 Florence Avenue, from Julia M. Freeland, at \$1,000 for Florence Avenue widening.
- (i) Acquisition of 7.09' x 8.0' x 13.64' x 15.99' x 15' of easement at 931 West Sugar Creek Road, from Charlotte Park and Recreation Commission, at \$1.00, for sanitary sewer to serve Sugar Creek Park.
- (j) Acquisition of 15' x 663.15' of easement at 7901 Pineville Road, from The Trust Company of New Jersey, at \$1.00, for sanitary sewer to serve Sharon Lakes Road at Pineville Road.
- (k) Acquisition of 30' x 68.35' of easement at 13027 Mount Holly-Huntersville Road, from Clyde J. Taylor and wife, Majorie J., at \$500 for Torrence Creek Outfall, Phase III.
- (l) Acquisition of 30' x 693.83' of easement at 13400 Statesville Road, from David D. Swarigen and wife, Marcia B., at \$1,400 for Torrence Creek Outfall, Phase III.
- (m) Acquisition of 30' x 751.43' of easement at 12117 Statesville Road, from Joseph C. Frye, Samuel S. Williams and J.B.S. Corporation, at \$2,075 for Torrence Creek Outfall, Phase II.
- (n) Acquisition of 30' x 162.43' of easement, plus a temporary construction easement, at 13415 Circle Drive, from Opal Burgess Walden, at \$162, for Mallard Creek Outfall.
- (o) Acquisition of 30' x 194.77' of easement, plus a temporary construction easement, at 13609 Circle Drive, from John Wade Feimster and wife, Mary B., at \$388, for Mallard Creek Outfall.
- (p) Acquisition of 30' x 149.59' of easement, plus a temporary construction easement, at 13633 Circle Drive, from B. L. Black and wife, Pauline B., at \$300, for Mallard Creek Outfall.
- (q) Acquisition of 30' x 478.41' of easement at 11900 US Highway 29, from Clyde Love and M.D. Love, at \$478, for Mallard Creek Outfall.
- (r) Acquisition of 64.12' x 1,273.73' x 10.14' x 264.35' x 261.29' x 81.75' x 108.04' x 693.08' of right of way at 440-500 Arrowood Road, from Arrowood Investments, Ltd., at \$1.00, for Arrowood Road Relocation.
- (s) Acquisition of varies 64 feet - 80' x 1,631.22' of property at 800 Arrowood Road, from Klinhio, Inc., at \$1.00, for Arrowood Road Relocation.
- (t) Acquisition of varies 1 - 8' x 2,249.70' of easement at 500 Arrowood Road, from Arrowood Investment Ltd, at \$1.00 for Arrowood Road Relocation.
- (u) Acquisition of varies 1 - 8' x 1,325' of easement at 800 Arrowood Road, from Klinhio, Inc., at \$1.00, for Arrowood Road Relocation.
- (v) Acquisition of seven parcels of real property located in the Third Ward Community Development Target Area:
  - 1.) 5,230 sq. ft. at 1104 Greenleaf Avenue, from Eva H. Dysart, \$8,000.
  - 2.) 6,620 sq.ft., 921-23 Greenleaf Avenue, from Armcorp, Inc., \$7,500.
  - 3.) 13,345 sq.ft., at 1016-20 West First Street, from Cox Tire Machinery Company, \$12,400.
  - 4.) 13,700 sq. ft., 1008 & 1012 W. First Street, from Horace P. Wells, \$15,500.
  - 5.) 13,475 sq. ft., at 1000 & 1004 W. First Street, from Cox Tire Machinery Company, \$17,000.
  - 6.) 13,950 sq. ft., at 1105 & 1109 Greenleaf Avenue, from Herbert Grier, \$17,400.
  - 7.) 5,580 sq. ft., at 1117 Greenleaf Avenue, from Herbert Grier, \$6,250.

(w) Acquisition of seven parcels of real property located in the West Morehead Community Development Target Area:

- 1.) 7,560 sq. ft., at 1331 South Church Street, from Laura E. Abernethy, at \$15,000.
- 2.) 19,800 sq. ft., at Winnifred Street & Bland Street, from Dolph M. Young, Jr., at \$16,850.
- 3.) 6,740 sq. ft., at 1314 Winnifred Street, from Mary M. Young, at \$5,750.
- 4.) 1,400 sq. ft., at 143 West Palmer Street, from Evelyn H. McCatherine, at \$1,600.
- 5.) 1,800 sq. ft., at 147 Palmer Street, from Roger E. Holman, at \$1,525.
- 6.) 5,440 sq. ft., at 1205 South Church Street, from Rose McDowell Senn, at \$4,650.
- 7.) 5,658 sq. ft., at 1213 South Church Street, from Alys E. Chandler, at \$4,800.

(x) Acquisition of 16,725 sq. ft., of property in the Grier Heights Community Development Target Area, at 3117 Goldwyn Street, from Maggie Byers, at \$8,000.

8. Renewal of Special Officer Permit to Ed Cobb, for a period of one year, for use on the premises of Charlotte Park & Recreation Commission.

#### NOMINATIONS TO VARIOUS COMMITTEES AND COMMISSIONS.

Councilman Withrow placed in nomination the name of Bob Broadway for appointment to the Charlotte-Mecklenburg Planning Commission for a three year term.

Councilwoman Chafin placed in nomination the names of Bill Hill and Fire Chief Jack Lee for reappointment to the Parade Permit Committee for three year terms each.

Councilwoman Chafin placed in nomination the following names for reappointment to the Airport Advisory Committee for three year terms each: (1) Stan R. Brookshire; (2) Harry Nicholas; (3) Harry F. Wolfe, Jr.; (4) Roddy Dowd.

#### MATTER OF THE CITY COUNCIL CHAMBERS AND OFFICE BUILDING REQUESTED REFERRED TO PUBLIC WORKS AND PLANNING COMMITTEE OF COUNCIL.

Councilwoman Chafin asked that the matter of the City Council Chambers and the office building be referred back to the Council's Public Works and Planning Committee for further discussions.

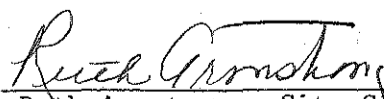
Councilman Davis stated he objects to any further consideration of this matter. He thinks it is a waste of time. Mayor pro tem Whittington stated this is the reason we have committees; so let's let them bring it back to Council.

#### COUNCIL COMMENDED FOR ACTION ON THE OUTER BELT ROAD.

Mayor pro tem Whittington stated the decision made today on the outer belt road was a very difficult one, and he can appreciate the position of those who opposed it; but at the same time he commends Council for the action that was taken.

#### ADJOURNMENT.

Upon motion of Councilwoman Chafin, seconded by Councilman Davis, and unanimously carried, the meeting adjourned.

  
 Ruth Armstrong, City Clerk